

**The Bill Blackwood
Law Enforcement Management Institute of Texas**

**Racial Profiling and An Assessment
of the Baseline Issue Among Texas
Law Enforcement Agencies**

**An Administrative Research Paper
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ABSTRACT

Controversy has surrounded the validity of racial profiling studies since its inception. Some individuals argue racial profiling is an institutional practice among the law enforcement community, but others argue it is a perception not based upon empirical evidence. It is difficult to determine which side of the argument has merit. A significant amount of the controversy surrounds identifying an appropriate measure to assess what a jurisdiction's driving population is. The credibility of racial profiling studies rest on having an accurate and appropriate baseline (or denominator) measure to assess whether law enforcement officers are treating a certain racial and/or ethnic group different than what their population indicates. Since racial profiling data in Texas is primarily collected as a result of traffic stops, an accurate indicator of a jurisdiction's driving population is essential to determine if a racial and/or ethnic group is arrested, cited, and/or searched at a higher rate than the driving population.

This study explores whether there is an identified baseline measure that can be used by Texas law enforcement agencies to assess whether there is a potential problem involving racial profiling in a jurisdiction. Sixty Texas law enforcement agencies were surveyed to identify a reliable and valid baseline method that can be employed consistently throughout the state. The results indicated there is a lack of agreement within the law enforcement community regarding whether racial profiling is a problem and also what baseline method is the most appropriate in assessing whether racial profiling may be occurring. Furthermore, there is a lack of initiative within the law enforcement community to resolve the controversy.

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INTRODUCTION

There is an ongoing contentious debate regarding the validity of the data that is required to be collected according to the “Racial Profiling” law. The details of this law can be located in Article 2.132 and 2.133 of the Texas Code of Criminal Procedure. Specifically, the issue being debated is whether the data or statistics indicate if an agency engages in the practice of racial profiling. Depending upon an individual’s race, there will be a different perspective if a law enforcement agency or the law enforcement community engages in the practice of racial profiling. Police professionals generally agree their agency does not engage in racial profiling of motorists. Typically, individuals in the law enforcement community disagree with the methods used in determining whether an agency engages in racial profiling. Due to the nature of our transient society, the use of a static statistic (i.e. census data) as a baseline indicator is not a reliable, nor valid indicator to utilize in attempting to determine if racial profiling is occurring.

This paper will examine the usefulness of the “baseline” that is used to measure racial profiling. An analysis will be conducted to determine if there is a valid measure that is more beneficial in accurately determining a jurisdiction’s driving population. Strictly using census data, drivers license data, or the demographics of a locality’s driving age population, compromises the validity of any argument concerning the practice of racial profiling. These measures may not be representative of the “driving population”. This research will be directed toward answering the question, “Is there agreement within the Texas Law Enforcement community regarding the most appropriate baseline measure to assess whether ‘racial profiling’ is possibly occurring within an agency?” If in fact there is not, the research may lead to a reasonable solution

to addressing this issue and can assist our society to better understand the phenomenon that has been labeled “Racial Profiling”.

In an effort to answer the research question, the literature regarding the “baseline” problem that has concerned researchers since the racial profiling phenomenon entered the political arena in the late 1980’s and early 1990’s will be reviewed. Also, several Texas law enforcement agencies will be surveyed to gain insight about their perspective, regarding racial profiling and the manner they collect and analyze racial profiling data. This is essential in determining the usefulness of the law in ensuring law enforcement agencies in Texas are responsive to their citizenry and interested in ensuring officers are treating individuals according to Constitutional protections.

It is anticipated the findings of this project will reveal there is disagreement within the law enforcement community regarding the most reliable and valid baseline measure. The struggle to identify a measure that sufficiently identifies a jurisdiction’s driving population will indicate the fruitlessness of trying to assess whether racial profiling actually occurs in a jurisdiction. Due to this problem, it may also reveal agencies do not have processes in place to identify if racial profiling is occurring within their individual agency. It is also anticipated there are better methods available that can assist our society in developing a better understanding of this phenomenon. If a reliable and valid baseline measure(s) is available and becomes widespread, the data/statistics reported to the governing body of each agency and the public through the media will have credibility. The media currently reports the analysis that is conducted by the Seward Research Group. Many representatives from various law enforcement agencies in

Texas disagree with their findings; due to the baseline measure they utilize and contend it is not a valid measure of a jurisdiction's driving population. If a reliable and valid measure is available and perceived by the law enforcement community, it will be an accurate representation of the activities of law enforcement. Therefore, this research project will directly benefit the law enforcement community because it will assist in answering the question whether individual agencies or the law enforcement community engage in the practice of racial profiling. The key is to locate a reliable and valid measure that will be accepted by law enforcement to utilize as a consistent baseline measure across the state. This will enhance the ability to determine if racial profiling may be occurring in an agency. It will also ensure law enforcement is properly held accountable to the citizens who have empowered them with the public trust.

REVIEW OF LITERATURE

The phenomenon of Racial Profiling in law enforcement is a recent area of inquiry and the results that have been generated from these studies have had significant implications for the law enforcement community. The origins of racial profiling have been traced to racial profiling practices of law enforcement as a response to disrupt the drug trade in the 1980's (Engel, Calnon & Bernard, 2002). In the 1990's racial profiling became a sensitive topic of discussion in our nation's state legislatures and in Washington, D.C. However, the discussions that have surrounded this issue have not been based upon "scientific findings". A vast majority of the research that has been conducted has not been grounded in empirical data (Engel, et al., 2002; Petrocelli, Piquero & Smith, 2003; Smith & Alpert, 2002; Weitzer & Tuch, 2002). Therefore, the

usefulness of the studies in determining if racial profiling is a valid concern among law enforcement professionals is questionable at best.

As the research community has elaborated into the field of racial profiling, advancements have been undertaken to increase the understanding of this phenomenon through the utilization of more rigorous methodologies. Over the last couple of years, the research community has recognized the “baseline or denominator” problem is significant and a consensus must be attained if the academic studies will have any validity and usefulness for practitioners and politicians (O’Reilly, 2002). This baseline problem is essential to providing credibility to any claims that racial profiling is occurring. This is the measure the collected data is compared to in assessing whether racial profiling may be occurring in an agency. It is simply an indicator of a jurisdiction’s driving population. Thus, for the analysis to be meaningful, the baseline must be representative of all individuals that have the potential of being stopped by law enforcement. Engel, et al. (2002) conducted a study which analyzed thirteen racial profiling studies and recognized all of the studies struggled with the idea of what is an appropriate baseline measure.

The early research in this area utilized a measure that on its surface was believed to be a valid and reliable indicator: census data (Alpert, Smith & Dunham, 2004; Engel and Calnon, 2004; Lange, Johnson & Voas, 2005; Smith & Alpert, 2002; National Research Council, 2004). It was believed the demographic composition of an entity (i.e. city) that is reported by the United States Census Bureau would be a representative measure of the entity’s driving population. However, this idea is fraught with many issues. Our society is very transient and this results in the potential for the

majority of individuals that are occupying a jurisdiction's roadway to be residents from a locale other than the jurisdiction they are driving. Also, census data is only taken every ten years and by the time it is published or utilized as a baseline, the data may be inaccurate. For instance, using census data that was collected in 2000 may not be an accurate reflection of the demographics of the locale in 2006. Racial profiling is a very emotional, sensitive issue and there must be confidence the conclusions drawn from collected data is accurate. Furthermore, census data was never intended to be reflective of a jurisdiction's driving population. In fact, studies have been conducted that have indicated the majority of individuals that are subject to police intervention within a jurisdiction's roadways are non-residents (Taylor, Fritsch, Liederbach, Trulson & Caetti, 2005; Thomas, 2002). The results from these studies indicate using census data is not an appropriate baseline measure because it is not representative of the jurisdiction's driving population due to the transient nature of our society. The overriding theme is that census data has the potential for being inaccurate.

From a research standpoint, it was logical to begin the racial profiling inquiry using census data because it is accessible and thus inexpensive (Smith & Petrocelli, 2001). However, as research inquiries into this phenomenon matured, the problems using census data became apparent and measures have been undertaken to determine a more valid baseline. The above-mentioned discussion should provide sufficient evidence that census data is not a reliable or valid baseline measure to use in assessing data law enforcement agencies collect.

Other studies have engaged in utilizing the racial composition of drivers license data for an area. The premise supporting this measurement is only individuals that

possess a drivers license in an area are likely to be driving on the roadways. Thus this would more accurately describe the demographics of roadway users (i.e. driving population). However, this measure suffers from some of the same issues as census data, it does not account for the transient nature of our society (Alpert, Smith & Dunham, 2004). Due to commerce and service sector employment, the demographics of the entity (i.e. city) and the composition of the roadway can be vastly different.

It is believed by many individuals the only way to accurately determine the racial and ethnic composition of a roadway or of a jurisdiction's driving population is to directly observe the drivers and record the data. Smith and Alpert (2002) agree with this belief because they stated, "the best approach in developing a reliable comparison population in research on racial profiling involving traffic stops is direct observation of the driving public" (p. 688). However, this method is very time consuming and also expensive. It also has a problem of representativeness if the observation is not conducted with consistency throughout the jurisdiction. It is important the observation be conducted throughout the day, not only during daylight hours; otherwise the results will not be representative of a jurisdiction's driving population throughout the entire day.

Observations during non-daylight hours will not be accurate for obvious reasons. Also, which roadways is the observation occurring on? Will the results from the observation be generalized to the driving population of the entire jurisdiction or just to the roadways observed? Furthermore, the accuracy of the data collectors can be suspect. It is very difficult to accurately record the race and ethnicity of a person by observing them in a mere fraction of a second. These problems create reliability and validity issues, which

indicate this baseline method is not beneficial to the law enforcement community or society in addressing the racial profiling controversy.

Professor Lamberth of Temple University conducted a variation of direct observation in response to racial profiling lawsuits that originated in Maryland. He undertook a methodology to develop a better baseline measure to determine if officers have been engaging in racial profiling. He engaged in an activity known as a “rolling survey” where his team of researchers drove a highway to determine the racial composition of the roadway regarding its users and violators (Buerger & Farrell, 2002). This baseline measurement was beneficial in addressing the specifics of the lawsuits involved, but it was also problematic. It suffered from the same concerns as the above-mentioned discussion regarding direct observation.

A recent development has been the use of accident data to develop a reliable and valid indicator of a jurisdiction’s driving public. This approach is intuitively logical because individuals involved in accidents are using the roadway and they are a sample of the total population of the users of the roadway in the jurisdiction. The issue then arises in determining which driver (at-fault or not-at-fault) is recorded for statistical purposes. It is argued not-at-fault drivers are a better proxy than at-fault drivers because at-fault drivers may exhibit behaviors that place them more at risk for accidents than not-at-fault drivers, and the composition of a jurisdiction’s roadway has more drivers that do not become involved in accidents (Alpert, et. al, 2004; Engel & Calnon, 2004). However, if at-fault drivers were utilized, then this group would be reflective of the violating population of a jurisdiction’s roadways and are most likely to be stopped by the police. Not-at-fault drivers do not necessarily possess the characteristics that would

make them more likely to be stopped by police. Thus, they theoretically are a better indicator of the driving population. The premise of racial profiling is individuals are stopped exclusively due to their race and/or ethnicity. The definition of racial profiling can also be operationalized to mean an officer may stop an individual of a certain racial/ethnic group for a minor traffic violation, but would not take the same action for a person of a different race and/or ethnicity. Therefore, it is imperative a measure be utilized that is representative of the overall roadway composition. This is essential if racial profiling data and its analysis will have any veracity.

Due to these many problems involved with determining a reliable and valid baseline measure, alternatives continue to be suggested and tested. For example, Rojek, Rosenfeld & Decker (2004) have devised a more elaborate manner to develop a baseline measure. They use spatial statistics and geographic mapping to produce an “imputed” measure that involves weighting the non-resident population. This technique branches out from focusing solely on the demographics of a particular jurisdiction; they expand the demographics to encompass distances beyond the jurisdiction’s boundaries. This technique also accounts for the transient nature of our society, knowing residents of a jurisdiction frequently travel through other jurisdictions while conducting their daily affairs.

Taylor, et. al (2005) recommended the racial profiling data in Texas must become standardized if it is going to be meaningful to the public. These researchers have recognized the current method of publishing the racial profiling data in Texas is invalid. They analyzed data from five North Texas law enforcement agencies and have proposed agencies that are similar should be grouped together and the same baseline

should be used for the group, and other agency groupings may have a different baseline (pg. 27). Overall, they recognize the complexities involved in determining what an appropriate baseline measure is and are suggesting an alternative. The significant issue they discuss is if the grouping suggests an agency deviates from the group mean, then additional analysis of that particular agency may be necessary. Policing is a complex business and just because a statistic may indicate an agency stops, issues a citation, performs an arrest, or searches a racial and/or ethnic group at a higher rate than the majority, does not equate to a claim of racial profiling. Further analysis may be necessary to determine the reasons for the disparity.

Most of the racial profiling studies have been conducted in state agencies and in the larger urban cities in the United States (Novak, 2004; p. 66). Since most police agencies are smaller, whether it is in rural or suburban areas, the generalizability of the results are not applicable to the majority of police agencies in America. Furthermore, the lack of research in these areas has only magnified the problems associated with an inadequate baseline measure. Therefore, the abundance of studies conducted and the public “hue and cry” may be baseless; but it also may be accurate. That is the reason a valid comparison measure is essential to determine what is occurring in policing.

The missing element in most racial profiling studies has been the ignorance concerning the complexities of policing. There is a lack of knowledge concerning police operations (Fagan & Davies, 2000; Petrocelli et al., 2003; McMahon, Garner, Davis & Kraus, 2002). Police resources are generally devoted to those areas requiring the most service. This results in a significant proportion of the resources being utilized in the higher crime/problem areas of a jurisdiction. Individuals at the lower socio-economic

status end of the spectrum generally populate these areas and unfortunately these areas have historically been overrepresented by minorities. Therefore, when police resources are assigned to these areas, the potential for police data to over-represent a particular racial and/or ethnic category that is not commensurate with the demographics of the entire entity (i.e. city) arises.

METHODOLOGY

This project is intended to assess whether there is consensus within the Texas law enforcement community regarding the most appropriate baseline measure to utilize in determining if racial profiling is occurring within an agency. It is also intended to assess the opinions of Texas law enforcement practitioners regarding the validity of racial profiling in Texas as a problem and also whether the current law is an effective deterrent to inhibit racial profiling practices. It is hypothesized there is a lack of agreement regarding the most appropriate baseline measure and this results in confusion in the law enforcement community and with the public regarding the veracity of racial profiling in Texas. It is also hypothesized law enforcement practitioners do not believe racial profiling is a problem. Therefore, the requirements of the current law are baseless because it is expending public resources to document activity to measure a phenomenon that is non-existent.

In the search to determine the answer to the research question, sixty law enforcement agencies in Texas were sampled. The method of determining which agencies were included in the study is known as a convenience sample. All agencies sampled were participants/alumni of the Bill Blackwood Law Enforcement Management

Institute of Texas or participants affiliated with a Texas law enforcement agency who have attended the United States Drug Enforcement Administration Drug Unit Commanders Academy. This method ensured there would be a wide range of agencies included in the sample (i.e. large, medium, small, suburban, rural and urban) and they represented all regions in the State of Texas. The composition of the sample is as follows: 62% municipal police departments, 25% sheriff offices, and 13% other. The other category includes law enforcement agencies affiliated with community colleges, hospitals, independent school districts, transit authorities, and universities. All of the agencies sampled were distributed throughout all regions of the State. This provides generalizability of the results throughout all law enforcement agencies in Texas.

The instrument utilized in this study was a survey that consisted of questions designed to elicit information (opinions and facts) regarding racial profiling. The instrument was designed to obtain opinions regarding the general belief regarding the occurrence of racial profiling in Texas. It also was designed to assess whether law enforcement supervisors in Texas viewed the Racial Profiling law as an effective tool to identify and curtail racial profiling in the State. Lastly, the survey data will analyze the opinions regarding a baseline that respondents believe will be most effective in determining if racial profiling is occurring in an agency. Since the literature available reveals census data is the most widely used baseline measure, the data collected in the survey will analyze how the respondents perceive this baseline.

The inherent nature of this issue (racial profiling) raises concerns regarding the willingness of respondents agreeing to provide this valuable information. In an effort to encourage participation, the respondents were advised their participation was voluntary

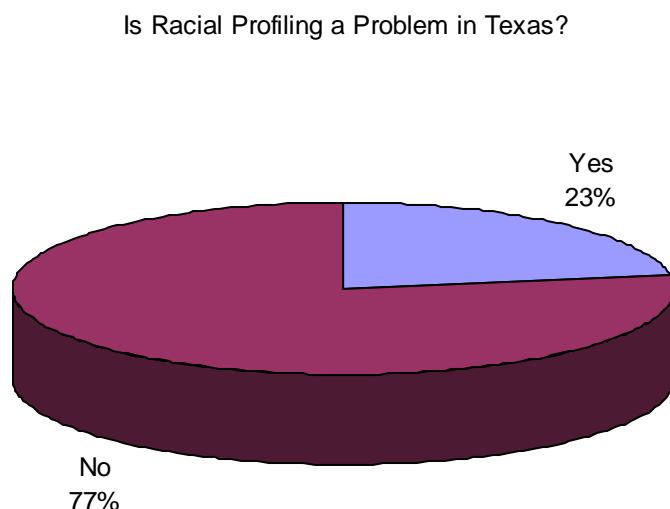
and their comments would be confidential; neither they nor their agency would be identified in the final analysis. They were also advised if they were not familiar with their agency's procedure regarding this issue, they should consult with a representative within their department to complete the survey. This was intended to provide the most reliable and valid data for the study. The response rate for the instrument was sixty-seven percent, which is a "good response rate" for a social science inquiry (Babbie, 1975; p. 265).

FINDINGS

In an effort to understand the significance of the racial profiling baseline issue, it is important to assess the opinions of law officers regarding their perceptions of racial profiling in general and whether the racial profiling law in Texas is an effective policy. An analysis of the survey instrument revealed there is not agreement within the Texas law enforcement community regarding the perceptions of the veracity of racial profiling. Over three quarters (77%) of respondents acknowledged they do not believe racial profiling is a problem in Texas, while less than one quarter (23%) agreed that it was (figure A). This was an interesting finding because there is a misconception among officers that believe racial profiling is solely a political and social issue not based upon fact. Statistically, this finding supports the hypothesis that officers do not believe racial profiling is a problem. But more importantly, the result from this survey indicated almost a quarter of all law enforcement supervisors in Texas perceive racial profiling as being a concern. This statistic is higher than anticipated, which provides sufficient justification for the existence of the racial profiling law. By having one out of every four law officers

believing racial profiling is a problem indicates there must be an effective measure available to attempt in the identification of racial profiling practices among officers and agencies.

Figure A



The intent of the Racial Profiling law that was passed by the legislature was to provide law enforcement agencies a tool to detect and/or determine if racial profiling may be occurring in a law enforcement agency. It was also a response that reinforces the legislature's obligation to the people of Texas that public policies will be enacted to protect their constitutional rights. The survey instrument revealed eighty-five percent of the respondents do not believe the requirements of the Racial Profiling law is a valid method to detect racial profiling (figure B), nor do they believe it is effective in curtailing racial profiling (figure C). This is not surprising since most respondents contend racial profiling is not a problem in the State. Logic would indicate since they hold this perception, any law enacted to curtail or detect its occurrence would be ineffective.

Figure B

Can the Texas Racial Profiling Law Detect Racial Profiling?

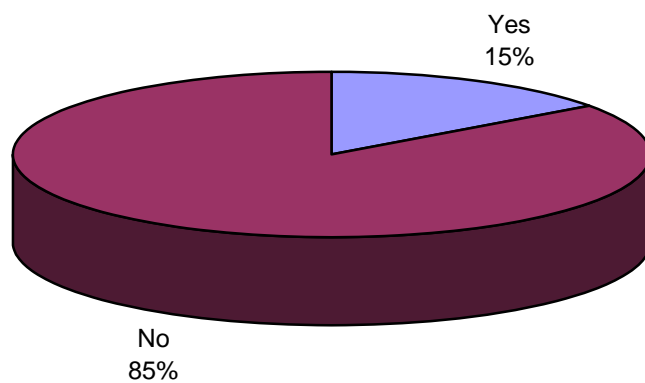
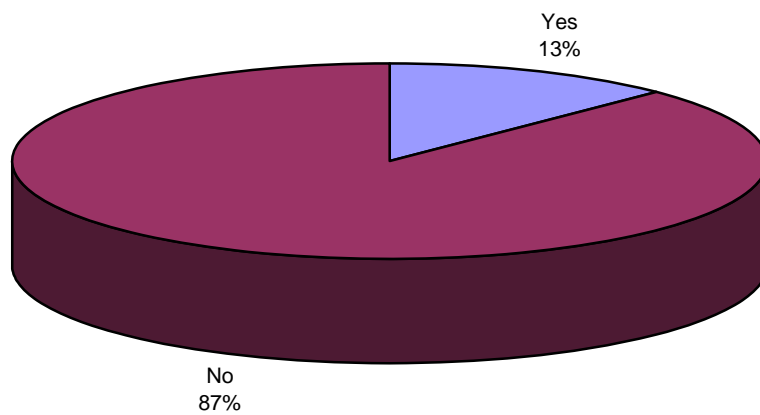


Figure C

Can the Racial Profiling Law in Texas Curtail Racial Profiling?

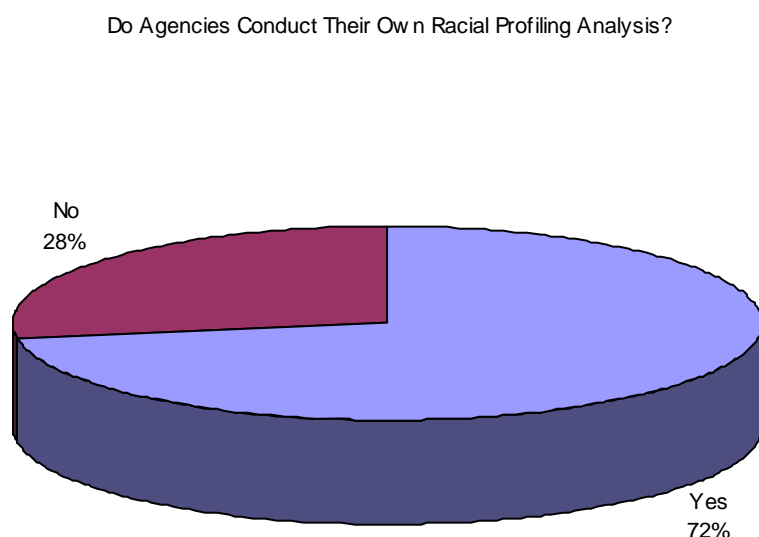


Or is it possible the reason for the finding could be based upon a lack of confidence in the results due to an invalid and unreliable baseline measure? However, this finding is significant for the citizens of Texas. They rely upon their elected representatives to enact laws/policies that will be effective and if the practitioners in the field do not recognize the usefulness of the laws requirements, it may be an indication the procedure may not be an appropriate method in addressing potential racial profiling activity.

In an effort to identify the most appropriate baseline measure to be used in racial profiling in Texas, it is important to assess the seriousness of Texas law enforcement agencies regarding the state mandate pertaining to racial profiling. Seriousness is assessed through determining how many agencies engage in an analysis of their own data. At a minimum, every agency is required to record the race and ethnicity for individuals issued a traffic citation or arrested as a result of a traffic stop and then report the data to their governing body. The data from the respondents indicate less than seventy-five percent of the agencies surveyed conduct their own analysis (figure D). Agencies employing audio and video equipment are exempt from the analysis requirement, but most of the agencies that reported they conduct an analysis also utilize audio and video equipment in their patrol vehicles. The agencies that do not conduct their own analysis may be an indication they do not support the law and are uninterested in potentially uncovering racial profiling in their agency. However, a more valid reason may be due to the acknowledgement that resources should not be expended because there is a lack of faith in determining a jurisdiction's actual driving

population; and without that statistic, conclusions drawn from the collected data will not be valid.

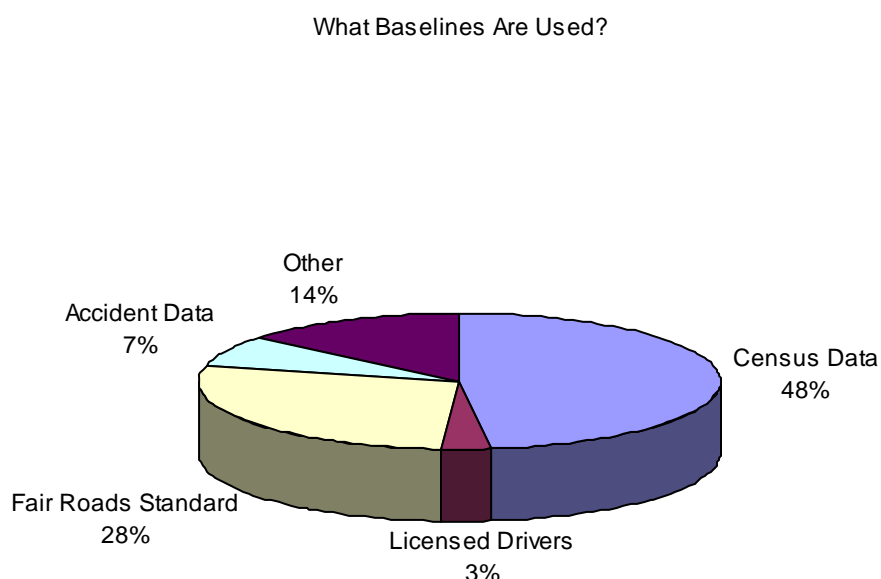
Figure D



The most common baseline used confirms the findings from the relevant literature; census data is the most utilized baseline method to analyze the collected racial profiling data. Almost half of the agencies utilize census data, and more than a quarter use the Fair Roads Standard, which is the standard recommended by the American Civil Liberties Union (ACLU), National Association for the Advancement of Colored People (NAACP), and the League of United Latin American Citizens (LULAC) (see figure E for the distribution). The Fair Roads Standard uses a combination of census data and households in an area that have vehicles. It is interesting to note the respondents from those agencies that use census data are split regarding it being an effective method to represent their driving population (50% agree it is a valid indicator

and 50% disagree). Those respondents using the Fair Roads Standard in their agency to analyze their data are heavily weighed towards it not being an effective indicator to represent a jurisdiction's driving population (25% agree it is a valid indicator, but 75% disagree).

Figure E



Furthermore, seventy percent of the respondents, whether they analyze their data or not, indicated they do not believe census data is an accurate method to assess whether racial profiling actually occurs in a jurisdiction. More importantly, sixty-four percent of the respondents that use census data to analyze racial profiling indicate this method is not an accurate reflection of all jurisdictions' driving population. There is an acknowledgement in some jurisdiction's that census data may be an acceptable indicator to represent the driving population, but overall, it is not.

CONCLUSION

This was an exploratory study that delved into the perception of law enforcement supervisors among Texas agencies. Its primary purpose was to assess the manner Texas law enforcement agencies are using in determining if racial profiling is potentially occurring within an agency. If there was a “best” method then steps could be taken to formalize statewide reporting data regarding racial profiling. It was hopeful this project would be able to identify a method that could most accurately determine a jurisdiction’s driving population. Without a reliable and valid baseline that is representative of a jurisdiction’s driving population, any data reported loses its credibility and value to the citizenry.

The mission of this project was to determine if there is consensus among the law enforcement community regarding the most appropriate and effective baseline measure to assess racial profiling data. The next step would be to assess whether the method can be generalized to all Texas agencies to enhance law enforcement’s responsibility to ensure every individual in Texas is treated with dignity, fairness and respect. It was hypothesized there is a lack of agreement among agencies in determining the best method of accessing racial profiling data. The findings from this study indicate there are several methods that are employed, but there was an overwhelming perception the methods utilized are not effective in representing a jurisdiction’s driving population. This confirms the conundrum the literature identified regarding the necessity of developing an appropriate baseline that is representative of a jurisdiction’s driving population. It was also hypothesized law enforcement practitioners in Texas do not believe racial profiling

is a problem. This hypothesis was weakly confirmed because almost a quarter of all respondents contend it is a problem.

As mentioned above, this was an exploratory study that sampled agencies that desire up-to-date leadership training among its supervisors. These training regimens are either state or federally supported/funded so it nullifies any claim only agencies that have sufficient financial resources can enable their supervisors to attend. This study provided a sample of agencies from all regions of the State. This enhances the generalizability of the study's findings. However, there are limitations to the study that must be taken into account. The agencies sampled were conducted through a convenience sample, which may have resulted in the exclusion of agencies that are unable to support extensive leadership training due to limited personnel. Attendance at these training sessions may create an undue hardship on an agency if a supervisor is absent for an extended period of time, but the sample included a sufficient amount of small and rural agencies to overcome this concern. Furthermore, the study utilized descriptive statistics to assess the opinions of the respondents. It did not intensely explore the complexities of policing in today's society. Future research should consider expanding upon the findings of this study through the implementation of a more rigorous research design and statistical analysis.

The major conclusion that can be drawn from this study is there is not an identified reliable and valid measure to implement that can confidently describe a jurisdiction's driving population. The law enforcement community may be quick to criticize a statewide analysis (i.e. the Seward Research Group analysis), but they are not aggressive in solving the baseline or denominator controversy. Our society

demands accountability from the law enforcement community and from elected officials at the state and local level regarding this sensitive issue. In an effort for the data to be meaningful a method must be developed that can accurately assess individual agency data in identifying the potential that racial profiling may be occurring. It is important to emphasize an appropriate and effective baseline, or denominator, must be developed that can potentially identify a problem. Developing a consistent and effective method across all agencies will enhance the credibility the law enforcement community has with the citizenry. Furthermore, it is important to acknowledge an indication that racial profiling may be occurring is only a sign that additional analysis of the agency may be warranted. The complexity of our society and policing inhibits a statistical figure from specifically identifying a problem as being a conclusive fact. The only effective method to quell the debate regarding the veracity of racial profiling in the law enforcement community is to base conclusions on “science” rather than “supposition”.

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APPENDIX

LEMIT Survey Project

1. Do you consider racial profiling to be an actual problem in the law enforcement community?

Yes _____

No _____

2. Do you consider the racial profiling law in the State of Texas to be a valid instrument that can detect racial profiling in Texas?

Yes _____

No _____

3. Do you consider the racial profiling law in the State of Texas to be a valid instrument that can curtail racial profiling in Texas?

Yes _____

No _____

4. What type of activity does your agency use for documenting racial profiling (race/ethnicity) data?
(Please check all that apply)

Traffic Citation Data _____

Traffic Arrest Data _____

All Arrest Data _____

Traffic Stops where no citation is issued _____

Pedestrian Stops/Contacts _____

5. Does your agency conduct an analysis of the racial profiling statistics that are reported to your governing body to determine if there is a possibility of racial profiling occurring in the agency?

Yes _____

No _____

If your answer to question 5 was "yes", please complete question 6 and 7. Otherwise, skip questions 6 and 7, but please resume your responses with question 8.

6. What baseline measurement does your agency utilize to compare your data in determining if officers may be engaging in racial profiling?

Census Data_____

Composition of Licensed Drivers in your
Jurisdiction_____

Fair Roads Standard_____

Accident Report Data_____

If this is used, which driver is utilized for statistical purposes:

At Fault Driver_____

Not At Fault Driver_____

Both/All Drivers_____

Other (please list) _____
Describe (if necessary)

7. Is the baseline measure a valid indicator that is representative of the population your agency is analyzing? (e.g. if your agency uses census data, is this an accurate reflection of the driving composition of your jurisdiction's roadways?)

Yes _____

No _____

8. Most racial profiling studies have used census data as a baseline measure to determine if an agency may engage in the practice of racial profiling. Do you agree that census data is a valid measure that is representative of the driving population in a jurisdiction?

Yes _____

No _____

If your answer to question 8 was "no", please complete question 9. Otherwise, skip question 9.

9. If you do not believe census data accurately reflects the population that racial profiling is suppose to measure, is there a baseline measure that you believe would better reflect the population that police officers stop and detain? (Please list and describe)

Please include any comments that you believe would help to answer and provide insight for research in determining if racial profiling is a legitimate problem in the law enforcement community.

Thank you for taking the time to complete this survey.

Please return this survey via email to rick.helfers@cor.gov or fax to the Richardson Police Department, Attn: Lt. Rick Helfers, (972) 744-5921.