

Connecticut



RACIAL PROFILING PROHIBITION PROJECT

State of Connecticut

Traffic Stop Data Report

October 1, 2013 – May 31, 2014

September 2014

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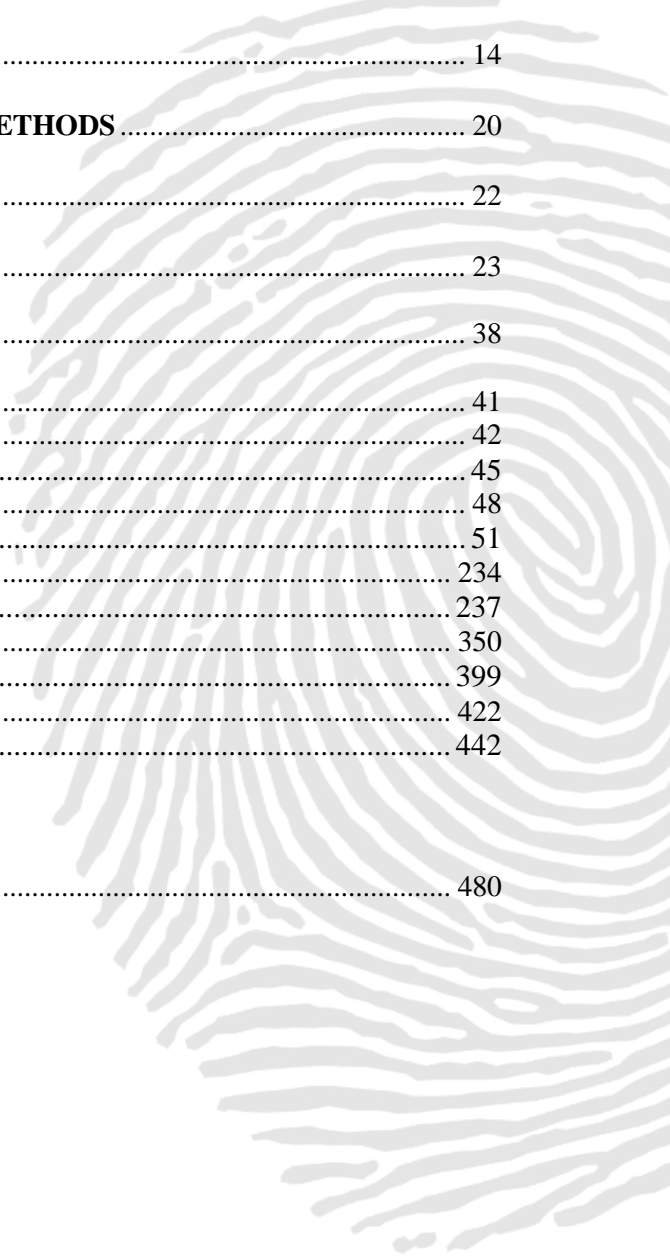
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Forward

Connecticut General Statutes Sec. 54-1m, also known as the “Alvin W. Penn Racial Profiling Prohibition Act,” requires the submission of an annual report to the Governor and General Assembly “reviewing the prevalence and disposition of traffic stops and complaints” in CT. This report covers the period from **October 1, 2013 through May 31, 2014**¹. As such, it provides the first statewide reporting of traffic stop data in more than 10 years. It is important to note that this partial-year data, although informative, does not provide a complete picture of agency performance.

A supplemental report will be prepared for January 1, 2015 that will improve upon this product in several important ways. First, it will summarize a full year of traffic stop data, which will provide more meaningful information than can be gleaned from this report. Second, the supplemental report will include a complete analysis of the traffic stop data incorporating several analytical measures that were not possible to provide in this initial report. These measures include a peer group analysis and several statistical treatments of the data, including an analysis of post-stop factors that will provide a more stringent analysis. These measures, while substantially completed, require additional time to be applied, which would have delayed the reporting of this data by several months. Readers should refer to Part VI of this report for a complete explanation of this innovative methodology. Until this analysis is applied to the data and the supplemental report issued, some restraint needs to be used in interpreting the raw stop data presented herein².

Connecticut’s requirement for police agencies to collect and report traffic stop information is the most extensive of its kind anywhere in the country. The data collected and analyzed as well as the wide range of agencies required to report information is extensive. This first report includes data on more than 360,000 traffic stops conducted during the eight months since the new requirements were implemented³.

Readers are likely to find the data in this report both interesting and thought provoking, but it should not be considered dispositive of the presence or absence of profiling in a particular jurisdiction. Rather, it should be approached with caution. An apparent disparity in a town’s data with respect to certain segments of the population might be indicative of profiling behavior or it might not. The data is presented in simplified ways that allow users to begin to understand traffic

¹ Law Enforcement agencies were required to begin collecting and reporting data under a new system developed per this public act as of October 1, 2013.

² Once the supplemental report is issued in January 2015, the data will be updated annually and a report issued each succeeding January.

³ The town data included in the report is complete, except for the town of Suffield, which was unable to submit its data in time for inclusion. A further explanation of town data can be found in Part VIII, Section 3, page 51 of this report.

stop patterns in several different ways, but the level of analysis provided in this report is somewhat limited.

The goal of this report, and, more significantly, the supplemental report to be completed by the end of the year, is to present the traffic stop data in an organized way that sets the stage for a continuing process of examining traffic interactions between law enforcement and the public. Identifying where expected and actual performance may show disparities, and determining the jurisdictions that may be appropriate candidates for further assessment in a more detailed way will be the focus of the supplemental report.

One of the project's most important goals has been to create the ability for the public to access traffic stop data easily. The Project Staff is working with the Connecticut Data Collaborative (www.ctdata.org) and the Connecticut Open Data Portal (<https://data.ct.gov>) to make all data available online. Raw data files and summary tables will be available early this fall. Data will be updated as frequently as possible, but at least quarterly at a minimum. The public is encouraged to make full use of this important asset to enhance its ability to remain informed on this important subject.



September 10, 2014

In 2012 and 2013, the Connecticut General Assembly enhanced the Alvin W. Penn Act to address racial profiling concerns in Connecticut. Specifically, the legislature modified the reporting requirements of traffic stop information while simultaneously establishing the Racial Profiling Prohibition Advisory Board. The advisory board works in consultation with the Office of Policy and Management and the Institute for Municipal and Regional Policy to design a system to implement Public Act 12-74 and Public Act 13-75.

Over the past two years, through a grant made available by the Connecticut Department of Transportation and the National Highway Safety Administration, the advisory board has worked to implement all changes to the Alvin W. Penn Act.

Essential to this effort are members of the advisory board, the Connecticut Department of Transportation, the National Highway Safety Administration, the Office of Policy and Management, the Criminal Justice Information System, and Central Connecticut State University. I want to thank all of the individuals within these entities for their dedication and commitment to this effort.

Sincerely,

William R. Dyson
Chair

Executive Summary

Over the past fifteen years, racial profiling has been recognized as an issue of national, state, and local concern facing law enforcement agencies. The public has often questioned whether police target individuals based on their race, ethnicity, age, gender or membership in a protected class. Nationally, disparities found in traffic stops have come under scrutiny by the public, policymakers, and civil rights groups. In Connecticut, law enforcement agencies conduct approximately 650,000 traffic stops each year. Traffic stops are one of the most common encounters the public has with police.

Connecticut's anti-racial profiling law, entitled The Alvin W. Penn Racial Profiling Prohibition Act (Connecticut General Statutes Sections 54-11 and 54-1m), was changed significantly during the 2012 and 2013 legislative sessions. The intent of revising this legislation was to ensure a more rigorous application of the initial law, while allowing for methods and guidelines to be put in place that would effectively infuse current and future best practices into all facets of its key provisions (e.g. the data collection/analysis, training, and complaint processes). A key element in the new legislation shifts responsibility for its implementation to the Office of Policy and Management (OPM), in consultation with a newly established Racial Profiling Prohibition Advisory Board.

In January 2012, at the request of OPM Under Secretary Michael Lawlor, and under the guidance of the state Department of Transportation, the Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University began exploring an opportunity to secure federal grant funds to support implementation of the Alvin W. Penn Act. In May 2012, the IMRP was awarded \$1.2 million from the National Highway Traffic and Safety Administration for these purposes.

In the two years of this project, the advisory board and IMRP project team – with guidance from several national experts on racial profiling – developed a new standardized method to more efficiently and effectively collect racial profiling data from traffic stops. On October 1, 2013 law enforcement agencies in Connecticut began collecting and electronically submitting traffic stop data into a centralized database developed and maintained by the Connecticut Criminal Justice Information System. This is the first time since the laws inception in 1999 that data is being collected and transmitted in a uniform electronic format. This major improvement in data collection from more than 100 law enforcement agencies will drastically improve access to traffic stop data. The electronic collection and submission of traffic stop information will allow policymakers and law enforcement administrators to respond to the communities they serve, enabling them to use the information as a powerful tool to enhance relationships between police agencies and their communities.

The Connecticut Criminal Justice Information System (CJIS) is electronically collecting data from all 92 municipal police departments, the Connecticut State Police, all seven University Police departments, the State Capitol Police, Department of Motor Vehicle Inspectors, Department of Revenue Services Inspectors, Department of Energy and Environmental Protection Police, Tribal Police and the Metro North Police.

Developing a transparent system to view the data by members of the public, policymakers, and law enforcement administrators is an important component of this project. For the first time, the electronic collection system developed by CJIS makes it possible to create a system for public consumption of data. In fall 2014, raw data files and summary tables will be available online through the Connecticut Data Collaborative portal (<http://ctdata.org/>). The information will be updated regularly and allow for more immediate access to data for decision-making.

Connecticut is developing an analysis system that is far more advanced than other systems nationally. Due to the short period of time in which data has been collected, the full analytical system will not be used until January 2015. This will allow the project staff an opportunity to continue to perfect this system while a full 12-month period of data is collected. This report includes a summary of traffic stop data collected from October 1, 2013 through May 31, 2014 for almost all law enforcement agencies.

Our analytical approach being developed for the January 2015 report is outlined below and available in more detail in the full report.

1. Connecticut has developed an estimated driving population for all 169 cities and towns. This was accomplished through information that is now made available by the U.S. Census Bureau. We believe the estimated driving population more accurately reflects the racial and ethnic makeup of those likely to be driving in a community during the typical weekday/daytime period rather than mere resident data.
2. Project staff worked with the Connecticut Economic Resource Center, Inc. (CERC) to establish a benchmark that addresses economic variables in cities and towns. CERC gathered data relating to the demographic, economic, crime and other characteristics of Connecticut towns. This product made it possible to develop customized data for each town and create comparison groups. Additionally, the project staff and CERC are evaluating and considering the viability of other tests including the, “Veil of Darkness” theory and “KPT Hit Rate” analysis. Both of these models are explained in more detail in the full report.
3. Project staff is working with the Connecticut Police Chief’s Association as well as other interested law enforcement organizations to further identify anomalies within jurisdictions, which may alter the driving population.
4. State Police operations present a different benchmark challenge due to the different nature of their operations. State Police stops that occur on limited access highways will

be analyzed using post-stop analysis. Stops that occur off limited access highways will be analyzed using the benchmark that is appropriate for the town or city they are in.

5. Project staff will continue to develop a benchmarking method for special police agencies including, university, motor vehicle, Amtrak and Metro North, State Capitol and other police departments.

The approach that we are currently pursuing would subject each agency's stop data to a series of tests. Specifically, this approach would involve applying a series of specific screening tests, the cumulative results of which would separate agencies to indicate if their data is outside of the norms identified from the data for similar agencies. This approach would avoid a "pass-fail" result based on one single indicator. Agencies that perform outside the statistical norm established would require further detailed and specific analysis of potential reasons for the apparent disparities.

Although much of the initial work of this project was to develop a standardized method for data collection and analysis, it has other components as well. Public awareness and education, effective training, a rigorous complaint process – all are tools within a diverse toolbox available to prevent the occurrence of racial profiling in traffic stops and enhance trust between communities and law enforcement.

The Department of Justice, Community Oriented Policing Services division, sponsored a train-the-trainer program in Connecticut in February 2014 on "Fair and Impartial Policing (FIP)." The FIP program was established to train police officers and supervisors on fair and impartial policing by understanding both conscious and unconscious bias. This program will be offered to police agencies throughout the state over the next year. The project staff will also work with the Police Officers Standard and Training Council to incorporate the FIP curriculum into recruit training.

Lastly, a major component of addressing racial profiling in Connecticut is bringing law enforcement officials and community members together to discuss relationships between police and the community. The project staff has conducted several public forums throughout the state to bring these groups together and will continue these dialogues into the foreseeable future. They serve as an important tool to inform the public of their rights and the role of law enforcement in serving their communities.

**RACIAL PROFILING PROHIBITION PROJECT
ADVISORY BOARD MEMBERS**

Chairman William Dyson, *Central Connecticut State University*

Lynn Blackwell, *Department of Motor Vehicles*

Captain Nick Boulter, *Simsbury Police Department*

Gabriel Cano, *National Highway Traffic Safety Administration*

Glenn Cassis, *African American Affairs Commission*

Andrew Clark, *Central Connecticut State University*

Stephen Cox, *Central Connecticut State University*

Joseph Cristalli, *Department of Transportation*

Chief Dean Esserman, *New Haven Police Department*

Chief Douglas Fuchs, *Connecticut Police Chiefs Association*

Michael Gailor, *Chief State's Attorney Office*

Mui Mui Hin-McCormick, *Asian Pacific American Affairs Commission*

Senator Gary Holder-Winfield, *Connecticut General Assembly*

Tanya Hughes, *Commission on Human Rights and Opportunities*

Stephanie Johnson, *Community Member*

Tamara Lanier, *Connecticut National Association for the Advancement of Colored People*

Under Secretary Mike Lawlor, *Office of Policy Management*

Stacey Manware, *Judicial Branch, Centralized Infraction Bureau*

Jeffrey Matchett, *AFSCME Council 15*

Thomas Maziarz, *Department of Transportation*

Werner Oyanadel, *Latino and Puerto Rican Affairs Commission*

Commissioner Dora B. Schriro, *Department of Emergency Services and Public Protection*

Chris Sedelmaier, *University of New Haven*

Sandra Staub, *American Civil Liberties Union of Connecticut*

Deborah Del Prete Sullivan, *Office of the Chief Public Defender*

Aaron Swanson, *Department of Transportation*

Sean Thakkar, *Criminal Justice Information Systems*

Representative Joe Verrengia, *Connecticut General Assembly*

Part I: Overview of the Alvin W. Penn Law

First enacted in 1999, Connecticut's anti-racial profiling law, The Alvin W. Penn Racial Profiling Prohibition Act (Public Act 99-198), prohibits any law enforcement agency from stopping, detaining, or searching any motorist when the stop is motivated solely by considerations of the race, color, ethnicity, age, gender or sexual orientation of that individual (Connecticut General Statutes Sections 54-11 and 54-1m). During the 2012 and 2013 legislative sessions the Connecticut General Assembly made several changes to this law to create a system to address racial profiling concerns in Connecticut.

Police agencies collected traffic stop information based on requirements outlined in the original 1999 Alvin W. Penn law through September 30, 2013. As of October 1, 2013, police agencies are required to submit traffic stop data for analysis under the new methods outlined by the Office of Policy and Management.

The Alvin W. Penn law gives authority to the Secretary of the Office of Police and Management if municipal police departments, the Department of Emergency Services and Public Protection (DESPP) and other police departments fail to comply with the law to order appropriate penalties in the form of withholding of state funds.

The Racial Profiling Prohibition Project Advisory Board was established in 2012 for the purposes of advising OPM with respect to the adoption of the standardized methods and guidelines outlined in the law.

Requirements of the revised Alvin W. Penn Act:

1. Municipal police departments, the Department of Emergency Services and Public Protection (DESPP), and any other department with authority to conduct a traffic stop shall adopt a written policy that prohibits using race, color, ethnicity, age, gender, or sexual orientation as the sole motivation for a traffic stop.
2. By July 1, 2013, the Office of Policy and Management (OPM) must establish and implement a standardized method to achieve the following:
 - a. A form must be developed to record traffic stop information. The information to be collected includes:
 - i. Date and time of stop
 - ii. Geographic location of stop
 - iii. Unique ID number of Officer
 - iv. Race, color, ethnicity, age and gender of operator of motor vehicle (based on the observation and perception of the officer)
 - v. Nature of alleged traffic violation and the statutory citation of the violation
 - vi. Disposition of the stop, including whether a warning, citation or summons was issued

- vii. Statutory or regulation citation for any warning, citation or summons issued
 - viii. Whether a search was conducted, the authority for any search conducted, the result of any search conducted and whether a custodial arrest was made
 - ix. Any other information deemed appropriate
- b. A notice must be given to the person stopped that if the person believes they have been stopped, detained, or subject to a search on the basis of their membership in a protected class, may file a complaint with the appropriate law enforcement
 - c. Instructions on how to file a complaint must be given to the person stopped
3. A standardized method must be established to report complaints
 4. A standardized method must be established for agencies to report data to OPM for analysis
 5. By July 1, 2013, the act required the development and implementation of guidelines to train officers on how to complete the traffic stop form

An exception was added to the law in 2013 that exempts law enforcement officers from collecting data and distributing the notice when the police officer is required to leave the location of the stop in order to respond to an emergency or due to some other exigent circumstance within the scope of such police officer's duties.

Part II: Racial Profiling Prohibition Project Overview

The Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University, in consultation with the Office of Policy and Management (OPM), has established a Racial Profiling Prohibition Advisory Board to help oversee the design, evaluation, and management of the racial profiling study mandated by PA 12-74 and PA 13-75, “An Act Concerning Traffic Stop Information.” The IMRP is working with the advisory board and all appropriate parties to enhance the collection and analysis of traffic stop data in Connecticut. Resources for the project are being made available through the National Highway Traffic and Safety Administration (NHTSA) grant, as administered through the Connecticut Department of Transportation.

The primary purposes of this project are to:

1. Analyze the racial profiling law and make recommendations to the Connecticut General Assembly to better align the statute to legislative intent and current best practices.
2. Ensure compliance with the racial profiling law in as efficient, effective, transparent, and inclusive a manner possible.
3. Ensure compliance with NHTSA requirements of Section 1906 funding to include:
 - a. Fund activities to prohibit racial profiling in the enforcement of State laws regulating the use of Federal-aid highways
 - b. Collect, maintain and provide public access to traffic stop data
 - c. Evaluate the results of such data; and develop and implement programs to reduce the occurrence of racial profiling, including programs to train law enforcement officers.

❖ *Project Activities*

The Racial Profiling Prohibition Project Advisory Board and the project staff have been meeting since May 2012 in an effort to outline a plan to successfully implement PA 12-74 and PA 13-75. The full advisory board has met 20 times and the working groups that were created have met approximately 50 times. The focus of the early phase of the project was to better understand traffic stop data collection in other states. After an extensive review of best practices, working groups were developed and met monthly to discuss the different aspects of the project. The working groups included a (1) Data and System work group, (2) Public Awareness work group, and (3) Training work group.

The *Data and System Working Group* focuses on developing a best practice system for data collection and analysis. The majority of the group’s early activities focused on identifying which data elements are important for law enforcement to collect. Extensive research was conducted to understand similar systems established in other states and data elements collected nationally. Once data elements were identified the group shifted its focus towards the development of meaningful benchmarks for data analysis.

Some of the other activities of the group included: (1) developing a model for implementing the new requirements that can address the different needs of police agencies and the public; (2) determining an implementation schedule for complying with the law; and (3) identifying what resources and timeframe might be necessary to migrate all agencies to fully electronic data collection and submission. Additionally, the group developed a system to implement the law's requirement that drivers be informed of their right to file a complaint of discriminatory treatment.

The *Public Awareness Working Group* assists the project team in aspects of the project that relate to informing the public of the work of the advisory board and any results from data analysis. The Racial Profiling Prohibition Advisory Board and project team strongly believe that the public is a crucial component to developing an effective tool for collecting and analyzing traffic stop information and assisting with the overall implementation of the Alvin W. Penn Act.

The Racial Profiling Prohibition Project has developed and maintained a website (www.ctrp3.org) that informs the public of the advisory board's activities, statewide informational forums, and related news items on racial profiling. The website includes minutes, agendas, press releases, and links to register for events and the website is updated weekly.

Public outreach activities have included an ongoing series of informational sessions throughout the state to clarify the updates to the racial profiling law. Through ongoing public forums, the project team has shared plans for implementation of the racial profiling law and offered the public an opportunity to react and discuss. We will continue our efforts to partner with state and local elected officials in the development of future informational sessions.

The Public Awareness Working Group has developed marketing collateral materials to further public awareness efforts. One component was a Public Service Announcement (PSA) meant to drive web traffic to the CTRP3 website and reach a broader audience outside of the public forums. The PSAs aired on Connecticut stations during Labor Day weekend 2013. We will continue our campaign through a variety of media outlets to inform the public of this important work.

The *Training Working Group* assists in aspects of the project that relate to informing police agencies of the changes being made to the system for collecting and submitting data.

Over the past 12 months, the group developed a model policy for law enforcement agencies to reference. They have also worked with the Community Oriented Policing Services division of the Department of Justice to bring to Connecticut a train-the-trainer program on fair and impartial policing. Thirty people from around the country, including ten from Connecticut, have become certified law enforcement trainers.

Part III: Traffic Stop Data Collection

An extensive effort was made to identify the traffic stop data that must be collected and submitted to make analysis possible. The board was particularly conscious of: (1) striking a reasonable balance between the need for additional data and the burden this has on police making traffic stops; and (2) only asking for this additional information when readily obtaining information from another source is not possible or cannot be done without undue hardship. The board spent 18 months reviewing an extensive list of possible new data elements with these objectives in mind.

❖ Definition of a Traffic Stop

The advisory board developed a definition of a traffic stop to inform law enforcement agencies when they are required to collect information.

A traffic stop is defined as any time an officer initiates contact with a vehicle resulting in the detention of an individual and/or vehicle. Stops made as part of a checkpoint or spot check enforcement are considered to be officer initiated if contact with the operator is extended for any purpose. A traffic stop does not include contacts providing assistance to a motorist, all contacts arising from traffic crashes or in cases where an officer initiates contact with a vehicle that has been linked to a specific incident, whether based on a motor vehicle or a criminal complaint.

The following police activities are excluded from the definition of a traffic stop and data collection requirements:

- Stops made based on the use of radiation detection devices
- Truck weighing operations
- Commercial vehicle safety inspections
- Department of Revenue Service Operations involving enforcement of tax stamp and fuel tax laws on commercial motor vehicles (this exception does not include the limited number of traffic stops DRS agents make outside of these areas for which they are still required to submit data.)

As a general exception, data must be recorded for all traffic stops, unless the police officer is required to leave the location of the stop in order to respond to an emergency or due to some other exigent circumstances within the scope of such police officer's duties.

❖ Data Elements Required by PA 13-75 (Effective October 1, 2013)

The following sub-sections outline the data elements that law enforcement is collecting as of October 1, 2013.

The law currently requires police to record the following data for each traffic stop they make:

1. Date (month/day/year) of stop

2. Time of stop (no time format is specified, but most agencies appear to default to use of 24-hour military format)
3. Geographic Location
 - Geographic location has been defined by OPM to mean a number and street, street and cross street, etc. (21 Main Street or Main Street and Park Street)
 - Law enforcement agencies shall inform officers whether location should be recorded where the violation occurs or where the stop occurs.
4. Unique Officer ID number
 - Some police agencies, state police among them, reuse badge numbers as personnel turn over so that over a period of time more than one officer may have that badge number. To avoid confusion when looking at data over time, the board modified this element to allow the police agencies the flexibility to use either badge numbers or a unique identification number the agency assigns to the officer.
5. Officer perception of driver race, color, ethnicity, age, and gender
 - Law enforcement agencies must now record their perception of race/ethnicity/gender of the driver based on the totality of the contact. Previous interpretation of the Alvin W. Penn Act had an officer reporting their perception of race/ethnicity/gender before the actual stop. On October 1, 2013 an officer reporting the stop shall determine this perception based on the totality of the contact. This would include any post stop contact. The officer shall not inquire race, color, ethnicity, age or gender from the driver.

The new data being collected will more easily allow the State to understand the enforcement methods being used to determine the likelihood that a perception could be made prior to stopping a vehicle.

Current Race designations are:

W—White

B—Black

I—Indian American/Alaskan Native

A—Asian/Pacific Islander

- The advisory board eliminated the “unknown” category because law enforcement officers were trained on the definition of perception.

Current Ethnicity designations are:

H—Hispanic

M—Middle Eastern
N—Not Applicable

The advisory board added an ethnicity code to identify Middle Eastern, similar to what is required in Massachusetts and Texas. This additional code would be an “M” to indicate Middle Eastern origin.

- Driver Age is entered as a whole number; presumably based on license information.
 - Driver Gender is entered as: M—Male, F—Female
6. Nature of alleged traffic or other violation that caused stop to be made
- Police are currently asked to identify the nature of the stop in one of three categories below:

I—Investigation, Criminal
V—Violation, Motor Vehicle
E—Equipment, Motor Vehicle

7. Enforcement Category
- This data element is used to understand the police method for conducting the traffic stop. In particular if the stop was motivated by a blind enforcement technique or as a result of a spot check.
 - General Enforcement
 - Blind Enforcement
 - Spot Check
 - During a spot check, traffic stop information only needs to be completed when some action is taken. (e.g., motorist is given a warning or ticket during a seat belt check.)

The project team and advisory board have actively considered a method to distinguish certain traffic stops based on the relatively non-discretionary nature of the stop decision. The theory behind this differentiation is that for certain stops, such as those made during radar or laser speed enforcement operations, or stops made based on a return from a license plate recognition device, the decision to make the stop is relatively “blind” of any perception the officer may have of the person’s race, ethnicity, gender, or age. The rationale for identifying these types of police activities at the data entry level is that since the mechanism used to stop the driver is more or less “blind”, the police officer’s perception of a driver’s race, ethnicity, gender, and other identifying information is probably not a determining factor in the decision to make the stop; but it could be a factor in what transpires after the stop is made. Thus, if a meaningful analysis of these “blind”

stops is to be generated, it needs to focus on the outcomes of the stops and not on the officer's decision to make the stop in the first place.

Sobriety checkpoints used for enforcement of drunk driving laws are another area in which the decision to stop a driver may be relatively blind. Guidelines that the courts have established when reviewing the constitutionality of checkpoints require police agencies to operate them in certain ways. One of these requirements is that police follow an established policy with respect to who will be stopped at the checkpoint. An example might involve stopping every driver, every other driver, every third driver, etc. That decision is left to each department, but the courts expect that it will be applied uniformly and consistently for each respective checkpoint.

Law enforcement agencies conduct checkpoints to enforce seat belt use compliance. Seat belt checkpoints differ from sobriety checkpoints in that an essential part of the checkpoint operation involves the police officer looking directly at the driver and passengers to determine if seat belts are in use.

Law enforcement agencies now collect information on the method used to stop a vehicle, including stops made using certain kinds of "blind" enforcement or other enforcement methods that are not exclusively officer-initiated techniques. The officer now chooses from three categories—General Enforcement, Blind Enforcement, or Spot Check. Among the things included in the Blind Enforcement category are stops made using radar/laser, license plate readers, DUI checkpoints, truck weighing operations, certain security related activities conducted at Bradley International Airport, and stops made based on returns from radiation detection devices. The Spot Check category includes any spot checks for seat belt use, cellphone use, or any other activity except for DUI checkpoints.

8. Statutory citation for stop

- This field should record the initial citation for stopping the vehicle (i.e., 14-219 if speeding, 14-12 if registration violation, etc.)

9. If different, the statutory citation resulting from the stop

- If the final charge is different from the initial charge for stopping the vehicle, the information should be recorded in this field (i.e., Vehicle is stopped for speeding and motorist is arrested for drugs)
- If there is more than one charge, the highest charge should be recorded (i.e., Vehicle is stopped for broken tail light and then it is discovered that the vehicle is unregistered and drugs are discovered in the car. Of note: the highest charge is determined by the officer).

10. Result of Stop

- There are six codes that are currently being used to indicate the disposition of the traffic stop. They are:
 - U—Uniform Arrest Report
 - M—Misdemeanor Summons
 - I—Infraction Ticket
 - W—Written Warning
 - V—Verbal Warning
 - N—No Disposition

11. Connecticut Resident (Yes/No)

12. Resident of Municipality making the stop (Yes/No)

13. Was a search conducted (Yes/No)

14. Authority for Search

- Police must have the authority to search a vehicle as outlined in current case law. There are different levels of discretion, and below are the data elements collected to determine the authority for conducting a search.
 - Consent
 - It is important to separate consent searches for the purpose of analysis because the operator of the motor vehicle gives permission for the vehicle to be searched.
 - Inventory
 - Inventory searches can be standard operating procedure if a vehicle is seized. There is little or no discretion in conducting an inventory search.
 - Other (Including: Probable Cause, Incident to Arrest, Reasonable Suspicion, Plain View Contraband, Drug Dog Alert, Exigent Circumstances)

15. Search Disposition

- The outcome of the search has been the source of much discussion by the advisory board. After careful review of current efforts to analyze disposition of searches in other states, it was determined that there was no need to collect more than the one category listed below.
 - Contraband and/or Evidence Discovered (Yes or No)
 - Contraband and/or evidence discovered can be used as a catch-all to include drugs, alcohol, paraphernalia, currency, weapons, stolen property, instrumentalities of crime, and

other. If it is determined that greater information is required from individual searches, the information will be available in the report written by the officer.

16. Custodial Arrest Made (Yes or No)

17. Duration of Stop

- There is a perception among some community members that some racial or ethnic groups are stopped for longer periods of time than others. The state of Massachusetts requires officers to submit the duration of the stop in increments of 15 minutes. It was determined that the duration of the stop could assist in creating a more comprehensive analysis, and the most effective way to gather information would be to replicate the Massachusetts method.

The length of a traffic stop can vary based on a range of factors, including the procedures followed by individual police officers. The length of a traffic stop can also be skewed in the case of a vehicle needing to be towed, thus it is advisable to include a data element to determine if the vehicle was towed.

18. Was the vehicle towed (Yes/No)

Part IV: Law Enforcement Data Collection Methods

The advisory board and project staff worked with law enforcement to implement a data collection system that is efficient, not overly burdensome to the police collecting it, and easy to deal with when it has been submitted. Police agencies in Connecticut are at various levels of sophistication and technology with respect to the ways in which they collect and report data. The project staff worked with the Criminal Justice Information System (CJIS) to develop a system to universally collect traffic stop information. Five options have been developed and implemented for law enforcement to collect information and submit to CJIS electronically on a monthly basis.

Below is a list of the data collection options for police agencies on October 1, 2013:

1. Most police agencies are collecting information using their Computer Aided Dispatch (CAD) or Records Management System (RMS). This required the CAD/RMS vendors to modify software to allow for the collection of new data elements. The information in the CAD/RMS systems is submitted to OPM for analysis.
2. The project staff partnered with the Capitol Region Council of Governments (CRCOG) to develop a web browser for the collection of information, including race and ethnicity data. This web browser has been made available as an option to all law enforcement agencies free of charge. Some agencies input the information directly into the system when internet browsing is available in the police vehicle. Other departments collect the information using a hard copy form and then the records division will input that data into the system at the station.
3. The project staff also partnered with the Department of Emergency Services and Public Protection (DESPP) to modify the Connecticut On-Line Law Enforcement Communications Teleprocessing system (COLLECT). COLLECT Version 2 (V2) is a web-based system that is already available to all law enforcement agencies. The application was modified to include the new racial profiling fields and has been connected to CJIS for data submission.
4. A hard copy was developed and police officers can record information on this form. This information must be recorded in an XML schema and submitted to CJIS on a monthly basis. This is a much more difficult option because of the complexities with developing a submission system and departments were encouraged to use one of the free web-based options.
5. Some police agencies will be using an electronic citation system (E-Citation). This program is still in the process of being adapted to include the new traffic stop data elements and it will provide the agencies using it with an electronic option to record and submit their data for analysis.

Some of these processes can be phased out if the state moves towards a system of complete electronic collection of data. Electronic Citation (E-Citation) is an initiative that, when fully

implemented, will result in the capability for all police agencies to record and submit traffic citations they issue in a fully electronic form. This initiative promises to save police significant time processing traffic stops at the roadside, and to expedite submission of these actions for adjudication. Many law enforcement agencies across Connecticut already utilize E-Citation to issue infraction tickets.

The implementation curve for this initiative is similar to what the advisory board has observed for its own initiative: that some police agencies are in a position to implement changes more rapidly than others. E-Citation requires the police vehicle to be equipped with a printer and associated mounting hardware at a cost of approximately \$1000 per vehicle, and assumes that the police cruiser is already outfitted with a mobile data computer and internet access. E-Citation proponents estimate that equipping all police vehicles with E-Citation would cost approximately \$3.2 million. The rate at which E-Citation propagates through the law enforcement community will depend on provision of that funding. The faster E-Citation can be implemented, the sooner more police agencies can meet the requirements of PA13-75 in the most efficient manner.

Part V: Submission of Data Collected

Implementation of this law has been a complex technical process. The project staff is generally pleased with the overall efforts of police agencies to meet the data collection and transmission requirements of the law. The help and support of the Connecticut Police Chiefs' Association has made it possible to achieve such a high compliance rate in a short period of time.

The project staff developed a memorandum of understanding (MOU) with CJIS to develop a system for housing racial profiling information. CJIS will have the task of storing more than 750,000 pieces of traffic stop information annually. The most cost effective method to collect information from over 92 law enforcement agencies, all of which have a different method for data collection, was to develop a universal format to code the information. CJIS required that data be submitted using a standard XML schema. An XML schema is an easily recognizable data format that most vendors are familiar with. This was the easiest system to develop that would allow for the quick electronic collection of all traffic stop data.

CJIS developed a document that was shared with the Computer Aided Dispatch and Records Management vendor community and law enforcement agencies in late August 2013. The document included all necessary information for properly coding and submitting traffic stop data. This document was intended to be a living document that would be modified in the early months to accommodate necessary changes during the testing period. On October 1, 2013 the CJIS system began allowing vendors to submit test data and troubleshoot any testing issues. Testing continued through November and in early December, CJIS began collecting live data from the majority of vendors. Since October 1, 2013, all live data was being stored by the individual vendor until the CJIS system went live.

Information collected is available to OPM, appropriate CCSU project staff and others as deemed appropriate by OPM. Law enforcement agencies will have access to their individual department data. Funding for the development of the CJIS system was made available through the NHTSA grant that was awarded to CCSU. The initial start-up cost for this system is about \$160,000 with an annual recurring operating expense of about \$40,000. The grant was only capable of funding the initial start-up costs and annual funding will be needed to maintain data collection and storage.

The advisory board envisions a web-based application, also known as a dashboard, which would be available to the public to view the information. We are still identifying the issues and process for achieving an effective access point for the data and analysis. This will be a focus of the advisory board's work over the next six months. Ultimately, the effectiveness of the end-user interface will be critical to the success of the project. At this time, the grant funding will not support the development of the dashboard concept, which has been estimated at a capital expense of about \$150,000.

Part VI: Assessing Traffic Stop Data

The Challenge of Analyzing Traffic Stop Data

The application of modern statistical techniques to policing data for the purposes of evaluating the possibility that racial profiling or other discriminatory behavior might be occurring is a relatively new research frontier. The first large-scale systematic studies of stop data were conducted in the mid-1990s. It is widely recognized amongst researchers that benchmarking traffic stop data for analysis can be challenging. Identifying an effective basis to compare information is important in developing a meaningful analysis. This “base rate” or “benchmark” provides a denominator to the equation where the numerator is the targeted stop data. Solving the equation yields a comparison between the actual experience of different demographic groups and a theoretical expected probability for these various groups based on the assumption of both equality of treatment and equality of driving behavior.

The specific methodology developed to analyze traffic stop data is frequently determined by a set of factors unique to the jurisdiction that needs to be studied. These factors include the type and quality of data collected, the size and complexity of the jurisdiction, the time available to conduct the analysis, the constraints of the analysis, and the financial resources available to conduct the study.

Historically, the first method developed for analyzing stop data involved comparing data to racial and ethnic residential census information. This became the default analytical method for a number of early studies. Resident demographics were easily determined from readily available census data. Conversely, there was a dearth of data available to allow for development of more sophisticated benchmarks.

In the early 2000's, Northeastern University's Institute on Race and Justice took a new approach to benchmarking by modifying resident census data to create an estimated driving population. This benchmark was later used to assess traffic stop data in Rhode Island and Massachusetts. An estimated driving population, derived from census demographic data and commutation patterns, is an excellent step towards developing a better metric for assessing policing data. Although estimates of the driving population represent a step forward in developing a more appropriate benchmark, they require strong assumptions and potentially exclude many unobserved characteristics that affect policing data.

In the last decade, researchers have begun to favor new approaches that attempt to avoid the limitations and stringent assumptions that are inherent in census-based benchmarks. The two most widely utilized natural experiments that have been developed to test for the presence of racial profiling are referred to as the “Veil of Darkness” model, developed in 2006 by Jeffrey Grogger and Greg Ridgeway and the “KPT Hit Rate” model, developed in 2001 by John Knowles, Nicola Persico, and Petra Todd. The “Veil of Darkness” model was first used in

Oakland, California and the “KPT Hit Rate” model was used by the researchers to analyze Maryland State Police data for traffic stops conducted on I-95. These two approaches have formed the basis for numerous studies and are widely accepted as valid identification strategies amongst statisticians, academics, and policymakers.

A History of Traffic Stop Data Analysis

All benchmarks are essentially estimates of the long-run probability that a driver from a specific demographic group will be on the road in a jurisdiction at any given time. Whether they originate from census data, traffic observational surveys, license or accident data, surveys of law violating behavior, citizen surveys, or any number of other sources they are essentially proxies used to estimate these long-run probabilities. It is important to recognize that none of these approaches provides a perfect estimate of these long-run probabilities and should not be used as a mechanism to assess the presence of racial profiling or other types of discrimination. However, these benchmarks can provide a meaningful baseline and help to contextualize the more advanced statistical techniques by linking them with other studies conducted across the country.

Many of the earliest studies in this genre were conducted between 1996 and 2001. These studies used racial and ethnic residential demographics of a jurisdiction as the benchmark to assess policing data. The benchmark standards applied in many of these early studies are described below:

- Demographic Breakdown of Residents—New Jersey (1999), New York City (1999), Philadelphia (2000), San Jose (2000), Texas (2000), and Connecticut (2001)
- Demographic Breakdown of Residents of Legal Driving Age—Ohio (1999), San Diego (2000), and Richmond (2001)
- Estimated Percentage Breakdown of Licensed Drivers in a District—North Carolina (2000)
- Rolling Traffic Survey of demographics of drivers exceeding posted speed limit on certain highways—Maryland (1996) and New Jersey (1996)
- Demographic Breakdown of Driving-Age Population and of Drivers Causing Accidents—Washington (2001)

The Connecticut study in 2001 analyzed both State Police and all municipal police agencies. Although Connecticut was the second state, after North Carolina, to pass legislation requiring the collection of traffic stop data, it was the first to require this for all its municipal police agencies as well as the State Police. The other studies were limited to an analysis of either a single city or state police data. The revisions made to the Alvin W. Penn Act represent the most significant step towards establishing a national model for the statewide collection, dissemination, and analysis of policing data.

Assessing Strengths and Weaknesses of Traditional Benchmarking Methods

As the statistical methods applied to the analysis of policing data has evolved, several benchmarking methodologies have been identified and used. These benchmarks include using Census data, observing roadway usage, utilizing accident data, examining actual traffic-violating behavior, facilitating citizen surveys, and benchmarking internally (comparing data within a single department to itself.) Each benchmark has been tested in some form and all have strengths and weaknesses.

- **Residential census data** is readily available, periodically updated, and inexpensive to access. Until recently, residential census data could only be used to determine the racial and ethnic demographics of communities, but now it can be modified to try and estimate driving populations. But there are limitations. Census data can provide important new information with respect to how communities can change during certain times because of the inflow and outflow of commuters coming or going to work, but it does not attempt to account for those who may travel through a community to get to another one to work or who drive in a community in which they do not reside for other reasons such as shopping or entertainment. Still, as a default benchmark when no other analytical means are possible, adjusting census data for work commutation can have a significant benefit in analyzing traffic stops that occur during certain hours and is far better than using data only for residents as a default benchmark.
- **Roadway observational surveys** are extremely useful tools for developing estimates but are expensive, take a great deal of time to conduct, and are best suited to situations where a single community is being analyzed. They employ third-party contractors to observe the driving population of particular roadways during various dates and times and estimate general travel patterns from these samples. However, they can become outdated quickly and, if they form the basis of an ongoing analysis, they need to be repeated often to capture changing roadway demographics. Using roadway observational surveys to form a benchmark for an entire state would be virtually impossible.
- **Accident data** was pioneered as a benchmark by researchers analyzing data for Miami-Dade County Florida in 2003. They examined information for not-at-fault drivers involved in two-vehicle accidents. This information helped to identify the driving demographics of particular roadways. Not-at-fault driver data eliminates the potential bias linked to more aggressive drivers being overrepresented in the data. The researchers' premise was that not-at-fault drivers involved in two-car accidents would be randomly distributed and therefore would more accurately represent driver distribution. However, the effectiveness of this methodology depends largely on the ability to identify racial and ethnic demographics of drivers from accident records. This is possible in Florida because the uniform accident report form includes codes for race of drivers (something which is not part of Accident Report forms in Connecticut).

- **Law-violating driving behavior** was proposed by researchers in New Jersey and Maryland as a way of accounting for possible racial and ethnic differences in driving behavior. It was developed to address the alternate hypothesis that behavioral differences between racial and ethnic groups may be a risk factor in traffic stops. These differences, if they exist, might serve to explain disparities in stop rates. One significant limitation to this approach is the lack of available research. Analysts have also questioned whether this approach may yield results based on enforcement decisions by police or actual behavioral differences of drivers. Also, as some studies have shown, depending on the law violating behavior being studied (such as speeding), the law violating population and the driving population can essentially be the same.
- **Citizen surveys** are used infrequently, but can create baseline demographics for comparing traffic stop data. Citizen surveys rely on individuals to self-select race and ethnicity rather than relying on third party observations.
- **Internal departmental comparisons** focus the analysis on how individual officers compare to other officers within the same department. The advantage of making these comparisons is that it can be used as an “early warning system” for departments to identify individuals or program areas requiring further attention. One potential issue with internal benchmarking is that while it may help analyze individual officer interactions, it may not be useful in situations where disparities are agency-wide rather than individually-based. One way to mitigate this limitation might be to create peer groups of similarly situated agencies that could create context for the analysis. Another requirement for internal benchmarking is that the traffic stop data must include individual officer identification. Since Connecticut now requires unique officer identification numbers as part of its traffic stop data, this type of internal benchmarking using propensity score matching techniques with scrambled officer identifiers is now a possibility.

Principles Followed in Developing Connecticut’s Analytical Matrix

Benchmarking and analyzing Connecticut’s traffic stop data is a challenging task. In designing Connecticut’s approach, several principles have been developed to guide our thinking. These principles are:

- Develop a best practice approach based on efforts to analyze traffic stop data across the country.
- Access existing sources of data that are readily available, easy to obtain, and capable of being periodically updated at minimal cost.
- Utilize multiple benchmarks and analytical approaches that would be applied to a process aimed at analyzing agencies in multiple ways.
- Apply a series of assessments to create an analytical matrix within which a well-rounded picture of the performance of law enforcement agencies can be used to serve as a

screening tool that gives OPM the ability to determine if an agency's performance warrants further analysis.

- Develop an estimated driving population model as a benchmark based on our understanding of the method used in Rhode Island and Massachusetts, taking into consideration recent improvements in the quality of Census-based data.
- Develop a set of flexible analytical approaches that consider different law enforcement agencies' functions and avoid creating a "one size fits all" approach.
- Adapt Connecticut's approach to account in some way for areas of high retail, recreational, and entertainment activity that influence driving patterns.

Assessing Police Agency Performance through an Analytical Matrix

Deciding what approach to take to interpret traffic stop data is a complex process. As noted above, a primary goal of this project is to develop a best practice approach based on the most fruitful efforts undertaken elsewhere. Many states that have attempted to collect and analyze traffic stop data have not taken the final step of interpreting the data due to the level of difficulty and potential controversy. One of our most important goals is to provide the appropriate tools to assess police agency performance and not to judge them to be either guilty or innocent of racial profiling. An important outcome is to develop a tool that police agencies can use to assess their own performance and make the appropriate procedural adjustments based on that performance.

That having been said, it is also important to develop the capability to clearly identify agencies whose data appears to stand out. Data that stands out suggests that additional questions should be asked of those agencies and a more detailed analysis conducted to try and determine the reasons why the data shows what it does. The process of deciding how best to create this capability involved looking at many different states' practices and dozens of studies produced over the last 20 years. We believe that the analytical matrix resulting from this effort provides a mix of approaches that includes relatively simple, easy to understand benchmarks as well as more sophisticated statistical treatments developed in academic journals and applied in studies across the country.

The project staff has developed a proposed analytical matrix to analyze data from the municipal police departments that include these measures:

- Benchmarking to State Average Data—Agency data will be compared to overall state averages and rates. This will provide the broadest comparison of communities, and agencies that exceed state averages by statistically significant amounts would be identified.
- Benchmarking Data to the Municipality's Estimated Driving Population (EDP)—each municipal police department's data will be benchmarked to its own municipal EDP. The non-residents who may commute into a community for work purposes could theoretically be on the community's roads at anytime during their workday although the probability of

them being there is at its highest during the typical morning and evening commute periods. The traffic stops made during the weekday-daytime period are the ones most likely to be affected by the presence of non-resident workers. The strongest influence by non-residents would certainly be during the morning and evening commute period but some workers will almost certainly be on the road outside of these typical commuting hours because their work shifts require commutation outside these periods or for other reasons. The EDP can be used to try to account for the presence of these non-resident workers. It can be used in a general, less precise way, to look at stops throughout the workday, for example, from 6:00 AM to 6:00 PM, to take the general presence of non-resident workers into account; but can also be used more precisely in a targeted analysis that looks at only stops occurring during the typical morning and evening commuting period when the probability of non-resident commuters being on the roads is at its highest. This is a relatively easy to understand measure and is intended to provide a more meaningful demographic benchmark than resident-only population demographics.

- Comparing a Town's Data to a Peer Group of Similar Towns as a Benchmark—each town's traffic stop data will be compared to a peer group of five other towns determined by comparing all Connecticut towns using a series of economic, demographic, crime rate, and other factors. These factors specifically include consideration of the potential effects retail, dining, and entertainment centers may have on some communities relative to others. Each town's peer group is composed of the towns that come closest to it when all these factors are considered. The analysis will further discern between stops that occur within a similar time of day, day of the week, and season to account for any additional unobserved characteristics and create an apples-to-apples comparison.
- Comparing Selected Traffic Stop Data Using the "Veil of Darkness" Analysis—this analytical method was created by researchers in 2006 to provide a non-benchmark dependent alternative for traffic stop analysis. It selects and compares data for stops that are made during the day to those that occur at night and eliminates all stops that occur in the inter-twilight period. The econometric model used in this analysis controls for a number of factors including variations in shifts, day of the week, and seasonal variations. Integrating this test with the peer groups may also allow for an additional level of scrutiny to the initial findings. The analytical method has gained wide acceptance among researchers in recent years.
- Analyzing Post-Stop Factors—the data collected in Connecticut makes it possible to analyze traffic stops with respect to a number of factors that exist in the post-stop environment. These include vehicle search rates, search "hit" rates (the rate at which searches successfully find contraband), authority for searches, length of traffic stop, whether a stop made for one purpose resulted in a more serious violation being charged, whether a custodial arrest was made, and whether a vehicle was towed. Stop data will be analyzed using these factors to see if disparities exist between racial or ethnic groups. A well-known test, the KPT Hit Rate, will be used to analyze search data.

Taken as a whole, these analytical methodologies should provide a well-rounded picture of a community’s stop data, provide vital indications of whether a particular community needs to be looked at with a more targeted analysis, and most importantly, avoid a “one size fits all” pass-fail approach to analyzing the complexities of traffic stop data. It is entirely possible that not all of the analytical methods outlined above may be able to be applied to all towns, either because of small sample sizes or for some other reason. If that occurs, having multiple ways to examine the stop data is critical to properly assess the data.

The project staff has been developing and refining the elements of this matrix for several months. Once the Data and Systems Working Group and the full Advisory Board have had the opportunity to review and make their input on the different elements of the matrix, it will be applied to the traffic stop data in this, or some modified form. This will occur over the next several months and be included in a supplement to this report targeted for completion by January 1, 2015.

Proposed Analytical Matrix in Detail

❖ Adjusted Census Data to Build an Estimated Driving Populations for Municipalities

Adjusting “static” residential census data to approximate the estimated driving demographics in a particular jurisdiction is a more accurate benchmark method than previous census-based approaches. At any given time, non-residents may use the roads to commute to work, travel to and from entertainment venues, retail centers, tourist destinations, etc. It is impossible to account for all possible driving in a community at any given time, particularly for the random, itinerant driving trips sometimes made for entertainment or recreational purposes. However, residential census data can be modified to create a reasonable estimate of the possible presence of many non-residents likely to be driving in a given community because they work there and live elsewhere. This methodology is an estimate (not an exact count) of the composition of the driving population during typical commuting hours.

Previously, the most significant effort to modify census data was conducted by the Northeastern University’s Institute on Race and Justice. The institute created the estimated driving population (EDP) model for traffic stop analysis in Rhode Island and Massachusetts. A summary of the steps used in the analysis is shown below.

Methodology Developed by Northeastern University Institute on Race and Justice for EDP Models in Rhode Island and Massachusetts	
Step 1	Identify all the communities falling within a 30 mile distance of a given target community. Determine the racial and ethnic breakdown of the resident population of each of the communities in the contributing pool.
Step 2	Modify the potentially eligible contributing population of each contributing community by factoring in (a) vehicle ownership within the demographic, (b) numbers of persons within the demographic commuting more than 10

	miles to work, and (c) commuting time in minutes. The modified number becomes the working estimate of those in each contributing who may possibly be traveling to the target community for employment.
Step 3	Using four factors (a) percentage of state employment, (b) percentage of state retail trade, (c) percentage of state food and accommodation sales, and (d) percentage of average daily road volume, rank order all communities in the state. Based on the average of all four of ranking factors, place all communities in one of four groups thus approximating their ability to draw persons from the eligible nonresident pool of contributing communities.
Step 4	Determine driving population estimate for each community by combining resident and nonresident populations in proportions determined by which group the community falls into as determined in Step 3. (Range: 60% resident/40% nonresident for highest category communities to 90% resident/10% nonresident for lowest ranking communities)

Although the EDP model created for Rhode Island and Massachusetts is a significant improvement in creating an effective benchmark, limitations of the census data at the time required certain assumptions to be made about the estimated driving population. They used information culled from certain transportation planning studies to set a limit to the towns they would include in their potential pool on non-resident commuters. Only those towns located within 30 minutes driving time of a target town were included in the non-resident portion of the EDP mode. This approach assumed only who potentially might be drawn to a community for employment, and did not account for how many people actually commute. Retail, entertainment, and other economic indicators were used to rank order communities into groups to determine the percentage of nonresident drivers to be included in the EDP. A higher rank would lead to a higher percentage of nonresidents being included in the EDP.

Since development of the Rhode Island and Massachusetts model, significant enhancements were made to the U.S. Census. It is now possible to get more nuanced estimates of those who identify their employment location as somewhere other than where they live.

❖ **Developing Estimated Driving Populations for Connecticut Communities**

Since the 2004 effort by Northeastern University to benchmark Rhode Island and Massachusetts data, the Census Bureau has developed new tools that can provide more targeted information that can be used to create a more useful estimated driving population for analyzing weekday, daytime traffic stops.

The source of this improved data is a database known as the LEHD Origin-Destination Employer Statistics (LODES). LEHD is an acronym for “Local Employer Household Dynamics.” LODES data is available through an on-line application called “OnTheMap” operated by the Census (<http://onthemap.ces.census.gov/>). It shows where people work and where workers live. LEHD is a partnership between the U.S. Census Bureau and its partner states. The partnership’s main

purpose is to merge data from workers with data from employers to produce a collection of synthetic and partially synthetic labor market statistics including LODES and the Quarterly Workforce Indicators.

Under the LEHD Partnership, states agree to share Unemployment Insurance earnings data and the Quarterly Census of Employment and Wages data with the Census Bureau. The LEHD program combines the administrative data, additional administrative data, and data from censuses and surveys. From these data, the program creates statistics on employment, earnings, and job flows at detailed levels of geography and industry. In addition, the LEHD program uses these data to create data on workers' residential patterns. The LEHD program is part of the Center for Economic Studies at the U.S. Census Bureau.

The project staff determined that the data available through LODES, used in conjunction with data available in the American Community Survey (ACS) could provide the tools necessary to create an advanced EDP model. ACS is the Census Bureau's ongoing survey tool for updating and improving data collected through the decennial census. Each year, the bureau surveys approximately 3.5 million households in the United States. The survey produces information on demographic, social, economic, and housing characteristics that is used to continually update census data.

The project staff worked with CJIS staff to develop a method for extracting data from these two sources. The result was the creation of an individualized EDP for each of the 169 towns in Connecticut that reflects, to a certain extent, the estimated racial and ethnic demographic makeup of all persons identified in the data as working in the community but residing elsewhere. The process used was as follows:

- For each town, LODES data was used to identify all those employed in the town, but residing in some other location regardless of how far away they lived from the target community.
- ACS 5 year average estimated data was used to adjust for individuals commuting by some means other than driving, such as those using public transportation.
- For all towns contributing 10 or more commuters, racial and ethnic characteristics of the commuting population were determined by using the town's residential demographics.
- Communities contributing fewer than 10 commuters were aggregated and the racial and ethnic demographics attributed using the statewide average for those who reside in Connecticut and, for those residing outside of Connecticut, the racial and ethnic demographic breakdown for the county in which they live.
- The numbers for all commuters from the contributing towns were totaled and represent the nonresident portion of the given town's EDP. This was combined with the town's resident population of those of driving age, adjusted according to census data reflecting household vehicle availability by race and ethnicity. The combined non-resident and resident numbers form the town's complete EDP.

- To avoid double counting, those both living and working in the target town were counted as part of the town's resident population and not its commuting population.

Structured in this way, each town's EDP should reflect an improved estimate of the racial and ethnic makeup of the driving population who might be on a municipality's streets at some time during a typical weekday/daytime period. The more sophisticated methodology central to the LODES data should make this EDP, even with its inherent limitations, superior to previous uses of an EDP model. The EDP model could be applied to the traffic stop data in more than one way. It could be used in a more general way to look at stops occurring at any time through the daytime period (such as, 6:00 AM to 6:00 PM) during which non-resident workers could possibly be on a municipality's roadways at any given time during the typical workday or it could be applied in a more rigorous, targeted way to assess those stops occurring only during typical morning and evening commuting periods where the non-resident workers have the highest probability of actually being on the road.

The EDP is a brand new tool that has been created for use in Connecticut. To an extent, it mirrors the process used by the Census Bureau to develop from ACS estimates the estimated daytime populations (estimates of changes to daytime populations based on commutation for employment) for minor civil divisions in several states, including Connecticut. This type of data is subject to a margin of error based on differing sample sizes and other factors. For the estimated daytime populations the Census Bureau calculated for 132 Connecticut communities, it reported margins of error ranging from 1.1% (Bridgeport) to 9.6% (East Granby). The average margin of error for all 132 towns was 3.73%.

It is important to understand that the EDPs used in this report are a first attempt to bring this tool to bear in assessing traffic stop data. Much of the data used to create them comes from the same sources the Census Bureau used to create its daytime population estimates so it is reasonable to expect a similar, possibly even higher, range of margins of error in the EDPs since they incorporate other data as well as ACS estimates. While the limitations of the model must be recognized, its value as a new tool to help understand some of the traffic stop data should not be dismissed. It represents a significant improvement over the use of resident census demographics as an elementary analytical tool and it can hopefully be improved upon as the process of analyzing stop data progresses.

Using License Plate Recognition (LPR) technology as a means to augment and improve the EDP model has been discussed by the Advisory Board, but the way to apply this, if it is done, has not been determined. The increasing use of LPR technology by police as a law enforcement tool has been well documented and not without controversy in some states. To be accepted by all parties as a research tool, a clear set of guidelines regarding the control, collection, analysis, and retention of the data must be established and the data must remain within the custody of non-law enforcement entities. This type of roadway survey has value as an additional way to estimate road use in certain instances. It could help to fill in gaps in the non-resident data, such as on

weekends but, like the EDP itself; it is a sample of road use from which broader estimates must be generated. Applying this to the analytical process in a meaningful way is still an item under active consideration at this time.

❖ **Developing Benchmark Regions for Peer Group Analysis**

Use of benchmark regions provides an additional level of analysis that uses residential census data and several other economic, demographic, and social factors to create a peer group for each municipality in Connecticut. The target municipality's traffic stop data may be compared to the peer group towns. This peer group analysis will serve to reduce some of the uncertainties inherent in use of strictly census-based estimates such as the Estimated Driving Population. It will also increase the likelihood that municipalities similarly affected by factors such as high levels of retail, dining, and entertainment activities; similar crime rates; similar population densities and demographics; and similar income levels will be grouped together for comparison. Connecticut's use of this analytical approach appears to be the first use of the concept in a statewide level analysis.

To create the benchmark groups, the research team determined the values to be assigned to each municipality for each of these factors:

- Median Household Income
- Share of population age 18 and older of African American Descent
- Share of population age 18 and older of all other non-Caucasian race
- Share of population age 18 and over of Hispanic ethnicity
- Share of total population between age 18 and age 25
- Share of population age 18 and over who own a car, truck, or van
- Share of total statewide employment in the Dining, Retail, and Entertainment industry clusters
- Population density of those age 18 and over
- Reported robbery, burglary, and larceny per resident age 18 and over
- Reported motor vehicle thefts per resident age 18 and over

The values for each of these categories for the municipality were then subjected to a statistical treatment known as the Mahalanobis distance measure. This procedure accounts for both the variance of each variable and the covariance between variables. The distance measure accounts for variables that are highly correlated by including a smaller proportion of each variable's individual variance and preventing their overrepresentation. Mahalanobis distances are used by the Census to correct for survey nonresponse as part of a process referred to as "hot decking".

The result of this process was an ordering of towns from most like to most unlike the base jurisdiction. A benchmark group was thus created for each of the 169 towns by selecting the top five towns found to be most like the target town. A town's peer group might include other towns that, like the target town, have a large attraction due to the presence of retail, entertainment, or

dining opportunities, but it might not include all such towns because other factors such as median household income, population demographics, or crime rates make it a closer match to the target town. The Mahalanobis application takes all of the identified variables into consideration when selecting peers and is a statistically sound methodology evaluating likeness.

The peer groups allow the stop data to be directly compared to the stop patterns for the target jurisdiction in a similar way to that which has been done traditionally with residential demographics or estimated driving populations. Alternatively, the data could be subjected to a regression analysis that controls for factors such as differences in policing patterns, time of day, day of the week, season, type of stop, or other unobserved variables.

The peer groups are a versatile tool because not only can they be used independently as a step in the analytical matrix, but they can also be integrated into the non-benchmark based statistical analyses using the “Veil of Darkness” and post-stop search hit rate components of the analytical matrix described in the sections to follow.

❖ **Analyzing Stop Data Using the “Veil of Darkness” Methodology**

As mentioned previously, the trend in recent years has been for researchers to try and avoid the uncertainties of benchmark-based analysis by developing statistical methods to compare a jurisdiction’s traffic stop data. In 2006, Jeffrey Grogger and Greg Ridgeway published a study in the *Journal of the American Statistical Association* in which they developed a statistical methodology for analyzing traffic stop data for Oakland, California. Instead of using traditional benchmarking, Grogger and Ridgeway relied on a hypothesis they called the “Veil of Darkness.”

The central assumption of their methodology was that police officers have more difficulty determining the race of drivers before making a stop at night and will thus be less able to racially profile drivers prior to making traffic stops. Conversely, they theorized that during the day officers can more easily tell the race of drivers and can, if they choose to, racially profile drivers. The researchers theorized that traffic stops occurring during the period of the day from earliest end of civil twilight to the latest during the morning and evening, which they called the “inter-twilight” period, could occur, depending on the time of year, either in daylight or darkness. Eliminating these inter-twilight stops and focusing the analysis solely on comparing stops made clearly in daylight to those made clearly in darkness creates a natural experiment that allows for analysis independent of the inherent limitations of benchmarking.

The Veil of Darkness test allows for minority versus non-minority stops to differ and for day versus night stops to differ but it would not allow for the ratio of minority day to night stops to differ from the same ratio for non-minorities in a statistically significant way. Following its introduction by Grogger and Ridgeway in 2006, it gained considerable acceptance among other researchers and has subsequently been used in traffic stop analyses for Boston and Cincinnati (2009) and Syracuse and Minneapolis (2013). Until recently, Ridgeway served for a period as

the Director of the National Institute of Justice, the U.S. Department of Justice's research, development, and evaluation agency.

Use of the Veil of Darkness approach in Connecticut would represent the largest application of the concept to date. The application of the model will differ somewhat from the approach used in the previous studies to allow it to assess the separate data for 169 municipalities statewide rather than a single large jurisdiction. Another feature of the application as it will be used here is the integration of the benchmark peer groups as a way of enhancing the model's ability to control for possible unobserved variables that are consistent across similar jurisdictions.

❖ **Analyzing Post-Stop Activity With the KPT Hit Rate Model and Other Means**

The ability to analyze data pertaining to officer actions after a stop had been made was extremely limited before the data collection system was redesigned. The previous data collection system only provided information on the legal outcome of the stop (arrest, misdemeanor summons, infraction ticket, warning, etc.) and if a stop resulted in vehicle search, but little else. With the changes to the data collection requirements adopted by the General Assembly in 2012 and 2013, the state is much better positioned to examine additional aspects pertaining to post-stop activity.

Members of minority communities sometimes focus on the post stop period with concern over whether they may get treated differently from white drivers once a traffic stop is underway. Their concerns include feeling that they may be subjected to searches more frequently or that the stops become longer or more involved than those involving white drivers. Connecticut now collects sufficient data to address at least some of these concerns.

Beside showing whether or not a vehicle search is conducted, the collected data now also indicates if a search successfully yielded contraband, the legal authority by which the search was conducted, the general length of the stop (within one of three time categories), if a custodial arrest was made, if the vehicle was towed, and if the stop resulted in the driver being charged with something that is different, and more serious, than the alleged violation that caused the stop to be made.

Search "Hit" Rates and the KPT Hit Rate Test

We will be using this data to analyze post-stop activities in several ways. The first will involve looking at searches in terms of whether they successfully yield contraband. This is referred to by researchers as a search "hit." To do this we will be applying a statistical test known as the KPT Hit Rate test. It was developed by John Knowles, Nicola Persico, and Petra Todd, three economic researchers at the University of Pennsylvania, and was first applied in 2001 to Maryland State Police data for searches conducted on I-95. The model is widely accepted among economic analysts and has been used repeatedly in studies of traffic stops in Wichita (2004), Boston (2009), and New York City (2013). Knowles, Persico, and Todd argue that their approach avoids the issue of unobserved variable bias that can cause uncertainty in regression-

analysis type tests. They assert that while the inclusion of more variables allows for a more powerful test, their approach can be carried out when race is the only characteristic observed (“Racial Bias in Motor Vehicle Searches, Theory and Evidence”, *Journal of Political Economy*, 2001, vol. 109, no.1, p. 205).

The KPT model is an economic “rational choice” model, that is, it assumes that in patrolling police maximize the likelihood of success in finding contraband while drivers minimize the risk of getting caught with contraband. Their arguments lead them to conclude that when the odds of a successful police search are relatively equal across racial groups, the police are performing in an unbiased manner. They state that the “key implication of the model is that if a police officer has the same cost of searching two subgroups of the population and if these two subgroups are searched at equilibrium, then the returns from searching will be equal across subgroups.” (*Id.* p. 206)

The KPT Test has its critics who take issue that the test does not reflect the full range of possible discriminatory behavior by police officers. An example of a widely reported phenomenon that the test ignores can be seen in the length of time drivers are subjected to searches. This is problematic for those who believe that minorities may routinely be subjected to longer, more intrusive stops, than their white counterparts.

Despite some of these criticisms, the KPT Test creates, at a minimum, a baseline standard for evaluating post-stop behavior and assessing whether there exists the statistical possibility of racial bias occurring. As with the Veil of Darkness Test, Connecticut’s use of the KPT test would require some adaptations. Regression techniques will be added to refine the results and the introduction of the benchmark peer groups to the analysis will provide an additional level of analysis.

Analyzing Other Post Stop Factors

As noted previously, the state now collects data on a number of other aspects of the post-stop environment. Looking at some of these factors across racial groups, such as length of stop or the frequency with which some stops evolve into more complex interactions that result in more serious charges, should serve to augment the hit rate analysis in meaningful ways. Ways to apply this information in a structured analysis will be part of the continuing discussions of the working groups and advisory board as we prepare for the completion of all the analyses and publication of the follow up to this report in January 2015.

❖ Benchmarking State Police Stops

The State Police present a different benchmarking challenge than municipal police departments due to different nature of their operations. State Police have statewide jurisdiction to enforce traffic laws throughout the state highway system. However, they also have a jurisdictional

presence in more than 80 towns either because the towns do not have their own organized police departments or have agreed to let the State Police supervise their police or constables.

State Police law enforcement on limited access expressways presents a special set of circumstances for benchmarking. Since their highway patrol functions span multiple municipalities, benchmarking their traffic stops based on the EDP of the municipality within whose borders the stop was made has little value. The Advisory Board considered the option of creating an EDP through the use of observational surveys, but decided not to pursue that option because of the complexity, time, and expense of such a survey.

The changes made to the Alvin W. Penn Law in 2013 provide a cost effective solution to this benchmarking issue. The law now requires police to record and report the actual geographical location where a stop is made, or where the violation leading to the stop occurred. Thus State Police stops that occur on limited access highways will be identified in the stop data.

The Advisory Board determined that State Police stops would be analyzed in one of two ways, depending on where the stop occurs.

1. State Police stops that occur on the limited access highway system throughout the state will be analyzed using only post-stop analysis, that is, the stops will be examined using the data elements that relate to stop outcomes.
2. State Police stops that occur off of the limited access highway system, either on state roads that are not limited access highways or on local roads will be analyzed using the EDP and the other benchmarks and tests appropriate to the municipality in which they were made. They will essentially be treated like municipal police department stops.

❖ **Addressing Other Special Policing Agencies**

PA 13-75 expanded the law to capture data beyond just State and municipal police agencies. The law now includes all law enforcement agencies with the power to enforce traffic laws. Among those now included are, the Department of Motor Vehicles, Department of Revenue Services, State Capitol Police, college and university police agencies, Amtrak and Metro North Police, and several other entities. Each of these entities presents a different challenge for benchmarking. In particular, the university police forces, while appearing on the surface to be a homogeneous group, actually exhibit significant differences in whom they stop, and how and where they operate. The project staff has engaged the chiefs of the university police forces to get their perspectives and input to help design the most appropriate analytical framework to assess their data. Until that aspect of the project is completed, those who read this report are cautioned not to draw premature conclusions about the data as it is being presented without context sufficient to interpret it properly.

Part VII: Addressing Complaints of Profiling

The Alvin W. Penn Act as modified in 2012 and 2013 requires additional information to be provided to the person stopped:

“(i) notice to be given to the person stopped that if such person believes that such person has been stopped, detained or subjected to a search solely because of race, color, ethnicity, age, gender, sexual orientation, religion or membership in any other protected class, such person may file a complaint with the appropriate law enforcement agency unless the police officer was required to leave the location of the stop prior to providing such notice in order to respond to an emergency or due to some other exigent circumstance within the scope of such police officer's duties, and

(ii) instructions to be given to the person stopped on how to file such complaint unless the police officer was required to leave the location of the stop prior to providing such instructions in order to respond to an emergency or due to some other exigent circumstance within the scope of such police officer's duties”

❖ Notice of Motorist Rights

The modifications made to the Alvin W. Penn Act in 2012 and 2013 attempts to inform motorists of their rights as they currently exist. A 3 x 5 inch card was developed with the necessary information to be provided to the motorist. Law enforcement agencies were trained prior to the October 1, 2013 implementation of the law.

Currently, all law enforcement agencies have been supplied with a one year supply of complaint notice forms to be distributed to drivers. The notices were printed in the form of a tear-off pad and were funded using current project grant funds. The number of notices distributed to each department was determined based on the total number of traffic stops conducted by each agency in 2012.

Electronic citation, once modified, will allow for instructions on the driver's right to file a complaint to be added to the printed receipt. This would only be the case for stops that result in written warnings, infractions, or misdemeanor summons. Verbal warnings would still require a separate notice to be distributed to the driver, unless some other solution can be found.

The process for filing a racial profiling complaint in Connecticut has been met with some confusion from citizens attempting to file a complaint. Any person who believes that a law enforcement agent has engaged in bias-based policing has the right to file a formal complaint. This right existed under the public act passed in 1999 and was enhanced with the passage of PA 12-74 and 13-75.

Currently, police officers who make any traffic stop are required (except as described above) to hand the violator a notice of their right to file a complaint. This is required to occur on all stops, regardless of their disposition. The advisory board emphasizes that providing a separate notice document is a short-term solution to the immediate need for meeting the law's notice

requirement on October 1, 2013. This option should be replaced rapidly with an option that provides the motorist with the required notice as part of the document that result from the stop itself. We have also discussed the distribution of the notice through bi-annual motor vehicle registration mailings, but a cost associated with this still needs to be discussed.

❖ **Filing a Complaint**

The original Alvin W. Penn Act of 1999 established a protocol for reviewing complaints of racial profiling, as outlined below:

“Each municipal police department and the Department of Public Safety shall provide to the Chief State's Attorney (1) a copy of each complaint received pursuant to this section, and (2) written notification of the review and disposition of such complaint.”

The act also required the Chief State’s Attorney to develop:

(2) a form, in both printed and electronic format, to be used to report complaints pursuant to section 2 of this act by persons who believe they have been subjected to a motor vehicle stop by a police officer solely on the basis of their race, color, ethnicity, age, gender, or sexual orientation.

Complaints are not filed directly with the Chief State’s Attorney office. They are filed with the respective police department pursuant to procedures adopted by the individual department. When a complaint is filed the Chief State’s Attorney Office receives a copy of the complaint and disposition of the complaint. All individual identifying information is removed before submission. The complaint is then reviewed to determine whether any further action by the Chief State Attorney is required.

The process for filing a complaint remains similar to the original Alvin W. Penn Act. Complaints may be filed with the agency that conducted the stop or the CHRO. The law still requires that a copy of the complaint be given to the Chief State’s Attorney and the Office of Policy and Management:

(e) Each municipal police department and the Department of Emergency Services and Public Protection shall provide to the Chief State's Attorney and the Office of Policy and Management (1) a copy of each complaint received pursuant to this section, and (2) written notification of the review and disposition of such complaint. No copy of such complaint shall include any other identifying information about the complainant such as the complainant's operator's license number, name, or address.

The Commission on Human Rights and Opportunities (CHRO) also has a process for filing complaints for a variety of issues, including complaints of profiling if an individual believes they were profiled during a traffic stop.

❖ **Complaints Filed in Connecticut since October 1, 2014**

The Office of Policy and Management Criminal Justice Policy and Planning Division receives a copy of all complaints filed with law enforcement agencies. The agency must provide a copy of

the complaint and an investigation report. Between October 1, 2013 and August 31, 2014, OPM has received 9 complaints and investigations from 9 different police departments. The departments that have forwarded a single complaint to OPM are listed below.

1. Bristol	4. Farmington	7. Norwalk
2. Darien	5. Guilford	8. South Windsor
3. East Windsor	6. New Milford	9. Trumbull

It is possible that some complaints are still being investigated by the individual law enforcement agency and the report has not been submitted to OPM at the time of this report. Also, complaints filed with the Commission on Human Rights and Opportunities are not included in this report. CHRO is not obligated to share that information with OPM and has its own reporting process.

Lastly, it is worth noting that in a survey of all Connecticut law enforcement agencies conducted by the advisory board in 2012, it was reported that on average approximately 20 racial profiling complaints are filed with law enforcement agencies statewide each year.

Part VIII: Traffic Stop Data Summaries

The information presented on the following pages includes summaries of traffic stop data collected from October 1, 2013 through May 31, 2014 for 168 of 169 towns in Connecticut. There are 92 municipal police departments in Connecticut (including (1) Groton City, Groton Town, and Groton Long Point, which all have their own distinct police department, and (2) Putnam, which has its own police department and is also a town under State Police jurisdiction). Another 81 towns fall under State Police jurisdiction, 56 of those towns have resident state troopers and the other 25 are served by the State Police troop responsible for the town. Additionally, there are 13 special agencies with the authority to conduct traffic stops.

It is very important to note that the information presented in the department profiles is not an analysis of traffic stop data to determine if racial profiling is occurring. Earlier in this report, the project staff outlined the analytical approach being proposed for a supplement report to be made available in January 2015. At that time, the project staff will have a complete 12 month period of data to analyze. A comprehensive analysis of the complexities of the information collected and a more complete understanding of different police activities will be understood.

The data summaries are presented in the following way:

- Section 1: City/Town Index
- Section 2: State of Connecticut Profile
- Section 3: 92 Municipal Police Department Profiles
- Section 4: Connecticut State Police Profile
 - Section 4 (A): 56 Resident State Trooper Town Profiles
 - Section 4 (B): 25 Towns utilizing State Police for Traffic Enforcement
 - Section 4 (C): 12 Troop Profiles
- Section 5: Special Police Department Profiles

Understanding How to Read a Data Profile

Table 1: Summarizes basic demographic information for the State, town/city, estimated driving population, and traffic stops conducted from October 1, 2013 through May 31, 2014. The state and town/city population were derived from 2010 census information that was modified to reflect people over age 16 and that have access to a motor vehicle. The estimated driving population (EDP) is a calculation also derived from modified census and other data. The EDP was derived from adding the modified town/city population to the people estimated to be traveling to that community for employment purposes. An EDP is most useful when looking at weekday, daytime traffic stops.

Race/Ethnicity	State Population		Town/City Population		Estimated Driving Population		Traffic Stop Data	
	N	%	N	%	N	%	N	%

Table 2: Summarizes basic residency information about the driver stopped. Percentages are derived from the total number of people stopped.

CT Resident		Town/City Resident	
N	%	N	%

Table 3: Summarizes the enforcement method used to conduct the traffic stop. The data is collected in three categories, general enforcement, blind enforcement or spot check. This information helps to understand the level of discretion an officer has to make a motor vehicle stop. Please see part IV for further information on this data element. Percentages are derived from the total number of people stopped.

General		Blind		Spot-Check	
N	%	N	%	N	%

Table 4: Summarizes the nature of the traffic stop by race and ethnicity in one of three categories, (1) investigative, (2) motor vehicle violation, or (3) equipment violation. Percentages are derived from the total number of people stopped for each race/ethnicity.

Race/Ethnicity	Investigative		Motor Vehicle		Equipment	
	N	%	N	%	N	%

Table 5: Summarizes the stops per month and the time of day for total stops broken into four hour increments.

Stops by Month		Stops by Time of Day	
Month	N	Time in 4 hour increments	N

Table 6: Summarizes the age of the driver stopped into four age groups by race and ethnicity. Percentages are derived from the total number of people stopped.

Race/Ethnicity	16-25		26-40		41-59		60 and Over	
	N	%	N	%	N	%	N	%

Table 7: Summarizes the outcome or disposition of the traffic stop by race and ethnicity. Percentages are derived from the total number of people stopped for each race/ethnicity.

Race/Ethnicity	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	N	%	N	%	N	%	N	%	N	%	N	%

Table 8: Summarizes car searches, the authority for the search and whether contraband was found as a result of the search. Percentages are derived from the total number of people stopped for each race/ethnicity.

Race/Ethnicity	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
			N	%	N	%	N	%		

Table 9: Summarizes the statutory authority cited to stop the motor vehicle. The information has been combined into several categories. An outline of the statues used in each category has been provided below. Percentages are derived from the total number of people stopped for each race/ethnicity.

Race/Ethnicity	Registration Violation	Display of Plates	Suspension of Revocation	Speed Related	Defective or Improper Lights	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt Violation	Cellphone Violation
	%	%	%	%	%	%	%	%	%	%	%	%

Below is a list of the statutes used to determine the categories in the table listed above.

Registration Violation	Display of Plates	Suspension of Revocation	Speed Related	Defective or Improper Lights	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt Violation	Cellphone Violation
14-12a 14-12 (a)	14-18 (a) 14-18 (b) 14-18 (c)	14-215	14-218a 14-219	14-96a(a) 14-96aa	14-301	14-299	14-230 14-231 14-232 14-233 14-234 14-235 14-236 14-237 14-238 14-239 14-240 14-241 14-242 14-243 14-245 14-246 14-247 14-248 14-249	14-80 (a) 14-80 (b) 14-80 (c) 14-80 (d) 14-80 (e) 14-80 (f) 14-80 (g) 14-80 (h) 14-80 (i)	14-99g(b)	14-100a	14-296aa

Section 1: City/Town Index

Municipal Police Departments			
1. Ansonia	24. Fairfield	47. New Milford	70. Stonington
2. Avon	25. Farmington	48. Newington	71. Stratford
3. Berlin	26. Glastonbury	49. Newtown	72. Suffield
4. Bethel	27. Granby	50. North Branford	73. Thomaston
5. Bloomfield	28. Greenwich	51. North Haven	74. Torrington
6. Branford	29. Groton City	52. Norwalk	75. Trumbull
7. Bridgeport	30. Groton Long Point	53. Norwich	76. Vernon
8. Bristol	31. Groton Town	54. Old Saybrook	77. Wallingford
9. Brookfield	32. Guilford	55. Orange	78. Waterbury
10. Canton	33. Hamden	56. Plainfield	79. Waterford
11. Cheshire	34. Hartford	57. Plainville	80. Watertown
12. Clinton	35. Madison	58. Plymouth	81. West Hartford
13. Coventry	36. Manchester	59. Portland	82. West Haven
14. Cromwell	37. Meriden	60. Putnam	83. Weston
15. Danbury	38. Middlebury	61. Redding	84. Westport
16. Darien	39. Middletown	62. Ridgefield	85. Wethersfield
17. Derby	40. Milford	63. Rocky Hill	86. Willimantic
18. East Hampton	41. Monroe	64. Seymour	87. Wilton
19. East Hartford	42. Naugatuck	65. Shelton	88. Winchester
20. East Haven	43. New Britain	66. Simsbury	89. Windsor
21. East Windsor	44. New Canaan	67. South Windsor	90. Windsor Locks
22. Easton	45. New Haven	68. Southington	91. Wolcott
23. Enfield	46. New London	69. Stamford	92. Woodbridge

CSP- Resident Trooper Towns			
1. Andover	15. Durham	29. Lisbon	43. Prospect*
2. Barkhamsted	16. East Granby*	30. Litchfield*	44. Roxbury*
3. Beacon Falls	17. East Haddam*	31. Mansfield*	45. Salem
4. Bethany	18. East Lyme*	32. Marlborough*	46. Salisbury*
5. Bethlehem	19. Ellington	33. Middlefield*	47. Sherman
6. Bolton	20. Essex*	34. Montville*	48. Somers*
7. Bridgewater	21. Griswold	35. New Fairfield*	49. Southbury*
8. Brooklyn	22. Haddam	36. New Hartford*	50. Sprague
9. Burlington*	23. Harwinton	37. Norfolk	51. Stafford*
10. Chaplin	24. Hebron*	38. North Canaan	52. Sterling
11. Chester*	25. Killingly	39. North Stonington	53. Tolland
12. Colchester*	26. Killingworth	40. Old Lyme*	54. Washington*
13. Columbia	27. Lebanon*	41. Oxford*	55. Westbrook*
14. Deep River*	28. Ledyard*	42. Preston	56. Woodbury*

*Towns with police officers or constables supervised by the State Police.

Towns utilizing State Police for Traffic Enforcement			
1. Ashford	7. Eastford	13. Morris	19. Thompson
2. Bozrah	8. Franklin	14. Lyme	20. Union
3. Canaan	9. Goshen	15. Pomfret	21. Voluntown
4. Canterbury	10. Hampton	16. Putnam*	22. Warren
5. Colebrook	11. Hartland	17. Scotland	23. Willington
6. Cornwall	12. Kent	18. Sharon	24. Woodstock
*The town of Putnam has a service district with its own police department, but the rest of the town is under State Police jurisdiction.			

State Police Troop Towns Covered			
Troop A	Troop B	Troop C	Troop D
Bethel Bridgewater Brookfield Danbury Middlebury New Fairfield New Milford Newtown Oxford Redding Ridgefield Roxbury Sherman Southbury Waterbury Wolcott	Barkhamsted Canaan Colebrook Cornwall Goshen Hartland New Hartford Norfolk North Canaan Salisbury Sharon Torrington Winchester	Ashford Coventry Ellington Mansfield Somers Stafford Tolland Union Vernon Willington	Brooklyn Canterbury Chaplin Eastford Hampton Killingly Plainfield Pomfret Putnam Scotland Sterling Thompson Woodstock
Troop E	Troop F	Troop G	Troop H
East Lyme Griswold Groton Ledyard Lisbon Montville New London North Stonington Norwich Preston Sprague Stonington Voluntown Waterford	Branford Chester Clinton Deep River Durham Essex Guilford Haddam Killingworth Lyme Madison Middlefield Middletown North Branford Old Lyme Old Saybrook Westbrook	Bridgeport Darien Easton Fairfield Greenwich Monroe New Canaan Norwalk Stamford Stratford Trumbull Weston Westport Wilton	Avon Berlin Bloomfield Cromwell East Granby East Hartford East Windsor Enfield Farmington Glastonbury Granby Hartford Manchester New Britain Newington Plainville Rocky Hill Simsbury South Windsor Southington Suffield West Hartford Wethersfield Windsor Windsor Locks
Troop I	Troop K	Troop L	
Ansonia Beacon Falls Bethany Cheshire	Andover Bolton Bozrah Colchester	Bethlehem Bristol Burlington Canton	

Troop I (continued)	Troop K (continued)	Troop L (continued)	
Derby East Haven Hamden Meriden Milford Naugatuck New Haven North Haven Orange Prospect Seymour Shelton Wallingford West Haven Woodbridge	Columbia East Haddam East Hampton Franklin Hebron Lebanon Marlborough Portland Salem Windham	Harwinton Kent Litchfield Morris Plymouth Thomaston Warren Washington Watertown Woodbury	

Special Police Departments			
1. State Capitol Police	4. Southern Connecticut State University	7. University of New Haven	10. Department of Motor Vehicle
2. Central Connecticut State University	5. Western Connecticut State University	8. Yale University	11. Department of Revenue Services
3. Eastern Connecticut State University	6. University of Connecticut	9. Metro North	12. Department of Environmental Protection

Section 2:

State of Connecticut Profile

Section 3:

Municipal Police Department Profiles

* As of August 31, 2014, the Suffield Police Department has not submitted any data to the CJIS system. As of April 1, 2014 they began properly recording traffic stop information, but have been unable to submit due to vendor difficulty. This data will be available as soon as it is received and processed.

** 2 other agencies did not start properly collecting traffic stop data on October 1, 2013. Their department profiles summarize data available for a different time period outlined below.

New London	West Haven
March 1, 2014 – May 31, 2014	April 1, 2014 – May 31, 2014

*** A software error existed for 23 out of 92 agencies which prevented the proper recording of the Middle Eastern ethnicity designation. The error was part of a software setting that has been corrected and as of August 1, 2014 the error has been corrected. For the agencies where the problem existed, the Middle Eastern numbers are not available in the data profiles. Those departments affected are outlined below.

1. Ansonia	6. East Haven	11. Madison	16. Ridgefield	21. Vernon
2. Avon	7. Fairfield	12. Monroe	17. Shelton	22. Willimantic
3. Branford	8. Farmington	13. North Branford	18. Simsbury	23. Woodbridge
4. Bloomfield	9. Greenwich	14. North Haven	19. Stratford	
5. Bristol	10. Hamden	15. Norwalk	20. Trumbull	

****A software error existed for 45 out of 92 agencies which prevented the proper recording of the “Authority for Search” data element. When a vehicle is searched the officer must record the authority for the search in one of three categories, (1) consent, (2) inventory, or (3) other. The software in some agencies allowed “not applicable” to be entered. Therefore, in the 45 agencies, the total number of vehicles searched and the authority for search is not the same. As of August 1, 2014 the error has been corrected. The chart below lists the departments missing data and the number of files missing.

1. Ansonia (22)	11. Easton (1)	21. Monroe (4)	31. Plainfield (13)	41. Westport (1)
2. Bloomfield (15)	12. Fairfield (16)	22. New Canaan (3)	32. Ridgefield (8)	42. Willimantic (21)
3. Branford (99)	13. Farmington (6)	23. New Haven (108)	33. Shelton (1)	43. Wilton (100)
4. Bristol (18)	14. Greenwich (18)	24. New London (1)	34. Simsbury (4)	44. Wolcott (1)
5. Canton (9)	15. Groton City (3)	25. New Milford (3)	35. Stonington (1)	45. Woodbridge (4)
6. Cromwell (1)	16. Guilford (1)	26. North Branford (2)	36. Stratford (32)	
7. Danbury (1)	17. Hamden (20)	27. North Haven (34)	37. Trumbull (6)	
8. Darien (2)	18. Madison (6)	28. Norwalk (94)	38. Vernon (16)	
9. Derby (3)	19. Meriden (1)	29. Norwich (1)	39. West Hartford (55)	
10. East Haven (1)	20. Milford (3)	30. Old Saybrook (2)	40. West Haven (4)	

BERLIN

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	15777	100.00%	26549	100.00%	4060	100.00%
Race								
White	2,133,452	84.05%	14928	93.85%	23803	89.66%	3665	90.27%
Black	202,049	7.96%	127	0.80%	972	3.66%	347	8.55%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	20	0.07%	6	0.15%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	526	3.31%	887	3.34%	42	1.03%
Native Hawaiian	962	0.10%	0	0.00%	6	0.02%	0	0.00%
Other	105,255	4.15%	196	1.23%	862	3.25%		
Ethnicity								
Hispanic	246,449	9.71%	301	1.90%	1577	5.94%	552	13.60%
Middle Eastern							86	2.12%
Gender								
Male							2,660	65.52%
Female							1,400	34.48%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,929	96.77%	964	23.74%

Stop Enforcement Method					
General		Blind		Spot-Check	
3,252	80.10%	538	13.25%	270	6.65%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	79	1.95%	3,436	84.63%	545	13.42%
Race						
White	72	1.96%	3,114	84.97%	479	13.07%
Black	5	1.44%	64	18.44%	278	80.12%
AsPac	2	4.76%	38	90.48%	2	4.76%
AI/AN	0	0.00%	6	100.00%	0	0.00%
Ethnicity						
Hispanic	13	2.36%	446	80.80%	93	16.85%
Middle Eastern	2	2.33%	68	79.07%	16	18.60%

Stops by Month		Stops by Time of Day	
October 2013	351	6:00am - 9:59am	429
November 2013	475	10:00am - 1:59pm	864
December 2013	482	2:00pm - 5:59pm	1,115
January 2014	597	6:00pm - 9:59pm	619
February 2014	440	10:00pm - 1:59am	890
March 2014	572	2:00am - 5:59am	143
April 2014	480		
May 2014	663		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	934	23.00%	1,371	33.77%	1,332	32.81%	422	10.39%
Race								
White	865	21.31%	1,201	29.58%	1,194	29.41%	404	9.95%
Black	56	1.38%	151	3.72%	123	3.03%	17	0.42%
AsPac	12	0.30%	15	0.37%	14	0.34%	1	0.02%
AI/AN	1	0.02%	4	0.10%	1	0.02%	0	0.00%
Ethnicity								
Hispanic	169	4.16%	237	5.84%	127	3.13%	19	0.47%
Middle Eastern	11	0.27%	32	0.79%	39	0.96%	4	0.10%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	8	0.20%	220	5.42%	1243	30.62%	1604	39.51%	907	22.34%	78	1.92%
Race												
White	7	0.19%	189	5.16%	1,127	30.75%	1,448	39.51%	827	22.56%	67	1.83%
Black	0	0.00%	29	8.36%	97	27.95%	137	39.48%	73	21.04%	11	3.17%
AsPac	1	2.38%	2	4.76%	16	38.10%	17	40.48%	6	14.29%	0	0.00%
AI/AN	0	0.00%	0	0.00%	3	50.00%	2	33.33%	1	16.67%	0	0.00%
Ethnicity												
Hispanic	3	0.54%	66	11.96%	191	34.60%	180	32.61%	98	17.75%	14	2.54%
Middle Eastern	0	0.00%	0	0.00%	27	31.40%	29	33.72%	30	34.88%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	196	4.83%	5	2.55%	167	85.20%	24	12.24%	23	11.73%	
Race											
White	164	4.47%	5	3.05%	142	86.59%	17	10.37%	18	10.98%	
Black	31	8.93%	0	0.00%	25	80.65%	6	19.35%	4	12.90%	
AsPac	1	2.38%	0	0.00%	0	0.00%	1	100.00%	1	100.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	40	7.25%	0	0.00%	36	90.00%	4	10.00%	5	12.50%	
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	3.87%	4.14%	1.87%	14.24%	11.08%	5.67%	19.63%	5.62%	0.15%	0.20%	9.83%	12.56%
Race												
White	3.57%	4.12%	1.83%	13.53%	10.80%	5.87%	19.84%	5.62%	0.11%	0.11%	10.29%	13.10%
Black	6.34%	3.75%	2.59%	19.02%	14.99%	3.17%	17.29%	5.48%	0.58%	1.15%	6.05%	8.07%
AsPac	9.52%	9.52%	0.00%	35.71%	4.76%	7.14%	14.29%	7.14%	0.00%	0.00%	2.38%	4.76%
AI/AN	0.00%	0.00%	0.00%	16.67%	0.00%	16.67%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	4.35%	5.62%	4.53%	14.49%	13.04%	1.81%	12.68%	6.52%	0.18%	0.36%	15.22%	6.34%
Middle Eastern	1.16%	3.49%	0.00%	13.95%	20.93%	6.98%	19.77%	11.63%	0.00%	0.00%	8.14%	8.14%

BETHEL

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	14,326	100.00%	19,950	100.00%	2,586	100.00%
Race								
White	2,133,452	84.05%	13,140	91.04%	17,764	89.04%	2,427	93.85%
Black	202,049	7.96%	197	1.36%	503	2.52%	113	4.37%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	14	0.10%	28	0.14%	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	566	3.92%	812	4.07%	46	1.78%
Native Hawaiian	962	0.10%	0	0.00%	2	0.01%	0	0.00%
Other	105,255	4.15%	410	2.84%	841	4.22%		
Ethnicity								
Hispanic	246,449	9.71%	905	6.27%	1,604	8.04%	298	11.52%
Middle Eastern							33	1.28%
Gender								
Male							1,525	58.97%
Female							1,061	41.03%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
2,452	94.82%	965	37.32%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,397	54.02%	1,128	43.62%	61	2.36%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	12	0.46%	2,376	91.88%	198	7.66%
Race						
White	10	0.41%	2,238	92.21%	179	7.38%
Black	1	0.88%	98	86.73%	14	12.39%
AsPac	1	2.17%	40	86.96%	5	10.87%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	2	0.67%	263	88.26%	33	11.07%
Middle Eastern	0	0.00%	29	87.88%	4	12.12%

Stops by Month		Stops by Time of Day	
October 2013	368	6:00am - 9:59am	338
November 2013	571	10:00am - 1:59pm	395
December 2013	204	2:00pm - 5:59pm	310
January 2014	241	6:00pm - 9:59pm	229
February 2014	183	10:00pm - 1:59am	1,289
March 2014	384	2:00am - 5:59am	25
April 2014	236		
May 2014	399		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	613	23.70%	814	31.48%	886	34.26%	271	10.48%
Race								
White	571	22.08%	753	29.12%	839	32.44%	262	10.13%
Black	32	1.24%	44	1.70%	31	1.20%	6	0.23%
AsPac	10	0.39%	17	0.66%	16	0.62%	3	0.12%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	65	2.51%	125	4.83%	99	3.83%	8	0.31%
Middle Eastern	6	0.23%	13	0.50%	12	0.46%	2	0.08%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	9	0.35%	45	1.74%	730	28.23%	1,391	53.79%	370	14.31%	41	1.59%
Race												
White	9	0.37%	42	1.73%	685	28.22%	1,309	53.93%	342	14.09%	40	1.65%
Black	0	0.00%	3	2.65%	31	27.43%	57	50.44%	21	18.58%	1	0.88%
AsPac	0	0.00%	0	0.00%	14	30.43%	25	54.35%	7	15.22%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	1	0.34%	11	3.69%	113	37.92%	126	42.28%	39	13.09%	8	2.68%
Middle Eastern	0	0.00%	0	0.00%	9	27.27%	16	48.48%	8	24.24%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	29	1.12%	10	34.48%	0	0.00%	19	65.52%	18	62.07%
Race										
White	25	1.03%	8	32.00%	0	0.00%	17	68.00%	16	64%
Black	4	3.54%	2	50.00%	0	0.00%	2	50.00%	2	50%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	7	2.35%	2	28.57%	0	0.00%	5	71.43%	3	42.86%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	6.81%	2.55%	0.31%	36.16%	8.31%	16.09%	9.36%	3.91%	0.35%	1.24%	1.93%	9.20%
Race												
White	6.84%	2.43%	0.29%	36.42%	8.41%	16.52%	8.94%	3.75%	0.37%	1.15%	2.02%	9.44%
Black	6.19%	4.42%	0.88%	32.74%	7.08%	8.85%	12.39%	5.31%	0.00%	2.65%	0.88%	7.08%
AsPac	6.52%	4.35%	0.00%	30.43%	6.52%	10.87%	23.91%	8.70%	0.00%	2.17%	0.00%	2.17%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	9.06%	3.69%	0.00%	28.19%	11.07%	14.43%	7.38%	8.05%	0.67%	1.34%	1.34%	9.06%
Middle Eastern	3.03%	0.00%	0.00%	39.39%	12.12%	18.18%	9.09%	6.06%	0.00%	3.03%	0.00%	3.03%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	68	1.89%	198	5.49%	967	26.83%	2,044	56.71%	271	7.52%	56	1.55%
Race												
White	24	1.55%	58	3.75%	419	27.07%	916	59.17%	104	6.72%	27	1.74%
Black	44	2.18%	138	6.85%	534	26.50%	1,104	54.79%	166	8.24%	29	1.44%
AsPac	0	0.00%	1	3.70%	11	40.74%	15	55.56%	0	0.00%	0	0.00%
AI/AN	0	0.00%	1	7.14%	3	21.43%	9	64.29%	1	7.14%	0	0.00%
Ethnicity												
Hispanic	5	1.84%	24	8.82%	73	26.84%	151	55.51%	15	5.51%	4	1.47%
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Search Information												
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search	
	83	2.30%	9	10.84%	6	7.23%	53	63.86%	34		40.96%	
Race												
White	17	1.10%	3	17.65%	3	17.65%	9	52.94%	9		52.94%	
Black	66	3.28%	6	9.09%	3	4.55%	44	66.67%	25		37.88%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
Ethnicity												
Hispanic	7	2.57%	1	14.29%	1	14.29%	3	42.86%	4		57.14%	
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		N/A	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	5.27%	5.47%	1.61%	20.12%	14.82%	13.96%	19.62%	6.47%	0.06%	1.50%	4.61%	2.69%
Race												
White	4.65%	2.97%	0.90%	22.03%	12.02%	14.73%	23.13%	6.14%	0.00%	0.19%	4.91%	4.33%
Black	5.81%	7.39%	2.18%	18.61%	17.12%	13.35%	16.72%	6.70%	0.10%	2.53%	4.32%	1.39%
AsPac	3.70%	3.70%	0.00%	22.22%	7.41%	18.52%	25.93%	7.41%	0.00%	0.00%	7.41%	3.70%
AI/AN	0.00%	7.14%	0.00%	21.43%	7.14%	7.14%	35.71%	7.14%	0.00%	0.00%	7.14%	7.14%
Ethnicity												
Hispanic	5.88%	4.41%	1.84%	22.79%	15.07%	8.09%	21.69%	7.72%	0.00%	0.74%	5.15%	1.10%
Middle Eastern	4.07%	2.87%	0.48%	22.73%	15.55%	12.92%	18.42%	8.13%	0.00%	0.96%	5.98%	5.50%

BRIDGEPORT

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	85,628	100.00%	115,706	100.00%	3,396	100.00%
Race								
White	2,133,452	84.05%	44,282	51.53%	69,415	59.99%	1,916	56.42%
Black	202,049	7.96%	27,640	32.16%	29,923	25.86%	1,398	41.17%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	218	0.25%	274	0.24%	64	1.88%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	3,350	3.90%	4,538	3.92%	18	0.53%
Native Hawaiian	962	0.10%	17	0.02%	29	0.02%	0	0.00%
Other	105,255	4.15%	10,122	11.78%	11,527	9.96%		
Ethnicity								
Hispanic	246,449	9.71%	28,314	32.95%	31,456	27.19%	999	29.42%
Middle Eastern							92	2.71%
Gender								
Male							2,194	64.61%
Female							1,202	35.39%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,130	92.17%	2,552	75.15%

Stop Enforcement Method							
General		Blind		Spot-Check			
3,239	95.38%	123	3.62%	34	1.00%		

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	94	2.77%	3,008	88.57%	294	8.66%
Race						
White	56	2.92%	1,719	89.72%	141	7.36%
Black	37	2.65%	1,212	86.70%	149	10.66%
AsPac	0	0.00%	63	98.44%	1	1.56%
AI/AN	1	5.56%	14	77.78%	3	16.67%
Ethnicity						
Hispanic	34	3.40%	873	87.39%	92	9.21%
Middle Eastern	1	1.09%	84	91.30%	7	7.61%

Stops by Month		Stops by Time of Day	
October 2013	669	6:00am - 9:59am	493
November 2013	566	10:00am - 1:59pm	1,067
December 2013	449	2:00pm - 5:59pm	532
January 2014	483	6:00pm - 9:59pm	620
February 2014	275	10:00pm - 1:59am	355
March 2014	303	2:00am - 5:59am	71
April 2014	303		
May 2014	348		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	659	19.41%	1,558	45.88%	897	26.41%	266	7.83%
Race								
White	370	10.90%	872	25.68%	522	15.37%	149	4.39%
Black	271	7.98%	650	19.14%	351	10.34%	114	3.36%
AsPac	13	0.38%	32	0.94%	16	0.47%	2	0.06%
AI/AN	5	0.15%	4	0.12%	8	0.24%	1	0.03%
Ethnicity								
Hispanic	216	6.36%	506	14.90%	226	6.65%	50	1.47%
Middle Eastern	17	0.50%	43	1.27%	25	0.74%	7	0.21%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	42	1.24%	213	6.27%	1,881	55.39%	311	9.16%	909	26.77%	40	1.18%
Race												
White	21	1.10%	120	6.26%	1,100	57.41%	182	9.50%	476	24.84%	17	0.89%
Black	21	1.50%	88	6.29%	730	52.22%	124	8.87%	412	29.47%	23	1.65%
AsPac	0	0.00%	1	1.56%	44	68.75%	3	4.69%	16	25.00%	0	0.00%
AI/AN	0	0.00%	4	22.22%	7	38.89%	2	11.11%	5	27.78%	0	0.00%
Ethnicity												
Hispanic	11	1.10%	84	8.41%	548	54.85%	82	8.21%	268	26.83%	6	0.60%
Middle Eastern	0	0.00%	6	6.52%	52	56.52%	6	6.52%	27	29.35%	1	1.09%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	427	12.57%	103	24.12%	215	50.35%	109	25.53%	32	7.49%	
Race											
White	214	11.17%	56	26.17%	108	50.47%	50	23.36%	17	7.94%	
Black	206	14.74%	43	20.87%	104	50.49%	59	28.64%	15	7.28%	
AsPac	3	4.69%	2	66.67%	1	33.33%	0	0.00%	0	0.00%	
AI/AN	4	22.22%	2	50.00%	2	50.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	158	15.82%	39	24.68%	79	50.00%	40	25.32%	10	6.33%	
Middle Eastern	13	14.13%	5	38.46%	6	46.15%	2	15.38%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	1.77%	4.74%	0.85%	4.42%	5.74%	13.55%	18.76%	7.33%	0.77%	1.59%	10.25%	7.60%
Race												
White	1.72%	4.23%	0.73%	3.71%	5.32%	12.79%	18.63%	7.20%	0.89%	1.04%	10.65%	9.24%
Black	1.79%	5.51%	1.07%	5.15%	6.58%	14.45%	18.45%	7.73%	0.64%	2.36%	10.01%	5.36%
AsPac	0.00%	3.13%	0.00%	9.38%	1.56%	17.19%	25.00%	3.13%	0.00%	1.56%	6.25%	7.81%
AI/AN	11.11%	5.56%	0.00%	5.56%	0.00%	11.11%	33.33%	5.56%	0.00%	0.00%	0.00%	5.56%
Ethnicity												
Hispanic	1.80%	4.80%	1.10%	2.80%	7.51%	14.61%	17.82%	8.11%	1.20%	1.70%	7.71%	6.81%
Middle Eastern	3.26%	7.61%	2.17%	2.17%	3.26%	18.48%	20.65%	4.35%	0.00%	1.09%	6.52%	7.61%

BROOKFIELD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	12,456	100.00%	18,159	100.00%	1,757	100.00%
Race								
White	2,133,452	84.05%	11,478	91.68%	16,234	89.39%	1,651	93.97%
Black	202,049	7.96%	126	1.01%	445	2.45%	63	3.59%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.07%	13	0.00%	40	2.28%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	654	5.22%	876	4.83%	3	0.17%
Native Hawaiian	962	0.10%	30	0.24%	31	0.17%	0	0.00%
Other	105,255	4.15%	168	1.34%	560	3.08%		
Ethnicity								
Hispanic	246,449	9.71%	1,037	2.99%	374	5.71%	170	9.68%
Middle Eastern							31	1.76%
Gender								
Male							1,027	58.45%
Female							730	41.55%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,619	92.15%	622	35.40%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,662	94.59%	19	1.08%	76	4.33%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	12	0.68%	1,571	89.41%	174	9.90%
Race						
White	12	0.73%	1,474	89.28%	165	9.99%
Black	0	0.00%	57	90.48%	6	9.52%
AsPac	0	0.00%	37	92.50%	3	7.50%
AI/AN	0	0.00%	3	100.00%	0	0.00%
Ethnicity						
Hispanic	2	1.18%	150	88.24%	18	10.59%
Middle Eastern	0	0.00%	30	96.77%	1	3.23%

Stops by Month		Stops by Time of Day	
October 2013	221	6:00am - 9:59am	201
November 2013	132	10:00am - 1:59pm	436
December 2013	139	2:00pm - 5:59pm	406
January 2014	212	6:00pm - 9:59pm	412
February 2014	135	10:00pm - 1:59am	259
March 2014	251	2:00am - 5:59am	43
April 2014	318		
May 2014	349		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	389	22.14%	490	27.89%	664	37.79%	213	12.12%
Race								
White	372	21.17%	454	25.84%	622	35.40%	202	11.50%
Black	11	0.63%	22	1.25%	27	1.54%	3	0.17%
AsPac	6	0.34%	13	0.74%	14	0.80%	7	0.40%
AI/AN	0	0.00%	1	0.06%	1	0.06%	1	0.06%
Ethnicity								
Hispanic	36	2.05%	76	4.33%	53	3.02%	5	0.28%
Middle Eastern	6	0.34%	11	0.63%	12	0.68%	2	0.11%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	14	0.80%	36	2.05%	337	19.18%	553	31.47%	788	44.85%	29	1.65%
Race												
White	13	0.79%	34	2.06%	320	19.38%	525	31.80%	731	44.28%	28	1.70%
Black	1	1.59%	2	3.17%	16	25.40%	12	19.05%	32	50.79%	0	0.00%
AsPac	0	0.00%	0	0.00%	1	2.50%	15	37.50%	23	57.50%	1	2.50%
AI/AN	0	0.00%	0	0.00%	0	0.00%	1	33.33%	2	66.67%	0	0.00%
Ethnicity												
Hispanic	5	2.94%	8	4.71%	48	28.24%	50	29.41%	58	34.12%	1	0.59%
Middle Eastern	0	0.00%	1	3.23%	6	19.35%	10	32.26%	14	45.16%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	15	0.85%	0	0.00%	0	0.00%	15	100.00%	10	66.67%
Race										
White	14	0.85%	0	0.00%	0	0.00%	14	100.00%	9	64.29%
Black	1	1.59%	0	0.00%	0	0.00%	1	100.00%	1	100.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	3	1.76%	0	0.00%	0	0.00%	3	100.00%	2	66.67%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	3.19%	1.14%	0.91%	21.40%	14.23%	7.74%	7.91%	8.03%	0.23%	0.11%	3.30%	29.03%
Race												
White	3.15%	1.09%	0.91%	21.50%	14.23%	7.63%	7.75%	8.00%	0.24%	0.12%	3.45%	29.01%
Black	4.76%	3.17%	1.59%	15.87%	15.87%	7.94%	9.52%	7.94%	0.00%	0.00%	1.59%	30.16%
AsPac	2.50%	0.00%	0.00%	22.50%	10.00%	12.50%	12.50%	10.00%	0.00%	0.00%	0.00%	30.00%
AI/AN	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	2.35%	1.18%	1.18%	18.24%	18.82%	5.29%	7.06%	8.24%	0.00%	0.00%	2.94%	27.06%
Middle Eastern	0.00%	0.00%	0.00%	16.13%	6.45%	12.90%	3.23%	9.68%	0.00%	0.00%	6.45%	41.94%

CANTON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	10,486	100.00%	7,841	100.00%	988	100.00%
Race								
White	2,133,452	84.05%	10,004	98.30%	7,705	95.40%	917	92.81%
Black	202,049	7.96%	150	0.10%	8	1.43%	50	5.06%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	4	0.00%	0	0.04%	15	1.52%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	154	0.80%	63	1.47%	6	0.61%
Native Hawaiian	962	0.10%	1	0.00%	0	0.01%	0	0.00%
Other	105,255	4.15%	172	0.83%	65	1.64%		
Ethnicity								
Hispanic	246,449	9.71%	132	3.20%	336	1.69%	22	2.23%
Middle Eastern							1	0.10%
Gender								
Male							642	64.98%
Female							346	35.02%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
918	92.91%	194	19.64%

Stop Enforcement Method					
General		Blind		Spot-Check	
937	94.84%	51	5.16%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	8	0.81%	974	98.58%	6	0.61%
Race						
White	8	0.87%	904	98.58%	5	0.55%
Black	0	0.00%	49	98.00%	1	2.00%
AsPac	0	0.00%	6	100.00%	0	0.00%
AI/AN	0	0.00%	15	100.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	22	100.00%	0	0.00%
Middle Eastern	1	100.00%	0	0.00%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	54	6:00am - 9:59am	74
November 2013	160	10:00am - 1:59pm	88
December 2013	106	2:00pm - 5:59pm	107
January 2014	107	6:00pm - 9:59pm	163
February 2014	107	10:00pm - 1:59am	418
March 2014	153	2:00am - 5:59am	138
April 2014	155		
May 2014	146		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	322	32.59%	269	27.23%	294	29.76%	99	10.02%
Race								
White	309	31.28%	235	23.79%	273	27.63%	96	9.72%
Black	10	1.01%	25	2.53%	12	1.21%	3	0.30%
AsPac	0	0.00%	2	0.20%	4	0.40%	0	0.00%
AI/AN	3	0.30%	7	0.71%	5	0.51%	0	0.00%
Ethnicity								
Hispanic	5	0.51%	8	0.81%	8	0.81%	1	0.10%
Middle Eastern	0	0.00%	1	0.10%	0	0.00%	0	0.00%

CHESHIRE

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	22,781	100.00%	35,509	100.00%	3,263	100.00%
Race								
White	2,133,452	84.05%	19,100	84.12%	29,660	83.53%	3,009	92.22%
Black	202,049	7.96%	1,144	5.04%	2,151	6.06%	217	6.65%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	14	0.06%	43	0.12%	33	1.01%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,322	5.82%	1,688	4.75%	4	0.12%
Native Hawaiian	962	0.10%	60	0.27%	66	0.19%	0	0.00%
Other	105,255	4.15%	1,140	5.02%	1,901	5.35%		
Ethnicity								
Hispanic	246,449	9.71%	1,177	5.19%	2,651	7.47%	216	6.62%
Middle Eastern							38	1.16%
Gender								
Male							2,041	62.55%
Female							1,222	37.45%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,113	95.40%	1,122	34.39%

Stop Enforcement Method					
General		Blind		Spot-Check	
2,899	88.84%	336	10.30%	28	0.86%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	35	1.07%	2,841	87.07%	387	11.86%
Race						
White	32	1.06%	2,630	87.40%	347	11.53%
Black	3	1.38%	177	81.57%	37	17.05%
AsPac	0	0.00%	30	90.91%	3	9.09%
AI/AN	0	0.00%	4	100.00%	0	0.00%
Ethnicity						
Hispanic	3	1.39%	165	76.39%	48	22.22%
Middle Eastern	0	0.00%	35	92.11%	3	7.89%

Stops by Month		Stops by Time of Day	
October 2013	418	6:00am - 9:59am	477
November 2013	345	10:00am - 1:59pm	617
December 2013	283	2:00pm - 5:59pm	1,154
January 2014	347	6:00pm - 9:59pm	511
February 2014	295	10:00pm - 1:59am	445
March 2014	498	2:00am - 5:59am	59
April 2014	542		
May 2014	535		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	704	21.58%	1,062	32.55%	1,123	34.42%	370	11.34%
Race								
White	644	19.74%	956	29.30%	1,045	32.03%	362	11.09%
Black	55	1.69%	95	2.91%	58	1.78%	7	0.21%
AsPac	3	0.09%	10	0.31%	19	0.58%	1	0.03%
AI/AN	2	0.06%	1	0.03%	1	0.03%	0	0.00%
Ethnicity								
Hispanic	43	1.32%	113	3.46%	52	1.59%	8	0.25%
Middle Eastern	6	0.18%	15	0.46%	15	0.46%	2	0.06%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	21	0.64%	122	3.74%	785	24.06%	2,084	63.87%	232	7.11%	19	0.58%
Race												
White	19	0.63%	100	3.32%	721	23.96%	1,935	64.31%	215	7.15%	19	0.63%
Black	2	0.92%	21	9.68%	54	24.88%	124	57.14%	16	7.37%	0	0.00%
AsPac	0	0.00%	1	3.03%	9	27.27%	22	66.67%	1	3.03%	0	0.00%
AI/AN	0	0.00%	0	0.00%	1	25.00%	3	75.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	3	1.39%	23	10.65%	73	33.80%	98	45.37%	17	7.87%	2	0.93%
Middle Eastern	0	0.00%	1	2.63%	8	21.05%	25	65.79%	4	10.53%	0	0.00%

Search Information												
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search	
	67	2.05%	30	44.78%	2	2.99%	35	52.24%	32		47.76%	
Race												
White	58	1.93%	24	41.38%	2	3.45%	32	55.17%	30		51.72%	
Black	9	4.15%	6	66.67%	0	0.00%	3	33.33%	2		22.22%	
AsPac	0	0.00%	0	N/A	0	N/A	0	N/A	0		N/A	
AI/AN	0	0.00%	0	N/A	0	N/A	0	N/A	0		N/A	
Ethnicity												
Hispanic	10	4.63%	2	20.00%	1	10.00%	7	70.00%	0		0.00%	
Middle Eastern	0	0.00%	0	N/A	0	N/A	0	N/A	0		N/A	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	8.67%	3.68%	0.86%	29.91%	8.06%	4.81%	5.06%	9.19%	0.12%	2.57%	4.96%	19.09%
Race												
White	8.37%	3.76%	0.86%	30.28%	7.64%	4.75%	5.18%	9.24%	0.10%	2.39%	4.89%	19.57%
Black	11.98%	3.23%	0.92%	25.35%	11.98%	4.61%	3.23%	8.29%	0.46%	5.07%	5.99%	14.75%
AsPac	15.15%	0.00%	0.00%	27.27%	21.21%	12.12%	6.06%	9.09%	0.00%	3.03%	3.03%	3.03%
AI/AN	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	25.00%	25.00%
Ethnicity												
Hispanic	13.43%	10.19%	1.39%	15.28%	7.87%	4.17%	2.78%	12.50%	0.46%	5.56%	6.94%	12.96%
Middle Eastern	7.89%	2.63%	0.00%	18.42%	5.26%	5.26%	7.89%	15.79%	0.00%	0.00%	2.63%	34.21%

CLINTON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	10,543	100.00%	13,562	100.00%	1,629	100.00%
Race								
White	2,133,452	84.05%	10,175	96.25%	12,781	94.25%	1,528	93.80%
Black	202,049	7.96%	10	0.09%	181	1.34%	62	3.81%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	5	0.04%	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	144	1.37%	244	1.80%	39	2.39%
Native Hawaiian	962	0.10%	0	0.00%	3	0.02%	0	0.00%
Other	105,255	4.15%	214	2.02%	347	2.56%		
Ethnicity								
Hispanic	246,449	9.71%	486	4.60%	728	5.37%	134	8.23%
Middle Eastern							16	0.98%
Gender								
Male							993	60.96%
Female							636	39.04%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,548	95.03%	815	50.03%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,597	98.04%	32	1.96%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	26	1.60%	1,192	73.17%	411	25.23%
Race						
White	23	1.51%	1,125	73.63%	380	24.87%
Black	2	3.23%	41	66.13%	19	30.65%
AsPac	1	2.56%	26	66.67%	12	30.77%
AI/AN	0	N/A	0	N/A	0	N/A
Ethnicity						
Hispanic	4	2.99%	97	72.39%	33	24.63%
Middle Eastern	0	0.00%	12	75.00%	4	25.00%

Stops by Month		Stops by Time of Day	
October 2013	225	6:00am - 9:59am	127
November 2013	181	10:00am - 1:59pm	298
December 2013	140	2:00pm - 5:59pm	328
January 2014	184	6:00pm - 9:59pm	497
February 2014	151	10:00pm - 1:59am	279
March 2014	240	2:00am - 5:59am	100
April 2014	249		
May 2014	259		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	370	22.71%	458	28.12%	562	34.50%	233	14.30%
Race								
White	348	21.36%	428	26.27%	521	31.98%	227	13.93%
Black	14	0.86%	20	1.23%	22	1.35%	4	0.25%
AsPac	8	0.49%	10	0.61%	19	1.17%	2	0.12%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	23	1.41%	67	4.11%	42	2.58%	2	0.12%
Middle Eastern	3	0.18%	5	0.31%	6	0.37%	2	0.12%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	24	1.47%	79	4.85%	189	11.60%	1,064	65.32%	258	15.84%	15	0.92%
Race												
White	22	1.44%	75	4.91%	176	11.52%	1,006	65.84%	237	15.51%	12	0.79%
Black	1	1.61%	2	3.23%	9	14.52%	37	59.68%	12	19.35%	1	1.61%
AsPac	1	2.56%	2	5.13%	4	10.26%	21	53.85%	9	23.08%	2	5.13%
AI/AN	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A
Ethnicity												
Hispanic	4	2.99%	28	20.90%	27	20.15%	56	41.79%	18	13.43%	1	0.75%
Middle Eastern	0	0.00%	0	0.00%	2	12.50%	10	62.50%	3	18.75%	1	6.25%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	88	5.40%	33	37.50%	4	4.55%	51	57.95%	54	61.36%	
Race											
White	84	5.50%	33	39.29%	4	4.76%	47	55.95%	51	60.71%	
Black	2	3.23%	0	0.00%	0	0.00%	2	100.00%	2	100.00%	
AsPac	2	5.13%	0	0.00%	0	0.00%	2	100.00%	1	50.00%	
AI/AN	0	N/A	0	N/A	0	N/A	0	N/A	0	N/A	
Ethnicity											
Hispanic	10	7.46%	4	40.00%	1	10.00%	5	50.00%	6	60.00%	
Middle Eastern	0	0.00%	0	N/A	0	N/A	0	N/A	0	N/A	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	3.01%	5.34%	0.43%	22.71%	27.81%	7.18%	4.24%	10.99%	0.49%	1.35%	3.44%	6.57%
Race												
White	3.14%	5.24%	0.46%	23.36%	27.49%	7.40%	4.25%	10.41%	0.52%	1.24%	3.40%	6.87%
Black	1.61%	6.45%	0.00%	12.90%	33.87%	3.23%	1.61%	17.74%	0.00%	4.84%	6.45%	1.61%
AsPac	0.00%	7.69%	0.00%	12.82%	30.77%	5.13%	7.69%	23.08%	0.00%	0.00%	0.00%	2.56%
AI/AN	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Ethnicity												
Hispanic	2.99%	5.22%	1.49%	15.67%	30.60%	7.46%	5.22%	8.96%	0.75%	2.99%	4.48%	1.49%
Middle Eastern	6.25%	6.25%	0.00%	18.75%	31.25%	12.50%	6.25%	18.75%	0.00%	0.00%	0.00%	0.00%

COVENTRY

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	9,803	100.00%	10,635	100.00%	804	100.00%
Race								
White	2,133,452	84.05%	9,466	96.34%	10,179	95.71%	767	95.40%
Black	202,049	7.96%	65	0.66%	111	1.05%	27	3.36%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	19	0.19%	20	0.19%	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	150	1.52%	182	1.71%	10	1.24%
Native Hawaiian	962	0.10%	0	0.00%	0	0.00%	0	0.00%
Other	105,255	4.15%	105	1.06%	142	1.34%		
Ethnicity								
Hispanic	246,449	9.71%	149	1.52%	219	2.06%	44	5.47%
Middle Eastern							1	0.12%
Gender								
Male							515	64.05%
Female							289	35.95%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
749	93.16%	330	41.04%

Stop Enforcement Method					
General		Blind		Spot-Check	
681	84.70%	78	9.70%	45	5.60%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	22	2.74%	737	91.67%	45	5.60%
Race						
White	22	2.87%	701	91.40%	44	5.74%
Black	0	0.00%	26	96.30%	1	3.70%
AsPac	0	0.00%	10	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	4	9.09%	36	81.82%	4	9.09%
Middle Eastern	0	0.00%	1	100.00%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	108	6:00am - 9:59am	166
November 2013	77	10:00am - 1:59pm	198
December 2013	83	2:00pm - 5:59pm	164
January 2014	61	6:00pm - 9:59pm	117
February 2014	61	10:00pm - 1:59am	119
March 2014	85	2:00am - 5:59am	40
April 2014	110		
May 2014	219		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	234	29.10%	211	26.24%	270	33.58%	81	10.07%
Race								
White	214	26.62%	199	24.75%	268	33.33%	79	9.83%
Black	15	1.87%	8	1.00%	2	0.25%	2	0.25%
AsPac	5	0.62%	4	0.50%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	14	1.74%	18	2.24%	9	1.12%	3	0.37%
Middle Eastern	0	0.00%	0	0.00%	1	0.12%	0	0.00%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	0	0.00%	63	7.84%	262	32.59%	177	22.01%	269	33.46%	33	4.10%
Race												
White	0	0.00%	59	7.69%	253	32.99%	174	22.69%	248	32.33%	33	4.30%
Black	0	0.00%	2	7.41%	8	29.63%	1	3.70%	16	59.26%	0	0.00%
AsPac	0	0.00%	2	20.00%	1	10.00%	2	20.00%	5	50.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	6	13.64%	12	27.27%	9	20.45%	15	34.09%	2	4.55%
Middle Eastern	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	7	0.87%	2	28.57%	0	0.00%	5	71.43%	6	85.71%
Race										
White	7	0.91%	2	28.57%	0	0.00%	5	71.43%	6	85.71%
Black	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	8.46%	1.12%	1.24%	20.15%	9.20%	2.99%	4.23%	11.44%	0.50%	0.50%	9.70%	15.30%
Race												
White	8.60%	1.17%	1.17%	20.47%	9.13%	3.00%	4.17%	10.56%	0.52%	0.52%	10.04%	15.38%
Black	7.41%	0.00%	3.70%	11.11%	11.11%	0.00%	3.70%	25.93%	0.00%	0.00%	3.70%	18.52%
AsPac	0.00%	0.00%	0.00%	20.00%	10.00%	10.00%	10.00%	40.00%	0.00%	0.00%	0.00%	0.00%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	13.64%	2.27%	0.00%	29.55%	9.09%	0.00%	2.27%	11.36%	0.00%	0.00%	2.27%	13.64%
Middle Eastern	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%

CROMWELL

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	11,163	100.00%	17,233	100.00%	1,683	100.00%
Race								
White	2,133,452	84.05%	10,063	89.35%	15,041	87.28%	1,452	86.27%
Black	202,049	7.96%	578	5.13%	1,094	6.35%	199	11.82%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	11	0.07%	19	1.13%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	353	3.13%	568	3.29%	13	0.77%
Native Hawaiian	962	0.10%	0	0.00%	3	0.02%	0	0.00%
Other	105,255	4.15%	170	1.51%	516	2.99%		
Ethnicity								
Hispanic	246,449	9.71%	412	3.66%	1,064	6.17%	58	3.45%
Middle Eastern							24	1.43%
Gender								
Male							957	56.86%
Female							726	43.14%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
582	34.58%	1,575	93.58%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,181	70.17%	436	25.91%	66	3.92%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	31	1.84%	1,371	81.46%	281	16.70%
Race						
White	28	1.93%	1,196	82.37%	228	15.70%
Black	2	1.01%	146	73.37%	51	25.63%
AsPac	0	0.00%	11	84.62%	2	15.38%
AI/AN	1	5.26%	18	94.74%	0	0.00%
Ethnicity						
Hispanic	1	1.72%	43	74.14%	14	24.14%
Middle Eastern	0	0.00%	20	83.33%	4	16.67%

Stops by Month		Stops by Time of Day	
October 2013	151	6:00am - 9:59am	150
November 2013	202	10:00am - 1:59pm	371
December 2013	169	2:00pm - 5:59pm	207
January 2014	230	6:00pm - 9:59pm	486
February 2014	190	10:00pm - 1:59am	423
March 2014	307	2:00am - 5:59am	46
April 2014	197		
May 2014	237		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	410	24.36%	567	33.69%	515	30.60%	187	11.11%
Race								
White	345	20.50%	484	28.76%	444	26.38%	175	10.40%
Black	61	3.62%	70	4.16%	60	3.57%	8	0.48%
AsPac	2	0.12%	5	0.30%	4	0.24%	2	0.12%
AI/AN	2	0.12%	8	0.48%	7	0.42%	2	0.12%
Ethnicity								
Hispanic	19	1.13%	23	1.37%	15	0.89%	1	0.06%
Middle Eastern	6	0.36%	12	0.71%	6	0.36%	0	0.00%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	10	0.59%	142	8.44%	428	25.43%	300	17.83%	768	45.63%	35	2.08%
Race												
White	6	0.41%	105	7.23%	378	26.03%	274	18.87%	656	45.18%	33	2.27%
Black	4	2.01%	33	16.58%	45	22.61%	23	11.56%	92	46.23%	2	1.01%
AsPac	0	0.00%	3	23.08%	3	23.08%	3	23.08%	4	30.77%	0	0.00%
AI/AN	0	0.00%	1	5.26%	2	10.53%	0	0.00%	16	84.21%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	6	10.34%	22	37.93%	8	13.79%	22	37.93%	0	0.00%
Middle Eastern	0	0.00%	1	4.17%	6	25.00%	5	20.83%	12	50.00%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	21	1.25%	3	14.29%	3	14.29%	14	66.67%	17	80.95%	
Race											
White	15	1.03%	2	13.33%	2	13.33%	10	66.67%	13	86.67%	
Black	5	2.51%	1	20.00%	1	20.00%	3	60.00%	4	80.00%	
AsPac	0	0.00%	0	N/A	0	N/A	0	N/A	0	N/A	
AI/AN	1	5.26%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	
Ethnicity											
Hispanic	0	0.00%	0	N/A	0	N/A	0	N/A	0	0.00%	
Middle Eastern	0	0.00%	0	N/A	0	N/A	0	N/A	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	15.51%	1.60%	3.98%	16.16%	18.06%	8.44%	14.97%	7.72%	0.36%	0.00%	3.15%	5.82%
Race												
White	15.98%	1.45%	3.31%	16.80%	17.22%	9.23%	14.60%	7.51%	0.21%	0.00%	3.24%	6.06%
Black	14.07%	3.02%	8.54%	12.56%	25.63%	3.02%	15.58%	8.54%	1.51%	0.00%	3.02%	2.01%
AsPac	7.69%	0.00%	15.38%	15.38%	15.38%	7.69%	23.08%	0.00%	0.00%	0.00%	0.00%	15.38%
AI/AN	0.00%	0.00%	0.00%	5.26%	5.26%	5.26%	31.58%	21.05%	0.00%	0.00%	0.00%	21.05%
Ethnicity												
Hispanic	17.24%	1.72%	3.45%	10.34%	22.41%	8.62%	18.97%	5.17%	0.00%	0.00%	8.62%	0.00%
Middle Eastern	4.17%	0.00%	4.17%	33.33%	25.00%	4.17%	12.50%	0.00%	0.00%	0.00%	0.00%	12.50%

DANBURY

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	59,737	100.00%	82,886	100.00%	3,132	100.00%
Race								
White	2,133,452	84.05%	43,723	72.61%	63,718	76.87%	2,880	91.95%
Black	202,049	7.96%	3,524	5.85%	4,794	5.78%	204	6.51%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	226	0.37%	262	0.32%	37	1.18%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	4,040	6.71%	4,805	5.80%	11	0.35%
Native Hawaiian	962	0.10%	123	0.20%	134	0.16%	0	0.00%
Other	105,255	4.15%	8,102	13.45%	9,172	11.07%		
Ethnicity								
Hispanic	246,449	9.71%	12,183	20.23%	14,285	17.23%	768	24.52%
Middle Eastern							38	1.21%
Gender								
Male							1,974	63.03%
Female							1,158	36.97%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
2,840	90.68%	1,645	52.52%

Stop Enforcement Method					
General		Blind		Spot-Check	
2,234	71.33%	819	26.15%	79	2.52%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	34	1.09%	3,036	96.93%	62	1.98%
Race						
White	28	0.97%	2,803	97.33%	49	1.70%
Black	6	2.94%	185	90.69%	13	6.37%
AsPac	0	0.00%	37	100.00%	0	0.00%
AI/AN	0	0.00%	11	100.00%	0	0.00%
Ethnicity						
Hispanic	8	1.04%	737	95.96%	23	2.99%
Middle Eastern	1	2.63%	35	92.11%	2	5.26%

Stops by Month		Stops by Time of Day	
October 2013	625	6:00am - 9:59am	687
November 2013	301	10:00am - 1:59pm	1,395
December 2013	304	2:00pm - 5:59pm	334
January 2014	176	6:00pm - 9:59pm	390
February 2014	257	10:00pm - 1:59am	277
March 2014	652	2:00am - 5:59am	49
April 2014	380		
May 2014	437		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	617	19.70%	1,158	36.97%	1,049	33.49%	305	9.74%
Race								
White	559	17.85%	1,062	33.91%	969	30.94%	288	9.20%
Black	50	1.60%	85	2.71%	56	1.79%	12	0.38%
AsPac	6	0.19%	8	0.26%	20	0.64%	3	0.10%
AI/AN	2	0.06%	3	0.10%	4	0.13%	2	0.06%
Ethnicity								
Hispanic	148	4.73%	369	11.78%	216	6.90%	34	1.09%
Middle Eastern	8	0.26%	14	0.45%	12	0.38%	4	0.13%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	42	1.34%	84	2.68%	2,558	81.67%	18	0.57%	405	12.93%	25	0.80%
Race												
White	38	1.32%	68	2.36%	2,384	82.78%	17	0.59%	351	12.19%	22	0.76%
Black	4	1.96%	15	7.35%	137	67.16%	1	0.49%	44	21.57%	3	1.47%
AsPac	0	0.00%	1	2.70%	28	75.68%	0	0.00%	8	21.62%	0	0.00%
AI/AN	0	0.00%	0	0.00%	9	81.82%	0	0.00%	2	18.18%	0	0.00%
Ethnicity												
Hispanic	21	2.73%	28	3.65%	622	80.99%	3	0.39%	86	11.20%	8	1.04%
Middle Eastern	0	0.00%	0	0.00%	23	60.53%	1	2.63%	13	34.21%	1	2.63%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	248	7.92%	12	4.84%	225	90.73%	10	4.03%	13	5.24%
Race										
White	220	7.64%	10	4.55%	201	91.36%	8	3.64%	11	5.00%
Black	25	12.25%	2	8.00%	21	84.00%	2	8.00%	2	8.00%
AsPac	2	5.41%	0	0.00%	2	100.00%	0	0.00%	0	0.00%
AI/AN	1	9.09%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	87	11.33%	3	3.45%	82	94.25%	2	2.30%	2	2.30%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	14.91%	0.99%	0.54%	13.95%	4.15%	2.71%	10.38%	3.70%	0.38%	0.48%	1.60%	38.98%
Race												
White	15.07%	0.90%	0.49%	13.96%	4.10%	2.64%	9.90%	3.54%	0.38%	0.38%	1.70%	39.90%
Black	12.75%	2.45%	0.98%	14.22%	4.41%	1.96%	16.18%	5.39%	0.49%	1.96%	0.49%	28.43%
AsPac	13.51%	0.00%	2.70%	10.81%	8.11%	10.81%	13.51%	8.11%	0.00%	0.00%	0.00%	27.03%
AI/AN	18.18%	0.00%	0.00%	18.18%	0.00%	9.09%	18.18%	0.00%	0.00%	0.00%	0.00%	36.36%
Ethnicity												
Hispanic	18.23%	1.17%	0.78%	8.72%	7.68%	3.26%	11.98%	2.60%	0.91%	0.65%	3.26%	31.12%
Middle Eastern	5.26%	5.26%	0.00%	10.53%	7.89%	0.00%	21.05%	7.89%	0.00%	0.00%	0.00%	34.21%

DARIEN

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	13,662	100.00%	20,164	100.00%	2,840	100.00%
Race								
White	2,133,452	84.05%	13,071	95.20%	18,025	89.39%	2,443	86.02%
Black	202,049	7.96%	32	0.24%	688	3.41%	310	10.92%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	4	0.03%	15	0.07%	24	0.85%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	334	2.43%	678	3.36%	63	2.22%
Native Hawaiian	962	0.10%	0	0.00%	4	0.02%	0	0.00%
Other	105,255	4.15%	221	1.61%	753	3.74%		
Ethnicity								
Hispanic	246,449	9.71%	403	2.94%	1,481	7.34%	441	15.53%
Middle Eastern							22	0.77%
Gender								
Male							1,778	62.61%
Female							1,062	37.39%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
2,601	91.58%	612	21.55%

Stop Enforcement Method					
General		Blind		Spot-Check	
2,175	76.58%	529	18.63%	136	4.79%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	24	0.85%	2,322	81.76%	494	17.39%
Race						
White	20	0.82%	2,037	83.38%	386	15.80%
Black	4	1.29%	215	69.35%	91	29.35%
AsPac	0	0.00%	56	88.89%	7	11.11%
AI/AN	0	0.00%	14	58.33%	10	41.67%
Ethnicity						
Hispanic	9	2.04%	326	73.92%	106	24.04%
Middle Eastern	0	0.00%	20	90.91%	2	9.09%

Stops by Month		Stops by Time of Day	
October 2013	334	6:00am - 9:59am	470
November 2013	322	10:00am - 1:59pm	642
December 2013	232	2:00pm - 5:59pm	567
January 2014	356	6:00pm - 9:59pm	341
February 2014	334	10:00pm - 1:59am	707
March 2014	401	2:00am - 5:59am	113
April 2014	340		
May 2014	521		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	478	16.83%	892	31.41%	1,123	39.54%	347	12.22%
Race								
White	402	14.15%	749	26.37%	970	34.15%	322	11.34%
Black	69	2.43%	104	3.66%	113	3.98%	24	0.85%
AsPac	4	0.14%	25	0.88%	33	1.16%	1	0.04%
AI/AN	3	0.11%	14	0.49%	7	0.25%	0	0.00%
Ethnicity								
Hispanic	95	3.35%	209	7.36%	125	4.40%	12	0.42%
Middle Eastern	5	0.18%	8	0.28%	6	0.21%	3	0.11%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	16	0.56%	96	3.38%	1,336	47.04%	350	12.32%	1,010	35.56%	32	1.13%
Race												
White	11	0.45%	75	3.07%	1,199	49.08%	297	12.16%	836	34.22%	25	1.02%
Black	5	1.61%	20	6.45%	100	32.26%	38	12.26%	140	45.16%	7	2.26%
AsPac	0	0.00%	1	1.59%	33	52.38%	9	14.29%	20	31.75%	0	0.00%
AI/AN	0	0.00%	0	0.00%	4	16.67%	6	25.00%	14	58.33%	0	0.00%
Ethnicity												
Hispanic	3	0.68%	39	8.84%	205	46.49%	44	9.98%	144	32.65%	6	1.36%
Middle Eastern	1	4.55%	0	0.00%	12	54.55%	1	4.55%	7	31.82%	1	4.55%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	78	2.75%	26	33.33%	23	29.49%	27	34.62%	32	41.03%
Race										
White	57	2.33%	19	33.33%	17	29.82%	20	35.09%	21	36.84%
Black	21	6.77%	7	33.33%	6	28.57%	7	33.33%	11	52.38%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	24	5.44%	7	29.17%	9	37.50%	8	33.33%	10	41.67%
Middle Eastern	1	4.55%	0	0.00%	1	100.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	8.13%	6.97%	0.70%	20.99%	13.63%	3.24%	6.48%	5.85%	0.11%	1.37%	10.11%	11.94%
Race												
White	7.86%	6.59%	0.53%	21.24%	12.16%	3.56%	6.79%	5.73%	0.12%	1.31%	10.64%	13.10%
Black	10.32%	10.65%	2.26%	18.39%	23.55%	0.97%	4.84%	6.45%	0.00%	2.26%	5.81%	4.19%
AsPac	9.52%	1.59%	0.00%	31.75%	11.11%	3.17%	3.17%	3.17%	0.00%	0.00%	11.11%	7.94%
AI/AN	4.17%	12.50%	0.00%	0.00%	41.67%	0.00%	4.17%	16.67%	0.00%	0.00%	8.33%	4.17%
Ethnicity												
Hispanic	9.07%	8.84%	1.36%	15.87%	17.46%	2.49%	2.95%	5.67%	0.45%	3.40%	10.43%	6.58%
Middle Eastern	4.55%	9.09%	0.00%	31.82%	9.09%	0.00%	0.00%	0.00%	0.00%	0.00%	9.09%	22.73%

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	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	9,141	100.00%	12,641	100.00%	2,567	100.00%
Race								
White	2,133,452	84.05%	7,804	84.63%	10,673	84.43%	2,183	85.04%
Black	202,049	7.96%	528	5.73%	849	6.71%	347	13.52%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	7	0.06%	1	0.04%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	311	3.37%	430	3.40%	36	1.40%
Native Hawaiian	962	0.10%	0	0.00%	1	0.01%	0	0.00%
Other	105,255	4.15%	497	5.39%	681	5.38%		
Ethnicity								
Hispanic	246,449	9.71%	1,054	11.43%	1,472	11.65%	297	11.57%
Middle Eastern							32	1.25%
Gender								
Male							1,677	65.33%
Female							890	34.67%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
2,226	86.72%	372	14.49%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,601	62.37%	947	36.89%	19	0.74%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	21	0.82%	2,488	96.92%	58	2.26%
Race						
White	15	0.69%	2,126	97.39%	42	1.92%
Black	6	1.73%	325	93.66%	16	4.61%
AsPac	0	0.00%	36	100.00%	0	0.00%
AI/AN	0	0.00%	1	100.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	286	96.30%	11	3.70%
Middle Eastern	0	0.00%	32	100.00%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	327	6:00am - 9:59am	397
November 2013	379	10:00am - 1:59pm	563
December 2013	235	2:00pm - 5:59pm	472
January 2014	317	6:00pm - 9:59pm	513
February 2014	268	10:00pm - 1:59am	582
March 2014	375	2:00am - 5:59am	40
April 2014	338		
May 2014	328		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	621	24.19%	898	34.98%	732	28.52%	166	6.47%
Race								
White	523	20.37%	740	28.83%	617	24.04%	155	6.04%
Black	91	3.54%	143	5.57%	103	4.01%	8	0.31%
AsPac	7	0.27%	14	0.55%	12	0.47%	3	0.12%
AI/AN	0	0.00%	1	0.04%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	90	3.51%	127	4.95%	72	2.80%	7	0.27%
Middle Eastern	5	0.19%	17	0.66%	7	0.27%	3	0.12%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
		3	0.12%	262	10.21%	1,654	64.43%	5	0.19%	637	24.81%	6
Race												
White	2	0.09%	195	8.93%	1,414	64.77%	3	0.14%	563	25.79%	6	0.27%
Black	1	0.29%	64	18.44%	212	61.10%	2	0.58%	68	19.60%	0	0.00%
AsPac	0	0.00%	3	8.33%	28	77.78%	0	0.00%	5	13.89%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	55	18.52%	186	62.63%	1	0.34%	54	18.18%	1	0.34%
Middle Eastern	0	0.00%	1	3.13%	26	81.25%	0	0.00%	5	15.63%	0	0.00%

Search Information												
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search	
		220	8.57%	18	8.18%	188	85.45%	11	5.00%	7		
Race												
White	175	8.02%	14	8.00%	150	85.71%	9	5.14%	6			3.43%
Black	43	12.39%	4	9.30%	36	83.72%	2	4.65%	1			2.33%
AsPac	2	5.56%	0	0.00%	2	100.00%	0	0.00%	0			0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0			0.00%
Ethnicity												
Hispanic	52	17.51%	1	1.92%	49	94.23%	2	3.85%	1			1.92%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0			0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	9.54%	1.71%	4.09%	30.50%	4.09%	11.18%	10.87%	3.58%	0.19%	1.83%	1.60%	7.87%
Race												
White	10.26%	1.37%	3.76%	30.65%	3.71%	11.04%	10.86%	3.39%	0.18%	1.24%	1.56%	8.25%
Black	5.76%	4.03%	6.63%	29.11%	6.63%	11.53%	10.95%	4.61%	0.29%	5.76%	1.73%	4.61%
AsPac	2.78%	0.00%	0.00%	36.11%	2.78%	16.67%	11.11%	5.56%	0.00%	0.00%	0.00%	16.67%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
Ethnicity												
Hispanic	10.44%	2.69%	4.04%	29.29%	6.73%	15.82%	8.75%	4.71%	0.67%	3.70%	0.67%	5.39%
Middle Eastern	3.13%	0.00%	0.00%	28.13%	0.00%	12.50%	21.88%	12.50%	0.00%	0.00%	6.25%	12.50%

EAST HAMPTON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	10,036	100.00%	11,169	100.00%	498	100.00%
Race								
White	2,133,452	84.05%	9,446	93.79%	10,442	93.49%	481	96.59%
Black	202,049	7.96%	111	1.10%	170	1.52%	11	2.21%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	2	0.01%	2	0.40%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	288	2.86%	322	2.88%	4	0.80%
Native Hawaiian	962	0.10%	0	0.00%	0	0.00%	0	0.00%
Other	105,255	4.15%	192	1.91%	234	2.09%		
Ethnicity								
Hispanic	246,449	9.71%	405	4.02%	478	4.28%	15	3.01%
Middle Eastern							11	2.21%
Gender								
Male							317	63.65%
Female							181	36.35%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
403	80.92%	252	50.60%

Stop Enforcement Method					
General		Blind		Spot-Check	
416	83.53%	80	16.06%	2	0.40%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	9	1.81%	458	91.97%	31	6.22%
Race						
White	9	1.87%	443	92.10%	29	6.03%
Black	0	0.00%	9	81.82%	2	18.18%
AsPac	0	0.00%	4	100.00%	0	0.00%
AI/AN	0	0.00%	2	100.00%	0	0.00%
Ethnicity						
Hispanic	1	6.67%	14	93.33%	0	0.00%
Middle Eastern	0	0.00%	11	100.00%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	112	6:00am - 9:59am	149
November 2013	111	10:00am - 1:59pm	108
December 2013	75	2:00pm - 5:59pm	57
January 2014	54	6:00pm - 9:59pm	41
February 2014	29	10:00pm - 1:59am	104
March 2014	33	2:00am - 5:59am	39
April 2014	24		
May 2014	60		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	138	27.71%	141	28.31%	157	31.53%	46	9.24%
Race								
White	133	26.71%	136	27.31%	152	30.52%	44	8.84%
Black	5	1.00%	4	0.80%	2	0.40%	0	0.00%
AsPac	0	0.00%	0	0.00%	2	0.40%	2	0.40%
AI/AN	0	0.00%	1	0.20%	1	0.20%	0	0.00%
Ethnicity								
Hispanic	2	0.40%	10	2.01%	2	0.40%	0	0.00%
Middle Eastern	2	0.40%	3	0.60%	4	0.80%	2	0.40%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	1	0.20%	54	10.84%	89	17.87%	313	62.85%	38	7.63%	3	0.60%
Race												
White	1	0.21%	53	11.02%	87	18.09%	301	62.58%	36	7.48%	3	0.62%
Black	0	0.00%	0	0.00%	1	9.09%	8	72.73%	2	18.18%	0	0.00%
AsPac	0	0.00%	0	0.00%	1	25.00%	3	75.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	1	50.00%	0	0.00%	1	50.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	1	6.67%	7	46.67%	5	33.33%	2	13.33%	0	0.00%
Middle Eastern	0	0.00%	1	9.09%	0	0.00%	10	90.91%	0	0.00%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	23	4.62%	3	13.04%	0	0.00%	20	86.96%	15	65.22%
Race										
White	22	4.57%	2	9.09%	0	0.00%	20	90.91%	14	63.64%
Black	1	9.09%	1	100.00%	0	0.00%	0	0.00%	1	100%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	9.04%	1.20%	1.41%	35.54%	6.83%	4.02%	8.23%	16.67%	0.20%	0.00%	1.61%	4.02%
Race												
White	9.15%	1.25%	1.46%	35.34%	6.65%	4.16%	8.52%	16.84%	0.21%	0.00%	1.25%	3.74%
Black	9.09%	0.00%	0.00%	36.36%	18.18%	0.00%	0.00%	9.09%	0.00%	0.00%	0.00%	18.18%
AsPac	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	50.00%	0.00%
AI/AN	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	13.33%	0.00%	6.67%	33.33%	0.00%	6.67%	13.33%	26.67%	0.00%	0.00%	0.00%	0.00%
Middle Eastern	0.00%	0.00%	0.00%	45.45%	0.00%	0.00%	0.00%	36.36%	0.00%	0.00%	18.18%	0.00%

EAST HARTFORD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	35,658	100.00%	62,840	100.00%	5,412	100.00%
Race								
White	2,133,452	84.05%	21,080	58.78%	43,267	68.85%	3,405	62.92%
Black	202,049	7.96%	8,269	23.06%	10,722	17.06%	1,930	35.66%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	128	0.36%	170	0.27%	10	0.18%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	2,552	7.12%	3,606	5.74%	67	1.24%
Native Hawaiian	962	0.10%	5	0.01%	19	0.03%	0	0.00%
Other	105,255	4.15%	3,624	10.11%	5,056	8.05%		
Ethnicity								
Hispanic	246,449	9.71%	6,690	18.66%	9,313	14.82%	1,390	25.68%
Middle Eastern							84	1.55%
Gender								
Male							3,436	63.49%
Female							1,976	36.51%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
5,133	94.84%	2,539	46.91%

Stop Enforcement Method					
General		Blind		Spot-Check	
5,147	95.10%	23	0.42%	242	4.47%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	186	3.44%	4,909	90.71%	317	5.86%
Race						
White	115	3.38%	3,116	91.51%	174	5.11%
Black	71	3.68%	1,721	89.17%	138	7.15%
AsPac	0	0.00%	62	92.54%	5	7.46%
AI/AN	0	0.00%	10	100.00%	0	0.00%
Ethnicity						
Hispanic	43	3.09%	1,234	88.78%	113	8.13%
Middle Eastern	2	2.38%	80	95.24%	2	2.38%

Stops by Month		Stops by Time of Day	
October 2013	537	6:00am - 9:59am	1,162
November 2013	609	10:00am - 1:59pm	1,741
December 2013	496	2:00pm - 5:59pm	1,413
January 2014	728	6:00pm - 9:59pm	642
February 2014	555	10:00pm - 1:59am	251
March 2014	754	2:00am - 5:59am	203
April 2014	777		
May 2014	956		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	1,218	22.51%	2,160	39.91%	1,638	30.27%	395	7.30%
Race								
White	743	13.73%	1,311	24.22%	1,062	19.62%	289	5.34%
Black	463	8.56%	820	15.15%	548	10.13%	98	1.81%
AsPac	11	0.20%	23	0.42%	26	0.48%	7	0.13%
AI/AN	1	0.02%	6	0.11%	2	0.04%	1	0.02%
Ethnicity								
Hispanic	361	6.67%	643	11.88%	333	6.15%	53	0.98%
Middle Eastern	19	0.35%	36	0.67%	26	0.48%	3	0.06%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	30	0.55%	622	11.49%	2,679	49.50%	857	15.84%	1,098	20.29%	126	2.33%
Race												
White	17	0.50%	333	9.78%	1,712	50.28%	549	16.12%	711	20.88%	83	2.44%
Black	13	0.67%	285	14.77%	932	48.29%	295	15.28%	363	18.81%	42	2.18%
AsPac	0	0.00%	3	4.48%	32	47.76%	10	14.93%	21	31.34%	1	1.49%
AI/AN	0	0.00%	1	10.00%	3	30.00%	3	30.00%	3	30.00%	0	0.00%
Ethnicity												
Hispanic	9	0.65%	210	15.11%	660	47.48%	209	15.04%	272	19.57%	30	2.16%
Middle Eastern	0	0.00%	5	5.95%	51	60.71%	9	10.71%	19	22.62%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	176	3.25%	95	53.98%	15	8.52%	66	37.50%	68	38.64%	
Race											
White	92	2.70%	54	58.70%	7	7.61%	31	33.70%	34	36.96%	
Black	83	4.30%	40	48.19%	8	9.64%	35	42.17%	34	40.96%	
AsPac	1	1.49%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	53	3.81%	29	54.72%	6	11.32%	18	33.96%	19	35.85%	
Middle Eastern	7	8.33%	2	28.57%	0	0.00%	5	71.43%	5	71.43%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	13.82%	2.53%	3.14%	26.39%	2.92%	8.02%	5.64%	2.68%	0.18%	3.16%	12.58%	9.85%
Race												
White	11.60%	1.97%	2.82%	27.25%	2.58%	8.02%	5.87%	2.76%	0.23%	2.58%	13.13%	11.98%
Black	17.93%	3.37%	3.78%	24.77%	3.32%	7.62%	5.23%	2.44%	0.10%	4.30%	11.81%	6.27%
AsPac	7.46%	5.97%	0.00%	26.87%	8.96%	20.90%	2.99%	5.97%	0.00%	0.00%	8.96%	5.97%
AI/AN	20.00%	10.00%	10.00%	40.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	16.04%	3.02%	4.39%	23.67%	3.24%	6.47%	4.89%	2.30%	0.36%	4.53%	11.87%	6.91%
Middle Eastern	5.95%	7.14%	0.00%	35.71%	0.00%	17.86%	2.38%	7.14%	0.00%	2.38%	8.33%	7.14%

EAST WINDSOR

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	8,457	100.00%	15,340	100.00%	560	100.00%
Race								
White	2,133,452	84.05%	6,922	81.08%	12,511	81.56%	500	89.29%
Black	202,049	7.96%	880	10.31%	1,570	10.23%	59	10.54%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	9	0.11%	22	0.14%	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	501	5.87%	734	4.78%	1	0.18%
Native Hawaiian	962	0.10%	9	0.10%	12	0.08%	0	0.00%
Other	105,255	4.15%	135	1.58%	492	3.20%		
Ethnicity								
Hispanic	246,449	9.71%	245	2.86%	900	5.87%	41	7.32%
Middle Eastern							4	0.71%
Gender								
Male							354	63.21%
Female							206	36.79%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
494	88.21%	178	31.79%

Stop Enforcement Method					
General		Blind		Spot-Check	
508	90.71%	40	7.14%	12	2.14%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	23	4.11%	435	77.68%	102	18.21%
Race						
White	19	3.80%	395	79.00%	86	17.20%
Black	4	6.78%	39	66.10%	16	27.12%
AsPac	0	0.00%	1	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	3	7.32%	36	87.80%	2	4.88%
Middle Eastern	0	0.00%	4	100.00%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	69	6:00am - 9:59am	33
November 2013	41	10:00am - 1:59pm	54
December 2013	39	2:00pm - 5:59pm	244
January 2014	71	6:00pm - 9:59pm	142
February 2014	46	10:00pm - 1:59am	63
March 2014	62	2:00am - 5:59am	24
April 2014	70		
May 2014	162		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	157	28.04%	206	36.79%	153	27.32%	44	7.86%
Race								
White	140	25.00%	177	31.61%	140	25.00%	43	7.68%
Black	17	3.04%	29	5.18%	12	2.14%	1	0.18%
AsPac	0	0.00%	0	0.00%	1	0.18%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	12	2.14%	19	3.39%	9	1.61%	1	0.18%
Middle Eastern	0	0.00%	3	0.54%	1	0.18%	0	0.00%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	2	0.36%	46	8.21%	216	38.57%	72	12.86%	210	37.50%	14	2.50%
Race												
White	1	0.20%	33	6.60%	197	39.40%	69	13.80%	188	37.60%	12	2.40%
Black	1	1.69%	13	22.03%	18	30.51%	3	5.08%	22	37.29%	2	3.39%
AsPac	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	4	9.76%	22	53.66%	1	2.44%	13	31.71%	1	2.44%
Middle Eastern	0	0.00%	0	0.00%	3	75.00%	1	25.00%	0	0.00%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	18	3.21%	7	38.89%	4	22.22%	7	38.89%	4		22.22%
Race											
White	14	2.80%	4	28.57%	4	28.57%	6	42.86%	4		28.57%
Black	4	6.78%	3	75.00%	0	0.00%	1	25.00%	0		0.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%
Ethnicity											
Hispanic	4	9.76%	0	0.00%	2	50.00%	2	50.00%	1		25.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	5.54%	6.07%	3.57%	12.68%	11.96%	4.29%	6.61%	8.57%	0.71%	0.36%	8.57%	20.36%
Race												
White	5.20%	5.40%	3.20%	13.40%	11.40%	4.60%	7.00%	9.00%	0.80%	0.20%	9.00%	21.60%
Black	6.78%	11.86%	6.78%	6.78%	16.95%	1.69%	3.39%	5.08%	0.00%	1.69%	5.08%	10.17%
AsPac	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	7.32%	7.32%	7.32%	14.63%	0.00%	2.44%	4.88%	12.20%	0.00%	0.00%	7.32%	17.07%
Middle Eastern	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	0.00%	75.00%

EASTON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	5,348	100.00%	5,892	100.00%	284	100.00%
Race								
White	2,133,452	84.05%	5,120	95.01%	5,569	94.51%	267	94.01%
Black	202,049	7.96%	89	1.65%	135	2.29%	14	4.93%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	1	0.02%	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	111	2.06%	131	2.23%	3	1.06%
Native Hawaiian	962	0.10%	17	0.32%	17	0.29%	0	0.00%
Other	105,255	4.15%	11	0.21%	39	0.66%		
Ethnicity								
Hispanic	246,449	9.71%	107	1.99%	173	2.94%	24	8.45%
Middle Eastern							4	1.41%
Gender								
Male							198	69.72%
Female							86	30.28%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
260	91.55%	67	23.59%

Stop Enforcement Method					
General		Blind		Spot-Check	
203	71.48%	77	27.11%	4	1.41%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	3	1.06%	276	97.18%	5	1.76%
Race						
White	3	1.12%	260	97.38%	4	1.50%
Black	0	0.00%	13	92.86%	1	7.14%
AsPac	0	0.00%	3	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	22	91.67%	2	8.33%
Middle Eastern	0	0.00%	4	100.00%	0	0.00%

	Stops by Month	Stops by Time of Day
October 2013	50	6:00am - 9:59am 65
November 2013	38	10:00am - 1:59pm 50
December 2013	28	2:00pm - 5:59pm 78
January 2014	27	6:00pm - 9:59pm 30
February 2014	40	10:00pm - 1:59am 60
March 2014	29	2:00am - 5:59am 1
April 2014	27	
May 2014	45	

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	79	27.82%	72	25.35%	107	37.68%	23	8.10%
Race								
White	77	27.11%	64	22.54%	100	35.21%	23	8.10%
Black	0	0.00%	8	2.82%	6	2.11%	0	0.00%
AsPac	2	0.70%	0	0.00%	1	0.35%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	4	1.41%	13	4.58%	5	1.76%	1	0.35%
Middle Eastern	1	0.35%	2	0.70%	1	0.35%	0	0.00%

ENFIELD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	35,429	100.00%	49,789	100.00%	4,961	100.00%
Race								
White	2,133,452	84.05%	30,864	87.29%	42,898	86.16%	4,415	88.99%
Black	202,049	7.96%	2,374	6.71%	3,487	7.00%	477	9.61%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	52	0.15%	78	0.16%	18	0.36%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	674	1.91%	1,135	2.28%	51	1.03%
Native Hawaiian	962	0.10%	27	0.08%	32	0.06%	0	0.00%
Other	105,255	4.15%	1,438	4.07%	2,159	4.34%		
Ethnicity								
Hispanic	246,449	9.71%	2,079	5.88%	3,391	6.81%	327	6.59%
Middle Eastern							64	1.29%
Gender								
Male							2,929	59.04%
Female							2,032	40.96%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,975	80.12%	2,304	46.44%

Stop Enforcement Method					
General		Blind		Spot-Check	
4,904	98.85%	16	0.32%	41	0.83%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	47	0.95%	3,533	71.22%	1,381	27.84%
Race						
White	44	1.00%	3,136	71.03%	1,235	27.97%
Black	3	0.63%	344	72.12%	130	27.25%
AsPac	0	0.00%	36	70.59%	15	29.41%
AI/AN	0	0.00%	17	94.44%	1	5.56%
Ethnicity						
Hispanic	0	0.00%	232	70.95%	95	29.05%
Middle Eastern	1	1.56%	42	65.63%	21	32.81%

Stops by Month		Stops by Time of Day	
October 2013	357	6:00am - 9:59am	536
November 2013	635	10:00am - 1:59pm	482
December 2013	690	2:00pm - 5:59pm	494
January 2014	613	6:00pm - 9:59pm	1,684
February 2014	507	10:00pm - 1:59am	1,372
March 2014	687	2:00am - 5:59am	393
April 2014	745		
May 2014	727		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	1,394	28.10%	1,633	32.92%	1,468	29.59%	465	9.37%
Race								
White	1,267	25.54%	1,412	28.46%	1,292	26.04%	443	8.93%
Black	108	2.18%	198	3.99%	152	3.06%	19	0.38%
AsPac	16	0.32%	16	0.32%	16	0.32%	3	0.06%
AI/AN	3	0.06%	7	0.14%	8	0.16%	0	0.00%
Ethnicity								
Hispanic	93	1.87%	176	3.55%	52	1.05%	6	0.12%
Middle Eastern	14	0.28%	35	0.71%	13	0.26%	2	0.04%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	39	0.79%	141	2.84%	1,008	20.32%	3,546	71.48%	199	4.01%	28	0.56%
Race												
White	36	0.82%	106	2.40%	883	20.00%	3,191	72.28%	173	3.92%	26	0.59%
Black	3	0.63%	34	7.13%	111	23.27%	303	63.52%	24	5.03%	2	0.42%
AsPac	0	0.00%	1	1.96%	9	17.65%	40	78.43%	1	1.96%	0	0.00%
AI/AN	0	0.00%	0	0.00%	5	27.78%	12	66.67%	1	5.56%	0	0.00%
Ethnicity												
Hispanic	5	1.53%	16	4.89%	87	26.61%	210	64.22%	9	2.75%	0	0.00%
Middle Eastern	0	0.00%	1	1.56%	14	21.88%	45	70.31%	3	4.69%	1	1.56%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search
	147	2.96%	22	14.97%	94	63.95%	31	21.09%	35		23.81%
Race											
White	127	2.88%	19	14.96%	80	62.99%	28	22.05%	31		24.41%
Black	19	3.98%	3	15.79%	13	68.42%	3	15.79%	4		21.05%
AsPac	1	1.96%	0	0.00%	1	100.00%	0	0.00%	0		0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%
Ethnicity											
Hispanic	21	6.42%	2	9.52%	17	80.95%	2	9.52%	5		23.81%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	5.38%	2.04%	1.57%	25.84%	26.35%	5.44%	10.16%	6.95%	0.91%	1.03%	3.33%	2.94%
Race												
White	5.21%	1.99%	1.34%	26.32%	26.64%	5.53%	10.37%	6.84%	0.95%	0.91%	3.19%	3.10%
Black	6.92%	2.31%	3.77%	20.55%	24.32%	4.40%	7.97%	7.76%	0.21%	2.31%	4.61%	1.68%
AsPac	5.88%	3.92%	1.96%	21.57%	25.49%	9.80%	11.76%	9.80%	3.92%	0.00%	1.96%	1.96%
AI/AN	5.56%	0.00%	0.00%	61.11%	11.11%	0.00%	11.11%	5.56%	0.00%	0.00%	5.56%	0.00%
Ethnicity												
Hispanic	5.50%	2.45%	1.53%	17.13%	26.91%	4.89%	10.40%	7.65%	2.45%	0.92%	2.45%	3.06%
Middle Eastern	6.25%	4.69%	1.56%	18.75%	25.00%	12.50%	14.06%	6.25%	0.00%	1.56%	3.13%	1.56%

GLASTONBURY

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	25,824	100.00%	39,799	100.00%	3,519	100.00%
Race								
White	2,133,452	84.05%	22,402	86.16%	33,819	84.97%	3,122	88.72%
Black	202,049	7.96%	746	2.87%	1,981	4.98%	279	7.93%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	28	0.11%	54	0.14%	3	0.09%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	2,235	8.60%	2,782	6.99%	115	3.27%
Native Hawaiian	962	0.10%	0	0.00%	7	0.02%	0	0.00%
Other	105,255	4.15%	414	1.59%	1,156	2.90%		
Ethnicity								
Hispanic	246,449	9.71%	1,076	4.14%	2,473	6.21%	266	7.56%
Middle Eastern							30	0.85%
Gender								
Male							1,957	55.61%
Female							1,562	44.39%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,423	97.27%	1,551	44.08%

Stop Enforcement Method					
General		Blind		Spot-Check	
3,040	86.39%	469	13.33%	10	0.28%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	33	0.94%	2,923	83.06%	563	16.00%
Race						
White	26	0.83%	2,609	83.57%	487	15.60%
Black	6	2.15%	214	76.70%	59	21.15%
AsPac	1	0.87%	99	86.09%	15	13.04%
AI/AN	0	0.00%	1	33.33%	2	66.67%
Ethnicity						
Hispanic	2	0.75%	206	77.44%	58	21.80%
Middle Eastern	0	0.00%	25	83.33%	5	16.67%

Stops by Month		Stops by Time of Day	
October 2013	307	6:00am - 9:59am	378
November 2013	270	10:00am - 1:59pm	418
December 2013	415	2:00pm - 5:59pm	979
January 2014	498	6:00pm - 9:59pm	875
February 2014	363	10:00pm - 1:59am	736
March 2014	515	2:00am - 5:59am	133
April 2014	476		
May 2014	675		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	787	22.36%	1,002	28.47%	1,369	38.90%	360	10.23%
Race								
White	699	19.86%	852	24.21%	1,227	34.87%	343	9.75%
Black	75	2.13%	105	2.98%	90	2.56%	9	0.26%
AsPac	13	0.37%	42	1.19%	52	1.48%	75	2.13%
AI/AN	0	0.00%	3	0.09%	0	0.00%	11	0.31%
Ethnicity								
Hispanic	70	1.99%	108	3.07%	8	0.23%	13	0.37%
Middle Eastern	5	0.14%	8	0.23%	0	0.00%	6	0.17%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	16	0.45%	182	5.17%	1,239	35.21%	1,202	34.16%	815	23.16%	65	1.85%
Race												
White	9	0.29%	157	5.03%	1,101	35.27%	1,076	34.47%	724	23.19%	55	1.76%
Black	6	2.15%	24	8.60%	96	34.41%	81	29.03%	68	24.37%	4	1.43%
AsPac	1	0.87%	1	0.87%	42	36.52%	43	37.39%	22	19.13%	6	5.22%
AI/AN	0	0.00%	0	0.00%	0	0.00%	2	66.67%	1	33.33%	0	0.00%
Ethnicity												
Hispanic	4	1.50%	25	9.40%	90	33.83%	93	34.96%	51	19.17%	3	1.13%
Middle Eastern	0	0.00%	0	0.00%	4	13.33%	17	56.67%	9	30.00%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	234	6.65%	61	26.07%	129	55.13%	44	18.80%	67	28.63%
Race										
White	201	6.44%	51	25.37%	114	56.72%	36	17.91%	56	27.86%
Black	31	11.11%	10	32.26%	13	41.94%	8	25.81%	11	35.48%
AsPac	2	1.74%	0	0.00%	2	100.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	30	11.28%	11	36.67%	13	43.33%	6	20.00%	8	26.67%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	18.22%	2.02%	2.02%	16.62%	16.62%	7.84%	5.26%	6.62%	0.31%	0.40%	3.58%	12.45%
Race												
White	18.32%	1.95%	1.89%	17.20%	16.24%	7.98%	4.93%	6.63%	0.32%	0.26%	3.88%	12.72%
Black	20.43%	3.23%	3.94%	8.60%	20.43%	5.73%	8.60%	6.81%	0.36%	2.15%	1.79%	8.24%
AsPac	10.43%	0.87%	0.87%	20.87%	15.65%	9.57%	6.09%	6.09%	0.00%	0.00%	0.00%	15.65%
AI/AN	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	19.92%	3.01%	1.50%	9.77%	22.93%	4.89%	8.65%	6.77%	0.75%	0.00%	4.89%	6.77%
Middle Eastern	3.33%	3.33%	0.00%	20.00%	30.00%	16.67%	13.33%	6.67%	0.00%	0.00%	0.00%	6.67%

GRANBY

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	8,799	100.00%	10,508	100.00%	979	100.00%
Race								
White	2,133,452	84.05%	8,501	95.98%	9,911	94.32%	920	93.97%
Black	202,049	7.96%	125	1.42%	282	2.69%	55	5.62%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	3	0.03%	1	0.10%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	78	0.88%	137	1.30%	3	0.31%
Native Hawaiian	962	0.10%	0	0.00%	1	0.01%	0	0.00%
Other	105,255	4.15%	95	1.07%	174	1.66%		
Ethnicity								
Hispanic	246,449	9.71%	180	2.04%	324	3.08%	31	3.17%
Middle Eastern							9	0.92%
Gender								
Male							604	61.70%
Female							375	38.30%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
822	83.96%	393	40.14%

Stop Enforcement Method					
General		Blind		Spot-Check	
879	89.79%	98	10.01%	2	0.20%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	23	2.35%	767	78.35%	189	19.31%
Race						
White	17	1.85%	725	78.80%	178	19.35%
Black	6	10.91%	38	69.09%	11	20.00%
AsPac	0	0.00%	3	100.00%	0	0.00%
AI/AN	0	0.00%	1	100.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	22	70.97%	9	29.03%
Middle Eastern	0	0.00%	9	100.00%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	158	6:00am - 9:59am	205
November 2013	176	10:00am - 1:59pm	95
December 2013	166	2:00pm - 5:59pm	180
January 2014	70	6:00pm - 9:59pm	179
February 2014	77	10:00pm - 1:59am	188
March 2014	115	2:00am - 5:59am	132
April 2014	108		
May 2014	109		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	232	23.70%	252	25.74%	372	38.00%	121	12.36%
Race								
White	226	23.08%	220	22.47%	352	35.96%	120	12.26%
Black	5	0.51%	29	2.96%	20	2.04%	1	0.10%
AsPac	1	0.10%	2	0.20%	0	0.00%	0	0.00%
AI/AN	0	0.00%	1	0.10%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	3	0.31%	14	1.43%	12	1.23%	2	0.20%
Middle Eastern	2	0.20%	1	0.10%	6	0.61%	0	0.00%

GROTON CITY

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	29,650	100.00%	50,077	100.00%	1,801	100.00%
Race								
White	2,133,452	84.05%	24,762	82.10%	42,606	85.09%	1,425	79.12%
Black	202,049	7.96%	1,494	4.95%	2,318	4.63%	297	16.49%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	157	0.52%	234	0.47%	10	0.56%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,645	5.45%	2,440	4.87%	69	3.83%
Native Hawaiian	962	0.10%	51	0.17%	60	0.12%	0	0.00%
Other	105,255	4.15%	1,541	5.11%	2,420	4.83%		
Ethnicity								
Hispanic	246,449	9.71%	1,959	6.49%	3,322	6.63%	249	13.83%
Middle Eastern							41	2.28%
Gender								
Male							1,132	62.85%
Female							669	37.15%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,655	91.89%	675	37.48%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,627	90.34%	174	9.66%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	13	0.72%	1,367	75.90%	421	23.38%
Race						
White	12	0.84%	1,080	75.79%	333	23.37%
Black	1	0.34%	219	73.74%	77	25.93%
AsPac	0	0.00%	59	85.51%	10	14.49%
AI/AN	0	0.00%	9	90.00%	1	10.00%
Ethnicity						
Hispanic	6	2.41%	193	77.51%	50	20.08%
Middle Eastern	1	2.44%	33	80.49%	7	17.07%

Stops by Month		Stops by Time of Day	
October 2013	248	6:00am - 9:59am	176
November 2013	132	10:00am - 1:59pm	183
December 2013	153	2:00pm - 5:59pm	368
January 2014	235	6:00pm - 9:59pm	328
February 2014	230	10:00pm - 1:59am	583
March 2014	294	2:00am - 5:59am	163
April 2014	266		
May 2014	243		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	419	23.26%	675	37.48%	523	29.04%	183	10.16%
Race								
White	314	17.43%	518	28.76%	436	24.21%	157	8.72%
Black	94	5.22%	121	6.72%	63	3.50%	19	1.05%
AsPac	11	0.61%	31	1.72%	20	1.11%	6	0.33%
AI/AN	0	0.00%	5	0.28%	4	0.22%	1	0.06%
Ethnicity								
Hispanic	77	4.28%	115	6.39%	49	2.72%	8	0.44%
Middle Eastern	5	0.28%	22	1.22%	13	0.72%	1	0.06%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	25	1.39%	60	3.33%	769	42.70%	467	25.93%	428	23.76%	52	2.89%
Race												
White	16	1.12%	45	3.16%	621	43.58%	380	26.67%	321	22.53%	42	2.95%
Black	9	3.03%	14	4.71%	102	34.34%	75	25.25%	87	29.29%	10	3.37%
AsPac	0	0.00%	0	0.00%	41	59.42%	10	14.49%	18	26.09%	0	0.00%
AI/AN	0	0.00%	1	10.00%	5	50.00%	2	20.00%	2	20.00%	0	0.00%
Ethnicity												
Hispanic	2	0.80%	16	6.43%	117	46.99%	60	24.10%	51	20.48%	3	1.20%
Middle Eastern	0	0.00%	3	7.32%	22	53.66%	8	19.51%	8	19.51%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	53	2.94%	27	50.94%	2	3.77%	21	39.62%	25	47.17%	
Race											
White	28	1.96%	13	46.43%	1	3.57%	11	39.29%	15	53.57%	
Black	25	8.42%	14	56.00%	1	4.00%	10	40.00%	10	40.00%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	9	3.61%	6	66.67%	1	11.11%	1	11.11%	4	44.44%	
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	1.94%	2.17%	1.61%	22.60%	17.66%	16.27%	5.77%	4.33%	0.22%	0.00%	8.33%	5.94%
Race												
White	1.75%	2.04%	1.33%	23.23%	16.77%	15.58%	5.75%	4.07%	0.28%	0.00%	9.33%	6.18%
Black	3.03%	3.03%	3.03%	21.55%	24.24%	16.50%	4.38%	4.04%	0.00%	0.00%	5.39%	4.38%
AsPac	0.00%	1.45%	0.00%	15.94%	7.25%	27.54%	11.59%	11.59%	0.00%	0.00%	1.45%	7.25%
AI/AN	10.00%	0.00%	10.00%	10.00%	20.00%	30.00%	10.00%	0.00%	0.00%	0.00%	0.00%	10.00%
Ethnicity												
Hispanic	2.41%	2.01%	4.02%	20.88%	15.26%	19.28%	5.62%	4.82%	0.00%	0.00%	2.41%	5.22%
Middle Eastern	4.88%	2.44%	4.88%	19.51%	12.20%	14.63%	9.76%	4.88%	0.00%	0.00%	7.32%	9.76%

GROTON LONG POINT

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	29,650	100.00%	50,077	100.00%	73	100.00%
Race								
White	2,133,452	84.05%	24,762	82.10%	42,606	85.09%	71	97.26%
Black	202,049	7.96%	1,494	4.95%	2,318	4.63%	1	1.37%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	157	0.52%	234	0.47%	1	1.37%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,645	5.45%	2,440	4.87%	0	0.00%
Native Hawaiian	962	0.10%	51	0.17%	60	0.12%	0	0.00%
Other	105,255	4.15%	1,541	5.11%	2,420	4.83%		
Ethnicity								
Hispanic	246,449	9.71%	1,959	6.49%	3,322	6.63%	1	1.37%
Middle Eastern							0	0.00%
Gender								
Male							43	58.90%
Female							30	41.10%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
56	76.71%	29	39.73%

Stop Enforcement Method					
General		Blind		Spot-Check	
54	73.97%	19	26.03%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	0	0.00%	68	93.15%	5	6.85%
Race						
White	0	0.00%	66	92.96%	5	7.04%
Black	0	0.00%	1	100.00%	0	0.00%
AsPac	0	0.00%	1	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	1	100.00%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%

	Stops by Month		Stops by Time of Day	
October 2013	4	6:00am - 9:59am		11
November 2013	21	10:00am - 1:59pm		33
December 2013	2	2:00pm - 5:59pm		13
January 2014	5	6:00pm - 9:59pm		5
February 2014	10	10:00pm - 1:59am		11
March 2014	11	2:00am - 5:59am		0
April 2014	8			
May 2014	12			

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	13	17.81%	18	24.66%	24	32.88%	18	24.66%
Race								
White	12	16.44%	18	24.66%	23	31.51%	18	24.66%
Black	0	0.00%	0	0.00%	1	1.37%	0	0.00%
AsPac	1	1.37%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	0	0.00%	0	0.00%	1	1.37%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%

GROTON TOWN

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	29,650	100.00%	50,077	100.00%	4,601	100.00%
Race								
White	2,133,452	84.05%	24,762	82.10%	42,606	85.09%	3,872	84.16%
Black	202,049	7.96%	1,494	4.95%	2,318	4.63%	629	13.67%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	157	0.52%	234	0.47%	100	2.17%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,645	5.45%	2,440	4.87%	0	0.00%
Native Hawaiian	962	0.10%	51	0.17%	60	0.12%	0	0.00%
Other	105,255	4.15%	1,541	5.11%	2,420	4.83%		
Ethnicity								
Hispanic	246,449	9.71%	1,959	6.49%	3,322	6.63%	366	7.95%
Middle Eastern							37	0.80%
Gender								
Male							2,712	58.94%
Female							1,889	41.06%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
4,226	91.85%	1,916	41.64%

Stop Enforcement Method					
General		Blind		Spot-Check	
3,804	82.68%	796	17.30%	1	0.02%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	78	1.70%	3,620	78.68%	903	19.63%
Race						
White	66	1.70%	3,060	79.03%	746	19.27%
Black	12	1.91%	481	76.47%	136	21.62%
AsPac	0	0.00%	79	79.00%	21	21.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	7	1.91%	292	79.78%	67	18.31%
Middle Eastern	0	0.00%	27	72.97%	10	27.03%

Stops by Month		Stops by Time of Day	
October 2013	515	6:00am - 9:59am	438
November 2013	777	10:00am - 1:59pm	743
December 2013	519	2:00pm - 5:59pm	579
January 2014	628	6:00pm - 9:59pm	987
February 2014	524	10:00pm - 1:59am	1,479
March 2014	561	2:00am - 5:59am	375
April 2014	523		
May 2014	554		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	1,133	24.63%	1,658	36.04%	1,327	28.84%	481	10.45%
Race								
White	948	20.60%	1,342	29.17%	1,138	24.73%	442	9.61%
Black	164	3.56%	282	6.13%	155	3.37%	28	0.61%
AsPac	21	0.46%	34	0.74%	34	0.74%	11	0.24%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	105	2.28%	169	3.67%	77	1.67%	15	0.33%
Middle Eastern	2	0.04%	20	0.43%	12	0.26%	3	0.07%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	114	2.48%	228	4.96%	874	19.00%	1,691	36.75%	1,665	36.19%	29	0.63%
Race												
White	95	2.45%	163	4.21%	748	19.32%	1,461	37.73%	1,381	35.67%	24	0.62%
Black	19	3.02%	61	9.70%	115	18.28%	193	30.68%	236	37.52%	5	0.79%
AsPac	0	0.00%	4	4.00%	11	11.00%	37	37.00%	48	48.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	19	5.19%	33	9.02%	80	21.86%	120	32.79%	111	30.33%	3	0.82%
Middle Eastern	0	0.00%	0	0.00%	9	24.32%	11	29.73%	17	45.95%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	70	1.52%	7	10.00%	4	5.71%	59	84.29%	36	51.43%
Race										
White	50	1.29%	4	8.00%	4	8.00%	42	84.00%	26	52.00%
Black	20	3.18%	3	15.00%	0	0.00%	17	85.00%	10	10.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	12	3.28%	1	8.33%	1	8.33%	10	83.33%	4	33.33%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	14.39%	3.78%	2.41%	20.58%	19.54%	5.89%	8.06%	12.45%	0.30%	1.56%	2.70%	3.04%
Race												
White	14.85%	3.59%	1.99%	21.31%	19.45%	6.33%	7.98%	12.11%	0.31%	1.32%	2.74%	3.20%
Black	12.40%	5.25%	5.09%	17.01%	20.03%	3.66%	7.63%	12.72%	0.32%	3.34%	2.23%	1.91%
AsPac	9.00%	2.00%	2.00%	15.00%	20.00%	3.00%	14.00%	24.00%	0.00%	0.00%	4.00%	4.00%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	15.03%	5.46%	1.91%	20.22%	18.85%	2.73%	7.65%	14.75%	0.00%	3.01%	1.09%	2.46%
Middle Eastern	21.62%	2.70%	0.00%	16.22%	24.32%	10.81%	8.11%	5.41%	0.00%	2.70%	0.00%	2.70%

GUILFORD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	17,284	100.00%	22,144	100.00%	1,494	100.00%
Race								
White	2,133,452	84.05%	16,624	95.34%	20,841	94.11%	1,439	96.32%
Black	202,049	7.96%	148	0.85%	436	1.97%	33	2.21%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	6	0.04%	14	0.06%	1	0.07%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	365	2.10%	520	2.35%	21	1.41%
Native Hawaiian	962	0.10%	0	0.00%	3	0.01%	0	0.00%
Other	105,255	4.15%	141	0.81%	331	1.49%		
Ethnicity								
Hispanic	246,449	9.71%	439	2.52%	812	3.67%	50	3.35%
Middle Eastern							20	1.34%
Gender								
Male							830	55.56%
Female							664	44.44%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,410	94.38%	812	54.35%

Stop Enforcement Method					
General		Blind		Spot-Check	
873	58.43%	601	40.23%	20	1.34%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	12	0.80%	1,327	88.82%	155	10.37%
Race						
White	12	0.83%	1,282	89.09%	145	10.08%
Black	0	0.00%	25	75.76%	8	24.24%
AsPac	0	0.00%	19	90.48%	2	9.52%
AI/AN	0	0.00%	1	100.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	43	86.00%	7	14.00%
Middle Eastern	0	0.00%	18	90.00%	2	10.00%

Stops by Month		Stops by Time of Day	
October 2013	233	6:00am - 9:59am	135
November 2013	203	10:00am - 1:59pm	188
December 2013	143	2:00pm - 5:59pm	289
January 2014	140	6:00pm - 9:59pm	369
February 2014	104	10:00pm - 1:59am	451
March 2014	226	2:00am - 5:59am	62
April 2014	221		
May 2014	224		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	308	20.62%	345	23.09%	592	39.63%	249	16.67%
Race								
White	294	19.68%	333	22.29%	567	37.95%	245	16.40%
Black	10	0.67%	7	0.47%	13	0.87%	3	0.20%
AsPac	3	0.20%	5	0.33%	12	0.80%	1	0.07%
AI/AN	1	0.07%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	15	1.00%	23	1.54%	11	0.74%	1	0.07%
Middle Eastern	5	0.33%	3	0.20%	8	0.54%	4	0.27%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	3	0.20%	32	2.14%	228	15.26%	1,138	76.17%	83	5.56%	10	0.67%
Race												
White	2	0.14%	31	2.15%	221	15.36%	1,096	76.16%	79	5.49%	10	0.69%
Black	1	3.03%	0	0.00%	2	6.06%	27	81.82%	3	9.09%	0	0.00%
AsPac	0	0.00%	1	4.76%	4	19.05%	15	71.43%	1	4.76%	0	0.00%
AI/AN	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	4	8.00%	8	16.00%	33	66.00%	4	8.00%	1	2.00%
Middle Eastern	0	0.00%	0	0.00%	3	15.00%	15	75.00%	2	10.00%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	16	1.07%	4	25.00%	9	56.25%	2	12.50%	5	31.25%
Race										
White	15	1.04%	4	26.67%	8	53.33%	2	13.33%	4	26.67%
Black	1	3.03%	0	0.00%	1	100.00%	0	0.00%	1	100.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	2	4.00%	0	0.00%	1	50.00%	1	50.00%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	1.94%	0.54%	0.20%	41.77%	19.34%	5.62%	10.84%	4.82%	0.13%	0.07%	2.28%	10.51%
Race												
White	2.02%	0.49%	0.21%	42.11%	18.76%	5.70%	10.70%	4.73%	0.14%	0.07%	2.36%	10.70%
Black	0.00%	0.00%	0.00%	27.27%	42.42%	3.03%	15.15%	6.06%	0.00%	0.00%	0.00%	6.06%
AsPac	0.00%	4.76%	0.00%	42.86%	19.05%	4.76%	14.29%	9.52%	0.00%	0.00%	0.00%	4.76%
AI/AN	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	4.00%	0.00%	0.00%	32.00%	28.00%	4.00%	14.00%	10.00%	0.00%	0.00%	0.00%	6.00%
Middle Eastern	5.00%	5.00%	0.00%	20.00%	25.00%	5.00%	5.00%	10.00%	0.00%	0.00%	0.00%	15.00%

HARTFORD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	63,726	100.00%	170,338	100.00%	5,398	100.00%
Race								
White	2,133,452	84.05%	26,407	41.94%	114,389	67.16%	3,423	63.41%
Black	202,049	7.96%	22,457	35.66%	31,588	18.54%	1,907	35.33%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	480	0.76%	665	0.39%	63	1.17%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	2,018	3.21%	6,507	3.82%	5	0.09%
Native Hawaiian	962	0.10%	36	0.06%	87	0.05%	0	0.00%
Other	105,255	4.15%	12,328	19.58%	17,102	10.04%		
Ethnicity								
Hispanic	246,449	9.71%	23,048	36.60%	32,018	18.80%	1,777	32.92%
Middle Eastern							117	2.17%
Gender								
Male							3,479	64.45%
Female							1,919	35.55%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
5,230	96.89%	2,693	49.89%

Stop Enforcement Method					
General		Blind		Spot-Check	
4,004	74.18%	1,371	25.40%	23	0.43%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	78	1.44%	4,933	91.39%	387	7.17%
Race						
White	49	1.43%	3,116	91.03%	258	7.54%
Black	29	1.52%	1,751	91.82%	127	6.66%
AsPac	0	0.00%	61	96.83%	2	3.17%
AI/AN	0	0.00%	5	100.00%	0	0.00%
Ethnicity						
Hispanic	30	1.69%	1,553	87.39%	194	10.92%
Middle Eastern	0	0.00%	113	96.58%	4	3.42%

	Stops by Month		Stops by Time of Day	
October 2013	11	6:00am - 9:59am	779	
November 2013	1,071	10:00am - 1:59pm	2,381	
December 2013	856	2:00pm - 5:59pm	1,293	
January 2014	827	6:00pm - 9:59pm	655	
February 2014	476	10:00pm - 1:59am	219	
March 2014	977	2:00am - 5:59am	71	
April 2014	681			
May 2014	499			

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	1,110	20.56%	2,200	40.76%	1,676	31.05%	411	7.61%
Race								
White	705	13.06%	1,378	25.53%	1,073	19.88%	266	4.93%
Black	394	7.30%	798	14.78%	577	10.69%	138	2.56%
AsPac	11	0.20%	22	0.41%	23	0.43%	7	0.13%
AI/AN	0	0.00%	2	0.04%	3	0.06%	0	0.00%
Ethnicity								
Hispanic	442	8.19%	806	14.93%	448	8.30%	80	1.48%
Middle Eastern	15	0.28%	54	1.00%	43	0.80%	5	0.09%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	134	2.48%	1,030	19.08%	3,114	57.69%	294	5.45%	778	14.41%	48	0.89%
Race												
White	89	2.60%	606	17.70%	2,062	60.24%	173	5.05%	466	13.61%	27	0.79%
Black	45	2.36%	422	22.13%	1,005	52.70%	119	6.24%	295	15.47%	21	1.10%
AsPac	0	0.00%	2	3.17%	42	66.67%	2	3.17%	17	26.98%	0	0.00%
AI/AN	0	0.00%	0	0.00%	5	100.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	55	3.10%	510	28.70%	839	47.21%	103	5.80%	259	14.58%	11	0.62%
Middle Eastern	0	0.00%	13	11.11%	82	70.09%	6	5.13%	16	13.68%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	80	1.48%	41	51.25%	2	2.50%	37	46.25%	29	36.25%	
Race											
White	38	1.11%	19	50.00%	1	2.63%	18	47.37%	11	28.95%	
Black	42	2.20%	22	52.38%	1	2.38%	19	45.24%	18	42.86%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	24	1.35%	11	45.83%	1	4.17%	12	50.00%	7	29.17%	
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	5.30%	7.50%	5.08%	12.84%	2.87%	10.34%	10.93%	4.91%	0.52%	4.69%	1.93%	14.25%
Race												
White	5.29%	7.77%	4.32%	12.56%	2.40%	10.17%	11.07%	4.29%	0.38%	4.73%	1.93%	16.89%
Black	5.51%	7.08%	6.61%	13.63%	3.72%	10.49%	10.64%	5.77%	0.79%	4.72%	1.94%	9.44%
AsPac	0.00%	6.35%	0.00%	3.17%	3.17%	14.29%	12.70%	9.52%	0.00%	1.59%	1.59%	17.46%
AI/AN	0.00%	0.00%	0.00%	20.00%	0.00%	20.00%	0.00%	40.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	6.92%	12.32%	6.36%	5.85%	2.98%	12.49%	10.24%	3.83%	0.62%	6.70%	1.41%	10.64%
Middle Eastern	2.56%	3.42%	3.42%	16.24%	0.85%	14.53%	12.82%	5.98%	0.00%	2.56%	1.71%	17.09%

MANCHESTER

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	44,110	100.00%	67,709	100.00%	2,298	100.00%
Race								
White	2,133,452	84.05%	34,186	77.61%	53,299	78.72%	1,665	72.45%
Black	202,049	7.96%	4,415	10.02%	6,622	9.78%	567	24.67%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	65	0.15%	111	0.16%	25	1.09%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	3,461	7.86%	4,386	6.48%	41	1.78%
Native Hawaiian	962	0.10%	40	0.09%	50	0.07%	0	0.00%
Other	105,255	4.15%	1,943	4.41%	3,241	4.79%		
Ethnicity								
Hispanic	246,449	9.71%	4,464	10.13%	6,822	10.08%	379	16.49%
Middle Eastern							32	1.39%
Gender								
Male							1,365	59.40%
Female							933	40.60%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
2,194	95.47%	1,108	48.22%

Stop Enforcement Method					
General		Blind		Spot-Check	
2,253	98.04%	34	1.48%	11	0.48%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	96	4.18%	1,712	74.50%	490	21.32%
Race						
White	74	4.44%	1,257	75.50%	334	20.06%
Black	20	3.53%	406	71.60%	141	24.87%
AsPac	2	4.88%	30	73.17%	9	21.95%
AI/AN	0	0.00%	19	76.00%	6	24.00%
Ethnicity						
Hispanic	18	4.75%	273	72.03%	88	23.22%
Middle Eastern	0	0.00%	25	78.13%	7	21.88%

Stops by Month		Stops by Time of Day	
October 2013	190	6:00am - 9:59am	276
November 2013	170	10:00am - 1:59pm	419
December 2013	231	2:00pm - 5:59pm	294
January 2014	339	6:00pm - 9:59pm	608
February 2014	250	10:00pm - 1:59am	587
March 2014	374	2:00am - 5:59am	114
April 2014	422		
May 2014	322		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	652	28.37%	871	37.90%	604	26.28%	170	7.40%
Race								
White	469	20.41%	597	25.98%	458	19.93%	140	6.09%
Black	167	7.27%	246	10.70%	126	5.48%	28	1.22%
AsPac	10	0.44%	16	0.70%	14	0.61%	1	0.04%
AI/AN	6	0.26%	12	0.52%	6	0.26%	1	0.04%
Ethnicity								
Hispanic	108	4.70%	174	7.57%	85	3.70%	11	0.48%
Middle Eastern	9	0.39%	10	0.44%	13	0.57%	0	0.00%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	16	0.70%	227	9.88%	666	28.98%	343	14.93%	987	42.95%	59	2.57%
Race												
White	7	0.42%	131	7.87%	511	30.69%	248	14.89%	722	43.36%	46	2.76%
Black	8	1.41%	95	16.75%	133	23.46%	81	14.29%	239	42.15%	11	1.94%
AsPac	1	2.44%	1	2.44%	12	29.27%	11	26.83%	15	36.59%	1	2.44%
AI/AN	0	0.00%	0	0.00%	10	40.00%	3	12.00%	11	44.00%	1	4.00%
Ethnicity												
Hispanic	4	1.06%	41	10.82%	119	31.40%	46	12.14%	158	41.69%	11	2.90%
Middle Eastern	0	0.00%	0	0.00%	3	9.38%	7	21.88%	21	65.63%	1	3.13%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	84	3.66%	42	50.00%	0	0.00%	42	50.00%	44	52.38%
Race										
White	53	3.18%	27	50.94%	0	0.00%	26	49.06%	26	49.06%
Black	30	5.29%	15	50.00%	0	0.00%	15	50.00%	17	56.67%
AsPac	1	2.44%	0	0.00%	0	0.00%	1	100.00%	1	100.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	19	5.01%	11	57.89%	0	0.00%	8	42.11%	13	68.42%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	11.14%	2.92%	4.44%	11.88%	20.71%	7.92%	15.62%	8.18%	0.57%	1.61%	2.61%	5.70%
Race												
White	10.33%	2.34%	3.72%	12.97%	19.88%	8.71%	16.28%	7.93%	0.60%	1.20%	3.00%	6.55%
Black	13.40%	4.41%	6.88%	8.82%	22.93%	5.64%	13.23%	9.17%	0.35%	2.82%	1.59%	3.35%
AsPac	7.32%	4.88%	2.44%	9.76%	21.95%	9.76%	24.39%	4.88%	2.44%	0.00%	2.44%	2.44%
AI/AN	20.00%	4.00%	0.00%	12.00%	24.00%	4.00%	12.00%	8.00%	0.00%	4.00%	0.00%	8.00%
Ethnicity												
Hispanic	10.29%	3.17%	4.75%	9.50%	20.58%	6.60%	13.72%	8.44%	0.53%	2.11%	3.17%	6.86%
Middle Eastern	12.50%	3.13%	0.00%	12.50%	28.13%	6.25%	12.50%	15.63%	0.00%	0.00%	0.00%	6.25%

MERIDEN

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	42,259	100.00%	60,286	100.00%	1,988	100.00%
Race								
White	2,133,452	84.05%	33,305	78.61%	48,444	80.36%	1,630	81.99%
Black	202,049	7.96%	3,066	7.24%	4,391	7.28%	333	16.75%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	121	0.28%	153	0.25%	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	808	1.91%	1,416	2.35%	25	1.26%
Native Hawaiian	962	0.10%	56	0.13%	63	0.10%	0	0.00%
Other	105,255	4.15%	4,905	11.58%	5,819	9.65%		
Ethnicity								
Hispanic	246,449	9.71%	8,916	21.05%	10,720	17.78%	621	31.24%
Middle Eastern							43	2.16%
Gender								
Male							1,247	62.73%
Female							741	37.27%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,943	97.74%	1,444	72.64%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,718	86.42%	229	11.52%	41	2.06%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	13	0.65%	1,894	95.27%	81	4.07%
Race						
White	10	0.61%	1,558	95.58%	62	3.80%
Black	3	0.90%	311	93.39%	19	5.71%
AsPac	0	0.00%	25	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	7	1.13%	584	94.04%	30	4.83%
Middle Eastern	0	0.00%	41	95.35%	2	4.65%

Stops by Month		Stops by Time of Day	
October 2013	220	6:00am - 9:59am	179
November 2013	214	10:00am - 1:59pm	314
December 2013	276	2:00pm - 5:59pm	401
January 2014	266	6:00pm - 9:59pm	398
February 2014	158	10:00pm - 1:59am	604
March 2014	290	2:00am - 5:59am	92
April 2014	234		
May 2014	330		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	586	29.48%	730	36.72%	524	26.36%	147	7.39%
Race								
White	468	23.54%	621	31.24%	414	20.82%	126	6.34%
Black	116	5.84%	98	4.93%	100	5.03%	19	0.96%
AsPac	2	0.10%	11	0.55%	10	0.50%	2	0.10%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	222	11.17%	267	13.43%	121	6.09%	10	0.50%
Middle Eastern	5	0.25%	18	0.91%	16	0.80%	4	0.20%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	44	2.21%	234	11.77%	1,299	65.34%	75	3.77%	320	16.10%	16	0.80%
Race												
White	33	2.02%	190	11.66%	1,083	66.44%	55	3.37%	253	15.52%	16	0.98%
Black	11	3.30%	43	12.91%	200	60.06%	19	5.71%	60	18.02%	0	0.00%
AsPac	0	0.00%	1	4.00%	16	64.00%	1	4.00%	7	28.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	17	2.74%	107	17.23%	395	63.61%	12	1.93%	85	13.69%	5	0.81%
Middle Eastern	0	0.00%	2	4.65%	27	62.79%	1	2.33%	13	30.23%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	142	7.14%	78	54.93%	2	1.41%	61	42.96%	48	33.80%
Race										
White	100	6.13%	56	56.00%	2	2.00%	41	41.00%	32	32.00%
Black	42	12.61%	22	52.38%	0	0.00%	20	47.62%	16	32.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	48	7.73%	27	56.25%	2	4.17%	18	37.50%	15	31.25%
Middle Eastern	1	2.33%	1	100.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	6.09%	1.91%	1.91%	23.49%	5.99%	17.10%	11.37%	5.78%	0.86%	1.26%	6.34%	3.57%
Race												
White	6.20%	1.84%	1.90%	23.87%	5.58%	16.99%	11.17%	5.83%	0.67%	1.04%	7.06%	3.74%
Black	5.41%	2.40%	2.10%	22.22%	8.41%	16.52%	11.11%	5.71%	1.80%	2.40%	3.00%	2.70%
AsPac	8.00%	0.00%	0.00%	16.00%	0.00%	32.00%	28.00%	4.00%	0.00%	0.00%	4.00%	4.00%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	7.09%	3.06%	2.09%	15.14%	6.44%	15.14%	11.92%	6.44%	1.45%	1.77%	5.80%	2.90%
Middle Eastern	9.30%	2.33%	2.33%	13.95%	9.30%	27.91%	13.95%	4.65%	0.00%	0.00%	2.33%	9.30%

MIDDLEBURY

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	5,830	100.00%	9,040	100.00%	173	100.00%
Race								
White	2,133,452	84.05%	5,451	92.18%	8,162	90.28%	167	96.53%
Black	202,049	7.96%	62	1.05%	285	3.16%	6	3.47%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	5	0.08%	14	0.16%	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	180	3.05%	264	2.92%	0	0.00%
Native Hawaiian	962	0.10%	0	0.00%	1	0.01%	0	0.00%
Other	105,255	4.15%	131	2.22%	314	3.47%		
Ethnicity								
Hispanic	246,449	9.71%	126	2.14%	470	5.20%	5	2.89%
Middle Eastern							0	0.00%
Gender								
Male							105	60.69%
Female							68	39.31%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
52	30.06%	36	20.81%

Stop Enforcement Method					
General		Blind		Spot-Check	
173	100%	0	0.00%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	1	0.58%	171	98.84%	1	0.58%
Race						
White	0	0.00%	166	99.40%	1	0.60%
Black	1	16.67%	5	83.33%	0	0.00%
AsPac	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	5	100.00%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	54	6:00am - 9:59am	21
November 2013	38	10:00am - 1:59pm	81
December 2013	25	2:00pm - 5:59pm	40
January 2014	13	6:00pm - 9:59pm	18
February 2014	12	10:00pm - 1:59am	10
March 2014	31	2:00am - 5:59am	3
April 2014	0		
May 2014	0		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	45	26.01%	34	19.65%	46	26.59%	16	9.25%
Race								
White	45	26.01%	32	18.50%	43	24.86%	16	9.25%
Black	0	0.00%	2	1.16%	3	1.73%	0	0.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	1	0.58%	2	1.16%	0	0.00%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%

MIDDLETOWN

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	35,979	100.00%	57,517	100.00%	2,398	100.00%
Race								
White	2,133,452	84.05%	28,713	79.65%	47,043	81.79%	1,891	78.86%
Black	202,049	7.96%	4,086	11.34%	5,466	9.50%	469	19.56%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	65	0.18%	101	0.17%	36	1.50%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,701	4.72%	2,430	4.22%	2	0.08%
Native Hawaiian	962	0.10%	0	0.00%	13	0.02%	0	0.00%
Other	105,255	4.15%	1,414	3.92%	2,465	4.28%		
Ethnicity								
Hispanic	246,449	9.71%	2,437	6.76%	4,427	7.70%	197	8.22%
Middle Eastern							25	1.04%
Gender								
Male							1,575	65.68%
Female							823	34.32%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
2,128	88.74%	1,108	46.21%

Stop Enforcement Method					
General		Blind		Spot-Check	
2,267	94.54%	10	0.42%	121	5.05%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	47	1.96%	2,034	84.82%	317	13.22%
Race						
White	37	1.96%	1,645	86.99%	209	11.05%
Black	9	1.92%	359	76.55%	101	21.54%
AsPac	1	2.78%	28	77.78%	7	19.44%
AI/AN	0	0.00%	2	100.00%	0	0.00%
Ethnicity						
Hispanic	5	2.54%	166	84.26%	26	13.20%
Middle Eastern	0	0.00%	22	88.00%	3	12.00%

Stops by Month		Stops by Time of Day	
October 2013	344	6:00am - 9:59am	289
November 2013	270	10:00am - 1:59pm	481
December 2013	211	2:00pm - 5:59pm	407
January 2014	218	6:00pm - 9:59pm	622
February 2014	234	10:00pm - 1:59am	474
March 2014	344	2:00am - 5:59am	125
April 2014	382		
May 2014	395		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	670	27.94%	863	35.99%	679	28.32%	185	7.71%
Race								
White	549	22.89%	656	27.36%	534	22.27%	151	6.30%
Black	115	4.80%	191	7.96%	136	5.67%	27	1.13%
AsPac	6	0.25%	16	0.67%	8	0.33%	6	0.25%
AI/AN	0	0.00%	0	0.00%	1	0.04%	1	0.04%
Ethnicity								
Hispanic	65	2.71%	91	3.79%	36	1.50%	5	0.21%
Middle Eastern	4	0.17%	10	0.42%	9	0.38%	2	0.08%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	27	1.13%	179	7.46%	692	28.86%	305	12.72%	1,174	48.96%	21	0.88%
Race												
White	17	0.90%	132	6.98%	548	28.98%	261	13.80%	917	48.49%	16	0.85%
Black	10	2.13%	46	9.81%	126	26.87%	40	8.53%	242	51.60%	5	1.07%
AsPac	0	0.00%	1	2.78%	17	47.22%	4	11.11%	14	38.89%	0	0.00%
AI/AN	0	0.00%	0	0.00%	1	50.00%	0	0.00%	1	50.00%	0	0.00%
Ethnicity												
Hispanic	2	1.02%	28	14.21%	61	30.96%	21	10.66%	82	41.62%	3	1.52%
Middle Eastern	1	4.00%	1	4.00%	8	32.00%	2	8.00%	13	52.00%	0	0.00%

Search Information												
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search	
	191	7.96%	121	63.35%	4	2.09%	66	34.55%	74		38.74%	
Race												
White	137	7.24%	88	64.23%	3	2.19%	46	33.58%	56		40.88%	
Black	54	11.51%	33	61.11%	1	1.85%	20	37.04%	18		33.33%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
Ethnicity												
Hispanic	16	8.12%	10	62.50%	2	12.50%	4	25.00%	5		31.25%	
Middle Eastern	1	4.00%	0	0.00%	0	0.00%	1	100.00%	0		0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	6.96%	5.92%	2.59%	10.84%	19.52%	9.51%	9.22%	7.67%	0.58%	0.88%	14.89%	3.92%
Race												
White	6.87%	5.92%	2.06%	10.95%	18.09%	9.94%	9.84%	7.99%	0.58%	0.48%	16.39%	4.28%
Black	7.25%	6.40%	4.69%	10.66%	24.95%	8.10%	5.97%	6.40%	0.64%	2.56%	8.96%	2.56%
AsPac	8.33%	0.00%	2.78%	5.56%	22.22%	5.56%	19.44%	8.33%	0.00%	0.00%	13.89%	2.78%
AI/AN	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	11.68%	7.11%	6.09%	5.58%	18.78%	10.66%	5.58%	7.61%	0.51%	0.00%	13.20%	2.03%
Middle Eastern	0.00%	0.00%	0.00%	16.00%	24.00%	16.00%	12.00%	20.00%	0.00%	0.00%	12.00%	0.00%

MILFORD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	40,756	100.00%	63,993	100.00%	2,581	100.00%
Race								
White	2,133,452	84.05%	36,935	90.17%	55,112	86.12%	2,139	82.87%
Black	202,049	7.96%	938	2.29%	3,644	5.69%	380	14.72%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	60	0.15%	118	0.18%	9	0.35%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	2,147	5.24%	3,058	4.78%	53	2.05%
Native Hawaiian	962	0.10%	15	0.04%	22	0.03%	0	0.00%
Other	105,255	4.15%	661	1.61%	2,038	3.19%		
Ethnicity								
Hispanic	246,449	9.71%	1,578	3.85%	4,767	7.45%	301	11.66%
Middle Eastern							57	2.21%
Gender								
Male							1,689	65.44%
Female							892	34.56%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
2,465	95.51%	1,105	42.81%

Stop Enforcement Method					
General		Blind		Spot-Check	
2,361	91.48%	128	4.96%	92	3.56%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	28	1.08%	2,087	80.86%	466	18.06%
Race						
White	22	1.03%	1,773	82.89%	344	16.08%
Black	6	1.58%	257	67.63%	117	30.79%
AsPac	0	0.00%	48	90.57%	5	9.43%
AI/AN	0	0.00%	9	100.00%	0	0.00%
Ethnicity						
Hispanic	5	1.66%	235	78.07%	61	20.27%
Middle Eastern	0	0.00%	49	85.96%	8	14.04%

Stops by Month		Stops by Time of Day	
October 2013	364	6:00am - 9:59am	292
November 2013	247	10:00am - 1:59pm	444
December 2013	196	2:00pm - 5:59pm	309
January 2014	384	6:00pm - 9:59pm	566
February 2014	260	10:00pm - 1:59am	798
March 2014	305	2:00am - 5:59am	172
April 2014	407		
May 2014	418		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	743	28.79%	872	33.79%	719	27.86%	238	9.22%
Race								
White	600	23.25%	693	26.85%	619	23.98%	220	8.52%
Black	128	4.96%	153	5.93%	85	3.29%	12	0.46%
AsPac	13	0.50%	23	0.89%	12	0.46%	5	0.19%
AI/AN	2	0.08%	3	0.12%	3	0.12%	1	0.04%
Ethnicity								
Hispanic	98	3.80%	129	5.00%	62	2.40%	11	0.43%
Middle Eastern	21	0.81%	23	0.89%	12	0.46%	1	0.04%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	35	1.36%	195	7.56%	770	29.83%	710	27.51%	842	32.62%	29	1.12%
Race												
White	27	1.26%	124	5.80%	665	31.09%	619	28.94%	684	31.98%	20	0.94%
Black	8	2.11%	71	18.68%	87	22.89%	68	17.89%	137	36.05%	9	2.37%
AsPac	0	0.00%	0	0.00%	14	26.42%	19	35.85%	20	37.74%	0	0.00%
AI/AN	0	0.00%	0	0.00%	4	44.44%	4	44.44%	1	11.11%	0	0.00%
Ethnicity												
Hispanic	11	3.65%	40	13.29%	96	31.89%	55	18.27%	98	32.56%	1	0.33%
Middle Eastern	1	1.75%	2	3.51%	16	28.07%	20	35.09%	18	31.58%	0	0.00%

Search Information												
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search	
	276	10.69%	176	63.77%	35	12.68%	62	22.46%	90		32.61%	
Race												
White	185	8.65%	119	64.32%	28	15.14%	36	19.46%	66		35.68%	
Black	91	23.95%	57	62.64%	7	7.69%	26	28.57%	24		26.37%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
Ethnicity												
Hispanic	47	15.61%	32	68.09%	7	14.89%	8	17.02%	11		23.40%	
Middle Eastern	2	3.51%	0	0.00%	1	50.00%	1	50.00%	1		50.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	7.28%	8.29%	1.28%	16.51%	14.26%	8.91%	12.05%	11.97%	0.66%	0.66%	4.88%	5.77%
Race												
White	6.78%	7.01%	1.08%	18.65%	13.56%	9.35%	12.01%	11.41%	0.75%	0.47%	5.33%	6.50%
Black	10.53%	15.79%	2.63%	5.26%	18.42%	4.21%	11.32%	15.00%	0.26%	1.58%	3.16%	2.11%
AsPac	5.66%	7.55%	0.00%	11.32%	15.09%	15.09%	20.75%	15.09%	0.00%	1.89%	0.00%	3.77%
AI/AN	0.00%	0.00%	0.00%	11.11%	0.00%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	7.64%	12.29%	1.66%	11.30%	16.94%	5.65%	9.97%	11.63%	1.99%	1.33%	3.99%	4.65%
Middle Eastern	10.53%	10.53%	1.75%	10.53%	8.77%	12.28%	14.04%	14.04%	0.00%	3.51%	0.00%	5.26%

NAUGATUCK

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	24,356	100.00%	29,809	100.00%	4,450	100.00%
Race								
White	2,133,452	84.05%	21,638	88.30%	26,179	87.82%	3,857	86.67%
Black	202,049	7.96%	1,162	4.74%	1,574	5.28%	537	12.07%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	17	0.07%	31	0.10%	10	0.22%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	944	3.85%	1,090	3.66%	46	1.03%
Native Hawaiian	962	0.10%	0	0.00%	2	0.01%	0	0.00%
Other	105,255	4.15%	595	2.43%	932	3.13%		
Ethnicity								
Hispanic	246,449	9.71%	2,018	8.23%	2,643	8.87%	473	10.63%
Middle Eastern							55	1.24%
Gender								
Male							2,875	64.61%
Female							1,575	35.39%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
4,213	94.67%	2,248	50.52%

Stop Enforcement Method					
General		Blind		Spot-Check	
3,880	87.19%	433	9.73%	137	3.08%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	118	2.65%	3,650	82.02%	682	15.33%
Race						
White	109	2.83%	3,169	82.16%	579	15.01%
Black	9	1.68%	430	80.07%	98	18.25%
AsPac	0	0.00%	42	91.30%	4	8.70%
AI/AN	0	0.00%	9	90.00%	1	10.00%
Ethnicity						
Hispanic	10	2.11%	374	79.07%	89	18.82%
Middle Eastern	3	5.45%	46	83.64%	6	10.91%

Stops by Month		Stops by Time of Day	
October 2013	478	6:00am - 9:59am	436
November 2013	503	10:00am - 1:59pm	451
December 2013	475	2:00pm - 5:59pm	972
January 2014	533	6:00pm - 9:59pm	814
February 2014	495	10:00pm - 1:59am	1,597
March 2014	728	2:00am - 5:59am	180
April 2014	618		
May 2014	620		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	1,263	28.38%	1,511	33.96%	1,297	29.15%	335	7.53%
Race								
White	1,104	24.81%	1,283	28.83%	1,121	25.19%	310	6.97%
Black	149	3.35%	204	4.58%	158	3.55%	21	0.47%
AsPac	9	0.20%	18	0.40%	16	0.36%	3	0.07%
AI/AN	1	0.02%	6	0.13%	2	0.04%	1	0.02%
Ethnicity								
Hispanic	140	3.15%	190	4.27%	120	2.70%	21	0.47%
Middle Eastern	11	0.25%	25	0.56%	15	0.34%	4	0.09%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	10	0.22%	16	0.36%	1,107	24.88%	1,113	25.01%	2,187	49.15%	17	0.38%
Race												
White	8	0.21%	12	0.31%	969	25.12%	973	25.23%	1,879	48.72%	16	0.41%
Black	2	0.37%	4	0.74%	128	23.84%	124	23.09%	278	51.77%	1	0.19%
AsPac	0	0.00%	0	0.00%	9	19.57%	8	17.39%	29	63.04%	0	0.00%
AI/AN	0	0.00%	0	0.00%	1	10.00%	8	80.00%	1	10.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	1	0.21%	128	27.06%	110	23.26%	233	49.26%	1	0.21%
Middle Eastern	0	0.00%	0	0.00%	15	27.27%	12	21.82%	28	50.91%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	243	5.46%	121	49.79%	47	19.34%	75	30.86%	77	31.69%
Race										
White	191	4.95%	97	50.79%	35	18.32%	59	30.89%	62	32.46%
Black	50	9.31%	24	48.00%	10	20.00%	16	32.00%	15	30.00%
AsPac	2	4.35%	0	0.00%	2	100.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	31	6.55%	18	58.06%	5	16.13%	8	25.81%	9	29.03%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	9.12%	5.98%	0.18%	15.03%	15.73%	12.00%	11.80%	7.42%	0.74%	0.61%	5.89%	4.81%
Race												
White	9.20%	5.47%	0.10%	15.58%	15.66%	11.90%	11.77%	6.92%	0.75%	0.44%	5.89%	5.21%
Black	8.75%	9.68%	0.56%	11.36%	17.32%	11.17%	10.99%	10.24%	0.74%	1.86%	6.52%	2.23%
AsPac	8.70%	4.35%	2.17%	15.22%	6.52%	13.04%	26.09%	17.39%	0.00%	0.00%	0.00%	2.17%
AI/AN	0.00%	10.00%	0.00%	0.00%	0.00%	90.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	8.88%	8.25%	0.00%	12.05%	19.45%	9.94%	14.38%	7.82%	0.63%	0.63%	4.44%	3.17%
Middle Eastern	12.73%	3.64%	0.00%	5.45%	10.91%	18.18%	18.18%	9.09%	0.00%	0.00%	1.82%	9.09%

NEW BRITAIN

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	48,206	100.00%	68,390	100.00%	3,778	100.00%
Race								
White	2,133,452	84.05%	33,953	69.95%	50,898	74.42%	3,051	80.76%
Black	202,049	7.96%	5,281	10.88%	6,819	9.97%	678	17.95%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	70	0.14%	103	0.15%	15	0.40%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,042	2.15%	1,749	2.56%	34	0.90%
Native Hawaiian	962	0.10%	26	0.05%	34	0.05%	0	0.00%
Other	105,255	4.15%	7,833	16.14%	8,786	12.85%		
Ethnicity								
Hispanic	246,449	9.71%	13,881	28.60%	15,713	22.97%	1,648	43.62%
Middle Eastern							66	1.75%
Gender								
Male							2,509	66.41%
Female							1,269	33.59%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,647	96.53%	2,671	70.70%

Stop Enforcement Method					
General		Blind		Spot-Check	
3,654	96.72%	96	2.54%	28	0.74%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	182	4.82%	2,865	75.83%	731	19.35%
Race						
White	139	4.56%	2,326	76.24%	586	19.21%
Black	42	6.19%	493	72.71%	143	21.09%
AsPac	1	2.94%	31	91.18%	2	5.88%
AI/AN	0	0.00%	15	100.00%	0	0.00%
Ethnicity						
Hispanic	78	4.73%	1,201	72.88%	369	22.39%
Middle Eastern	5	7.58%	42	63.64%	19	28.79%

Stops by Month		Stops by Time of Day	
October 2013	563	6:00am - 9:59am	214
November 2013	466	10:00am - 1:59pm	525
December 2013	316	2:00pm - 5:59pm	754
January 2014	495	6:00pm - 9:59pm	1,168
February 2014	398	10:00pm - 1:59am	891
March 2014	527	2:00am - 5:59am	226
April 2014	515		
May 2014	498		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	1,148	30.39%	1,487	39.36%	885	23.43%	254	6.72%
Race								
White	953	25.22%	1,188	31.45%	696	18.42%	211	5.58%
Black	186	4.92%	276	7.31%	175	4.63%	40	1.06%
AsPac	6	0.16%	17	0.45%	9	0.24%	2	0.05%
AI/AN	3	0.08%	6	0.16%	5	0.13%	1	0.03%
Ethnicity								
Hispanic	545	14.43%	718	19.00%	335	8.87%	49	1.30%
Middle Eastern	28	0.74%	22	0.58%	14	0.37%	2	0.05%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	71	1.88%	400	10.59%	1,261	33.38%	39	1.03%	1,968	52.09%	39	1.03%
Race												
White	61	2.00%	313	10.26%	1,037	33.99%	33	1.08%	1,581	51.82%	26	0.85%
Black	10	1.47%	85	12.54%	206	30.38%	6	0.88%	358	52.80%	13	1.92%
AsPac	0	0.00%	0	0.00%	14	41.18%	0	0.00%	20	58.82%	0	0.00%
AI/AN	0	0.00%	2	13.33%	4	26.67%	0	0.00%	9	60.00%	0	0.00%
Ethnicity												
Hispanic	35	2.12%	238	14.44%	526	31.92%	20	1.21%	813	49.33%	16	0.97%
Middle Eastern	0	0.00%	5	7.58%	17	25.76%	0	0.00%	44	66.67%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	185	4.90%	86	46.49%	13	7.03%	86	46.49%	74	40.00%
Race										
White	136	4.46%	65	47.79%	10	7.35%	61	44.85%	56	41.18%
Black	48	7.08%	21	43.75%	3	6.25%	24	50.00%	17	35.42%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	1	6.67%	0	0.00%	0	0.00%	1	100.00%	1	100.00%
Ethnicity										
Hispanic	95	5.76%	41	43.16%	10	10.53%	44	46.32%	41	43.16%
Middle Eastern	2	3.03%	2	100.00%	0	0.00%	0	0.00%	1	50.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	7.12%	3.36%	3.31%	10.01%	13.34%	19.00%	15.17%	5.06%	0.40%	3.31%	1.48%	4.21%
Race												
White	6.82%	3.34%	2.95%	10.16%	13.27%	19.17%	15.37%	5.11%	0.49%	3.31%	1.51%	4.29%
Black	8.85%	3.39%	5.16%	9.00%	14.01%	18.14%	13.86%	4.57%	0.00%	3.54%	1.47%	3.39%
AsPac	2.94%	2.94%	0.00%	11.76%	8.82%	23.53%	20.59%	8.82%	0.00%	0.00%	0.00%	11.76%
AI/AN	0.00%	6.67%	0.00%	20.00%	6.67%	13.33%	20.00%	6.67%	0.00%	0.00%	0.00%	6.67%
Ethnicity												
Hispanic	7.65%	4.55%	4.25%	5.52%	13.53%	17.54%	14.44%	4.79%	0.67%	5.22%	1.58%	3.34%
Middle Eastern	3.03%	3.03%	0.00%	6.06%	27.27%	21.21%	12.12%	15.15%	0.00%	1.52%	0.00%	3.03%

NEW CANAAN

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	13665	100.00%	18,670	100.00%	2,658	100.00%
Race								
White	2,133,452	84.05%	12,915	94.51%	16,839	90.19%	2,499	94.02%
Black	202,049	7.96%	109	0.80%	563	3.01%	121	4.55%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	8	0.04%	8	0.30%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	439	3.21%	689	3.69%	30	1.13%
Native Hawaiian	962	0.10%	0	0.00%	3	0.02%	0	0.00%
Other	105,255	4.15%	202	1.48%	568	3.04%		
Ethnicity								
Hispanic	246,449	9.71%	306	2.24%	1,070	5.73%	248	9.33%
Middle Eastern							33	1.24%
Gender								
Male							1,571	59.10%
Female							1,087	40.90%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
2,245	84.46%	1,038	39.05%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,517	57.07%	1,115	41.95%	26	0.98%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	36	1.35%	2,289	86.12%	333	12.53%
Race						
White	35	1.40%	2,169	86.79%	295	11.80%
Black	0	0.00%	90	74.38%	31	25.62%
AsPac	1	3.33%	24	80.00%	5	16.67%
AI/AN	0	0.00%	6	75.00%	2	25.00%
Ethnicity						
Hispanic	0	0.00%	203	81.85%	45	18.15%
Middle Eastern	0	0.00%	28	84.85%	5	15.15%

Stops by Month		Stops by Time of Day	
October 2013	451	6:00am - 9:59am	379
November 2013	377	10:00am - 1:59pm	389
December 2013	175	2:00pm - 5:59pm	852
January 2014	263	6:00pm - 9:59pm	681
February 2014	212	10:00pm - 1:59am	348
March 2014	482	2:00am - 5:59am	7
April 2014	340		
May 2014	358		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	463	17.42%	656	24.68%	1,223	46.01%	314	11.81%
Race								
White	434	16.33%	598	22.50%	1,161	43.68%	304	11.44%
Black	22	0.83%	41	1.54%	48	1.81%	10	0.38%
AsPac	4	0.15%	14	0.53%	12	0.45%	0	0.00%
AI/AN	3	0.11%	3	0.11%	2	0.08%	0	0.00%
Ethnicity								
Hispanic	33	1.24%	107	4.03%	99	3.72%	9	0.34%
Middle Eastern	2	0.08%	12	0.45%	17	0.64%	2	0.08%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	5	0.19%	54	2.03%	675	25.40%	43	1.62%	1,859	69.94%	22	0.83%
Race												
White	4	0.16%	49	1.96%	660	26.41%	41	1.64%	1,725	69.03%	20	0.80%
Black	1	0.83%	5	4.13%	9	7.44%	0	0.00%	105	86.78%	1	0.83%
AsPac	0	0.00%	0	0.00%	5	16.67%	2	6.67%	22	73.33%	1	3.33%
AI/AN	0	0.00%	0	0.00%	1	12.50%	0	0.00%	7	87.50%	0	0.00%
Ethnicity												
Hispanic	1	0.40%	20	8.06%	71	28.63%	2	0.81%	154	62.10%	0	0.00%
Middle Eastern	1	3.03%	2	6.06%	8	24.24%	0	0.00%	22	66.67%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	30	1.13%	11	36.67%	0	0.00%	16	53.33%	18	60.00%
Race										
White	28	1.12%	10	35.71%	0	0.00%	15	53.57%	16	57.14%
Black	2	1.65%	1	50.00%	0	0.00%	1	50.00%	2	100.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	2	0.81%	1	50.00%	0	0.00%	1	50.00%	1	50.00%
Middle Eastern	1	3.03%	0	0.00%	0	0.00%	1	100.00%	1	100.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	6.40%	2.03%	0.34%	38.04%	13.62%	7.07%	11.02%	5.08%	0.15%	0.83%	1.17%	8.92%
Race												
White	6.36%	1.88%	0.28%	38.62%	13.09%	7.08%	11.20%	5.00%	0.08%	0.72%	1.24%	9.08%
Black	6.61%	4.96%	1.65%	28.10%	23.97%	5.79%	7.44%	4.13%	1.65%	3.31%	0.00%	5.79%
AsPac	10.00%	3.33%	0.00%	36.67%	13.33%	10.00%	13.33%	3.33%	0.00%	0.00%	0.00%	10.00%
AI/AN	0.00%	0.00%	0.00%	12.50%	25.00%	12.50%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	8.87%	3.63%	1.61%	27.82%	18.95%	6.85%	10.48%	4.44%	0.00%	2.02%	0.40%	4.84%
Middle Eastern	9.09%	0.00%	0.00%	51.52%	12.12%	6.06%	12.12%	0.00%	0.00%	0.00%	0.00%	0.00%

NEW HAVEN

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	75,899	100.00%	139,197	100.00%	6,142	100.00%
Race								
White	2,133,452	84.05%	39,324	51.81%	92,576	66.51%	3,140	51.12%
Black	202,049	7.96%	23,210	30.58%	28,241	20.29%	2,863	46.61%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	391	0.52%	559	0.40%	34	0.55%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	3,471	4.57%	5,830	4.19%	105	1.71%
Native Hawaiian	962	0.10%	126	0.17%	148	0.11%	0	0.00%
Other	105,255	4.15%	9,378	12.36%	11,842	8.51%		
Ethnicity								
Hispanic	246,449	9.71%	17,353	22.86%	22,927	16.47%	1,326	21.59%
Middle Eastern							41	0.67%
Gender								
Male							5,008	81.54%
Female							1,134	18.46%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
5,793	94.32%	3,495	56.90%

Stop Enforcement Method					
General		Blind		Spot-Check	
5,907	96.17%	63	1.03%	172	2.80%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	262	4.27%	5,523	89.92%	357	5.81%
Race						
White	142	4.52%	2,832	90.19%	166	5.29%
Black	112	3.91%	2,567	89.66%	184	6.43%
AsPac	5	4.76%	95	90.48%	5	4.76%
AI/AN	3	8.82%	29	85.29%	2	5.88%
Ethnicity						
Hispanic	63	4.75%	1,168	88.08%	95	7.16%
Middle Eastern	3	7.32%	35	85.37%	3	7.32%

Stops by Month		Stops by Time of Day	
October 2013	390	6:00am - 9:59am	136
November 2013	506	10:00am - 1:59pm	394
December 2013	434	2:00pm - 5:59pm	720
January 2014	725	6:00pm - 9:59pm	836
February 2014	613	10:00pm - 1:59am	3,990
March 2014	1,108	2:00am - 5:59am	66
April 2014	1,135		
May 2014	1,231		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	1,573	25.61%	2,434	39.63%	1,626	26.47%	408	6.64%
Race								
White	810	13.19%	1,247	20.30%	799	13.01%	227	3.70%
Black	729	11.87%	1,136	18.50%	783	12.75%	176	2.87%
AsPac	23	0.37%	38	0.62%	34	0.55%	5	0.08%
AI/AN	11	0.18%	13	0.21%	10	0.16%	0	0.00%
Ethnicity								
Hispanic	412	6.71%	592	9.64%	274	4.46%	36	0.59%
Middle Eastern	10	0.16%	22	0.36%	8	0.13%	1	0.02%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	160	2.61%	708	11.53%	3,130	50.96%	1,215	19.78%	840	13.68%	89	1.45%
Race												
White	86	2.74%	339	10.80%	1,771	56.40%	608	19.36%	295	9.39%	41	1.31%
Black	73	2.55%	362	12.64%	1,277	44.60%	580	20.26%	526	18.37%	45	1.57%
AsPac	0	0.00%	2	1.90%	67	63.81%	20	19.05%	14	13.33%	2	1.90%
AI/AN	1	2.94%	5	14.71%	15	44.12%	7	20.59%	5	14.71%	1	2.94%
Ethnicity												
Hispanic	50	3.77%	226	17.04%	672	50.68%	242	18.25%	114	8.60%	22	1.66%
Middle Eastern	0	0.00%	1	2.44%	22	53.66%	8	19.51%	8	19.51%	2	4.88%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	485	7.90%	225	46.39%	9	1.86%	142	29.28%	126	25.98%	
Race											
White	181	5.76%	80	44.20%	3	1.66%	43	23.76%	54	29.83%	
Black	301	10.51%	144	47.84%	6	1.99%	97	32.23%	71	23.59%	
AsPac	3	2.86%	1	33.33%	0	0.00%	2	66.67%	1	33.33%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	119	8.97%	58	48.74%	2	1.68%	29	24.37%	37	31.09%	
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	6.58%	5.50%	1.35%	5.11%	10.78%	8.06%	29.89%	5.68%	0.47%	2.34%	4.74%	4.07%
Race												
White	5.96%	3.92%	0.96%	6.43%	9.81%	8.28%	30.99%	5.83%	0.76%	1.53%	4.55%	5.10%
Black	7.20%	7.40%	1.82%	3.74%	11.95%	7.75%	28.19%	5.55%	0.17%	3.28%	5.06%	2.83%
AsPac	7.62%	2.86%	0.00%	4.76%	9.52%	9.52%	42.86%	4.76%	0.00%	0.00%	0.95%	6.67%
AI/AN	8.82%	0.00%	2.94%	0.00%	5.88%	8.82%	32.35%	5.88%	0.00%	5.88%	5.88%	5.88%
Ethnicity												
Hispanic	6.79%	5.81%	1.89%	4.52%	11.84%	9.58%	23.83%	6.86%	1.21%	2.26%	3.92%	2.34%
Middle Eastern	7.32%	4.88%	2.44%	2.44%	7.32%	0.00%	41.46%	12.20%	0.00%	0.00%	0.00%	9.76%

NEW LONDON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	19,136	100.00%	30,480	100.00%	992	100.00%
Race								
White	2,133,452	84.05%	12,961	67.73%	22,803	74.81%	847	85.38%
Black	202,049	7.96%	2,376	12.42%	2,874	9.43%	138	13.91%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	41	0.21%	81	0.27%	2	0.20%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	717	3.75%	1,214	3.98%	5	0.50%
Native Hawaiian	962	0.10%	0	0.00%	8	0.03%	0	0.00%
Other	105,255	4.15%	3,042	15.89%	3,500	11.48%		
Ethnicity								
Hispanic	246,449	9.71%	4,811	25.14%	5,532	18.15%	163	16.43%
Middle Eastern							3	0.30%
Gender								
Male							690	69.56%
Female							302	30.44%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
917	92.44%	544	54.84%

Stop Enforcement Method					
General		Blind		Spot-Check	
991	99.90%	1	0.10%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	21	2.12%	919	92.64%	52	5.24%
Race						
White	15	1.77%	792	93.51%	40	4.72%
Black	6	4.35%	120	86.96%	12	8.70%
AsPac	0	0.00%	5	100.00%	0	0.00%
AI/AN	0	0.00%	2	100.00%	0	0.00%
Ethnicity						
Hispanic	7	4.29%	147	90.18%	9	5.52%
Middle Eastern	0	0.00%	3	100.00%	0	0.00%

	Stops by Month		Stops by Time of Day	
October 2013	0	6:00am - 9:59am	244	
November 2013	0	10:00am - 1:59pm	119	
December 2013	0	2:00pm - 5:59pm	114	
January 2014	0	6:00pm - 9:59pm	131	
February 2014	0	10:00pm - 1:59am	296	
March 2014	237	2:00am - 5:59am	88	
April 2014	283			
May 2014	472			

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	238	23.99%	385	38.81%	285	28.73%	77	7.76%
Race								
White	207	20.87%	318	32.06%	247	24.90%	70	7.06%
Black	29	2.92%	65	6.55%	35	3.53%	7	0.71%
AsPac	1	0.10%	2	0.20%	2	0.20%	0	0.00%
AI/AN	1	0.10%	0	0.00%	1	0.10%	0	0.00%
Ethnicity								
Hispanic	48	4.84%	75	7.56%	32	3.23%	8	0.81%
Middle Eastern	1	0.10%	2	0.20%	0	0.00%	0	0.00%

NEW MILFORD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	21,719	100.00%	26,152	100.00%	2,037	100.00%
Race								
White	2,133,452	84.05%	20,097	92.53%	23,908	91.42%	1,893	92.93%
Black	202,049	7.96%	583	2.69%	796	3.04%	94	4.61%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	9	0.03%	1	0.05%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	560	2.58%	711	2.72%	49	2.41%
Native Hawaiian	962	0.10%	0	0.00%	2	0.01%	0	0.00%
Other	105,255	4.15%	479	2.20%	727	2.78%		
Ethnicity								
Hispanic	246,449	9.71%	1,079	4.97%	1,506	5.76%	151	7.41%
Middle Eastern							34	1.67%
Gender								
Male							1,337	65.64%
Female							700	34.36%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,857	91.16%	1,158	56.85%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,298	63.72%	709	34.81%	30	1.47%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	21	1.03%	1,905	93.52%	111	5.45%
Race						
White	18	0.95%	1,769	93.45%	106	5.60%
Black	2	2.13%	87	92.55%	5	5.32%
AsPac	1	2.04%	48	97.96%	0	0.00%
AI/AN	0	0.00%	1	100.00%	0	0.00%
Ethnicity						
Hispanic	1	0.66%	137	90.73%	13	8.61%
Middle Eastern	1	2.94%	33	97.06%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	177	6:00am - 9:59am	575
November 2013	216	10:00am - 1:59pm	241
December 2013	237	2:00pm - 5:59pm	164
January 2014	265	6:00pm - 9:59pm	128
February 2014	233	10:00pm - 1:59am	697
March 2014	286	2:00am - 5:59am	232
April 2014	331		
May 2014	292		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	544	26.71%	657	32.25%	660	32.40%	172	8.44%
Race								
White	507	24.89%	606	29.75%	614	30.14%	162	7.95%
Black	23	1.13%	38	1.87%	26	1.28%	7	0.34%
AsPac	14	0.69%	12	0.59%	20	0.98%	3	0.15%
AI/AN	0	0.00%	1	0.05%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	38	1.87%	79	3.88%	30	1.47%	3	0.15%
Middle Eastern	10	0.49%	8	0.39%	13	0.64%	3	0.15%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	11	0.54%	143	7.02%	674	33.09%	837	41.09%	328	16.10%	44	2.16%
Race												
White	9	0.48%	130	6.87%	629	33.23%	786	41.52%	298	15.74%	41	2.17%
Black	2	2.13%	8	8.51%	28	29.79%	29	30.85%	25	26.60%	2	2.13%
AsPac	0	0.00%	5	10.20%	17	34.69%	21	42.86%	5	10.20%	1	2.04%
AI/AN	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	17	11.26%	72	47.68%	40	26.49%	18	11.92%	4	2.65%
Middle Eastern	0	0.00%	2	5.88%	8	23.53%	17	50.00%	6	17.65%	1	2.94%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	58	2.85%	19	32.76%	11	18.97%	25	43.10%	23	39.66%	
Race											
White	50	2.64%	16	32.00%	11	22.00%	22	44.00%	20	40.00%	
Black	6	6.38%	2	33.33%	0	0.00%	3	50.00%	3	50.00%	
AsPac	2	4.08%	1	50.00%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	2	1.32%	0	0.00%	1	50.00%	1	50.00%	0	0.00%	
Middle Eastern	2	5.88%	1	50.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	6.97%	1.28%	0.74%	53.02%	6.48%	4.03%	8.15%	5.69%	0.98%	0.15%	0.98%	5.84%
Race												
White	6.87%	1.37%	0.74%	53.35%	6.18%	4.07%	8.03%	5.76%	0.90%	0.16%	1.06%	6.08%
Black	8.51%	0.00%	1.06%	43.62%	13.83%	3.19%	8.51%	6.38%	2.13%	0.00%	0.00%	3.19%
AsPac	6.12%	0.00%	0.00%	59.18%	4.08%	4.08%	12.24%	2.04%	2.04%	0.00%	0.00%	2.04%
AI/AN	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	7.95%	3.97%	0.00%	47.68%	6.62%	5.96%	8.61%	7.95%	0.66%	0.00%	0.66%	5.30%
Middle Eastern	8.82%	0.00%	0.00%	52.94%	5.88%	2.94%	8.82%	2.94%	2.94%	0.00%	0.00%	2.94%

NEWINGTON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	23,938	100.00%	38,888	100.00%	3,849	100.00%
Race								
White	2,133,452	84.05%	21,130	88.27%	33,192	85.35%	3,198	83.09%
Black	202,049	7.96%	1,157	4.83%	2,513	6.46%	569	14.78%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	80	0.33%	107	0.28%	12	0.31%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,058	4.42%	1,591	4.09%	70	1.82%
Native Hawaiian	962	0.10%	0	0.00%	8	0.02%	0	0.00%
Other	105,255	4.15%	513	2.14%	1,476	3.80%		
Ethnicity								
Hispanic	246,449	9.71%	1,701	7.11%	3,523	9.06%	795	20.65%
Middle Eastern							52	1.35%
Gender								
Male							2,489	64.67%
Female							1,360	35.33%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,694	95.97%	1,096	28.47%

Stop Enforcement Method					
General		Blind		Spot-Check	
3,671	95.38%	156	4.05%	22	0.57%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	78	2.03%	2,383	61.91%	1,388	36.06%
Race						
White	64	2.00%	2,020	63.16%	1,114	34.83%
Black	12	2.11%	313	55.01%	244	42.88%
AsPac	0	0.00%	44	62.86%	26	37.14%
AI/AN	2	16.67%	6	50.00%	4	33.33%
Ethnicity						
Hispanic	21	2.64%	431	54.21%	343	43.14%
Middle Eastern	1	1.92%	29	55.77%	22	42.31%

Stops by Month		Stops by Time of Day	
October 2013	448	6:00am - 9:59am	424
November 2013	459	10:00am - 1:59pm	438
December 2013	398	2:00pm - 5:59pm	723
January 2014	468	6:00pm - 9:59pm	855
February 2014	381	10:00pm - 1:59am	989
March 2014	576	2:00am - 5:59am	420
April 2014	515		
May 2014	604		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	956	24.84%	1,360	35.33%	1,160	30.14%	372	9.66%
Race								
White	803	20.86%	1,100	28.58%	964	25.05%	330	8.57%
Black	137	3.56%	222	5.77%	176	4.57%	34	0.88%
AsPac	14	0.36%	32	0.83%	19	0.49%	5	0.13%
AI/AN	2	0.05%	6	0.16%	1	0.03%	3	0.08%
Ethnicity								
Hispanic	236	6.13%	332	8.63%	187	4.86%	40	1.04%
Middle Eastern	13	0.34%	18	0.47%	15	0.39%	6	0.16%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	10	0.26%	236	6.13%	1,172	30.45%	2,265	58.85%	148	3.85%	18	0.47%
Race												
White	7	0.22%	182	5.69%	1,001	31.30%	1,877	58.69%	117	3.66%	14	0.44%
Black	3	0.53%	51	8.96%	145	25.48%	336	59.05%	30	5.27%	4	0.70%
AsPac	0	0.00%	2	2.86%	22	31.43%	45	64.29%	1	1.43%	0	0.00%
AI/AN	0	0.00%	1	8.33%	4	33.33%	7	58.33%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	3	0.38%	87	10.94%	226	28.43%	449	56.48%	30	3.77%	0	0.00%
Middle Eastern	0	0.00%	2	3.85%	13	25.00%	36	69.23%	1	1.92%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search
	158	4.10%	25	15.82%	50	31.65%	83	52.53%	35		22.15%
Race											
White	121	3.78%	19	15.70%	40	33.06%	62	51.24%	29		23.97%
Black	36	6.33%	6	16.67%	9	25.00%	21	58.33%	6		16.67%
AsPac	1	1.43%	0	0.00%	1	100.00%	0	0.00%	0		0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%
Ethnicity											
Hispanic	57	7.17%	7	12.28%	19	33.33%	31	54.39%	12		21.05%
Middle Eastern	4	7.69%	0	0.00%	0	0.00%	4	100.00%	2		50.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	16.08%	4.60%	2.75%	9.41%	24.84%	6.91%	9.98%	8.29%	1.17%	4.65%	1.45%	3.09%
Race												
White	16.26%	4.60%	2.38%	9.66%	23.89%	7.66%	10.44%	8.29%	1.19%	4.32%	1.44%	3.41%
Black	15.47%	4.75%	4.75%	7.56%	29.53%	2.64%	7.21%	8.44%	0.88%	7.03%	1.23%	1.41%
AsPac	14.29%	2.86%	2.86%	12.86%	30.00%	7.14%	11.43%	7.14%	2.86%	1.43%	4.29%	2.86%
AI/AN	8.33%	8.33%	8.33%	8.33%	25.00%	8.33%	8.33%	8.33%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	14.84%	5.41%	3.77%	7.04%	28.05%	3.40%	7.42%	7.30%	1.13%	8.81%	1.26%	1.89%
Middle Eastern	11.54%	1.92%	0.00%	1.92%	34.62%	7.69%	13.46%	11.54%	1.92%	1.92%	0.00%	5.77%

NEWTOWN

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	20,556	100.00%	25,879	100.00%	1,935	100.00%
Race								
White	2,133,452	84.05%	19,007	92.47%	23,537	90.95%	1,798	92.92%
Black	202,049	7.96%	282	1.37%	592	2.29%	101	5.22%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	16	0.08%	26	0.10%	5	0.26%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	571	2.78%	758	2.93%	31	1.60%
Native Hawaiian	962	0.10%	0	0.00%	2	0.01%	0	0.00%
Other	105,255	4.15%	680	3.31%	963	3.72%		
Ethnicity								
Hispanic	246,449	9.71%	1,060	5.16%	1,602	6.19%	101	5.22%
Middle Eastern							21	1.09%
Gender								
Male							1,146	59.22%
Female							789	40.78%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,795	92.76%	777	40.16%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,306	67.49%	566	29.25%	63	3.26%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	10	0.52%	1,709	88.32%	216	11.16%
Race						
White	9	0.50%	1,590	88.43%	199	11.07%
Black	1	0.99%	85	84.16%	15	14.85%
AsPac	0	0.00%	29	93.55%	2	6.45%
AI/AN	0	0.00%	5	100.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	89	88.12%	12	11.88%
Middle Eastern	0	0.00%	20	95.24%	1	4.76%

Stops by Month		Stops by Time of Day	
October 2013	858	6:00am - 9:59am	534
November 2013	818	10:00am - 1:59pm	379
December 2013	224	2:00pm - 5:59pm	429
January 2014	0	6:00pm - 9:59pm	296
February 2014	1	10:00pm - 1:59am	257
March 2014	0	2:00am - 5:59am	40
April 2014	1		
May 2014	33		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	394	20.36%	504	26.05%	794	41.03%	242	12.51%
Race								
White	363	18.76%	441	22.79%	756	39.07%	237	12.25%
Black	24	1.24%	49	2.53%	23	1.19%	5	0.26%
AsPac	7	0.36%	12	0.62%	12	0.62%	0	0.00%
AI/AN	0	0.00%	2	0.10%	3	0.16%	0	0.00%
Ethnicity								
Hispanic	25	1.29%	41	2.12%	30	1.55%	5	0.26%
Middle Eastern	5	0.26%	7	0.36%	5	0.26%	4	0.21%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	3	0.16%	37	1.91%	538	27.80%	913	47.18%	441	22.79%	3	0.16%
Race												
White	3	0.17%	31	1.72%	505	28.09%	856	47.61%	400	22.25%	3	0.17%
Black	0	0.00%	5	4.95%	21	20.79%	44	43.56%	31	30.69%	0	0.00%
AsPac	0	0.00%	1	3.23%	9	29.03%	12	38.71%	9	29.03%	0	0.00%
AI/AN	0	0.00%	0	0.00%	3	60.00%	1	20.00%	1	20.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	2	1.98%	31	30.69%	44	43.56%	24	23.76%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	8	38.10%	6	28.57%	7	33.33%	0	0.00%

Search Information											
Total	Car Searched		Consent		Inventory		Other		Contraband Found		% of Search
	16	0.83%	0	0.00%	13	81.25%	3	18.75%	6		37.50%
Race											
White	14	0.78%	0	0.00%	11	78.57%	3	21.43%	6		42.86%
Black	2	1.98%	0	0.00%	2	100.00%	0	0.00%	0		0.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%
Ethnicity											
Hispanic	2	1.98%	0	0.00%	1	50.00%	1	50.00%	2		100.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	0.98%	1.50%	0.21%	48.73%	12.20%	8.01%	6.10%	3.98%	0.00%	0.10%	1.45%	14.94%
Race												
White	1.00%	1.45%	0.22%	48.83%	11.90%	8.40%	5.78%	3.95%	0.00%	0.11%	1.33%	15.29%
Black	0.99%	2.97%	0.00%	47.52%	19.80%	1.98%	12.87%	4.95%	0.00%	0.00%	0.99%	5.94%
AsPac	0.00%	0.00%	0.00%	41.94%	6.45%	6.45%	3.23%	3.23%	0.00%	0.00%	9.68%	25.81%
AI/AN	0.00%	0.00%	0.00%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	0.99%	0.00%	0.00%	42.57%	14.85%	10.89%	7.92%	6.93%	0.00%	0.00%	0.00%	14.85%
Middle Eastern	0.00%	0.00%	0.00%	23.81%	14.29%	9.52%	19.05%	19.05%	0.00%	0.00%	0.00%	14.29%

NORWICH

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	28,771	100.00%	41,470	100.00%	4,226	100.00%
Race								
White	2,133,452	84.05%	21,852	75.95%	33,098	79.81%	3,145	74.42%
Black	202,049	7.96%	2,472	8.59%	2,952	7.12%	886	20.97%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	238	0.83%	278	0.67%	5	0.12%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,966	6.83%	2,396	5.78%	190	4.50%
Native Hawaiian	962	0.10%	110	0.38%	115	0.28%	0	0.00%
Other	105,255	4.15%	2,133	7.41%	2,632	6.35%		
Ethnicity								
Hispanic	246,449	9.71%	2,535	8.81%	3,377	8.14%	572	13.54%
Middle Eastern							53	1.25%
Gender								
Male							2,720	64.36%
Female							1,506	35.64%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,962	93.75%	2,362	55.89%

Stop Enforcement Method					
General		Blind		Spot-Check	
2,537	60.03%	1,525	36.09%	164	3.88%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	58	1.37%	3,475	82.23%	693	16.40%
Race						
White	36	1.14%	2,618	83.24%	491	15.61%
Black	22	2.48%	689	77.77%	175	19.75%
AsPac	0	0.00%	164	86.32%	26	13.68%
AI/AN	0	0.00%	4	80.00%	1	20.00%
Ethnicity						
Hispanic	3	0.52%	468	81.82%	101	17.66%
Middle Eastern	0	0.00%	47	88.68%	6	11.32%

Stops by Month		Stops by Time of Day	
October 2013	518	6:00am - 9:59am	496
November 2013	507	10:00am - 1:59pm	430
December 2013	622	2:00pm - 5:59pm	1,115
January 2014	511	6:00pm - 9:59pm	834
February 2014	425	10:00pm - 1:59am	1,167
March 2014	575	2:00am - 5:59am	184
April 2014	452		
May 2014	616		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	1,090	25.79%	1,639	38.78%	1,185	28.04%	311	7.36%
Race								
White	824	19.50%	1,194	28.25%	877	20.75%	249	5.89%
Black	240	5.68%	381	9.02%	235	5.56%	30	0.71%
AsPac	26	0.62%	60	1.42%	72	1.70%	32	0.76%
AI/AN	0	0.00%	4	0.09%	1	0.02%	0	0.00%
Ethnicity								
Hispanic	155	3.67%	269	6.37%	129	3.05%	19	0.45%
Middle Eastern	11	0.26%	22	0.52%	16	0.38%	4	0.09%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	37	0.88%	246	5.82%	1,076	25.46%	2,313	54.73%	534	12.64%	20	0.47%
Race												
White	24	0.76%	181	5.76%	805	25.60%	1,739	55.29%	382	12.15%	14	0.45%
Black	13	1.47%	62	7.00%	211	23.81%	468	52.82%	126	14.22%	6	0.68%
AsPac	0	0.00%	3	1.58%	57	30.00%	105	55.26%	25	13.16%	0	0.00%
AI/AN	0	0.00%	0	0.00%	3	60.00%	1	20.00%	1	20.00%	0	0.00%
Ethnicity												
Hispanic	7	1.22%	46	8.04%	174	30.42%	279	48.78%	64	11.19%	2	0.35%
Middle Eastern	0	0.00%	5	9.43%	15	28.30%	30	56.60%	3	5.66%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	276	6.53%	132	47.83%	67	24.28%	76	27.54%	84	30.43%	
Race											
White	190	6.04%	87	45.79%	54	28.42%	48	25.26%	56	29.47%	
Black	83	9.37%	44	53.01%	12	14.46%	27	32.53%	27	32.53%	
AsPac	3	1.58%	1	33.33%	1	33.33%	1	33.33%	1	33.33%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	49	8.57%	25	51.02%	14	28.57%	10	20.41%	7	14.29%	
Middle Eastern	4	7.55%	0	0.00%	3	75.00%	1	25.00%	1	25.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	2.46%	2.34%	1.28%	25.49%	18.79%	6.65%	14.65%	9.99%	0.31%	0.76%	4.35%	3.55%
Race												
White	2.35%	2.07%	1.18%	26.52%	18.19%	6.52%	14.37%	9.28%	0.29%	0.54%	4.86%	3.94%
Black	2.93%	3.05%	1.92%	22.01%	21.90%	5.64%	14.22%	12.08%	0.45%	1.69%	3.05%	2.37%
AsPac	2.11%	3.68%	0.00%	24.21%	14.21%	13.16%	21.58%	12.11%	0.00%	0.00%	2.11%	2.63%
AI/AN	0.00%	0.00%	0.00%	40.00%	20.00%	20.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	1.92%	2.27%	1.75%	22.55%	19.06%	6.12%	14.16%	10.84%	1.05%	1.75%	3.32%	3.50%
Middle Eastern	0.00%	0.00%	0.00%	16.98%	15.09%	13.21%	16.98%	18.87%	0.00%	0.00%	1.89%	7.55%

OLD SAYBROOK

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	8,306	100.00%	13,037	100.00%	1,748	100.00%
Race								
White	2,133,452	84.05%	8,114	97.69%	12,284	94.23%	1,649	94.34%
Black	202,049	7.96%	25	0.31%	235	1.80%	65	3.72%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	8	0.06%	3	0.17%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	94	1.13%	241	1.85%	31	1.77%
Native Hawaiian	962	0.10%	13	0.16%	19	0.14%	0	0.00%
Other	105,255	4.15%	59	0.71%	250	1.92%		
Ethnicity								
Hispanic	246,449	9.71%	20	0.24%	346	2.65%	71	4.06%
Middle Eastern							22	1.26%
Gender								
Male							1,001	57.27%
Female							747	42.73%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,627	93.08%	596	34.10%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,183	67.68%	549	31.41%	16	0.92%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	28	1.60%	1,559	89.19%	161	9.21%
Race						
White	26	1.58%	1,477	89.57%	146	8.85%
Black	2	3.08%	51	78.46%	12	18.46%
AsPac	0	0.00%	28	90.32%	3	9.68%
AI/AN	0	0.00%	3	100.00%	0	0.00%
Ethnicity						
Hispanic	1	1.41%	58	81.69%	12	16.90%
Middle Eastern	0	0.00%	18	81.82%	4	18.18%

Stops by Month		Stops by Time of Day	
October 2013	185	6:00am - 9:59am	120
November 2013	171	10:00am - 1:59pm	304
December 2013	164	2:00pm - 5:59pm	261
January 2014	234	6:00pm - 9:59pm	390
February 2014	242	10:00pm - 1:59am	630
March 2014	316	2:00am - 5:59am	43
April 2014	227		
May 2014	209		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	350	20.02%	432	24.71%	668	38.22%	298	17.05%
Race								
White	328	18.76%	403	23.05%	627	35.87%	291	16.65%
Black	13	0.74%	24	1.37%	23	1.32%	5	0.29%
AsPac	8	0.46%	5	0.29%	16	0.92%	2	0.11%
AI/AN	1	0.06%	0	0.00%	2	0.11%	0	0.00%
Ethnicity								
Hispanic	15	0.86%	34	1.95%	19	1.09%	3	0.17%
Middle Eastern	6	0.34%	10	0.57%	4	0.23%	2	0.11%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	11	0.63%	108	6.18%	257	14.70%	1,131	64.70%	221	12.64%	20	1.14%
Race												
White	7	0.42%	100	6.06%	246	14.92%	1,073	65.07%	205	12.43%	18	1.09%
Black	4	6.15%	7	10.77%	6	9.23%	35	53.85%	11	16.92%	2	3.08%
AsPac	0	0.00%	1	3.23%	5	16.13%	22	70.97%	3	9.68%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	1	33.33%	2	66.67%	0	0.00%
Ethnicity												
Hispanic	2	2.82%	17	23.94%	23	32.39%	27	38.03%	2	2.82%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	5	22.73%	10	45.45%	7	31.82%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	65	3.72%	11	16.92%	8	12.31%	44	67.69%	25	38.46%	
Race											
White	59	3.58%	9	15.25%	7	11.86%	41	69.49%	24	40.68%	
Black	6	9.23%	2	33.33%	1	16.67%	3	50.00%	1	16.67%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	7	9.86%	0	0.00%	2	28.57%	5	71.43%	3	42.86%	
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	10.13%	0.29%	1.14%	35.76%	15.39%	8.12%	6.24%	6.24%	0.51%	1.66%	1.09%	8.07%
Race												
White	9.95%	0.30%	1.09%	36.26%	15.52%	8.07%	6.37%	5.94%	0.49%	1.52%	1.03%	8.19%
Black	15.38%	0.00%	1.54%	29.23%	10.77%	6.15%	1.54%	12.31%	1.54%	6.15%	3.08%	3.08%
AsPac	9.68%	0.00%	3.23%	22.58%	19.35%	12.90%	9.68%	9.68%	0.00%	0.00%	0.00%	9.68%
AI/AN	0.00%	0.00%	0.00%	33.33%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%	33.33%
Ethnicity												
Hispanic	21.13%	0.00%	1.41%	12.68%	18.31%	8.45%	8.45%	9.86%	1.41%	4.23%	2.82%	4.23%
Middle Eastern	4.55%	0.00%	0.00%	22.73%	27.27%	0.00%	0.00%	13.64%	4.55%	9.09%	0.00%	9.09%

ORANGE

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	10,639	100.00%	19,491	100.00%	1,882	100.00%
Race								
White	2,133,452	84.05%	9,317	87.57%	16,252	83.38%	1,477	78.48%
Black	202,049	7.96%	269	2.53%	1,288	6.61%	351	18.65%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	25	0.13%	8	0.43%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	918	8.63%	1,254	6.44%	46	2.44%
Native Hawaiian	962	0.10%	0	0.00%	4	0.02%	0	0.00%
Other	105,255	4.15%	135	1.27%	668	3.42%		
Ethnicity								
Hispanic	246,449	9.71%	359	3.37%	1,510	7.75%	235	12.49%
Middle Eastern							61	3.24%
Gender								
Male							1,135	60.31%
Female							747	39.69%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,766	93.84%	233	12.38%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,812	96.28%	64	3.40%	6	0.32%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	63	3.35%	1,483	78.80%	336	17.85%
Race						
White	51	3.45%	1,184	80.16%	242	16.38%
Black	11	3.13%	257	73.22%	83	23.65%
AsPac	1	2.17%	37	80.43%	8	17.39%
AI/AN	0	0.00%	5	62.50%	3	37.50%
Ethnicity						
Hispanic	5	2.13%	163	69.36%	67	28.51%
Middle Eastern	5	8.20%	41	67.21%	15	24.59%

Stops by Month		Stops by Time of Day	
October 2013	165	6:00am - 9:59am	309
November 2013	218	10:00am - 1:59pm	397
December 2013	190	2:00pm - 5:59pm	303
January 2014	235	6:00pm - 9:59pm	363
February 2014	231	10:00pm - 1:59am	308
March 2014	257	2:00am - 5:59am	202
April 2014	323		
May 2014	263		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	448	23.80%	654	34.75%	610	32.41%	170	9.03%
Race								
White	358	19.02%	509	27.05%	468	24.87%	142	7.55%
Black	83	4.41%	123	6.54%	118	6.27%	27	1.43%
AsPac	7	0.37%	17	0.90%	22	1.17%	0	0.00%
AI/AN	0	0.00%	5	0.27%	2	0.11%	1	0.05%
Ethnicity								
Hispanic	59	3.13%	110	5.84%	60	3.19%	6	0.32%
Middle Eastern	21	1.12%	28	1.49%	10	0.53%	2	0.11%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	3	0.16%	175	9.30%	742	39.43%	69	3.67%	856	45.48%	37	1.97%
Race												
White	2	0.14%	126	8.53%	596	40.35%	51	3.45%	672	45.50%	30	2.03%
Black	1	0.28%	47	13.39%	121	34.47%	17	4.84%	158	45.01%	7	1.99%
AsPac	0	0.00%	2	4.35%	24	52.17%	1	2.17%	19	41.30%	0	0.00%
AI/AN	0	0.00%	0	0.00%	1	12.50%	0	0.00%	7	87.50%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	55	23.40%	95	40.43%	9	3.83%	71	30.21%	5	2.13%
Middle Eastern	0	0.00%	6	9.84%	32	52.46%	2	3.28%	18	29.51%	3	4.92%

Search Information												
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search	
	38	2.02%	6	15.79%	24	63.16%	8	21.05%	6		15.79%	
Race												
White	29	1.96%	4	13.79%	18	62.07%	7	24.14%	5		17.24%	
Black	9	2.56%	2	22.22%	6	66.67%	1	11.11%	1		11.11%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
Ethnicity												
Hispanic	6	2.55%	0	0.00%	6	100.00%	0	0.00%	0		0.00%	
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	10.52%	6.91%	2.50%	19.45%	15.83%	5.53%	17.06%	4.46%	0.16%	0.80%	2.13%	6.91%
Race												
White	10.36%	5.75%	1.96%	20.11%	14.90%	5.75%	17.54%	4.67%	0.20%	0.74%	2.30%	7.72%
Black	11.11%	12.82%	4.84%	17.38%	18.80%	2.85%	15.38%	3.70%	0.00%	1.14%	1.14%	3.42%
AsPac	13.04%	0.00%	2.17%	15.22%	19.57%	19.57%	10.87%	4.35%	0.00%	0.00%	4.35%	6.52%
AI/AN	0.00%	0.00%	0.00%	12.50%	37.50%	0.00%	37.50%	0.00%	0.00%	0.00%	0.00%	12.50%
Ethnicity												
Hispanic	13.19%	11.06%	3.40%	11.49%	20.85%	1.28%	13.19%	3.40%	0.43%	0.85%	2.13%	5.53%
Middle Eastern	18.03%	11.48%	1.64%	14.75%	18.03%	1.64%	14.75%	3.28%	0.00%	0.00%	1.64%	6.56%

PLAINFIELD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	11,834	100.00%	15,032	100.00%	760	100.00%
Race								
White	2,133,452	84.05%	11,454	96.79%	14,330	95.33%	719	94.61%
Black	202,049	7.96%	96	0.81%	206	1.37%	14	1.84%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	33	0.28%	39	0.26%	1	0.13%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	35	0.29%	130	0.86%	1	0.13%
Native Hawaiian	962	0.10%	0	0.00%	2	0.01%	0	0.00%
Other	105,255	4.15%	216	1.82%	325	2.16%		
Ethnicity								
Hispanic	246,449	9.71%	317	2.77%	498	3.31%	9	1.18%
Middle Eastern							0	0.00%
Gender								
Male							517	68.03%
Female							233	30.66%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
680	89.47%	380	50.00%

Stop Enforcement Method					
General		Blind		Spot-Check	
745	98.03%	15	1.97%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	46	6.05%	714	93.95%	0	0.00%
Race						
White	43	5.98%	676	94.02%	0	0.00%
Black	0	0.00%	14	100.00%	0	0.00%
AsPac	0	0.00%	1	100.00%	0	0.00%
AI/AN	0	0.00%	1	100.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	9	100.00%	0	0.00%
Middle Eastern	0	N/A	0	N/A	0	N/A

Stops by Month		Stops by Time of Day	
October 2013	58	6:00am - 9:59pm	86
November 2013	64	10:00am - 1:59pm	76
December 2013	168	2:00pm - 5:59pm	109
January 2014	137	6:00pm - 9:59pm	178
February 2014	80	10:00pm - 1:59am	175
March 2014	79	2:00am - 5:59am	136
April 2014	173		
May 2014	0		

Age of the Driver								
Total	16-25		26-40		41-59		60 and Over	
		200	26.32%	232	30.53%	234	30.79%	74
Race								
White	193	25.39%	225	29.61%	221	29.08%	72	9.47%
Black	3	0.39%	3	0.39%	7	0.92%	0	0.00%
AsPac	0	0.00%	1	0.13%	0	0.00%	0	0.00%
AI/AN	0	0.00%	1	0.13%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	2	0.26%	4	0.53%	3	0.39%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%

PLAINVILLE

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	14,045	100.00%	22,820	100.00%	3,533	100.00%
Race								
White	2,133,452	84.05%	13,281	94.56%	20,705	90.73%	3,178	89.95%
Black	202,049	7.96%	271	1.93%	847	3.71%	315	8.92%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	15	0.10%	29	0.13%	5	0.14%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	260	1.85%	534	2.34%	35	0.99%
Native Hawaiian	962	0.10%	0	0.00%	4	0.02%	0	0.00%
Other	105,255	4.15%	218	1.55%	702	3.08%		
Ethnicity								
Hispanic	246,449	9.71%	528	3.76%	1,456	6.38%	437	12.37%
Middle Eastern							27	0.76%
Gender								
Male							2,324	65.78%
Female							1,209	34.22%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,404	96.35%	1,113	31.50%

Stop Enforcement Method					
General		Blind		Spot-Check	
3,240	91.71%	203	5.75%	90	2.55%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	52	1.47%	2,459	69.60%	1,022	28.93%
Race						
White	47	1.48%	2,223	69.95%	908	28.57%
Black	3	0.95%	210	66.67%	102	32.38%
AsPac	2	5.71%	24	68.57%	9	25.71%
AI/AN	0	0.00%	2	40.00%	3	60.00%
Ethnicity						
Hispanic	10	2.29%	255	58.35%	172	39.36%
Middle Eastern	1	3.70%	17	62.96%	9	33.33%

Stops by Month		Stops by Time of Day	
October 2013	679	6:00am - 9:59am	428
November 2013	494	10:00am - 1:59pm	508
December 2013	417	2:00pm - 5:59pm	478
January 2014	425	6:00pm - 9:59pm	965
February 2014	312	10:00pm - 1:59am	823
March 2014	507	2:00am - 5:59am	331
April 2014	387		
May 2014	312		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	967	27.37%	1,324	37.48%	968	27.40%	273	7.73%
Race								
White	865	24.48%	1,167	33.03%	883	24.99%	262	7.42%
Black	86	2.43%	145	4.10%	73	2.07%	11	0.31%
AsPac	13	0.37%	10	0.28%	12	0.34%	0	0.00%
AI/AN	3	0.08%	2	0.06%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	113	3.20%	216	6.11%	98	2.77%	10	0.28%
Middle Eastern	6	0.17%	15	0.42%	5	0.14%	1	0.03%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	28	0.79%	125	3.54%	583	16.50%	50	1.42%	2,697	76.34%	50	1.42%
Race												
White	26	0.82%	105	3.30%	538	16.93%	44	1.38%	2,423	76.24%	42	1.32%
Black	2	0.63%	20	6.35%	41	13.02%	5	1.59%	241	76.51%	6	1.90%
AsPac	0	0.00%	0	0.00%	3	8.57%	0	0.00%	30	85.71%	2	5.71%
AI/AN	0	0.00%	0	0.00%	1	20.00%	1	20.00%	3	60.00%	0	0.00%
Ethnicity												
Hispanic	4	0.92%	23	5.26%	90	20.59%	3	0.69%	313	71.62%	4	0.92%
Middle Eastern	1	3.70%	0	0.00%	2	7.41%	1	3.70%	22	81.48%	1	3.70%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	197	5.58%	85	43.15%	1	0.51%	111	56.35%	76	38.58%
Race										
White	169	5.32%	73	43.20%	1	0.59%	95	56.21%	71	42.01%
Black	27	8.57%	11	40.74%	0	0.00%	16	59.26%	5	18.52%
AsPac	1	2.86%	1	100.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	32	7.32%	13	40.63%	1	3.13%	18	56.25%	15	46.88%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	6.57%	5.32%	1.61%	17.04%	20.01%	7.05%	8.38%	8.75%	0.51%	5.52%	1.73%	5.15%
Race												
White	6.48%	5.16%	1.57%	17.50%	20.23%	7.14%	8.43%	8.81%	0.53%	5.03%	1.83%	5.22%
Black	7.30%	7.30%	1.90%	12.06%	17.78%	6.03%	7.94%	6.98%	0.32%	10.48%	0.95%	4.76%
AsPac	2.86%	2.86%	2.86%	22.86%	14.29%	8.57%	8.57%	20.00%	0.00%	5.71%	0.00%	2.86%
AI/AN	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	6.41%	8.01%	2.29%	11.90%	22.20%	5.26%	7.09%	6.86%	0.69%	9.15%	1.37%	3.89%
Middle Eastern	7.41%	3.70%	3.70%	22.22%	25.93%	0.00%	14.81%	7.41%	0.00%	7.41%	3.70%	3.70%

PLYMOUTH

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	9,691	100.00%	11,169	100.00%	1,011	100.00%
Race								
White	2,133,452	84.05%	9,512	98.16%	10,813	96.81%	952	94.16%
Black	202,049	7.96%	30	0.31%	103	0.92%	50	4.95%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	4	0.04%	1	0.10%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	0	0.00%	34	0.30%	8	0.79%
Native Hawaiian	962	0.10%	0	0.00%	0	0.00%	0	0.00%
Other	105,255	4.15%	148	1.53%	215	1.92%		
Ethnicity								
Hispanic	246,449	9.71%	234	2.41%	358	3.21%	73	7.22%
Middle Eastern							26	2.57%
Gender								
Male							683	67.56%
Female							328	32.44%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
913	90.31%	155	15.33%

Stop Enforcement Method					
General		Blind		Spot-Check	
943	93.27%	59	5.84%	9	0.89%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	30	2.97%	899	88.92%	82	8.11%
Race						
White	27	2.84%	851	89.39%	74	7.77%
Black	3	6.00%	39	78.00%	8	16.00%
AsPac	0	0.00%	8	100.00%	0	0.00%
AI/AN	0	0.00%	1	100.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	68	93.15%	5	6.85%
Middle Eastern	0	0.00%	24	92.31%	2	7.69%

Stops by Month		Stops by Time of Day	
October 2013	126	6:00am - 9:59am	52
November 2013	120	10:00am - 1:59pm	72
December 2013	138	2:00pm - 5:59pm	99
January 2014	209	6:00pm - 9:59pm	98
February 2014	0	10:00pm - 1:59am	668
March 2014	0	2:00am - 5:59am	22
April 2014	185		
May 2014	233		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	270	26.71%	338	33.43%	297	29.38%	65	6.43%
Race								
White	250	24.73%	313	30.96%	286	28.29%	64	6.33%
Black	15	1.48%	21	2.08%	11	1.09%	1	0.10%
AsPac	5	0.49%	3	0.30%	0	0.00%	0	0.00%
AI/AN	0	0.00%	1	0.10%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	17	1.68%	33	3.26%	18	1.78%	1	0.10%
Middle Eastern	9	0.89%	7	0.69%	7	0.69%	2	0.20%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	6	0.59%	19	1.88%	138	13.65%	159	15.73%	640	63.30%	49	4.85%
Race												
White	6	0.63%	14	1.47%	132	13.87%	153	16.07%	603	63.34%	44	4.62%
Black	0	0.00%	4	8.00%	5	10.00%	5	10.00%	32	64.00%	4	8.00%
AsPac	0	0.00%	1	12.50%	1	12.50%	1	12.50%	4	50.00%	1	12.50%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	4	5.48%	15	20.55%	7	9.59%	46	63.01%	1	1.37%
Middle Eastern	0	0.00%	1	3.85%	1	3.85%	8	30.77%	15	57.69%	1	3.85%

Search Information												
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search	
	48	4.75%	32	66.67%	2	4.17%	14	29.17%	9			18.75%
Race												
White	46	4.83%	30	65.22%	2	4.35%	14	30.43%	8			17.39%
Black	2	4.00%	2	100.00%	0	0.00%	0	0.00%	1			50.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0			0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0			0.00%
Ethnicity												
Hispanic	8	10.96%	7	87.50%	0	0.00%	1	12.50%	2			25.00%
Middle Eastern	1	3.85%	0	0.00%	0	0.00%	1	100.00%	0			0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	2.27%	7.12%	0.30%	16.62%	11.08%	12.56%	6.43%	9.00%	0.10%	4.06%	4.35%	12.66%
Race												
White	1.89%	7.04%	0.32%	16.91%	10.82%	12.92%	6.30%	8.61%	0.11%	3.78%	4.52%	13.24%
Black	6.00%	8.00%	0.00%	12.00%	18.00%	6.00%	10.00%	12.00%	0.00%	10.00%	2.00%	2.00%
AsPac	12.50%	12.50%	0.00%	12.50%	0.00%	12.50%	0.00%	37.50%	0.00%	0.00%	0.00%	12.50%
AI/AN	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	4.11%	19.18%	0.00%	13.70%	6.85%	9.59%	5.48%	12.33%	0.00%	5.48%	2.74%	8.22%
Middle Eastern	0.00%	3.85%	0.00%	30.77%	7.69%	11.54%	3.85%	11.54%	0.00%	0.00%	0.00%	19.23%

PORTLAND

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	7,391	100.00%	8,966	100.00%	132	100.00%
Race								
White	2,133,452	84.05%	7,154	96.80%	8,530	95.14%	126	95.45%
Black	202,049	7.96%	65	0.88%	153	1.71%	5	3.79%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	2	0.02%	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	14	0.19%	65	0.72%	1	0.76%
Native Hawaiian	962	0.10%	0	0.00%	1	0.01%	0	0.00%
Other	105,255	4.15%	157	2.13%	215	2.40%		
Ethnicity								
Hispanic	246,449	9.71%	257	3.48%	362	4.04%	6	4.55%
Middle Eastern							1	0.76%
Gender								
Male							91	68.94%
Female							41	31.06%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
130	98.48%	34	25.76%

Stop Enforcement Method					
General		Blind		Spot-Check	
132	100%	0	0.00%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	0	0.00%	131	99.24%	1	0.76%
Race						
White	0	0.00%	125	99.21%	1	0.79%
Black	0	0.00%	5	100.00%	0	0.00%
AsPac	0	0.00%	1	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	6	100.00%	0	0.00%
Middle Eastern	0	0.00%	1	100.00%	0	0.00%

	Stops by Month	Stops by Time of Day
October 2013	12	6:00am - 9:59am 7
November 2013	22	10:00am - 1:59pm 10
December 2013	20	2:00pm - 5:59pm 6
January 2014	20	6:00pm - 9:59pm 5
February 2014	10	10:00pm - 1:59am 99
March 2014	23	2:00am - 5:59am 5
April 2014	5	
May 2014	20	

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	33	25.00%	41	31.06%	48	36.36%	10	7.58%
Race								
White	30	22.73%	39	29.55%	47	35.61%	10	7.58%
Black	3	2.27%	1	0.76%	1	0.76%	0	0.00%
AsPac	0	0.00%	1	0.76%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	2	1.52%	2	1.52%	2	1.52%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	1	0.76%	0	0.00%

PUTNAM

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	11,888	100.00%	6,922	100.00%	1,791	100.00%
White	2,133,452	84.05%	10,994	92.47%	6,457	93.28%	1,741	97.21%
Black	202,049	7.96%	326	2.74%	171	2.47%	38	2.12%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	11	0.09%	0	0.00%	11	0.61%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	159	1.34%	40	0.57%	1	0.06%
Native Hawaiian	962	0.10%	35	0.30%	35	0.51%	0	0.00%
Other	105,255	4.15%	363	3.06%	220	3.17%		
Ethnicity								
Hispanic	246,449	9.71%	364	3.06%	118	1.70%	12	0.67%
Middle Eastern							11	0.61%
Gender								
Male							951	53.10%
Female							840	46.90%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,524	85.09%	395	22.05%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,478	82.52%	295	16.47%	18	1.01%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	13	0.73%	1,477	82.47%	301	16.81%
Race						
White	13	0.75%	1,438	82.60%	290	16.66%
Black	0	0.00%	29	76.32%	9	23.68%
AsPac	0	0.00%	9	81.82%	2	18.18%
AI/AN	0	0.00%	1	100.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	10	83.33%	2	16.67%
Middle Eastern	0	0.00%	9	81.82%	2	18.18%

Stops by Month		Stops by Time of Day	
October 2013	234	6:00am - 9:59am	384
November 2013	246	10:00am - 1:59pm	324
December 2013	274	2:00pm - 5:59pm	198
January 2014	207	6:00pm - 9:59pm	429
February 2014	128	10:00pm - 1:59am	358
March 2014	133	2:00am - 5:59am	98
April 2014	228		
May 2014	341		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	377	21.05%	650	36.29%	548	30.60%	216	12.06%
Race								
White	368	20.55%	624	34.84%	534	29.82%	215	12.00%
Black	6	0.34%	20	1.12%	11	0.61%	1	0.06%
AsPac	2	0.11%	6	0.34%	3	0.17%	0	0.00%
AI/AN	1	0.06%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	3	0.17%	6	0.34%	3	0.17%	0	0.00%
Middle Eastern	3	0.17%	2	0.11%	4	0.22%	2	0.11%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	33	1.84%	30	1.68%	65	3.63%	829	46.29%	834	46.57%	0	0.00%
Race												
White	33	1.90%	29	1.67%	63	3.62%	809	46.47%	807	46.35%	0	0.00%
Black	0	0.00%	1	2.63%	0	0.00%	15	39.47%	22	57.89%	0	0.00%
AsPac	0	0.00%	0	0.00%	2	18.18%	4	36.36%	5	45.45%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	2	16.67%	0	0.00%	1	8.33%	4	33.33%	5	41.67%	0	0.00%
Middle Eastern	1	10.00%	0	0.00%	0	0.00%	7	63.64%	3	27.27%	0	0.00%

Search Information												
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search	
	5	0.28%	2	40.00%	0	0.00%	3	60.00%	2		40.00%	
Race												
White	5	0.29%	2	40.00%	0	0.00%	3	60.00%	2		40.00%	
Black	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
Ethnicity												
Hispanic	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	0.50%	4.02%	0.00%	36.74%	21.72%	1.45%	11.56%	5.08%	0.39%	0.00%	3.07%	13.07%
Race												
White	0.52%	3.91%	0.00%	36.70%	21.60%	1.44%	11.66%	4.82%	0.40%	0.00%	3.10%	13.38%
Black	0.00%	10.53%	0.00%	36.84%	23.68%	2.63%	10.53%	13.16%	0.00%	0.00%	2.63%	0.00%
AsPac	0.00%	0.00%	0.00%	45.45%	27.27%	0.00%	0.00%	18.18%	0.00%	0.00%	0.00%	9.09%
AI/AN	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	0.00%	0.00%	0.00%	33.33%	16.67%	0.00%	16.67%	16.67%	0.00%	0.00%	8.33%	0.00%
Middle Eastern	0.00%	0.00%	0.00%	18.18%	45.45%	9.09%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%

REDDING

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	6,800	100.00%	7,762	100.00%	1,834	100.00%
Race								
White	2,133,452	84.05%	6,491	95.46%	7,279	93.78%	1,748	95.31%
Black	202,049	7.96%	33	0.49%	102	1.31%	63	3.44%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	24	0.35%	26	0.33%	1	0.05%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	144	2.12%	186	2.39%	22	1.20%
Native Hawaiian	962	0.10%	0	0.00%	0	0.01%	0	0.00%
Other	105,255	4.15%	108	1.58%	169	2.18%		
Ethnicity								
Hispanic	246,449	9.71%	161	2.37%	280	3.61%	153	8.34%
Middle Eastern							30	1.64%
Gender								
Male							1,191	64.94%
Female							643	35.06%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
949	51.74%	251	13.69%

Stop Enforcement Method					
General		Blind		Spot-Check	
749	40.84%	889	48.47%	196	10.69%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	12	0.65%	1,802	98.26%	20	1.09%
Race						
White	11	0.63%	1,718	98.28%	19	1.09%
Black	1	1.59%	61	96.83%	1	1.59%
AsPac	0	0.00%	22	100.00%	0	0.00%
AI/AN	0	0.00%	1	100.00%	0	0.00%
Ethnicity						
Hispanic	1	0.65%	151	98.69%	1	0.65%
Middle Eastern	0	0.00%	30	100.00%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	311	6:00am - 9:59am	492
November 2013	141	10:00am - 1:59pm	381
December 2013	128	2:00pm - 5:59pm	389
January 2014	242	6:00pm - 9:59pm	396
February 2014	126	10:00pm - 1:59am	149
March 2014	309	2:00am - 5:59am	27
April 2014	265		
May 2014	312		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	330	17.99%	483	26.34%	784	42.75%	206	11.23%
Race								
White	319	17.39%	447	24.37%	756	41.22%	196	10.69%
Black	8	0.44%	29	1.58%	20	1.09%	6	0.33%
AsPac	3	0.16%	7	0.38%	7	0.38%	4	0.22%
AI/AN	0	0.00%	0	0.00%	1	0.05%	0	0.00%
Ethnicity								
Hispanic	31	1.69%	76	4.14%	38	2.07%	5	0.27%
Middle Eastern	5	0.27%	14	0.76%	7	0.38%	4	0.22%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	2	0.11%	35	1.91%	213	11.61%	443	24.15%	1,112	60.63%	29	1.58%
Race												
White	2	0.11%	32	1.83%	205	11.73%	417	23.86%	1,064	60.87%	28	1.60%
Black	0	0.00%	3	4.76%	8	12.70%	17	26.98%	34	53.97%	1	1.59%
AsPac	0	0.00%	0	0.00%	0	0.00%	9	40.91%	13	59.09%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%
Ethnicity												
Hispanic	1	0.65%	7	4.58%	29	18.95%	34	22.22%	79	51.63%	3	1.96%
Middle Eastern	0	0.00%	0	0.00%	3	10.00%	6	20.00%	21	70.00%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	17	0.93%	2	11.76%	11	64.71%	4	23.53%	2	11.76%	
Race											
White	16	0.92%	2	12.50%	10	62.50%	4	25.00%	2	12.50%	
Black	1	1.59%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	7	4.58%	1	14.29%	4	57.14%	2	28.57%	1	14.29%	
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	11.18%	0.65%	1.09%	39.20%	8.51%	6.60%	0.16%	6.27%	0.00%	0.55%	4.03%	10.85%
Race												
White	11.10%	0.63%	0.97%	39.53%	8.52%	6.64%	0.17%	5.95%	0.00%	0.51%	4.12%	10.93%
Black	17.46%	0.00%	4.76%	31.75%	6.35%	3.17%	0.00%	12.70%	0.00%	1.59%	1.59%	12.70%
AsPac	0.00%	4.55%	0.00%	36.36%	13.64%	9.09%	0.00%	13.64%	0.00%	0.00%	4.55%	0.00%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	10.46%	1.31%	1.96%	29.41%	9.80%	3.92%	0.00%	9.15%	0.00%	1.31%	3.92%	11.11%
Middle Eastern	10.00%	3.33%	0.00%	46.67%	3.33%	10.00%	0.00%	13.33%	0.00%	0.00%	3.33%	6.67%

ROCKY HILL

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	15,081	100.00%	28,175	100.00%	2,480	100.00%
Race								
White	2,133,452	84.05%	12,359	81.95%	23,084	81.93%	2,145	86.49%
Black	202,049	7.96%	602	3.99%	1,744	6.19%	259	10.44%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	93	0.61%	116	0.41%	24	0.97%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,642	10.89%	2,120	7.53%	52	2.10%
Native Hawaiian	962	0.10%	0	0.00%	7	0.03%	0	0.00%
Other	105,255	4.15%	386	2.56%	1,103	3.92%		
Ethnicity								
Hispanic	246,449	9.71%	1,024	6.79%	2,404	8.53%	218	8.79%
Middle Eastern							81	3.27%
Gender								
Male							1,494	60.24%
Female							986	39.76%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
2,349	94.72%	865	34.88%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,934	77.98%	459	18.51%	87	3.51%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	30	1.21%	2,217	89.40%	233	9.40%
Race						
White	24	1.12%	1,942	90.54%	179	8.34%
Black	5	1.93%	214	82.63%	40	15.44%
AsPac	1	1.92%	46	88.46%	5	9.62%
AI/AN	0	0.00%	15	62.50%	9	37.50%
Ethnicity						
Hispanic	2	0.92%	184	84.40%	32	14.68%
Middle Eastern	0	0.00%	56	69.14%	25	30.86%

Stops by Month		Stops by Time of Day	
October 2013	280	6:00am - 9:59am	420
November 2013	283	10:00am - 1:59pm	507
December 2013	226	2:00pm - 5:59pm	461
January 2014	219	6:00pm - 9:59pm	441
February 2014	263	10:00pm - 1:59am	450
March 2014	327	2:00am - 5:59am	201
April 2014	409		
May 2014	473		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	496	20.00%	838	33.79%	838	33.79%	308	12.42%
Race								
White	432	17.42%	697	28.10%	730	29.44%	286	11.53%
Black	59	2.38%	92	3.71%	90	3.63%	18	0.73%
AsPac	4	0.16%	33	1.33%	12	0.48%	3	0.12%
AI/AN	1	0.04%	16	0.65%	6	0.24%	1	0.04%
Ethnicity								
Hispanic	53	2.14%	97	3.91%	60	2.42%	8	0.32%
Middle Eastern	8	0.32%	56	2.26%	12	0.48%	5	0.20%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	32	1.29%	124	5.00%	901	36.33%	388	15.65%	1,014	40.89%	21	0.85%
Race												
White	29	1.35%	95	4.43%	801	37.34%	341	15.90%	863	40.23%	16	0.75%
Black	3	1.16%	26	10.04%	72	27.80%	35	13.51%	119	45.95%	4	1.54%
AsPac	0	0.00%	3	5.77%	23	44.23%	6	11.54%	19	36.54%	1	1.92%
AI/AN	0	0.00%	0	0.00%	5	20.83%	6	25.00%	13	54.17%	0	0.00%
Ethnicity												
Hispanic	3	1.38%	19	8.72%	68	31.19%	35	16.06%	92	42.20%	0	0.00%
Middle Eastern	2	2.47%	5	6.17%	25	30.86%	11	13.58%	38	46.91%	1	0.46%

Search Information												
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search	
	49	1.98%	23	46.94%	1	2.04%	25	51.02%	18		36.73%	
Race												
White	43	2.00%	20	46.51%	1	2.33%	22	51.16%	14		32.56%	
Black	6	2.32%	3	50.00%	0	0.00%	3	50.00%	4		66.67%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
Ethnicity												
Hispanic	8	3.67%	3	37.50%	1	12.50%	4	50.00%	1		12.50%	
Middle Eastern	1	1.23%	0	0.00%	0	0.00%	1	100.00%	1		100.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	11.94%	1.61%	2.42%	16.49%	11.13%	8.67%	8.71%	9.72%	0.32%	0.93%	10.77%	8.06%
Race												
White	12.31%	1.45%	2.05%	16.60%	10.07%	9.23%	8.48%	9.51%	0.33%	0.89%	11.42%	8.76%
Black	10.04%	3.47%	5.79%	14.29%	16.60%	3.47%	11.58%	11.58%	0.39%	1.16%	7.72%	2.70%
AsPac	7.69%	0.00%	1.92%	28.85%	13.46%	9.62%	5.77%	13.46%	0.00%	0.00%	3.85%	7.69%
AI/AN	8.33%	0.00%	0.00%	4.17%	41.67%	12.50%	4.17%	0.00%	0.00%	4.17%	0.00%	4.17%
Ethnicity												
Hispanic	13.76%	3.21%	4.13%	11.47%	15.14%	5.05%	5.96%	11.47%	0.46%	3.67%	7.80%	4.59%
Middle Eastern	3.70%	0.00%	2.47%	17.28%	35.80%	7.41%	7.41%	7.41%	0.00%	1.23%	3.70%	3.70%

SEYMOUR

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	12,688	100.00%	15,987	100.00%	2,200	100.00%
Race								
White	2,133,452	84.05%	11,464	90.36%	14,236	89.05%	2,042	92.82%
Black	202,049	7.96%	402	3.17%	656	4.10%	128	5.82%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	48	0.38%	57	0.35%	1	0.05%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	230	1.81%	333	2.08%	29	1.32%
Native Hawaiian	962	0.10%	0	0.00%	1	0.00%	0	0.00%
Other	105,255	4.15%	543	4.28%	704	4.41%		
Ethnicity								
Hispanic	246,449	9.71%	763	6.01%	1,135	7.10%	121	5.50%
Middle Eastern							16	0.73%
Gender								
Male							1,386	63.00%
Female							814	37.00%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,943	88.32%	791	35.95%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,672	76.00%	519	23.59%	9	0.41%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	8	0.36%	1,961	89.14%	231	10.50%
Race						
White	7	0.34%	1,826	89.42%	209	10.24%
Black	1	0.78%	110	85.94%	17	13.28%
AsPac	0	0.00%	25	86.21%	4	13.79%
AI/AN	0	0.00%	0	0.00%	1	100.00%
Ethnicity						
Hispanic	1	0.83%	112	92.56%	8	6.61%
Middle Eastern	0	0.00%	15	93.75%	1	6.25%

Stops by Month		Stops by Time of Day	
October 2013	160	6:00am - 9:59am	368
November 2013	240	10:00am - 1:59pm	309
December 2013	312	2:00pm - 5:59pm	376
January 2014	333	6:00pm - 9:59pm	382
February 2014	241	10:00pm - 1:59am	580
March 2014	428	2:00am - 5:59am	185
April 2014	230		
May 2014	256		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	494	22.45%	689	31.32%	731	33.23%	222	10.09%
Race								
White	442	20.09%	627	28.50%	691	31.41%	219	9.95%
Black	46	2.09%	50	2.27%	29	1.32%	3	0.14%
AsPac	6	0.27%	11	0.50%	11	0.50%	0	0.00%
AI/AN	0	0.00%	1	0.05%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	27	1.23%	50	2.27%	32	1.45%	10	0.45%
Middle Eastern	5	0.23%	5	0.23%	6	0.27%	0	0.00%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	8	0.36%	85	3.86%	454	20.64%	337	15.32%	1,308	59.45%	8	0.36%
Race												
White	7	0.34%	72	3.53%	424	20.76%	310	15.18%	1,221	59.79%	8	0.39%
Black	1	0.78%	12	9.38%	25	19.53%	23	17.97%	67	52.34%	0	0.00%
AsPac	0	0.00%	1	3.45%	5	17.24%	4	13.79%	19	65.52%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	9	7.44%	30	24.79%	15	12.40%	67	55.37%	0	0.00%
Middle Eastern	0	0.00%	1	6.25%	2	12.50%	4	25.00%	9	56.25%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	52	2.36%	6	11.54%	38	73.08%	8	15.38%	4	7.69%	
Race											
White	39	1.91%	3	7.69%	30	76.92%	6	15.38%	3	7.69%	
Black	13	10.16%	3	23.08%	8	61.54%	2	15.38%	1	7.69%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	7	5.79%	2	28.57%	5	71.43%	0	0.00%	0	0.00%	
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	7.55%	1.68%	1.50%	21.73%	19.50%	21.23%	10.09%	3.23%	0.86%	0.27%	1.09%	4.05%
Race												
White	7.54%	1.71%	1.32%	21.45%	19.34%	21.30%	10.28%	3.04%	0.83%	0.29%	1.13%	4.16%
Black	7.81%	1.56%	4.69%	25.00%	22.66%	18.75%	7.81%	4.69%	1.56%	0.00%	0.78%	1.56%
AsPac	6.90%	0.00%	0.00%	27.59%	13.79%	27.59%	6.90%	10.34%	0.00%	0.00%	0.00%	6.90%
AI/AN	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	6.61%	3.31%	1.65%	21.49%	14.05%	23.14%	8.26%	3.31%	0.83%	1.65%	3.31%	2.48%
Middle Eastern	0.00%	0.00%	0.00%	18.75%	12.50%	43.75%	18.75%	0.00%	0.00%	0.00%	0.00%	6.25%

SOUTH WINDSOR

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	19,430	100.00%	29,906	100.00%	1,510	100.00%
Race								
White	2,133,452	84.05%	16,266	83.71%	24,733	82.70%	1,208	80.00%
Black	202,049	7.96%	913	4.70%	1,929	6.45%	260	17.22%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	28	0.14%	47	0.16%	10	0.66%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,721	8.86%	2,131	7.13%	32	2.12%
Native Hawaiian	962	0.10%	32	0.17%	37	0.12%	0	0.00%
Other	105,255	4.15%	470	2.42%	1,030	3.44%		
Ethnicity								
Hispanic	246,449	9.71%	1,082	5.57%	2,120	7.09%	167	11.06%
Middle Eastern							24	1.59%
Gender								
Male							1,018	67.42%
Female							492	32.58%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,423	94.24%	498	32.98%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,491	98.74%	8	0.53%	11	0.73%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	10	0.66%	977	64.70%	523	34.64%
Race						
White	7	0.58%	824	68.21%	377	31.21%
Black	3	1.15%	129	49.62%	128	49.23%
AsPac	0	0.00%	19	59.38%	13	40.63%
AI/AN	0	0.00%	5	50.00%	5	50.00%
Ethnicity						
Hispanic	1	0.60%	91	54.49%	75	44.91%
Middle Eastern	0	0.00%	18	75.00%	6	25.00%

Stops by Month		Stops by Time of Day	
October 2013	123	6:00am - 9:59am	185
November 2013	129	10:00am - 1:59pm	233
December 2013	118	2:00pm - 5:59pm	311
January 2014	109	6:00pm - 9:59pm	212
February 2014	107	10:00pm - 1:59am	443
March 2014	330	2:00am - 5:59am	126
April 2014	275		
May 2014	319		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	444	29.40%	514	34.04%	440	29.14%	112	7.42%
Race								
White	370	24.50%	393	26.03%	351	23.25%	94	6.23%
Black	65	4.30%	104	6.89%	77	5.10%	14	0.93%
AsPac	8	0.53%	11	0.73%	9	0.60%	4	0.26%
AI/AN	1	0.07%	6	0.40%	3	0.20%	0	0.00%
Ethnicity								
Hispanic	50	3.31%	69	4.57%	41	2.72%	7	0.46%
Middle Eastern	6	0.40%	8	0.53%	9	0.60%	1	0.07%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	6	0.40%	83	5.50%	471	31.19%	63	4.17%	861	57.02%	26	1.72%
Race												
White	5	0.41%	58	4.80%	395	32.70%	55	4.55%	674	55.79%	21	1.74%
Black	1	0.38%	23	8.85%	70	26.92%	7	2.69%	154	59.23%	5	1.92%
AsPac	0	0.00%	1	3.13%	5	15.63%	1	3.13%	25	78.13%	0	0.00%
AI/AN	0	0.00%	1	10.00%	1	10.00%	0	0.00%	8	80.00%	0	0.00%
Ethnicity												
Hispanic	2	1.20%	16	9.58%	43	25.75%	6	3.59%	97	58.08%	3	1.80%
Middle Eastern	0	0.00%	1	4.17%	6	25.00%	1	4.17%	16	66.67%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	93	6.16%	23	24.73%	19	20.43%	51	54.84%	51	54.84%
Race										
White	67	5.55%	16	23.88%	14	20.90%	37	55.22%	37	55.22%
Black	25	9.62%	7	28.00%	4	16.00%	14	56.00%	14	56.00%
AsPac	1	3.13%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	3	1.80%	1	33.33%	1	33.33%	1	33.33%	1	33.33%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	5.23%	12.98%	1.32%	13.97%	21.26%	10.40%	9.74%	5.50%	0.86%	1.13%	6.89%	6.09%
Race												
White	5.05%	11.51%	0.99%	15.73%	19.87%	11.42%	9.69%	5.55%	0.83%	0.99%	7.12%	6.71%
Black	6.54%	19.23%	3.08%	6.92%	26.92%	5.00%	9.62%	5.77%	1.15%	1.92%	5.77%	2.69%
AsPac	3.13%	12.50%	0.00%	9.38%	25.00%	18.75%	12.50%	3.13%	0.00%	0.00%	6.25%	6.25%
AI/AN	0.00%	30.00%	0.00%	0.00%	30.00%	0.00%	10.00%	0.00%	0.00%	0.00%	10.00%	20.00%
Ethnicity												
Hispanic	5.39%	16.17%	1.20%	8.98%	26.95%	5.39%	9.58%	5.99%	1.20%	2.40%	5.99%	5.39%
Middle Eastern	4.17%	4.17%	0.00%	20.83%	25.00%	12.50%	4.17%	8.33%	0.00%	0.00%	8.33%	8.33%

SOUTHINGTON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	32,994	100.00%	44,342	100.00%	4,057	100.00%
Race								
White	2,133,452	84.05%	31,795	96.36%	41,365	93.28%	3,921	96.65%
Black	202,049	7.96%	320	0.97%	1,074	2.42%	114	2.81%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	23	0.05%	3	0.07%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	495	1.50%	843	1.90%	19	0.47%
Native Hawaiian	962	0.10%	0	0.00%	6	0.01%	0	0.00%
Other	105,255	4.15%	385	1.17%	1,031	2.33%		
Ethnicity								
Hispanic	246,449	9.71%	1,123	3.40%	2,731	6.16%	196	4.83%
Middle Eastern							40	0.99%
Gender								
Male							2,168	53.44%
Female							1,889	46.56%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,986	98.25%	2,093	51.59%

Stop Enforcement Method					
General		Blind		Spot-Check	
3,242	79.91%	699	17.23%	116	2.86%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	12	0.30%	3,957	97.54%	88	2.17%
Race						
White	12	0.31%	3,829	97.65%	80	2.04%
Black	0	0.00%	106	92.98%	8	7.02%
AsPac	0	0.00%	19	100.00%	0	0.00%
AI/AN	0	0.00%	3	100.00%	0	0.00%
Ethnicity						
Hispanic	1	0.51%	188	95.92%	7	3.57%
Middle Eastern	0	0.00%	31	77.50%	9	22.50%

Stops by Month		Stops by Time of Day	
October 2013	413	6:00am - 9:59am	578
November 2013	457	10:00am - 1:59pm	927
December 2013	365	2:00pm - 5:59pm	1,582
January 2014	566	6:00pm - 9:59pm	637
February 2014	485	10:00pm - 1:59am	325
March 2014	677	2:00am - 5:59am	8
April 2014	530		
May 2014	564		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	817	20.14%	1,232	30.37%	1,490	36.73%	499	12.30%
Race								
White	792	19.52%	1,165	28.72%	1,455	35.86%	490	12.08%
Black	24	0.59%	56	1.38%	28	0.69%	6	0.15%
AsPac	1	0.02%	9	0.22%	6	0.15%	3	0.07%
AI/AN	0	0.00%	2	0.05%	1	0.02%	0	0.00%
Ethnicity								
Hispanic	56	1.38%	90	2.22%	44	1.08%	5	0.12%
Middle Eastern	9	0.22%	11	0.27%	18	0.44%	2	0.05%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Total	4	0.10%	103	2.54%	1,082	26.67%	2,608	64.28%	255	6.29%	5	0.12%
Race												
White	4	0.10%	100	2.55%	1,039	26.50%	2,530	64.52%	243	6.20%	5	0.13%
Black	0	0.00%	3	2.63%	38	33.33%	61	53.51%	12	10.53%	0	0.00%
AsPac	0	0.00%	0	0.00%	5	26.32%	14	73.68%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	3	100.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	1	0.51%	15	7.65%	65	33.16%	103	52.55%	12	6.12%	0	0.00%
Middle Eastern	0	0.00%	1	2.50%	10	25.00%	28	70.00%	1	2.50%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	Count	%	Count	%	Count	%	Count	%	Count	%
Total	17	0.42%	10	58.82%	0	0.00%	7	41.18%	13	76.47%
Race										
White	17	0.43%	10	58.82%	0	0.00%	7	41.18%	13	76.47%
Black	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	2	1.02%	1	50.00%	0	0.00%	1	50.00%	1	50.00%
Middle Eastern	2	5.00%	1	50.00%	0	0.00%	1	50.00%	2	100.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	10.35%	1.01%	0.74%	52.26%	4.88%	3.55%	4.61%	1.77%	0.22%	0.57%	4.54%	13.63%
Race												
White	10.23%	0.94%	0.77%	52.69%	4.67%	3.55%	4.64%	1.71%	0.23%	0.59%	4.46%	13.70%
Black	15.79%	3.51%	0.00%	37.72%	12.28%	2.63%	3.51%	3.51%	0.00%	0.00%	7.02%	10.53%
AsPac	5.26%	0.00%	0.00%	52.63%	5.26%	10.53%	5.26%	0.00%	0.00%	0.00%	5.26%	15.79%
AI/AN	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	33.33%	0.00%	0.00%	0.00%	33.33%
Ethnicity												
Hispanic	13.27%	0.51%	1.02%	42.35%	6.63%	3.06%	6.12%	3.06%	0.00%	1.02%	7.14%	13.27%
Middle Eastern	7.50%	5.00%	0.00%	22.50%	15.00%	5.00%	5.00%	7.50%	15.00%	0.00%	5.00%	10.00%

STAMFORD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	86,638	100.00%	137,525	100.00%	637	100.00%
Race								
White	2,133,452	84.05%	56,394	65.09%	96,106	69.88%	525	82.42%
Black	202,049	7.96%	11,053	12.76%	16,096	11.70%	93	14.60%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	133	0.15%	223	0.16%	18	2.83%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	6,834	7.89%	9,359	6.81%	1	0.16%
Native Hawaiian	962	0.10%	30	0.03%	52	0.04%	0	0.00%
Other	105,255	4.15%	12,194	14.07%	15,690	11.41%		
Ethnicity								
Hispanic	246,449	9.71%	20,117	23.22%	27,508	20.00%	89	13.97%
Middle Eastern							12	1.88%
Gender								
Male							388	60.91%
Female							249	39.09%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
531	83.36%	387	60.75%

Stop Enforcement Method					
General		Blind		Spot-Check	
376	59.03%	249	39.09%	12	1.88%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	15	2.35%	550	86.34%	72	11.30%
Race						
White	12	2.29%	457	87.05%	56	10.67%
Black	2	2.15%	75	80.65%	16	17.20%
AsPac	0	0.00%	18	100.00%	0	0.00%
AI/AN	1	100.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	3	3.37%	60	67.42%	26	29.21%
Middle Eastern	1	8.33%	11	91.67%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	7	6:00am - 9:59am	147
November 2013	99	10:00am - 1:59pm	141
December 2013	154	2:00pm - 5:59pm	131
January 2014	120	6:00pm - 9:59pm	105
February 2014	74	10:00pm - 1:59am	87
March 2014	69	2:00am - 5:59am	26
April 2014	69		
May 2014	45		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	106	16.64%	201	31.55%	254	39.87%	75	11.77%
Race								
White	91	14.29%	154	24.18%	216	33.91%	64	10.05%
Black	14	2.20%	41	6.44%	27	4.24%	10	1.57%
AsPac	1	0.16%	6	0.94%	10	1.57%	1	0.16%
AI/AN	0	0.00%	0	0.00%	1	0.16%	0	0.00%
Ethnicity								
Hispanic	16	2.51%	42	6.59%	28	4.40%	3	0.47%
Middle Eastern	3	0.47%	5	0.78%	2	0.31%	2	0.31%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
		5	0.78%	25	3.92%	324	50.86%	2	0.31%	281	44.11%	0
Race												
White	3	0.57%	21	4.00%	286	54.48%	1	0.19%	214	40.76%	0	0.00%
Black	2	2.15%	4	4.30%	29	31.18%	1	1.08%	57	61.29%	0	0.00%
AsPac	0	0.00%	0	0.00%	9	50.00%	0	0.00%	9	50.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%
Ethnicity												
Hispanic	2	2.25%	4	4.49%	37	41.57%	0	0.00%	46	51.69%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	7	58.33%	0	0.00%	5	41.67%	0	0.00%

Search Information												
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search	
		14	2.20%	3	21.43%	8	57.14%	3	21.43%	4		28.57%
Race												
White	9	1.71%	0	0.00%	7	77.78%	2	22.22%	2		22.22%	
Black	5	5.38%	3	60.00%	1	20.00%	1	20.00%	2		40.00%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0		0.00%	
Ethnicity												
Hispanic	1	1.12%	0	0.00%	1	100.00%	0	0.00%	1		100.00%	
Middle Eastern	1	8.33%	0	0.00%	1	100.00%	0	0.00%	0		0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	0.47%	2.83%	0.00%	38.30%	10.52%	10.68%	15.86%	7.22%	0.00%	1.10%	1.10%	6.75%
Race												
White	0.57%	3.24%	0.00%	40.76%	9.52%	10.86%	14.29%	7.81%	0.00%	0.95%	1.14%	6.29%
Black	0.00%	1.08%	0.00%	23.66%	18.28%	7.53%	23.66%	5.38%	0.00%	2.15%	1.08%	9.68%
AsPac	0.00%	0.00%	0.00%	44.44%	0.00%	22.22%	22.22%	0.00%	0.00%	0.00%	0.00%	5.56%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	2.25%	2.25%	0.00%	13.48%	25.84%	11.24%	14.61%	10.11%	0.00%	4.49%	1.12%	4.49%
Middle Eastern	0.00%	0.00%	0.00%	33.33%	8.33%	8.33%	25.00%	0.00%	0.00%	0.00%	8.33%	0.00%

STONINGTON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	14,570	100.00%	20,010	100.00%	1,221	100.00%
Race								
White	2,133,452	84.05%	13,703	94.05%	18,426	92.08%	1,141	93.45%
Black	202,049	7.96%	215	1.47%	453	2.26%	53	4.34%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	25	0.17%	46	0.23%	25	2.05%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	232	1.59%	447	2.24%	2	0.16%
Native Hawaiian	962	0.10%	0	0.00%	3	0.02%	0	0.00%
Other	105,255	4.15%	395	2.71%	635	3.18%		
Ethnicity								
Hispanic	246,449	9.71%	305	2.09%	671	3.35%	49	4.01%
Middle Eastern							36	2.95%
Gender								
Male							730	59.79%
Female							491	40.21%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
892	73.05%	517	42.34%

Stop Enforcement Method					
General		Blind		Spot-Check	
421	34.48%	739	60.52%	61	5.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	46	3.77%	982	80.43%	193	15.81%
Race						
White	43	3.77%	914	80.11%	184	16.13%
Black	2	3.77%	44	83.02%	7	13.21%
AsPac	1	4.00%	22	88.00%	2	8.00%
AI/AN	0	0.00%	2	100.00%	0	0.00%
Ethnicity						
Hispanic	3	6.12%	41	83.67%	5	10.20%
Middle Eastern	1	2.78%	29	80.56%	6	16.67%

Stops by Month		Stops by Time of Day	
October 2013	153	6:00am - 9:59am	142
November 2013	131	10:00am - 1:59pm	194
December 2013	127	2:00pm - 5:59pm	268
January 2014	116	6:00pm - 9:59pm	322
February 2014	182	10:00pm - 1:59am	216
March 2014	180	2:00am - 5:59am	79
April 2014	125		
May 2014	207		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	232	19.00%	354	28.99%	440	36.04%	195	15.97%
Race								
White	216	17.69%	324	26.54%	412	33.74%	189	15.48%
Black	12	0.98%	23	1.88%	17	1.39%	1	0.08%
AsPac	4	0.33%	6	0.49%	10	0.82%	5	0.41%
AI/AN	0	0.00%	1	0.08%	1	0.08%	0	0.00%
Ethnicity								
Hispanic	9	0.74%	22	1.80%	11	0.90%	7	0.57%
Middle Eastern	4	0.33%	11	0.90%	14	1.15%	7	0.57%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	16	1.31%	29	2.38%	261	21.38%	18	1.47%	848	69.45%	49	4.01%
Race												
White	15	1.31%	28	2.45%	242	21.21%	18	1.58%	793	69.50%	45	3.94%
Black	1	1.89%	0	0.00%	14	26.42%	0	0.00%	35	66.04%	3	5.66%
AsPac	0	0.00%	1	4.00%	5	20.00%	0	0.00%	18	72.00%	1	4.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	100.00%	0	0.00%
Ethnicity												
Hispanic	1	2.04%	3	6.12%	11	22.45%	1	2.04%	32	65.31%	1	2.04%
Middle Eastern	2	5.56%	2	5.56%	6	16.67%	1	2.78%	24	66.67%	1	2.78%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	7	0.57%	3	42.86%	1	14.29%	2	28.57%	3	42.86%
Race										
White	5	0.44%	3	60.00%	0	0.00%	2	40.00%	1	20.00%
Black	2	3.77%	0	0.00%	1	50.00%	0	0.00%	2	100.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	1	2.04%	0	0.00%	0	0.00%	1	100.00%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	9.99%	1.56%	1.15%	15.81%	15.32%	6.63%	9.83%	9.91%	0.41%	0.16%	4.50%	4.01%
Race												
White	9.64%	1.58%	1.14%	15.16%	15.78%	6.57%	10.08%	9.73%	0.44%	0.18%	4.65%	4.21%
Black	18.87%	1.89%	0.00%	26.42%	7.55%	3.77%	5.66%	11.32%	0.00%	0.00%	1.89%	1.89%
AsPac	8.00%	0.00%	4.00%	24.00%	12.00%	16.00%	4.00%	12.00%	0.00%	0.00%	4.00%	0.00%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	6.12%	8.16%	4.08%	10.20%	12.24%	2.04%	20.41%	6.12%	0.00%	0.00%	0.00%	4.08%
Middle Eastern	13.89%	0.00%	0.00%	19.44%	19.44%	11.11%	2.78%	19.44%	0.00%	0.00%	0.00%	0.00%

THOMASTON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	6,417	100.00%	8,576	100.00%	369	100.00%
Race								
White	2,133,452	84.05%	6,257	97.51%	8,114	94.61%	360	97.56%
Black	202,049	7.96%	27	0.42%	159	1.85%	6	1.63%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	25	0.38%	30	0.35%	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	44	0.69%	90	1.05%	3	0.81%
Native Hawaiian	962	0.10%	0	0.00%	1	0.01%	0	0.00%
Other	105,255	4.15%	64	1.00%	183	2.13%		
Ethnicity								
Hispanic	246,449	9.71%	88	1.37%	303	3.53%	15	4.07%
Middle Eastern							2	0.54%
Gender								
Male							254	68.83%
Female							115	31.17%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
244	66.12%	69	18.70%

Stop Enforcement Method					
General		Blind		Spot-Check	
281	76.15%	88	23.85%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	9	2.44%	292	79.13%	68	18.43%
Race						
White	8	2.22%	285	79.17%	67	18.61%
Black	1	16.67%	4	66.67%	1	16.67%
AsPac	0	0.00%	3	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	13	86.67%	2	13.33%
Middle Eastern	0	0.00%	0	0.00%	2	100.00%

Stops by Month		Stops by Time of Day	
October 2013	68	6:00am - 9:59am	36
November 2013	55	10:00am - 1:59pm	34
December 2013	52	2:00pm - 5:59pm	47
January 2014	88	6:00pm - 9:59pm	54
February 2014	24	10:00pm - 1:59am	119
March 2014	32	2:00am - 5:59am	79
April 2014	24		
May 2014	26		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	117	31.71%	95	25.75%	115	31.17%	32	8.67%
Race								
White	114	30.89%	91	24.66%	113	30.62%	32	8.67%
Black	3	0.81%	3	0.81%	0	0.00%	0	0.00%
AsPac	0	0.00%	1	0.27%	2	0.54%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	3	0.81%	5	1.36%	7	1.90%	0	0.00%
Middle Eastern	1	0.27%	0	0.00%	1	0.27%	0	0.00%

TORRINGTON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	26,759	100.00%	36,260	100.00%	6,037	100.00%
Race								
White	2,133,452	84.05%	24,400	91.18%	32,769	90.37%	5,602	92.79%
Black	202,049	7.96%	514	1.92%	1,002	2.76%	387	6.41%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	108	0.40%	134	0.37%	15	0.25%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	722	2.70%	960	2.65%	33	0.55%
Native Hawaiian	962	0.10%	0	0.00%	3	0.01%	0	0.00%
Other	105,255	4.15%	1,015	3.79%	1,393	3.84%		
Ethnicity								
Hispanic	246,449	9.71%	1,485	5.55%	2,251	6.21%	464	7.69%
Middle Eastern							47	0.78%
Gender								
Male							3,657	60.58%
Female							2,380	39.42%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
5,780	95.74%	3,550	58.80%

Stop Enforcement Method					
General		Blind		Spot-Check	
5,334	88.36%	688	11.40%	15	0.25%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	134	2.22%	4,155	68.83%	1,748	28.95%
Race						
White	126	2.25%	3,878	69.23%	1,598	28.53%
Black	7	1.81%	241	62.27%	139	35.92%
AsPac	1	3.03%	27	81.82%	5	15.15%
AI/AN	0	0.00%	9	60.00%	6	40.00%
Ethnicity						
Hispanic	11	2.37%	312	67.24%	141	30.39%
Middle Eastern	1	2.13%	27	57.45%	19	40.43%

	Stops by Month	Stops by Time of Day
October 2013	821	6:00am - 9:59am 1,279
November 2013	752	10:00am - 1:59pm 1,111
December 2013	779	2:00pm - 5:59pm 1,015
January 2014	767	6:00pm - 9:59pm 1,031
February 2014	707	10:00pm - 1:59am 1,150
March 2014	800	2:00am - 5:59am 451
April 2014	749	
May 2014	662	

	Age of the Driver							
	16-25		26-40		41-59		60 and Over	
Total	1,382	22.89%	1,968	32.60%	2,083	34.50%	602	9.97%
Race								
White	1,288	21.34%	1,771	29.34%	1,954	32.37%	587	9.72%
Black	91	1.51%	173	2.87%	112	1.86%	11	0.18%
AsPac	1	0.02%	18	0.30%	12	0.20%	2	0.03%
AI/AN	2	0.03%	6	0.10%	5	0.08%	2	0.03%
Ethnicity								
Hispanic	122	2.02%	220	3.64%	109	1.81%	13	0.22%
Middle Eastern	8	0.13%	24	0.40%	14	0.23%	1	0.02%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	38	0.63%	210	3.48%	774	12.82%	1,674	27.73%	3,139	52.00%	202	3.35%
Race												
White	33	0.59%	188	3.36%	727	12.98%	1,556	27.78%	2,905	51.86%	193	3.45%
Black	5	1.29%	22	5.68%	40	10.34%	103	26.61%	208	53.75%	9	2.33%
AsPac	0	0.00%	0	0.00%	7	21.21%	12	36.36%	14	42.42%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	3	20.00%	12	80.00%	0	0.00%
Ethnicity												
Hispanic	4	0.86%	56	12.07%	77	16.59%	109	23.49%	205	44.18%	13	2.80%
Middle Eastern	0	0.00%	0	0.00%	4	8.51%	16	34.04%	26	55.32%	1	2.13%

Search Information												
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found		% of Search	
	132	2.19%	86	65.15%	2	1.52%	44	33.33%	36			27.27%
Race												
White	107	1.91%	69	64.49%	2	1.87%	36	33.64%	31			28.97%
Black	25	6.46%	17	68.00%	0	0.00%	8	32.00%	5			20.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0			0.00%
AI/IN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0			0.00%
Ethnicity												
Hispanic	20	4.31%	11	55.00%	0	0.00%	9	45.00%	5			25.00%
Middle Eastern	3	6.38%	2	66.67%	0	0.00%	1	33.33%	0			0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	4.22%	5.18%	1.21%	17.00%	26.47%	10.47%	13.43%	3.89%	0.98%	0.60%	1.46%	6.33%
Race												
White	4.30%	5.23%	1.18%	17.24%	25.81%	10.73%	13.46%	3.80%	0.95%	0.57%	1.48%	6.59%
Black	3.36%	4.65%	1.81%	13.70%	35.92%	6.98%	12.40%	4.13%	1.55%	1.03%	1.03%	3.10%
AsPac	3.03%	0.00%	0.00%	15.15%	21.21%	3.03%	27.27%	15.15%	0.00%	0.00%	3.03%	3.03%
AI/AN	0.00%	13.33%	0.00%	13.33%	40.00%	20.00%	0.00%	6.67%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	5.39%	4.31%	3.45%	10.78%	28.02%	8.84%	12.28%	3.88%	1.72%	1.72%	1.51%	4.09%
Middle Eastern	0.00%	4.26%	0.00%	14.89%	48.94%	2.13%	8.51%	6.38%	0.00%	2.13%	0.00%	12.77%

WALLINGFORD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	35,636	100.00%	57,667	100.00%	5,573	100.00%
Race								
White	2,133,452	84.05%	33,222	93.23%	51,585	89.45%	5,048	90.58%
Black	202,049	7.96%	434	1.22%	2,084	3.61%	438	7.86%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	75	0.21%	124	0.22%	3	0.05%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	867	2.43%	1,592	2.76%	84	1.51%
Native Hawaiian	962	0.10%	0	0.00%	18	0.03%	0	0.00%
Other	105,255	4.15%	1,037	2.91%	2,263	3.92%		
Ethnicity								
Hispanic	246,449	9.71%	3,217	9.03%	5,643	9.79%	752	13.49%
Middle Eastern							87	1.56%
Gender								
Male							3,654	65.57%
Female							1,919	34.43%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
5,403	96.95%	2,412	43.28%

Stop Enforcement Method					
General		Blind		Spot-Check	
4,586	82.29%	941	16.88%	46	0.83%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	104	1.87%	4,108	73.71%	1,361	24.42%
Race						
White	98	1.94%	3,731	73.91%	1,219	24.15%
Black	6	1.37%	311	71.00%	121	27.63%
AsPac	0	0.00%	63	75.00%	21	25.00%
AI/AN	0	0.00%	3	100.00%	0	0.00%
Ethnicity						
Hispanic	14	1.86%	506	67.29%	232	30.85%
Middle Eastern	3	3.45%	65	74.71%	19	21.84%

Stops by Month		Stops by Time of Day	
October 2013	700	6:00am - 9:59am	639
November 2013	647	10:00am - 1:59pm	1,000
December 2013	562	2:00pm - 5:59pm	894
January 2014	612	6:00pm - 9:59pm	1,118
February 2014	690	10:00pm - 1:59am	1,683
March 2014	803	2:00am - 5:59am	239
April 2014	651		
May 2014	908		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	1,491	26.75%	1,972	35.38%	1,618	29.03%	487	8.74%
Race								
White	1,360	24.40%	1,754	31.47%	1,464	26.27%	465	8.34%
Black	112	2.01%	193	3.46%	119	2.14%	14	0.25%
AsPac	19	0.34%	22	0.39%	35	0.63%	8	0.14%
AI/AN	0	0.00%	3	0.05%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	236	4.23%	327	5.87%	171	3.07%	17	0.31%
Middle Eastern	19	0.34%	41	0.74%	23	0.41%	4	0.07%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	221	3.97%	357	6.41%	1,677	30.09%	365	6.55%	2,818	50.57%	135	2.42%
Race												
White	198	3.92%	301	5.96%	1,531	30.33%	337	6.68%	2,561	50.73%	120	2.38%
Black	22	5.02%	53	12.10%	128	29.22%	21	4.79%	200	45.66%	14	3.20%
AsPac	1	1.19%	3	3.57%	18	21.43%	7	8.33%	55	65.48%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	66.67%	1	33.33%
Ethnicity												
Hispanic	63	8.38%	79	10.51%	256	34.04%	21	2.79%	310	41.22%	23	3.06%
Middle Eastern	1	1.15%	3	3.45%	26	29.89%	8	9.20%	47	54.02%	2	2.30%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	228	4.09%	78	34.21%	2	0.88%	148	64.91%	142	62.28%	
Race											
White	196	3.88%	65	33.16%	2	1.02%	129	65.82%	127	64.80%	
Black	29	6.62%	11	37.93%	0	0.00%	18	62.07%	14	48.28%	
AsPac	3	3.57%	2	66.67%	0	0.00%	1	33.33%	1	33.33%	
AI/AN	0	0.00%	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	
Ethnicity											
Hispanic	40	5.32%	16	40.00%	0	0.00%	24	60.00%	18	45.00%	
Middle Eastern	2	2.30%	1	50.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	8.61%	5.02%	1.79%	8.20%	21.50%	11.86%	9.85%	7.43%	1.31%	1.06%	8.15%	9.96%
Race												
White	8.50%	4.64%	1.66%	8.24%	21.41%	12.34%	10.08%	7.35%	1.39%	0.89%	8.14%	10.12%
Black	10.50%	9.82%	3.42%	7.53%	21.23%	5.25%	7.31%	8.68%	0.68%	3.20%	8.45%	7.99%
AsPac	5.95%	3.57%	1.19%	9.52%	27.38%	17.86%	8.33%	5.95%	0.00%	0.00%	7.14%	10.71%
AI/AN	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	10.64%	7.71%	3.32%	5.85%	24.47%	7.45%	8.51%	6.91%	1.99%	2.66%	8.38%	6.38%
Middle Eastern	5.75%	6.90%	0.00%	12.64%	20.69%	11.49%	9.20%	10.34%	1.15%	0.00%	5.75%	13.79%

WATERBURY

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	69,216	100.00%	97,255	100.00%	967	100.00%
Race								
White	2,133,452	84.05%	45,628	65.92%	70,101	72.08%	670	69.29%
Black	202,049	7.96%	12,399	17.91%	13,922	14.31%	291	30.09%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	131	0.19%	224	0.23%	6	0.62%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,143	1.65%	1,966	2.02%	0	0.00%
Native Hawaiian	962	0.10%	31	0.05%	41	0.04%	0	0.00%
Other	105,255	4.15%	9,884	14.28%	11,001	11.31%		
Ethnicity								
Hispanic	246,449	9.71%	16,594	23.97%	18,861	19.39%	304	31.44%
Middle Eastern							15	1.55%
Gender								
Male							696	71.98%
Female							271	28.02%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
949	98.14%	732	75.70%

Stop Enforcement Method					
General		Blind		Spot-Check	
818	84.59%	45	4.65%	104	10.75%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	51	5.27%	835	86.35%	81	8.38%
Race						
White	36	5.37%	584	87.16%	50	7.46%
Black	15	5.15%	245	84.19%	31	10.65%
AsPac	0	0.00%	6	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	21	6.91%	256	84.21%	27	8.88%
Middle Eastern	0	0.00%	13	86.67%	2	13.33%

Stops by Month		Stops by Time of Day	
October 2013	139	6:00am - 9:59am	155
November 2013	120	10:00am - 1:59pm	169
December 2013	57	2:00pm - 5:59pm	188
January 2014	46	6:00pm - 9:59pm	128
February 2014	97	10:00pm - 1:59am	247
March 2014	131	2:00am - 5:59am	80
April 2014	170		
May 2014	207		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	292	30.20%	416	43.02%	212	21.92%	45	4.65%
Race								
White	194	20.06%	281	29.06%	159	16.44%	35	3.62%
Black	98	10.13%	130	13.44%	53	5.48%	9	0.93%
AsPac	0	0.00%	5	0.52%	0	0.00%	1	0.10%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	103	10.65%	141	14.58%	55	5.69%	5	0.52%
Middle Eastern	5	0.52%	6	0.62%	4	0.41%	0	0.00%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	60	6.20%	205	21.20%	331	34.23%	12	1.24%	339	35.06%	20	2.07%
Race												
White	43	6.42%	127	18.96%	242	36.12%	10	1.49%	233	34.78%	15	2.24%
Black	17	5.84%	77	26.46%	88	30.24%	2	0.69%	102	35.05%	5	1.72%
AsPac	0	0.00%	1	16.67%	1	16.67%	0	0.00%	4	66.67%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	17	5.59%	85	27.96%	94	30.92%	1	0.33%	97	31.91%	10	3.29%
Middle Eastern	0	0.00%	2	13.33%	5	33.33%	0	0.00%	8	53.33%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	239	24.72%	47	19.67%	139	58.16%	53	22.18%	54	22.59%
Race										
White	148	22.09%	31	20.95%	83	56.08%	34	22.97%	38	25.68%
Black	90	30.93%	16	17.78%	55	61.11%	19	21.11%	16	17.78%
AsPac	1	16.67%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	82	26.32%	16	20.00%	52	65.00%	12	15.00%	10	12.50%
Middle Eastern	1	6.67%	0	0.00%	1	100.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	4.96%	5.48%	2.69%	9.51%	5.79%	7.03%	17.06%	9.20%	0.31%	2.59%	14.48%	1.45%
Race												
White	5.67%	4.18%	2.39%	11.04%	4.03%	7.46%	15.97%	10.00%	0.30%	2.09%	15.22%	1.79%
Black	3.44%	8.59%	3.44%	6.19%	9.97%	5.50%	19.59%	7.22%	0.34%	3.78%	12.71%	0.69%
AsPac	0.00%	0.00%	0.00%	0.00%	0.00%	33.33%	16.67%	16.67%	0.00%	0.00%	16.67%	0.00%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	7.89%	5.26%	2.96%	8.55%	4.61%	6.91%	14.14%	10.20%	0.33%	1.64%	10.20%	2.30%
Middle Eastern	6.67%	13.33%	0.00%	0.00%	0.00%	6.67%	26.67%	6.67%	0.00%	6.67%	13.33%	0.00%

WATERFORD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	15,355	100.00%	25,091	100.00%	1,715	100.00%
Race								
White	2,133,452	84.05%	14,033	91.39%	22,150	88.28%	1,478	86.18%
Black	202,049	7.96%	325	2.12%	955	3.81%	204	11.90%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	24	0.15%	56	0.22%	10	0.58%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	572	3.73%	974	3.88%	23	1.34%
Native Hawaiian	962	0.10%	0	0.00%	7	0.03%	0	0.00%
Other	105,255	4.15%	402	2.62%	950	3.79%		
Ethnicity								
Hispanic	246,449	9.71%	744	4.85%	1,671	6.66%	209	12.19%
Middle Eastern							2	0.12%
Gender								
Male							1,060	61.81%
Female							655	38.19%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,597	93.12%	395	23.03%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,464	85.36%	250	14.58%	1	0.06%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	41	2.39%	1,218	71.02%	456	26.59%
Race						
White	32	2.17%	1,062	71.85%	384	25.98%
Black	9	4.41%	133	65.20%	62	30.39%
AsPac	0	0.00%	18	78.26%	5	21.74%
AI/AN	0	0.00%	5	50.00%	5	50.00%
Ethnicity						
Hispanic	5	2.39%	122	58.37%	82	39.23%
Middle Eastern	0	0.00%	2	100.00%	0	0.00%

	Stops by Month	Stops by Time of Day
October 2013	0	6:00am - 9:59am 141
November 2013	200	10:00am - 1:59pm 183
December 2013	254	2:00pm - 5:59pm 217
January 2014	200	6:00pm - 9:59pm 310
February 2014	149	10:00pm - 1:59am 780
March 2014	245	2:00am - 5:59am 84
April 2014	260	
May 2014	407	

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	477	27.81%	542	31.60%	535	31.20%	160	9.33%
Race								
White	415	24.20%	455	26.53%	459	26.76%	148	8.63%
Black	55	3.21%	76	4.43%	64	3.73%	9	0.52%
AsPac	4	0.23%	9	0.52%	8	0.47%	2	0.12%
AI/AN	3	0.17%	2	0.12%	4	0.23%	1	0.06%
Ethnicity								
Hispanic	75	4.37%	82	4.78%	49	2.86%	2	0.12%
Middle Eastern	1	0.06%	1	0.06%	0	0.00%	0	0.00%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	2	0.12%	100	5.83%	264	15.39%	522	30.44%	775	45.19%	52	3.03%
Race												
White	1	0.07%	83	5.62%	228	15.43%	451	30.51%	671	45.40%	44	2.98%
Black	1	0.49%	15	7.35%	29	14.22%	63	30.88%	89	43.63%	7	3.43%
AsPac	0	0.00%	2	8.70%	7	30.43%	5	21.74%	9	39.13%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	3	30.00%	6	60.00%	1	10.00%
Ethnicity												
Hispanic	1	0.48%	18	8.61%	36	17.22%	64	30.62%	87	41.63%	3	1.44%
Middle Eastern	0	0.00%	0	0.00%	1	50.00%	1	50.00%	0	0.00%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	79	4.61%	35	44.30%	0	0.00%	44	55.70%	33	41.77%	
Race											
White	68	4.60%	30	44.12%	0	0.00%	38	55.88%	27	39.71%	
Black	11	5.39%	5	45.45%	0	0.00%	6	54.55%	6	54.55%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	11	5.26%	2	18.18%	0	0.00%	9	81.82%	7	63.64%	
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	5.54%	4.84%	2.45%	17.96%	20.12%	1.17%	13.53%	15.16%	1.17%	1.05%	1.17%	5.01%
Race												
White	5.41%	4.87%	2.44%	18.00%	19.96%	1.29%	14.14%	14.82%	1.15%	0.74%	1.15%	5.01%
Black	6.86%	4.90%	2.94%	18.14%	22.55%	0.00%	9.31%	16.67%	0.49%	2.45%	0.98%	4.41%
AsPac	4.35%	0.00%	0.00%	21.74%	13.04%	4.35%	17.39%	8.70%	0.00%	8.70%	4.35%	8.70%
AI/AN	0.00%	10.00%	0.00%	0.00%	10.00%	0.00%	0.00%	50.00%	20.00%	0.00%	0.00%	10.00%
Ethnicity												
Hispanic	5.26%	10.53%	2.87%	16.75%	22.49%	1.91%	4.31%	11.48%	4.31%	1.91%	0.48%	1.91%
Middle Eastern	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%

WATERTOWN

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	17,469	100.00%	23,963	100.00%	892	100.00%
Race								
White	2,133,452	84.05%	16,577	94.89%	21,929	91.51%	809	90.70%
Black	202,049	7.96%	234	1.34%	758	3.16%	67	7.51%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	87	0.50%	101	0.42%	15	1.68%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	242	1.39%	411	1.72%	1	0.11%
Native Hawaiian	962	0.10%	0	0.00%	3	0.01%	0	0.00%
Other	105,255	4.15%	329	1.88%	761	3.18%		
Ethnicity								
Hispanic	246,449	9.71%	390	2.23%	1,185	4.95%	57	6.39%
Middle Eastern							10	1.12%
Gender								
Male							609	68.27%
Female							283	31.73%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
873	97.87%	402	45.07%

Stop Enforcement Method					
General		Blind		Spot-Check	
682	76.46%	202	22.65%	8	0.90%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	61	6.84%	727	81.50%	104	11.66%
Race						
White	55	6.80%	661	81.71%	93	11.50%
Black	6	8.96%	51	76.12%	10	14.93%
AsPac	0	0.00%	14	93.33%	1	100.00%
AI/AN	0	0.00%	1	6.67%	0	0.00%
Ethnicity						
Hispanic	3	5.26%	47	82.46%	7	12.28%
Middle Eastern	0	0.00%	9	90.00%	1	10.00%

	Stops by Month	Stops by Time of Day
October 2013	54	6:00am - 9:59am 220
November 2013	87	10:00am - 1:59pm 149
December 2013	70	2:00pm - 5:59pm 256
January 2014	69	6:00pm - 9:59pm 131
February 2014	83	10:00pm - 1:59am 124
March 2014	175	2:00am - 5:59am 5
April 2014	174	
May 2014	173	

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	207	23.21%	310	34.75%	300	33.63%	73	8.18%
Race								
White	192	21.52%	271	30.38%	280	31.39%	64	7.17%
Black	14	1.57%	32	3.59%	16	1.79%	5	0.56%
AsPac	0	0.00%	7	0.78%	4	0.45%	4	0.45%
AI/AN	1	0.11%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	14	1.57%	30	3.36%	10	1.12%	3	0.34%
Middle Eastern	3	0.34%	5	0.56%	1	0.11%	1	0.11%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	5	0.56%	79	8.86%	245	27.47%	473	53.03%	77	8.63%	13	1.46%
Race												
White	4	0.49%	60	7.42%	226	27.94%	439	54.26%	69	8.53%	11	1.36%
Black	1	1.49%	16	23.88%	12	17.91%	29	43.28%	7	10.45%	2	2.99%
AsPac	0	0.00%	3	20.00%	7	46.67%	4	26.67%	1	6.67%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	1	1.75%	6	10.53%	15	26.32%	32	56.14%	2	3.51%	1	1.75%
Middle Eastern	0	0.00%	0	0.00%	2	20.00%	6	60.00%	1	10.00%	1	10.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	39	4.37%	6	15.38%	28	71.79%	5	12.82%	5	12.82%
Race										
White	28	3.46%	5	17.86%	22	78.57%	1	3.57%	4	14.29%
Black	9	13.43%	1	11.11%	5	55.56%	3	33.33%	1	11.11%
AsPac	2	13.33%	0	0.00%	1	50.00%	1	50.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	4	7.02%	1	25.00%	3	75.00%	0	0.00%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	19.73%	9.19%	1.68%	10.54%	8.18%	12.11%	9.08%	3.81%	0.11%	0.22%	6.17%	11.55%
Race												
White	20.02%	8.53%	1.24%	11.00%	8.03%	12.73%	9.27%	4.08%	0.12%	0.12%	6.06%	11.62%
Black	11.94%	16.42%	7.46%	7.46%	11.94%	2.99%	5.97%	1.49%	0.00%	1.49%	8.96%	10.45%
AsPac	40.00%	13.33%	0.00%	0.00%	0.00%	20.00%	13.33%	0.00%	0.00%	0.00%	0.00%	6.67%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ethnicity												
Hispanic	22.81%	10.53%	3.51%	7.02%	7.02%	12.28%	8.77%	7.02%	0.00%	0.00%	5.26%	8.77%
Middle Eastern	30.00%	10.00%	0.00%	20.00%	10.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	10.00%

WEST HARTFORD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	47,197	100.00%	70,133	100.00%	4,842	100.00%
Race								
White	2,133,452	84.05%	39,109	82.86%	56,619	80.73%	3,968	81.95%
Black	202,049	7.96%	2,937	6.22%	5,862	8.36%	761	15.72%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	35	0.07%	80	0.11%	14	0.29%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	3,134	6.64%	3,984	5.68%	99	2.04%
Native Hawaiian	962	0.10%	0	0.00%	12	0.02%	0	0.00%
Other	105,255	4.15%	1,982	4.20%	3,576	5.10%		
Ethnicity								
Hispanic	246,449	9.71%	3,928	8.32%	6,894	9.83%	793	16.38%
Middle Eastern							68	1.40%
Gender								
Male							3,063	63.26%
Female							1,779	36.74%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
4,614	95.29%	1,093	22.57%

Stop Enforcement Method					
General		Blind		Spot-Check	
4,149	85.69%	677	13.98%	16	0.33%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	87	1.80%	4,564	94.26%	191	3.94%
Race						
White	74	1.86%	3,755	94.63%	139	3.50%
Black	10	1.31%	699	91.85%	52	6.83%
AsPac	3	3.03%	96	96.97%	0	0.00%
AI/AN	0	0.00%	14	100.00%	0	0.00%
Ethnicity						
Hispanic	24	3.03%	734	92.56%	35	4.41%
Middle Eastern	2	2.94%	64	94.12%	2	2.94%

Stops by Month		Stops by Time of Day	
October 2013	424	6:00am - 9:59am	534
November 2013	418	10:00am - 1:59pm	1,181
December 2013	446	2:00pm - 5:59pm	996
January 2014	768	6:00pm - 9:59pm	1,240
February 2014	542	10:00pm - 1:59am	831
March 2014	822	2:00am - 5:59am	60
April 2014	629		
May 2014	793		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	1,253	25.88%	1,893	39.10%	1,353	27.94%	339	7.00%
Race								
White	1,044	21.56%	1,520	31.39%	1,101	22.74%	299	6.18%
Black	185	3.82%	320	6.61%	217	4.48%	39	0.81%
AsPac	23	0.48%	48	0.99%	27	0.56%	1	0.02%
AI/AN	1	0.02%	5	0.10%	8	0.17%	0	0.00%
Ethnicity								
Hispanic	229	4.73%	340	7.02%	192	3.97%	31	0.64%
Middle Eastern	21	0.43%	34	0.70%	10	0.21%	2	0.04%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	319	6.59%	300	6.20%	1,718	35.48%	395	8.16%	2,029	41.90%	81	1.67%
Race												
White	281	7.08%	204	5.14%	1,405	35.41%	313	7.89%	1,693	42.67%	72	1.81%
Black	38	4.99%	95	12.48%	252	33.11%	70	9.20%	299	39.29%	7	0.92%
AsPac	0	0.00%	1	1.01%	50	50.51%	12	12.12%	34	34.34%	2	2.02%
AI/AN	0	0.00%	0	0.00%	11	78.57%	0	0.00%	3	21.43%	0	0.00%
Ethnicity												
Hispanic	39	4.92%	105	13.24%	259	32.66%	73	9.21%	293	36.95%	24	3.03%
Middle Eastern	6	8.82%	4	5.88%	7	10.29%	6	8.82%	41	60.29%	4	5.88%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	419	8.65%	172	41.05%	4	0.95%	188	44.87%	243	58.00%	
Race											
White	376	9.48%	153	40.69%	3	0.80%	170	45.21%	224	59.57%	
Black	43	5.65%	19	44.19%	1	2.33%	18	41.86%	19	44.19%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	72	9.08%	33	45.83%	2	2.78%	30	41.67%	30	41.67%	
Middle Eastern	12	17.65%	7	58.33%	0	0.00%	1	8.33%	4	33.33%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	20.65%	3.88%	3.06%	4.36%	7.54%	3.33%	10.41%	18.69%	0.29%	0.60%	3.76%	10.95%
Race												
White	19.51%	3.78%	2.39%	4.33%	7.26%	3.43%	10.69%	20.11%	0.30%	0.60%	4.21%	11.42%
Black	26.15%	4.86%	6.96%	4.34%	8.80%	2.37%	7.49%	12.09%	0.26%	0.66%	1.71%	8.67%
AsPac	22.22%	1.01%	0.00%	6.06%	8.08%	7.07%	20.20%	14.14%	0.00%	0.00%	1.01%	9.09%
AI/AN	35.71%	0.00%	0.00%	0.00%	14.29%	0.00%	21.43%	7.14%	0.00%	0.00%	7.14%	14.29%
Ethnicity												
Hispanic	20.93%	5.17%	5.55%	3.28%	8.32%	2.02%	9.58%	14.00%	0.38%	1.01%	3.28%	7.57%
Middle Eastern	17.65%	2.94%	1.47%	4.41%	11.76%	1.47%	4.41%	19.12%	1.47%	1.47%	7.35%	4.41%

WEST HAVEN

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	41,035	100.00%	52,219	100.00%	1,138	100.00%
Race								
White	2,133,452	84.05%	29,987	73.20%	38,808	74.32%	855	75.13%
Black	202,049	7.96%	7,317	17.86%	8,574	16.42%	268	23.55%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	64	0.16%	104	0.20%	2	0.18%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,641	4.01%	2,074	3.97%	13	1.14%
Native Hawaiian	962	0.10%	7	0.02%	12	0.02%	0	0.00%
Other	105,255	4.15%	2,018	4.93%	2,648	5.07%		
Ethnicity								
Hispanic	246,449	9.71%	5,448	13.30%	6,773	12.97%	196	17.22%
Middle Eastern							35	3.08%
Gender								
Male							737	64.76%
Female							401	35.24%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,047	92.00%	627	55.10%

Stop Enforcement Method					
General		Blind		Spot-Check	
880	77.33%	166	14.59%	80	7.03%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	42	3.69%	762	66.96%	334	29.35%
Race						
White	32	3.74%	596	69.71%	227	26.55%
Black	10	3.73%	158	58.96%	100	37.31%
AsPac	0	0.00%	7	53.85%	6	46.15%
AI/AN	0	0.00%	1	50.00%	1	50.00%
Ethnicity						
Hispanic	14	7.14%	110	56.12%	72	36.73%
Middle Eastern	2	5.71%	26	74.29%	7	20.00%

Stops by Month		Stops by Time of Day	
October 2013	0	6:00am - 9:59am	119
November 2013	0	10:00am - 1:59pm	483
December 2013	0	2:00pm - 5:59pm	104
January 2014	0	6:00pm - 9:59pm	172
February 2014	0	10:00pm - 1:59am	205
March 2014	0	2:00am - 5:59am	46
April 2014	475		
May 2014	663		

Age of the Driver									
	16-25		26-40		41-59		60 and Over		
Total	329	28.91%	367	32.25%	301	26.45%	141	12.39%	
Race									
White	241	21.18%	262	23.02%	228	20.04%	124	10.90%	
Black	82	7.21%	100	8.79%	70	6.15%	16	1.41%	
AsPac	5	0.44%	5	0.44%	2	0.18%	1	0.09%	
AI/AN	1	0.09%	0	0.00%	1	0.09%	0	0.00%	
Ethnicity									
Hispanic	62	5.45%	92	8.08%	37	3.25%	5	0.44%	
Middle Eastern	23	2.02%	9	0.79%	2	0.18%	1	0.09%	

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
		6	0.53%	24	2.11%	109	9.58%	38	3.34%	931	81.81%	30
Race												
White	5	0.58%	16	1.87%	85	9.94%	28	3.27%	700	81.87%	21	2.46%
Black	1	0.37%	8	2.99%	24	8.96%	9	3.36%	217	80.97%	9	3.36%
AsPac	0	0.00%	0	0.00%	0	0.00%	1	7.69%	12	92.31%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	100.00%	0	0.00%
Ethnicity												
Hispanic	4	2.04%	10	5.10%	30	15.31%	2	1.02%	141	71.94%	9	4.59%
Middle Eastern	0	0.00%	1	2.86%	7	20.00%	1	2.86%	25	71.43%	1	2.86%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
		47	4.13%	15	31.91%	22	46.81%	6	12.77%	5
Race										
White	37	4.33%	13	35.14%	16	43.24%	4	10.81%	3	8.11%
Black	10	3.73%	2	20.00%	6	60.00%	2	20.00%	2	20.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	18	9.18%	2	11.11%	12	66.67%	1	5.56%	0	0.00%
Middle Eastern	1	2.86%	1	100.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	7.47%	8.70%	0.35%	27.59%	13.97%	10.02%	6.41%	5.54%	1.93%	2.11%	1.41%	3.25%
Race												
White	6.32%	7.84%	0.12%	31.35%	11.81%	10.76%	6.08%	5.61%	2.22%	1.75%	1.75%	3.63%
Black	11.19%	11.19%	1.12%	15.67%	20.15%	8.21%	7.84%	4.85%	1.12%	2.99%	0.37%	2.24%
AsPac	7.69%	15.38%	0.00%	30.77%	23.08%	0.00%	0.00%	15.38%	0.00%	7.69%	0.00%	0.00%
AI/AN	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	8.16%	9.69%	0.00%	12.24%	14.29%	8.67%	6.12%	7.65%	4.08%	4.59%	3.06%	4.59%
Middle Eastern	5.71%	2.86%	0.00%	25.71%	11.43%	5.71%	14.29%	14.29%	2.86%	0.00%	0.00%	5.71%

WESTON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	7,131	100.00%	8,138	100.00%	193	100.00%
Race								
White	2,133,452	84.05%	6,840	95.91%	7,666	94.20%	180	93.26%
Black	202,049	7.96%	93	1.30%	172	2.11%	11	5.70%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	2	0.02%	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	109	1.53%	152	1.86%	2	1.04%
Native Hawaiian	962	0.10%	0	0.00%	0	0.01%	0	0.00%
Other	105,255	4.15%	90	1.26%	146	1.80%		
Ethnicity								
Hispanic	246,449	9.71%	221	3.10%	344	4.23%	12	6.22%
Middle Eastern							5	2.59%
Gender								
Male							122	63.21%
Female							71	36.79%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
166	86.01%	84	43.52%

Stop Enforcement Method					
General		Blind		Spot-Check	
132	68.39%	60	31.09%	1	0.52%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	2	1.04%	185	95.85%	6	3.11%
Race						
White	2	1.11%	172	95.56%	6	3.33%
Black	0	0.00%	11	100.00%	0	0.00%
AsPac	0	0.00%	2	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	11	91.67%	1	8.33%
Middle Eastern	0	0.00%	4	80.00%	1	20.00%

Stops by Month		Stops by Time of Day	
October 2013	31	6:00am - 9:59am	44
November 2013	9	10:00am - 1:59pm	41
December 2013	14	2:00pm - 5:59pm	78
January 2014	28	6:00pm - 9:59pm	21
February 2014	34	10:00pm - 1:59am	6
March 2014	51	2:00am - 5:59am	3
April 2014	21		
May 2014	5		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	33	17.10%	43	22.28%	96	49.74%	20	10.36%
Race								
White	32	16.58%	36	18.65%	92	47.67%	19	9.84%
Black	1	0.52%	6	3.11%	3	1.55%	1	0.52%
AsPac	0	0.00%	1	0.52%	1	0.52%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	1	0.52%	3	1.55%	7	3.63%	1	0.52%
Middle Eastern	2	1.04%	1	0.52%	2	1.04%	0	0.00%

WESTPORT

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	19,084	100.00%	34,478	100.00%	5,045	100.00%
Race								
White	2,133,452	84.05%	17,774	93.14%	29,823	86.50%	4,465	88.50%
Black	202,049	7.96%	213	1.12%	1,791	5.19%	474	9.40%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	28	0.08%	2	0.04%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	837	4.39%	1,550	4.49%	104	2.06%
Native Hawaiian	962	0.10%	0	0.00%	7	0.02%	0	0.00%
Other	105,255	4.15%	260	1.36%	1,280	3.71%		
Ethnicity								
Hispanic	246,449	9.71%	474	2.48%	2,700	7.83%	420	8.33%
Middle Eastern							40	0.79%
Gender								
Male							2,866	56.81%
Female							2,179	43.19%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
4,688	92.92%	1,492	29.57%

Stop Enforcement Method					
General		Blind		Spot-Check	
3,993	79.15%	994	19.70%	58	1.15%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	83	1.65%	4,299	85.21%	663	13.14%
Race						
White	70	1.57%	3,888	87.08%	507	11.35%
Black	13	2.74%	322	67.93%	139	29.32%
AsPac	0	0.00%	87	83.65%	17	16.35%
AI/AN	0	0.00%	2	100.00%	0	0.00%
Ethnicity						
Hispanic	4	0.95%	327	77.86%	89	21.19%
Middle Eastern	0	0.00%	34	85.00%	6	15.00%

Stops by Month		Stops by Time of Day	
October 2013	595	6:00am - 9:59am	630
November 2013	645	10:00am - 1:59pm	949
December 2013	576	2:00pm - 5:59pm	1,092
January 2014	797	6:00pm - 9:59pm	1,033
February 2014	478	10:00pm - 1:59am	1,235
March 2014	600	2:00am - 5:59am	106
April 2014	677		
May 2014	677		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	885	17.54%	1,309	25.95%	2,136	42.34%	714	14.15%
Race								
White	750	14.87%	1,100	21.80%	1,944	38.53%	670	13.28%
Black	121	2.40%	168	3.33%	153	3.03%	32	0.63%
AsPac	14	0.28%	40	0.79%	38	0.75%	12	0.24%
AI/AN	0	0.00%	1	0.02%	1	0.02%	0	0.00%
Ethnicity								
Hispanic	94	1.86%	130	2.58%	181	3.59%	15	0.30%
Middle Eastern	2	0.04%	12	0.24%	21	0.42%	5	0.10%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	42	0.83%	181	3.59%	1,778	35.24%	1,632	32.35%	1,365	27.06%	47	0.93%
Race												
White	36	0.81%	136	3.05%	1,634	36.60%	1,443	32.32%	1,178	26.38%	38	0.85%
Black	6	1.27%	43	9.07%	106	22.36%	156	32.91%	154	32.49%	9	1.90%
AsPac	0	0.00%	2	1.92%	37	35.58%	32	30.77%	33	31.73%	0	0.00%
AI/AN	0	0.00%	0	0.00%	1	50.00%	1	50.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	4	0.95%	35	8.33%	139	33.10%	122	29.05%	111	26.43%	9	2.14%
Middle Eastern	1	2.50%	0	0.00%	12	30.00%	19	47.50%	8	20.00%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	158	3.13%	92	58.23%	4	2.53%	61	38.61%	54	34.18%
Race										
White	120	2.69%	68	56.67%	4	3.33%	47	39.17%	42	35.00%
Black	36	7.59%	22	61.11%	0	0.00%	14	38.89%	11	30.56%
AsPac	2	1.92%	2	100.00%	0	0.00%	0	0.00%	1	50.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	19	4.52%	12	63.16%	1	5.26%	6	31.58%	6	31.58%
Middle Eastern	2	5.00%	1	50.00%	0	0.00%	1	50.00%	1	50.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	5.41%	3.03%	0.46%	27.57%	13.02%	9.61%	11.69%	5.59%	0.18%	1.37%	0.87%	12.47%
Race												
White	5.31%	2.67%	0.36%	28.44%	11.53%	10.28%	12.03%	5.40%	0.16%	0.90%	0.92%	13.42%
Black	6.33%	6.75%	1.27%	19.83%	26.16%	3.16%	7.59%	7.59%	0.21%	6.12%	0.42%	4.64%
AsPac	5.77%	1.92%	0.96%	25.00%	17.31%	10.58%	16.35%	4.81%	0.96%	0.00%	0.96%	7.69%
AI/AN	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	6.90%	7.86%	0.48%	18.33%	21.43%	6.67%	8.10%	6.43%	0.24%	1.43%	1.43%	8.33%
Middle Eastern	5.00%	2.50%	0.00%	37.50%	10.00%	10.00%	7.50%	5.00%	2.50%	0.00%	0.00%	5.00%

WETHERSFIELD

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	20,355	100.00%	28,549	100.00%	3,638	100.00%
Race								
White	2,133,452	84.05%	18,783	92.28%	25,198	88.26%	2,886	79.33%
Black	202,049	7.96%	644	3.16%	1,538	5.39%	703	19.32%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	4	0.02%	21	0.07%	9	0.25%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	306	1.51%	641	2.25%	40	1.10%
Native Hawaiian	962	0.10%	20	0.10%	24	0.08%	0	0.00%
Other	105,255	4.15%	598	2.94%	1,128	3.95%		
Ethnicity								
Hispanic	246,449	9.71%	1,621	7.96%	2,617	9.17%	1,137	31.25%
Middle Eastern							25	0.69%
Gender								
Male							2,358	64.82%
Female							1,280	35.18%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,452	94.89%	716	19.68%

Stop Enforcement Method					
General		Blind		Spot-Check	
3,454	94.94%	109	3.00%	75	2.06%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	182	5.00%	3,022	83.07%	434	11.93%
Race						
White	150	5.20%	2,410	83.51%	326	11.30%
Black	27	3.84%	573	81.51%	103	14.65%
AsPac	5	12.50%	31	77.50%	4	10.00%
AI/AN	0	0.00%	8	88.89%	1	11.11%
Ethnicity						
Hispanic	55	4.84%	922	81.09%	160	14.07%
Middle Eastern	1	4.00%	24	96.00%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	363	6:00am - 9:59am	376
November 2013	448	10:00am - 1:59pm	594
December 2013	438	2:00pm - 5:59pm	781
January 2014	319	6:00pm - 9:59pm	791
February 2014	359	10:00pm - 1:59am	894
March 2014	600	2:00am - 5:59am	202
April 2014	505		
May 2014	606		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	1,087	29.88%	1,351	37.14%	954	26.22%	239	6.57%
Race								
White	876	24.08%	1,031	28.34%	764	21.00%	208	5.72%
Black	197	5.42%	297	8.16%	180	4.95%	29	0.80%
AsPac	12	0.33%	19	0.52%	8	0.22%	1	0.03%
AI/AN	2	0.05%	4	0.11%	2	0.05%	1	0.03%
Ethnicity								
Hispanic	373	10.25%	496	13.63%	235	6.46%	31	0.85%
Middle Eastern	6	0.16%	10	0.27%	9	0.25%	0	0.00%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	55	1.51%	423	11.63%	541	14.87%	40	1.10%	2,487	68.36%	92	2.53%
Race												
White	46	1.59%	305	10.57%	457	15.84%	33	1.14%	1,967	68.16%	78	2.70%
Black	9	1.28%	113	16.07%	82	11.66%	6	0.85%	482	68.56%	11	1.56%
AsPac	0	0.00%	5	12.50%	1	2.50%	1	2.50%	30	75.00%	3	7.50%
AI/AN	0	0.00%	0	0.00%	1	11.11%	0	0.00%	8	88.89%	0	0.00%
Ethnicity												
Hispanic	30	2.64%	187	16.45%	157	13.81%	5	0.44%	731	64.29%	27	2.37%
Middle Eastern	0	0.00%	1	4.00%	7	28.00%	1	4.00%	15	60.00%	1	4.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	228	6.27%	122	53.51%	11	4.82%	95	41.67%	72	31.58%	
Race											
White	180	6.24%	98	54.44%	7	3.89%	75	41.67%	59	32.78%	
Black	44	6.26%	23	52.27%	2	4.55%	19	43.18%	13	29.55%	
AsPac	3	7.50%	0	0.00%	2	66.67%	1	33.33%	0	0.00%	
AI/AN	1	11.11%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	83	7.30%	42	50.60%	4	4.82%	37	44.58%	27	32.53%	
Middle Eastern	3	12.00%	1	33.33%	0	0.00%	2	66.67%	2	66.67%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	8.27%	12.56%	4.95%	17.81%	15.04%	3.96%	6.21%	10.72%	0.27%	3.90%	3.60%	1.40%
Race												
White	8.00%	12.30%	4.16%	18.71%	14.62%	4.57%	6.38%	10.85%	0.28%	3.29%	3.81%	1.63%
Black	9.10%	13.51%	8.11%	14.08%	16.50%	1.42%	5.41%	9.82%	0.28%	6.69%	2.99%	0.57%
AsPac	12.50%	15.00%	7.50%	15.00%	15.00%	5.00%	10.00%	17.50%	0.00%	0.00%	0.00%	0.00%
AI/AN	11.11%	11.11%	0.00%	33.33%	33.33%	0.00%	0.00%	11.11%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	8.88%	17.77%	5.45%	12.31%	16.45%	3.17%	3.43%	9.23%	0.09%	5.36%	3.69%	0.70%
Middle Eastern	8.00%	8.00%	0.00%	36.00%	12.00%	0.00%	8.00%	8.00%	0.00%	0.00%	4.00%	12.00%

WILTON

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	12,666	100.00%	22,269	100.00%	2,535	100.00%
Race								
White	2,133,452	84.05%	11,677	92.19%	19,394	87.09%	2,286	90.18%
Black	202,049	7.96%	130	1.03%	935	4.20%	216	8.52%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	19	0.08%	9	0.36%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	752	5.94%	1,183	5.31%	24	0.95%
Native Hawaiian	962	0.10%	0	0.00%	5	0.02%	0	0.00%
Other	105,255	4.15%	107	0.84%	733	3.29%		
Ethnicity								
Hispanic	246,449	9.71%	230	1.82%	1,555	6.98%	299	11.79%
Middle Eastern							11	0.43%
Gender								
Male							1,603	63.23%
Female							932	36.77%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
2,325	91.72%	543	21.42%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,775	70.02%	597	23.55%	163	6.43%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	42	1.66%	1,987	78.38%	506	19.96%
Race						
White	38	1.66%	1,811	79.22%	437	19.12%
Black	3	1.39%	153	70.83%	60	27.78%
AsPac	0	0.00%	17	70.83%	7	29.17%
AI/AN	1	11.11%	6	66.67%	2	22.22%
Ethnicity						
Hispanic	6	2.01%	224	74.92%	69	23.08%
Middle Eastern	0	0.00%	9	81.82%	2	18.18%

Stops by Month		Stops by Time of Day	
October 2013	396	6:00am - 9:59am	513
November 2013	358	10:00am - 1:59pm	379
December 2013	347	2:00pm - 5:59pm	385
January 2014	237	6:00pm - 9:59pm	496
February 2014	188	10:00pm - 1:59am	550
March 2014	283	2:00am - 5:59am	210
April 2014	331		
May 2014	395		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	498	19.64%	718	28.32%	1,062	41.89%	254	10.02%
Race								
White	451	17.79%	635	25.05%	954	37.63%	243	9.59%
Black	46	1.81%	71	2.80%	88	3.47%	11	0.43%
AsPac	1	0.04%	9	0.36%	14	0.55%	0	0.00%
AI/AN	0	0.00%	3	0.12%	6	0.24%	0	0.00%
Ethnicity								
Hispanic	73	2.88%	127	5.01%	91	3.59%	8	0.32%
Middle Eastern	1	0.04%	3	0.12%	6	0.24%	1	0.04%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	3	0.12%	123	4.85%	582	22.96%	894	35.27%	886	34.95%	47	1.85%
Race												
White	3	0.13%	113	4.94%	533	23.32%	794	34.73%	802	35.08%	41	1.79%
Black	0	0.00%	9	4.17%	46	21.30%	85	39.35%	71	32.87%	5	2.31%
AsPac	0	0.00%	1	4.17%	1	4.17%	13	54.17%	9	37.50%	0	0.00%
AI/AN	0	0.00%	0	0.00%	2	22.22%	2	22.22%	4	44.44%	1	11.11%
Ethnicity												
Hispanic	0	0.00%	23	7.69%	88	29.43%	95	31.77%	91	30.43%	2	0.67%
Middle Eastern	0	0.00%	1	9.09%	3	27.27%	3	27.27%	4	36.36%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	148	5.84%	1	0.68%	36	24.32%	11	7.43%	10	6.76%
Race										
White	129	5.64%	1	0.78%	33	25.58%	8	6.20%	7	5.43%
Black	18	8.33%	0	0.00%	3	16.67%	3	16.67%	3	16.67%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	1	11.11%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	25	8.36%	0	0.00%	11	44.00%	0	0.00%	1	4.00%
Middle Eastern	1	9.09%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	19.84%	2.01%	1.22%	23.20%	16.92%	4.14%	9.11%	9.07%	0.28%	1.78%	0.75%	6.47%
Race												
White	20.21%	1.88%	1.27%	23.27%	16.05%	4.33%	8.84%	9.27%	0.31%	1.84%	0.79%	6.69%
Black	17.59%	2.31%	0.93%	23.15%	26.39%	1.85%	10.19%	7.41%	0.00%	0.93%	0.46%	4.63%
AsPac	8.33%	12.50%	0.00%	16.67%	12.50%	8.33%	16.67%	8.33%	0.00%	4.17%	0.00%	4.17%
AI/AN	11.11%	0.00%	0.00%	22.22%	22.22%	0.00%	33.33%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	18.39%	3.68%	2.01%	20.40%	15.72%	1.00%	6.35%	12.37%	0.33%	5.35%	1.34%	3.68%
Middle Eastern	36.36%	0.00%	0.00%	18.18%	18.18%	0.00%	9.09%	9.09%	0.00%	0.00%	0.00%	0.00%

WINDSOR

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	22,062	100.00%	44,696	100.00%	3,711	100.00%
Race								
White	2,133,452	84.05%	12,966	58.77%	31,590	70.68%	2,054	55.35%
Black	202,049	7.96%	7,320	33.18%	9,298	20.80%	1,589	42.82%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	9	0.04%	49	0.11%	12	0.32%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	1,013	4.59%	1,819	4.07%	56	1.51%
Native Hawaiian	962	0.10%	0	0.00%	11	0.02%	0	0.00%
Other	105,255	4.15%	754	3.42%	1,930	4.32%		
Ethnicity								
Hispanic	246,449	9.71%	1,411	6.40%	3,603	8.06%	382	10.29%
Middle Eastern							38	1.02%
Gender								
Male							2,202	59.34%
Female							1,509	40.66%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
3,485	93.91%	1,350	36.38%

Stop Enforcement Method					
General		Blind		Spot-Check	
3,709	99.95%	1	0.03%	1	0.03%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	6	0.16%	2,893	77.96%	812	21.88%
Race						
White	0	0.00%	1,692	82.38%	362	17.62%
Black	5	0.31%	1,150	72.37%	434	27.31%
AsPac	1	1.79%	40	71.43%	15	26.79%
AI/AN	0	0.00%	11	91.67%	1	8.33%
Ethnicity						
Hispanic	0	0.00%	295	77.23%	87	22.77%
Middle Eastern	0	0.00%	26	68.42%	12	31.58%

Stops by Month		Stops by Time of Day	
October 2013	661	6:00am - 9:59am	716
November 2013	421	10:00am - 1:59pm	364
December 2013	364	2:00pm - 5:59pm	933
January 2014	412	6:00pm - 9:59pm	345
February 2014	404	10:00pm - 1:59am	925
March 2014	457	2:00am - 5:59am	428
April 2014	439		
May 2014	553		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	800	21.56%	1,250	33.68%	1,297	34.95%	361	9.73%
Race								
White	392	10.56%	699	18.84%	759	20.45%	202	5.44%
Black	398	10.72%	526	14.17%	512	13.80%	152	4.10%
AsPac	8	0.22%	20	0.54%	24	0.65%	4	0.11%
AI/AN	2	0.05%	5	0.13%	2	0.05%	3	0.08%
Ethnicity								
Hispanic	83	2.24%	160	4.31%	129	3.48%	10	0.27%
Middle Eastern	6	0.16%	15	0.40%	14	0.38%	3	0.08%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	2	0.05%	85	2.29%	726	19.56%	238	6.41%	2,651	71.44%	9	0.24%
Race												
White	1	0.05%	30	1.46%	465	22.64%	130	6.33%	1,422	69.23%	6	0.29%
Black	1	0.06%	55	3.46%	253	15.92%	104	6.54%	1,173	73.82%	3	0.19%
AsPac	0	0.00%	0	0.00%	7	12.50%	4	7.14%	45	80.36%	0	0.00%
AI/AN	0	0.00%	0	0.00%	1	8.33%	0	0.00%	11	91.67%	0	0.00%
Ethnicity												
Hispanic	1	0.26%	8	2.09%	85	22.25%	16	4.19%	270	70.68%	2	0.52%
Middle Eastern	0	0.00%	1	2.63%	2	5.26%	1	2.63%	34	89.47%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	47	1.27%	3	6.38%	13	27.66%	31	65.96%	14	29.79%	
Race											
White	13	0.63%	3	23.08%	6	46.15%	4	30.77%	3	23.08%	
Black	34	2.14%	0	0.00%	7	20.59%	27	79.41%	11	32.35%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	9	2.36%	1	11.11%	3	33.33%	5	55.56%	4	44.44%	
Middle Eastern	1	2.63%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	2.59%	1.59%	0.84%	28.62%	27.51%	7.73%	11.96%	3.40%	0.35%	1.46%	4.39%	6.33%
Race												
White	2.53%	1.61%	0.34%	32.33%	22.88%	7.21%	12.41%	3.55%	0.29%	0.54%	5.11%	8.62%
Black	2.64%	1.64%	1.51%	24.10%	33.42%	8.43%	10.95%	3.27%	0.44%	2.71%	3.40%	3.40%
AsPac	3.57%	0.00%	0.00%	19.64%	32.14%	5.36%	23.21%	1.79%	0.00%	0.00%	7.14%	5.36%
AI/AN	0.00%	0.00%	0.00%	33.33%	16.67%	16.67%	16.67%	0.00%	0.00%	0.00%	0.00%	8.33%
Ethnicity												
Hispanic	2.88%	1.05%	0.79%	24.35%	28.27%	7.07%	16.23%	4.97%	0.26%	1.05%	5.24%	5.24%
Middle Eastern	0.00%	2.63%	0.00%	31.58%	34.21%	5.26%	10.53%	5.26%	0.00%	2.63%	2.63%	5.26%

WINDSOR LOCKS

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	10,113	100.00%	18,442	100.00%	2,131	100.00%
Race								
White	2,133,452	84.05%	9,132	90.30%	15,739	85.34%	1,804	84.66%
Black	202,049	7.96%	301	2.98%	1,229	6.66%	298	13.98%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	0	0.00%	15	0.08%	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	577	5.71%	849	4.60%	29	1.36%
Native Hawaiian	962	0.10%	0	0.00%	4	0.02%	0	0.00%
Other	105,255	4.15%	102	1.01%	607	3.29%		
Ethnicity								
Hispanic	246,449	9.71%	164	1.62%	1,095	5.94%	153	7.18%
Middle Eastern							48	2.25%
Gender								
Male							1,418	66.54%
Female							713	33.46%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
1,737	81.51%	612	28.72%

Stop Enforcement Method					
General		Blind		Spot-Check	
1,597	74.94%	377	17.69%	157	7.37%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	35	1.64%	1,704	79.96%	392	18.40%
Race						
White	32	1.77%	1,441	79.88%	331	18.35%
Black	3	1.01%	237	79.53%	58	19.46%
AsPac	0	0.00%	26	89.66%	3	10.34%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	6	3.92%	118	77.12%	29	18.95%
Middle Eastern	1	2.08%	36	75.00%	11	22.92%

Stops by Month		Stops by Time of Day	
October 2013	175	6:00am - 9:59am	255
November 2013	326	10:00am - 1:59pm	294
December 2013	358	2:00pm - 5:59pm	456
January 2014	200	6:00pm - 9:59pm	595
February 2014	198	10:00pm - 1:59am	369
March 2014	320	2:00am - 5:59am	162
April 2014	227		
May 2014	327		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	482	22.62%	719	33.74%	674	31.63%	201	9.43%
Race								
White	405	19.01%	583	27.36%	579	27.17%	183	8.59%
Black	73	3.43%	119	5.58%	87	4.08%	18	0.84%
AsPac	4	0.19%	17	0.80%	8	0.38%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	32	1.50%	84	3.94%	35	1.64%	1	0.05%
Middle Eastern	14	0.66%	16	0.75%	15	0.70%	2	0.09%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
		6	0.28%	72	3.38%	637	29.89%	707	33.18%	700	32.85%	9
Race												
White	6	0.33%	52	2.88%	524	29.05%	621	34.42%	592	32.82%	9	0.50%
Black	0	0.00%	20	6.71%	100	33.56%	77	25.84%	101	33.89%	0	0.00%
AsPac	0	0.00%	0	0.00%	13	44.83%	9	31.03%	7	24.14%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	1	0.65%	10	6.54%	60	39.22%	40	26.14%	38	24.84%	4	2.61%
Middle Eastern	0	0.00%	0	0.00%	11	22.92%	15	31.25%	22	45.83%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
		65	3.05%	8	12.31%	38	58.46%	19	29.23%	8
Race										
White	45	2.49%	8	17.78%	24	53.33%	13	28.89%	6	13.33%
Black	19	6.38%	0	0.00%	13	68.42%	6	31.58%	2	10.53%
AsPac	1	3.45%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	7	4.58%	0	0.00%	2	28.57%	5	71.43%	3	42.86%
Middle Eastern	1	2.08%	0	0.00%	0	0.00%	1	100.00%	1	100.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	3.43%	2.21%	0.70%	23.56%	21.40%	5.63%	7.93%	2.39%	0.61%	0.52%	9.62%	7.51%
Race												
White	2.83%	2.05%	0.55%	23.45%	21.06%	5.99%	7.87%	2.11%	0.67%	0.50%	9.98%	7.65%
Black	7.38%	3.02%	1.68%	24.50%	24.50%	3.02%	7.38%	4.03%	0.34%	0.67%	7.38%	5.37%
AsPac	0.00%	3.45%	0.00%	20.69%	10.34%	10.34%	17.24%	3.45%	0.00%	0.00%	10.34%	20.69%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	3.27%	1.96%	0.65%	18.95%	21.57%	4.58%	6.54%	5.23%	0.65%	1.96%	15.03%	5.23%
Middle Eastern	8.33%	0.00%	0.00%	25.00%	35.42%	2.08%	10.42%	2.08%	0.00%	2.08%	0.00%	8.33%

WOLCOTT

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	12,943	100.00%	14,783	100.00%	380	100.00%
Race								
White	2,133,452	84.05%	12,403	95.82%	13,884	93.92%	343	90.26%
Black	202,049	7.96%	157	1.21%	324	2.19%	35	9.21%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	69	0.53%	72	0.49%	1	0.26%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	193	1.49%	241	1.63%	1	0.26%
Native Hawaiian	962	0.10%	0	0.00%	1	0.01%	0	0.00%
Other	105,255	4.15%	122	0.94%	261	1.77%		
Ethnicity								
Hispanic	246,449	9.71%	657	5.08%	905	6.12%	39	10.26%
Middle Eastern							9	2.37%
Gender								
Male							249	65.53%
Female							131	34.47%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
315	82.89%	143	37.63%

Stop Enforcement Method					
General		Blind		Spot-Check	
356	93.68%	24	6.32%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	9	2.37%	364	95.79%	7	1.84%
Race						
White	7	2.04%	331	96.50%	5	1.46%
Black	2	5.71%	32	91.43%	1	2.86%
AsPac	0	0.00%	0	0.00%	1	100.00%
AI/AN	0	0.00%	1	100.00%	0	0.00%
Ethnicity						
Hispanic	1	2.56%	38	97.44%	0	0.00%
Middle Eastern	0	0.00%	9	100.00%	0	0.00%

	Stops by Month	Stops by Time of Day
October 2013	30	6:00am - 9:59am 56
November 2013	49	10:00am - 1:59pm 49
December 2013	24	2:00pm - 5:59pm 98
January 2014	45	6:00pm - 9:59pm 152
February 2014	46	10:00pm - 1:59am 25
March 2014	63	2:00am - 5:59am 0
April 2014	67	
May 2014	56	

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	89	23.42%	118	31.05%	96	25.26%	20	5.26%
Race								
White	78	20.53%	106	27.89%	85	22.37%	18	4.74%
Black	11	2.89%	12	3.16%	10	2.63%	1	0.26%
AsPac	0	0.00%	0	0.00%	0	0.00%	1	0.26%
AI/AN	0	0.00%	0	0.00%	1	0.26%	0	0.00%
Ethnicity								
Hispanic	9	2.37%	22	5.79%	8	2.11%	0	0.00%
Middle Eastern	4	1.05%	2	0.53%	3	0.79%	0	0.00%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	1	0.26%	17	4.47%	99	26.05%	138	36.32%	122	32.11%	3	0.79%
Race												
White	0	0.00%	14	4.08%	91	26.53%	126	36.73%	109	31.78%	3	0.87%
Black	1	2.86%	3	8.57%	8	22.86%	11	31.43%	12	34.29%	0	0.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	6	15.38%	15	38.46%	14	35.90%	4	10.26%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	2	22.22%	5	55.56%	2	22.22%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
	16	4.21%	1	6.25%	13	81.25%	1	6.25%	0	0.00%
Race										
White	13	3.79%	1	7.69%	11	84.62%	0	0.00%	0	0.00%
Black	3	8.57%	0	0.00%	2	66.67%	1	33.33%	0	0.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	6	15.38%	0	0.00%	6	100.00%	0	0.00%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	1.58%	1.32%	1.58%	22.37%	8.42%	6.58%	2.11%	5.00%	0.26%	3.42%	0.26%	26.58%
Race												
White	1.75%	1.17%	1.46%	22.16%	7.87%	6.71%	2.33%	4.96%	0.29%	2.62%	0.29%	26.53%
Black	0.00%	2.86%	2.86%	25.71%	11.43%	5.71%	0.00%	5.71%	0.00%	11.43%	0.00%	25.71%
AsPac	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%
Ethnicity												
Hispanic	5.13%	0.00%	5.13%	23.08%	12.82%	5.13%	0.00%	2.56%	0.00%	0.00%	2.56%	33.33%
Middle Eastern	0.00%	0.00%	0.00%	0.00%	11.11%	11.11%	0.00%	11.11%	0.00%	0.00%	0.00%	66.67%

Section 4:

Connecticut State Police Profile

* A software error existed for the Connecticut State Police which prevented the proper recording of the Middle Eastern ethnicity designation. The error was part of a software setting that has been corrected and as of August 1, 2014 the error has been corrected. The Middle Eastern numbers are not available in the data profile.

**A software error existed which prevented the proper recording of the “Authority for Search” data element. When a vehicle is searched the officer must record the authority for the search in one of three categories, (1) consent, (2) inventory, or (3) other. The software allowed “not applicable” to be entered. Therefore, in 298 searches out of 2,156 total searches, the search authority is missing. As of August 1, 2014 the error has been corrected.

***Please note that this profile includes all stops made by State Police, including stops made on limited access highways and local roads.

Section 4 (A):

Resident State Trooper Town Profiles

* The Connecticut State Police are responsible for providing law enforcement services to 81 towns that do not have their own police departments or agree to allow the State Police to supervise their department. There are 56 towns that opt for law enforcement coverage in the form of state police officers stationed in the town in the capacity of a resident state trooper. State Police troopers may make traffic stops on local roads in these towns, as well as on limited access highways. The resident trooper town profiles summarize data for each of the 56 towns covered for all stops made on local roads only. State Police stops made on local roads in these towns will be analyzed in future reports similar to municipal police department stops.

Section 4 (B):

Towns utilizing State Police for Traffic Enforcement

* The Connecticut State Police are responsible for providing law enforcement services to 81 towns that do not have their own police departments or agree to allow the State Police to supervise their department. There are 24 towns under State Police jurisdiction that do not have resident troopers. The State Police provide a full range of police services through its 12 troops. State Police troopers may make traffic stops on local roads in these towns, as well as on limited access highways. These town profiles summarize data for each of the 24 towns covered for all stops made on local roads only. State Police stops made on local roads in these towns will be analyzed in future reports similar to municipal police department stops.

Eastford, CT

	State Population		Town/City Population		Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	1,341	100.00%	1,845	100.00%	240	100%
Race								
White	2,133,452	84.05%	1,278	95.30%	1,747	94.68%	227	94.58%
Black	202,049	7.96%	8	0.59%	19	1.02%	10	4.17%
Indian America0.00%laskan Native (AI/AN)	4,757	0.20%	2	0.11%	2	0.12%	2	0.83%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	43	3.17%	53	2.88%	1	0.42%
Native Hawaiian	962	0.10%	0	0.00%	0	0.02%	0	0.00%
Other	105,255	4.15%	11	0.82%	24	1.28%		
Ethnicity								
Hispanic	246,449	9.71%	16	1.21%	38	2.04%	12	5.00%
Middle Eastern							N/A	N/A
Gender								
Male							158	65.83%
Female							82	34.17%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
207	86.25%	46	19.17%

Stop Enforcement Method					
General		Blind		Spot-Check	
123	51.25%	117	48.75%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	9	3.75%	217	90.42%	14	5.83%
Race						
White	9	3.96%	204	89.87%	14	6.17%
Black	0	0.00%	10	100.00%	0	0.00%
AsPac	0	0.00%	1	100.00%	0	0.00%
AI/AN	0	0.00%	2	100.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	12	100.00%	0	0.00%
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A

	Stops by Month		Stops by Time of Day	
October 2013	10	6:00am - 9:59am	51	
November 2013	35	10:00am - 1:59pm	78	
December 2013	17	2:00pm - 5:59pm	35	
January 2014	32	6:00pm - 9:59pm	27	
February 2014	30	10:00pm - 1:59am	18	
March 2014	38	2:00am - 5:59am	31	
April 2014	36			
May 2014	42			

Age of the Driver									
	16-25		26-40		41-59		60 and Over		
Total	44	18.33%	83	34.58%	79	32.92%	34	14.17%	
Race									
White	42	17.50%	79	32.92%	73	30.42%	33	13.75%	
Black	2	0.83%	3	1.25%	4	1.67%	1	0.42%	
AsPac	0	0.00%	0	0.00%	1	0.42%	0	0.00%	
AI/AN	0	0.00%	1	0.42%	1	0.42%	0	0.00%	
Ethnicity									
Hispanic	3	1.25%	5	2.08%	4	1.67%	0	0.00%	
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

Section 4 (C):

CSP Troop Profiles

* The Connecticut State Police have 11 troops covering the state. These troops conduct traffic stops on both limited access highways and some local or state roads. These profiles summarize all stops made by each troop regardless of the road type.

TROOP A

	State Population			Traffic Stops	
Total	2,538,112	100.00%		13,899	100.00%
Race					
White	2,133,452	84.05%		12,184	87.66%
Black	202,049	7.96%		1,599	11.50%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%		2	0.01%
Asian/ Pacific Islander (AsPac)	91,637	3.61%		114	0.82%
Native Hawaiian	962	0.10%		0	0.00%
Other	105,255	4.15%			
Ethnicity					
Hispanic	246,449	9.71%		1,814	13.05%
Middle Eastern				N/A	N/A
Gender					
Male				9,505	68.39%
Female				4,394	31.61%

Residency Information			
CT Resident		Town/City Resident	
11,677	84.01%	2,487	17.89%

Stop Enforcement Method					
General		Blind		Spot-Check	
10,817	77.83%	2,585	18.60%	497	3.58%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	290	2.09%	12,974	93.34%	635	4.57%
Race						
White	261	2.14%	11,385	93.44%	538	4.42%
Black	28	1.75%	1,477	92.37%	94	5.88%
AsPac	1	0.88%	110	96.49%	3	2.63%
AI/AN	0	0.00%	2	100.00%	0	0.00%
Ethnicity						
Hispanic	40	2.21%	1,662	91.62%	112	6.17%
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A

Stops by Month		Stops by Time of Day	
October 2013	1,977	6:00am - 9:59pm	2,180
November 2013	1,650	10:00am - 1:59pm	2,717
December 2013	1,188	2:00pm - 5:59pm	3,179
January 2014	1,421	6:00pm - 9:59pm	2,200
February 2014	1,121	10:00pm - 1:59am	2,983
March 2014	2,266	2:00am - 5:59am	634
April 2014	1,895		
May 2014	2,381		

Age of the Driver									
	16-25		26-40		41-59		60 and Over		
Total	3,452	24.84%	4,740	34.10%	4,440	31.94%	1,258	9.05%	
Race									
White	3,005	21.62%	3,984	28.66%	3,994	28.74%	1,192	8.58%	
Black	421	3.03%	708	5.09%	407	2.93%	63	0.45%	
AsPac	26	0.19%	47	0.34%	38	0.27%	3	0.02%	
AI/AN	0	0.00%	1	0.01%	1	0.01%	0	0.00%	
Ethnicity									
Hispanic	537	3.86%	839	6.04%	403	2.90%	35	0.25%	
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

TROOP E

	State Population			Traffic Stops	
Total	2,538,112	100.00%		13,147	100.00%
Race					
White	2,133,452	84.05%		11,377	86.54%
Black	202,049	7.96%		1,511	11.49%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%		5	0.04%
Asian/ Pacific Islander (AsPac)	91,637	3.61%		254	1.93%
Native Hawaiian	962	0.10%		0	0.00%
Other	105,255	4.15%			
Ethnicity					
Hispanic	246,449	9.71%		897	6.82%
Middle Eastern				N/A	N/A
Gender					
Male				8,651	65.80%
Female				4,496	34.20%

Residency Information			
CT Resident		Town/City Resident	
8,889	67.61%	2,150	16.35%

Stop Enforcement Method					
General		Blind		Spot-Check	
10,597	80.60%	2,522	19.18%	28	0.21%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	411	3.13%	12,395	94.28%	341	2.59%
Race						
White	360	3.16%	10,724	94.26%	293	2.58%
Black	48	3.18%	1,418	93.85%	45	2.98%
AsPac	3	1.18%	248	97.64%	3	1.18%
AI/AN	0	0.00%	5	100.00%	0	0.00%
Ethnicity						
Hispanic	30	3.34%	841	93.76%	26	2.90%
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A

	Stops by Month		Stops by Time of Day	
October 2013	1,242	6:00am - 9:59pm	2,081	
November 2013	1,357	10:00am - 1:59pm	2,760	
December 2013	1,458	2:00pm - 5:59pm	2,410	
January 2014	1,446	6:00pm - 9:59pm	2,723	
February 2014	1,211	10:00pm - 1:59am	2,110	
March 2014	2,219	2:00am - 5:59am	1,058	
April 2014	1,854			
May 2014	2,360			

Age of the Driver									
	16-25		26-40		41-59		60 and Over		
Total	3,234	24.60%	4,587	34.89%	4,094	31.14%	1,220	9.28%	
Race									
White	2,822	21.46%	3,832	29.15%	3,578	27.22%	1,134	8.63%	
Black	367	2.79%	658	5.00%	418	3.18%	67	0.51%	
AsPac	42	0.32%	96	0.73%	97	0.74%	19	0.14%	
AI/AN	3	0.02%	1	0.01%	1	0.01%	0	0.00%	
Ethnicity									
Hispanic	272	2.07%	384	2.92%	206	1.57%	35	0.27%	
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

TROOP F

	State Population			Traffic Stops	
Total	2,538,112	100.00%		15,644	100.00%
Race					
White	2,133,452	84.05%		13,879	88.72%
Black	202,049	7.96%		1,543	9.86%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%		3	0.02%
Asian/ Pacific Islander (AsPac)	91,637	3.61%		219	1.40%
Native Hawaiian	962	0.10%		0	0.00%
Other	105,255	4.15%			
Ethnicity					
Hispanic	246,449	9.71%		1,100	7.03%
Middle Eastern				N/A	N/A
Gender					
Male				10,094	64.52%
Female				5,550	35.48%

Residency Information			
CT Resident		Town/City Resident	
12,369	79.07%	1,683	10.76%

Stop Enforcement Method					
General		Blind		Spot-Check	
9,847	62.94%	5,773	36.90%	24	0.15%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	305	1.95%	14,588	93.25%	751	4.80%
Race						
White	273	1.97%	12,932	93.18%	674	4.86%
Black	31	2.01%	1,438	93.20%	74	4.80%
AsPac	1	0.46%	215	98.17%	3	1.37%
AI/AN	0	0.00%	3	100.00%	0	0.00%
Ethnicity						
Hispanic	25	2.27%	1,015	92.27%	60	5.45%
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A

	Stops by Month		Stops by Time of Day	
October 2013	1,980	6:00am - 9:59pm	3,118	
November 2013	2,078	10:00am - 1:59pm	2,852	
December 2013	1,336	2:00pm - 5:59pm	3,249	
January 2014	1,482	6:00pm - 9:59pm	2,749	
February 2014	1,383	10:00pm - 1:59am	2,981	
March 2014	2,794	2:00am - 5:59am	692	
April 2014	2,145			
May 2014	2,446			

Age of the Driver									
	16-25		26-40		41-59		60 and Over		
Total	3,428	21.91%	5,201	33.25%	5,362	34.28%	1,638	10.47%	
Race									
White	3,067	19.60%	4,445	28.41%	4,807	30.73%	1,546	9.88%	
Black	323	2.06%	666	4.26%	466	2.98%	87	0.56%	
AsPac	36	0.23%	89	0.57%	89	0.57%	5	0.03%	
AI/AN	2	0.01%	1	0.01%	0	0.00%	0	0.00%	
Ethnicity									
Hispanic	267	1.71%	526	3.36%	275	1.76%	30	0.19%	
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

TROOP G

	State Population			Traffic Stops	
Total	2,538,112	100.00%		16,817	100.00%
Race					
White	2,133,452	84.05%		12,809	76.17%
Black	202,049	7.96%		3,783	22.50%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%		16	0.10%
Asian/ Pacific Islander (AsPac)	91,637	3.61%		209	1.24%
Native Hawaiian	962	0.10%		0	0.00%
Other	105,255	4.15%			
Ethnicity					
Hispanic	246,449	9.71%		2,984	17.74%
Middle Eastern				N/A	N/A
Gender					
Male				11,911	70.83%
Female				4,906	29.17%

Residency Information			
CT Resident		Town/City Resident	
13,010	77.36%	2,141	12.73%

Stop Enforcement Method					
General		Blind		Spot-Check	
12,389	73.67%	4,228	25.14%	200	1.19%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	306	1.82%	15,826	94.11%	685	4.07%
Race						
White	237	1.85%	12,070	94.23%	502	3.92%
Black	64	1.69%	3,540	93.58%	179	4.73%
AsPac	5	2.39%	200	95.69%	4	1.91%
AI/AN	0	0.00%	16	100.00%	0	0.00%
Ethnicity						
Hispanic	67	2.25%	2,775	93.00%	142	4.76%
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A

Stops by Month		Stops by Time of Day	
October 2013	2,507	6:00am - 9:59pm	3,392
November 2013	2,046	10:00am - 1:59pm	2,540
December 2013	1,604	2:00pm - 5:59pm	2,910
January 2014	1,563	6:00pm - 9:59pm	1,925
February 2014	1,256	10:00pm - 1:59am	4,629
March 2014	2,594	2:00am - 5:59am	1,412
April 2014	2,432		
May 2014	2,815		

Age of the Driver									
	16-25		26-40		41-59		60 and Over		
Total	3,685	21.91%	6,697	39.82%	5,318	31.62%	1,090	6.48%	
Race									
White	2,800	16.65%	4,957	29.48%	4,145	24.65%	882	5.24%	
Black	846	5.03%	1,654	9.84%	1,087	6.46%	194	1.15%	
AsPac	36	0.21%	82	0.49%	78	0.46%	13	0.08%	
AI/AN	3	0.02%	4	0.02%	8	0.05%	1	0.01%	
Ethnicity									
Hispanic	690	4.10%	1,467	8.72%	754	4.48%	70	0.42%	
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

TROOP K

	State Population			Traffic Stops	
Total	2,538,112	100.00%		12,770	100.00%
Race					
White	2,133,452	84.05%		11,660	91.31%
Black	202,049	7.96%		1,003	7.85%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%		2	0.02%
Asian/ Pacific Islander (AsPac)	91,637	3.61%		105	0.82%
Native Hawaiian	962	0.10%		0	0.00%
Other	105,255	4.15%			
Ethnicity					
Hispanic	246,449	9.71%		1,039	8.14%
Middle Eastern				N/A	N/A
Gender					
Male				8,324	65.18%
Female				4,446	34.82%

Residency Information			
CT Resident		Town/City Resident	
11,682	91.48%	3,568	27.94%

Stop Enforcement Method					
General		Blind		Spot-Check	
8,787	68.81%	3,964	31.04%	19	0.15%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	603	4.72%	11,201	87.71%	966	7.56%
Race						
White	553	4.74%	10,213	87.59%	894	7.67%
Black	47	4.69%	887	88.43%	69	6.88%
AsPac	3	2.86%	99	94.29%	3	2.86%
AI/AN	0	0.00%	2	100.00%	0	0.00%
Ethnicity						
Hispanic	57	5.49%	875	84.22%	107	10.30%
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A

	Stops by Month		Stops by Time of Day	
October 2013	1,999	6:00am - 9:59pm	2,320	
November 2013	1,500	10:00am - 1:59pm	2,761	
December 2013	1,445	2:00pm - 5:59pm	2,107	
January 2014	1,087	6:00pm - 9:59pm	2,404	
February 2014	1,026	10:00pm - 1:59am	2,023	
March 2014	1,852	2:00am - 5:59am	1,150	
April 2014	1,895			
May 2014	1,966			

Age of the Driver									
	16-25		26-40		41-59		60 and Over		
Total	3,130	24.51%	4,351	34.07%	4,089	32.02%	1,196	9.37%	
Race									
White	2,861	22.40%	3,868	30.29%	3,790	29.68%	1,137	8.90%	
Black	251	1.97%	440	3.45%	263	2.06%	49	0.38%	
AsPac	18	0.14%	42	0.33%	36	0.28%	9	0.07%	
AI/AN	0	0.00%	1	0.01%	0	0.00%	1	0.01%	
Ethnicity									
Hispanic	289	2.26%	497	3.89%	226	1.77%	26	0.20%	
Middle Eastern	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	

Section 5 (C):

Special Department Profiles

*University Police Departments

There are seven university police departments that were brought under the requirements of the Alvin Penn Act in 2013. Some of these departments had already been recording traffic stop data voluntarily for several years on their own. With the 2013 changes, they have become part of the annual reporting and analysis process. At first look, one is likely to assume that all university police settings are essentially the same; but this is not actually the case. Some of the university departments make a significant number of traffic stops, others make relatively few. Certain departments, such as Yale and Southern Connecticut State University among others, conduct their enforcement activities essentially within the urban environment with many of the vehicles stopped traveling through the campus on city streets. Some of the departments make stops only on the campus itself while others patrol the area off campus as well. The University of Connecticut Police Department patrols multiple venues where traffic stops may be made, not just the main campus in Storrs.

A meeting was held in July 2014 with chiefs and administrators of all of the university police agencies to begin the process of designing a method to analyze their traffic stop data in a meaningful way. Although the traffic stop data for the seven university departments are included in this report, it is important to realize that no decisions have yet been made on the best way or ways analyze their data. The university departments have expressed a great interest in engaging with the project staff in this process and understand that an analysis of their data will be part of the supplemental report being prepared for January 2015. Until the process of creating appropriate methods to analyze their data is completed and applied, some restraint is recommended in interpreting the data.

** A software error existed for Central Connecticut State University Police which prevented the proper recording of the Middle Eastern ethnicity designation. The error was part of a software setting that has been corrected and as of August 1, 2014 the error has been corrected. For CCSU the Middle Eastern numbers are not available in their data profile.

***A software error existed for three of the special police agencies which prevented the proper recording of the “Authority for Search” data element. When a vehicle is searched the officer must record the authority for the search in one of three categories, (1) consent, (2) inventory, or (3) other. The software in some agencies allowed “not applicable” to be entered. Therefore, in the 4 agencies, the total number of vehicles searched and the authority for search is not the same. As of August 1, 2014 the error has been corrected. The chart below lists the departments missing data and the number of files missing.

1. CCSU (1)	2. DMV (3)	3. UCONN (2)
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**** Three of the special police departments reported fewer than 15 total stops for the reporting period. Profiles were not completed for these departments, but the raw data will be available on the CT Data Collaborative portal. The departments are listed below.

1. University of New Haven	2. Department of Environmental Protection	3. Department of Revenue Services
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***** The Metro North Police Department began collecting and reporting traffic stop information in April 2014. Also, recently the Mashantucket and Mohegan Tribal Police Departments signed an agreement with Connecticut under which they will be collecting and reporting traffic stop information. Information from these departments will be included in the January supplemental report.

CAPITOL POLICE

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	N/A	N/A	N/A	N/A	96	100.00%
Race								
White	2,133,452	84.05%	N/A	N/A	N/A	N/A	72	75.00%
Black	202,049	7.96%	N/A	N/A	N/A	N/A	22	22.92%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	N/A	N/A	N/A	N/A	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	N/A	N/A	N/A	N/A	2	2.08%
Native Hawaiian	962	0.10%	N/A	N/A	N/A	N/A	0	0.00%
Other	105,255	4.15%	N/A	N/A	N/A	N/A		
Ethnicity								
Hispanic	246,449	9.71%	N/A	N/A	N/A	N/A	20	20.83%
Middle Eastern							1	1.04%
Gender								
Male							53	55.21%
Female							43	44.79%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
84	87.50%	26	27.08%

Stop Enforcement Method					
General		Blind		Spot-Check	
94	97.92%	2	2.08%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	3	3.13%	84	87.50%	9	9.38%
Race						
White	3	4.17%	62	86.11%	7	9.72%
Black	0	0.00%	20	90.91%	2	9.09%
AsPac	0	0.00%	2	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	2	10.00%	15	75.00%	3	15.00%
Middle Eastern	0	0.00%	1	100.00%	0	0.00%

	Stops by Month		Stops by Time of Day	
	Stops	Time of Day	Stops	Time of Day
October 2013	28	6:00am - 9:59pm	33	
November 2013	18	10:00am - 1:59pm	23	
December 2013	14	2:00pm - 5:59pm	12	
January 2014	14	6:00pm - 9:59pm	9	
February 2014	6	10:00pm - 1:59am	4	
March 2014	16	2:00am - 5:59am	15	
April 2014	0			
May 2014	0			

Age of the Driver								
Total	16-25		26-40		41-59		60 and Over	
		18	18.75%	32	33.33%	30	31.25%	11
Race								
White	15	15.63%	20	20.83%	23	23.96%	9	9.38%
Black	3	3.13%	11	11.46%	6	6.25%	2	2.08%
AsPac	0	0.00%	1	1.04%	1	1.04%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	4	4.17%	10	10.42%	5	5.21%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	1	1.04%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
		0	0.00%	2	2.08%	17	17.71%	9	9.38%	67	69.79%	1
Race												
White	0	0.00%	1	1.39%	12	16.67%	9	12.50%	49	68.06%	1	1.39%
Black	0	0.00%	1	4.55%	4	18.18%	0	0.00%	17	77.27%	0	0.00%
AsPac	0	0.00%	0	0.00%	1	50.00%	0	0.00%	1	50.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	0	0.00%	0	0.00%	5	25.00%	6	30.00%	8	40.00%	1	5.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
		2	2.08%	0	0.00%	2	100.00%	0	0.00%	0
Race										
White	2	2.78%	0	0.00%	2	100.00%	0	0.00%	0	0.00%
Black	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	2	10.00%	0	0.00%	2	100.00%	0	0.00%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	0.00%	2.08%	0.00%	1.04%	18.75%	2.08%	46.88%	16.67%	0.00%	0.00%	0.00%	1.04%
Race												
White	0.00%	1.39%	0.00%	1.39%	22.22%	2.78%	38.89%	19.44%	0.00%	0.00%	0.00%	1.39%
Black	0.00%	4.55%	0.00%	0.00%	9.09%	0.00%	68.18%	9.09%	0.00%	0.00%	0.00%	0.00%
AsPac	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	0.00%	0.00%	0.00%	0.00%	30.00%	0.00%	40.00%	15.00%	0.00%	0.00%	0.00%	0.00%
Middle Eastern	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%

EASTERN CONNECTICUT STATE UNIVERSITY

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	N/A	N/A	N/A	N/A	106	100.00%
Race								
White	2,133,452	84.05%	N/A	N/A	N/A	N/A	91	85.85%
Black	202,049	7.96%	N/A	N/A	N/A	N/A	14	13.21%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	N/A	N/A	N/A	N/A	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	N/A	N/A	N/A	N/A	1	0.94%
Native Hawaiian	962	0.10%	N/A	N/A	N/A	N/A	0	0.00%
Other	105,255	4.15%	N/A	N/A	N/A	N/A		
Ethnicity								
Hispanic	246,449	9.71%	N/A	N/A	N/A	N/A	9	8.49%
Middle Eastern							1	0.94%
Gender								
Male							61	57.55%
Female							45	42.45%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
100	94.34%	30	28.30%

Stop Enforcement Method					
General		Blind		Spot-Check	
105	99.06%	0	0.00%	1	0.94%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	6	5.66%	97	91.51%	3	2.83%
Race						
White	4	4.40%	86	94.51%	1	1.10%
Black	2	14.29%	11	78.57%	1	7.14%
AsPac	0	0.00%	0	0.00%	1	100.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	8	88.89%	1	11.11%
Middle Eastern	0	0.00%	1	100.00%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	29	6:00am - 9:59pm	6
November 2013	16	10:00am - 1:59pm	6
December 2013	8	2:00pm - 5:59pm	38
January 2014	2	6:00pm - 9:59pm	25
February 2014	6	10:00pm - 1:59am	30
March 2014	22	2:00am - 5:59am	1
April 2014	17		
May 2014	6		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	87	82.08%	8	7.55%	7	6.60%	4	3.77%
Race								
White	74	69.81%	7	6.60%	6	5.66%	4	3.77%
Black	12	11.32%	1	0.94%	1	0.94%	0	0.00%
AsPac	1	0.94%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	7	6.60%	2	1.89%	0	0.00%	0	0.00%
Middle Eastern	1	0.94%	0	0.00%	0	0.00%	0	0.00%

SOUTHERN CONNECTICUT STATE UNIVERSITY

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	N/A	N/A	N/A	N/A	962	100.00%
Race								
White	2,133,452	84.05%	N/A	N/A	N/A	N/A	493	51.25%
Black	202,049	7.96%	N/A	N/A	N/A	N/A	463	48.13%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	N/A	N/A	N/A	N/A	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	N/A	N/A	N/A	N/A	6	0.62%
Native Hawaiian	962	0.10%	N/A	N/A	N/A	N/A	0	0.00%
Other	105,255	4.15%	N/A	N/A	N/A	N/A		
Ethnicity								
Hispanic	246,449	9.71%	N/A	N/A	N/A	N/A	85	8.84%
Middle Eastern							14	1.46%
Gender								
Male							644	66.94%
Female							318	33.06%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
802	83.37%	267	27.75%

Stop Enforcement Method					
General		Blind		Spot-Check	
781	81.19%	115	11.95%	66	6.86%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	13	1.35%	907	94.28%	42	4.37%
Race						
White	11	2.23%	458	92.90%	24	4.87%
Black	2	0.43%	444	95.90%	17	3.67%
AsPac	0	0.00%	5	83.33%	1	16.67%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	3	3.53%	78	91.76%	4	4.71%
Middle Eastern	0	0.00%	14	100.00%	0	0.00%

Stops by Month		Stops by Time of Day	
October 2013	111	6:00am - 9:59pm	38
November 2013	146	10:00am - 1:59pm	155
December 2013	178	2:00pm - 5:59pm	239
January 2014	198	6:00pm - 9:59pm	172
February 2014	93	10:00pm - 1:59am	258
March 2014	65	2:00am - 5:59am	100
April 2014	49		
May 2014	122		

Age of the Driver								
	16-25		26-40		41-59		60 and Over	
Total	380	39.50%	230	23.91%	209	21.73%	57	5.93%
Race								
White	211	21.93%	82	8.52%	93	9.67%	28	2.91%
Black	168	17.46%	146	15.18%	114	11.85%	28	2.91%
AsPac	1	0.10%	2	0.21%	2	0.21%	1	0.10%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity								
Hispanic	35	3.64%	19	1.98%	27	2.81%	4	0.42%
Middle Eastern	4	0.42%	6	0.62%	3	0.31%	1	0.10%

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
		6	0.62%	64	6.65%	422	43.87%	292	30.35%	175	18.19%	3
Race												
White	0	0.00%	19	3.85%	204	41.38%	147	29.82%	120	24.34%	3	0.61%
Black	6	1.30%	44	9.50%	216	46.65%	142	30.67%	55	11.88%	0	0.00%
AsPac	0	0.00%	1	16.67%	2	33.33%	3	50.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	1	1.18%	4	4.71%	45	52.94%	27	31.76%	8	9.41%	0	0.00%
Middle Eastern	0	0.00%	3	21.43%	8	57.14%	3	21.43%	0	0.00%	0	0.00%

Search Information										
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search
		20	2.08%	10	50.00%	0	0.00%	10	50.00%	5
Race										
White	6	1.22%	4	66.67%	0	0.00%	2	33.33%	3	50.00%
Black	13	2.81%	5	38.46%	0	0.00%	8	61.54%	2	15.38%
AsPac	1	16.67%	1	100.00%	0	0.00%	0	0.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Ethnicity										
Hispanic	1	1.18%	0	0.00%	0	0.00%	1	100.00%	0	0.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	1.56%	1.46%	0.83%	20.27%	14.86%	1.66%	28.07%	6.44%	0.00%	0.00%	8.32%	3.74%
Race												
White	0.61%	1.62%	0.00%	15.21%	11.16%	2.23%	30.02%	7.51%	0.00%	0.00%	8.11%	4.46%
Black	2.59%	1.30%	1.73%	25.92%	18.79%	0.86%	25.92%	5.40%	0.00%	0.00%	8.42%	2.81%
AsPac	0.00%	0.00%	0.00%	0.00%	16.67%	16.67%	33.33%	0.00%	0.00%	0.00%	16.67%	16.67%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	1.18%	3.53%	0.00%	24.71%	10.59%	1.18%	28.24%	9.41%	0.00%	0.00%	7.06%	2.35%
Middle Eastern	0.00%	0.00%	0.00%	0.00%	0.00%	14.29%	50.00%	21.43%	0.00%	0.00%	7.14%	7.14%

WESTERN CONNECTICUT STATE UNIVERSITY

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	N/A	N/A	N/A	N/A	26	100.00%
Race								
White	2,133,452	84.05%	N/A	N/A	N/A	N/A	20	76.92%
Black	202,049	7.96%	N/A	N/A	N/A	N/A	5	19.23%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	N/A	N/A	N/A	N/A	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	N/A	N/A	N/A	N/A	1	3.85%
Native Hawaiian	962	0.10%	N/A	N/A	N/A	N/A	0	0.00%
Other	105,255	4.15%	N/A	N/A	N/A	N/A		
Ethnicity								
Hispanic	246,449	9.71%	N/A	N/A	N/A	N/A	6	23.08%
Middle Eastern							1	3.85%
Gender								
Male							19	73.08%
Female							7	26.92%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
22	84.62%	8	30.77%

Stop Enforcement Method					
General		Blind		Spot-Check	
26	100.00%	0	0.00%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	0	0.00%	26	100.00%	0	0.00%
Race						
White	0	0.00%	20	100.00%	0	0.00%
Black	0	0.00%	5	100.00%	0	0.00%
AsPac	0	0.00%	1	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	6	100.00%	0	0.00%
Middle Eastern	0	0.00%	1	100.00%	0	0.00%

	Stops by Month	Stops by Time of Day
October 2013	6	6:00am - 9:59pm 3
November 2013	4	10:00am - 1:59pm 6
December 2013	2	2:00pm - 5:59pm 9
January 2014	1	6:00pm - 9:59pm 5
February 2014	4	10:00pm - 1:59am 3
March 2014	1	2:00am - 5:59am 0
April 2014	3	
May 2014	5	

Age of the Driver									
Total	16-25		26-40		41-59		60 and Over		
		12	46.15%	10	38.46%	2	7.69%	2	7.69%
Race									
White	7	26.92%	9	34.62%	2	7.69%	2	7.69%	
Black	4	15.38%	1	3.85%	0	0.00%	0	0.00%	
AsPac	1	3.85%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity									
Hispanic	0	0.00%	5	19.23%	1	3.85%	0	0.00%	
Middle Eastern	1	3.85%	0	0.00%	0	0.00%	0	0.00%	

YALE University

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	N/A	N/A	N/A	N/A	613	100.00%
Race								
White	2,133,452	84.05%	N/A	N/A	N/A	N/A	366	59.71%
Black	202,049	7.96%	N/A	N/A	N/A	N/A	225	36.70%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	N/A	N/A	N/A	N/A	2	0.33%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	N/A	N/A	N/A	N/A	20	3.26%
Native Hawaiian	962	0.10%	N/A	N/A	N/A	N/A	0	0.00%
Other	105,255	4.15%	N/A	N/A	N/A	N/A		
Ethnicity								
Hispanic	246,449	9.71%	N/A	N/A	N/A	N/A	70	11.42%
Middle Eastern							12	1.96%
Gender								
Male							380	61.99%
Female							233	38.01%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
580	94.62%	274	44.70%

Stop Enforcement Method					
General		Blind		Spot-Check	
613	100.00%	0	0.00%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	19	3.10%	533	86.95%	61	9.95%
Race						
White	9	2.46%	329	89.89%	28	7.65%
Black	7	3.11%	189	84.00%	29	12.89%
AsPac	1	5.00%	15	75.00%	4	20.00%
AI/AN	2	100.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	5	7.14%	61	87.14%	4	5.71%
Middle Eastern	0	0.00%	10	83.33%	2	16.67%

	Stops by Month	Stops by Time of Day
October 2013	2	6:00am - 9:59am 37
November 2013	141	10:00am - 1:59pm 55
December 2013	114	2:00pm - 5:59pm 192
January 2014	146	6:00pm - 9:59pm 122
February 2014	4	10:00pm - 1:59am 171
March 2014	71	2:00am - 5:59am 36
April 2014	61	
May 2014	74	

Age of the Driver									
Total	16-25		26-40		41-59		60 and Over		
		147	23.98%	229	37.36%	172	28.06%	63	
Race									
White	87	14.19%	133	21.70%	102	16.64%	44	7.18%	
Black	57	9.30%	85	13.87%	64	10.44%	17	2.77%	
AsPac	3	0.49%	11	1.79%	6	0.98%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	2	0.33%	
Ethnicity									
Hispanic	24	3.92%	30	4.89%	16	2.61%	0	0.00%	
Middle Eastern	3	0.49%	8	1.31%	0	0.00%	1	0.16%	

Disposition of the Traffic Stop												
Total	UAR		Mis. Summons		Infraction		Written Warn.		Verbal Warn.		No Disposition	
	25	4.08%	47	7.67%	207	33.77%	258	42.09%	75	12.23%	1	0.16%
Race												
White	9	2.46%	25	6.83%	120	32.79%	157	42.90%	54	14.75%	1	0.27%
Black	14	6.22%	22	9.78%	79	35.11%	91	40.44%	19	8.44%	0	0.00%
AsPac	2	10.00%	0	0.00%	8	40.00%	8	40.00%	2	10.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%	2	100.00%	0	0.00%	0	0.00%
Ethnicity												
Hispanic	5	7.14%	11	15.71%	16	22.86%	30	42.86%	8	11.43%	0	0.00%
Middle Eastern	0	0.00%	1	8.33%	6	50.00%	5	41.67%	0	0.00%	0	0.00%

Search Information											
Total	Car Searched	% of Stop	Consent		Inventory		Other		Contraband Found	% of Search	
	49	7.99%	17	34.69%	24	48.98%	8	16.33%	18	36.73%	
Race											
White	25	6.83%	8	32.00%	13	52.00%	4	16.00%	13	52.00%	
Black	24	10.67%	9	37.50%	11	45.83%	4	16.67%	5	20.83%	
AsPac	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity											
Hispanic	10	14.29%	5	50.00%	5	50.00%	0	0.00%	6	60.00%	
Middle Eastern	1	8.33%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	

Statutory Authority Cited for Stop												
	Registration Violation	Display of Plates	Suspension or Revocation (license or registration)	Speed Related	Defective/ Improper lighting equipment	Stop Sign Violation	Traffic Control Signal	Other Moving Violation	Other Equipment Violation	Excessive Window Tinting	Seatbelt/ Child restraint Violation	Cellphone Violation
Total	6.85%	1.96%	1.31%	1.47%	9.95%	1.14%	48.61%	6.04%	0.33%	0.65%	0.65%	7.01%
Race												
White	7.38%	1.09%	0.55%	0.55%	7.38%	0.82%	48.36%	8.20%	0.55%	0.27%	0.82%	7.92%
Black	6.67%	3.11%	2.67%	3.11%	13.78%	1.78%	49.78%	2.67%	0.00%	1.33%	0.44%	5.33%
AsPac	0.00%	5.00%	0.00%	0.00%	15.00%	0.00%	35.00%	5.00%	0.00%	0.00%	0.00%	10.00%
AI/AN	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Ethnicity												
Hispanic	8.57%	1.43%	0.00%	0.00%	8.57%	2.86%	48.57%	5.71%	0.00%	0.00%	1.43%	4.29%
Middle Eastern	0.00%	0.00%	0.00%	0.00%	16.67%	0.00%	66.67%	0.00%	0.00%	0.00%	8.33%	0.00%

MET DIST. WATER AUTHORITY

	State Population		*Town/City Population		**Estimated Driving Population		Traffic Stops	
Total	2,538,112	100.00%	N/A	N/A	N/A	N/A	8	100.00%
Race								
White	2,133,452	84.05%	N/A	N/A	N/A	N/A	7	87.50%
Black	202,049	7.96%	N/A	N/A	N/A	N/A	0	0.00%
Indian American/Alaskan Native (AI/AN)	4,757	0.20%	N/A	N/A	N/A	N/A	0	0.00%
Asian/ Pacific Islander (AsPac)	91,637	3.61%	N/A	N/A	N/A	N/A	1	12.50%
Native Hawaiian	962	0.10%	N/A	N/A	N/A	N/A	0	0.00%
Other	105,255	4.15%	N/A	N/A	N/A	N/A		
Ethnicity								
Hispanic	246,449	9.71%	N/A	N/A	N/A	N/A	1	12.50%
Middle Eastern							0	0.00%
Gender								
Male							7	87.50%
Female							1	12.50%
* The Town/City Population represents residents 16 and over, adjusted for household vehicle availability. Information is derived from the 2010 Census and ACS Household Survey 5yr estimates.								
** The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops. A full explanation of this methodology and its limitations begins on page 23 of this report. A summary table with the weekday/daytime stops can be found on page 440.								

Residency Information			
CT Resident		Town/City Resident	
6	75.00%	4	50.00%

Stop Enforcement Method					
General		Blind		Spot-Check	
7	87.50%	1	12.50%	0	0.00%

Nature of the Traffic Stop						
	Investigative		Motor Vehicle		Equipment	
Totals	1	12.50%	5	62.50%	2	25.00%
Race						
White	1	14.29%	4	57.14%	2	28.57%
Black	0	0.00%	0	0.00%	0	0.00%
AsPac	0	0.00%	1	100.00%	0	0.00%
AI/AN	0	0.00%	0	0.00%	0	0.00%
Ethnicity						
Hispanic	0	0.00%	0	0.00%	1	100.00%
Middle Eastern	0	0.00%	0	0.00%	0	0.00%

	Stops by Month		Stops by Time of Day	
October 2013	1	6:00am - 9:59pm		2
November 2013	1	10:00am - 1:59pm		1
December 2013	1	2:00pm - 5:59pm		3
January 2014	1	6:00pm - 9:59pm		2
February 2014	1	10:00pm - 1:59am		0
March 2014	1	2:00am - 5:59am		0
April 2014	1			
May 2014	1			

Age of the Driver									
	16-25		26-40		41-59		60 and Over		
Total	2	25.00%	1	12.50%	2	25.00%	3	37.50%	
Race									
White	2	25.00%	1	12.50%	1	12.50%	3	37.50%	
Black	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
AsPac	0	0.00%	0	0.00%	1	12.50%	0	0.00%	
AI/AN	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
Ethnicity									
Hispanic	1	12.50%	0	0.00%	0	0.00%	0	0.00%	
Middle Eastern	0	0.00%	0	0.00%	0	0.00%	0	0.00%	

Section 6:

Summary Tables

The following summary tables take aspects of the data elements shown in the individual town profiles and present them for all the police agencies collectively. As noted elsewhere in this report, data for Suffield has not been included. The summary tables show data for police agencies including municipal departments, State Police, and special departments. The data for towns relying on Resident State Trooper services and general State Police patrols for traffic enforcement are aggregated with State Police highway patrol activities and not presented individually. They will be disaggregated in the future.

Additional Summary Tables covering other aspects of the data appearing in the town profiles, such as age, gender, and stops by category of violation (registration, vehicle lighting and equipment, speeding, display of plates, etc.) are planned for release as they are completed. They will be made available to the public through the project website (www.ctrp3.org).

Brief explanations of each summary table are presented below.

Table 1.0 *Total Stops Conducted by Department*

This table shows the total number of stops reported by each department for the period from October 1, 2013 through May 31, 2014.

Table 2.0 *Total Stops by Race and Ethnic Status*

This table shows stops made by each department broken down by the perceived race and ethnicity of the driver as reported by the officers making the stop. Racial categories shown include White, Black, Asian or Pacific Islander, and Indian American or Alaskan Native. Hispanic is reported as a perception independent of race. The table shows the drivers stopped within each category as a percentage of all drivers stopped.

Table 3.0 *Percentage of Stops by Enforcement Method Used*

This table shows the percentage of stops conducted by each department by one of three enforcement methods employed—General, Blind, or Spot Check. General Enforcement includes stops made through the officer's general enforcement techniques and not involving special methods falling into the other two categories. Blind Stops are those made using special methods or technologies such as radar, laser, license plate recognition devices, or any similar methods or technologies. Stops resulting from sobriety checkpoints are considered to be included in this category. Spot checks are stops resulting from spot checks aimed at detecting seat belt, cell

phone, texting, and similar violations of law, but do not include sobriety checkpoints. The table shows the percentage of stops a department reports within each of the three categories.

Table 4.0 *Nature of Traffic Stop*

This table shows the stops made by each department for three categories—equipment violations, motor vehicle violations, and investigatory stops.

Table 5.0 *Stops by Resident/Nonresident Status*

This table shows the stops made by each department broken down by whether or not the drivers were Connecticut residents and whether they were residents of the town whose department made the stop.

Table 6.0 *Stop Outcomes*

This table illustrates stops made by each department according to six possible stop outcomes—Uniform Arrest Report (report resulting from arrest being made), Misdemeanor Summons (summons to court to answer charge of alleged commission of a misdemeanor), Infraction (citation for commission of infraction issued—can be paid by mail or contested in court), Written Warning (officer issues written warning for the observed violation but no charges are levied), Verbal Warning (officer gives driver a verbal warning regarding the observed violation but takes no further action), and No Disposition (stop ends with none of the preceding five outcomes taking place). It shows the percentage of stops resulting in each of these outcomes.

Table 6.1 *Stop Outcomes by Race (White/ Non-White) and Ethnicity (Hispanic)*

This table shows the stop outcomes for each department broken down by the percentage of stops involving white drivers, non-white drivers, and Hispanic drivers that resulted in each of the six possible outcomes.

Table 7.0 (a), 7.0 (b), and 7.0 (c) *Length of Stop by Driver Race/Ethnicity*

These three tables illustrate the percentage of drivers involved in stops that lasted 15 minutes or less (7.0 (a)), 16-30 minutes (7.0 (b)), or more than 30 minutes (7.0 (c)) broken down by race (White, Black, Asian/Pacific Islander, and American Indian/Alaskan Native) and ethnicity (Hispanic). The breakdown shows the number of drivers in each category within each time increment and the percentage this represents of all drivers stopped in that racial or ethnic category. The tables also show the percentage of total stops (not broken down by driver race/ethnicity) within each of the three time increments that resulted in the vehicle being towed from the stop location.

Table 8.0 *Vehicle Search by Race/Ethnicity*

This table shows the total number of stops made by each department where a vehicle search was conducted and the percentage this represents of all vehicles stopped. It also breaks down these vehicle searches by driver race (White, Black, Asian/Pacific Islander, and American Indian/Alaskan Native) and ethnicity (Hispanic). The breakdown shows the number of drivers in each category whose vehicles were subjected to search and the percentage this represents of all the drivers within that category who were stopped.

Table 9.0 *Search Authority*

This table illustrates the total number of stopped vehicles that were subjected to search and the percentage this represents of all vehicles stopped by that department. It shows the authority cited by the officer as the basis for conducting the search as one of three categories--Consent (the driver consents to an officer's search request), Inventory (search is conducted as a result of an arrest), and Other (any other authority pursuant to which a search may be conducted, such as probable cause, reasonable suspicion, plain view contraband, drug dog alert, exigent circumstances, etc.). The table shows the number and percentage of searches conducted by each department falling into the three categories.

NOTE: Due to an error with a vendor, some agencies were not properly recording the search authority. In some cases, those agencies were able to default the search authority to "not applicable." These "not applicable" responses have been treated as missing records. This situation has been corrected with the vendor and departments. The departments whose data is affected by this error are identified with an asterisk (*) and the number of search authority records missing is indicated in the last column of the table.

Table 10.0 *Search Results*

This table illustrates the number of searches conducted by department that resulted in contraband being found and the percentage this represents of all the searches the department conducted. This percentage is euphemistically referred to as the search "hit" rate. The table also breaks down these successful searches by race category (White, Black, Asian/Pacific Islander, American Indian/Alaskan Native) and ethnicity (Hispanic). It shows the number of successful searches conducted on drivers in each category and the percentage this represents of all of the drivers searched within that category.

Table 11.0 *Custodial Arrest of Driver*

This table illustrates the number of stops each department conducted that resulted in a custodial arrest of the driver and the percentage this represents of all drivers stopped. It also breaks down custodial arrests by race category (White, Black, Asian/Pacific Islander, American Indian/Alaskan Native) and ethnicity (Hispanic). It shows the number of drivers in each category that were subjected to custodial arrest and the percentage this represents of all of the drivers in that category who were stopped.

Table 12.0 *Estimated Driving Population Comparison Table*

These two tables illustrate the percentage of drivers stopped Monday through Friday from 6:00am to 6:00pm compared to the percentage of drivers reflected in the estimated driving population. Table 12.0 (a) shows all the municipal police departments and table 12.0 (b) shows all other town covered by the State Police. These tables break down drivers stopped by two race categories (White and Non-White) and ethnicity (Hispanic). Please note that Hispanic drivers are also reflected in the white/non-white race numbers.

The EDP is a tool created to approximate the possible changes to the makeup of the population that might be on a town's roads during the typical weekday work period. It is an estimation and does not account for random non-work-related trips that may be made by non-residents for other reasons or for the possibility that a commuter travels through one town to reach a workplace in an adjacent town. The process used to create the EDP is detailed in Section VI of this report. The EDP is an attempt to replace using resident census demographics as a default benchmark for comparing traffic stop data. Although an imperfect tool, it can be informative if used with stops occurring during the weekday daytime period when nonresident workers have the greatest likelihood of being on a town's roads. The data in Table 12 are an initial application of the EDP in this context but efforts will be made to improve upon this in the ongoing analysis of stop data.

Table 1.0

Total Stops October 1, 2013 - May 31, 2014 (Sorted: alphabetically)

Department Name	Total Number of Stops
Ansonia	3,103
Avon	397
Berlin	4,060
Bethel	2,584
Bloomfield	3,603
Branford	4,702
Bridgeport	3,396
Bristol	2,622
Brookfield	1,757
Canton	988
Central CT State University	912
Cheshire	3,263
Clinton	1,629
Coventry	802
Cromwell	1,683
Danbury	3,132
Darien	2,840
Department of Motor Vehicle	933
Derby	2,567
East Hampton	498
East Hartford	5,412
East Haven	794
East Windsor	560
Eastern CT State University	106
Easton	284
Enfield	4,961
Fairfield	3,736
Farmington	2,625
Glastonbury	3,519
Granby	979
Greenwich	5,342
Groton City	1,801
Groton Long Point	73
Groton Town	4,603
Guilford	1,493
Hamden	3,751
Hartford	5,398
Madison	1,694
Manchester	2,298
Meriden	1,987
Met. Dist. Water Authority	8
Middlebury	185
Middletown	2,398
Milford	2,581
Monroe	2,026
Naugatuck	4,450
New Britain	3,778
New Canaan	2,655
New Haven	6,156
New London	992
New Milford	2,035
Newington	3,849

Table 1.0

Total Stops October 1, 2013 - May 31, 2014 (Sorted: alphabetically)

Department Name	Total Number of Stops
Newtown	1,935
North Branford	998
North Haven	1,752
Norwalk	5,441
Norwich	4,241
Old Saybrook	1,747
Orange	1,882
Plainfield	908
Plainville	3,533
Plymouth	1,372
Portland	132
Putnam	1,791
Redding	1,834
Ridgefield	4,298
Rocky Hill	2,480
Seymour	2,201
Shelton	384
Simsbury	1,962
South Windsor	1,510
Southern CT State University	962
Southington	4,054
Stamford	637
State Capitol	96
State Police	139,531
Stonington	1,221
Stratford	1,988
Thomaston	369
Torrington	6,037
Trumbull	1,517
University of Connecticut	965
University of New Haven	5
Vernon	2,201
Wallingford	5,572
Waterbury	967
Waterford	1,715
Watertown	892
West Hartford	4,839
West Haven	1,138
Western CT State University	26
Weston	193
Westport	5,041
Wethersfield	3,638
Willimantic	2,592
Wilton	2,532
Windsor	3,711
Windsor Locks	2,131
Winsted	607
Wolcott	380
Woodbridge	1,489
Yale University	613
TOTAL	366,060

Table 2.0

Total Stops October 1, 2013 - May 31, 2014 by Race/Ethnicity
"Percent of total stops" (Sorted Alphabetically)

Department Name	Total Stops	White		Black		Asian/Pac. Islander		Indian American/ Alaskan Native		Hispanic	
		N	%	N	%	N	%	N	%	N	%
Ansonia	3,103	2,614	84.24%	467	15.05%	10	0.32%	12	0.39%	378	12.18%
Avon	397	356	89.67%	36	9.07%	4	1.01%	1	0.25%	20	5.04%
Berlin	4,060	3,665	90.27%	347	8.55%	42	1.03%	6	0.15%	552	13.60%
Bethel	2,584	2,426	93.89%	112	4.33%	46	1.78%	0	0.00%	298	11.53%
Bloomfield	3,603	1,548	42.96%	2,014	55.90%	27	0.75%	14	0.39%	272	7.55%
Branford	4,702	4,489	95.47%	198	4.21%	15	0.32%	0	0.00%	312	6.64%
Bridgeport	3,396	1,916	56.42%	1,398	41.17%	64	1.88%	18	0.53%	999	29.42%
Bristol	2,622	2,371	90.43%	233	8.89%	12	0.46%	6	0.23%	370	14.11%
Brookfield	1,757	1,651	93.97%	63	3.59%	40	2.28%	3	0.17%	170	9.68%
Canton	988	917	92.81%	50	5.06%	6	0.61%	15	1.52%	22	2.23%
Central CT State University	912	756	82.89%	149	16.34%	7	0.77%	0	0.00%	122	13.38%
Cheshire	3,263	3,009	92.22%	217	6.65%	33	1.01%	4	0.12%	216	6.62%
Clinton	1,629	1,528	93.80%	62	3.81%	39	2.39%	0	0.00%	134	8.23%
Coventry	802	765	95.39%	27	3.37%	10	1.25%	0	0.00%	44	5.49%
Cromwell	1,683	1,452	86.27%	199	11.82%	13	0.77%	19	1.13%	58	3.45%
Danbury	3,132	2,880	91.95%	204	6.51%	37	1.18%	11	0.35%	768	24.52%
Darien	2,840	2,443	86.02%	310	10.92%	63	2.22%	24	0.85%	441	15.53%
Department of Motor Vehicle	933	789	84.57%	128	13.72%	16	1.71%	0	0.00%	74	7.93%
Derby	2,567	2,183	85.04%	347	13.52%	36	1.40%	1	0.04%	297	11.57%
East Hampton	498	481	96.59%	11	2.21%	4	0.80%	2	0.40%	15	3.01%
East Hartford	5,412	3,405	62.92%	1,930	35.66%	67	1.24%	10	0.18%	1,390	25.68%
East Haven	794	734	92.44%	48	6.05%	6	0.76%	6	0.76%	89	11.21%
East Windsor	560	500	89.29%	59	10.54%	1	0.18%	0	0.00%	41	7.32%
Eastern CT State University	106	91	85.85%	14	13.21%	1	0.94%	0	0.00%	9	8.49%
Easton	284	267	94.01%	14	4.93%	3	1.06%	0	0.00%	24	8.45%
Enfield	4,961	4,415	88.99%	477	9.61%	51	1.03%	18	0.36%	327	6.59%
Fairfield	3,736	3,261	87.29%	449	12.02%	14	0.37%	12	0.32%	450	12.04%
Farmington	2,625	2,370	90.29%	207	7.89%	40	1.52%	8	0.30%	191	7.28%
Glastonbury	3,519	3,122	88.72%	279	7.93%	115	3.27%	3	0.09%	266	7.56%
Granby	979	920	93.97%	55	5.62%	3	0.31%	1	0.10%	31	3.17%
Greenwich	5,342	4,825	90.32%	421	7.88%	68	1.27%	28	0.52%	1,036	19.39%
Groton City	1,801	1,425	79.12%	297	16.49%	69	3.83%	10	0.56%	249	13.83%
Groton Long Point	73	71	97.26%	1	1.37%	1	1.37%	0	0.00%	1	1.37%
Groton Town	4,603	3,875	84.18%	628	13.64%	100	2.17%	0	0.00%	366	7.95%
Guilford	1,493	1,438	96.32%	33	2.21%	21	1.41%	1	0.07%	50	3.35%
Hamden	3,751	2,296	61.21%	1,421	37.88%	34	0.91%	0	0.00%	312	8.32%
Hartford	5,398	3,423	63.41%	1,907	35.33%	63	1.17%	5	0.09%	1,777	32.92%
Madison	1,694	1,615	95.34%	58	3.42%	21	1.24%	0	0.00%	50	2.95%
Manchester	2,298	1,665	72.45%	567	24.67%	41	1.78%	25	1.09%	379	16.49%
Meriden	1,987	1,629	81.98%	333	16.76%	25	1.26%	0	0.00%	621	31.25%
Met. Dist. Water Authority	8	7	87.50%	0	0.00%	1	12.50%	0	0.00%	1	12.50%
Middlebury	185	179	96.76%	6	3.24%	0	0.00%	0	0.00%	6	3.24%
Middletown	2,398	1,891	78.86%	469	19.56%	36	1.50%	2	0.08%	197	8.22%
Milford	2,581	2,139	82.87%	380	14.72%	53	2.05%	9	0.35%	301	11.66%
Monroe	2,026	1,881	92.84%	128	6.32%	12	0.59%	5	0.25%	103	5.08%
Naugatuck	4,450	3,857	86.67%	537	12.07%	46	1.03%	10	0.22%	473	10.63%
New Britain	3,778	3,051	80.76%	678	17.95%	34	0.90%	15	0.40%	1,648	43.62%
New Canaan	2,655	2,496	94.01%	121	4.56%	30	1.13%	8	0.30%	247	9.30%
New Haven	6,156	3,150	51.17%	2,866	46.56%	106	1.72%	34	0.55%	1,332	21.64%
New London	992	847	85.38%	138	13.91%	5	0.50%	2	0.20%	163	16.43%
New Milford	2,035	1,891	92.92%	94	4.62%	49	2.41%	1	0.05%	151	7.42%
Newington	3,849	3,198	83.09%	569	14.78%	70	1.82%	12	0.31%	795	20.65%
Newtown	1,935	1,798	92.92%	101	5.22%	31	1.60%	5	0.26%	101	5.22%
North Branford	998	951	95.29%	41	4.11%	4	0.40%	2	0.20%	48	4.81%
North Haven	1,752	1,523	86.93%	214	12.21%	15	0.86%	0	0.00%	177	10.10%
Norwalk	5,441	4,069	74.78%	1,331	24.46%	34	0.62%	7	0.13%	1,217	22.37%
Norwich	4,241	3,158	74.46%	888	20.94%	190	4.48%	5	0.12%	574	13.53%
Old Saybrook	1,747	1,648	94.33%	65	3.72%	31	1.77%	3	0.17%	70	4.01%
Orange	1,882	1,477	78.48%	351	18.65%	46	2.44%	8	0.43%	235	12.49%
Plainfield	908	867	95.48%	14	1.54%	1	0.11%	1	0.11%	11	1.21%
Plainville	3,533	3,178	89.95%	315	8.92%	35	0.99%	5	0.14%	437	12.37%
Plymouth	1,372	1,294	94.31%	66	4.81%	10	0.73%	2	0.15%	84	6.12%
Portland	132	126	95.45%	5	3.79%	1	0.76%	0	0.00%	6	4.55%
Putnam	1,791	1,741	97.21%	38	2.12%	11	0.61%	1	0.06%	12	0.67%
Redding	1,834	1,748	95.31%	63	3.44%	22	1.20%	1	0.05%	153	8.34%
Ridgefield	4,298	4,047	94.16%	174	4.05%	41	0.95%	36	0.84%	446	10.38%

Table 2.0

Total Stops October 1, 2013 - May 31, 2014 by Race/Ethnicity
"Percent of total stops" (Sorted Alphabetically)

Department Name	Total Stops	White		Black		Asian/Pac. Islander		Indian American/ Alaskan Native		Hispanic	
		N	%	N	%	N	%	N	%	N	%
Rocky Hill	2,480	2,145	86.49%	259	10.44%	52	2.10%	24	0.97%	218	8.79%
Seymour	2,201	2,043	92.82%	128	5.82%	29	1.32%	1	0.05%	121	5.50%
Shelton	384	355	92.45%	23	5.99%	4	1.04%	2	0.52%	33	8.59%
Simsbury	1,962	1,843	93.93%	99	5.05%	20	1.02%	0	0.00%	46	2.34%
South Windsor	1,510	1,208	80.00%	260	17.22%	32	2.12%	10	0.66%	167	11.06%
Southern CT State University	962	493	51.25%	463	48.13%	6	0.62%	0	0.00%	85	8.84%
Southington	4,054	3,918	96.65%	114	2.81%	19	0.47%	3	0.07%	196	4.83%
Stamford	637	525	82.42%	93	14.60%	18	2.83%	1	0.16%	89	13.97%
State Capitol	96	72	75.00%	22	22.92%	2	2.08%	0	0.00%	20	20.83%
State Police	139,531	120,967	86.70%	16,816	12.05%	1,659	1.19%	89	0.06%	13,107	9.39%
Stonington	1,221	1,141	93.45%	53	4.34%	25	2.05%	2	0.16%	49	4.01%
Stratford	1,988	1,374	69.11%	603	30.33%	10	0.50%	1	0.05%	364	18.31%
Thomaston	369	360	97.56%	6	1.63%	3	0.81%	0	0.00%	15	4.07%
Torrington	6,037	5,602	92.79%	387	6.41%	33	0.55%	15	0.25%	464	7.69%
Trumbull	1,517	1,240	81.74%	257	16.94%	14	0.92%	6	0.40%	258	17.01%
University of Connecticut	965	779	80.73%	78	8.08%	101	10.47%	7	0.73%	49	5.08%
University of New Haven	5	4	80.00%		0.00%	0	0.00%	1	20.00%		0.00%
Vernon	2,201	1,852	84.14%	327	14.86%	21	0.95%	1	0.05%	188	8.54%
Wallingford	5,572	5,047	90.58%	438	7.86%	84	1.51%	3	0.05%	752	13.50%
Waterbury	967	670	69.29%	291	30.09%	6	0.62%	0	0.00%	304	31.44%
Waterford	1,715	1,478	86.18%	204	11.90%	23	1.34%	10	0.58%	209	12.19%
Watertown	892	809	90.70%	67	7.51%	15	1.68%	1	0.11%	57	6.39%
West Hartford	4,839	3,966	81.96%	760	15.71%	99	2.05%	14	0.29%	793	16.39%
West Haven	1,138	855	75.13%	268	23.55%	13	1.14%	2	0.18%	196	17.22%
Western CT State University	26	20	76.92%	5	19.23%	1	3.85%	0	0.00%	6	23.08%
Weston	193	180	93.26%	11	5.70%	2	1.04%	0	0.00%	12	6.22%
Westport	5,041	4,463	88.53%	472	9.36%	104	2.06%	2	0.04%	419	8.31%
Wethersfield	3,638	2,886	79.33%	703	19.32%	40	1.10%	9	0.25%	1,137	31.25%
Willimantic	2,592	2,371	91.47%	202	7.79%	12	0.46%	7	0.27%	676	26.08%
Wilton	2,532	2,283	90.17%	216	8.53%	24	0.95%	9	0.36%	299	11.81%
Windsor	3,711	2,054	55.35%	1,589	42.82%	56	1.51%	12	0.32%	382	10.29%
Windsor Locks	2,131	1,804	84.66%	298	13.98%	29	1.36%	0	0.00%	153	7.18%
Winsted	607	576	94.89%	31	5.11%	0	0.00%	0	0.00%	25	4.12%
Wolcott	380	343	90.26%	35	9.21%	1	0.26%	1	0.26%	39	10.26%
Woodbridge	1,489	1,197	80.39%	269	18.07%	18	1.21%	5	0.34%	120	8.06%
Yale University	613	366	59.71%	225	36.70%	20	3.26%	2	0.33%	70	11.42%
TOTAL	366,060	309,087	84.44%	51,494	14.07%	4,777	1.30%	677	0.18%	43,327	11.84%

Table 3.0

Enforcement Method
"Percent of Total Stops" (Sorted Alphabetically)

Department Name	Total Stops	General		Blind		Spot Check	
	N	N	%	N	%	N	%
Ansonia	3,103	2,176	70.13%	878	28.30%	49	1.58%
Avon	397	233	58.69%	116	29.22%	48	12.09%
Berlin	4,060	3,252	80.10%	538	13.25%	270	6.65%
Bethel	2,584	1,395	53.99%	1,128	43.65%	61	2.36%
Bloomfield	3,603	3,532	98.03%	35	0.97%	36	1.00%
Branford	4,702	4,227	89.90%	442	9.40%	33	0.70%
Bridgeport	3,396	3,239	95.38%	123	3.62%	34	1.00%
Bristol	2,622	2,001	76.32%	554	21.13%	67	2.56%
Brookfield	1,757	1,662	94.59%	19	1.08%	76	4.33%
Canton	988	937	94.84%	51	5.16%	0	0.00%
Central CT State University	912	783	85.86%	106	11.62%	23	2.52%
Cheshire	3,263	2,899	88.84%	336	10.30%	28	0.86%
Clinton	1,629	1,597	98.04%	32	1.96%	0	0.00%
Coventry	802	681	84.91%	78	9.73%	43	5.36%
Cromwell	1,683	1,181	70.17%	436	25.91%	66	3.92%
Danbury	3,132	2,234	71.33%	819	26.15%	79	2.52%
Darien	2,840	2,175	76.58%	529	18.63%	136	4.79%
Department of Motor Vehicle	933	801	85.85%	129	13.83%	3	0.32%
Derby	2,567	1,601	62.37%	947	36.89%	19	0.74%
East Hampton	498	416	83.53%	80	16.06%	2	0.40%
East Hartford	5,412	5,147	95.10%	23	0.42%	242	4.47%
East Haven	794	759	95.59%	29	3.65%	6	0.76%
East Windsor	560	508	90.71%	40	7.14%	12	2.14%
Eastern CT State University	106	105	99.06%	0	0.00%	1	0.94%
Easton	284	203	71.48%	77	27.11%	4	1.41%
Enfield	4,961	4,904	98.85%	16	0.32%	41	0.83%
Fairfield	3,736	3,269	87.50%	435	11.64%	32	0.86%
Farmington	2,625	2,488	94.78%	94	3.58%	43	1.64%
Glastonbury	3,519	3,040	86.39%	469	13.33%	10	0.28%
Granby	979	879	89.79%	98	10.01%	2	0.20%
Greenwich	5,342	4,582	85.77%	720	13.48%	40	0.75%
Groton City	1,801	1,627	90.34%	174	9.66%	0	0.00%
Groton Long Point	73	54	73.97%	19	26.03%	0	0.00%
Groton Town	4,603	3,803	82.62%	799	17.36%	1	0.02%
Guilford	1,493	872	58.41%	601	40.25%	20	1.34%
Hamden	3,751	2,646	70.54%	1,067	28.45%	38	1.01%
Hartford	5,398	4,004	74.18%	1,371	25.40%	23	0.43%
Madison	1,694	1,181	69.72%	513	30.28%	0	0.00%
Manchester	2,298	2,253	98.04%	34	1.48%	11	0.48%
Meriden	1,987	1,717	86.41%	229	11.52%	41	2.06%
Met. Dist. Water Authority	8	7	87.50%	1	12.50%	0	0.00%
Middlebury	185	185	100.00%	0	0.00%	0	0.00%
Middletown	2,398	2,267	94.54%	10	0.42%	121	5.05%
Milford	2,581	2,361	91.48%	128	4.96%	92	3.56%
Monroe	2,026	1,883	92.94%	80	3.95%	63	3.11%
Naugatuck	4,450	3,880	87.19%	433	9.73%	137	3.08%
New Britain	3,778	3,654	96.72%	96	2.54%	28	0.74%
New Canaan	2,655	1,514	57.02%	1,115	42.00%	26	0.98%
New Haven	6,156	5,916	96.10%	63	1.02%	177	2.88%
New London	992	991	99.90%	1	0.10%	0	0.00%
New Milford	2,035	1,298	63.78%	707	34.74%	30	1.47%
Newington	3,849	3,671	95.38%	156	4.05%	22	0.57%
Newtown	1,935	1,306	67.49%	566	29.25%	63	3.26%

Table 3.0

Enforcement Method
"Percent of Total Stops" (Sorted Alphabetically)

Department Name	Total Stops	General		Blind		Spot Check	
	N	N	%	N	%	N	%
North Branford	998	793	79.46%	200	20.04%	5	0.50%
North Haven	1,752	1,555	88.76%	159	9.08%	38	2.17%
Norwalk	5,441	4,562	83.84%	570	10.48%	309	5.68%
Norwich	4,241	2,551	60.15%	1,526	35.98%	164	3.87%
Old Saybrook	1,747	1,182	67.66%	549	31.43%	16	0.92%
Orange	1,882	1,812	96.28%	64	3.40%	6	0.32%
Plainfield	908	853	93.94%	55	6.06%	0	0.00%
Plainville	3,533	3,240	91.71%	203	5.75%	90	2.55%
Plymouth	1,372	1,288	93.88%	74	5.39%	10	0.73%
Portland	132	132	100.00%	0	0.00%	0	0.00%
Putnam	1,791	1,478	82.52%	295	16.47%	18	1.01%
Redding	1,834	749	40.84%	889	48.47%	196	10.69%
Ridgefield	4,298	3,742	87.06%	514	11.96%	42	0.98%
Rocky Hill	2,480	1,934	77.98%	459	18.51%	87	3.51%
Seymour	2,201	1,673	76.01%	519	23.58%	9	0.41%
Shelton	384	354	92.19%	30	7.81%	0	0.00%
Simsbury	1,962	1,131	57.65%	776	39.55%	55	2.80%
South Windsor	1,510	1,491	98.74%	8	0.53%	11	0.73%
Southern CT State University	962	781	81.19%	115	11.95%	66	6.86%
Southington	4,054	3,239	79.90%	699	17.24%	116	2.86%
Stamford	637	376	59.03%	249	39.09%	12	1.88%
State Capitol	96	94	97.92%	2	2.08%	0	0.00%
State Police	139,531	101,937	73.06%	35,850	25.69%	1,744	1.25%
Stonington	1,221	421	34.48%	739	60.52%	61	5.00%
Stratford	1,988	1,738	87.42%	241	12.12%	9	0.45%
Thomaston	369	281	76.15%	88	23.85%	0	0.00%
Torrington	6,037	5,334	88.36%	688	11.40%	15	0.25%
Trumbull	1,517	1,152	75.94%	311	20.50%	54	3.56%
University of Connecticut	965	948	98.24%	14	1.45%	3	0.31%
University of New Haven	5	3	60.00%	2	40.00%	0	0.00%
Vernon	2,201	2,054	93.32%	119	5.41%	28	1.27%
Wallingford	5,572	4,585	82.29%	941	16.89%	46	0.83%
Waterbury	967	818	84.59%	45	4.65%	104	10.75%
Waterford	1,715	1,464	85.36%	250	14.58%	1	0.06%
Watertown	892	682	76.46%	202	22.65%	8	0.90%
West Hartford	4,839	4,147	85.70%	676	13.97%	16	0.33%
West Haven	1,138	892	78.38%	166	14.59%	80	7.03%
Western CT State University	26	26	100.00%	0	0.00%	0	0.00%
Weston	193	132	68.39%	60	31.09%	1	0.52%
Westport	5,041	3,990	79.15%	993	19.70%	58	1.15%
Wethersfield	3,638	3,454	94.94%	109	3.00%	75	2.06%
Willimantic	2,592	2,397	92.48%	113	4.36%	82	3.16%
Wilton	2,532	1,772	69.98%	597	23.58%	163	6.44%
Windsor	3,711	3,709	99.95%	1	0.03%	1	0.03%
Windsor Locks	2,131	1,597	74.94%	377	17.69%	157	7.37%
Winsted	607	577	95.06%	30	4.94%	0	0.00%
Wolcott	380	356	93.68%	24	6.32%	0	0.00%
Woodbridge	1,489	1,460	98.05%	20	1.34%	9	0.60%
Yale University	613	613	100.00%	0	0.00%	0	0.00%
TOTAL	366,060	291,545	79.64%	68,151	18.62%	6,364	1.74%

Table 4.0

Nature of the Traffic Stop
"Percent of Total Stops" (Sorted Alphabetically)

Department Name	Total Stops	Equipment Violation		Investigation		Motor Vehicle Violation	
		N	%	N	%	N	%
Ansonia	3,103	272	8.77%	51	1.64%	2,780	89.59%
Avon	397	48	12.09%	44	11.08%	305	76.83%
Berlin	4,060	545	13.42%	79	1.95%	3,436	84.63%
Bethel	2,584	198	7.66%	12	0.46%	2,374	91.87%
Bloomfield	3,603	493	13.68%	36	1.00%	3,074	85.32%
Branford	4,702	143	3.04%	118	2.51%	4,441	94.45%
Bridgeport	3,396	294	8.66%	94	2.77%	3,008	88.57%
Bristol	2,622	269	10.26%	96	3.66%	2,257	86.08%
Brookfield	1,757	174	9.90%	12	0.68%	1,571	89.41%
Canton	988	6	0.61%	8	0.81%	974	98.58%
Central CT State University	912	51	5.59%	19	2.08%	842	92.32%
Cheshire	3,263	387	11.86%	35	1.07%	2,841	87.07%
Clinton	1,629	411	25.23%	26	1.60%	1,192	73.17%
Coventry	802	45	5.61%	22	2.74%	735	91.65%
Cromwell	1,683	281	16.70%	31	1.84%	1,371	81.46%
Danbury	3,132	62	1.98%	34	1.09%	3,036	96.93%
Darien	2,840	494	17.39%	24	0.85%	2,322	81.76%
Department of Motor Vehicle	933	113	12.11%	14	1.50%	806	86.39%
Derby	2,567	58	2.26%	21	0.82%	2,488	96.92%
East Hampton	498	31	6.22%	9	1.81%	458	91.97%
East Hartford	5,412	317	5.86%	186	3.44%	4,909	90.71%
East Haven	794	84	10.58%	42	5.29%	668	84.13%
East Windsor	560	102	18.21%	23	4.11%	435	77.68%
Eastern CT State University	106	3	2.83%	6	5.66%	97	91.51%
Easton	284	5	1.76%	3	1.06%	276	97.18%
Enfield	4,961	1,381	27.84%	47	0.95%	3,533	71.22%
Fairfield	3,736	242	6.48%	49	1.31%	3,445	92.21%
Farmington	2,625	253	9.64%	41	1.56%	2,331	88.80%
Glastonbury	3,519	563	16.00%	33	0.94%	2,923	83.06%
Granby	979	189	19.31%	23	2.35%	767	78.35%
Greenwich	5,342	541	10.13%	88	1.65%	4,713	88.23%
Groton City	1,801	421	23.38%	13	0.72%	1,367	75.90%
Groton Long Point	73	5	6.85%	0	0.00%	68	93.15%
Groton Town	4,603	903	19.62%	78	1.69%	3,622	78.69%
Guilford	1,493	155	10.38%	12	0.80%	1,326	88.81%
Hamden	3,751	753	20.07%	76	2.03%	2,922	77.90%
Hartford	5,398	387	7.17%	78	1.44%	4,933	91.39%
Madison	1,694	170	10.04%	64	3.78%	1,460	86.19%
Manchester	2,298	490	21.32%	96	4.18%	1,712	74.50%
Meriden	1,987	81	4.08%	13	0.65%	1,893	95.27%
Met. Dist. Water Authority	8	2	25.00%	1	12.50%	5	62.50%
Middlebury	185	2	1.08%	1	0.54%	182	98.38%
Middletown	2,398	317	13.22%	47	1.96%	2,034	84.82%
Milford	2,581	466	18.06%	28	1.08%	2,087	80.86%
Monroe	2,026	212	10.46%	29	1.43%	1,785	88.10%
Naugatuck	4,450	682	15.33%	118	2.65%	3,650	82.02%
New Britain	3,778	731	19.35%	182	4.82%	2,865	75.83%
New Canaan	2,655	333	12.54%	36	1.36%	2,286	86.10%
New Haven	6,156	356	5.78%	262	4.26%	5,538	89.96%
New London	992	52	5.24%	21	2.12%	919	92.64%
New Milford	2,035	111	5.45%	21	1.03%	1,903	93.51%
Newington	3,849	1,388	36.06%	78	2.03%	2,383	61.91%
Newtown	1,935	216	11.16%	10	0.52%	1,709	88.32%

Table 4.0

Nature of the Traffic Stop
"Percent of Total Stops" (Sorted Alphabetically)

Department Name	Total Stops	Equipment Violation		Investigation		Motor Vehicle Violation	
		N	%	N	%	N	%
North Branford	998	69	6.91%	199	19.94%	730	73.15%
North Haven	1,752	214	12.21%	95	5.42%	1,443	82.36%
Norwalk	5,441	935	17.18%	142	2.61%	4,364	80.21%
Norwich	4,241	693	16.34%	64	1.51%	3,484	82.15%
Old Saybrook	1,747	161	9.22%	28	1.60%	1,558	89.18%
Orange	1,882	336	17.85%	63	3.35%	1,483	78.80%
Plainfield	908		0.00%	47	5.18%	861	94.82%
Plainville	3,533	1,022	28.93%	52	1.47%	2,459	69.60%
Plymouth	1,372	136	9.91%	37	2.70%	1,199	87.39%
Portland	132	1	0.76%	0	0.00%	131	99.24%
Putnam	1,791	301	16.81%	13	0.73%	1,477	82.47%
Redding	1,834	20	1.09%	12	0.65%	1,802	98.26%
Ridgefield	4,298	288	6.70%	100	2.33%	3,910	90.97%
Rocky Hill	2,480	233	9.40%	30	1.21%	2,217	89.40%
Seymour	2,201	231	10.50%	8	0.36%	1,962	89.14%
Shelton	384	54	14.06%	31	8.07%	299	77.86%
Simsbury	1,962	191	9.73%	26	1.33%	1,745	88.94%
South Windsor	1,510	523	34.64%	10	0.66%	977	64.70%
Southern CT State University	962	42	4.37%	13	1.35%	907	94.28%
Southington	4,054	88	2.17%	12	0.30%	3,954	97.53%
Stamford	637	72	11.30%	15	2.35%	550	86.34%
State Capitol	96	9	9.38%	3	3.13%	84	87.50%
State Police	139,531	8,809	6.31%	3,578	2.56%	127,144	91.12%
Stonington	1,221	193	15.81%	46	3.77%	982	80.43%
Stratford	1,988	254	12.78%	150	7.55%	1,584	79.68%
Thomaston	369	68	18.43%	9	2.44%	292	79.13%
Torrington	6,037	1,748	28.95%	134	2.22%	4,155	68.83%
Trumbull	1,517	116	7.65%	49	3.23%	1,352	89.12%
University of Connecticut	965	111	11.50%	23	2.38%	831	86.11%
University of New Haven	5	0	0.00%	1	20.00%	4	80.00%
Vernon	2,201	423	19.22%	36	1.64%	1,742	79.15%
Wallingford	5,572	1,360	24.41%	104	1.87%	4,108	73.73%
Waterbury	967	81	8.38%	51	5.27%	835	86.35%
Waterford	1,715	456	26.59%	41	2.39%	1,218	71.02%
Watertown	892	104	11.66%	61	6.84%	727	81.50%
West Hartford	4,839	191	3.95%	87	1.80%	4,561	94.26%
West Haven	1,138	334	29.35%	42	3.69%	762	66.96%
Western CT State University	26	0	0.00%	0	0.00%	26	100.00%
Weston	193	6	3.11%	2	1.04%	185	95.85%
Westport	5,041	661	13.11%	83	1.65%	4,297	85.24%
Wethersfield	3,638	434	11.93%	182	5.00%	3,022	83.07%
Willimantic	2,592	298	11.50%	144	5.56%	2,150	82.95%
Wilton	2,532	506	19.98%	42	1.66%	1,984	78.36%
Windsor	3,711	812	21.88%	6	0.16%	2,893	77.96%
Windsor Locks	2,131	392	18.40%	35	1.64%	1,704	79.96%
Winsted	607	147	24.22%	17	2.80%	443	72.98%
Wolcott	380	7	1.84%	9	2.37%	364	95.79%
Woodbridge	1,489	78	5.24%	23	1.54%	1,388	93.22%
Yale University	613	61	9.95%	19	3.10%	533	86.95%
TOTAL	366,060	39,557	10.81%	8,564	2.34%	317,939	86.85%

Table 5.0

Driver Residency Information
"Percent of Total Stops" (Sorted Alphabetically)

Department Name	Total Stops	Connecticut Residents				Town/City Residents			
		Yes		No		Yes		No	
		N	%	N	%	N	%	N	%
Ansonia	3,103	3,007	96.91%	96	3.09%	1,289	41.54%	1,814	58.46%
Avon	397	366	92.19%	31	7.81%	103	25.94%	294	74.06%
Berlin	4,060	3,929	96.77%	131	3.23%	964	23.74%	3,096	76.26%
Bethel	2,584	2,450	94.81%	134	5.19%	965	37.35%	1,619	62.65%
Bloomfield	3,603	3,377	93.73%	226	6.27%	1,210	33.58%	2,393	66.42%
Branford	4,702	4,503	95.77%	199	4.23%	1,771	37.66%	2,931	62.34%
Bridgeport	3,396	3,130	92.17%	266	7.83%	2,552	75.15%	844	24.85%
Bristol	2,622	2,538	96.80%	84	3.20%	1,458	55.61%	1,164	44.39%
Brookfield	1,757	1,619	92.15%	138	7.85%	622	35.40%	1,135	64.60%
Canton	988	918	92.91%	70	7.09%	194	19.64%	794	80.36%
Central CT State University	912	866	94.96%	46	5.04%	N/A	N/A	N/A	N/A
Cheshire	3,263	3,113	95.40%	150	4.60%	1,122	34.39%	2,141	65.61%
Clinton	1,629	1,548	95.03%	81	4.97%	815	50.03%	814	49.97%
Coventry	802	747	93.14%	55	6.86%	328	40.90%	474	59.10%
Cromwell	1,683	582	34.58%	1,101	65.42%	1,575	93.58%	108	6.42%
Danbury	3,132	2,840	90.68%	292	9.32%	1,645	52.52%	1,487	47.48%
Darien	2,840	2,601	91.58%	239	8.42%	612	21.55%	2,228	78.45%
Department of Motor Vehicle	933	774	82.96%	159	17.04%	N/A	N/A	N/A	N/A
Derby	2,567	2,226	86.72%	341	13.28%	372	14.49%	2,195	85.51%
East Hampton	498	403	80.92%	95	19.08%	252	50.60%	246	49.40%
East Hartford	5,412	5,133	94.84%	279	5.16%	2,539	46.91%	2,873	53.09%
East Haven	794	775	97.61%	19	2.39%	354	44.58%	440	55.42%
East Windsor	560	494	88.21%	66	11.79%	178	31.79%	382	68.21%
Eastern CT State University	106	100	94.34%	6	5.66%	30	28.30%	76	71.70%
Easton	284	260	91.55%	24	8.45%	N/A	N/A	N/A	N/A
Enfield	4,961	3,975	80.12%	986	19.88%	2,304	46.44%	2,657	53.56%
Fairfield	3,736	3,469	92.85%	267	7.15%	1,090	29.18%	2,646	70.82%
Farmington	2,625	2,295	87.43%	330	12.57%	383	14.59%	2,242	85.41%
Glastonbury	3,519	3,423	97.27%	96	2.73%	1,551	44.08%	1,968	55.92%
Granby	979	822	83.96%	157	16.04%	393	40.14%	586	59.86%
Greenwich	5,342	4,100	76.75%	1,242	23.25%	2,297	43.00%	3,045	57.00%
Groton City	1,801	1,655	91.89%	146	8.11%	675	37.48%	1,126	62.52%
Groton Long Point	73	56	76.71%	17	23.29%	29	39.73%	44	60.27%
Groton Town	4,603	4,228	91.85%	375	8.15%	1,917	41.65%	2,686	58.35%
Guilford	1,493	1,409	94.37%	84	5.63%	811	54.32%	682	45.68%
Hamden	3,751	3,510	93.58%	241	6.42%	1,697	45.24%	2,054	54.76%
Hartford	5,398	5,230	96.89%	168	3.11%	2,693	49.89%	2,705	50.11%
Madison	1,694	1,597	94.27%	97	5.73%	719	42.44%	975	57.56%
Manchester	2,298	2,194	95.47%	104	4.53%	1,108	48.22%	1,190	51.78%
Meriden	1,987	1,942	97.74%	45	2.26%	1,443	72.62%	544	27.38%
Met. Dist. Water Authority	8	6	75.00%	2	25.00%	N/A	N/A	N/A	N/A
Middlebury	185	64	34.59%	121	65.41%	38	20.54%	147	79.46%
Middletown	2,398	2,128	88.74%	270	11.26%	1,108	46.21%	1,290	53.79%
Milford	2,581	2,465	95.51%	116	4.49%	1,105	42.81%	1,476	57.19%
Monroe	2,026	1,931	95.31%	95	4.69%	701	34.60%	1,325	65.40%
Naugatuck	4,450	4,213	94.67%	237	5.33%	2,248	50.52%	2,202	49.48%
New Britain	3,778	3,647	96.53%	131	3.47%	2,671	70.70%	1,107	29.30%
New Canaan	2,655	2,243	84.48%	412	15.52%	1,036	39.02%	1,619	60.98%
New Haven	6,156	5,808	94.35%	348	5.65%	3,505	56.94%	2,651	43.06%
New London	992	917	92.44%	75	7.56%	544	54.84%	448	45.16%
New Milford	2,035	1,856	91.20%	179	8.80%	1,157	56.86%	878	43.14%
Newington	3,849	3,694	95.97%	155	4.03%	1,096	28.47%	2,753	71.53%
Newtown	1,935	1,795	92.76%	140	7.24%	777	40.16%	1,158	59.84%
North Branford	998	976	97.80%	22	2.20%	341	34.17%	657	65.83%
North Haven	1,752	1,625	92.75%	127	7.25%	421	24.03%	1,331	75.97%
Norwalk	5,441	5,088	93.51%	353	6.49%	3,303	60.71%	2,138	39.29%
Norwich	4,241	3,967	93.54%	274	6.46%	2,366	55.79%	1,875	44.21%
Old Saybrook	1,747	1,626	93.07%	121	6.93%	595	34.06%	1,152	65.94%

Table 5.0

Driver Residency Information
"Percent of Total Stops" (Sorted Alphabetically)

Department Name	Total Stops	Connecticut Residents				Town/City Residents			
		Yes		No		Yes		No	
		N	%	N	%	N	%	N	%
Orange	1,882	1,766	93.84%	116	6.16%	233	12.38%	1,649	87.62%
Plainfield	908	813	89.54%	84	9.25%	463	50.99%	429	47.25%
Plainville	3,533	3,404	96.35%	129	3.65%	1,113	31.50%	2,420	68.50%
Plymouth	1,372	1,263	92.06%	109	7.94%	225	16.40%	1,147	83.60%
Portland	132	130	98.48%	2	1.52%	34	25.76%	98	74.24%
Putnam	1,791	1,524	85.09%	267	14.91%	395	22.05%	1,396	77.95%
Redding	1,834	949	51.74%	885	48.26%	251	13.69%	1,583	86.31%
Ridgefield	4,298	3,635	84.57%	663	15.43%	1,485	34.55%	2,813	65.45%
Rocky Hill	2,480	2,349	94.72%	131	5.28%	865	34.88%	1,615	65.12%
Seymour	2,201	1,944	88.32%	257	11.68%	791	35.94%	1,410	64.06%
Shelton	384	365	95.05%	19	4.95%	210	54.69%	174	45.31%
Simsbury	1,962	1,834	93.48%	128	6.52%	933	47.55%	1,029	52.45%
South Windsor	1,510	1,423	94.24%	87	5.76%	498	32.98%	1,012	67.02%
Southern CT State University	962	802	83.37%	160	16.63%	N/A	N/A	N/A	N/A
Southington	4,054	3,983	98.25%	71	1.75%	2,091	51.58%	1,963	48.42%
Stamford	637	531	83.36%	106	16.64%	387	60.75%	250	39.25%
State Capitol	96	84	87.50%	12	12.50%	26	27.08%	70	72.92%
State Police	139,531	111,311	79.78%	28,220	20.22%	N/A	N/A	N/A	N/A
Stonington	1,221	892	73.05%	329	26.95%	517	42.34%	704	57.66%
Stratford	1,988	1,903	95.72%	85	4.28%	824	41.45%	1,164	58.55%
Thomaston	369	244	66.12%	125	33.88%	69	18.70%	300	81.30%
Torrington	6,037	5,780	95.74%	257	4.26%	3,550	58.80%	2,487	41.20%
Trumbull	1,517	1,445	95.25%	72	4.75%	400	26.37%	1,117	73.63%
University of Connecticut	963	793	82.35%	170	17.65%	N/A	N/A	N/A	N/A
University of New Haven	5	3	60.00%	2	40.00%	N/A	N/A	N/A	N/A
Vernon	2,201	2,137	97.09%	64	2.91%	938	42.62%	1,263	57.38%
Wallingford	5,572	5,402	96.95%	170	3.05%	2,412	43.29%	3,160	56.71%
Waterbury	967	949	98.14%	18	1.86%	732	75.70%	235	24.30%
Waterford	1,715	1,597	93.12%	118	6.88%	395	23.03%	1,320	76.97%
Watertown	892	873	97.87%	19	2.13%	402	45.07%	490	54.93%
West Hartford	4,839	4,611	95.29%	228	4.71%	1,091	22.55%	3,748	77.45%
West Haven	1,138	1,047	92.00%	91	8.00%	627	55.10%	511	44.90%
Western CT State University	26	22	84.62%	4	15.38%	N/A	N/A	N/A	N/A
Weston	193	166	86.01%	27	13.99%	84	43.52%	109	56.48%
Westport	5,041	4,684	92.92%	357	7.08%	1,492	29.60%	3,549	70.40%
Wethersfield	3,638	3,452	94.89%	186	5.11%	716	19.68%	2,922	80.32%
Willimantic	2,592	2,443	94.25%	149	5.75%	1,206	46.53%	1,386	53.47%
Wilton	2,532	2,323	91.75%	209	8.25%	543	21.45%	1,989	78.55%
Windsor	3,711	3,485	93.91%	226	6.09%	1,350	36.38%	2,361	63.62%
Windsor Locks	2,131	1,737	81.51%	394	18.49%	612	28.72%	1,519	71.28%
Winsted	607	390	64.25%	217	35.75%	218	35.91%	389	64.09%
Wolcott	380	315	82.89%	65	17.11%	143	37.63%	237	62.37%
Woodbridge	1,489	1,452	97.52%	37	2.48%	248	16.66%	1,241	83.34%
Yale University	613	580	94.62%	33	5.38%	N/A	N/A	N/A	N/A
TOTAL	366,058	319,088	87.17%	46,959	12.83%	91,641	25.03%	130,164	35.56%

Table 6.0

Disposition of the Traffic Stop
"Percent of Total Stops" (Sorted Alphabetically)

Department Name	Total Stops	Uniform Arrest Report	Misdemeanour Summons	Infraction	Written Warning	Verbal Warning	No Disposition
	N	%	%	%	%	%	%
Ansonia	3,103	0.64%	4.51%	31.78%	0.35%	61.23%	1.48%
Avon	397	1.01%	1.51%	15.11%	32.75%	40.55%	9.07%
Berlin	4,060	0.20%	5.42%	30.62%	39.51%	22.34%	1.92%
Bethel	2,584	0.35%	1.74%	28.21%	53.79%	14.32%	1.59%
Bloomfield	3,603	1.89%	5.50%	26.81%	56.73%	7.52%	1.55%
Branford	4,702	0.26%	5.91%	57.83%	0.09%	32.24%	3.68%
Bridgeport	3,396	1.24%	6.27%	55.39%	9.16%	26.77%	1.18%
Bristol	2,622	1.87%	10.60%	29.98%	45.04%	6.79%	5.72%
Brookfield	1,757	0.80%	2.05%	19.18%	31.47%	44.85%	1.65%
Canton	988	5.26%	4.86%	13.97%	11.64%	63.36%	0.91%
Central CT State University	912	0.22%	4.50%	30.37%	13.49%	49.01%	2.41%
Cheshire	3,263	0.64%	3.74%	24.06%	63.87%	7.11%	0.58%
Clinton	1,629	1.47%	4.85%	11.60%	65.32%	15.84%	0.92%
Coventry	802	0.00%	7.86%	32.42%	22.07%	33.54%	4.11%
Cromwell	1,683	0.59%	8.44%	25.43%	17.83%	45.63%	2.08%
Danbury	3,132	1.34%	2.68%	81.67%	0.57%	12.93%	0.80%
Darien	2,840	0.56%	3.38%	47.04%	12.32%	35.56%	1.13%
Department of Motor Vehicle	933	0.11%	5.14%	62.17%	8.79%	21.86%	1.93%
Derby	2,567	0.12%	10.21%	64.43%	0.19%	24.81%	0.23%
East Hampton	498	0.20%	10.84%	17.87%	62.85%	7.63%	0.60%
East Hartford	5,412	0.55%	11.49%	49.50%	15.84%	20.29%	2.33%
East Haven	794	0.88%	8.44%	28.59%	1.51%	56.68%	3.90%
East Windsor	560	0.36%	8.21%	38.57%	12.86%	37.50%	2.50%
Eastern CT State University	106	0.00%	1.89%	7.55%	6.60%	83.96%	0.00%
Easton	284	0.00%	4.23%	27.46%	61.62%	5.63%	1.06%
Enfield	4,961	0.79%	2.84%	20.32%	71.48%	4.01%	0.56%
Fairfield	3,736	0.56%	5.94%	36.83%	1.74%	52.44%	2.49%
Farmington	2,625	2.36%	6.02%	43.89%	3.28%	40.84%	3.62%
Glastonbury	3,519	0.45%	5.17%	35.21%	34.16%	23.16%	1.85%
Granby	979	0.31%	7.87%	32.69%	22.47%	35.55%	1.12%
Greenwich	5,342	1.03%	4.44%	57.21%	12.47%	22.39%	2.47%
Groton City	1,801	1.39%	3.33%	42.70%	25.93%	23.76%	2.89%
Groton Long Point	73	0.00%	0.00%	45.21%	47.95%	6.85%	0.00%
Groton Town	4,603	2.48%	4.95%	18.97%	36.80%	36.17%	0.63%
Guilford	1,493	0.20%	2.14%	15.27%	76.16%	5.56%	0.67%
Hamden	3,751	0.16%	7.73%	18.53%	6.69%	66.14%	0.75%
Hartford	5,398	2.48%	19.08%	57.69%	5.45%	14.41%	0.89%
Madison	1,694	1.53%	3.96%	20.90%	36.48%	36.25%	0.89%
Manchester	2,298	0.70%	9.88%	28.98%	14.93%	42.95%	2.57%
Meriden	1,987	2.21%	11.78%	65.32%	3.77%	16.10%	0.81%
Met. Dist. Water Authority	8	12.50%	0.00%	37.50%	25.00%	12.50%	12.50%
Middlebury	185	0.00%	5.95%	0.54%	4.32%	88.11%	1.08%
Middletown	2,398	1.13%	7.46%	28.86%	12.72%	48.96%	0.88%
Milford	2,581	1.36%	7.56%	29.83%	27.51%	32.62%	1.12%
Monroe	2,026	0.30%	3.41%	25.72%	48.32%	21.17%	1.09%
Naugatuck	4,450	0.22%	0.36%	24.88%	25.01%	49.15%	0.38%
New Britain	3,778	1.88%	10.59%	33.38%	1.03%	52.09%	1.03%
New Canaan	2,655	0.19%	2.00%	25.42%	1.62%	69.94%	0.83%
New Haven	6,156	2.60%	11.55%	50.97%	19.77%	13.66%	1.45%
New London	992	6.85%	5.14%	42.44%	4.13%	38.51%	2.92%
New Milford	2,035	0.54%	6.98%	33.07%	41.13%	16.12%	2.16%

Table 6.0

Disposition of the Traffic Stop
"Percent of Total Stops" (Sorted Alphabetically)

Department Name	Total Stops	Uniform Arrest Report	Misdemeanour Summons	Infraction	Written Warning	Verbal Warning	No Disposition
	N	%	%	%	%	%	%
Newington	3,849	0.26%	6.13%	30.45%	58.85%	3.85%	0.47%
Newtown	1,935	0.16%	1.91%	27.80%	47.18%	22.79%	0.16%
North Branford	998	0.50%	9.32%	28.26%	20.44%	32.77%	8.72%
North Haven	1,752	0.97%	9.02%	41.55%	3.94%	42.01%	2.51%
Norwalk	5,441	1.67%	6.71%	53.43%	0.64%	36.43%	1.12%
Norwich	4,241	0.87%	5.78%	25.63%	54.61%	12.64%	0.47%
Old Saybrook	1,747	0.63%	6.12%	14.71%	64.74%	12.65%	1.14%
Orange	1,882	0.16%	9.30%	39.43%	3.67%	45.48%	1.97%
Plainfield	881	5.79%	6.92%	3.97%	3.52%	79.57%	0.11%
Plainville	3,533	0.79%	3.54%	16.50%	1.42%	76.34%	1.42%
Plymouth	1,372	0.44%	1.97%	12.24%	17.35%	63.56%	4.45%
Portland	132	0.00%	1.52%	10.61%	37.12%	50.76%	0.00%
Putnam	1,791	1.84%	1.68%	3.63%	46.29%	46.57%	0.00%
Redding	1,834	0.11%	1.91%	11.61%	24.15%	60.63%	1.58%
Ridgefield	4,298	0.19%	3.07%	40.13%	44.72%	10.61%	1.28%
Rocky Hill	2,480	1.29%	5.00%	36.33%	15.65%	40.89%	0.85%
Seymour	2,201	0.36%	3.86%	20.63%	15.36%	59.43%	0.36%
Shelton	384	0.78%	10.94%	22.66%	7.03%	55.99%	2.60%
Simsbury	1,962	0.41%	2.55%	17.64%	26.45%	51.83%	1.12%
South Windsor	1,510	0.40%	5.50%	31.19%	4.17%	57.02%	1.72%
Southern CT State University	962	0.62%	6.65%	43.87%	30.35%	18.19%	0.31%
Southington	4,054	0.10%	2.54%	26.67%	64.28%	6.29%	0.12%
Stamford	637	0.78%	3.92%	50.86%	0.31%	44.11%	0.00%
State Capitol	96	0.00%	2.08%	17.71%	9.38%	69.79%	1.04%
State Police	139,531	0.44%	5.15%	69.07%	9.36%	14.20%	1.77%
Stonington	1,221	1.31%	2.38%	21.38%	1.47%	69.45%	4.01%
Stratford	1,988	1.71%	9.76%	27.26%	1.06%	57.39%	2.82%
Thomaston	369	0.00%	0.81%	16.80%	14.63%	65.31%	2.44%
Torrington	6,037	0.63%	3.48%	12.82%	27.73%	52.00%	3.35%
Trumbull	1,517	0.07%	11.40%	56.69%	16.68%	14.04%	1.12%
University of Connecticut	965	0.52%	3.21%	14.30%	25.70%	56.17%	0.10%
University of New Haven	5	0.00%	0.00%	40.00%	0.00%	60.00%	0.00%
Vernon	2,201	1.73%	7.81%	17.58%	39.16%	31.44%	2.27%
Wallingford	5,572	3.97%	6.39%	30.10%	6.55%	50.57%	2.42%
Waterbury	967	6.20%	21.20%	34.23%	1.24%	35.06%	2.07%
Waterford	1,715	0.12%	5.83%	15.39%	30.44%	45.19%	3.03%
Watertown	892	0.56%	8.86%	27.47%	53.03%	8.63%	1.46%
West Hartford	4,839	6.59%	6.20%	35.48%	8.16%	41.89%	1.67%
West Haven	1,138	0.53%	2.11%	9.58%	3.34%	81.81%	2.64%
Western CT State University	26	0.00%	3.85%	15.38%	7.69%	73.08%	0.00%
Weston	193	0.00%	7.77%	25.39%	42.49%	22.28%	2.07%
Westport	5,041	0.83%	3.53%	35.25%	32.37%	27.08%	0.93%
Wethersfield	3,638	1.51%	11.63%	14.87%	1.10%	68.36%	2.53%
Willimantic	2,592	1.35%	8.60%	11.42%	8.26%	68.29%	2.08%
Wilton	2,532	0.12%	4.82%	22.95%	35.27%	34.99%	1.86%
Windsor	3,711	0.05%	2.29%	19.56%	6.41%	71.44%	0.24%
Windsor Locks	2,131	0.28%	3.38%	29.89%	33.18%	32.85%	0.42%
Winsted	607	0.82%	5.27%	21.58%	27.68%	41.35%	3.29%
Wolcott	380	0.26%	4.47%	26.05%	36.32%	32.11%	0.79%
Woodbridge	1,489	0.13%	9.87%	48.56%	8.87%	31.03%	1.54%
Yale University	613	4.08%	7.67%	33.77%	42.09%	12.23%	0.16%

Table 6.1

Disposition of the Traffic Stop
"Percent of Total Stops for each Race/Ethnicity"
(Sorted Alphabetically)

Department Name	White						Non-White						Hispanic					
	UAR	Mis. Summons	Infraction	Written Warning	Verbal Warning	No Disposition	UAR	Mis. Summons	Infraction	Written Warning	Verbal Warning	No Disposition	UAR	Mis. Summons	Infraction	Written Warning	Verbal Warning	No Disposition
Ansonia	0.57%	3.90%	32.56%	0.38%	60.94%	1.64%	1.02%	7.77%	27.61%	0.20%	62.78%	0.61%	0.53%	5.56%	36.24%	0.26%	56.61%	0.79%
Avon	1.12%	1.40%	14.61%	32.58%	41.01%	9.27%	0.00%	2.44%	19.51%	34.15%	36.59%	7.32%	5.00%	5.00%	25.00%	25.00%	25.00%	15.00%
Berlin	0.19%	5.16%	30.75%	39.51%	22.56%	1.83%	0.25%	7.85%	29.37%	39.49%	20.25%	2.78%	0.54%	11.96%	34.60%	32.61%	17.75%	2.54%
Bethel	0.37%	1.73%	28.24%	53.92%	14.10%	1.65%	0.00%	1.90%	27.85%	51.90%	17.72%	0.63%	0.34%	3.69%	37.92%	42.28%	13.09%	2.68%
Bloomfield	1.55%	3.75%	27.07%	59.17%	6.72%	1.74%	2.14%	6.81%	26.62%	54.89%	8.13%	1.41%	1.84%	8.82%	26.84%	55.51%	5.51%	1.47%
Branford	0.27%	5.46%	58.36%	0.09%	32.28%	3.54%	0.00%	15.49%	46.48%	0.00%	31.46%	6.57%	0.32%	13.46%	61.22%	0.00%	22.44%	2.56%
Bridgeport	1.10%	6.26%	57.41%	9.50%	24.84%	0.89%	1.42%	6.28%	52.77%	8.72%	29.26%	1.55%	1.10%	8.41%	54.85%	8.21%	26.83%	0.60%
Bristol	1.90%	9.91%	30.28%	45.51%	6.75%	5.65%	1.59%	17.13%	27.09%	40.64%	7.17%	6.37%	2.70%	18.92%	34.59%	33.51%	5.95%	4.32%
Brookfield	0.79%	2.06%	19.38%	31.80%	44.28%	1.70%	0.94%	1.89%	16.04%	26.42%	53.77%	0.94%	2.94%	4.71%	28.24%	29.41%	34.12%	0.59%
Canton	5.45%	4.36%	14.29%	12.00%	62.92%	0.98%	2.82%	11.27%	9.86%	7.04%	69.01%	0.00%	4.55%	4.55%	31.82%	0.00%	59.09%	0.00%
Central CT State University	0.26%	3.04%	30.95%	13.36%	49.87%	2.51%	0.00%	11.54%	27.56%	14.10%	44.87%	1.92%	0.82%	6.56%	31.97%	18.85%	38.52%	3.28%
Cheshire	0.63%	3.32%	23.96%	64.31%	7.15%	0.63%	0.79%	8.66%	25.20%	58.66%	6.69%	0.00%	1.39%	10.65%	33.80%	45.37%	7.87%	0.93%
Clinton	1.44%	4.91%	11.52%	65.84%	15.51%	0.79%	1.98%	3.96%	12.87%	57.43%	20.79%	2.97%	2.99%	20.90%	20.15%	41.79%	13.43%	0.75%
Coventry	0.00%	7.71%	32.81%	22.75%	32.42%	4.31%	0.00%	10.81%	24.32%	8.11%	56.76%	0.00%	0.00%	13.64%	27.27%	20.45%	34.09%	4.55%
Cromwell	0.41%	7.23%	26.03%	18.87%	45.18%	2.27%	1.73%	16.02%	21.65%	11.26%	48.48%	0.87%	0.00%	10.34%	37.93%	13.79%	37.93%	0.00%
Danbury	1.32%	2.36%	82.78%	0.59%	12.19%	0.76%	1.59%	6.35%	69.05%	0.40%	21.43%	1.19%	2.73%	3.65%	80.99%	0.39%	11.20%	1.04%
Darien	0.45%	3.07%	49.08%	12.16%	34.22%	1.02%	1.26%	5.29%	34.51%	13.35%	43.83%	1.76%	0.68%	8.84%	46.49%	9.98%	32.65%	1.36%
Department of Motor Vehicle	0.00%	4.44%	62.74%	9.13%	21.93%	1.77%	0.69%	9.03%	59.03%	6.94%	21.53%	2.78%	0.00%	9.46%	66.22%	10.81%	12.16%	1.35%
Derby	0.09%	8.93%	64.77%	0.14%	25.79%	0.27%	0.26%	17.45%	62.50%	0.52%	19.27%	0.00%	0.00%	18.52%	62.63%	0.34%	18.18%	0.34%
East Hampton	0.21%	11.02%	18.09%	62.58%	7.48%	0.62%	0.00%	5.88%	11.76%	70.59%	11.76%	0.00%	0.00%	6.67%	46.67%	33.33%	13.33%	0.00%
East Hartford	0.50%	9.78%	50.28%	16.12%	20.88%	2.44%	0.65%	14.40%	48.18%	15.35%	19.28%	2.14%	0.65%	15.11%	47.48%	15.04%	19.57%	2.16%
East Haven	0.95%	7.77%	29.29%	1.50%	56.54%	3.95%	0.00%	16.67%	20.00%	1.67%	58.33%	3.33%	2.25%	21.35%	33.71%	2.25%	37.08%	3.37%
East Windsor	0.20%	6.60%	39.40%	13.80%	37.60%	2.40%	1.67%	21.67%	31.67%	5.00%	36.67%	3.33%	0.00%	9.76%	53.66%	2.44%	31.71%	2.44%
Eastern CT State University	0.00%	2.20%	6.59%	6.59%	84.62%	0.00%	0.00%	0.00%	13.33%	6.67%	80.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%
Easton	0.00%	4.12%	28.46%	61.05%	5.24%	1.12%	0.00%	5.88%	11.76%	70.59%	11.76%	0.00%	0.00%	0.00%	50.00%	45.83%	4.17%	0.00%
Enfield	0.82%	2.40%	20.00%	72.28%	3.92%	0.59%	0.55%	6.41%	22.89%	65.02%	4.76%	0.37%	1.53%	4.89%	26.61%	64.22%	2.75%	0.00%
Fairfield	0.40%	4.63%	37.66%	1.84%	53.05%	2.42%	1.68%	14.95%	31.16%	1.05%	48.21%	2.95%	0.89%	12.67%	41.33%	1.78%	40.00%	3.33%
Farmington	2.36%	5.78%	44.47%	3.42%	40.34%	3.63%	2.35%	8.24%	38.43%	1.96%	45.49%	3.53%	3.14%	12.57%	39.27%	2.62%	39.27%	3.14%
Glastonbury	0.29%	5.03%	35.27%	34.47%	23.19%	1.76%	1.76%	6.30%	34.76%	31.74%	22.92%	2.52%	1.50%	9.40%	33.83%	34.96%	19.17%	1.13%
Granby	0.22%	7.93%	33.48%	22.61%	34.89%	0.87%	1.69%	6.78%	20.34%	20.34%	45.76%	5.08%	0.00%	12.90%	35.48%	6.45%	45.16%	0.00%
Greenwich	1.02%	4.23%	58.28%	12.23%	21.70%	2.55%	1.16%	6.38%	47.20%	14.70%	28.82%	1.74%	2.41%	7.63%	59.75%	10.33%	18.63%	1.25%
Groton City	1.12%	3.16%	43.58%	26.67%	22.53%	2.95%	2.39%	3.99%	39.36%	23.14%	28.46%	2.66%	0.80%	6.43%	46.99%	24.10%	20.48%	1.20%
Groton Long Point	0.00%	0.00%	46.48%	47.89%	5.63%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%
Groton Town	2.45%	4.21%	19.28%	37.81%	35.64%	0.62%	2.61%	8.93%	17.31%	31.46%	39.01%	0.69%	5.19%	9.02%	21.86%	32.79%	30.33%	0.82%
Gulford	0.14%	2.16%	15.37%	76.15%	5.49%	0.70%	1.82%	1.82%	12.73%	76.36%	7.27%	0.00%	0.00%	8.00%	16.00%	66.00%	8.00%	2.00%
Hamden	0.13%	5.23%	21.52%	6.84%	65.64%	0.65%	0.21%	11.68%	13.81%	6.46%	66.94%	0.89%	0.00%	15.06%	22.12%	3.53%	58.65%	0.64%
Hartford	2.60%	17.70%	60.24%	5.05%	13.61%	0.79%	2.28%	21.47%	53.27%	6.13%	15.80%	1.06%	3.10%	28.70%	47.21%	5.80%	14.58%	0.62%
Madison	1.49%	3.90%	21.05%	36.22%	36.41%	0.93%	2.53%	5.06%	17.72%	41.77%	32.91%	0.00%	8.00%	16.00%	32.00%	18.00%	26.00%	0.00%
Manchester	0.42%	7.87%	30.69%	14.89%	43.36%	2.76%	1.42%	15.17%	24.49%	15.01%	41.86%	2.05%	1.06%	10.82%	31.40%	12.14%	41.69%	2.90%
Meriden	2.03%	11.66%	66.42%	3.38%	15.53%	0.98%	3.07%	12.29%	60.34%	5.59%	18.72%	0.00%	2.74%	17.23%	63.61%	1.93%	13.69%	0.81%
Met. Dist. Water Authority	14.29%	0.00%	28.57%	28.57%	14.29%	14.29%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%
Middlebury	0.00%	5.03%	0.56%	4.47%	89.39%	0.56%	0.00%	33.33%	0.00%	0.00%	50.00%	16.67%	0.00%	16.67%	16.67%	16.67%	50.00%	0.00%
Middletown	0.90%	6.98%	28.98%	13.80%	48.49%	0.85%	1.97%	9.27%	28.40%	8.68%	50.69%	0.99%	1.02%	14.21%	30.96%	10.66%	41.62%	1.52%
Milford	1.26%	5.80%	31.09%	28.94%	31.98%	0.94%	1.81%	16.06%	23.76%	20.59%	35.75%	2.04%	3.65%	13.29%	31.89%	18.27%	32.56%	0.33%
Monroe	0.27%	3.03%	25.84%	48.59%	21.16%	1.12%	0.69%	8.28%	24.14%	44.83%	21.38%	0.69%	0.97%	10.68%	27.18%	31.07%	29.13%	0.97%
Naugatuck	0.21%	0.31%	25.12%	25.23%	48.72%	0.41%	0.34%	0.67%	23.27%	23.61%	51.94%	0.17%	0.00%	0.21%	27.06%	23.26%	49.26%	0.21%
New Britain	2.00%	10.26%	33.99%	1.08%	51.82%	0.85%	1.38%	11.97%	30.81%	0.83%	53.23%	1.79%	2.12%	14.44%	31.92%	1.21%	49.33%	0.97%
New Canaan	0.16%	1.92%	26.44%	1.64%	69.03%	0.80%	0.63%	3.14%	9.43%	1.26%	84.28%	1.26%	0.40%	8.10%	28.74%	0.81%	61.94%	0.00%
New Haven	2.73%	10.86%	56.38%	19.37%	9.37%	1.30%	2.46%	12.28%	45.31%	20.19%	18.16%	1.60%	3.75%	17.04%	50.60%	18.39%	8.56%	1.65%
New London	6.73%	4.72%	43.92%	4.37%	37.54%	2.72%	7.59%	7.59%	33.79%	2.76%	44.14%	4.14%	8.59%	8.59%	41.10%	3.68%	36.20%	1.84%
New Milford	0.48%	6.82%	33.21%	41.57%	15.76%	2.17%	1.39%	9.03%	31.25%	35.42%	20.83%	2.08%	0.00%	11.26%	47.68%	26.49%	11.92%	2.65%
Newington	0.22%	5.69%	31.30%	58.69%	3.66%	0.44%	0.46%	8.29%	26.27%	59.60%	4.76%	0.61%	0.38%	10.94%	28.43%	56.48%	3.77%	0.00%
Newtown	0.17%	1.72%	28.09%	47.61%	22.25%	0.17%	0.00%	4.38%	24.09%	41.61%	29.93%	0.00%	0.00%	1.98%	30.69%	43.56%	23.76%	0.00%
North Branford	0.53%	8.83%	28.18%	20.82%	32.91%	8.73%	0.00%	19.15%	29.79%	12.77%	29.79%	8.51%	0.00%	22.92%	29.17%	14.58%	27.08%	6.25%
North Haven	0.98%	8.01%	42.35%	3.81%	42.15%	2.69%	0.87%	15.72%	36.24%	4.80%	41.05%	1.31%	1.69%	20.90%	42.37%	2.26%	31.64%	1.13%
Norwalk	1.38%	5.90%	57.93%	0.57%	33.13%	1.11%	2.55%	9.11%	40.09%	0.87%	46.21%	1.17%	1.97%	10.76%	53.82%	0.58%	31.96%	0.90%
Norwich	0.76%	5.70%	25.81%	55.13%	12.16%	0.44%	1.20%	6.00%	25.12%	53.09%	14.04%	0.55%	1.22%	8.01%	30.31%	48.78%	11.32%	0.35%
Old Saybrook	0.42%	6.01%	14.93%	65.11%	12.44%	1.09%	4.04%	8.08%	11.11%	58.59%	16.16%	2.02%	2.86%	22.86%	32.86%	38.57%	2.86%	0.00%
Orange	0.14%	8.53%	40.35%	3.45%	45.50%	2.03%	0.25%	12.10%	36.05%	4.44%	45.43%	1.73%	0.00%	23.40%	40.43%	3.83%	30.21%	2.13%
Plainfield	5.83%	7.02%	4.05%	3.33%	79.52%	0.12%	0.00%	0.00%	0.00%	5.88%	94.12%	0.00%	0.00%	9.09%	9.09%	18.18%	63.64%	0.00%
Plainville	0.82%	3.30%	16.93%	1.38%	76.24%	1.32%	0.56%	5.63%	12.68%	1.69%	77.18%	2.25%	0.92%	5.26%	20.59%	0.69%	71.62%	0.92%

Table 6.1

Disposition of the Traffic Stop
"Percent of Total Stops for each Race/Ethnicity"
(Sorted Alphabetically)

Department Name	White						Non-White						Hispanic					
	UAR	Mis. Summons	Infraction	Written Warning	Verbal Warning	No Disposition	UAR	Mis. Summons	Infraction	Written Warning	Verbal Warning	No Disposition	UAR	Mis. Summons	Infraction	Written Warning	Verbal Warning	No Disposition
Plymouth	0.46%	1.55%	12.52%	17.62%	63.68%	4.17%	0.00%	8.97%	7.69%	12.82%	61.54%	8.97%	0.00%	5.95%	19.05%	10.71%	63.10%	1.19%
Portland	0.00%	1.59%	9.52%	38.10%	50.79%	0.00%	0.00%	0.00%	33.33%	16.67%	50.00%	0.00%	0.00%	0.00%	16.67%	0.00%	83.33%	0.00%
Putnam	1.90%	1.67%	3.62%	46.47%	46.35%	0.00%	0.00%	2.00%	4.00%	40.00%	54.00%	0.00%	16.67%	0.00%	8.33%	33.33%	41.67%	0.00%
Redding	0.11%	1.83%	11.73%	23.86%	60.87%	1.60%	0.00%	3.49%	9.30%	30.23%	55.81%	1.16%	0.65%	4.58%	18.95%	22.22%	51.63%	1.96%
Ridgefield	0.20%	2.89%	40.05%	44.68%	10.82%	1.36%	0.00%	5.98%	41.43%	45.42%	7.17%	0.00%	0.22%	8.07%	48.88%	32.96%	9.42%	0.45%
Rocky Hill	1.35%	4.43%	37.34%	15.90%	40.23%	0.75%	0.90%	8.66%	29.85%	14.03%	45.07%	1.49%	1.38%	8.72%	31.19%	16.06%	42.20%	0.46%
Seymour	0.34%	3.52%	20.75%	15.22%	59.77%	0.39%	0.63%	8.23%	18.99%	17.09%	55.06%	0.00%	0.00%	7.44%	24.79%	12.40%	55.37%	0.00%
Shelton	0.85%	10.70%	22.54%	6.76%	56.62%	2.54%	0.00%	13.79%	24.14%	10.34%	48.28%	3.45%	0.00%	18.18%	18.18%	3.03%	57.58%	3.03%
Simsbury	0.43%	2.55%	17.63%	26.64%	51.71%	1.03%	0.00%	2.52%	17.65%	23.53%	53.78%	2.52%	4.35%	4.35%	26.09%	21.74%	39.13%	4.35%
South Windsor	0.41%	4.80%	32.70%	4.55%	55.79%	1.74%	0.33%	8.28%	25.17%	2.65%	61.92%	1.66%	1.20%	9.58%	25.75%	3.59%	58.08%	1.80%
Southern CT State University	0.00%	3.85%	41.38%	29.82%	24.34%	0.61%	1.28%	9.59%	46.48%	30.92%	11.73%	0.00%	1.18%	4.71%	52.94%	31.76%	9.41%	0.00%
Southington	0.10%	2.55%	26.49%	64.52%	6.20%	0.13%	0.00%	2.21%	31.62%	57.35%	8.82%	0.00%	0.51%	7.65%	33.16%	52.55%	6.12%	0.00%
Stamford	0.57%	4.00%	54.48%	0.19%	40.76%	0.00%	1.79%	3.57%	33.93%	0.89%	59.82%	0.00%	2.25%	4.49%	41.57%	0.00%	51.69%	0.00%
State Capitol	0.00%	1.39%	16.67%	12.50%	68.06%	1.39%	0.00%	4.17%	20.83%	0.00%	75.00%	0.00%	0.00%	0.00%	25.00%	30.00%	40.00%	5.00%
State Police	0.42%	4.74%	68.73%	9.92%	14.39%	1.80%	0.57%	7.79%	71.32%	5.73%	12.99%	1.60%	0.79%	8.42%	74.06%	4.57%	10.80%	1.37%
Stonington	1.31%	2.45%	21.21%	1.58%	69.50%	3.94%	1.25%	1.25%	23.75%	0.00%	68.75%	5.00%	2.04%	6.12%	22.45%	2.04%	65.31%	2.04%
Stratford	1.31%	8.66%	31.00%	1.02%	55.24%	2.77%	2.61%	12.21%	18.89%	1.14%	62.21%	2.93%	1.65%	15.11%	29.95%	0.27%	52.47%	0.55%
Thomaston	0.00%	0.83%	15.83%	14.72%	66.39%	2.22%	0.00%	0.00%	55.56%	11.11%	22.22%	11.11%	0.00%	0.00%	40.00%	33.33%	26.67%	0.00%
Torrington	0.59%	3.36%	12.98%	27.78%	51.86%	3.45%	1.15%	5.06%	10.80%	27.13%	53.79%	2.07%	0.86%	12.07%	16.59%	23.49%	44.18%	2.80%
Trumbull	0.08%	9.44%	57.82%	17.02%	14.60%	1.05%	0.00%	20.22%	51.62%	15.16%	11.55%	1.44%	0.00%	19.77%	54.65%	10.47%	13.57%	1.55%
University of Connecticut	0.26%	3.59%	13.61%	25.67%	56.74%	0.13%	1.61%	1.61%	17.20%	25.81%	53.76%	0.00%	2.04%	2.04%	4.08%	24.49%	65.31%	2.04%
University of New Haven	0.00%	0.00%	50.00%	0.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Vernon	1.73%	6.86%	18.20%	40.06%	30.67%	2.48%	1.72%	12.89%	14.33%	34.38%	35.53%	1.15%	1.06%	12.23%	17.55%	35.11%	31.38%	2.66%
Wallingford	3.92%	5.94%	30.33%	6.68%	50.74%	2.38%	4.38%	10.67%	27.81%	5.33%	48.95%	2.86%	8.38%	10.51%	34.04%	2.79%	41.22%	3.06%
Waterbury	6.42%	18.96%	36.12%	1.49%	34.78%	2.24%	5.72%	26.26%	29.97%	0.67%	35.69%	1.68%	5.59%	27.96%	30.92%	0.33%	31.91%	3.29%
Waterford	0.07%	5.62%	15.43%	30.51%	45.40%	2.98%	0.42%	7.17%	15.19%	29.96%	43.88%	3.38%	0.48%	8.61%	17.22%	30.62%	41.63%	1.44%
Watertown	0.49%	7.42%	27.94%	54.26%	8.53%	1.36%	1.20%	22.89%	22.89%	40.96%	9.64%	2.41%	1.75%	10.53%	26.32%	56.14%	3.51%	1.75%
West Hartford	7.09%	5.14%	35.40%	7.89%	42.66%	1.82%	4.35%	11.00%	35.85%	9.39%	38.37%	1.03%	4.92%	13.24%	32.66%	9.21%	36.95%	3.03%
West Haven	0.58%	1.87%	9.94%	3.27%	81.87%	2.46%	0.35%	2.83%	8.48%	3.53%	81.63%	3.18%	2.04%	5.10%	15.31%	1.02%	71.94%	4.59%
Western CT State University	0.00%	5.00%	20.00%	5.00%	70.00%	0.00%	0.00%	0.00%	0.00%	16.67%	83.33%	0.00%	0.00%	16.67%	16.67%	0.00%	66.67%	0.00%
Weston	0.00%	7.22%	25.00%	41.67%	23.89%	2.22%	0.00%	15.38%	30.77%	53.85%	0.00%	0.00%	0.00%	8.33%	33.33%	33.33%	25.00%	0.00%
Westport	0.81%	3.02%	36.59%	32.33%	26.39%	0.85%	1.04%	7.44%	24.91%	32.70%	32.35%	1.56%	0.95%	8.11%	33.17%	29.12%	26.49%	2.15%
Wethersfield	1.59%	10.57%	15.84%	1.14%	68.16%	2.70%	1.20%	15.69%	11.17%	0.93%	69.15%	1.86%	2.64%	16.45%	13.81%	0.44%	64.29%	2.37%
Willimantic	1.18%	8.77%	11.85%	8.48%	67.65%	2.07%	3.17%	6.79%	6.79%	5.88%	75.11%	2.26%	1.48%	14.64%	14.05%	6.36%	60.50%	2.96%
Wilton	0.13%	4.91%	23.30%	34.73%	35.13%	1.80%	0.00%	4.02%	19.68%	40.16%	33.73%	2.41%	0.00%	7.69%	29.43%	31.77%	30.43%	0.67%
Windsor	0.05%	1.46%	22.64%	6.33%	69.23%	0.29%	0.06%	3.32%	15.75%	6.52%	74.17%	0.18%	0.26%	2.09%	22.25%	4.19%	70.68%	0.52%
Windsor Locks	0.33%	2.88%	29.05%	34.42%	32.82%	0.50%	0.00%	6.12%	34.56%	26.30%	33.03%	0.00%	0.65%	6.54%	39.22%	26.14%	24.84%	2.61%
Winsted	0.87%	5.21%	21.70%	27.60%	41.49%	3.13%	0.00%	6.45%	19.35%	29.03%	38.71%	6.45%	0.00%	4.00%	8.00%	48.00%	40.00%	0.00%
Wolcott	0.00%	4.08%	26.53%	36.73%	31.78%	0.87%	2.70%	8.11%	21.62%	32.43%	35.14%	0.00%	0.00%	15.38%	38.46%	35.90%	10.26%	0.00%
Woodbridge	0.00%	8.35%	50.63%	9.02%	30.49%	1.50%	0.68%	16.10%	40.07%	8.22%	33.22%	1.71%	0.00%	19.17%	44.17%	8.33%	27.50%	0.83%
Yale University	2.46%	6.83%	32.79%	42.90%	14.75%	0.27%	6.48%	8.91%	35.22%	40.89%	8.50%	0.00%	7.14%	15.71%	22.86%	42.86%	11.43%	0.00%
TOTAL	0.85%	5.09%	46.98%	18.68%	26.71%	1.70%	1.22%	9.34%	44.94%	15.00%	27.97%	1.53%	1.60%	11.22%	49.15%	11.96%	24.62%	1.45%

Table 7.0 (a)

Length of Stop by Race/Ethnicity: 0-15 Minutes
"Percent of Total Stops for each Race/Ethnicity" (Ex. % = Total Number of (Race/Ethnicity) Stopped for 0-15 Mins.)
(Sorted Alphabetically)

Department Name	0 - 15 Minutes										Vehicle Towed	
	White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic			
	N	%	N	%	N	%	N	%	N	%	N	%
Ansonia	2,356	90.13%	389	83.30%	9	90.00%	12	100.00%	333	88.10%	21	0.76%
Avon	303	85.11%	30	83.33%	3	75.00%	1	100.00%	13	65.00%	2	0.59%
Berlin	3,411	93.07%	312	89.91%	39	92.86%	5	83.33%	476	86.23%	52	1.38%
Bethel	2,292	94.48%	103	91.96%	45	97.83%	0	0.00%	253	84.90%	5	0.20%
Bloomfield	1,355	87.53%	1,615	80.19%	24	88.89%	11	78.57%	226	83.09%	19	0.63%
Branford	4,133	92.07%	166	83.84%	15	100.00%	0	0.00%	257	82.37%	53	1.23%
Bridgeport	1,479	77.19%	1,043	74.61%	52	81.25%	14	77.78%	736	73.67%	23	0.89%
Bristol	1,772	74.74%	157	67.38%	11	91.67%	6	100.00%	230	62.16%	47	2.42%
Brookfield	1,478	89.52%	56	88.89%	40	100.00%	3	100.00%	124	72.94%	5	0.32%
Canton	852	92.91%	45	90.00%	6	100.00%	13	86.67%	17	77.27%	49	5.35%
Central CT State University	655	86.64%	118	79.19%	6	85.71%	0	0.00%	99	81.15%	15	1.93%
Cheshire	2,818	93.65%	188	86.64%	32	96.97%	4	100.00%	179	82.87%	19	0.62%
Clinton	1,355	88.68%	55	88.71%	33	84.62%	0	0.00%	86	64.18%	20	1.39%
Coventry	615	80.39%	21	77.78%	8	80.00%	0	0.00%	28	63.64%	6	0.93%
Cromwell	921	63.43%	106	53.27%	9	69.23%	5	26.32%	39	67.24%	22	2.11%
Danbury	2,603	90.38%	175	85.78%	34	91.89%	11	100.00%	617	80.34%	271	9.60%
Darien	1,786	73.11%	213	68.71%	47	74.60%	22	91.67%	256	58.05%	4	0.19%
Department of Motor Vehicle	587	74.40%	86	67.19%	14	87.50%	0	0.00%	48	64.86%	7	1.02%
Derby	1,658	75.95%	267	76.95%	33	91.67%	1	100.00%	215	72.39%	12	0.61%
East Hampton	338	70.27%	6	54.55%	3	75.00%	1	50.00%	10	66.67%	9	2.59%
East Hartford	3,237	95.07%	1,781	92.28%	63	94.03%	10	100.00%	1,278	91.94%	59	1.16%
East Haven	591	80.52%	35	72.92%	6	100.00%	6	100.00%	53	59.55%	24	3.76%
East Windsor	451	90.20%	45	76.27%	1	100.00%	0	0.00%	36	87.80%	10	2.01%
Eastern CT State University	86	94.51%	11	78.57%	1	100.00%	0	0.00%	9	100.00%	1	1.02%
Easton	251	94.01%	13	92.86%	2	66.67%	0	0.00%	22	91.67%	0	0.00%
Enfield	3,960	89.69%	409	85.74%	48	94.12%	17	94.44%	268	81.96%	55	1.24%
Fairfield	3,025	92.76%	367	81.74%	13	92.86%	12	100.00%	376	83.56%	37	1.08%
Farmington	2,145	90.51%	178	85.99%	35	87.50%	8	100.00%	158	82.72%	26	1.10%
Glastonbury	2,766	88.60%	229	82.08%	109	94.78%	3	100.00%	205	77.07%	23	0.74%
Granby	796	86.52%	46	83.64%	3	100.00%	1	100.00%	19	61.29%	7	0.83%
Greenwich	4,226	87.59%	357	84.80%	61	89.71%	27	96.43%	781	75.39%	45	0.96%
Groton City	1,231	86.39%	229	77.10%	61	88.41%	6	60.00%	196	78.71%	1	0.07%
Groton Long Point	70	98.59%	1	100.00%	1	100.00%	0	0.00%	1	100.00%	1	1.39%
Groton Town	3,559	91.85%	542	86.31%	97	97.00%	0	0.00%	312	85.25%	30	0.71%
Guilford	1,331	92.56%	28	84.85%	19	90.48%	0	0.00%	37	74.00%	4	0.29%
Hamden	2,198	95.73%	1,302	91.63%	32	94.12%	0	0.00%	282	90.38%	37	1.05%
Hartford	2,914	85.13%	1,600	83.90%	60	95.24%	5	100.00%	1,379	77.60%	290	6.33%
Madison	1,341	83.03%	49	84.48%	19	90.48%	0	0.00%	30	60.00%	5	0.35%
Manchester	1,445	86.79%	470	82.89%	38	92.68%	24	96.00%	307	81.00%	63	3.19%
Meriden	1,266	77.72%	236	70.87%	22	88.00%	0	0.00%	429	69.08%	23	1.51%
Met. Dist. Water Authority	5	71.43%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	2	40.00%
Middlebury	59	32.96%	1	16.67%	0	0.00%	0	0.00%	1	16.67%	0	0.00%
Middletown	1,724	91.17%	394	84.01%	30	83.33%	1	50.00%	171	86.80%	10	0.47%
Milford	1,766	82.56%	241	63.42%	48	90.57%	9	100.00%	197	65.45%	26	1.26%
Monroe	1,769	94.05%	111	86.72%	11	91.67%	5	100.00%	85	82.52%	15	0.79%
Naugatuck	3,442	89.24%	472	87.90%	41	89.13%	10	100.00%	422	89.22%	17	0.43%
New Britain	2,622	85.94%	552	81.42%	32	94.12%	13	86.67%	1,351	81.98%	56	1.74%
New Canaan	2,374	95.11%	110	90.91%	29	96.67%	8	100.00%	207	83.81%	33	1.31%
New Haven	2,659	84.41%	2,363	82.45%	91	85.85%	30	88.24%	1,035	77.70%	185	3.60%
New London	726	85.71%	110	79.71%	5	100.00%	2	100.00%	134	82.21%	2	0.24%
New Milford	1,698	89.79%	78	82.98%	47	95.92%	1	100.00%	122	80.79%	26	1.43%
Newington	2,912	91.06%	506	88.93%	62	88.57%	12	100.00%	680	85.53%	6	0.17%
Newtown	1,753	97.50%	93	92.08%	30	96.77%	5	100.00%	92	91.09%	3	0.16%
North Branford	816	85.80%	29	70.73%	4	100.00%	1	50.00%	31	64.58%	25	2.94%
North Haven	1,246	81.81%	143	66.82%	14	93.33%	0	0.00%	111	62.71%	11	0.78%
Norwalk	3,584	88.08%	1,148	86.25%	32	94.12%	7	100.00%	989	81.27%	147	3.08%
Norwich	2,814	89.11%	753	84.80%	179	94.21%	5	100.00%	488	85.02%	15	0.40%
Old Saybrook	1,483	89.99%	55	84.62%	31	100.00%	3	100.00%	45	64.29%	5	0.32%
Orange	1,257	85.10%	272	77.49%	44	95.65%	8	100.00%	167	71.06%	18	1.14%
Plainfield	725	83.62%	14	100.00%	1	100.00%	1	100.00%	11	100.00%	2	0.26%
Plainville	2,871	90.34%	277	87.94%	34	97.14%	4	80.00%	373	85.35%	36	1.13%
Plymouth	1,137	87.87%	57	86.36%	8	80.00%	2	100.00%	66	78.57%	N/A	N/A
Portland	126	100.00%	5	100.00%	1	100.00%	0	0.00%	6	100.00%	0	0.00%
Putnam	1,688	96.96%	37	97.37%	11	100.00%	1	100.00%	9	75.00%	0	0.00%
Redding	1,648	94.28%	59	93.65%	22	100.00%	1	100.00%	126	82.35%	0	0.00%

Table 7.0 (a)

Length of Stop by Race/Ethnicity: 0-15 Minutes
"Percent of Total Stops for each Race/Ethnicity" (Ex. % = Total Number of (Race/Ethnicity) Stopped for 0-15 Mins.)
(Sorted Alphabetically)

Department Name	0 - 15 Minutes										Vehicle Towed	
	White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic			
	N	%	N	%	N	%	N	%	N	%	N	%
Ridgefield	3,841	94.91%	162	93.10%	37	90.24%	36	100.00%	393	88.12%	25	0.61%
Rocky Hill	1,853	86.39%	222	85.71%	46	88.46%	22	91.67%	175	80.28%	40	1.87%
Seymour	1,585	77.58%	95	74.22%	24	82.76%	0	0.00%	86	71.07%	6	0.35%
Shelton	287	80.85%	17	73.91%	4	100.00%	2	100.00%	25	75.76%	9	2.90%
Simsbury	1,756	95.28%	95	95.96%	20	100.00%	0	0.00%	39	84.78%	20	1.07%
South Windsor	1,042	86.26%	208	80.00%	29	90.63%	9	90.00%	140	83.83%	6	0.47%
Southern CT State University	320	64.91%	342	73.87%	5	83.33%	0	0.00%	59	69.41%	4	0.60%
Southington	3,681	93.95%	101	88.60%	18	94.74%	3	100.00%	166	84.69%	67	1.76%
Stamford	481	91.62%	81	87.10%	18	100.00%	1	100.00%	73	82.02%	2	0.34%
State Capitol	54	75.00%	15	68.18%	2	100.00%	0	0.00%	15	75.00%	4	5.63%
State Police	110,221	91.12%	14,404	85.66%	1,564	94.27%	85	95.51%	10,662	81.35%	2,372	1.88%
Stonington	1,135	99.47%	53	100.00%	25	100.00%	2	100.00%	49	100.00%	2	0.16%
Stratford	1,186	86.32%	507	84.08%	10	100.00%	1	100.00%	287	78.85%	48	2.82%
Thomaston	211	58.61%	2	33.33%	3	100.00%	0	0.00%	9	60.00%	1	0.46%
Torrington	4,995	89.16%	334	86.30%	31	93.94%	15	100.00%	355	76.51%	34	0.63%
Trumbull	1,034	83.39%	186	72.37%	13	92.86%	6	100.00%	190	73.64%	28	2.26%
University of Connecticut	715	91.78%	71	91.03%	95	94.06%	5	71.43%	39	79.59%	4	0.45%
University of New Haven	1	25.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Vernon	1,497	80.83%	235	71.87%	15	71.43%	1	100.00%	139	73.94%	20	1.14%
Wallingford	3,993	79.12%	309	70.55%	73	86.90%	3	100.00%	507	67.42%	39	0.89%
Waterbury	467	69.70%	178	61.17%	5	83.33%	0	0.00%	186	61.18%	29	4.46%
Waterford	1,203	81.39%	159	77.94%	20	86.96%	9	90.00%	155	74.16%	8	0.58%
Watertown	727	89.86%	49	73.13%	11	73.33%	1	100.00%	46	80.70%	17	2.16%
West Hartford	3,260	82.20%	601	79.08%	94	94.95%	12	85.71%	590	74.40%	22	0.55%
West Haven	817	95.56%	256	95.52%	13	100.00%	2	100.00%	174	88.78%	11	1.01%
Western CT State University	18	90.00%	5	100.00%	1	100.00%	0	0.00%	4	66.67%	0	0.00%
Weston	155	86.11%	9	81.82%	2	100.00%	0	0.00%	10	83.33%	0	0.00%
Westport	4,270	95.68%	426	90.25%	103	99.04%	2	100.00%	376	89.74%	30	0.62%
Wethersfield	2,378	82.40%	572	81.37%	34	85.00%	7	77.78%	890	78.28%	42	1.40%
Willimantic	2,125	89.62%	175	86.63%	8	66.67%	5	71.43%	580	85.80%	68	2.94%
Wilton	2,034	89.09%	193	89.35%	23	95.83%	9	100.00%	243	81.27%	16	0.71%
Windsor	2,015	98.10%	1,543	97.11%	55	98.21%	12	100.00%	366	95.81%	8	0.22%
Windsor Locks	1,506	83.48%	240	80.54%	27	93.10%	0	0.00%	115	75.16%	48	2.71%
Winsted	309	53.65%	17	54.84%	0	0.00%	0	0.00%	19	76.00%	9	2.76%
Wolcott	269	78.43%	26	74.29%	1	100.00%	1	100.00%	32	82.05%	100	33.67%
Woodbridge	1,088	90.89%	219	81.41%	17	94.44%	4	80.00%	99	82.50%	22	1.66%
Yale University	313	85.52%	184	81.78%	18	90.00%	2	100.00%	52	74.29%	7	1.35%
TOTAL	275,402	89.10%	43,250	83.99%	4,425	92.63%	614	90.69%	34,684	80.05%	5,956	1.84%

Table 7.0 (b)

Length of Stop by Race/Ethnicity: 16-30 Minutes
"Percent of Total Stops for each Race/Ethnicity" (Ex. % = Total Number of (Race/Ethnicity) Stopped for 16-30 Mins.)
(Sorted Alphabetically)

Department Name	16 - 30 Minutes										Vehicle Towed	
	White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic			
	N	%	N	%	N	%	N	%	N	%		
Ansonia	225	8.61%	68	14.56%	0	0.00%	0	0.00%	38	10.05%	112	38.23%
Avon	27	7.58%	2	5.56%	0	0.00%	0	0.00%	4	20.00%	7	24.14%
Berlin	191	5.21%	22	6.34%	2	4.76%	1	16.67%	56	10.14%	129	59.72%
Bethel	112	4.62%	9	8.04%	1	2.17%	0	0.00%	37	12.42%	16	13.11%
Bloomfield	155	10.01%	312	15.49%	3	11.11%	3	21.43%	31	11.40%	81	17.12%
Branford	324	7.22%	30	15.15%	0	0.00%	0	0.00%	51	16.35%	127	35.88%
Bridgeport	373	19.47%	301	21.53%	11	17.19%	2	11.11%	218	21.82%	136	19.80%
Bristol	508	21.43%	70	30.04%	0	0.00%	0	0.00%	114	30.81%	299	51.73%
Brookfield	138	8.36%	5	7.94%	0	0.00%	0	0.00%	34	20.00%	39	27.27%
Canton	54	5.89%	5	10.00%	0	0.00%	2	13.33%	4	18.18%	29	47.54%
Central CT State University	98	12.96%	31	20.81%	1	14.29%	0	0.00%	20	16.39%	37	28.46%
Cheshire	165	5.48%	25	11.52%	1	3.03%	0	0.00%	30	13.89%	79	41.36%
Clinton	138	9.03%	5	8.06%	4	10.26%	0	0.00%	38	28.36%	49	33.33%
Coventry	99	12.94%	4	14.81%	2	20.00%	0	0.00%	11	25.00%	7	6.67%
Cromwell	423	29.13%	60	30.15%	3	23.08%	13	68.42%	11	18.97%	42	8.42%
Danbury	232	8.06%	26	12.75%	3	8.11%	0	0.00%	123	16.02%	165	63.22%
Darien	377	15.43%	49	15.81%	9	14.29%	1	4.17%	107	24.26%	5	1.15%
Department of Motor Vehicle	133	16.86%	35	27.34%	1	6.25%	0	0.00%	16	21.62%	31	18.34%
Derby	486	22.26%	68	19.60%	2	5.56%	0	0.00%	68	22.90%	133	23.92%
East Hampton	131	27.23%	5	45.45%	1	25.00%	1	50.00%	5	33.33%	14	10.14%
East Hartford	148	4.35%	127	6.58%	4	5.97%	0	0.00%	101	7.27%	100	35.84%
East Haven	122	16.62%	9	18.75%	0	0.00%	0	0.00%	28	31.46%	80	61.07%
East Windsor	47	9.40%	14	23.73%	0	0.00%	0	0.00%	4	9.76%	24	39.34%
Eastern CT State University	3	3.30%	2	14.29%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Easton	11	4.12%	0	0.00%	1	33.33%	0	0.00%	2	8.33%	0	0.00%
Enfield	394	8.92%	61	12.79%	3	5.88%	0	0.00%	45	13.76%	265	57.86%
Fairfield	202	6.19%	68	15.14%	1	7.14%	0	0.00%	67	14.89%	142	52.40%
Farmington	175	7.38%	20	9.66%	4	10.00%	0	0.00%	26	13.61%	70	35.18%
Glastonbury	280	8.97%	38	13.62%	4	3.48%	0	0.00%	45	16.92%	91	28.26%
Granby	77	8.37%	5	9.09%	0	0.00%	0	0.00%	7	22.58%	8	9.76%
Greenwich	491	10.18%	50	11.88%	7	10.29%	1	3.57%	213	20.56%	248	45.17%
Groton City	146	10.25%	43	14.48%	7	10.14%	2	20.00%	38	15.26%	20	10.10%
Groton Long Point	1	1.41%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Groton Town	248	6.40%	69	10.99%	3	3.00%	0	0.00%	40	10.93%	95	29.69%
Guilford	72	5.01%	5	15.15%	1	4.76%	1	100.00%	6	12.00%	34	43.04%
Hamden	87	3.79%	112	7.88%	2	5.88%	0	0.00%	29	9.29%	38	18.91%
Hartford	495	14.46%	301	15.78%	3	4.76%	0	0.00%	390	21.95%	632	79.10%
Madison	234	14.49%	7	12.07%	1	4.76%	0	0.00%	14	28.00%	20	8.26%
Manchester	186	11.17%	77	13.58%	2	4.88%	0	0.00%	62	16.36%	85	32.08%
Meriden	305	18.72%	78	23.42%	3	12.00%	0	0.00%	161	25.93%	91	23.58%
Met. Dist. Water Authority	2	28.57%	0	0.00%	1	100.00%	0	0.00%	1	100.00%	0	0.00%
Middlebury	120	67.04%	5	83.33%	0	0.00%	0	0.00%	5	83.33%	2	1.60%
Middletown	149	7.88%	67	14.29%	6	16.67%	1	50.00%	24	12.18%	23	10.31%
Milford	290	13.56%	99	26.05%	5	9.43%	0	0.00%	79	26.25%	113	28.68%
Monroe	94	5.00%	15	11.72%	1	8.33%	0	0.00%	13	12.62%	32	29.09%
Naugatuck	376	9.75%	54	10.06%	4	8.70%	0	0.00%	46	9.73%	33	7.60%
New Britain	383	12.55%	110	16.22%	2	5.88%	2	13.33%	269	16.32%	157	31.59%
New Canaan	109	4.37%	10	8.26%	1	3.33%	0	0.00%	36	14.57%	37	30.83%
New Haven	435	13.81%	426	14.86%	15	14.15%	4	11.76%	261	19.59%	269	30.57%
New London	95	11.22%	21	15.22%	0	0.00%	0	0.00%	25	15.34%	18	15.52%
New Milford	156	8.25%	13	13.83%	1	2.04%	0	0.00%	20	13.25%	63	37.06%
Newington	263	8.22%	57	10.02%	8	11.43%	0	0.00%	104	13.08%	50	15.24%
Newtown	29	1.61%	4	3.96%	0	0.00%	0	0.00%	5	4.95%	13	39.39%
North Branford	124	13.04%	10	24.39%	0	0.00%	1	50.00%	15	31.25%	45	33.33%
North Haven	230	15.10%	60	28.04%	1	6.67%	0	0.00%	53	29.94%	83	28.52%
Norwalk	433	10.64%	168	12.62%	2	5.88%	0	0.00%	205	16.84%	196	32.50%
Norwich	292	9.25%	117	13.18%	9	4.74%	0	0.00%	74	12.89%	74	17.70%
Old Saybrook	133	8.07%	6	9.23%	0	0.00%	0	0.00%	20	28.57%	43	30.94%
Orange	200	13.54%	76	21.65%	2	4.35%	0	0.00%	65	27.66%	162	58.27%
Plainfield	77	8.88%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	13	16.25%
Plainville	285	8.97%	35	11.11%	1	2.86%	1	20.00%	57	13.04%	82	25.47%
Plymouth	141	10.90%	6	9.09%	2	20.00%	0	0.00%	14	16.67%	N/A	N/A
Portland	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Putnam	48	2.76%	1	2.63%	0	0.00%	0	0.00%	3	25.00%	6	12.24%
Redding	80	4.58%	2	3.17%	0	0.00%	0	0.00%	21	13.73%	8	9.76%
Ridgefield	162	4.00%	6	3.45%	4	9.76%	0	0.00%	45	10.09%	51	29.65%
Rocky Hill	225	10.49%	27	10.42%	4	7.69%	1	4.17%	35	16.06%	159	61.87%
Seymour	401	19.63%	20	15.63%	5	17.24%	1	100.00%	24	19.83%	66	15.46%
Shelton	57	16.06%	5	21.74%	0	0.00%	0	0.00%	7	21.21%	26	41.94%
Simsbury	70	3.80%	3	3.03%	0	0.00%	0	0.00%	5	10.87%	11	15.07%

Table 7.0 (b)

Length of Stop by Race/Ethnicity: 16-30 Minutes
"Percent of Total Stops for each Race/Ethnicity" (Ex. % = Total Number of (Race/Ethnicity) Stopped for 16-30 Mins.)
(Sorted Alphabetically)

Department Name	16 - 30 Minutes										Vehicle Towed	
	White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic			
	N	%	N	%	N	%	N	%	N	%		
South Windsor	131	10.84%	35	13.46%	2	6.25%	0	0.00%	18	10.78%	35	20.83%
Southern CT State University	151	30.63%	92	19.87%	0	0.00%	0	0.00%	17	20.00%	15	6.17%
Southington	203	5.18%	12	10.53%	1	5.26%	0	0.00%	22	11.22%	89	41.20%
Stamford	44	8.38%	12	12.90%	0	0.00%	0	0.00%	16	17.98%	12	21.43%
State Capitol	17	23.61%	7	31.82%	0	0.00%	0	0.00%	4	20.00%	1	4.17%
State Police	8,675	7.17%	1,955	11.63%	84	5.06%	3	3.37%	1,970	15.03%	5,058	47.20%
Stonington	3	0.26%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Stratford	157	11.43%	88	14.59%	0	0.00%	0	0.00%	63	17.31%	89	36.33%
Thomaston	140	38.89%	3	50.00%	0	0.00%	0	0.00%	5	33.33%	4	2.80%
Torrington	520	9.28%	43	11.11%	2	6.06%	0	0.00%	90	19.40%	128	22.65%
Trumbull	161	12.98%	58	22.57%	1	7.14%	0	0.00%	49	18.99%	125	56.82%
University of Connecticut	56	7.19%	5	6.41%	6	5.94%	2	28.57%	8	16.33%	6	8.70%
University of New Haven	3	75.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	1	25.00%
Vernon	227	12.26%	53	16.21%	5	23.81%	0	0.00%	35	18.62%	111	38.95%
Wallingford	679	13.45%	78	17.81%	5	5.95%	0	0.00%	150	19.95%	212	27.82%
Waterbury	166	24.78%	95	32.65%	0	0.00%	0	0.00%	95	31.25%	112	42.91%
Waterford	170	11.50%	21	10.29%	2	8.70%	1	10.00%	28	13.40%	22	11.34%
Watertown	73	9.02%	14	20.90%	1	6.67%	0	0.00%	10	17.54%	38	43.18%
West Hartford	548	13.82%	126	16.58%	5	5.05%	2	14.29%	163	20.55%	114	16.74%
West Haven	38	4.44%	11	4.10%	0	0.00%	0	0.00%	22	11.22%	23	46.94%
Western CT State University	1	5.00%	0	0.00%	0	0.00%	0	0.00%	1	16.67%	1	100.00%
Weston	23	12.78%	1	9.09%	0	0.00%	0	0.00%	1	8.33%	1	4.17%
Westport	162	3.63%	41	8.69%	1	0.96%	0	0.00%	37	8.83%	70	34.31%
Wethersfield	439	15.21%	117	16.64%	3	7.50%	2	22.22%	210	18.47%	136	24.24%
Willimantic	234	9.87%	21	10.40%	3	25.00%	2	28.57%	93	13.76%	112	43.08%
Wilton	204	8.94%	17	7.87%	1	4.17%	0	0.00%	48	16.05%	89	40.09%
Windsor	35	1.70%	40	2.52%	1	1.79%	0	0.00%	14	3.66%	26	34.21%
Windsor Locks	271	15.02%	50	16.78%	2	6.90%	0	0.00%	26	16.99%	60	18.58%
Winsted	244	42.36%	14	45.16%	0	0.00%	0	0.00%	5	20.00%	22	8.53%
Wolcott	68	19.83%	7	20.00%	0	0.00%	0	0.00%	3	7.69%	12	16.00%
Woodbridge	90	7.52%	35	13.01%	1	5.56%	1	20.00%	15	12.50%	36	28.35%
Yale University	39	10.66%	29	12.89%	2	10.00%	0	0.00%	12	17.14%	12	17.14%
TOTAL	27,544	8.91%	6,721	13.05%	292	6.11%	52	7.68%	7,055	16.28%	12,243	35.37%

Table 7.0 (c)

Length of Stop by Race/Ethnicity: Over 30 Minutes
"Percent of Total Stops for each Race/Ethnicity" (Ex. % = Total Number of (Race/Ethnicity) Stopped for Over 30 Mins.)
(Sorted Alphabetically)

Department Name	Over 30 Minutes										Vehicle Towed	
	White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic			
	N	%	N	%	N	%	N	%	N	%		
Ansonia	33	1.26%	10	2.14%	1	10.00%	0	0.00%	7	1.85%	33	75.00%
Avon	26	7.30%	4	11.11%	1	25.00%	0	0.00%	3	15.00%	8	25.81%
Berlin	63	1.72%	13	3.75%	1	2.38%	0	0.00%	20	3.62%	52	67.53%
Bethel	22	0.91%	0	0.00%	0	0.00%	0	0.00%	8	2.68%	8	36.36%
Bloomfield	38	2.45%	87	4.32%	0	0.00%	0	0.00%	15	5.51%	81	64.80%
Branford	32	0.71%	2	1.01%	0	0.00%	0	0.00%	4	1.28%	22	64.71%
Bridgeport	64	3.34%	54	3.86%	1	1.56%	2	11.11%	45	4.50%	94	77.69%
Bristol	91	3.84%	6	2.58%	1	8.33%	0	0.00%	26	7.03%	64	65.31%
Brookfield	35	2.12%	2	3.17%	0	0.00%	0	0.00%	12	7.06%	25	67.57%
Canton	11	1.20%	0	0.00%	0	0.00%	0	0.00%	1	4.55%	8	72.73%
Central CT State University	3	0.40%	0	0.00%	0	0.00%	0	0.00%	3	2.46%	1	33.33%
Cheshire	26	0.86%	4	1.84%	0	0.00%	0	0.00%	7	3.24%	18	60.00%
Clinton	35	2.29%	2	3.23%	2	5.13%	0	0.00%	10	7.46%	26	66.67%
Coventry	51	6.67%	2	7.41%	0	0.00%	0	0.00%	5	11.36%	40	75.47%
Cromwell	108	7.44%	33	16.58%	1	7.69%	1	5.26%	8	13.79%	66	46.15%
Danbury	45	1.56%	3	1.47%	0	0.00%	0	0.00%	28	3.65%	29	60.42%
Darien	280	11.46%	48	15.48%	7	11.11%	1	4.17%	78	17.69%	29	8.63%
Department of Motor Vehicle	69	8.75%	7	5.47%	1	6.25%	0	0.00%	10	13.51%	51	66.23%
Derby	39	1.79%	12	3.46%	1	2.78%	0	0.00%	14	4.71%	43	82.69%
East Hampton	12	2.49%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	7	58.33%
East Hartford	20	0.59%	22	1.14%	0	0.00%	0	0.00%	11	0.79%	24	57.14%
East Haven	21	2.86%	4	8.33%	0	0.00%	0	0.00%	8	8.99%	16	64.00%
East Windsor	2	0.40%	0	0.00%	0	0.00%	0	0.00%	1	2.44%	1	50.00%
Eastern CT State University	2	2.20%	1	7.14%	0	0.00%	0	0.00%	0	0.00%	2	66.67%
Easton	5	1.87%	1	7.14%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Enfield	61	1.38%	7	1.47%	0	0.00%	1	5.56%	14	4.28%	52	75.36%
Fairfield	34	1.04%	14	3.12%	0	0.00%	0	0.00%	7	1.56%	32	66.67%
Farmington	50	2.11%	9	4.35%	1	2.50%	0	0.00%	7	3.66%	42	70.00%
Glastonbury	76	2.43%	12	4.30%	2	1.74%	0	0.00%	16	6.02%	61	67.78%
Granby	47	5.11%	4	7.27%	0	0.00%	0	0.00%	5	16.13%	31	60.78%
Greenwich	108	2.24%	14	3.33%	0	0.00%	0	0.00%	42	4.05%	74	60.66%
Groton City	48	3.37%	25	8.42%	1	1.45%	2	20.00%	15	6.02%	43	56.58%
Groton Long Point	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Groton Town	68	1.75%	17	2.71%	0	0.00%	0	0.00%	14	3.83%	47	55.29%
Guilford	35	2.43%	0	0.00%	1	4.76%	0	0.00%	7	14.00%	20	55.56%
Hamden	11	0.48%	7	0.49%	0	0.00%	0	0.00%	1	0.32%	11	61.11%
Hartford	14	0.41%	6	0.31%	0	0.00%	0	0.00%	8	0.45%	18	90.00%
Madison	40	2.48%	2	3.45%	1	4.76%	0	0.00%	6	12.00%	24	55.81%
Manchester	34	2.04%	20	3.53%	1	2.44%	1	4.00%	10	2.64%	32	57.14%
Meriden	58	3.56%	19	5.71%	0	0.00%	0	0.00%	31	4.99%	51	66.23%
Met. Dist. Water Authority	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Middlebury	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Middletown	18	0.95%	8	1.71%	0	0.00%	0	0.00%	2	1.02%	11	42.31%
Milford	83	3.88%	40	10.53%	0	0.00%	0	0.00%	25	8.31%	81	65.85%
Monroe	18	0.96%	2	1.56%	0	0.00%	0	0.00%	5	4.85%	13	65.00%
Naugatuck	39	1.01%	11	2.05%	1	2.17%	0	0.00%	5	1.06%	29	56.86%
New Britain	46	1.51%	16	2.36%	0	0.00%	0	0.00%	28	1.70%	34	54.84%
New Canaan	13	0.52%	1	0.83%	0	0.00%	0	0.00%	4	1.62%	3	21.43%
New Haven	56	1.78%	77	2.69%	0	0.00%	0	0.00%	36	2.70%	70	52.63%
New London	26	3.07%	7	5.07%	0	0.00%	0	0.00%	4	2.45%	21	63.64%
New Milford	37	1.96%	3	3.19%	1	2.04%	0	0.00%	9	5.96%	21	51.22%
Newington	23	0.72%	6	1.05%	0	0.00%	0	0.00%	11	1.38%	14	48.28%
Newtown	16	0.89%	4	3.96%	1	3.23%	0	0.00%	4	3.96%	16	76.19%
North Branford	11	1.16%	2	4.88%	0	0.00%	0	0.00%	2	4.17%	9	69.23%
North Haven	47	3.09%	11	5.14%	0	0.00%	0	0.00%	13	7.34%	44	75.86%
Norwalk	52	1.28%	15	1.13%	0	0.00%	0	0.00%	23	1.89%	51	76.12%
Norwich	52	1.65%	18	2.03%	2	1.05%	0	0.00%	12	2.09%	38	52.78%
Old Saybrook	32	1.94%	4	6.15%	0	0.00%	0	0.00%	5	7.14%	21	58.33%
Orange	20	1.35%	3	0.85%	0	0.00%	0	0.00%	3	1.28%	16	69.57%
Plainfield	65	7.50%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	42	63.64%
Plainville	22	0.69%	3	0.95%	0	0.00%	0	0.00%	7	1.60%	11	44.00%
Plymouth	16	1.24%	3	4.55%	0	0.00%	0	0.00%	4	4.76%	N/A	N/A
Portland	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Putnam	5	0.29%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Redding	20	1.14%	2	3.17%	0	0.00%	0	0.00%	6	3.92%	10	45.45%
Ridgefield	44	1.09%	6	3.45%	0	0.00%	0	0.00%	8	1.79%	24	48.00%
Rocky Hill	67	3.12%	10	3.86%	2	3.85%	1	4.17%	8	3.67%	65	81.25%
Seymour	57	2.79%	13	10.16%	0	0.00%	0	0.00%	11	9.09%	60	85.71%
Shelton	11	3.10%	1	4.35%	0	0.00%	0	0.00%	1	3.03%	9	75.00%
Simsbury	17	0.92%	1	1.01%	0	0.00%	0	0.00%	2	4.35%	8	44.44%

Table 7.0 (c)

Length of Stop by Race/Ethnicity: Over 30 Minutes
"Percent of Total Stops for each Race/Ethnicity" (Ex. % = Total Number of (Race/Ethnicity) Stopped for Over 30 Mins.)
(Sorted Alphabetically)

Department Name	Over 30 Minutes										Vehicle Towed	
	White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic			
	N	%	N	%	N	%	N	%	N	%		
South Windsor	35	2.90%	17	6.54%	1	3.13%	1	10.00%	9	5.39%	35	64.81%
Southern CT State University	22	4.46%	29	6.26%	1	16.67%	0	0.00%	9	10.59%	30	57.69%
Southington	34	0.87%	1	0.88%	0	0.00%	0	0.00%	8	4.08%	16	45.71%
Stamford	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
State Capitol	1	1.39%	0	0.00%	0	0.00%	0	0.00%	1	5.00%	0	0.00%
State Police	2,071	1.71%	457	2.72%	11	0.66%	1	1.12%	475	3.62%	1,797	70.75%
Stonington	3	0.26%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	33.33%
Stratford	31	2.26%	8	1.33%	0	0.00%	0	0.00%	14	3.85%	34	87.18%
Thomaston	9	2.50%	1	16.67%	0	0.00%	0	0.00%	1	6.67%	6	60.00%
Torrington	87	1.55%	10	2.58%	0	0.00%	0	0.00%	19	4.09%	51	52.58%
Trumbull	45	3.63%	13	5.06%	0	0.00%	0	0.00%	19	7.36%	31	53.45%
University of Connecticut	8	1.03%	2	2.56%	0	0.00%	0	0.00%	2	4.08%	0	0.00%
University of New Haven	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Vernon	128	6.91%	39	11.93%	1	4.76%	0	0.00%	14	7.45%	113	67.26%
Wallingford	375	7.43%	51	11.64%	6	7.14%	0	0.00%	95	12.63%	291	67.36%
Waterbury	37	5.52%	18	6.19%	1	16.67%	0	0.00%	23	7.57%	48	85.71%
Waterford	105	7.10%	24	11.76%	1	4.35%	0	0.00%	26	12.44%	70	53.85%
Watertown	9	1.11%	4	5.97%	3	20.00%	0	0.00%	1	1.75%	13	81.25%
West Hartford	158	3.98%	33	4.34%	0	0.00%	0	0.00%	40	5.04%	86	45.03%
West Haven	0	0.00%	1	0.37%	0	0.00%	0	0.00%	0	0.00%	1	100.00%
Western CT State University	1	5.00%	0	0.00%	0	0.00%	0	0.00%	1	16.67%	1	100.00%
Weston	2	1.11%	1	9.09%	0	0.00%	0	0.00%	1	8.33%	1	33.33%
Westport	31	0.69%	5	1.06%	0	0.00%	0	0.00%	6	1.43%	16	44.44%
Wethersfield	69	2.39%	14	1.99%	3	7.50%	0	0.00%	37	3.25%	46	53.49%
Willimantic	12	0.51%	6	2.97%	1	8.33%	0	0.00%	3	0.44%	11	57.89%
Wilton	45	1.97%	6	2.78%	0	0.00%	0	0.00%	8	2.68%	38	74.51%
Windsor	4	0.19%	6	0.38%	0	0.00%	0	0.00%	2	0.52%	7	70.00%
Windsor Locks	27	1.50%	8	2.68%	0	0.00%	0	0.00%	12	7.84%	11	31.43%
Winsted	23	3.99%	0	0.00%	0	0.00%	0	0.00%	1	4.00%	20	86.96%
Wolcott	6	1.75%	2	5.71%	0	0.00%	0	0.00%	4	10.26%	8	100.00%
Woodbridge	19	1.59%	15	5.58%	0	0.00%	0	0.00%	6	5.00%	19	55.88%
Yale University	14	3.83%	12	5.33%	0	0.00%	0	0.00%	6	8.57%	20	76.92%
TOTAL	6,141	1.99%	1,523	2.96%	60	1.26%	11	1.62%	1,588	3.67%	4,840	62.56%

Table 8.0

Total Car Searches
"Percent of Total Searches for each Race/Ethnicity Stopped"
(Ex. 100 White Drivers Searched and 200 White Drivers Stopped, % of search = 50%)

Department Name	Total Search		White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic	
	N	% of Stops	N	%	N	%	N	%	N	%	N	%
Ansonia	56	1.80%	45	1.72%	11	2.36%	0	0.00%	0	0.00%	9	2.38%
Avon	4	1.01%	4	1.12%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Berlin	196	4.83%	164	4.47%	31	8.93%	1	2.38%	0	0.00%	40	7.25%
Bethel	28	1.08%	25	1.03%	3	2.68%	0	0.00%	0	0.00%	7	2.35%
Bloomfield	83	2.30%	17	1.10%	66	3.28%	0	0.00%	0	0.00%	7	2.57%
Branford	169	3.59%	161	3.59%	8	4.04%	0	0.00%	0	0.00%	9	2.88%
Bridgeport	427	12.57%	214	11.17%	206	14.74%	3	4.69%	4	22.22%	158	15.82%
Bristol	72	2.75%	61	2.57%	10	4.29%	1	8.33%	0	0.00%	24	6.49%
Brookfield	15	0.85%	14	0.85%	1	1.59%	0	0.00%	0	0.00%	3	1.76%
Canton	43	4.35%	38	4.14%	4	8.00%	0	0.00%	1	6.67%	2	9.09%
Central CT State University	3	0.33%	3	0.40%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Cheshire	67	2.05%	58	1.93%	9	4.15%	0	0.00%	0	0.00%	10	4.63%
Clinton	88	5.40%	84	5.50%	2	3.23%	2	5.13%	0	0.00%	10	7.46%
Coventry	7	0.87%	7	0.92%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Cromwell	21	1.25%	15	1.03%	5	2.51%	0	0.00%	1	5.26%	0	0.00%
Danbury	248	7.92%	220	7.64%	25	12.25%	2	5.41%	1	9.09%	87	11.33%
Darien	78	2.75%	57	2.33%	21	6.77%	0	0.00%	0	0.00%	24	5.44%
Department of Motor Vehicle	3	0.32%	3	0.38%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Derby	220	8.57%	175	8.02%	43	12.39%	2	5.56%	0	0.00%	52	17.51%
East Hampton	23	4.62%	22	4.57%	1	9.09%	0	0.00%	0	0.00%	0	0.00%
East Hartford	176	3.25%	92	2.70%	83	4.30%	1	1.49%	0	0.00%	53	3.81%
East Haven	34	4.28%	29	3.95%	5	10.42%	0	0.00%	0	0.00%	14	15.73%
East Windsor	18	3.21%	14	2.80%	4	6.78%	0	0.00%	0	0.00%	4	9.76%
Eastern CT State University	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Easton	3	1.06%	3	1.12%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Enfield	147	2.96%	127	2.88%	19	3.98%	1	1.96%	0	0.00%	21	6.42%
Fairfield	78	2.09%	55	1.69%	23	5.12%	0	0.00%	0	0.00%	10	2.22%
Farmington	69	2.63%	65	2.74%	4	1.93%	0	0.00%	0	0.00%	8	4.19%
Glastonbury	234	6.65%	201	6.44%	31	11.11%	2	1.74%	0	0.00%	30	11.28%
Granby	29	2.96%	26	2.83%	3	5.45%	0	0.00%	0	0.00%	4	12.90%
Greenwich	114	2.13%	96	1.99%	18	4.28%	0	0.00%	0	0.00%	49	4.73%
Groton City	53	2.94%	28	1.96%	25	8.42%	0	0.00%	0	0.00%	9	3.61%
Groton Long Point	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Groton Town	70	1.52%	50	1.29%	20	3.18%	0	0.00%	0	0.00%	12	3.28%
Guilford	16	1.07%	15	1.04%	1	3.03%	0	0.00%	0	0.00%	2	4.00%
Hamden	81	2.16%	32	1.39%	49	3.45%	0	0.00%	0	0.00%	10	3.21%
Hartford	80	1.48%	38	1.11%	42	2.20%	0	0.00%	0	0.00%	24	1.35%
Madison	16	0.94%	15	0.93%	1	1.72%	0	0.00%	0	0.00%	3	6.00%
Manchester	84	3.66%	53	3.18%	30	5.29%	1	2.44%	0	0.00%	19	5.01%
Meriden	142	7.15%	100	6.14%	42	12.61%	0	0.00%	0	0.00%	48	7.73%
Met. Dist. Water Authority	1	12.50%	1	14.29%	0	0.00%	0	0.00%	0	0.00%	1	100.00%
Middlebury	1	0.54%	0	0.00%	1	16.67%	0	0.00%	0	0.00%	0	0.00%
Middletown	191	7.96%	137	7.24%	54	11.51%	0	0.00%	0	0.00%	16	8.12%
Milford	276	10.69%	185	8.65%	91	23.95%	0	0.00%	0	0.00%	47	15.61%
Monroe	39	1.92%	33	1.75%	5	3.91%	1	8.33%	0	0.00%	6	5.83%
Naugatuck	243	5.46%	191	4.95%	50	9.31%	2	4.35%	0	0.00%	31	6.55%
New Britain	185	4.90%	136	4.46%	48	7.08%	0	0.00%	1	6.67%	95	5.76%
New Canaan	30	1.13%	28	1.12%	2	1.65%	0	0.00%	0	0.00%	2	0.81%
New Haven	484	7.86%	181	5.75%	300	10.47%	3	2.83%	0	0.00%	119	8.93%
New London	78	7.86%	59	6.97%	18	13.04%	0	0.00%	1	50.00%	13	7.98%
New Milford	57	2.80%	49	2.59%	6	6.38%	2	4.08%	0	0.00%	2	1.32%
Newington	158	4.10%	121	3.78%	36	6.33%	1	1.43%	0	0.00%	57	7.17%
Newtown	16	0.83%	14	0.78%	2	1.98%	0	0.00%	0	0.00%	2	1.98%
North Branford	9	0.90%	8	0.84%	1	2.44%	0	0.00%	0	0.00%	0	0.00%
North Haven	119	6.79%	95	6.24%	24	11.21%	0	0.00%	0	0.00%	28	15.82%
Norwalk	477	8.77%	286	7.03%	191	14.35%	0	0.00%	0	0.00%	124	10.19%
Norwich	276	6.51%	190	6.02%	83	9.35%	3	1.58%	0	0.00%	49	8.54%
Old Saybrook	65	3.72%	59	3.58%	6	9.23%	0	0.00%	0	0.00%	7	10.00%
Orange	38	2.02%	29	1.96%	9	2.56%	0	0.00%	0	0.00%	6	2.55%
Plainfield	23	2.53%	23	2.65%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Plainville	197	5.58%	169	5.32%	27	8.57%	1	2.86%	0	0.00%	32	7.32%
Plymouth	63	4.59%	59	4.56%	4	6.06%	0	0.00%	0	0.00%	10	11.90%
Portland	1	0.76%	0	0.00%	1	20.00%	0	0.00%	0	0.00%	0	0.00%
Putnam	5	0.28%	5	0.29%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Redding	17	0.93%	16	0.92%	1	1.59%	0	0.00%	0	0.00%	7	4.58%
Ridgefield	13	0.30%	13	0.32%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Rocky Hill	49	1.98%	43	2.00%	6	2.32%	0	0.00%	0	0.00%	8	3.67%
Seymour	52	2.36%	39	1.91%	13	10.16%	0	0.00%	0	0.00%	7	5.79%
Shelton	11	2.86%	11	3.10%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Table 8.0

Total Car Searches
"Percent of Total Searches for each Race/Ethnicity Stopped"
(Ex. 100 White Drivers Searched and 200 White Drivers Stopped, % of search = 50%)

Department Name	Total Search		White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic	
	N	% of Stops	N	%	N	%	N	%	N	%	N	%
Simsbury	18	0.92%	17	0.92%	1	1.01%	0	0.00%	0	0.00%	3	6.52%
South Windsor	93	6.16%	67	5.55%	25	9.62%	1	3.13%	0	0.00%	3	1.80%
Southern CT State University	20	2.08%	6	1.22%	13	2.81%	1	16.67%	0	0.00%	1	1.18%
Southington	17	0.42%	17	0.43%	0	0.00%	0	0.00%	0	0.00%	2	1.02%
Stamford	14	2.20%	9	1.71%	5	5.38%	0	0.00%	0	0.00%	1	1.12%
State Capitol	2	2.08%	2	2.78%	0	0.00%	0	0.00%	0	0.00%	2	10.00%
State Police	2,156	1.55%	1,595	1.32%	552	3.28%	8	0.48%	1	1.12%	384	2.93%
Stonington	7	0.57%	5	0.44%	2	3.77%	0	0.00%	0	0.00%	1	2.04%
Stratford	129	6.49%	73	5.31%	54	8.96%	2	20.00%	0	0.00%	21	5.77%
Thomaston	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Torrington	132	2.19%	107	1.91%	25	6.46%	0	0.00%	0	0.00%	20	4.31%
Trumbull	46	3.03%	31	2.50%	14	5.45%	1	7.14%	0	0.00%	8	3.10%
University of Connecticut	36	3.73%	27	3.47%	6	7.69%	2	1.98%	1	14.29%	1	2.04%
University of New Haven	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Vernon	127	5.77%	106	5.72%	18	5.50%	3	14.29%	0	0.00%	18	9.57%
Wallingford	239	4.29%	207	4.10%	29	6.62%	3	3.57%	0	0.00%	41	5.45%
Waterbury	239	24.72%	148	22.09%	90	30.93%	1	16.67%	0	0.00%	80	26.32%
Waterford	79	4.61%	68	4.60%	11	5.39%	0	0.00%	0	0.00%	11	5.26%
Watertown	39	4.37%	28	3.46%	9	13.43%	2	13.33%	0	0.00%	4	7.02%
West Hartford	419	8.66%	376	9.48%	43	5.66%	0	0.00%	0	0.00%	72	9.08%
West Haven	47	4.13%	37	4.33%	10	3.73%	0	0.00%	0	0.00%	18	9.18%
Western CT State University	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Weston	1	0.52%	1	0.56%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Westport	158	3.13%	120	2.69%	36	7.63%	2	1.92%	0	0.00%	19	4.53%
Wethersfield	228	6.27%	180	6.24%	44	6.26%	3	7.50%	1	11.11%	83	7.30%
Willimantic	149	5.75%	126	5.31%	21	10.40%	0	0.00%	2	28.57%	44	6.51%
Wilton	148	5.85%	129	5.65%	18	8.33%	0	0.00%	1	11.11%	25	8.36%
Windsor	47	1.27%	13	0.63%	34	2.14%	0	0.00%	0	0.00%	9	2.36%
Windsor Locks	65	3.05%	45	2.49%	19	6.38%	1	3.45%	0	0.00%	7	4.58%
Winsted	9	1.48%	7	1.22%	2	6.45%	0	0.00%	0	0.00%	2	8.00%
Wolcott	16	4.21%	13	3.79%	3	8.57%	0	0.00%	0	0.00%	6	15.38%
Woodbridge	9	0.60%	7	0.58%	2	0.74%	0	0.00%	0	0.00%	2	1.67%
Yale University	49	7.99%	25	6.83%	24	10.67%	0	0.00%	0	0.00%	10	14.29%
TOTAL	11,207	3.07%	8,198	2.66%	2,935	5.70%	59	1.24%	15	2.22%	2,329	5.38%

Table 9.0

Authority for Search
"Percent of Authority for Search for Total Searches"

Department Name	Total Search		Consent		Inventory		Other		Number of Missing Search Authority
	N	% of Stops	N	% of Searches	N	% of Searches	N	% of Searches	Records
Ansonia*	56	1.80%	19	33.93%	10	17.86%	5	8.93%	22
Avon	4	1.01%	2	50.00%	0	0.00%	2	50.00%	0
Berlin	196	4.83%	5	2.55%	167	85.20%	24	12.24%	0
Bethel	28	1.08%	10	35.71%	0	0.00%	18	64.29%	0
Bloomfield*	83	2.30%	9	10.84%	6	7.23%	53	63.86%	15
Branford*	169	3.59%	51	30.18%	6	3.55%	13	7.69%	99
Bridgeport	427	12.57%	103	24.12%	215	50.35%	109	25.53%	0
Bristol*	72	2.75%	37	51.39%	1	1.39%	16	22.22%	18
Brookfield	15	0.85%	0	0.00%	0	0.00%	15	100.00%	0
Canton*	43	4.35%	19	44.19%	12	27.91%	3	6.98%	9
Central CT State University*	3	0.33%	0	0.00%	0	0.00%	2	66.67%	1
Cheshire	67	2.05%	30	44.78%	2	2.99%	35	52.24%	0
Clinton	88	5.40%	33	37.50%	4	4.55%	51	57.95%	0
Coventry	7	0.87%	2	28.57%	0	0.00%	5	71.43%	0
Cromwell*	21	1.25%	3	14.29%	3	14.29%	14	66.67%	1
Danbury*	248	7.92%	12	4.84%	225	90.73%	10	4.03%	1
Darien*	78	2.75%	26	33.33%	23	29.49%	27	34.62%	2
Department of Motor Vehicle*	3	0.32%	0	0.00%	0	0.00%	0	0.00%	3
Derby*	220	8.57%	18	8.18%	188	85.45%	11	5.00%	3
East Hampton	23	4.62%	3	13.04%	0	0.00%	20	86.96%	0
East Hartford	176	3.25%	95	53.98%	15	8.52%	66	37.50%	0
East Haven*	34	4.28%	3	8.82%	25	73.53%	5	14.71%	1
East Windsor	18	3.21%	7	38.89%	4	22.22%	7	38.89%	0
Eastern CT State University	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0
Easton*	3	1.06%	1	33.33%	1	33.33%	0	0.00%	1
Enfield	147	2.96%	22	14.97%	94	63.95%	31	21.09%	0
Fairfield*	78	2.09%	23	29.49%	4	5.13%	35	44.87%	16
Farmington*	69	2.63%	5	7.25%	22	31.88%	36	52.17%	6
Glastonbury	234	6.65%	61	26.07%	129	55.13%	44	18.80%	0
Granby	29	2.96%	6	20.69%	1	3.45%	22	75.86%	0
Greenwich*	114	2.13%	29	25.44%	39	34.21%	28	24.56%	18
Groton City*	53	2.94%	27	50.94%	2	3.77%	21	39.62%	3
Groton Long Point	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0
Groton Town	70	1.52%	7	10.00%	4	5.71%	59	84.29%	0
Guilford*	16	1.07%	4	25.00%	9	56.25%	2	12.50%	1
Hamden*	81	2.16%	45	55.56%	3	3.70%	13	16.05%	20
Hartford	80	1.48%	41	51.25%	2	2.50%	37	46.25%	0
Madison*	16	0.94%	7	43.75%	0	0.00%	3	18.75%	6
Manchester	84	3.66%	42	50.00%	0	0.00%	42	50.00%	0
Meriden*	142	7.15%	78	54.93%	2	1.41%	61	42.96%	1
Met. Dist. Water Authority	1	12.50%	1	100.00%	0	0.00%	0	0.00%	0
Middlebury	1	0.54%	0	0.00%	0	0.00%	1	100.00%	0
Middletown	191	7.96%	121	63.35%	4	2.09%	66	34.55%	0
Milford*	276	10.69%	176	63.77%	35	12.68%	62	22.46%	3
Monroe*	39	1.92%	4	10.26%	7	17.95%	24	61.54%	4
Naugatuck	243	5.46%	121	49.79%	47	19.34%	75	30.86%	0
New Britain	185	4.90%	86	46.49%	13	7.03%	86	46.49%	0
New Canaan*	30	1.13%	11	36.67%	0	0.00%	16	53.33%	3
New Haven*	484	7.86%	225	46.49%	9	1.86%	142	29.34%	108
New London*	78	7.86%	2	2.56%	0	0.00%	75	96.15%	1
New Milford*	57	2.80%	19	33.33%	10	17.54%	25	43.86%	3
Newington	158	4.10%	25	15.82%	50	31.65%	83	52.53%	0
Newtown	16	0.83%	0	0.00%	13	81.25%	3	18.75%	0
North Branford*	9	0.90%	6	66.67%	0	0.00%	1	11.11%	2
North Haven*	119	6.79%	26	21.85%	43	36.13%	16	13.45%	34
Norwalk*	477	8.77%	226	47.38%	66	13.84%	91	19.08%	94
Norwich*	276	6.51%	132	47.83%	67	24.28%	76	27.54%	1
Old Saybrook*	65	3.72%	11	16.92%	8	12.31%	44	67.69%	2
Orange	38	2.02%	6	15.79%	24	63.16%	8	21.05%	0
Plainfield*	23	2.53%	8	34.78%	0	0.00%	2	8.70%	13
Plainville	197	5.58%	85	43.15%	1	0.51%	111	56.35%	0
Plymouth	63	4.59%	41	65.08%	3	4.76%	19	30.16%	0
Portland	1	0.76%	1	100.00%	0	0.00%	0	0.00%	0
Putnam	5	0.28%	2	40.00%	0	0.00%	3	60.00%	0
Redding	17	0.93%	2	11.76%	11	64.71%	4	23.53%	0
Ridgefield*	13	0.30%	1	7.69%	1	7.69%	3	23.08%	8

Table 9.0

Authority for Search
"Percent of Authority for Search for Total Searches"

Department Name	Total Search		Consent		Inventory		Other		Number of Missing Search Authority Records
	N	% of Stops	N	% of Searches	N	% of Searches	N	% of Searches	
Rocky Hill	49	1.98%	23	46.94%	1	2.04%	25	51.02%	0
Seymour	52	2.36%	6	11.54%	38	73.08%	8	15.38%	0
Shelton*	11	2.86%	4	36.36%	1	9.09%	5	45.45%	1
Simsbury*	18	0.92%	2	11.11%	3	16.67%	9	50.00%	4
South Windsor	93	6.16%	23	24.73%	19	20.43%	51	54.84%	0
Southern CT State University	20	2.08%	10	50.00%	0	0.00%	10	50.00%	0
Southington	17	0.42%	10	58.82%	0	0.00%	7	41.18%	0
Stamford	14	2.20%	3	21.43%	8	57.14%	3	21.43%	0
State Capitol	2	2.08%	0	0.00%	2	100.00%	0	0.00%	0
State Police*	2,156	1.55%	914	42.39%	68	3.15%	876	40.63%	298
Stonington*	7	0.57%	3	42.86%	1	14.29%	2	28.57%	1
Stratford*	129	6.49%	49	37.98%	30	23.26%	18	13.95%	32
Thomaston	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0
Torrington	132	2.19%	86	65.15%	2	1.52%	44	33.33%	0
Trumbull*	46	3.03%	12	26.09%	1	2.17%	27	58.70%	6
University of Connecticut*	36	3.73%	21	58.33%	0	0.00%	13	36.11%	2
University of New Haven	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0
Vernon*	127	5.77%	45	35.43%	13	10.24%	53	41.73%	16
Wallingford	228	4.09%	78	34.21%	2	0.87%	148	64.90%	0
Waterbury	239	24.72%	47	19.67%	139	58.16%	53	22.18%	0
Waterford	79	4.61%	35	44.30%	0	0.00%	44	55.70%	0
Watertown	39	4.37%	6	15.38%	28	71.79%	5	12.82%	0
West Hartford*	419	8.66%	172	41.05%	4	0.95%	188	44.87%	55
West Haven*	47	4.13%	15	31.91%	22	46.81%	6	12.77%	4
Western CT State University	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0
Weston	1	0.52%	1	100.00%	0	0.00%	0	0.00%	0
Westport*	158	3.13%	92	58.23%	4	2.53%	61	38.61%	1
Wethersfield	228	6.27%	122	53.51%	11	4.82%	95	41.67%	0
Willimantic*	149	5.75%	115	77.18%	1	0.67%	12	8.05%	21
Wilton*	148	5.85%	1	0.68%	36	24.32%	11	7.43%	100
Windsor	47	1.27%	3	6.38%	13	27.66%	31	65.96%	0
Windsor Locks	65	3.05%	8	12.31%	38	58.46%	19	29.23%	0
Winsted	9	1.48%	2	22.22%	3	33.33%	4	44.44%	0
Wolcott*	16	4.21%	1	6.25%	13	81.25%	1	6.25%	1
Woodbridge*	9	0.60%	3	33.33%	0	0.00%	2	22.22%	4
Yale University	49	7.99%	17	34.69%	24	48.98%	8	16.33%	0
TOTAL	11,207	3.07%	4152	37.05%	2,155	19.23%	3,820	34.02%	1,087

Table 10.0

Contraband Found During Car Searches
"Percent of Contraband for each Race/Ethnicity Searched"
(Ex. Contraband found on 10 White Drivers Searched and 100 White Drivers were Searched, % of contraband = 10%)

Department Name	Total Contraband		White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic	
	N	%	N	%	N	%	N	%	N	%	N	%
Ansonia	11	19.64%	6	13.33%	5	45.45%	0	0.00%	0	0.00%	2	22.22%
Avon	2	50.00%	2	50.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Berlin	23	11.73%	18	10.98%	4	12.90%	1	100.00%	0	0.00%	5	12.50%
Bethel	17	60.71%	16	64.00%	1	33.33%	0	0.00%	0	0.00%	3	42.86%
Bloomfield	34	40.96%	9	52.94%	25	37.88%	0	0.00%	0	0.00%	4	57.14%
Branford	19	11.24%	19	11.80%	0	0.00%	0	0.00%	0	0.00%	1	11.11%
Bridgeport	32	7.49%	17	7.94%	15	7.28%	0	0.00%	0	0.00%	10	6.33%
Bristol	23	31.94%	20	32.79%	3	30.00%	0	0.00%	0	0.00%	11	45.83%
Brookfield	10	66.67%	9	64.29%	1	100.00%	0	0.00%	0	0.00%	2	66.67%
Canton	12	27.91%	11	28.95%	1	25.00%	0	0.00%	0	0.00%	1	50.00%
Central CT State University	1	33.33%	1	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Cheshire	32	47.76%	30	51.72%	2	22.22%	0	0.00%	0	0.00%	0	0.00%
Clinton	54	61.36%	51	60.71%	2	100.00%	1	50.00%	0	0.00%	6	60.00%
Coventry	6	85.71%	6	85.71%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Cromwell	17	80.95%	13	86.67%	4	80.00%	0	0.00%	0	0.00%	0	0.00%
Danbury	13	5.24%	11	5.00%	2	8.00%	0	0.00%	0	0.00%	2	2.30%
Darien	32	41.03%	21	36.84%	11	52.38%	0	0.00%	0	0.00%	10	41.67%
Department of Motor Vehicle	1	33.33%	1	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Derby	7	3.18%	6	3.43%	1	2.33%	0	0.00%	0	0.00%	1	1.92%
East Hampton	15	65.22%	14	63.64%	1	100.00%	0	0.00%	0	0.00%	0	0.00%
East Hartford	68	38.64%	34	36.96%	34	40.96%	0	0.00%	0	0.00%	19	35.85%
East Haven	5	14.71%	5	17.24%	0	0.00%	0	0.00%	0	0.00%	3	21.43%
East Windsor	4	22.22%	4	28.57%	0	0.00%	0	0.00%	0	0.00%	1	25.00%
Eastern CT State University	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Easton	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Enfield	35	23.81%	31	24.41%	4	21.05%	0	0.00%	0	0.00%	5	23.81%
Fairfield	41	52.56%	32	58.18%	9	39.13%	0	0.00%	0	0.00%	5	50.00%
Farmington	28	40.58%	28	43.08%	0	0.00%	0	0.00%	0	0.00%	2	25.00%
Glastonbury	67	28.63%	56	27.86%	11	35.48%	0	0.00%	0	0.00%	8	26.67%
Granby	21	72.41%	20	76.92%	1	33.33%	0	0.00%	0	0.00%	3	75.00%
Greenwich	19	16.67%	17	17.71%	2	11.11%	0	0.00%	0	0.00%	6	12.24%
Groton City	25	47.17%	15	53.57%	10	40.00%	0	0.00%	0	0.00%	4	44.44%
Groton Long Point	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Groton Town	36	51.43%	26	52.00%	10	50.00%	0	0.00%	0	0.00%	4	33.33%
Guilford	5	31.25%	4	26.67%	1	100.00%	0	0.00%	0	0.00%	0	0.00%
Hamden	13	16.05%	7	21.88%	6	12.24%	0	0.00%	0	0.00%	1	10.00%
Hartford	29	36.25%	11	28.95%	18	42.86%	0	0.00%	0	0.00%	7	29.17%
Madison	6	37.50%	5	33.33%	1	100.00%	0	0.00%	0	0.00%	0	0.00%
Manchester	44	52.38%	26	49.06%	17	56.67%	1	100.00%	0	0.00%	13	68.42%
Meriden	48	33.80%	32	32.00%	16	38.10%	0	0.00%	0	0.00%	15	31.25%
Met. Dist. Water Authority	1	100.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%
Middlebury	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Middletown	74	38.74%	56	40.88%	18	33.33%	0	0.00%	0	0.00%	5	31.25%
Milford	90	32.61%	66	35.68%	24	26.37%	0	0.00%	0	0.00%	11	23.40%
Monroe	15	38.46%	14	42.42%	1	20.00%	0	0.00%	0	0.00%	2	33.33%
Naugatuck	77	31.69%	62	32.46%	15	30.00%	0	0.00%	0	0.00%	9	29.03%
New Britain	74	40.00%	56	41.18%	17	35.42%	0	0.00%	1	100.00%	41	43.16%
New Canaan	18	60.00%	16	57.14%	2	100.00%	0	0.00%	0	0.00%	1	50.00%
New Haven	126	26.03%	54	29.83%	71	23.67%	1	33.33%	0	0.00%	37	31.09%
New London	35	44.87%	27	45.76%	8	44.44%	0	0.00%	0	0.00%	5	38.46%
New Milford	23	40.35%	20	40.82%	3	50.00%	0	0.00%	0	0.00%	0	0.00%
Newington	35	22.15%	29	23.97%	6	16.67%	0	0.00%	0	0.00%	12	21.05%
Newtown	6	37.50%	6	42.86%	0	0.00%	0	0.00%	0	0.00%	2	100.00%
North Branford	2	22.22%	2	25.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
North Haven	24	20.17%	19	20.00%	5	20.83%	0	0.00%	0	0.00%	3	10.71%
Norwalk	100	20.96%	67	23.43%	33	17.28%	0	0.00%	0	0.00%	28	22.58%
Norwich	84	30.43%	56	29.47%	27	32.53%	1	33.33%	0	0.00%	7	14.29%
Old Saybrook	25	38.46%	24	40.68%	1	16.67%	0	0.00%	0	0.00%	3	42.86%
Orange	6	15.79%	5	17.24%	1	11.11%	0	0.00%	0	0.00%	0	0.00%
Plainfield	10	43.48%	10	43.48%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Plainville	76	38.58%	71	42.01%	5	18.52%	0	0.00%	0	0.00%	15	46.88%
Plymouth	12	19.05%	10	16.95%	2	50.00%	0	0.00%	0	0.00%	2	20.00%
Portland	1	100.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%
Putnam	2	40.00%	2	40.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Redding	2	11.76%	2	12.50%	0	0.00%	0	0.00%	0	0.00%	1	14.29%
Ridgefield	5	38.46%	5	38.46%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Rocky Hill	18	36.73%	14	32.56%	4	66.67%	0	0.00%	0	0.00%	1	12.50%
Seymour	4	7.69%	3	7.69%	1	7.69%	0	0.00%	0	0.00%	0	0.00%

Table 10.0

Contraband Found During Car Searches
"Percent of Contraband for each Race/Ethnicity Searched"
(Ex. Contraband found on 10 White Drivers Searched and 100 White Drivers were Searched, % of contraband = 10%)

Department Name	Total Contraband		White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic	
	N	%	N	%	N	%	N	%	N	%	N	%
Shelton	3	27.27%	3	27.27%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Simsbury	9	50.00%	9	52.94%	0	0.00%	0	0.00%	0	0.00%	2	66.67%
South Windsor	51	54.84%	37	55.22%	14	56.00%	0	0.00%	0	0.00%	1	33.33%
Southern CT State University	5	25.00%	3	50.00%	2	15.38%	0	0.00%	0	0.00%	0	0.00%
Southington	13	76.47%	13	76.47%	0	0.00%	0	0.00%	0	0.00%	1	50.00%
Stamford	4	28.57%	2	22.22%	2	40.00%	0	0.00%	0	0.00%	1	100.00%
State Capitol	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
State Police	667	30.94%	506	31.72%	159	28.80%	2	25.00%	0	0.00%	88	22.92%
Stonington	3	42.86%	1	20.00%	2	100.00%	0	0.00%	0	0.00%	0	0.00%
Stratford	30	23.26%	16	21.92%	14	25.93%	0	0.00%	0	0.00%	5	23.81%
Thomaston	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Torrington	36	27.27%	31	28.97%	5	20.00%	0	0.00%	0	0.00%	5	25.00%
Trumbull	29	63.04%	20	64.52%	9	64.29%	0	0.00%	0	0.00%	3	37.50%
University of Connecticut	20	55.56%	13	48.15%	4	66.67%	2	100.00%	1	100.00%	0	0.00%
University of New Haven	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Vernon	65	51.18%	60	56.60%	5	27.78%	0	0.00%	0	0.00%	7	38.89%
Wallingford	142	59.41%	127	61.35%	14	48.28%	1	33.33%	0	0.00%	18	43.90%
Waterbury	54	22.59%	38	25.68%	16	17.78%	0	0.00%	0	0.00%	10	12.50%
Waterford	33	41.77%	27	39.71%	6	54.55%	0	0.00%	0	0.00%	7	63.64%
Watertown	5	12.82%	4	14.29%	1	11.11%	0	0.00%	0	0.00%	0	0.00%
West Hartford	243	58.00%	224	59.57%	19	44.19%	0	0.00%	0	0.00%	30	41.67%
West Haven	5	10.64%	3	8.11%	2	20.00%	0	0.00%	0	0.00%	0	0.00%
Western CT State University	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Weston	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Westport	54	34.18%	42	35.00%	11	30.56%	1	50.00%	0	0.00%	6	31.58%
Wethersfield	72	31.58%	59	32.78%	13	29.55%	0	0.00%	0	0.00%	27	32.53%
Willimantic	57	38.26%	48	38.10%	9	42.86%	0	0.00%	0	0.00%	9	20.45%
Wilton	10	6.76%	7	5.43%	3	16.67%	0	0.00%	0	0.00%	1	4.00%
Windsor	14	29.79%	3	23.08%	11	32.35%	0	0.00%	0	0.00%	4	44.44%
Windsor Locks	8	12.31%	6	13.33%	2	10.53%	0	0.00%	0	0.00%	3	42.86%
Winsted	2	22.22%	1	14.29%	1	50.00%	0	0.00%	0	0.00%	1	50.00%
Wolcott	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Woodbridge	3	33.33%	1	14.29%	2	100.00%	0	0.00%	0	0.00%	0	0.00%
Yale University	18	36.73%	13	52.00%	5	20.83%	0	0.00%	0	0.00%	6	60.00%
TOTAL	3,455	30.83%	2,648	32.30%	794	27.05%	11	18.64%	2	13.33%	575	24.69%

Table 11.0

Custodial Arrest of the Driver
"Percent of Custodial Arrest for each Race/Ethnicity Stopped"
(Ex. Custodial Arrest of 10 White Drivers Stopped and 100 White Drivers were Stopped, % of custodial arrest = 10%)

Department Name	Custodial Arrests											
	Total		White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic	
	N	%	N	%	N	%	N	%	N	%	N	%
Ansonia	79	2.55%	59	2.26%	19	4.07%	1	10.00%	0	0.00%	13	3.44%
Avon	6	1.51%	6	1.69%	0	0.00%	0	0.00%	0	0.00%	1	5.00%
Berlin	36	0.89%	33	0.90%	2	0.58%	1	2.38%	0	0.00%	14	2.54%
Bethel	8	0.31%	8	0.33%	0	0.00%	0	0.00%	0	0.00%	1	0.34%
Bloomfield	74	2.05%	27	1.74%	47	2.33%	0	0.00%	0	0.00%	6	2.21%
Branford	42	0.89%	40	0.89%	2	1.01%	0	0.00%	0	0.00%	4	1.28%
Bridgeport	108	3.18%	56	2.92%	52	3.72%	0	0.00%	0	0.00%	33	3.30%
Bristol	69	2.63%	64	2.70%	5	2.15%	0	0.00%	0	0.00%	12	3.24%
Brookfield	12	0.68%	11	0.67%	1	1.59%	0	0.00%	0	0.00%	4	2.35%
Canton	50	5.06%	46	5.02%	3	6.00%	0	0.00%	1	6.67%	2	9.09%
Central CT State University	1	0.11%	1	0.13%	0	0.00%	0	0.00%	0	0.00%	1	0.82%
Cheshire	31	0.95%	27	0.90%	4	1.84%	0	0.00%	0	0.00%	3	1.39%
Clinton	51	3.13%	45	2.95%	3	4.84%	3	7.69%	0	0.00%	10	7.46%
Coventry	3	0.37%	3	0.39%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Cromwell	30	1.78%	24	1.65%	6	3.02%	0	0.00%	0	0.00%	0	0.00%
Danbury	88	2.81%	74	2.57%	13	6.37%	1	2.70%	0	0.00%	32	4.17%
Darien	17	0.60%	12	0.49%	5	1.61%	0	0.00%	0	0.00%	4	0.91%
Department of Motor Vehicle	5	0.54%	3	0.38%	2	1.56%	0	0.00%	0	0.00%	0	0.00%
Derby	15	0.58%	12	0.55%	3	0.86%	0	0.00%	0	0.00%	2	0.67%
East Hampton	16	3.21%	16	3.33%	0	0.00%	0	0.00%	0	0.00%	2	13.33%
East Hartford	68	1.26%	36	1.06%	32	1.66%	0	0.00%	0	0.00%	18	1.29%
East Haven	11	1.39%	11	1.50%	0	0.00%	0	0.00%	0	0.00%	2	2.25%
East Windsor	3	0.54%	2	0.40%	1	1.69%	0	0.00%	0	0.00%	0	0.00%
Eastern CT State University	2	1.89%	2	2.20%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Easton	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Enfield	42	0.85%	38	0.86%	4	0.84%	0	0.00%	0	0.00%	5	1.53%
Fairfield	52	1.39%	41	1.26%	11	2.45%	0	0.00%	0	0.00%	10	2.22%
Farmington	65	2.48%	58	2.45%	5	2.42%	2	5.00%	0	0.00%	6	3.14%
Glastonbury	53	1.51%	45	1.44%	7	2.51%	1	0.87%	0	0.00%	9	3.38%
Granby	21	2.15%	19	2.07%	2	3.64%	0	0.00%	0	0.00%	3	9.68%
Greenwich	74	1.39%	67	1.39%	6	1.43%	1	1.47%	0	0.00%	30	2.90%
Groton City	39	2.17%	28	1.96%	10	3.37%	0	0.00%	1	10.00%	6	2.41%
Groton Long Point	1	1.37%	1	1.41%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Groton Town	319	6.93%	241	6.22%	76	12.10%	2	2.00%	0	0.00%	48	13.11%
Guilford	34	2.28%	32	2.23%	1	3.03%	1	4.76%	0	0.00%	4	8.00%
Hamden	53	1.41%	26	1.13%	27	1.90%	0	0.00%	0	0.00%	3	0.96%
Hartford	115	2.13%	65	1.90%	50	2.62%	0	0.00%	0	0.00%	42	2.36%
Madison	39	2.30%	37	2.29%	2	3.45%	0	0.00%	0	0.00%	5	10.00%
Manchester	51	2.22%	36	2.16%	14	2.47%	1	2.44%	0	0.00%	11	2.90%
Meriden	78	3.93%	55	3.38%	23	6.91%	0	0.00%	0	0.00%	30	4.83%
Met. Dist. Water Authority	1	12.50%	1	14.29%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Middlebury	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Middletown	49	2.04%	35	1.85%	14	2.99%	0	0.00%	0	0.00%	6	3.05%
Milford	61	2.36%	43	2.01%	18	4.74%	0	0.00%	0	0.00%	12	3.99%
Monroe	68	3.36%	65	3.46%	3	2.34%	0	0.00%	0	0.00%	11	10.68%
Naugatuck	36	0.81%	27	0.70%	9	1.68%	0	0.00%	0	0.00%	3	0.63%
New Britain	88	2.33%	74	2.43%	14	2.06%	0	0.00%	0	0.00%	43	2.61%
New Canaan	26	0.98%	24	0.96%	2	1.65%	0	0.00%	0	0.00%	6	2.43%
New Haven	694	11.27%	335	10.63%	352	12.28%	2	1.89%	5	14.71%	219	16.44%
New London	67	6.75%	54	6.38%	13	9.42%	0	0.00%	0	0.00%	14	8.59%
New Milford	30	1.47%	26	1.37%	4	4.26%	0	0.00%	0	0.00%	2	1.32%
Newington	26	0.68%	22	0.69%	4	0.70%	0	0.00%	0	0.00%	13	1.64%
Newtown	16	0.83%	14	0.78%	2	1.98%	0	0.00%	0	0.00%	1	0.99%
North Branford	23	2.30%	22	2.31%	1	2.44%	0	0.00%	0	0.00%	1	2.08%
North Haven	41	2.34%	35	2.30%	6	2.80%	0	0.00%	0	0.00%	7	3.95%
Norwalk	195	3.58%	128	3.15%	67	5.03%	0	0.00%	0	0.00%	45	3.70%
Norwich	80	1.89%	58	1.84%	22	2.48%	0	0.00%	0	0.00%	14	2.44%
Old Saybrook	44	2.52%	39	2.37%	5	7.69%	0	0.00%	0	0.00%	7	10.00%
Orange	21	1.12%	17	1.15%	4	1.14%	0	0.00%	0	0.00%	6	2.55%
Plainfield	44	4.85%	44	5.07%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Plainville	35	0.99%	32	1.01%	3	0.95%	0	0.00%	0	0.00%	6	1.37%
Plymouth	8	0.58%	8	0.62%	0	0.00%	0	0.00%	0	0.00%	1	1.19%
Portland	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Putnam	33	1.84%	33	1.90%	0	0.00%	0	0.00%	0	0.00%	2	16.67%
Redding	9	0.49%	8	0.46%	1	1.59%	0	0.00%	0	0.00%	2	1.31%

Table 11.0

Custodial Arrest of the Driver
"Percent of Custodial Arrest for each Race/Ethnicity Stopped"
(Ex. Custodial Arrest of 10 White Drivers Stopped and 100 White Drivers were Stopped, % of custodial arrest = 10%)

Department Name	Custodial Arrests											
	Total		White		Black		Asian/ Pac. Islander		Indian American/ Alaskan Native		Hispanic	
	N	%	N	%	N	%	N	%	N	%	N	%
Ridgefield	33	0.77%	30	0.74%	3	1.72%	0	0.00%	0	0.00%	7	1.57%
Rocky Hill	40	1.61%	37	1.72%	3	1.16%	0	0.00%	0	0.00%	5	2.29%
Seymour	9	0.41%	7	0.34%	2	1.56%	0	0.00%	0	0.00%	0	0.00%
Shelton	9	2.34%	9	2.54%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Simsbury	43	2.19%	40	2.17%	3	3.03%	0	0.00%	0	0.00%	2	4.35%
South Windsor	8	0.53%	7	0.58%	1	0.38%	0	0.00%	0	0.00%	2	1.20%
Southern CT State University	10	1.04%	1	0.20%	9	1.94%	0	0.00%	0	0.00%	1	1.18%
Southington	7	0.17%	6	0.15%	1	0.88%	0	0.00%	0	0.00%	2	1.02%
Stamford	8	1.26%	5	0.95%	3	3.23%	0	0.00%	0	0.00%	4	4.49%
State Capitol	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
State Police	2,819	2.02%	2,422	2.00%	371	2.21%	24	1.45%	2	2.25%	371	2.83%
Stonington	3	0.25%	1	0.09%	2	3.77%	0	0.00%	0	0.00%	0	0.00%
Stratford	72	3.62%	37	2.69%	35	5.80%	0	0.00%	0	0.00%	11	3.02%
Thomaston	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Torrington	56	0.93%	47	0.84%	9	2.33%	0	0.00%	0	0.00%	9	1.94%
Trumbull	47	3.10%	38	3.06%	9	3.50%	0	0.00%	0	0.00%	8	3.10%
University of Connecticut	23	2.38%	21	2.70%	0	0.00%	2	1.98%	0	0.00%	2	4.08%
University of New Haven	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Vernon	73	3.32%	60	3.24%	12	3.67%	1	4.76%	0	0.00%	4	2.13%
Wallingford	179	3.21%	163	3.23%	15	3.42%	1	1.19%	0	0.00%	47	6.25%
Waterbury	102	10.55%	66	9.85%	36	12.37%	0	0.00%	0	0.00%	31	10.20%
Waterford	35	2.04%	31	2.10%	4	1.96%	0	0.00%	0	0.00%	3	1.44%
Watertown	8	0.90%	7	0.87%	1	1.49%	0	0.00%	0	0.00%	2	3.51%
West Hartford	335	6.92%	297	7.49%	38	5.00%	0	0.00%	0	0.00%	45	5.67%
West Haven	16	1.41%	13	1.52%	3	1.12%	0	0.00%	0	0.00%	11	5.61%
Western CT State University	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Weston	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Westport	46	0.91%	40	0.90%	6	1.27%	0	0.00%	0	0.00%	5	1.19%
Wethersfield	116	3.19%	93	3.22%	23	3.27%	0	0.00%	0	0.00%	57	5.01%
Willimantic	168	6.48%	154	6.50%	14	6.93%	0	0.00%	0	0.00%	71	10.50%
Wilton	42	1.66%	42	1.84%	0	0.00%	0	0.00%	0	0.00%	7	2.34%
Windsor	8	0.22%	3	0.15%	5	0.31%	0	0.00%	0	0.00%	2	0.52%
Windsor Locks	5	0.23%	5	0.28%	0	0.00%	0	0.00%	0	0.00%	1	0.65%
Winsted	10	1.65%	9	1.56%	1	3.23%	0	0.00%	0	0.00%	1	4.00%
Wolcott	1	0.26%	0	0.00%	1	2.86%	0	0.00%	0	0.00%	0	0.00%
Woodbridge	11	0.74%	6	0.50%	5	1.86%	0	0.00%	0	0.00%	3	2.50%
Yale University	27	4.40%	15	4.10%	12	5.33%	0	0.00%	0	0.00%	5	7.14%
TOTAL	7,925	2.16%	6,263	2.03%	1,609	3.12%	44	0.92%	9	1.33%	1,516	3.50%

Table 12.0 (a)

**Municipal Police Department
Estimated Driving Population Comparison Table**

Department Name	Total Number of Stops (M-F, 6:00am - 6:00pm)	% White EDP	N White Stops (M-F, 6:00am - 6:00pm)	% White Stops	Difference between % stopped and White EDP	% Non-White EDP	N Non-White Stops (M-F, 6:00am - 6:00pm)	% of Non-White Stops	Difference between % stopped and Non-White EDP	% Hispanic EDP	N Hispanic Stops (M-F, 6:00am - 6:00pm)	% Hispanic Stops	Difference between % stopped and Hispanic EDP
Ansonia	1,385	85.79%	1,185	85.56%	-0.23%	14.21%	200	14.44%	0.23%	16.21%	162	11.70%	-4.51%
Avon	158	89.41%	144	91.14%	1.73%	10.59%	14	8.86%	-1.73%	4.14%	11	6.96%	2.82%
Berlin	2,054	89.66%	1,889	91.97%	2.31%	10.34%	165	8.03%	-2.31%	5.94%	246	11.98%	6.04%
Bethel	853	89.04%	810	94.96%	5.92%	10.96%	43	5.04%	-5.92%	8.04%	86	10.08%	2.04%
Bloomfield	1,203	60.97%	658	54.70%	-6.27%	39.03%	545	45.30%	6.27%	7.47%	78	6.48%	-0.99%
Branford	2,833	89.63%	2,718	95.94%	6.31%	10.37%	115	4.06%	-6.31%	5.65%	190	6.71%	1.05%
Bridgeport	1,886	59.99%	1,135	60.18%	0.19%	40.01%	751	39.82%	-0.19%	27.19%	502	26.62%	-0.57%
Bristol	953	89.95%	876	91.92%	1.97%	10.05%	77	8.08%	-1.97%	6.75%	117	12.28%	5.53%
Brookfield	748	89.39%	710	94.92%	5.52%	10.61%	38	5.08%	-5.52%	5.71%	51	6.82%	1.11%
Canton	192	95.40%	189	98.44%	3.03%	4.60%	3	1.56%	-3.03%	3.20%	4	2.08%	-1.12%
Cheshire	1,812	83.53%	1,676	92.49%	8.97%	16.47%	136	7.51%	-8.97%	7.47%	109	6.02%	-1.45%
Clinton	524	94.25%	500	95.42%	1.17%	5.75%	24	4.58%	-1.17%	5.37%	39	7.44%	2.07%
Coventry	420	95.71%	402	95.71%	0.00%	4.29%	18	4.29%	0.00%	2.06%	23	5.48%	3.42%
Cromwell	544	87.28%	482	88.60%	1.32%	12.72%	62	11.40%	-1.32%	6.17%	13	2.39%	-3.78%
Danbury	1,813	76.87%	1,683	92.83%	15.95%	23.13%	130	7.17%	-15.95%	17.23%	366	20.19%	2.95%
Darien	1,400	89.39%	1,230	87.86%	-1.54%	10.61%	170	12.14%	1.54%	7.34%	199	14.21%	6.87%
Derby	1,049	84.43%	906	86.37%	1.93%	15.57%	143	13.63%	-1.93%	11.65%	113	10.77%	-0.88%
East Hampton	274	93.49%	265	96.72%	3.22%	6.51%	9	3.28%	-3.22%	4.28%	7	2.55%	-1.72%
East Hartford	3,948	68.85%	2,525	63.96%	-4.90%	31.15%	1,423	36.04%	4.90%	14.82%	1,003	25.41%	10.59%
East Haven	343	90.21%	321	93.59%	3.37%	9.79%	22	6.41%	-3.37%	8.53%	30	8.75%	0.21%
East Windsor	267	81.56%	245	91.76%	10.20%	18.44%	22	8.24%	-10.20%	5.87%	21	7.87%	1.99%
Easton	146	94.51%	143	97.95%	3.44%	5.49%	3	2.05%	-3.44%	2.94%	13	8.90%	5.96%
Enfield	1,120	86.16%	1,007	89.91%	3.75%	13.84%	113	10.09%	-3.75%	6.81%	48	4.29%	-2.52%
Fairfield	2,299	87.21%	2,062	89.69%	2.48%	12.79%	237	10.31%	-2.48%	7.58%	282	12.27%	4.69%
Farmington	961	85.48%	882	91.78%	6.30%	14.52%	79	8.22%	-6.30%	7.22%	58	6.04%	-1.19%
Glastonbury	1,412	84.97%	1,269	89.87%	4.90%	15.03%	143	10.13%	-4.90%	6.21%	92	6.52%	0.30%
Granby	364	94.32%	348	95.60%	1.28%	5.68%	16	4.40%	-1.28%	3.08%	14	3.85%	0.76%
Greenwich	2,752	81.49%	2,527	91.82%	10.34%	18.51%	225	8.18%	-10.34%	13.05%	509	18.50%	5.45%
Groton City	582	85.09%	495	85.05%	-0.04%	14.91%	87	14.95%	0.04%	6.63%	64	11.00%	4.37%
Groton Long Point	44	85.09%	43	97.73%	12.64%	14.91%	1	2.27%	-12.64%	6.63%	1	2.27%	-4.36%
Groton Town	1,345	85.09%	1,187	88.25%	3.17%	14.91%	158	11.75%	-3.17%	6.63%	109	8.10%	1.47%
Guilford	447	94.11%	435	97.32%	3.20%	5.89%	12	2.68%	-3.20%	3.67%	15	3.36%	-0.31%
Hamden	1,353	76.24%	974	71.99%	-4.25%	23.76%	379	28.01%	4.25%	7.53%	136	10.05%	2.52%
Hartford	4,313	67.16%	2,805	65.04%	-2.12%	32.84%	1,508	34.96%	2.12%	18.80%	1,379	31.97%	13.18%
Madison	795	94.62%	770	96.86%	2.24%	5.38%	25	3.14%	-2.24%	2.59%	19	2.39%	-0.20%
Manchester	833	78.72%	618	74.19%	-4.53%	21.28%	215	25.81%	4.53%	10.08%	139	16.69%	6.61%
Meriden	693	80.36%	582	83.98%	3.63%	19.64%	111	16.02%	-3.63%	17.78%	183	26.41%	8.63%
Middlebury	118	90.28%	114	96.61%	6.33%	9.72%	4	3.39%	-6.33%	5.20%	2	1.69%	-3.51%
Middletown	955	81.79%	795	83.25%	1.45%	18.21%	160	16.75%	-1.45%	7.70%	68	7.12%	-0.58%
Milford	908	86.12%	802	88.33%	2.20%	13.88%	106	11.67%	-2.20%	7.45%	74	8.15%	0.70%
Monroe	1,028	93.60%	959	93.29%	-0.31%	6.40%	69	6.71%	0.31%	5.74%	42	4.09%	-1.65%
Naugatuck	1,403	87.82%	1,257	89.59%	1.77%	12.18%	146	10.41%	-1.77%	8.87%	125	8.91%	0.04%
New Britain	1,244	74.42%	1,047	84.16%	9.74%	25.58%	197	15.84%	-9.74%	22.97%	535	43.01%	20.03%
New Canaan	1,289	90.19%	1,219	94.57%	4.38%	9.81%	70	5.43%	-4.38%	5.73%	122	9.46%	3.74%
New Haven	935	66.51%	508	54.33%	-12.18%	33.49%	427	45.67%	12.18%	16.47%	151	16.15%	-0.32%
New London	399	74.82%	359	89.97%	15.15%	25.18%	40	10.03%	-15.15%	18.14%	57	14.29%	-3.85%

(The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops.
A full explanation of this methodology and its limitations begins on page 23 of this report.)

Table 12.0 (a)

**Municipal Police Department
Estimated Driving Population Comparison Table**

Department Name	Total Number of Stops (M-F, 6:00am - 6:00pm)	% White EDP	N White Stops (M-F, 6:00am - 6:00pm)	% White Stops	Difference between % stopped and White EDP	% Non-White EDP	N Non-White Stops (M-F, 6:00am - 6:00pm)	% of Non-White Stops	Difference between % stopped and Non-White EDP	% Hispanic EDP	N Hispanic Stops (M-F, 6:00am - 6:00pm)	% Hispanic Stops	Difference between % stopped and Hispanic EDP
New Milford	759	91.42%	714	94.07%	2.65%	8.58%	45	5.93%	-2.65%	5.76%	51	6.72%	0.96%
Newington	1,189	85.35%	1,022	85.95%	0.60%	14.65%	167	14.05%	-0.60%	9.06%	195	16.40%	7.34%
Newtown	1,060	90.95%	1,005	94.81%	3.86%	9.05%	55	5.19%	-3.86%	6.19%	53	5.00%	-1.19%
North Branford	324	94.12%	313	96.60%	2.49%	5.88%	11	3.40%	-2.49%	2.75%	21	6.48%	3.73%
North Haven	887	86.71%	789	88.95%	2.25%	13.29%	98	11.05%	-2.25%	7.77%	73	8.23%	0.46%
Norwalk	1,902	78.26%	1,549	81.44%	3.18%	21.74%	353	18.56%	-3.18%	17.44%	364	19.14%	1.70%
Norwich	1,491	79.81%	1,136	76.19%	-3.62%	20.19%	355	23.81%	3.62%	8.14%	190	12.74%	4.60%
Old Saybrook	493	94.23%	478	96.96%	2.73%	5.77%	15	3.04%	-2.73%	2.65%	14	2.84%	0.19%
Orange	796	83.38%	646	81.16%	-2.23%	16.62%	150	18.84%	2.23%	7.75%	106	13.32%	5.57%
Plainfield	238	95.33%	228	95.80%	0.47%	4.66%	5	2.10%	-2.56%	3.31%	5	2.10%	-1.21%
Plainville	1,126	90.73%	1,018	90.41%	-0.32%	9.27%	108	9.59%	0.32%	6.38%	141	12.52%	6.14%
Plymouth	362	96.81%	346	95.58%	-1.23%	3.19%	16	4.42%	1.23%	3.20%	15	4.14%	0.94%
Portland	12	95.14%	12	100.00%	4.86%	4.86%	0	0.00%	-4.86%	4.03%		0.00%	-4.03%
Putnam	538	92.47%	527	97.96%	5.48%	7.53%	11	2.04%	-5.48%	3.06%	2	0.37%	-2.69%
Redding	964	93.78%	918	95.23%	1.45%	6.22%	46	4.77%	-1.45%	3.61%	90	9.34%	5.72%
Ridgefield	1,882	88.93%	1,795	95.38%	6.45%	11.07%	87	4.62%	-6.45%	7.78%	206	10.95%	3.16%
Rocky Hill	1,178	81.93%	1,068	90.66%	8.73%	18.07%	110	9.34%	-8.73%	8.53%	96	8.15%	-0.38%
Seymour	823	89.05%	786	95.50%	6.46%	10.95%	37	4.50%	-6.46%	7.10%	44	5.35%	-1.76%
Shelton	174	88.50%	166	95.40%	6.90%	11.50%	8	4.60%	-6.90%	8.29%	13	7.47%	-0.82%
Simsbury	1,075	90.55%	1,026	95.44%	4.89%	9.45%	49	4.56%	-4.89%	4.27%	28	2.60%	-1.66%
South Windsor	619	82.70%	509	82.23%	-0.47%	17.30%	110	17.77%	0.47%	7.09%	66	10.66%	3.57%
Southington	2,450	93.28%	2,381	97.18%	3.90%	6.72%	69	2.82%	-3.90%	5.35%	98	4.00%	-1.35%
Stamford	284	69.89%	239	84.15%	14.26%	30.11%	45	15.85%	-14.26%	19.99%	33	11.62%	-8.37%
Stonington	445	92.08%	421	94.61%	2.53%	7.92%	24	5.39%	-2.53%	3.35%	16	3.60%	0.24%
Stratford	778	79.63%	587	75.45%	-4.18%	20.37%	191	24.55%	4.18%	14.24%	137	17.61%	3.37%
Thomaston	79	94.61%	79	100.00%	5.39%	5.39%	0	0.00%	-5.39%	3.53%	5	6.33%	2.80%
Torrington	2,440	90.37%	2,297	94.14%	3.77%	9.63%	143	5.86%	-3.77%	6.21%	145	5.94%	-0.26%
Trumbull	674	86.71%	574	85.16%	-1.55%	13.29%	100	14.84%	1.55%	9.09%	108	16.02%	6.93%
Vernon	606	86.34%	530	87.46%	1.12%	13.66%	76	12.54%	-1.12%	6.03%	50	8.25%	2.22%
Wallingford	2,027	89.45%	1,855	91.51%	2.06%	10.55%	172	8.49%	-2.06%	9.78%	258	12.73%	2.94%
Waterbury	421	72.08%	310	73.63%	1.55%	27.92%	111	26.37%	-1.55%	19.39%	125	29.69%	10.30%
Waterford	386	88.28%	334	86.53%	-1.75%	11.72%	52	13.47%	1.75%	6.66%	50	12.95%	6.29%
Watertown	489	91.51%	438	89.57%	-1.94%	8.49%	51	10.43%	1.94%	4.95%	32	6.54%	1.60%
West Hartford	2,153	80.73%	1,803	83.74%	3.01%	19.27%	350	16.26%	-3.01%	9.83%	360	16.72%	6.89%
West Haven	504	74.32%	399	79.17%	4.85%	25.68%	105	20.83%	-4.85%	12.97%	70	13.89%	0.92%
Weston	143	94.20%	132	92.31%	-1.90%	5.80%	11	7.69%	1.90%	4.23%	8	5.59%	1.37%
Westport	2,137	86.50%	1,913	89.52%	3.02%	13.50%	224	10.48%	-3.02%	7.83%	171	8.00%	0.17%
Wethersfield	1,259	88.26%	1,023	81.25%	-7.01%	11.74%	236	18.75%	7.01%	9.17%	397	31.53%	22.37%
Willimantic	624	84.86%	574	91.99%	7.13%	15.14%	50	8.01%	-7.13%	18.45%	181	29.01%	10.56%
Wilton	1,009	87.09%	927	91.87%	4.78%	12.91%	82	8.13%	-4.78%	6.98%	118	11.69%	4.71%
Windsor	1,668	70.68%	1,053	63.13%	-7.55%	29.32%	615	36.87%	7.55%	8.06%	151	9.05%	0.99%
Windsor Locks	798	85.34%	682	85.46%	0.12%	14.66%	116	14.54%	-0.12%	5.93%	49	6.14%	0.21%
Winsted	304	95.18%	290	95.39%	0.21%	4.83%	14	4.61%	-0.22%	8.39%	10	3.29%	-5.10%
Wolcott	158	93.92%	148	93.67%	-0.24%	6.08%	10	6.33%	0.24%	6.12%	18	11.39%	5.27%
Woodbridge	897	87.39%	757	84.39%	-2.99%	12.61%	140	15.61%	2.99%	4.61%	65	7.25%	2.64%

(The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops.
A full explanation of this methodology and its limitations begins on page 23 of this report.)

Table 12.0 (b)

Towns Covered By State Police
Estimated Driving Population Comparison Table

Town Name	Total Number of Stops (M-F, 6:00am - 6:00pm)	% White EDP	N White Stops (M-F, 6:00am - 6:00pm)	% White Stops	Difference between % stopped and White EDP	% Non-White EDP	N Non-White Stops (M-F, 6:00am - 6:00pm)	% of Non-White Stops	Difference between % stopped and Non-White EDP	% Hispanic EDP	N Hispanic Stops (M-F, 6:00am - 6:00pm)	% Hispanic Stops	Difference between % stopped and Hispanic EDP
Andover	209	93.61%	199	95.22%	1.60%	6.39%	10	4.78%	-1.60%	0.94%	7	3.35%	2.41%
Ashford	130	96.77%	126	96.92%	0.15%	3.23%	4	3.08%	-0.15%	5.16%	2	1.54%	-3.62%
Barkhamsted	134	97.55%	133	99.25%	1.70%	2.45%	1	0.75%	-1.70%	2.11%	5	3.73%	1.62%
Beacon Falls	33	92.54%	31	93.94%	1.40%	7.46%	2	6.06%	-1.40%	5.85%	2	6.06%	0.21%
Bethany	106	94.29%	86	81.13%	-13.16%	5.71%	20	18.87%	13.16%	2.58%	4	3.77%	1.19%
Bethlehem	85	97.35%	84	98.82%	1.47%	2.65%	1	1.18%	-1.47%	1.60%	1	1.18%	-0.43%
Bolton	292	92.97%	282	96.58%	3.61%	7.03%	10	3.42%	-3.61%	5.05%	13	4.45%	-0.59%
Bozrah	25	93.78%	22	88.00%	-5.78%	6.22%	3	12.00%	5.78%	3.78%	2	8.00%	4.22%
Bridgewater	124	95.61%	117	94.35%	-1.25%	4.39%	7	5.65%	1.25%	3.42%	6	4.84%	1.41%
Brooklyn	458	93.08%	434	94.76%	1.68%	6.92%	24	5.24%	-1.68%	5.61%	25	5.46%	-0.15%
Burlington	290	97.11%	286	98.62%	1.51%	2.89%	4	1.38%	-1.51%	2.48%	3	1.03%	-1.44%
Canaan	41	96.34%	38	92.68%	-3.66%	3.66%	3	7.32%	3.66%	2.75%	2	4.88%	2.13%
Canterbury	130	97.81%	126	96.92%	-0.89%	2.19%	4	3.08%	0.89%	0.84%	7	5.38%	4.55%
Chaplin	200	98.12%	194	97.00%	-1.12%	1.88%	6	3.00%	1.12%	4.25%	16	8.00%	3.75%
Chester	138	95.14%	134	97.10%	1.96%	4.86%	4	2.90%	-1.96%	2.96%	4	2.90%	-0.06%
Colchester	769	95.66%	713	92.72%	-2.94%	4.34%	56	7.28%	2.94%	2.50%	28	3.64%	1.14%
Colebrook	12	98.29%	12	100.00%	1.71%	1.71%	0	0.00%	-1.71%	1.79%	0	0.00%	-1.79%
Columbia	437	92.62%	420	96.11%	3.49%	7.38%	17	3.89%	-3.49%	2.38%	24	5.49%	3.12%
Cornwall	55	96.98%	54	98.18%	1.20%	3.02%	1	1.82%	-1.20%	1.94%	3	5.45%	3.52%
Deep River	142	89.84%	137	96.48%	6.64%	10.16%	5	3.52%	-6.64%	6.63%	4	2.82%	-3.82%
Durham	287	93.91%	280	97.56%	3.65%	6.09%	7	2.44%	-3.65%	4.35%	8	2.79%	-1.56%
East Granby	189	85.92%	174	92.06%	6.14%	14.08%	15	7.94%	-6.14%	5.84%	10	5.29%	-0.54%
East Haddam	580	96.59%	568	97.93%	1.34%	3.41%	12	2.07%	-1.34%	1.72%	5	0.86%	-0.86%
East Lyme	153	83.40%	139	90.85%	7.45%	16.60%	14	9.15%	-7.45%	7.17%	6	3.92%	-3.24%
Eastford	106	94.68%	103	97.17%	2.49%	5.32%	3	2.83%	-2.49%	2.04%	3	2.83%	0.79%
Ellington	634	95.47%	603	95.11%	-0.36%	4.53%	31	4.89%	0.36%	2.03%	18	2.84%	0.81%
Essex	169	95.30%	155	91.72%	-3.59%	4.70%	14	8.28%	3.59%	2.20%	8	4.73%	2.53%
Franklin	120	93.38%	117	97.50%	4.12%	6.62%	3	2.50%	-4.12%	3.66%	10	8.33%	4.68%
Goshen	161	98.32%	158	98.14%	-0.18%	1.68%	3	1.86%	0.18%	1.85%	3	1.86%	0.01%
Griswold	275	93.30%	259	94.18%	0.89%	6.70%	16	5.82%	-0.89%	3.89%	10	3.64%	-0.25%
Haddam	350	96.10%	334	95.43%	-0.67%	3.90%	16	4.57%	0.67%	2.43%	3	0.86%	-1.57%
Hampton	165	94.97%	156	94.55%	-0.42%	5.03%	9	5.45%	0.42%	4.25%	8	4.85%	0.60%
Hartland	6	97.15%	5	83.33%	-13.82%	2.85%	1	16.67%	13.82%	0.72%	0	0.00%	-0.72%
Harwinton	207	97.34%	201	97.10%	-0.24%	2.66%	6	2.90%	0.24%	0.52%	7	3.38%	2.87%
Hebron	271	95.95%	263	97.05%	1.10%	4.05%	8	2.95%	-1.10%	1.80%	14	5.17%	3.36%
Kent	106	96.29%	106	100.00%	3.71%	3.71%	0	0.00%	-3.71%	1.36%	3	2.83%	1.47%
Killingly	1258	93.45%	1210	96.18%	2.73%	6.55%	48	3.82%	-2.73%	2.78%	26	2.07%	-0.71%
Killingworth	87	94.60%	84	96.55%	1.96%	5.40%	3	3.45%	-1.96%	1.71%	6	6.90%	5.18%
Lebanon	281	94.81%	269	95.73%	0.92%	5.19%	12	4.27%	-0.92%	4.04%	30	10.68%	6.63%
Ledyard	463	88.14%	409	88.34%	0.20%	11.86%	54	11.66%	-0.20%	5.39%	16	3.46%	-1.94%
Lisbon	79	92.58%	74	93.67%	1.09%	7.42%	5	6.33%	-1.09%	2.60%	2	2.53%	-0.07%
Litchfield	772	94.81%	752	97.41%	2.60%	5.19%	20	2.59%	-2.60%	2.93%	32	4.15%	1.22%

(The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops.

A full explanation of this methodology and its limitations begins on page 23 of this report.)

Table 12.0 (b)

**Towns Covered By State Police
Estimated Driving Population Comparison Table**

Town Name	Total Number of Stops (M-F, 6:00am - 6:00pm)	% White EDP	N White Stops (M-F, 6:00am - 6:00pm)	% White Stops	Difference between % stopped and White EDP	% Non-White EDP	N Non-White Stops (M-F, 6:00am - 6:00pm)	% of Non-White Stops	Difference between % stopped and Non-White EDP	% Hispanic EDP	N Hispanic Stops (M-F, 6:00am - 6:00pm)	% Hispanic Stops	Difference between % stopped and Hispanic EDP
Lyme	16	96.43%	16	100.00%	3.57%	3.57%	0	0.00%	-3.57%	1.48%	0	0.00%	-1.48%
Mansfield	1530	83.64%	1447	94.58%	10.93%	16.36%	83	5.42%	-10.93%	7.06%	114	7.45%	0.39%
Marlborough	402	96.01%	381	94.78%	-1.23%	3.99%	21	5.22%	1.23%	2.51%	14	3.48%	0.98%
Middlefield	525	94.03%	457	87.05%	-6.98%	5.97%	68	12.95%	6.98%	3.01%	34	6.48%	3.47%
Montville	729	81.36%	654	89.71%	8.36%	18.64%	75	10.29%	-8.36%	6.94%	39	5.35%	-1.59%
Morris	118	98.36%	117	99.15%	0.79%	1.64%	1	0.85%	-0.79%	1.74%	4	3.39%	1.64%
New Fairfield	90	93.70%	89	98.89%	5.19%	6.30%	1	1.11%	-5.19%	5.91%	6	6.67%	0.75%
New Hartford	216	96.63%	211	97.69%	1.05%	3.37%	5	2.31%	-1.05%	2.14%	2	0.93%	-1.22%
Norfolk	42	96.11%	40	95.24%	-0.87%	3.89%	2	4.76%	0.87%	2.02%	3	7.14%	5.12%
North Canaan	105	94.82%	99	94.29%	-0.53%	5.18%	6	5.71%	0.53%	4.14%	5	4.76%	0.63%
North Stonington	129	92.16%	117	90.70%	-1.46%	7.84%	12	9.30%	1.46%	2.54%	8	6.20%	3.66%
Old Lyme	291	94.08%	283	97.25%	3.18%	5.92%	8	2.75%	-3.18%	2.75%	5	1.72%	-1.04%
Oxford	727	95.37%	691	95.05%	-0.33%	4.63%	36	4.95%	0.33%	3.48%	8	1.10%	-2.38%
Pomfret	143	94.63%	137	95.80%	1.17%	5.37%	6	4.20%	-1.17%	2.87%	4	2.80%	-0.08%
Preston	121	87.55%	106	87.60%	0.05%	12.45%	15	12.40%	-0.05%	2.71%	12	9.92%	7.20%
Prospect	126	94.33%	93	73.81%	-20.52%	5.67%	33	26.19%	20.52%	3.32%	8	6.35%	3.03%
Putnam	142	92.47%	140	98.59%	6.12%	7.53%	2	1.41%	-6.12%	3.06%	5	3.52%	0.46%
Roxbury	85	97.04%	83	97.65%	0.61%	2.96%	2	2.35%	-0.61%	4.48%	3	3.53%	-0.95%
Salem	133	89.51%	122	91.73%	2.22%	10.49%	11	8.27%	-2.22%	5.28%	4	3.01%	-2.27%
Salisbury	93	92.52%	90	96.77%	4.25%	7.48%	3	3.23%	-4.25%	3.39%	4	4.30%	0.91%
Scotland	38	98.39%	36	94.74%	-3.65%	1.61%	2	5.26%	3.65%	1.70%	4	10.53%	8.83%
Sharon	94	94.12%	91	96.81%	2.69%	5.88%	3	3.19%	-2.69%	3.15%	2	2.13%	-1.02%
Sherman	120	97.61%	116	96.67%	-0.95%	2.39%	4	3.33%	0.95%	2.29%	10	8.33%	6.04%
Somers	503	84.23%	489	97.22%	12.99%	15.77%	14	2.78%	-12.99%	7.63%	11	2.19%	-5.45%
Southbury	261	92.82%	242	92.72%	-0.10%	7.18%	19	7.28%	0.10%	4.93%	12	4.60%	-0.33%
Sprague	48	91.73%	47	97.92%	6.19%	8.27%	1	2.08%	-6.19%	0.85%	2	4.17%	3.31%
Stafford	734	94.85%	717	97.68%	2.83%	5.15%	17	2.32%	-2.83%	4.10%	13	1.77%	-2.32%
Sterling	21	95.85%	21	100.00%	4.15%	4.15%	0	0.00%	-4.15%	1.95%	0	0.00%	-1.95%
Thompson	156	96.71%	154	98.72%	2.01%	3.29%	2	1.28%	-2.01%	1.29%	7	4.49%	3.19%
Tolland	263	93.17%	248	94.30%	1.13%	6.83%	15	5.70%	-1.13%	4.41%	3	1.14%	-3.27%
Union	234	96.29%	198	84.62%	-11.68%	3.71%	36	15.38%	11.68%	5.77%	10	4.27%	-1.50%
Voluntown	26	96.25%	26	100.00%	3.75%	3.75%	0	0.00%	-3.75%	1.95%	0	0.00%	-1.95%
Warren	64	97.60%	62	96.88%	-0.73%	2.40%	2	3.13%	0.73%	4.19%	3	4.69%	0.50%
Washington	335	93.83%	330	98.51%	4.68%	6.17%	5	1.49%	-4.68%	7.37%	12	3.58%	-4.79%
Westbrook	468	93.11%	451	96.37%	3.26%	6.89%	17	3.63%	-3.26%	3.62%	36	7.69%	4.07%
Willington	296	95.18%	282	95.27%	0.09%	4.82%	14	4.73%	-0.09%	3.19%	16	5.41%	2.22%
Woodbury	687	96.52%	667	97.09%	0.57%	3.48%	20	2.91%	-0.57%	4.28%	28	4.08%	-0.20%
Woodstock	63	97.14%	61	96.83%	-0.32%	2.86%	2	3.17%	0.32%	1.51%	4	6.35%	4.83%

(The Estimated Driving Population is initially intended for use when analyzing weekday/daytime stops.

A full explanation of this methodology and its limitations begins on page 23 of this report.)

Appendix

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
Andover	Estimated Driving Population	93.61%	2.98%	0.02%	0.80%	0.00%	2.58%	0.94%
	Modified Resident Population Over 16	94.50%	2.60%	0.00%	0.46%	0.00%	2.34%	0.00%
	Resident Population Over 16	94.60%	2.54%	0.00%	0.44%	0.00%	2.42%	0.00%
Ansonia	Estimated Driving Population	85.79%	8.12%	0.04%	2.44%	0.01%	3.60%	16.21%
	Modified Resident Population Over 16	85.75%	8.09%	0.00%	2.22%	0.00%	3.25%	17.28%
	Resident Population Over 16	84.64%	9.15%	0.00%	2.32%	0.00%	3.89%	16.80%
Ashford	Estimated Driving Population	96.77%	1.08%	0.37%	0.38%	0.00%	1.39%	5.16%
	Modified Resident Population Over 16	97.43%	0.75%	0.39%	0.09%	0.00%	1.18%	5.05%
	Resident Population Over 16	97.03%	0.83%	0.49%	0.09%	0.00%	1.57%	6.36%
Avon	Estimated Driving Population	89.41%	3.00%	0.07%	5.16%	0.02%	2.35%	4.14%
	Modified Resident Population Over 16	91.39%	0.84%	0.04%	5.81%	0.00%	1.19%	1.84%
	Resident Population Over 16	91.68%	1.03%	0.06%	5.59%	0.00%	1.64%	2.43%
Barkhamsted	Estimated Driving Population	97.55%	0.41%	0.04%	0.30%	0.00%	1.69%	2.11%
	Modified Resident Population Over 16	98.15%	0.03%	0.00%	0.00%	0.00%	1.56%	1.44%
	Resident Population Over 16	98.15%	0.03%	0.00%	0.00%	0.00%	1.81%	1.55%
Beacon Falls	Estimated Driving Population	92.54%	2.49%	0.14%	2.42%	0.01%	2.40%	5.85%
	Modified Resident Population Over 16	97.27%	0.00%	0.11%	2.36%	0.00%	0.63%	3.12%
	Resident Population Over 16	96.47%	0.00%	0.15%	2.59%	0.00%	0.80%	3.87%
Berlin	Estimated Driving Population	89.66%	3.66%	0.07%	3.34%	0.02%	3.25%	5.94%
	Modified Resident Population Over 16	93.85%	0.80%	0.00%	3.31%	0.00%	1.23%	1.90%
	Resident Population Over 16	93.76%	0.99%	0.00%	3.53%	0.00%	1.72%	2.55%
Bethany	Estimated Driving Population	94.29%	1.99%	0.08%	1.70%	0.01%	1.94%	2.58%
	Modified Resident Population Over 16	95.58%	0.86%	0.00%	1.34%	0.00%	1.35%	1.06%
	Resident Population Over 16	95.58%	1.12%	0.00%	1.53%	0.00%	1.77%	1.37%
Bethel	Estimated Driving Population	89.04%	2.52%	0.14%	4.07%	0.01%	4.22%	8.04%
	Modified Resident Population Over 16	91.04%	1.36%	0.10%	3.92%	0.00%	2.84%	6.27%
	Resident Population Over 16	90.95%	1.72%	0.11%	3.82%	0.00%	3.39%	6.47%
Bethlehem	Estimated Driving Population	97.35%	1.17%	0.05%	0.57%	0.00%	0.86%	1.60%
	Modified Resident Population Over 16	98.55%	0.69%	0.00%	0.34%	0.00%	0.37%	0.71%
	Resident Population Over 16	98.55%	0.69%	0.00%	0.33%	0.00%	0.43%	0.76%
Bloomfield	Estimated Driving Population	60.97%	31.54%	0.20%	2.75%	0.06%	4.48%	7.47%
	Modified Resident Population Over 16	40.97%	53.55%	0.23%	1.55%	0.07%	2.70%	3.31%
	Resident Population Over 16	41.43%	53.20%	0.28%	1.52%	0.07%	3.50%	4.11%
Bolton	Estimated Driving Population	92.97%	2.51%	0.03%	1.52%	0.01%	2.96%	5.05%
	Modified Resident Population Over 16	94.81%	1.51%	0.00%	0.81%	0.00%	2.66%	4.38%
	Resident Population Over 16	94.81%	1.53%	0.00%	0.80%	0.00%	2.86%	4.58%
Bozrah	Estimated Driving Population	93.78%	2.31%	0.23%	1.94%	0.02%	1.73%	3.78%
	Modified Resident Population Over 16	96.25%	1.43%	0.17%	1.18%	0.00%	0.44%	1.70%
	Resident Population Over 16	96.25%	1.81%	0.19%	1.25%	0.00%	0.51%	1.95%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
Branford	Estimated Driving Population	89.63%	3.61%	0.15%	4.22%	0.01%	2.38%	5.65%
	Modified Resident Population Over 16	92.32%	1.12%	0.12%	4.64%	0.00%	1.20%	3.46%
	Resident Population Over 16	92.62%	1.37%	0.16%	4.37%	0.00%	1.48%	3.25%
Bridgeport	Estimated Driving Population	59.99%	25.86%	0.24%	3.92%	0.02%	9.96%	27.19%
	Modified Resident Population Over 16	51.53%	32.16%	0.25%	3.90%	0.02%	11.78%	32.95%
	Resident Population Over 16	49.37%	34.00%	0.24%	3.87%	0.02%	12.50%	34.59%
Bridgewater	Estimated Driving Population	95.61%	1.25%	0.31%	0.82%	0.00%	2.02%	3.42%
	Modified Resident Population Over 16	96.13%	0.90%	0.33%	0.57%	0.00%	1.77%	2.90%
	Resident Population Over 16	96.13%	0.90%	0.41%	0.55%	0.00%	2.01%	3.04%
Bristol	Estimated Driving Population	89.95%	4.27%	0.20%	2.22%	0.06%	3.30%	6.75%
	Modified Resident Population Over 16	91.29%	3.74%	0.20%	1.93%	0.07%	2.85%	6.01%
	Resident Population Over 16	90.22%	3.87%	0.26%	1.85%	0.07%	3.72%	7.53%
Brookfield	Estimated Driving Population	89.39%	2.45%	0.07%	4.83%	0.17%	3.08%	5.71%
	Modified Resident Population Over 16	91.68%	1.01%	0.00%	5.22%	0.24%	1.34%	2.99%
	Resident Population Over 16	91.87%	1.26%	0.00%	5.04%	0.25%	1.59%	3.49%
Brooklyn	Estimated Driving Population	93.08%	2.40%	0.13%	1.22%	0.01%	3.16%	5.61%
	Modified Resident Population Over 16	92.02%	2.35%	0.11%	1.00%	0.00%	3.17%	5.63%
	Resident Population Over 16	92.32%	2.50%	0.14%	0.97%	0.00%	4.07%	6.87%
Burlington	Estimated Driving Population	97.11%	1.23%	0.02%	0.78%	0.00%	0.85%	2.48%
	Modified Resident Population Over 16	97.61%	0.88%	0.00%	0.50%	0.00%	0.52%	1.99%
	Resident Population Over 16	97.61%	1.11%	0.00%	0.55%	0.00%	0.74%	2.72%
Canaan	Estimated Driving Population	96.34%	1.44%	0.11%	0.89%	0.00%	1.21%	2.75%
	Modified Resident Population Over 16	98.62%	0.99%	0.00%	0.34%	0.00%	0.67%	1.46%
	Resident Population Over 16	98.17%	0.87%	0.00%	0.29%	0.00%	0.68%	1.35%
Canterbury	Estimated Driving Population	97.81%	0.30%	0.02%	0.63%	0.00%	1.24%	0.84%
	Modified Resident Population Over 16	98.05%	0.00%	0.00%	0.47%	0.00%	1.03%	0.41%
	Resident Population Over 16	98.15%	0.00%	0.00%	0.47%	0.00%	1.37%	0.52%
Canton	Estimated Driving Population	95.40%	1.43%	0.04%	1.47%	0.01%	1.64%	3.20%
	Modified Resident Population Over 16	98.30%	0.10%	0.00%	0.80%	0.00%	0.83%	1.69%
	Resident Population Over 16	97.90%	0.12%	0.00%	0.84%	0.00%	1.14%	2.23%
Chaplin	Estimated Driving Population	98.12%	0.73%	0.03%	0.32%	0.00%	0.79%	4.25%
	Modified Resident Population Over 16	99.03%	0.41%	0.00%	0.00%	0.00%	0.38%	3.71%
	Resident Population Over 16	99.03%	0.46%	0.00%	0.00%	0.00%	0.51%	4.70%
Cheshire	Estimated Driving Population	83.53%	6.06%	0.12%	4.75%	0.19%	5.35%	7.47%
	Modified Resident Population Over 16	84.12%	5.04%	0.06%	5.82%	0.27%	5.02%	5.19%
	Resident Population Over 16	84.30%	4.87%	0.09%	5.62%	0.27%	4.85%	6.56%
Chester	Estimated Driving Population	95.14%	1.29%	0.03%	1.57%	0.13%	1.85%	2.96%
	Modified Resident Population Over 16	97.23%	0.37%	0.00%	1.20%	0.00%	1.02%	1.75%
	Resident Population Over 16	97.23%	0.42%	0.00%	1.28%	0.00%	1.07%	1.84%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
Clinton	Estimated Driving Population	94.25%	1.34%	0.04%	1.80%	0.02%	2.56%	5.37%
	Modified Resident Population Over 16	96.25%	0.09%	0.00%	1.37%	0.00%	2.02%	4.60%
	Resident Population Over 16	96.35%	0.10%	0.00%	1.44%	0.00%	2.11%	4.81%
Colchester	Estimated Driving Population	95.66%	1.56%	0.04%	1.27%	0.01%	1.47%	2.50%
	Modified Resident Population Over 16	96.74%	1.01%	0.00%	0.83%	0.00%	0.94%	1.60%
	Resident Population Over 16	96.84%	1.24%	0.00%	0.86%	0.00%	1.06%	1.78%
Colebrook	Estimated Driving Population	98.29%	0.59%	0.19%	0.25%	0.00%	0.68%	1.79%
	Modified Resident Population Over 16	98.94%	0.24%	0.19%	0.00%	0.00%	0.42%	1.36%
	Resident Population Over 16	99.05%	0.24%	0.24%	0.00%	0.00%	0.48%	1.43%
Columbia	Estimated Driving Population	92.62%	1.94%	0.05%	1.15%	0.01%	4.23%	2.38%
	Modified Resident Population Over 16	93.19%	1.47%	0.00%	0.78%	0.00%	4.10%	0.72%
	Resident Population Over 16	93.28%	1.50%	0.00%	0.78%	0.00%	4.43%	0.76%
Cornwall	Estimated Driving Population	96.98%	0.70%	0.04%	0.58%	0.00%	1.70%	1.94%
	Modified Resident Population Over 16	98.16%	0.09%	0.00%	0.18%	0.00%	1.37%	0.99%
	Resident Population Over 16	98.16%	0.09%	0.00%	0.17%	0.00%	1.57%	1.05%
Coventry	Estimated Driving Population	95.71%	1.05%	0.19%	1.71%	0.00%	1.34%	2.06%
	Modified Resident Population Over 16	96.34%	0.66%	0.19%	1.52%	0.00%	1.06%	1.52%
	Resident Population Over 16	96.44%	0.67%	0.24%	1.51%	0.00%	1.14%	1.59%
Cromwell	Estimated Driving Population	87.28%	6.35%	0.07%	3.29%	0.02%	2.99%	6.17%
	Modified Resident Population Over 16	89.35%	5.13%	0.00%	3.13%	0.00%	1.51%	3.66%
	Resident Population Over 16	89.53%	5.66%	0.00%	3.26%	0.00%	1.55%	3.77%
Danbury	Estimated Driving Population	76.87%	5.78%	0.32%	5.80%	0.16%	11.07%	17.23%
	Modified Resident Population Over 16	72.61%	5.85%	0.37%	6.71%	0.20%	13.45%	20.23%
	Resident Population Over 16	71.35%	6.83%	0.41%	6.52%	0.20%	14.69%	22.17%
Darien	Estimated Driving Population	89.39%	3.41%	0.07%	3.36%	0.02%	3.74%	7.34%
	Modified Resident Population Over 16	95.20%	0.24%	0.03%	2.43%	0.00%	1.61%	2.94%
	Resident Population Over 16	95.20%	0.30%	0.04%	2.55%	0.00%	1.92%	2.85%
Deep River	Estimated Driving Population	89.84%	1.91%	0.03%	1.49%	1.37%	5.37%	6.63%
	Modified Resident Population Over 16	89.87%	1.44%	0.00%	1.11%	1.78%	6.07%	7.14%
	Resident Population Over 16	89.49%	1.54%	0.00%	1.12%	1.78%	6.06%	7.16%
Derby	Estimated Driving Population	84.43%	6.71%	0.06%	3.40%	0.01%	5.38%	11.65%
	Modified Resident Population Over 16	84.63%	5.73%	0.00%	3.37%	0.00%	5.39%	11.43%
	Resident Population Over 16	83.43%	6.72%	0.00%	3.47%	0.00%	6.38%	13.20%
Durham	Estimated Driving Population	93.91%	1.57%	0.20%	2.01%	0.02%	2.30%	4.35%
	Modified Resident Population Over 16	96.21%	0.13%	0.21%	1.75%	0.00%	1.46%	2.66%
	Resident Population Over 16	96.21%	0.14%	0.27%	1.85%	0.00%	1.53%	2.80%
East Granby	Estimated Driving Population	85.92%	7.14%	0.08%	3.41%	0.02%	3.43%	5.84%
	Modified Resident Population Over 16	87.08%	5.13%	0.00%	3.58%	0.00%	1.98%	2.69%
	Resident Population Over 16	87.44%	6.18%	0.00%	3.70%	0.00%	2.68%	3.50%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
East Haddam	Estimated Driving Population	96.59%	0.95%	0.02%	0.48%	0.01%	1.96%	1.72%
	Modified Resident Population Over 16	97.45%	0.54%	0.00%	0.13%	0.00%	1.73%	1.12%
	Resident Population Over 16	97.45%	0.61%	0.00%	0.14%	0.00%	1.80%	1.17%
East Hampton	Estimated Driving Population	93.49%	1.52%	0.01%	2.88%	0.00%	2.09%	4.28%
	Modified Resident Population Over 16	93.79%	1.10%	0.00%	2.86%	0.00%	1.91%	4.02%
	Resident Population Over 16	93.89%	1.20%	0.00%	2.95%	0.00%	1.95%	4.13%
East Hartford	Estimated Driving Population	68.85%	17.06%	0.27%	5.74%	0.03%	8.05%	14.82%
	Modified Resident Population Over 16	58.78%	23.06%	0.36%	7.12%	0.01%	10.11%	18.66%
	Resident Population Over 16	57.53%	23.54%	0.43%	7.98%	0.01%	10.50%	19.98%
East Haven	Estimated Driving Population	90.21%	3.88%	0.05%	2.70%	0.01%	3.15%	8.53%
	Modified Resident Population Over 16	91.90%	1.96%	0.00%	2.44%	0.00%	2.48%	7.63%
	Resident Population Over 16	92.29%	2.38%	0.00%	2.29%	0.00%	3.04%	7.35%
East Lyme	Estimated Driving Population	83.40%	5.35%	0.40%	4.78%	0.01%	6.05%	7.17%
	Modified Resident Population Over 16	83.19%	5.45%	0.42%	4.95%	0.00%	6.33%	6.97%
	Resident Population Over 16	83.36%	5.27%	0.45%	4.79%	0.00%	6.13%	6.75%
East Windsor	Estimated Driving Population	81.56%	10.23%	0.14%	4.78%	0.08%	3.20%	5.87%
	Modified Resident Population Over 16	81.08%	10.31%	0.11%	5.87%	0.10%	1.58%	2.86%
	Resident Population Over 16	81.77%	9.78%	0.14%	6.06%	0.10%	2.15%	3.72%
Eastford	Estimated Driving Population	94.68%	1.02%	0.12%	2.88%	0.02%	1.28%	2.04%
	Modified Resident Population Over 16	95.75%	0.59%	0.12%	3.19%	0.00%	0.82%	1.21%
	Resident Population Over 16	94.87%	0.66%	0.15%	3.22%	0.00%	1.10%	1.54%
Easton	Estimated Driving Population	94.51%	2.29%	0.02%	2.23%	0.29%	0.66%	2.94%
	Modified Resident Population Over 16	95.01%	1.65%	0.00%	2.06%	0.32%	0.21%	1.99%
	Resident Population Over 16	95.21%	2.06%	0.00%	2.15%	0.32%	0.25%	2.33%
Ellington	Estimated Driving Population	95.47%	1.30%	0.02%	1.76%	0.01%	1.45%	2.03%
	Modified Resident Population Over 16	96.91%	0.50%	0.00%	1.45%	0.00%	1.02%	1.21%
	Resident Population Over 16	97.01%	0.50%	0.00%	1.41%	0.00%	1.08%	1.25%
Enfield	Estimated Driving Population	86.16%	7.00%	0.16%	2.28%	0.06%	4.34%	6.81%
	Modified Resident Population Over 16	87.29%	6.71%	0.15%	1.91%	0.08%	4.07%	5.88%
	Resident Population Over 16	87.29%	6.38%	0.19%	1.81%	0.08%	4.25%	6.56%
Essex	Estimated Driving Population	95.30%	1.35%	0.04%	1.73%	0.10%	1.47%	2.20%
	Modified Resident Population Over 16	97.72%	0.43%	0.00%	1.26%	0.00%	0.48%	0.51%
	Resident Population Over 16	97.72%	0.47%	0.00%	1.31%	0.00%	0.49%	0.53%
Fairfield	Estimated Driving Population	87.21%	5.00%	0.09%	4.38%	0.01%	3.31%	7.58%
	Modified Resident Population Over 16	91.63%	1.54%	0.04%	4.44%	0.00%	1.87%	3.82%
	Resident Population Over 16	91.54%	1.65%	0.05%	4.54%	0.00%	2.22%	3.81%
Farmington	Estimated Driving Population	85.48%	5.83%	0.11%	4.53%	0.05%	3.99%	7.22%
	Modified Resident Population Over 16	90.73%	1.62%	0.00%	6.33%	0.07%	1.22%	1.30%
	Resident Population Over 16	90.44%	1.92%	0.00%	5.94%	0.07%	1.63%	1.67%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
Franklin	Estimated Driving Population	93.38%	1.56%	0.13%	1.56%	0.02%	3.34%	3.66%
	Modified Resident Population Over 16	96.48%	0.10%	0.00%	0.24%	0.00%	2.66%	1.04%
	Resident Population Over 16	96.58%	0.12%	0.00%	0.25%	0.00%	3.05%	1.18%
Glastonbury	Estimated Driving Population	84.97%	4.98%	0.14%	6.99%	0.02%	2.90%	6.21%
	Modified Resident Population Over 16	86.16%	2.87%	0.11%	8.60%	0.00%	1.59%	4.14%
	Resident Population Over 16	86.25%	2.91%	0.14%	8.49%	0.00%	2.20%	4.02%
Goshen	Estimated Driving Population	98.32%	0.27%	0.64%	0.15%	0.00%	0.61%	1.85%
	Modified Resident Population Over 16	98.55%	0.08%	0.68%	0.00%	0.00%	0.44%	1.58%
	Resident Population Over 16	98.55%	0.08%	0.86%	0.00%	0.00%	0.51%	1.69%
Granby	Estimated Driving Population	94.32%	2.69%	0.03%	1.30%	0.01%	1.66%	3.08%
	Modified Resident Population Over 16	95.98%	1.42%	0.00%	0.88%	0.00%	1.07%	2.04%
	Resident Population Over 16	95.79%	1.77%	0.00%	0.95%	0.00%	1.50%	2.75%
Greenwich	Estimated Driving Population	81.49%	5.57%	0.15%	6.47%	0.02%	6.30%	13.05%
	Modified Resident Population Over 16	87.59%	1.49%	0.13%	6.73%	0.00%	4.04%	9.67%
	Resident Population Over 16	86.95%	1.95%	0.15%	6.81%	0.00%	4.14%	9.68%
Griswold	Estimated Driving Population	93.30%	0.86%	0.19%	2.97%	0.01%	2.67%	3.89%
	Modified Resident Population Over 16	95.48%	0.68%	0.19%	2.99%	0.00%	2.65%	3.83%
	Resident Population Over 16	93.33%	0.78%	0.19%	2.90%	0.00%	2.81%	4.02%
Groton	Estimated Driving Population	85.09%	4.63%	0.47%	4.87%	0.12%	4.83%	6.63%
	Modified Resident Population Over 16	82.10%	4.95%	0.52%	5.45%	0.17%	5.11%	6.49%
	Resident Population Over 16	81.05%	5.42%	0.53%	5.45%	0.17%	7.38%	8.17%
Guilford	Estimated Driving Population	94.11%	1.97%	0.06%	2.35%	0.01%	1.49%	3.67%
	Modified Resident Population Over 16	95.34%	0.85%	0.04%	2.10%	0.00%	0.81%	2.52%
	Resident Population Over 16	95.54%	1.07%	0.05%	2.32%	0.00%	1.03%	3.14%
Haddam	Estimated Driving Population	96.10%	0.66%	0.02%	1.07%	0.01%	2.15%	2.43%
	Modified Resident Population Over 16	97.20%	0.00%	0.00%	0.77%	0.00%	1.89%	1.82%
	Resident Population Over 16	97.20%	0.00%	0.00%	0.82%	0.00%	1.99%	1.92%
Hamden	Estimated Driving Population	76.24%	14.99%	0.16%	4.77%	0.03%	3.80%	7.53%
	Modified Resident Population Over 16	74.41%	16.81%	0.11%	5.19%	0.03%	3.21%	6.10%
	Resident Population Over 16	73.30%	18.15%	0.15%	4.85%	0.03%	3.53%	6.22%
Hampton	Estimated Driving Population	94.97%	1.44%	0.14%	1.26%	0.01%	2.18%	4.25%
	Modified Resident Population Over 16	96.50%	1.02%	0.11%	0.66%	0.00%	1.65%	3.22%
	Resident Population Over 16	95.90%	1.12%	0.13%	0.66%	0.00%	2.18%	4.03%
Hartford	Estimated Driving Population	67.16%	18.54%	0.39%	3.82%	0.05%	10.04%	18.80%
	Modified Resident Population Over 16	41.94%	35.66%	0.76%	3.21%	0.06%	19.58%	36.60%
	Resident Population Over 16	37.52%	36.50%	0.68%	3.07%	0.04%	22.19%	40.37%
Hartland	Estimated Driving Population	97.15%	0.66%	0.01%	1.39%	0.00%	0.80%	0.72%
	Modified Resident Population Over 16	96.97%	0.50%	0.00%	1.33%	0.00%	0.69%	0.47%
	Resident Population Over 16	96.97%	0.63%	0.00%	1.43%	0.00%	0.97%	0.63%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
Harwinton	Estimated Driving Population	97.34%	0.25%	0.02%	1.78%	0.00%	0.61%	0.52%
	Modified Resident Population Over 16	97.80%	0.00%	0.00%	1.74%	0.00%	0.38%	0.00%
	Resident Population Over 16	97.90%	0.00%	0.00%	1.67%	0.00%	0.43%	0.00%
Hebron	Estimated Driving Population	95.95%	1.21%	0.03%	1.10%	0.00%	1.70%	1.80%
	Modified Resident Population Over 16	96.95%	0.76%	0.00%	0.78%	0.00%	1.35%	1.02%
	Resident Population Over 16	96.95%	0.79%	0.00%	0.79%	0.00%	1.48%	1.09%
Kent	Estimated Driving Population	96.29%	1.46%	0.25%	1.03%	0.00%	0.96%	1.36%
	Modified Resident Population Over 16	99.36%	0.85%	0.29%	0.66%	0.00%	0.28%	0.00%
	Resident Population Over 16	97.84%	0.84%	0.36%	0.64%	0.00%	0.32%	0.00%
Killingly	Estimated Driving Population	93.45%	1.85%	0.07%	2.79%	0.03%	1.81%	2.78%
	Modified Resident Population Over 16	94.18%	1.18%	0.00%	3.16%	0.00%	1.04%	1.40%
	Resident Population Over 16	94.28%	1.27%	0.00%	3.11%	0.00%	1.35%	1.72%
Killingworth	Estimated Driving Population	94.60%	0.42%	0.01%	1.92%	0.01%	3.04%	1.71%
	Modified Resident Population Over 16	94.79%	0.00%	0.00%	1.84%	0.00%	3.01%	1.25%
	Resident Population Over 16	94.89%	0.00%	0.00%	1.95%	0.00%	3.16%	1.32%
Lebanon	Estimated Driving Population	94.81%	1.01%	0.29%	1.16%	0.00%	2.73%	4.04%
	Modified Resident Population Over 16	95.69%	0.48%	0.27%	0.85%	0.00%	2.22%	2.71%
	Resident Population Over 16	95.69%	0.60%	0.29%	0.89%	0.00%	2.53%	3.05%
Ledyard	Estimated Driving Population	88.14%	3.46%	0.67%	4.08%	0.04%	3.61%	5.39%
	Modified Resident Population Over 16	91.03%	1.49%	1.02%	3.53%	0.00%	2.18%	3.27%
	Resident Population Over 16	90.76%	1.88%	1.11%	3.73%	0.00%	2.52%	3.74%
Lisbon	Estimated Driving Population	92.58%	2.06%	0.08%	1.64%	0.02%	3.61%	2.60%
	Modified Resident Population Over 16	94.78%	0.61%	0.00%	0.73%	0.00%	3.18%	0.17%
	Resident Population Over 16	94.78%	0.77%	0.00%	0.77%	0.00%	3.68%	0.20%
Litchfield	Estimated Driving Population	94.81%	1.77%	0.08%	1.35%	0.00%	1.99%	2.93%
	Modified Resident Population Over 16	96.20%	1.14%	0.00%	0.97%	0.00%	1.46%	1.53%
	Resident Population Over 16	96.30%	1.12%	0.00%	0.93%	0.00%	1.64%	1.58%
Lyme	Estimated Driving Population	96.43%	0.20%	0.01%	1.57%	0.01%	1.79%	1.48%
	Modified Resident Population Over 16	96.50%	0.00%	0.00%	1.45%	0.00%	1.69%	1.25%
	Resident Population Over 16	96.50%	0.00%	0.00%	1.54%	0.00%	1.96%	1.43%
Madison	Estimated Driving Population	94.62%	1.35%	0.10%	2.21%	0.02%	1.70%	2.59%
	Modified Resident Population Over 16	95.83%	0.36%	0.09%	2.02%	0.00%	1.16%	1.35%
	Resident Population Over 16	95.73%	0.45%	0.13%	2.22%	0.00%	1.46%	1.68%
Manchester	Estimated Driving Population	78.72%	9.78%	0.16%	6.48%	0.07%	4.79%	10.08%
	Modified Resident Population Over 16	77.61%	10.02%	0.15%	7.86%	0.09%	4.41%	10.13%
	Resident Population Over 16	77.11%	9.97%	0.19%	7.68%	0.09%	4.96%	10.51%
Mansfield	Estimated Driving Population	83.64%	3.97%	0.11%	8.37%	0.01%	3.91%	7.06%
	Modified Resident Population Over 16	81.09%	3.39%	0.05%	10.37%	0.00%	3.58%	6.06%
	Resident Population Over 16	80.76%	4.47%	0.06%	10.83%	0.00%	3.88%	5.97%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
Marlborough	Estimated Driving Population	96.01%	1.92%	0.02%	0.49%	0.01%	1.56%	2.51%
	Modified Resident Population Over 16	96.76%	1.31%	0.00%	0.00%	0.00%	1.14%	1.73%
	Resident Population Over 16	96.76%	1.64%	0.00%	0.00%	0.00%	1.60%	2.34%
Meriden	Estimated Driving Population	80.36%	7.28%	0.25%	2.35%	0.10%	9.65%	17.78%
	Modified Resident Population Over 16	78.61%	7.24%	0.28%	1.91%	0.13%	11.58%	21.05%
	Resident Population Over 16	76.02%	8.37%	0.36%	1.70%	0.12%	13.43%	23.90%
Middlebury	Estimated Driving Population	90.28%	3.16%	0.16%	2.92%	0.01%	3.47%	5.20%
	Modified Resident Population Over 16	92.18%	1.05%	0.08%	3.05%	0.00%	2.22%	2.14%
	Resident Population Over 16	92.28%	1.34%	0.12%	3.41%	0.00%	2.85%	2.70%
Middlefield	Estimated Driving Population	94.03%	1.86%	0.04%	2.45%	0.02%	1.60%	3.01%
	Modified Resident Population Over 16	96.36%	0.43%	0.00%	2.26%	0.00%	0.63%	1.17%
	Resident Population Over 16	96.46%	0.49%	0.00%	2.40%	0.00%	0.66%	1.23%
Middletown	Estimated Driving Population	81.79%	9.50%	0.17%	4.22%	0.02%	4.28%	7.70%
	Modified Resident Population Over 16	79.65%	11.34%	0.18%	4.72%	0.00%	3.92%	6.76%
	Resident Population Over 16	78.88%	11.95%	0.21%	4.89%	0.00%	4.07%	6.78%
Milford	Estimated Driving Population	86.12%	5.69%	0.18%	4.78%	0.03%	3.19%	7.45%
	Modified Resident Population Over 16	90.17%	2.29%	0.15%	5.24%	0.04%	1.61%	3.85%
	Resident Population Over 16	90.27%	2.24%	0.20%	5.23%	0.04%	2.02%	3.87%
Monroe	Estimated Driving Population	93.60%	2.30%	0.11%	2.16%	0.01%	1.83%	5.74%
	Modified Resident Population Over 16	97.00%	0.54%	0.09%	1.70%	0.00%	0.84%	3.92%
	Resident Population Over 16	96.41%	0.69%	0.11%	1.79%	0.00%	1.00%	4.63%
Montville	Estimated Driving Population	81.36%	6.33%	0.79%	5.56%	0.10%	5.87%	6.94%
	Modified Resident Population Over 16	80.05%	6.49%	1.19%	6.06%	0.11%	6.31%	5.95%
	Resident Population Over 16	80.21%	6.24%	1.25%	6.11%	0.11%	6.07%	5.72%
Morris	Estimated Driving Population	98.36%	0.79%	0.03%	0.28%	0.00%	0.54%	1.74%
	Modified Resident Population Over 16	99.24%	0.51%	0.00%	0.00%	0.00%	0.13%	1.10%
	Resident Population Over 16	99.34%	0.50%	0.00%	0.00%	0.00%	0.15%	1.16%
Naugatuck	Estimated Driving Population	87.82%	5.28%	0.10%	3.66%	0.01%	3.13%	8.87%
	Modified Resident Population Over 16	88.30%	4.74%	0.07%	3.85%	0.00%	2.43%	8.23%
	Resident Population Over 16	88.39%	4.65%	0.10%	3.83%	0.00%	3.03%	8.07%
New Britain	Estimated Driving Population	74.42%	9.97%	0.15%	2.56%	0.05%	12.85%	22.97%
	Modified Resident Population Over 16	69.95%	10.88%	0.14%	2.15%	0.05%	16.14%	28.60%
	Resident Population Over 16	69.05%	11.06%	0.17%	1.95%	0.05%	17.72%	32.34%
New Canaan	Estimated Driving Population	90.19%	3.01%	0.04%	3.69%	0.02%	3.04%	5.73%
	Modified Resident Population Over 16	94.29%	0.80%	0.00%	3.20%	0.00%	1.48%	2.24%
	Resident Population Over 16	93.90%	1.00%	0.00%	3.35%	0.00%	1.75%	2.62%
New Fairfield	Estimated Driving Population	93.70%	0.61%	0.14%	1.34%	0.00%	4.20%	5.91%
	Modified Resident Population Over 16	93.57%	0.23%	0.13%	1.10%	0.00%	3.95%	5.40%
	Resident Population Over 16	93.67%	0.29%	0.16%	1.16%	0.00%	4.72%	5.27%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
New Hartford	Estimated Driving Population	96.63%	1.04%	0.30%	1.16%	0.00%	0.86%	2.14%
	Modified Resident Population Over 16	98.05%	0.50%	0.33%	0.81%	0.00%	0.22%	0.63%
	Resident Population Over 16	98.05%	0.50%	0.41%	0.79%	0.00%	0.25%	0.66%
New Haven	Estimated Driving Population	66.51%	20.29%	0.40%	4.19%	0.11%	8.51%	16.47%
	Modified Resident Population Over 16	51.74%	30.54%	0.51%	4.57%	0.17%	12.34%	22.83%
	Resident Population Over 16	49.18%	32.36%	0.55%	5.29%	0.13%	12.49%	23.85%
New London	Estimated Driving Population	74.82%	9.42%	0.27%	3.98%	0.03%	11.48%	18.14%
	Modified Resident Population Over 16	68.37%	12.53%	0.22%	3.78%	0.00%	16.05%	25.38%
	Resident Population Over 16	65.68%	14.89%	0.20%	3.62%	0.00%	15.61%	24.67%
New Milford	Estimated Driving Population	91.42%	3.04%	0.03%	2.72%	0.01%	2.78%	5.76%
	Modified Resident Population Over 16	92.25%	2.68%	0.00%	2.57%	0.00%	2.20%	4.95%
	Resident Population Over 16	92.34%	2.67%	0.00%	2.49%	0.00%	2.50%	4.80%
Newington	Estimated Driving Population	85.35%	6.46%	0.28%	4.09%	0.02%	3.80%	9.06%
	Modified Resident Population Over 16	87.41%	4.79%	0.33%	4.38%	0.00%	2.12%	7.04%
	Resident Population Over 16	87.86%	4.59%	0.43%	4.20%	0.00%	2.91%	6.91%
Newtown	Estimated Driving Population	90.95%	2.29%	0.10%	2.93%	0.01%	3.72%	6.19%
	Modified Resident Population Over 16	91.46%	1.36%	0.08%	2.75%	0.00%	3.27%	5.10%
	Resident Population Over 16	91.55%	1.73%	0.09%	2.70%	0.00%	3.93%	5.27%
Norfolk	Estimated Driving Population	96.11%	1.38%	0.43%	0.99%	0.00%	1.08%	2.02%
	Modified Resident Population Over 16	96.46%	1.17%	0.50%	0.80%	0.00%	0.82%	1.33%
	Resident Population Over 16	96.46%	1.18%	0.63%	0.79%	0.00%	0.94%	1.42%
North Branford	Estimated Driving Population	94.12%	2.94%	0.23%	1.24%	0.01%	1.46%	2.75%
	Modified Resident Population Over 16	96.95%	1.27%	0.24%	0.61%	0.00%	0.51%	0.61%
	Resident Population Over 16	96.75%	1.59%	0.34%	0.67%	0.00%	0.65%	0.76%
North Canaan	Estimated Driving Population	94.82%	2.19%	0.08%	1.94%	0.01%	0.97%	4.14%
	Modified Resident Population Over 16	96.48%	1.82%	0.00%	1.83%	0.00%	0.00%	3.62%
	Resident Population Over 16	96.48%	1.78%	0.00%	1.74%	0.00%	0.00%	3.74%
North Haven	Estimated Driving Population	86.71%	6.29%	0.26%	3.45%	0.02%	3.27%	7.77%
	Modified Resident Population Over 16	91.37%	2.42%	0.26%	3.47%	0.00%	1.17%	4.14%
	Resident Population Over 16	91.75%	3.04%	0.36%	3.36%	0.00%	1.49%	4.47%
North Stonington	Estimated Driving Population	92.16%	1.81%	0.33%	3.21%	0.01%	2.48%	2.54%
	Modified Resident Population Over 16	92.65%	1.18%	0.32%	3.00%	0.00%	1.99%	1.53%
	Resident Population Over 16	92.65%	1.50%	0.35%	3.19%	0.00%	2.31%	1.76%
Norwalk	Estimated Driving Population	78.26%	10.62%	0.18%	4.36%	0.08%	6.50%	17.44%
	Modified Resident Population Over 16	78.47%	10.91%	0.19%	4.15%	0.11%	6.21%	18.98%
	Resident Population Over 16	76.41%	12.81%	0.22%	4.12%	0.11%	6.34%	19.42%
Norwich	Estimated Driving Population	79.81%	7.12%	0.67%	5.78%	0.28%	6.35%	8.14%
	Modified Resident Population Over 16	76.07%	8.60%	0.83%	6.84%	0.38%	7.42%	8.83%
	Resident Population Over 16	75.39%	9.79%	0.81%	6.44%	0.36%	7.21%	8.86%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
Old Lyme	Estimated Driving Population	94.08%	1.20%	0.13%	1.94%	0.02%	2.62%	2.75%
	Modified Resident Population Over 16	96.25%	0.04%	0.09%	1.28%	0.00%	2.03%	1.30%
	Resident Population Over 16	96.25%	0.05%	0.10%	1.32%	0.00%	2.29%	1.45%
Old Saybrook	Estimated Driving Population	94.23%	1.80%	0.06%	1.85%	0.14%	1.92%	2.65%
	Modified Resident Population Over 16	97.47%	0.31%	0.00%	1.13%	0.16%	0.71%	0.24%
	Resident Population Over 16	97.57%	0.34%	0.00%	1.18%	0.16%	0.74%	0.25%
Orange	Estimated Driving Population	83.38%	6.61%	0.13%	6.44%	0.02%	3.42%	7.75%
	Modified Resident Population Over 16	86.88%	2.51%	0.00%	8.56%	0.00%	1.26%	3.35%
	Resident Population Over 16	86.97%	3.16%	0.00%	8.28%	0.00%	1.60%	4.17%
Oxford	Estimated Driving Population	95.37%	1.27%	0.10%	1.93%	0.01%	1.32%	3.48%
	Modified Resident Population Over 16	97.50%	0.00%	0.06%	1.71%	0.00%	0.37%	1.88%
	Resident Population Over 16	97.50%	0.00%	0.09%	1.93%	0.00%	0.48%	2.40%
Plainfield	Estimated Driving Population	95.33%	1.37%	0.26%	0.86%	0.01%	2.16%	3.31%
	Modified Resident Population Over 16	96.86%	0.81%	0.28%	0.29%	0.00%	1.83%	2.68%
	Resident Population Over 16	96.06%	0.89%	0.35%	0.29%	0.00%	2.40%	3.35%
Plainville	Estimated Driving Population	90.73%	3.71%	0.13%	2.34%	0.02%	3.08%	6.38%
	Modified Resident Population Over 16	93.96%	1.91%	0.10%	1.84%	0.00%	1.54%	3.73%
	Resident Population Over 16	93.39%	2.37%	0.14%	1.96%	0.00%	2.15%	5.00%
Plymouth	Estimated Driving Population	96.81%	0.92%	0.04%	0.30%	0.00%	1.92%	3.20%
	Modified Resident Population Over 16	97.94%	0.31%	0.00%	0.00%	0.00%	1.53%	2.41%
	Resident Population Over 16	97.94%	0.31%	0.00%	0.00%	0.00%	1.75%	2.54%
Pomfret	Estimated Driving Population	94.63%	1.62%	0.06%	2.17%	0.03%	1.48%	2.87%
	Modified Resident Population Over 16	95.01%	1.20%	0.00%	2.21%	0.00%	0.82%	2.09%
	Resident Population Over 16	95.52%	1.28%	0.00%	2.15%	0.00%	1.04%	2.54%
Portland	Estimated Driving Population	95.14%	1.71%	0.02%	0.72%	0.01%	2.40%	4.03%
	Modified Resident Population Over 16	96.57%	0.88%	0.00%	0.19%	0.00%	2.12%	3.47%
	Resident Population Over 16	96.67%	0.96%	0.00%	0.19%	0.00%	2.17%	3.56%
Preston	Estimated Driving Population	87.55%	0.99%	0.17%	7.28%	0.01%	4.01%	2.71%
	Modified Resident Population Over 16	86.51%	0.56%	0.14%	7.66%	0.00%	3.95%	2.19%
	Resident Population Over 16	86.59%	0.70%	0.16%	8.02%	0.00%	4.53%	2.48%
Prospect	Estimated Driving Population	94.33%	2.85%	0.05%	0.97%	0.01%	1.80%	3.32%
	Modified Resident Population Over 16	96.27%	1.73%	0.00%	0.59%	0.00%	0.73%	1.32%
	Resident Population Over 16	96.27%	2.16%	0.00%	0.65%	0.00%	0.92%	1.63%
Putnam	Estimated Driving Population	92.47%	2.74%	0.09%	1.34%	0.30%	3.06%	3.06%
	Modified Resident Population Over 16	92.60%	2.45%	0.00%	0.57%	0.50%	3.15%	1.69%
	Resident Population Over 16	92.40%	2.58%	0.00%	0.54%	0.49%	3.99%	2.03%
Redding	Estimated Driving Population	93.78%	1.31%	0.33%	2.39%	0.01%	2.18%	3.61%
	Modified Resident Population Over 16	94.81%	0.48%	0.35%	2.11%	0.00%	1.57%	2.35%
	Resident Population Over 16	94.91%	0.61%	0.41%	2.21%	0.00%	1.87%	2.76%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
Ridgefield	Estimated Driving Population	88.93%	3.39%	0.16%	3.46%	0.02%	4.04%	7.78%
	Modified Resident Population Over 16	95.30%	0.60%	0.08%	2.55%	0.00%	0.85%	3.07%
	Resident Population Over 16	95.49%	0.75%	0.09%	2.67%	0.00%	1.00%	3.19%
Rocky Hill	Estimated Driving Population	81.93%	6.19%	0.41%	7.53%	0.03%	3.92%	8.53%
	Modified Resident Population Over 16	80.89%	3.94%	0.61%	10.75%	0.00%	2.52%	6.70%
	Resident Population Over 16	81.93%	3.72%	0.79%	10.16%	0.00%	3.40%	6.33%
Roxbury	Estimated Driving Population	97.04%	0.51%	0.04%	0.59%	0.00%	1.81%	4.48%
	Modified Resident Population Over 16	97.98%	0.00%	0.00%	0.31%	0.00%	1.50%	4.05%
	Resident Population Over 16	97.98%	0.00%	0.00%	0.30%	0.00%	1.72%	4.29%
Salem	Estimated Driving Population	89.51%	1.54%	0.06%	5.81%	0.01%	3.08%	5.28%
	Modified Resident Population Over 16	89.12%	0.95%	0.00%	6.06%	0.00%	2.84%	4.93%
	Resident Population Over 16	89.12%	1.19%	0.00%	6.40%	0.00%	3.28%	5.64%
Salisbury	Estimated Driving Population	92.52%	2.75%	0.06%	1.70%	0.01%	2.96%	3.39%
	Modified Resident Population Over 16	93.30%	2.08%	0.00%	1.40%	0.00%	2.73%	1.88%
	Resident Population Over 16	93.40%	2.09%	0.00%	1.37%	0.00%	3.14%	1.99%
Scotland	Estimated Driving Population	98.39%	0.28%	0.12%	0.21%	0.00%	1.00%	1.70%
	Modified Resident Population Over 16	98.70%	0.06%	0.11%	0.00%	0.00%	0.80%	1.23%
	Resident Population Over 16	98.70%	0.07%	0.14%	0.00%	0.00%	1.08%	1.59%
Seymour	Estimated Driving Population	89.05%	4.10%	0.35%	2.08%	0.00%	4.41%	7.10%
	Modified Resident Population Over 16	89.14%	3.13%	0.38%	1.78%	0.00%	4.22%	5.93%
	Resident Population Over 16	88.40%	3.87%	0.52%	1.94%	0.00%	5.27%	5.64%
Sharon	Estimated Driving Population	94.12%	1.38%	0.14%	2.49%	0.01%	1.87%	3.15%
	Modified Resident Population Over 16	95.83%	0.12%	0.13%	2.46%	0.00%	1.23%	1.88%
	Resident Population Over 16	95.93%	0.12%	0.16%	2.38%	0.00%	1.40%	1.97%
Shelton	Estimated Driving Population	88.50%	4.83%	0.12%	3.17%	0.01%	3.36%	8.29%
	Modified Resident Population Over 16	93.69%	1.57%	0.07%	2.72%	0.00%	1.95%	5.34%
	Resident Population Over 16	93.59%	1.63%	0.09%	2.59%	0.00%	2.11%	5.65%
Sherman	Estimated Driving Population	97.61%	0.27%	0.01%	1.02%	0.00%	1.09%	2.29%
	Modified Resident Population Over 16	98.05%	0.00%	0.00%	0.87%	0.00%	0.82%	1.87%
	Resident Population Over 16	98.05%	0.00%	0.00%	0.94%	0.00%	1.01%	2.26%
Simsbury	Estimated Driving Population	90.55%	3.40%	0.05%	3.32%	0.10%	2.59%	4.27%
	Modified Resident Population Over 16	92.84%	1.26%	0.00%	3.18%	0.13%	1.73%	2.41%
	Resident Population Over 16	92.84%	1.54%	0.00%	3.09%	0.13%	2.40%	3.20%
Somers	Estimated Driving Population	84.23%	8.75%	0.34%	1.69%	0.00%	4.99%	7.63%
	Modified Resident Population Over 16	83.55%	9.19%	0.36%	1.52%	0.00%	5.09%	7.57%
	Resident Population Over 16	83.63%	8.95%	0.46%	1.50%	0.00%	5.46%	7.38%
South Windsor	Estimated Driving Population	82.70%	6.45%	0.16%	7.13%	0.12%	3.44%	7.09%
	Modified Resident Population Over 16	82.94%	4.66%	0.14%	8.78%	0.16%	2.40%	5.52%
	Resident Population Over 16	83.28%	4.52%	0.19%	8.52%	0.17%	3.32%	5.36%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
Southbury	Estimated Driving Population	92.82%	2.65%	0.07%	1.98%	0.01%	2.48%	4.93%
	Modified Resident Population Over 16	95.54%	0.98%	0.00%	1.48%	0.00%	1.18%	2.53%
	Resident Population Over 16	95.74%	1.20%	0.00%	1.59%	0.00%	1.46%	3.08%
Southington	Estimated Driving Population	93.28%	2.42%	0.05%	1.90%	0.01%	2.33%	5.35%
	Modified Resident Population Over 16	95.68%	0.96%	0.00%	1.49%	0.00%	1.16%	3.38%
	Resident Population Over 16	95.68%	1.18%	0.00%	1.54%	0.00%	1.60%	3.27%
Sprague	Estimated Driving Population	91.73%	0.83%	0.49%	5.97%	0.00%	0.98%	0.85%
	Modified Resident Population Over 16	91.18%	0.66%	0.51%	6.11%	0.00%	0.78%	0.55%
	Resident Population Over 16	91.27%	0.83%	0.55%	6.45%	0.00%	0.90%	0.63%
Stafford	Estimated Driving Population	94.85%	1.47%	0.04%	1.24%	0.01%	2.39%	4.10%
	Modified Resident Population Over 16	96.30%	0.65%	0.00%	0.84%	0.00%	2.04%	3.42%
	Resident Population Over 16	96.40%	0.64%	0.00%	0.82%	0.00%	2.14%	3.50%
Stamford	Estimated Driving Population	69.89%	11.70%	0.16%	6.80%	0.04%	11.40%	19.99%
	Modified Resident Population Over 16	64.56%	12.65%	0.15%	7.82%	0.03%	13.96%	23.03%
	Resident Population Over 16	62.26%	14.65%	0.16%	7.62%	0.03%	15.28%	24.70%
Sterling	Estimated Driving Population	95.85%	0.63%	1.00%	0.34%	0.00%	2.17%	1.95%
	Modified Resident Population Over 16	95.11%	0.49%	1.05%	0.20%	0.00%	2.12%	1.77%
	Resident Population Over 16	95.11%	0.54%	1.33%	0.20%	0.00%	2.82%	2.24%
Stonington	Estimated Driving Population	92.08%	2.26%	0.23%	2.24%	0.02%	3.18%	3.35%
	Modified Resident Population Over 16	93.62%	1.47%	0.17%	1.59%	0.00%	2.70%	2.09%
	Resident Population Over 16	93.33%	1.80%	0.19%	1.64%	0.00%	3.04%	2.33%
Stratford	Estimated Driving Population	79.63%	11.71%	0.10%	3.63%	0.04%	4.89%	14.24%
	Modified Resident Population Over 16	80.06%	12.09%	0.05%	3.54%	0.04%	4.34%	14.46%
	Resident Population Over 16	79.72%	12.67%	0.06%	3.42%	0.04%	4.09%	14.06%
Suffield	Estimated Driving Population	83.12%	10.41%	0.21%	1.19%	0.01%	5.06%	6.52%
	Modified Resident Population Over 16	83.31%	10.87%	0.22%	0.80%	0.00%	5.07%	5.92%
	Resident Population Over 16	83.40%	10.55%	0.29%	0.84%	0.00%	4.92%	5.75%
Thomaston	Estimated Driving Population	94.61%	1.85%	0.35%	1.05%	0.01%	2.13%	3.53%
	Modified Resident Population Over 16	97.27%	0.42%	0.38%	0.68%	0.00%	0.99%	1.36%
	Resident Population Over 16	97.27%	0.43%	0.49%	0.67%	0.00%	1.14%	1.45%
Thompson	Estimated Driving Population	96.71%	0.85%	0.78%	0.42%	0.10%	1.16%	1.29%
	Modified Resident Population Over 16	96.95%	0.50%	0.87%	0.08%	0.09%	0.82%	0.66%
	Resident Population Over 16	97.16%	0.54%	1.07%	0.08%	0.09%	1.06%	0.81%
Tolland	Estimated Driving Population	93.17%	1.92%	0.04%	1.94%	0.01%	2.92%	4.41%
	Modified Resident Population Over 16	95.46%	0.39%	0.00%	1.45%	0.00%	2.44%	3.16%
	Resident Population Over 16	95.46%	0.40%	0.00%	1.47%	0.00%	2.67%	3.38%
Torrington	Estimated Driving Population	90.37%	2.76%	0.37%	2.65%	0.01%	3.84%	6.21%
	Modified Resident Population Over 16	91.67%	1.93%	0.41%	2.71%	0.00%	3.81%	5.58%
	Resident Population Over 16	91.27%	1.79%	0.47%	2.44%	0.00%	4.03%	6.17%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
Trumbull	Estimated Driving Population	86.71%	5.98%	0.09%	3.60%	0.01%	3.61%	9.09%
	Modified Resident Population Over 16	91.50%	2.62%	0.03%	3.41%	0.00%	2.11%	5.71%
	Resident Population Over 16	91.41%	2.52%	0.03%	3.57%	0.00%	2.48%	5.68%
Union	Estimated Driving Population	96.29%	0.37%	0.46%	0.26%	0.00%	2.62%	5.77%
	Modified Resident Population Over 16	96.60%	0.00%	0.51%	0.00%	0.00%	2.51%	5.90%
	Resident Population Over 16	96.60%	0.00%	0.65%	0.00%	0.00%	2.75%	6.28%
Vernon	Estimated Driving Population	86.34%	5.93%	0.10%	3.62%	0.06%	3.96%	6.03%
	Modified Resident Population Over 16	87.21%	5.46%	0.07%	3.48%	0.06%	3.83%	5.35%
	Resident Population Over 16	87.21%	5.30%	0.09%	3.33%	0.06%	4.02%	5.57%
Voluntown	Estimated Driving Population	96.25%	0.26%	0.23%	0.69%	0.00%	2.58%	1.95%
	Modified Resident Population Over 16	96.34%	0.00%	0.22%	0.45%	0.00%	2.51%	1.66%
	Resident Population Over 16	96.44%	0.00%	0.23%	0.47%	0.00%	2.86%	1.88%
Wallingford	Estimated Driving Population	89.45%	3.61%	0.22%	2.76%	0.03%	3.92%	9.78%
	Modified Resident Population Over 16	92.85%	1.21%	0.21%	2.42%	0.00%	2.90%	8.99%
	Resident Population Over 16	92.85%	1.53%	0.29%	2.52%	0.00%	2.80%	9.12%
Warren	Estimated Driving Population	97.60%	0.30%	0.02%	0.22%	0.00%	1.86%	4.19%
	Modified Resident Population Over 16	97.99%	0.00%	0.00%	0.00%	0.00%	1.73%	3.96%
	Resident Population Over 16	97.99%	0.00%	0.00%	0.00%	0.00%	2.01%	4.26%
Washington	Estimated Driving Population	93.83%	2.08%	0.05%	1.45%	0.00%	2.59%	7.37%
	Modified Resident Population Over 16	94.68%	1.58%	0.00%	1.14%	0.00%	2.30%	7.74%
	Resident Population Over 16	94.78%	1.55%	0.00%	1.09%	0.00%	2.58%	7.99%
Waterbury	Estimated Driving Population	72.08%	14.31%	0.23%	2.02%	0.04%	11.31%	19.39%
	Modified Resident Population Over 16	65.29%	17.74%	0.19%	1.63%	0.04%	14.14%	23.74%
	Resident Population Over 16	62.54%	18.97%	0.22%	1.52%	0.04%	16.71%	27.50%
Waterford	Estimated Driving Population	88.28%	3.81%	0.22%	3.88%	0.03%	3.79%	6.66%
	Modified Resident Population Over 16	90.50%	2.10%	0.15%	3.69%	0.00%	2.59%	4.80%
	Resident Population Over 16	90.59%	2.56%	0.16%	3.78%	0.00%	2.90%	4.63%
Watertown	Estimated Driving Population	91.51%	3.16%	0.42%	1.72%	0.01%	3.18%	4.95%
	Modified Resident Population Over 16	95.11%	1.34%	0.50%	1.39%	0.00%	1.89%	2.24%
	Resident Population Over 16	94.61%	1.32%	0.62%	1.33%	0.00%	2.12%	2.32%
West Hartford	Estimated Driving Population	80.73%	8.36%	0.11%	5.68%	0.02%	5.10%	9.83%
	Modified Resident Population Over 16	82.64%	6.21%	0.07%	6.62%	0.00%	4.19%	8.30%
	Resident Population Over 16	82.91%	6.28%	0.09%	6.34%	0.00%	4.38%	8.15%
West Haven	Estimated Driving Population	74.32%	16.42%	0.20%	3.97%	0.02%	5.07%	12.97%
	Modified Resident Population Over 16	73.20%	17.86%	0.16%	4.01%	0.02%	4.93%	13.30%
	Resident Population Over 16	72.80%	18.37%	0.21%	3.91%	0.02%	4.70%	13.81%
Westbrook	Estimated Driving Population	93.11%	2.08%	0.05%	2.51%	0.06%	2.19%	3.62%
	Modified Resident Population Over 16	94.95%	0.98%	0.00%	2.31%	0.00%	1.42%	2.12%
	Resident Population Over 16	95.26%	1.04%	0.00%	2.30%	0.00%	1.40%	2.10%

Connecticut Municipal Estimated Driving Populations

City/Town Name		White	Black	American Indian/ Alaskan Native	Asian/Pac. Islander	Native Hawaiian	Other	Hispanic
Weston	Estimated Driving Population	94.20%	2.11%	0.02%	1.86%	0.01%	1.80%	4.23%
	Modified Resident Population Over 16	95.09%	1.29%	0.00%	1.52%	0.00%	1.25%	3.08%
	Resident Population Over 16	95.19%	1.66%	0.00%	1.63%	0.00%	1.52%	3.70%
Westport	Estimated Driving Population	86.50%	5.19%	0.08%	4.49%	0.02%	3.71%	7.83%
	Modified Resident Population Over 16	92.91%	1.11%	0.00%	4.38%	0.00%	1.36%	2.48%
	Resident Population Over 16	92.72%	1.40%	0.00%	4.26%	0.00%	1.62%	2.92%
Wethersfield	Estimated Driving Population	88.26%	5.39%	0.07%	2.25%	0.08%	3.95%	9.17%
	Modified Resident Population Over 16	91.02%	3.12%	0.02%	1.48%	0.10%	2.90%	7.86%
	Resident Population Over 16	91.21%	3.25%	0.02%	1.52%	0.10%	3.89%	7.40%
Willington	Estimated Driving Population	95.18%	2.10%	0.29%	0.89%	0.01%	1.54%	3.19%
	Modified Resident Population Over 16	97.75%	1.17%	0.31%	0.27%	0.00%	0.80%	1.84%
	Resident Population Over 16	97.34%	1.17%	0.38%	0.27%	0.00%	0.84%	1.89%
Wilton	Estimated Driving Population	87.09%	4.20%	0.08%	5.31%	0.02%	3.29%	6.98%
	Modified Resident Population Over 16	91.83%	1.02%	0.00%	5.91%	0.00%	0.84%	1.81%
	Resident Population Over 16	91.93%	1.30%	0.00%	5.77%	0.00%	1.01%	2.13%
Winchester	Estimated Driving Population	95.18%	0.78%	0.35%	1.84%	0.00%	1.86%	8.39%
	Modified Resident Population Over 16	95.82%	0.23%	0.39%	1.70%	0.00%	1.53%	9.08%
	Resident Population Over 16	95.92%	0.22%	0.49%	1.64%	0.00%	1.73%	9.50%
Windham	Estimated Driving Population	84.86%	4.78%	0.40%	2.47%	0.01%	7.48%	18.45%
	Modified Resident Population Over 16	84.80%	4.99%	0.51%	2.07%	0.00%	9.20%	24.03%
	Resident Population Over 16	81.89%	5.08%	0.55%	1.81%	0.00%	10.67%	27.25%
Windsor	Estimated Driving Population	70.68%	20.80%	0.11%	4.07%	0.02%	4.32%	8.06%
	Modified Resident Population Over 16	58.10%	32.80%	0.04%	4.54%	0.00%	3.38%	6.32%
	Resident Population Over 16	58.22%	32.77%	0.06%	4.34%	0.00%	4.61%	6.19%
Windsor Locks	Estimated Driving Population	85.34%	6.66%	0.08%	4.60%	0.02%	3.29%	5.93%
	Modified Resident Population Over 16	90.18%	2.98%	0.00%	5.70%	0.00%	1.01%	1.62%
	Resident Population Over 16	89.53%	3.62%	0.00%	5.47%	0.00%	1.38%	2.13%
Wolcott	Estimated Driving Population	93.92%	2.19%	0.49%	1.63%	0.01%	1.77%	6.12%
	Modified Resident Population Over 16	94.92%	1.20%	0.53%	1.47%	0.00%	0.93%	5.03%
	Resident Population Over 16	94.92%	1.52%	0.74%	1.63%	0.00%	1.19%	4.88%
Woodbridge	Estimated Driving Population	87.39%	4.84%	0.09%	5.68%	0.01%	2.00%	4.61%
	Modified Resident Population Over 16	90.78%	1.96%	0.03%	6.42%	0.00%	0.29%	1.28%
	Resident Population Over 16	90.21%	2.43%	0.04%	6.97%	0.00%	0.36%	1.56%
Woodbury	Estimated Driving Population	96.52%	1.22%	0.17%	0.95%	0.00%	1.13%	4.28%
	Modified Resident Population Over 16	98.45%	0.56%	0.15%	0.64%	0.00%	0.47%	3.59%
	Resident Population Over 16	98.14%	0.55%	0.18%	0.61%	0.00%	0.52%	3.68%
Woodstock	Estimated Driving Population	97.14%	0.86%	0.03%	0.69%	0.02%	1.26%	1.51%
	Modified Resident Population Over 16	97.62%	0.59%	0.00%	0.41%	0.00%	0.99%	0.98%
	Resident Population Over 16	97.62%	0.65%	0.00%	0.41%	0.00%	1.32%	1.24%

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The Institute for Municipal and Regional Policy (IMRP) is a non-partisan, University-based organization dedicated to enriching the quality of local, state and national public policy. The IMRP tackles critical and often under-addressed urban issues with the intent of ensuring the most positive outcomes for affected individuals and entities. In doing so, the IMRP bridges the divide between academia, policymakers, practitioners, and the community.

Working for fair, effective, and just public policy through applied research and community engagement, the IMRP utilizes the resources of CCSU students, staff and faculty to develop, shape, and improve public policy on issues of municipal and regional concern. The IMRP accomplishes this through a variety of targeted approaches such as: public education and dialogue; published reports, articles and policy papers; pilot program design, implementation and oversight; and the facilitation of collaborations between the University, government, private organizations, and the general community.

The IMRP aspires to be a respected and visible presence throughout the State of Connecticut, known for its ability to promote, develop and implement just, effective public policy. The IMRP adheres to non-partisan, evidence-based practices and conducts and disseminates its scientific research in accordance with strict, ethical standards.

The IMRP is responsive to social and community concerns by initiating projects addressing specific needs and interests of the general public and policymakers, as well as sponsoring conferences, forums, and professional trainings. Access to state-of-the-art technology and multi-media enhances the IMRP's ability to advance best practices to improve the quality of public policy in the State of Connecticut and nationwide.

