



## **Connecticut Racial Profiling Prohibition Project**

Thursday, October 18, 2018

10:00am – 12:00pm

Legislative Office Building, Room 1C

### **Minutes**

Present: William Dyson, Jim Fazzalano, Ken Barone, Andrew Clark, Neil Dryfe, Michael Gailor, Mike Lawlor, Kaley Lentini, Marc Petruzzi, Aaron Swanson, Col. George Battle, Rashad Glass, Tanya Hughes, Seth Marin, Werner Oyanadel

The meeting was called to order at 10:05 a.m.

#### **I. Welcome**

Bill Dyson welcomed the advisory board and thanked them for attending.

#### **II. Bridgeport Data Issue Update**

Ken Barone informed the advisory board that he recently met with members of the Bridgeport Police Department to discuss their response to the June 2018 letter regarding compliance with the Alvin W. Penn Act. The department highlighted a number of steps that have been taken to rectify the data issues. The IMRP invited them to make a presentation before the advisory board at our next meeting. The department agreed and will address the advisory board at an upcoming meeting.

#### **III. Traffic Stop Data Analysis and Findings, 2015-16 Supplemental Report Presentation**

The project staff released the supplemental report to expand on the findings in the November 2017 traffic stop analysis. Ken Barone and Jim Fazzalano made a comprehensive presentation on the findings. The supplemental report was an in-depth analysis of departments identified in the 2015-16 analysis. Those departments are: Ansonia, Berlin, Darien, Madison, Monroe, Newtown, Norwich, and Ridgefield. The enhanced analysis of each department included a census tract or corridor analysis as well as a detailed post-stop analysis. Individual reports were produced for each department to provide additional information on the factors that may be contributing to the overall racial

and ethnic disparities in traffic enforcement. The full report can be found on the project website at [www.ctrp3.org](http://www.ctrp3.org). This year police chiefs were invited to provide a written response to the report findings, which were included in the published report. In addition, chiefs were also invited to attend the presentation and were provided with the opportunity to address the advisory board.

A brief summary of the conclusions for each department have been included below. However, the full presentation was recorded by the Connecticut Television Network and the recording is available on our project website.

Ansonia:

After a full review, the disparities do not appear excessive in nature, but it is recommended that the department review its traffic enforcement policies near Main Street and Pershing Drive to evaluate the extent to which they may have a disproportionate effect on minority drivers. They should also take steps to assure that its minority community is fully engaged in the process of understanding why the allocation of enforcement resources are made and what outcomes are being achieved; and evaluate how the greater use of high discretion equipment-related stops in higher minority areas may be adding to disparities.

Berlin:

Based on the overall follow-up analysis, it is recommended that the department review its traffic enforcement policies in tract 4001 with particular attention to the stop activity on the Berlin Turnpike, to evaluate the extent to which they may have a disproportionate effect on black and Hispanic drivers and evaluate both the location and frequency of stops for high discretion equipment-related motor vehicle enforcement, with particular attention to stops for defective or improper lighting, to better understand the impact they may be having on minority drivers.

Darien:

Based on the overall follow-up analysis, it is recommended that the Darien Police Department review its traffic enforcement policies along the Post Road in order to evaluate the extent to which they may have a disproportionate effect on black and Hispanic drivers and evaluate both the location and frequency of stops that involve equipment-related motor vehicle violations, to better understand the impact they may be having on minority drivers.

Madison:

Madison traffic stop data reflects the influence of the Route 79, Route 1, and Route 450 corridors that appears to be somewhat more diverse than the predominantly white local driving age population. These roads appear to have a relatively high level of enforcement and a relatively higher proportion of non-resident minority drivers travelling them. The

nature of traffic enforcement in Madison is focused on more serious safety-related violations, particularly speed and stop sign violations.

After a full review, the disparities do not appear excessive in nature, but the department would benefit from a periodic review of traffic enforcement policies as they relate to enforcement activity on Route 79, Route 1, and Route 450 in order to evaluate the extent to which they may have a disproportionate impact on minority drivers

Monroe:

Monroe traffic stop data seems to reflect the significant influence the Route 25 corridor is having on traffic stop demographics. The greater frequency of equipment-related stops on the town's two high enforcement roadways where minority drivers are more likely to be among those in the driving population influences the overall disparity.

The disparities do not appear excessive in nature, but the department should be aware of how these activities may be affecting its stop demographics. The department would benefit from a periodic review of traffic enforcement policies as they relate to enforcement activity along Route 25 and Route 111 in order to evaluate the extent to which they may have a disproportionate impact on minority drivers. The department would also benefit from the evaluation of both the location and frequency of stops for equipment-related motor vehicle violations to better understand the impact they may be having on minority drivers.

Newtown:

After a full review, the disparities do not appear excessive in nature. However, the department should conduct a periodic review of traffic enforcement policies as they relate to enforcement activity along Route 6 and Route 25 in order to evaluate the extent to which they may have a disproportionate impact on minority drivers. The department would also benefit from the evaluation of both the location and frequency of stops for equipment-related motor vehicle violations to better understand the impact they may be having on minority drivers.

Norwich:

Based on the analysis, we believe that the general disparities in its stop data with respect Hispanic and black drivers tend to reflect the overall nature of its enforcement policies based on calls for service, crime, and motor vehicle accidents. However, we recommend that the department review its traffic enforcement policies to fully understand and evaluate the disproportionate effect they could be having on minority drivers. The department should also take steps to assure that its minority community is fully engaged in the process of understanding why the allocation of enforcement resources are made and what outcomes are being achieved. It is also recommended that the department evaluate how the greater use of high discretion equipment-related stops in higher minority areas may be adding to disparities; and review the role consent searches play

in its overall traffic stop efforts to ensure that its officers are not overly relying on this as a traffic stop technique.

Ridgefield:

The Ridgefield traffic stop data reflects the influence of the Danbury Road and Route 7 corridors that appears to be somewhat more diverse than the predominantly white local driving age population. Both of these roads appear to have a relatively high level of enforcement and a relatively higher proportion of non-resident minority drivers travelling them. The nature of traffic enforcement in Ridgefield is focused on more serious safety-related violations, particularly speed and cell phone violations. After a full review, the disparities do not appear excessive in nature, but the department would benefit from a periodic review of traffic enforcement policies as they relate to enforcement activity on Danbury Road and Route 7.

#### IV. General Discussion

There was no discussion and the meeting was adjourned at 12:05 p.m.