



DRIVING WHILE BLACK AND BROWN IN VERMONT

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Agencies in Study

- Addison County Sheriff
- Barre City
- Barre Town
- Bennington
- Brandon
- Brattleboro
- Bristol
- Burlington
- Colchester
- Essex
- Grand Isle County Sheriff
- Hinesburg
- Manchester
- Middlebury
- Milton
- Northfield
- Randolph
- Rutland
- Rutland County Sheriff
- S. Burlington
- Springfield
- St. Albans
- St. Johnsbury
- University of Vermont (UVM)
- Vergennes
- Vermont State Police (VSP)
- Williston
- Winooski

7 Indicators of Racial Disparities

4 Post-Stop Outcomes

- **Ticket rates**
- **Arrest rates**
- **Search rates**
- **Hit rates**

3 Kinds of Stop Rates

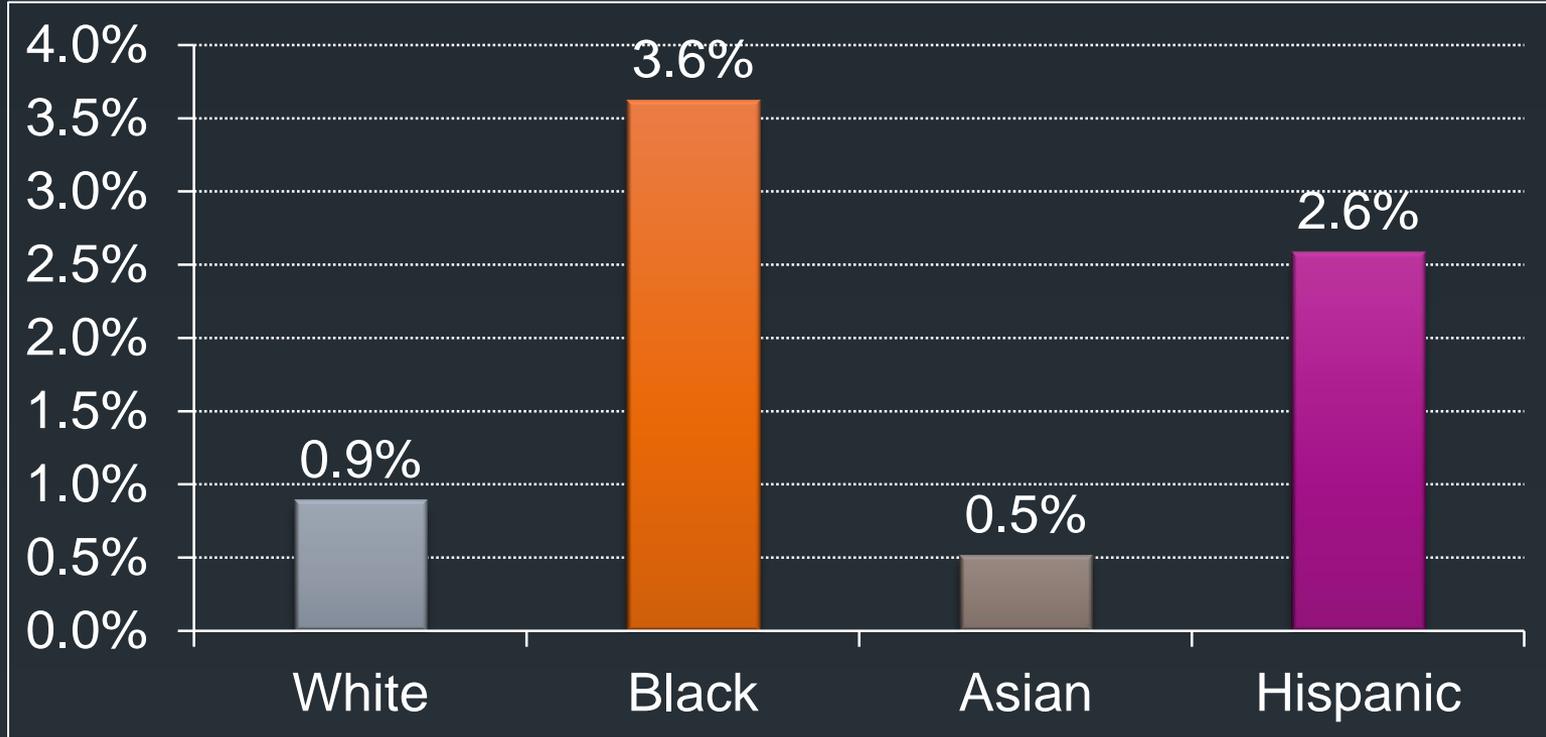
- By race
- **Male shares** of stops by race
- Officer **disparities** in stop rates



At the state level, we find...

- Black drivers are arrested at twice the rate of White drivers

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- Black drivers are searched at **4 times the rate** of White drivers
 - Hispanics searched at almost **3 times the rate** of White drivers



Statewide search rates, 2015

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- Despite lower search rates, White and Asian drivers were more likely to be caught with serious contraband leading to citations or arrests



We also found that

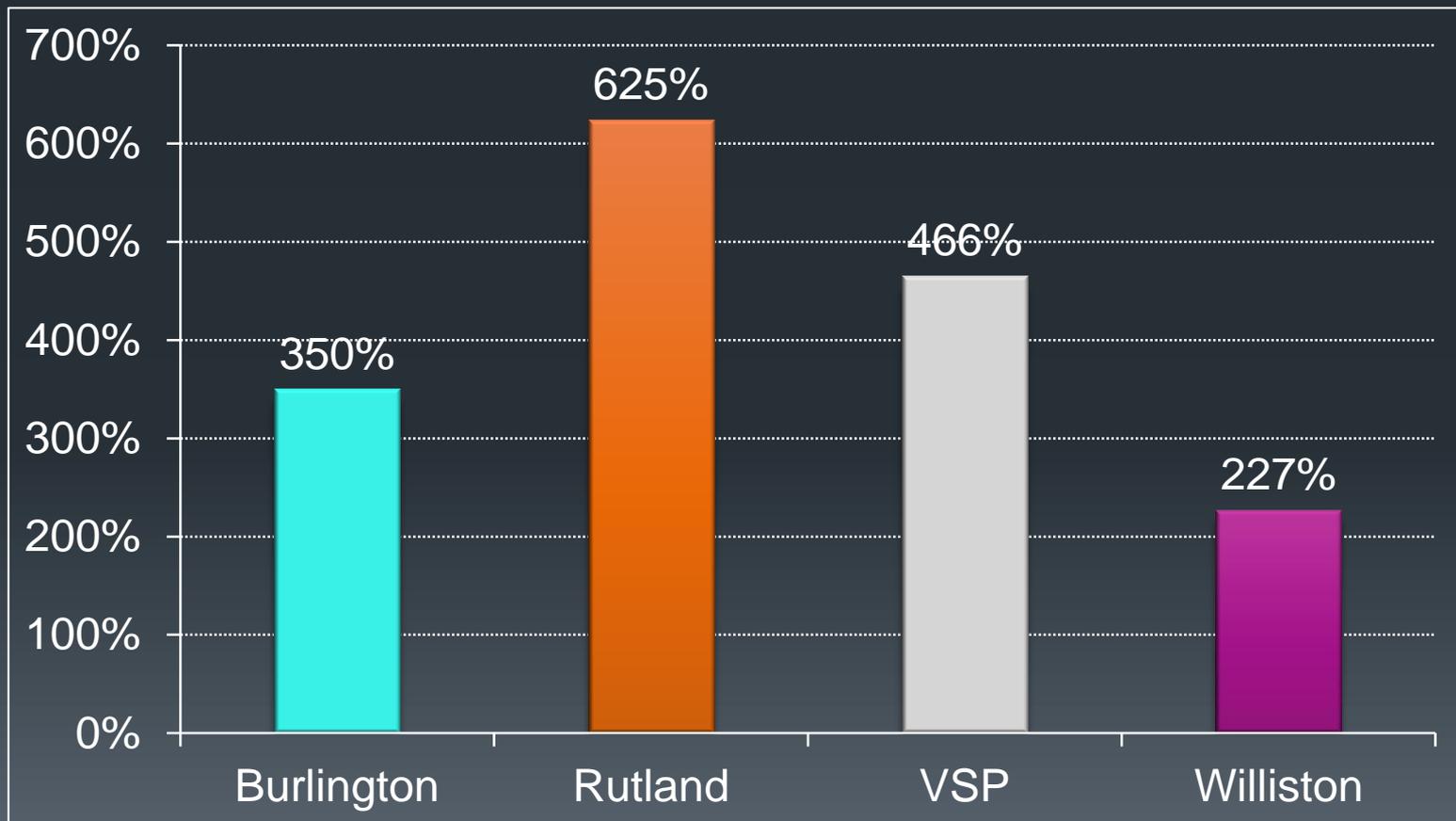
- Black and Hispanic drivers are stopped at rates that exceed their share of the (driving) population
- **And** among drivers stopped, Black and Hispanic drivers **were more likely to receive tickets** than White drivers.



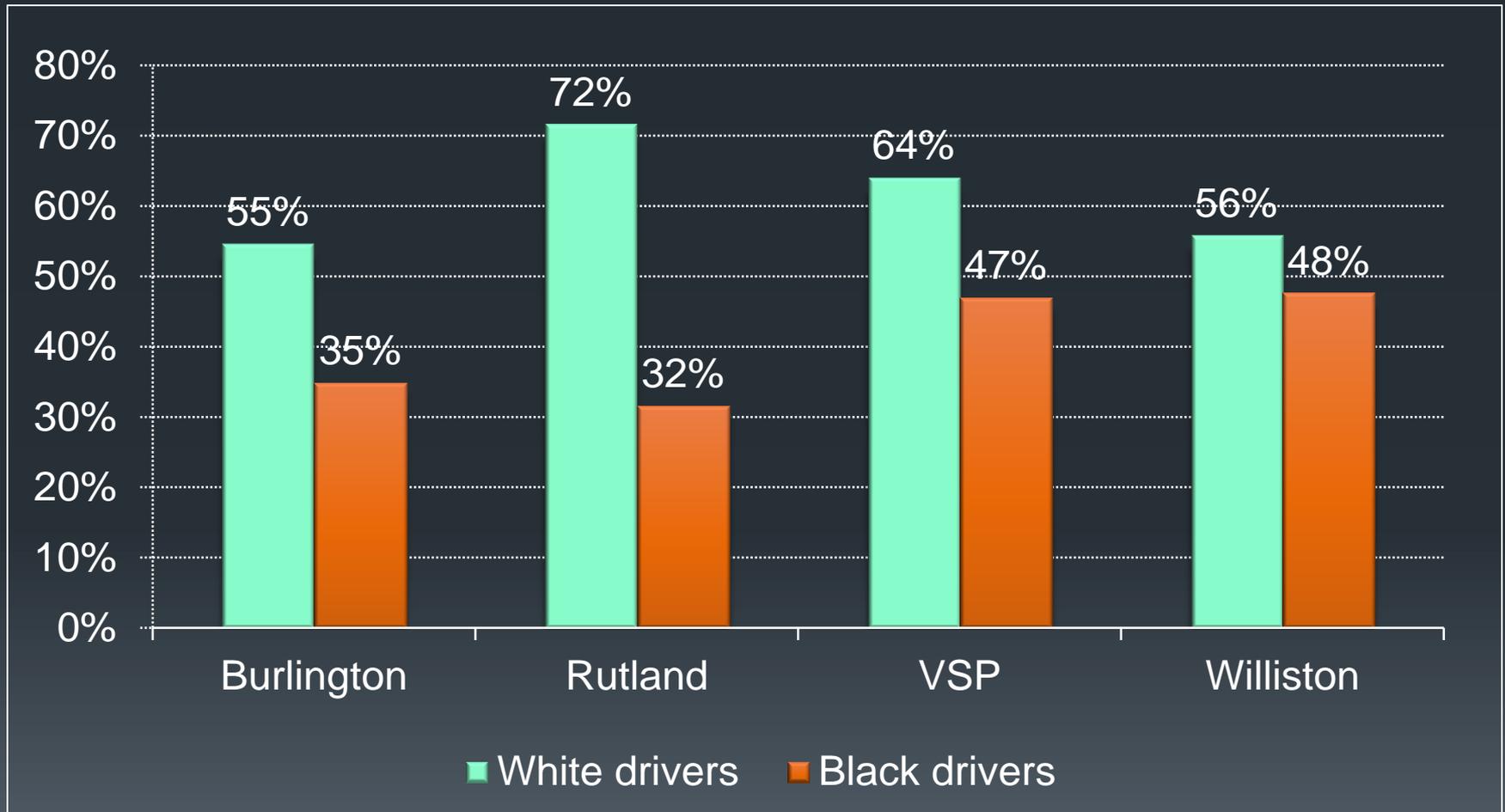
Major finding at the agency level

- Most agencies exhibit racial disparities in traffic policing, although to varying degrees

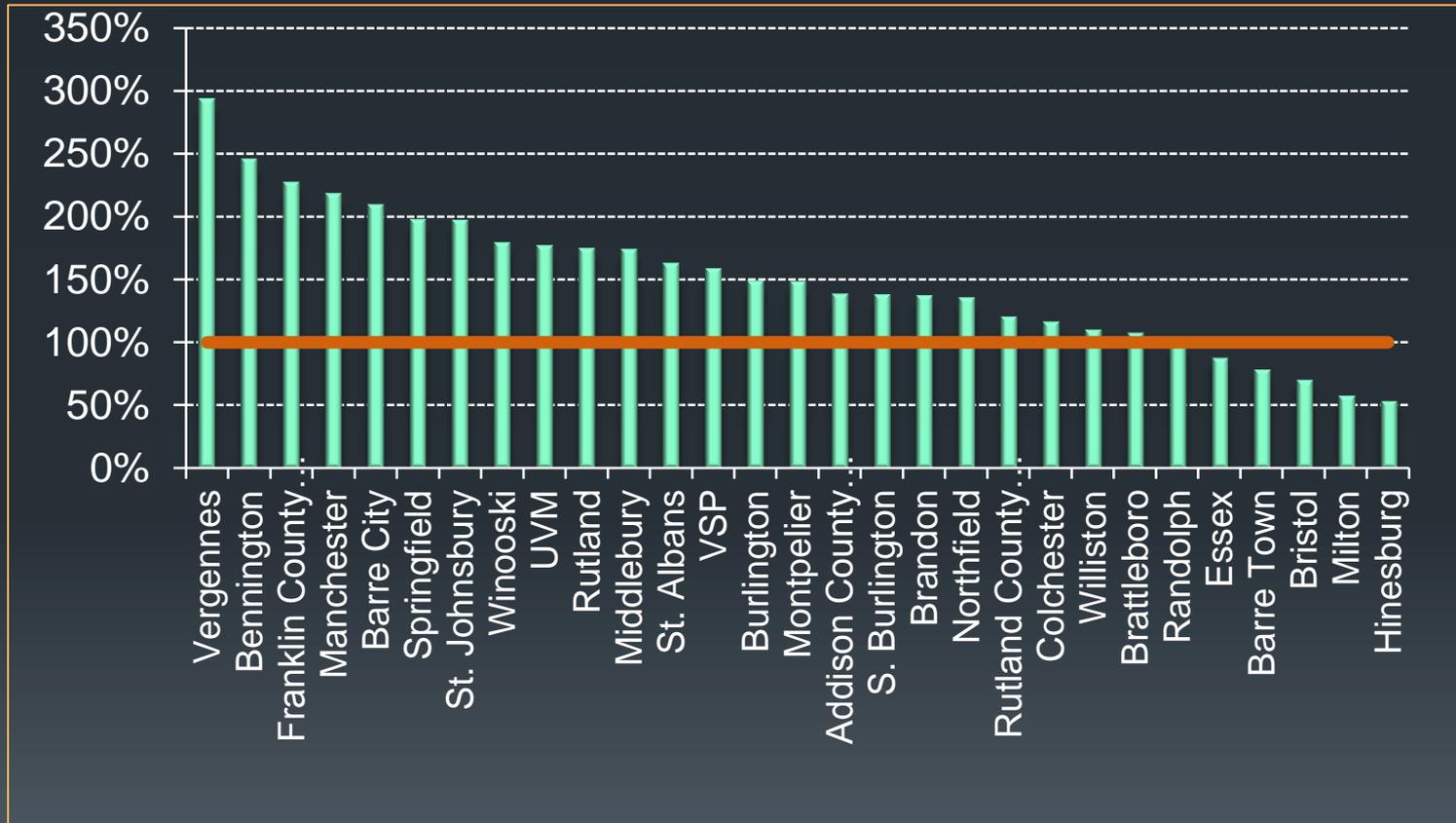
How much more likely is a **Black driver** to be **searched** than a White driver?



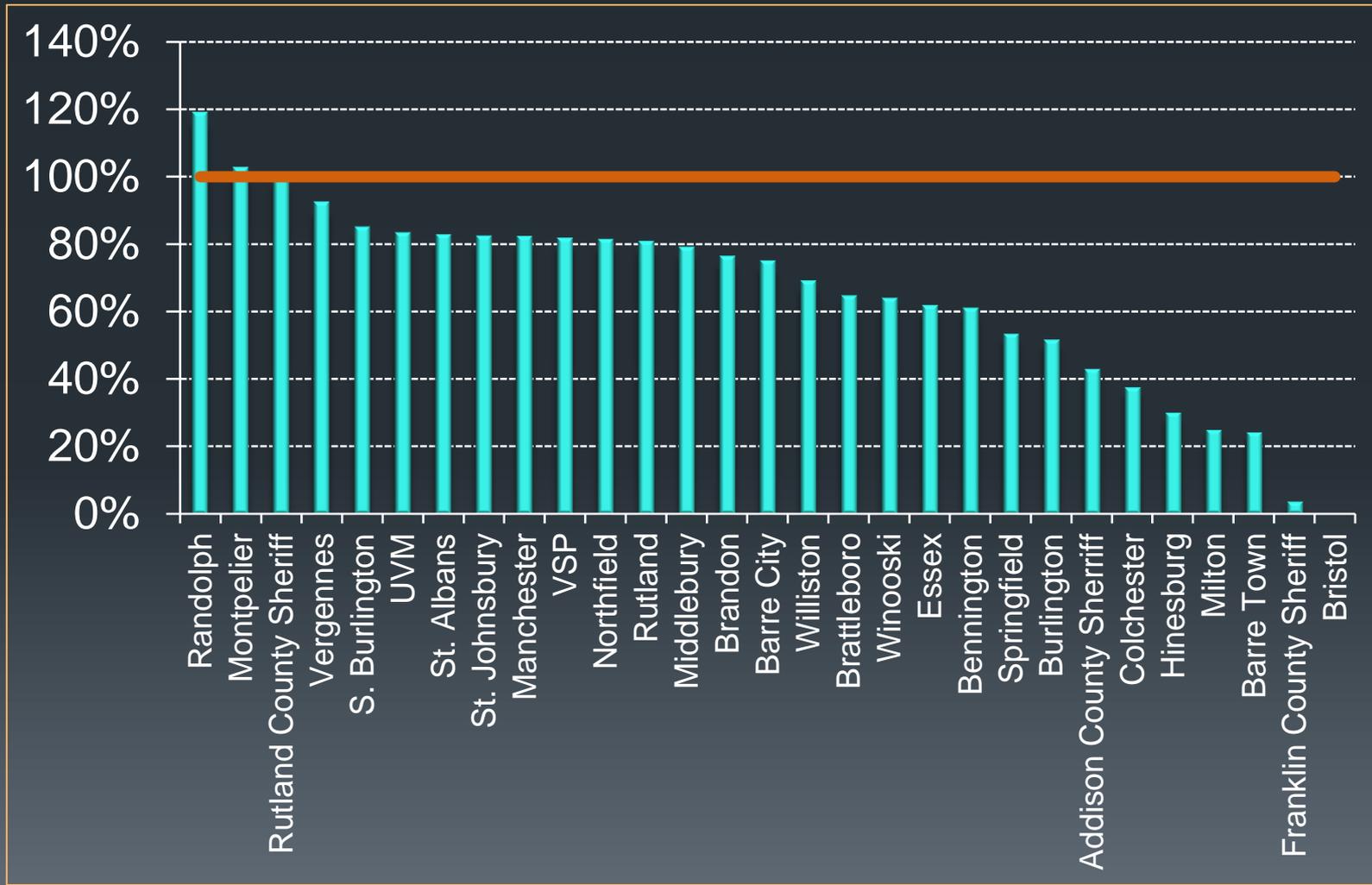
White drivers are more likely to be found with contraband that leads to ticket/arrest



Most agencies stop **Black drivers** at a **higher rate** than expected



And most stop Asian drivers at a lower rate than expected





At the agency level, a large share of officers have disproportionately high stop rates of Black drivers.

- For agencies, this means that disparities cannot be attributed to the isolated behavior of just a few officers.

Overall, what do the data tell us?

- **Black and Hispanic drivers** experience significant disparities in treatment by the police compared to White and Asian drivers
- Racial disparities exist in most agencies for one or more indicators
- The **degree of disparities** varies across agencies and thus geographically

Where do we go from here?



- At the state level, create a standardized system for data collection and reporting
- Give officers feedback on their stop performance
- Support agencies to give frequent but brief training to officers on implicit bias
- Monitor racial disparities on a yearly basis
- Improvements in data quality needed

Recommendations on data collection

We propose the following additional categories of data be collected and made publicly available:

- Year of vehicle (to permit assessment of claims of “poverty profiling”)
- State in which vehicle is licensed
- Race, search and contraband information on passengers
- More detailed information on contraband found in all searches.



The paper can be found at the
website of the
Gund Institute at UVM

- http://www.uvm.edu/giee/pdfs/SeguinoBrooks_PoliceRace_2017.pdf