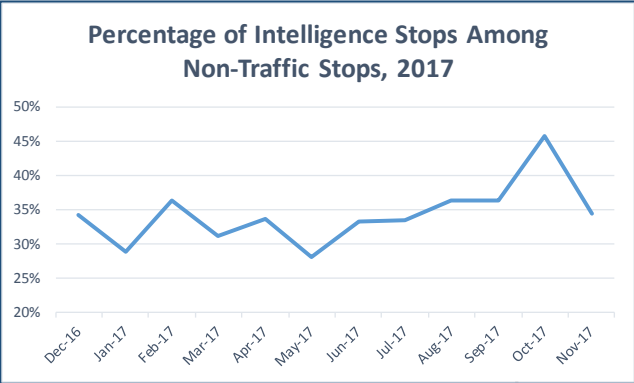


Observations on the Sharp Drop in Number of Stops Following the Introduction of Precision Policing in June 2017

**Presented on Feb 2, 2018 to the OPD Command Staff and
the Independent Monitoring Team by Professor Benoît
Monin from the Stanford Technical Assistance Team.**

(Revision 2.0, 2/4/18)

All Non-Traffic Stops



Intel
Non Intel

3,040 Fewer Stops (-21%)

14,259 Stops Total

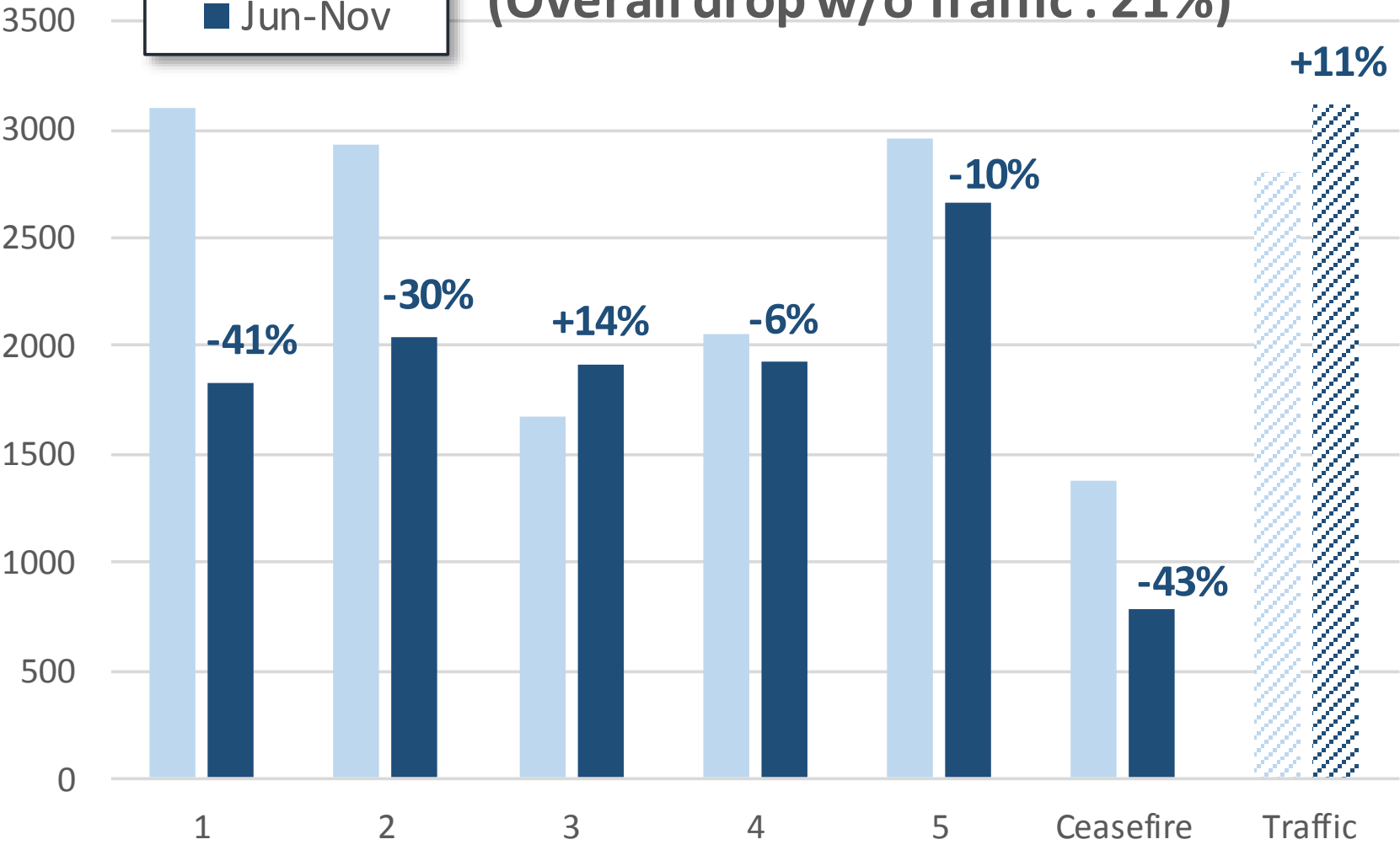
11,219 Stops Total

34% 29% 36% 31% 34% 28% 33% 34% 36% 36% 46% 34%

June 7th: First Citywide RMM Introduction of Precision Policing

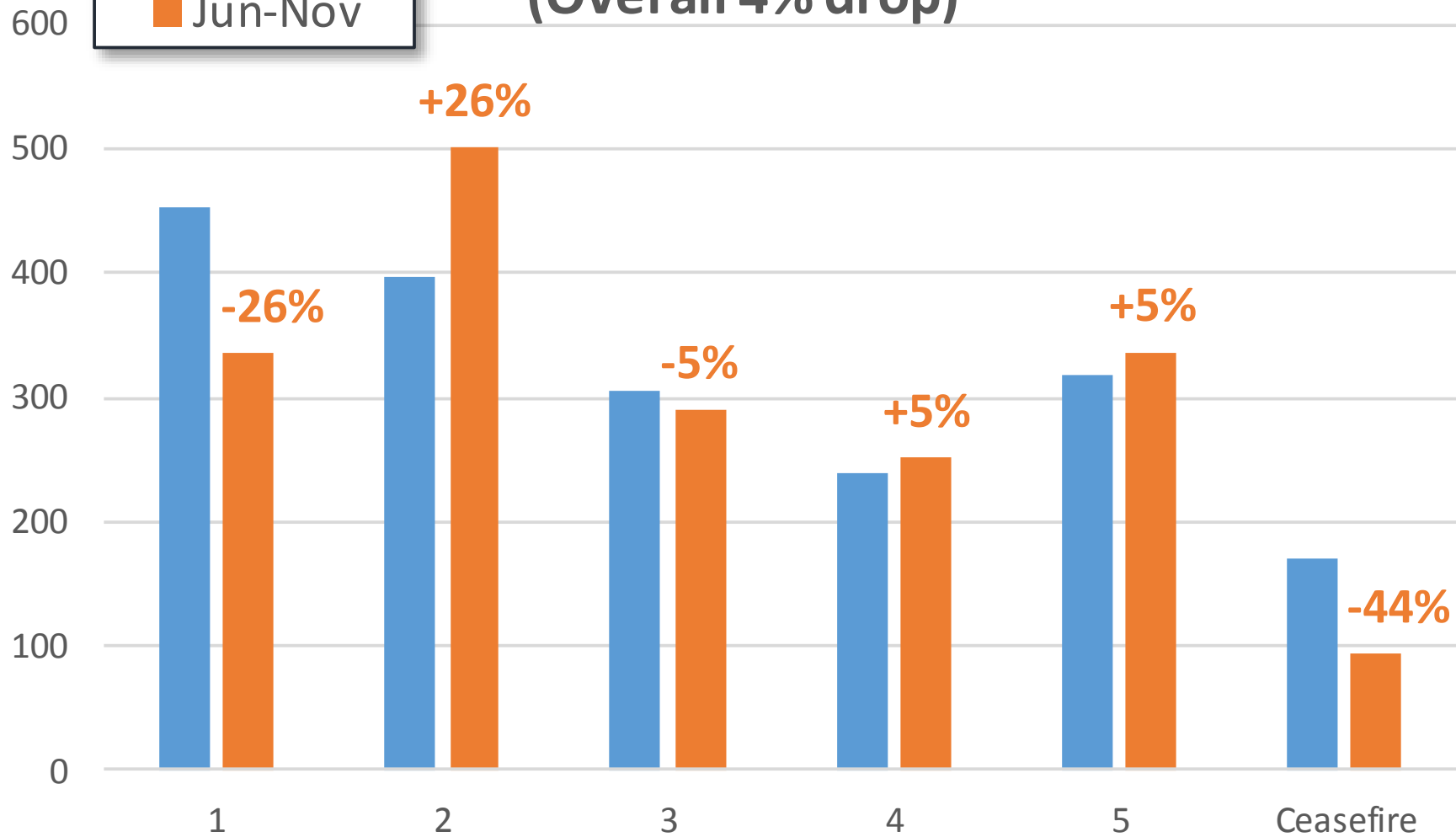


Changes in Total Stop Numbers (Overall drop w/o Traffic : 21%)

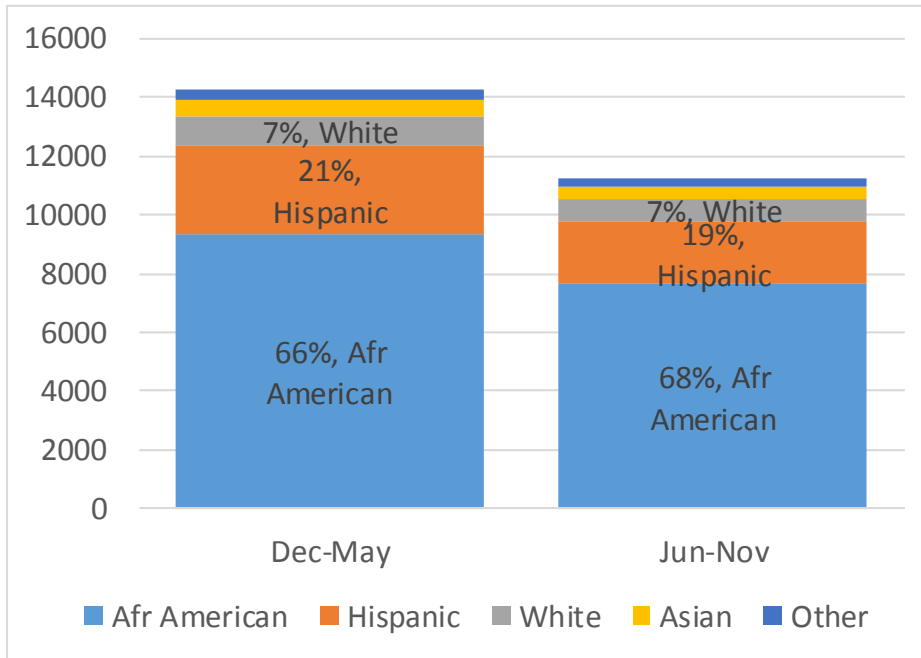


Number of Arrests (Overall 4% drop)

■ Dec-May
■ Jun-Nov



“Disparities” vs. “Footprint”



In a “disparities” focus, we would conclude that very little progress has been made, as the share of African Americans (in non-traffic stops) goes up slightly from 66% to 68%, while Hispanic stops drop from 21% to 19%, and White stops stay at 7%. Looking at absolute numbers, however, note that 1,723 fewer African Americans were stopped, a drop of 18%. More specifically, the number of African Americans who were stopped with no ensuing citation or arrest (one measure of the “policing footprint”) dropped from 6,420 to 5,259, also a drop of 18%.

In the footprint perspective, it is actually useful to eschew percentages to see that in a 6-month period, **1,161 fewer African Americans were stopped in non-traffic stops with no definitive police outcome**. Whites see an even larger percentage drop (-34%) as their footprint goes from 622 to 413, but we see that in terms of impact on the community the numbers are much smaller. Reducing disparities in policing outcomes is notoriously difficult because they are multiply determined, including by sociological factors outside of the police’s control. But changing policies to reduce footprint can make an immediate difference in terms of impact on populations of color, and reduce the greater cost they bear for policing.