

# San Diego Police Department Stops by Demographics

# Is SDPD Biased?

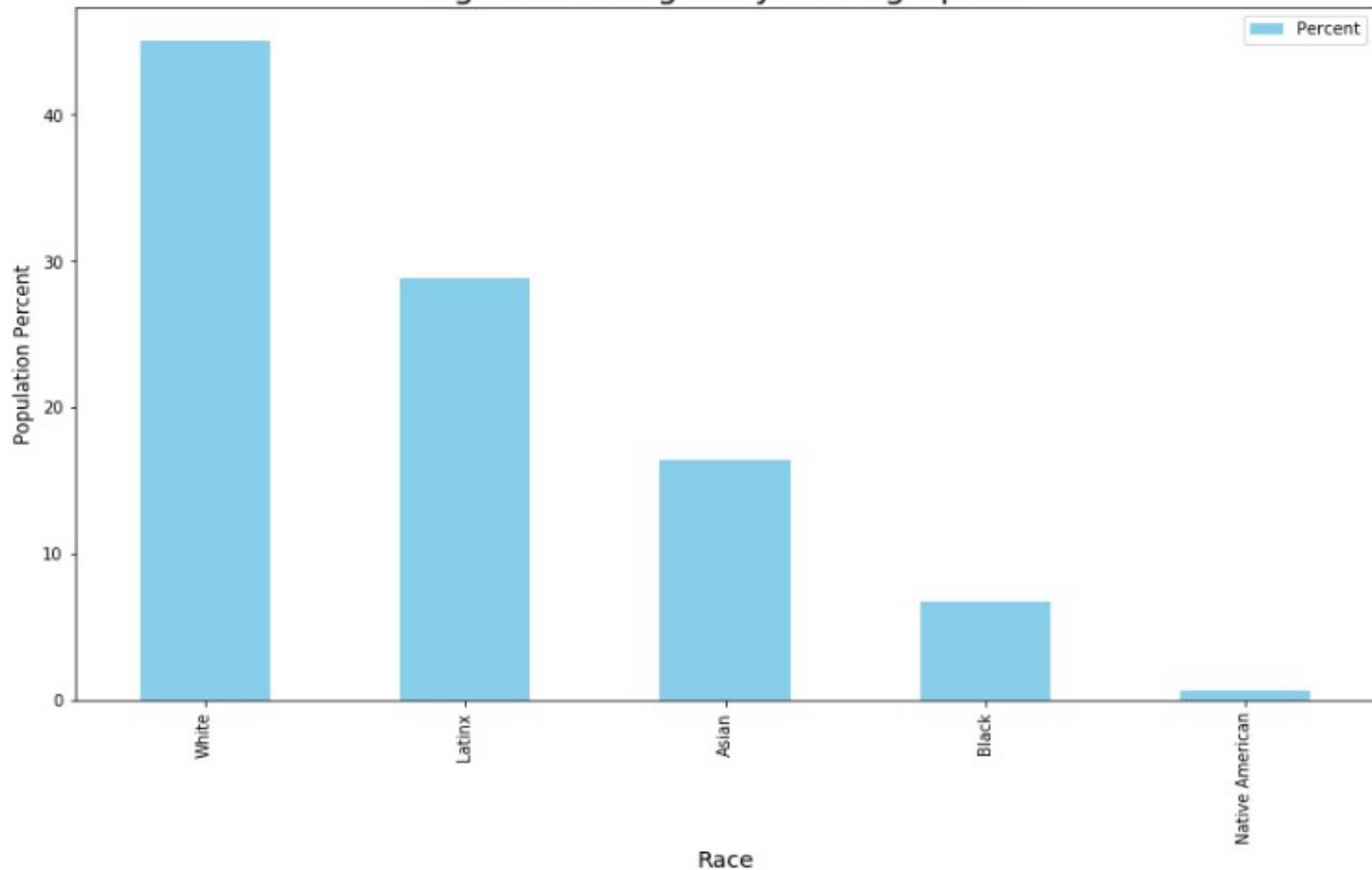
- Does SDPD have a bias towards certain demographic groups?
- What groups, if any, are disproportionately represented in police stops?
- Are certain groups disproportionately stopped for any particular reason?

# Data Cleaning and Sources

- Listed race in Census data and “Race of Persons Stopped” data modified to fit the categories of “White,” “Latinx,” “Black,” “Asian,” or “Native American.”
- Stop Identification from “Race of Persons Stopped” and “Reason for Stop” matched; any identification without both values discarded
- Over 93% of all stops are for “Reasonable Suspicion” or “Traffic Violation;” other values account for roughly 1% of stops each and will be discarded
- “Race of Persons Stopped” from (<https://data.sandiego.gov/datasets/police-ripa-race/>).
- “Reason for Stop” from (<https://data.sandiego.gov/datasets/police-ripa-stop-reason/>).
- US Census data from (<https://web.archive.org/web/20120802190059/http://quickfacts.census.gov/qfd/states/06/0666000.html>).

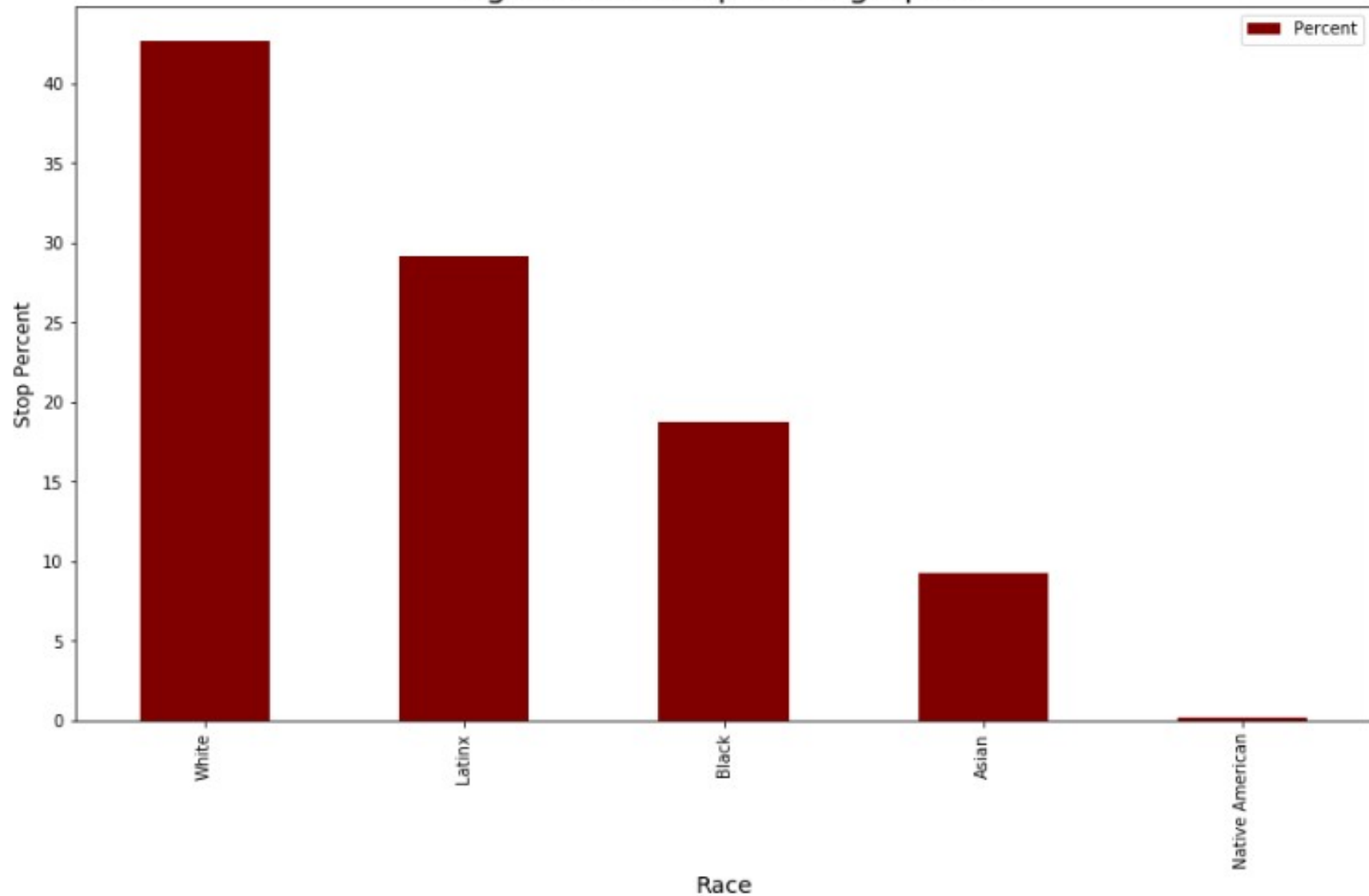
# San Diego Demographics

Fig 1: San Diego City Demographics



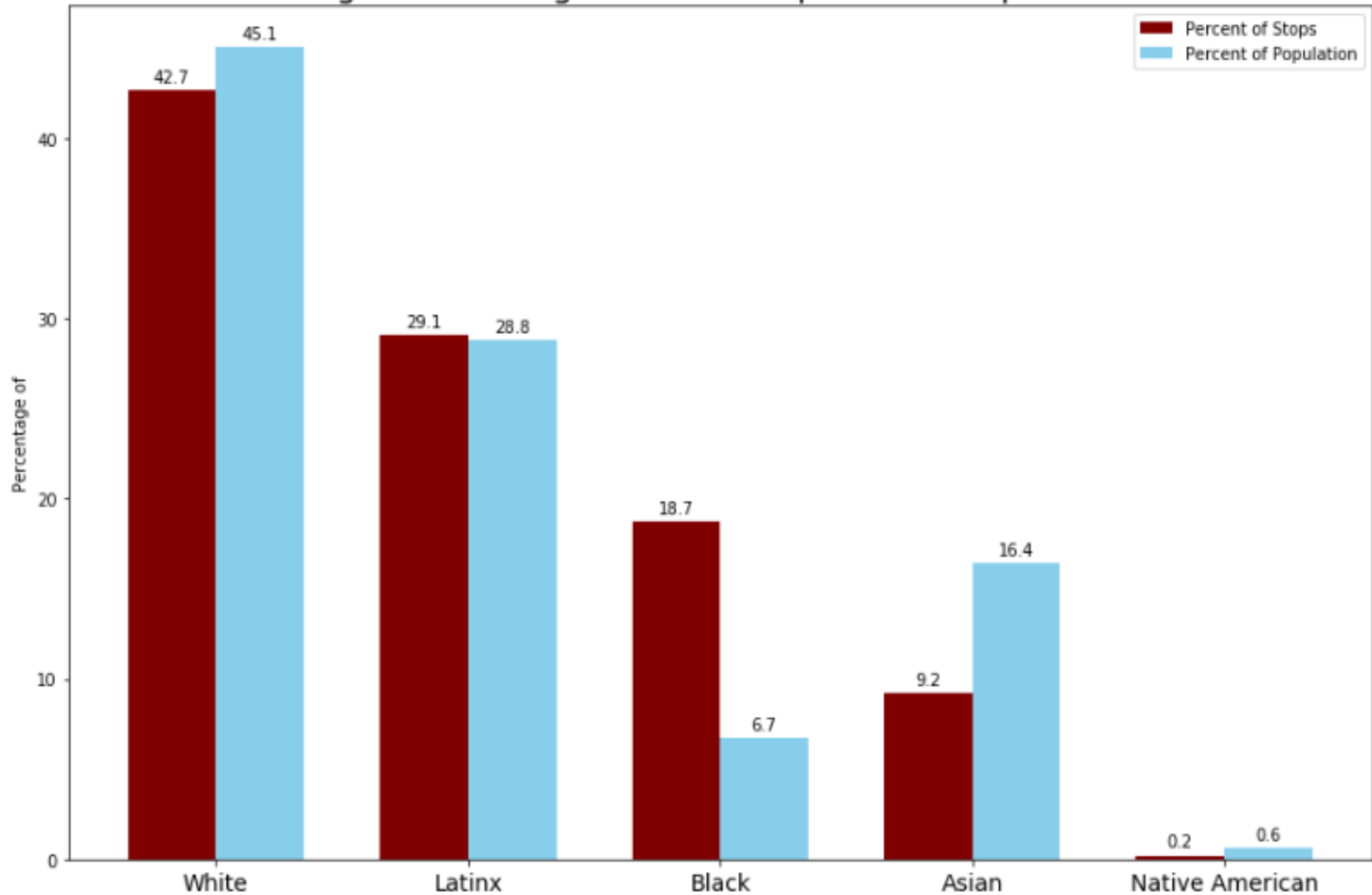
# SDPD Stop Demographics

Fig 2: SDPD Stop Demographics



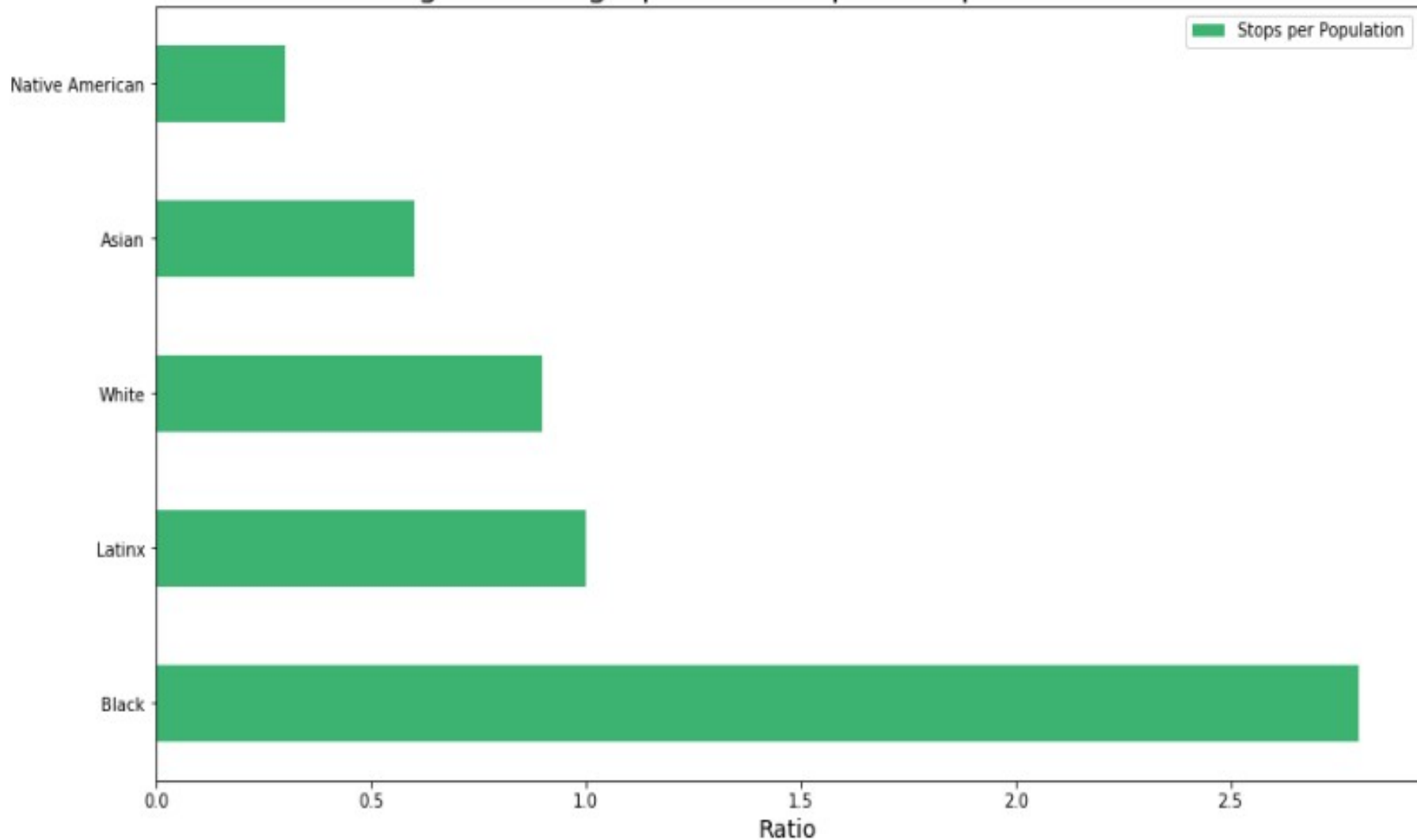
# Stop Versus Population

Fig 3: Percentage of SDPD Stops versus Population



# Ratio of Stops to Population

Fig 4: Demographics of Stops to Population Ratio



# Stop Percent by Reason

Fig 5: Percentage of Stops for Traffic Violation, by Race

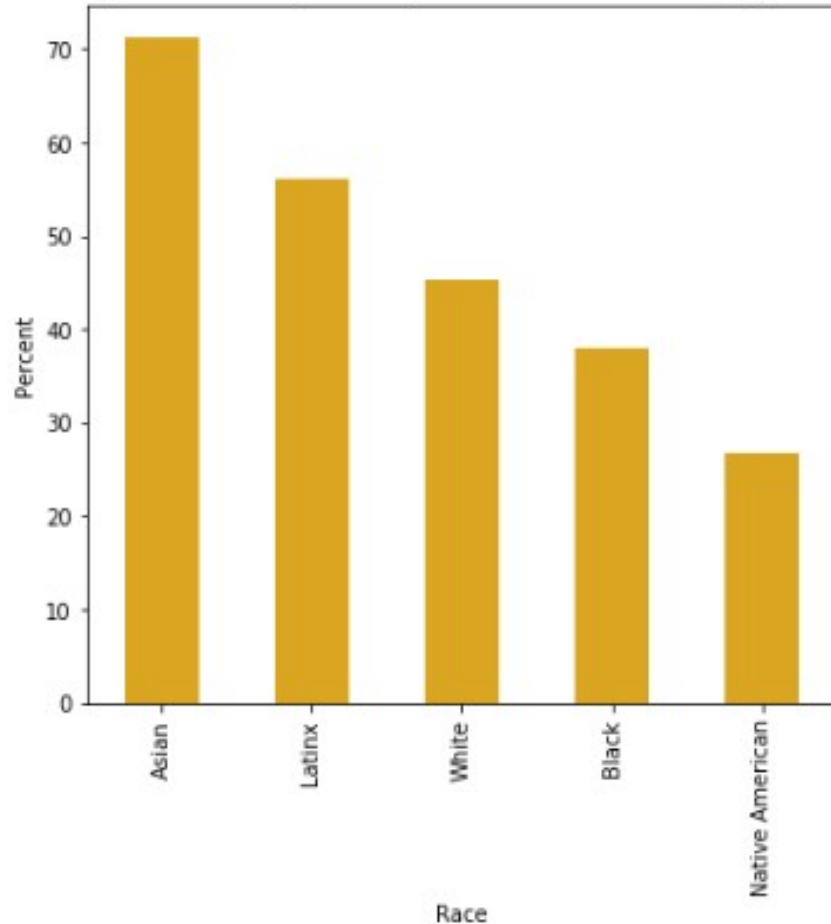
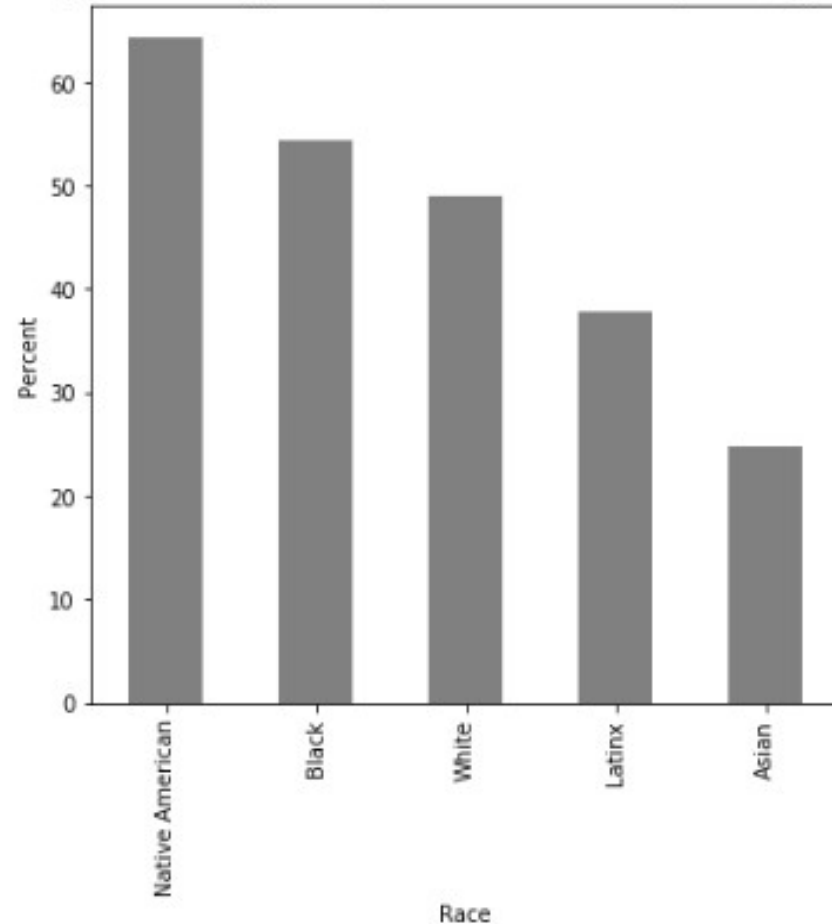


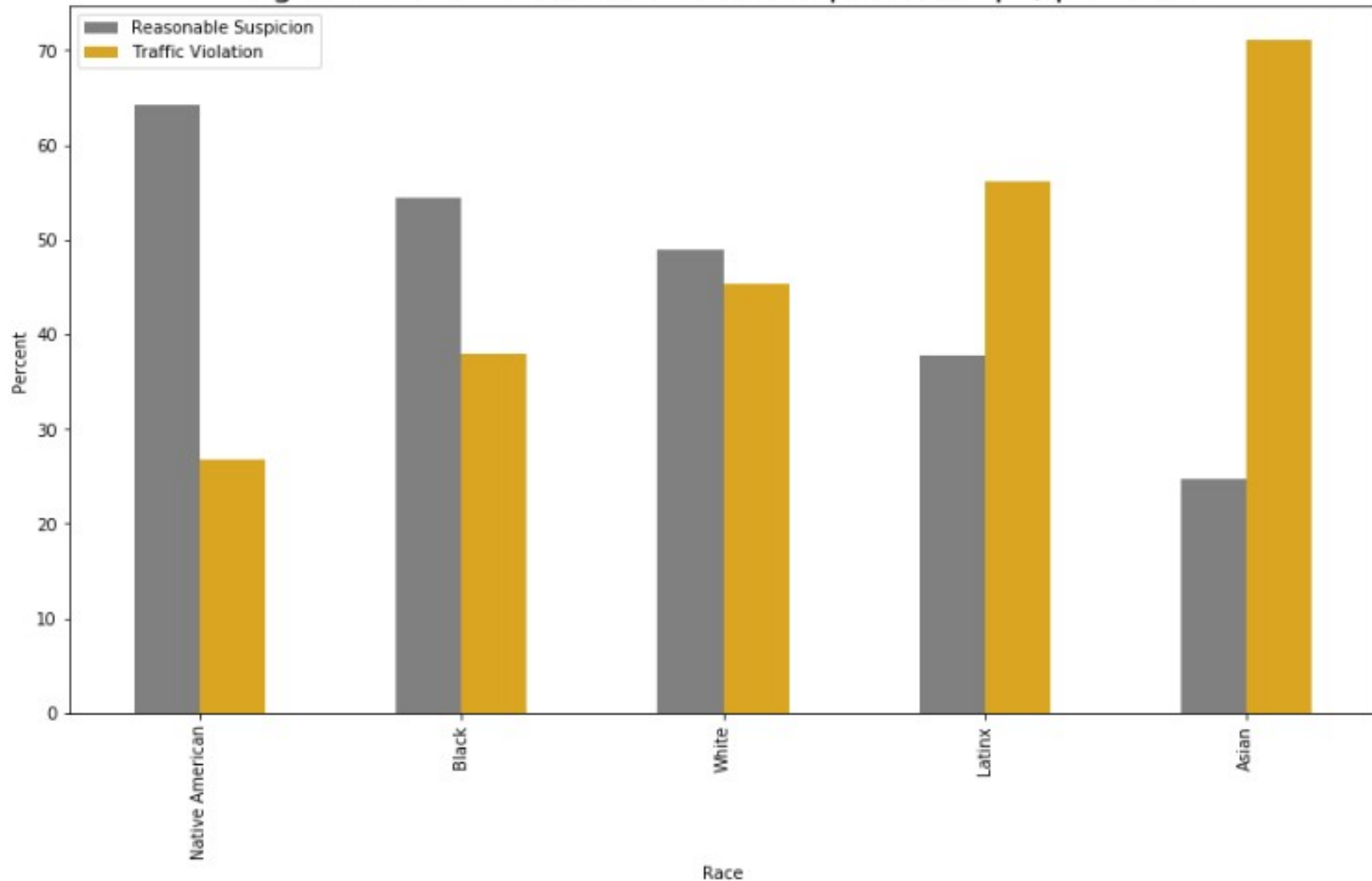
Fig 6: Percentage of Stops for Reasonable Suspicion, by Race





# Reason Percents in Comparison

Fig 7: Percent of Traffic versus Suspicion Stops, per Race



# Conclusion and Further Study

- Conclusion:

- The data shows disproportionate stops for “Black” persons versus the “Black” population (over 2.5 times average)
- The data shows higher rates of “Reasonable Suspicion” stops for “Black” persons, and lower rates for “Asian” persons
- The data implies a negative bias against “Black” persons

- Further Study:

- Updating demographics with 2020 Census data once available
- Sorting outcomes of stops to determine rate of charges per stop
- Grouping stops and population by geographic region to determine which neighborhoods have higher rates of stops