



Semi-Annual Contact Card Report

July 1-December 31, 2017

University of Cincinnati Police Division



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I. Introduction

The University of Cincinnati Police Division (UCPD) is committed to bias-free and equitable treatment of all persons while enforcing the law and providing police services. In accordance with the UCPD's *Bias Free Policing Policy* (SOP 4.1.300),¹ a "Contact Card"² is the form that is filled out whenever a UCPD officer conducts a nonconsensual contact (e.g., traffic stop, suspicious persons contact, field interview or arrest). This report is the second in a series of semi-annual reports that describe Contact Card data collected by the UCPD. The purpose of this report is to conduct a comprehensive review of UCPD contact data, to ensure compliance with the UCPD's philosophy of bias-free policing, to analyze crime data, and to aid in officer development, deployment of staff, and development of best practices. In making this information available to the public, this report enhances the transparency of the UCPD to the community it serves. Since this is the second report of this kind, analyses from this six-month period (July-December 2017; hereafter "Period 2") are frequently compared to the previous six-month period (January-June 2017; hereafter "Period 1"). Future reports will continue this trend of examining Contact Card data over time.

Contact cards were created for UCPD use in September 2015 as a way to better capture details regarding nonconsensual stops. In addition to Contact Cards, UCPD officers also record all stops with additional information in an official report that is kept in their Automated Records Management System (ARMS) database. Contact Cards provide supplemental information to these reports, capturing additional information that may not be included in an official report. The Contact Card form underwent revisions in May 2017; this report includes additional information that was not previously captured. Additionally, Contact Cards provide information on activity on and around campus, which allows the UCPD to be more responsive to issues and concerns. It is used as a problem-solving tool, as it contains information to help analyze repeat problems.

First line supervisors and a lieutenant review the Contact Cards prior to being entered into the electronic database by administrative staff. It is a tool to assess individual officer activity and performance to ensure their actions are consistent with the vision, mission, and core principles of the UCPD including transparency, legitimacy, fairness, and accountability. Any abnormalities in officer performance or conduct that are discovered are reported through the chain of command for review. To aid in supervisory review, the Chief directed the crime analyst to begin producing a monthly report for shift commanders and sergeants (for officers within their command) designed to assist them in identifying any potential outliers or abnormalities that should be further examined and documented per policy. Abnormalities will be addressed by the Police Chief. Finally, particular scrutiny of off-campus traffic stops is required per the Traffic Enforcement and Activities Policy. At this time, all off-campus traffic stops require immediate notification of the UCPD chain of command (including the Chief of Police, Director of Public

¹ The UCPD Bias Free Policing policy can be found at: <http://www.uc.edu/publicsafety/reform/resources.html>

² The Contact Card form contains many fields to capture data relative to persons the UCPD comes into contact. For a copy of the most recent version of the Contact Card, please use contact information on the title page of this report.

Safety, and the Vice President for Safety and Reform) who review these stops for consistency with UCPD policy.

II. 2017 UCPD Contact Cards, July-December

Between July 1, 2017 and December 31, 2017, there were a total of 390 Contact Cards recorded by UCPD officers. A single incident, however, can result in multiple contact cards if the officer has a nonconsensual encounter with more than one person. As will be shown, the total number of incidents for Period 2 is 286. Unlike the first report in this series of reports, analyses presented in this report will be provided at both the incident and person level.

Officers may be dispatched (sent by UCPD Communication Center) to a specific destination or they may initiate a stop based upon their own observations. Figure 1 compares Periods 1 and 2 in terms of calls dispatched, calls initiated, and calls that were missing this data. As shown, the number of contact card incidents UCPD officers were involved in increased from 221 in Period 1 to 286 in Period 2. Figure 1 also shows that for Period 2, stops were approximately evenly distributed between those dispatched (48.3%) and those initiated by officers (49.3%), whereas during Period 1, approximately two-thirds of calls were due to dispatch. The increase in officer-initiated contacts is likely due to a short-lived directive by the former Chief of Police to increase traffic enforcement of a particular area with frequent stop sign violations. Rather than continue with traffic enforcement as a means to address this issue, the UCPD has implemented a problem solving initiative that includes change in signage at that particular intersection.

Figure 1. Contact Card Incidents by Type 2017

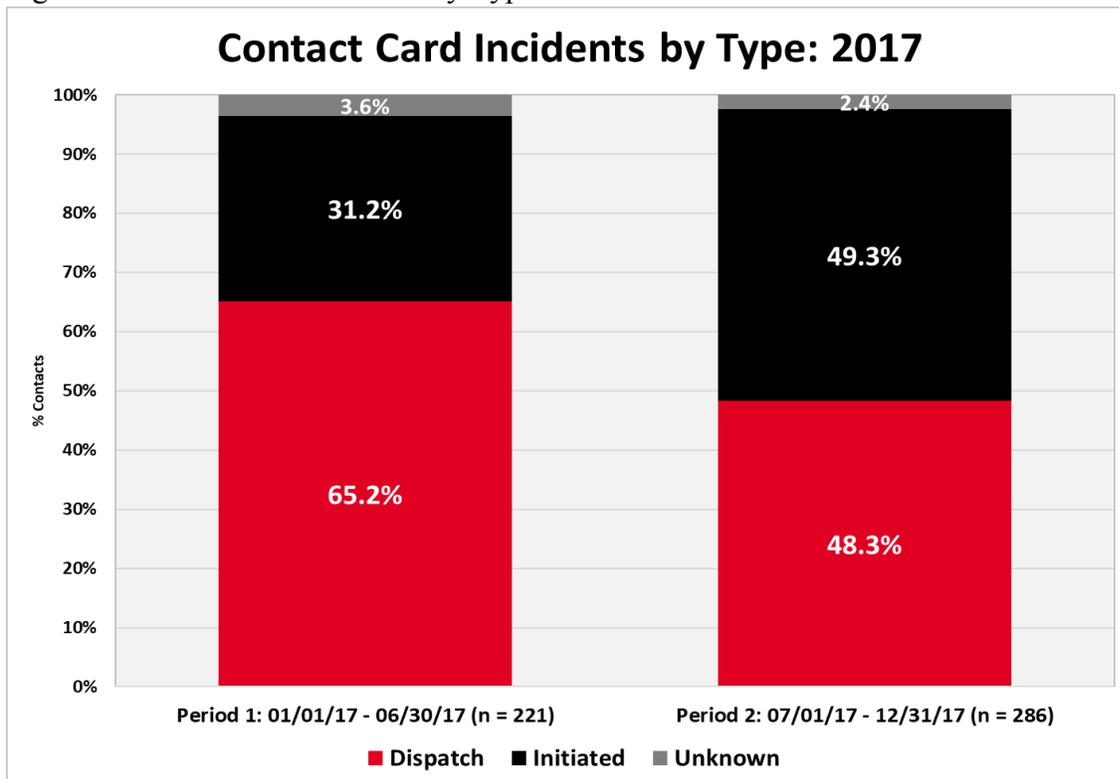


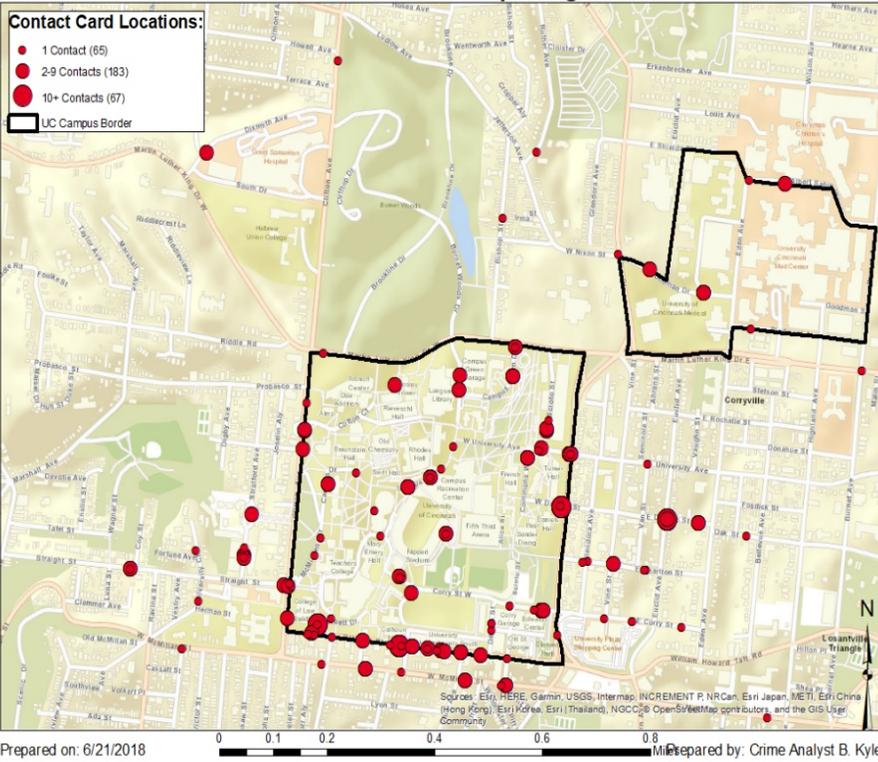
Figure 2 provides information regarding the location of stops resulting in a Contact Card. The overwhelming majority of stops in both periods (85% in Period 2) occurred on UC owned and operated property. These maps show the density of UCPD stops in specific locations on and around campus for both time periods in 2017. As shown in the legend, the larger the circle the more contacts at that location.³ The majority of stops are concentrated on the Uptown West campus of UC and are clustered in similar areas for both periods. These include student residences (e.g., Calhoun Hall, Daniels Hall, Scioto Hall, and University Park Apartments), the Campus Recreation Center and Nippert Stadium. Smaller clusters are evident on the UC Medical Campus. The exception to this similarity between periods is the larger concentration of stops on Corry Street in Period 2 that resulted from the traffic enforcement directive described above.

³ The number in parentheses in the legend next to each size circle is how many circles of that size (or color) are included on the map. Due to clustering and overlap of individual points, all individual points are not visible. In addition, due to missing data, 17 stops are excluded from the map for Period 1 and nine stops are excluded from the map for Period 2. This may lead to differences in the reported numbers of stops as compared to the graphs. The missing data stemmed from incomplete address information on the contact card. This feedback was provided to the Patrol Bureau Commander, who ensured that, moving forward, officers understand the importance of an accurate address data field on the Contact Card.

Figure 2. UCPD Contact Cards: Location of Contacts for Periods 1 and 2

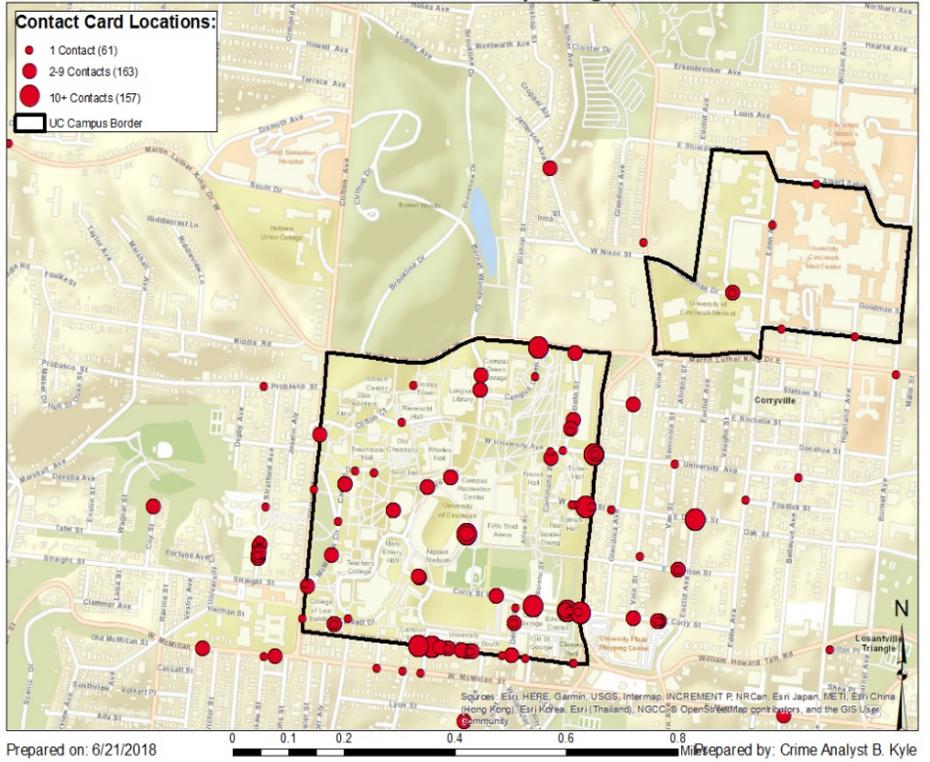
UCPD Contact Cards

Reporting Period: 01/01/17 - 06/30/17



UCPD Contact Cards

Reporting Period: 07/01/17 - 12/31/17



III. UCPD Contact Cards by Demographic Characteristics

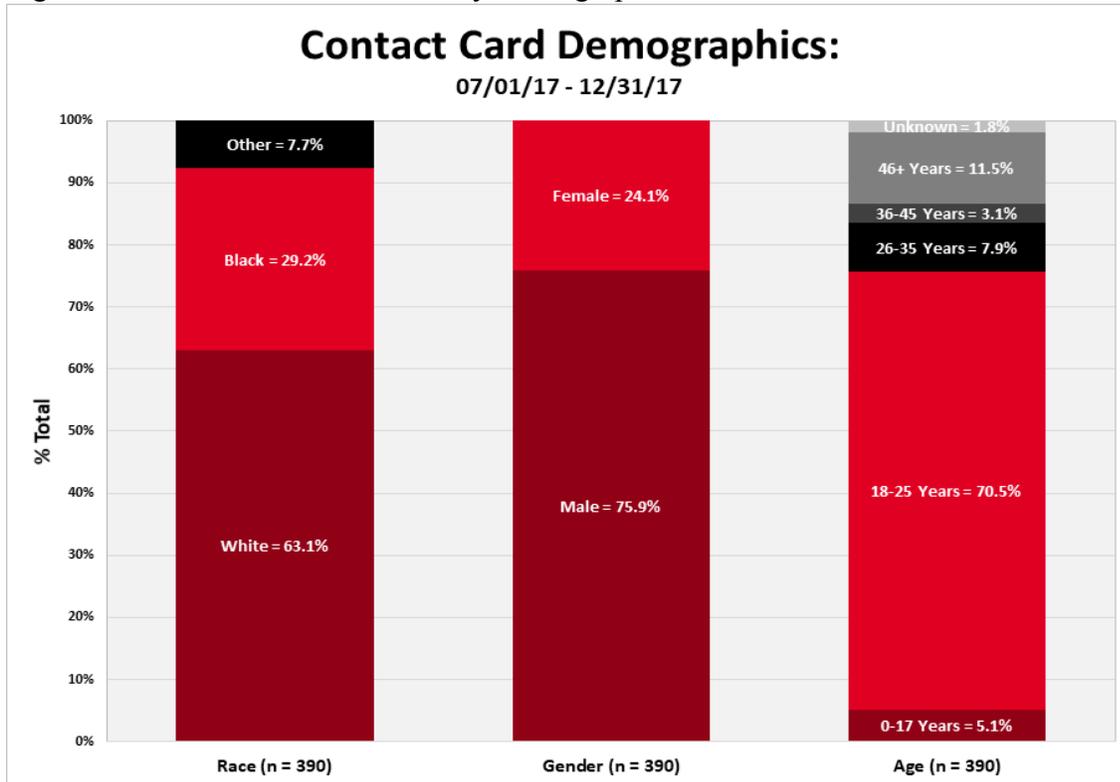
As defined by the Bias Free Policing policy: “The intent, and the only purpose of the Contact Card, is to document UCPD’s non-consensual encounter/contacts with any person.” In an effort to better foster transparency and legitimacy with the community, this section describes the demographic characteristics of the individuals (e.g., gender, age, race/ethnicity) with whom UCPD officers come into contact during nonconsensual stops. The analyses presented in this section are based on the 390 contact cards and involve comparisons between Periods 1 and 2 where appropriate.

Figure 3 displays the demographic characteristics of the individuals stopped by the UCPD. First, Figure 3 shows the percent of UCPD Contact Cards by the race/ethnicity of the subject stopped.⁴ As shown, the majority of individuals stopped by the UCPD in Period 2 were White (63.1%), while 29.2% were Black. Less than 8% of contacts involved Hispanics, Asians, Middle Easterners, Native Americans, and those identified as “other race/ethnicity” by the officers. Although not graphically displayed, the percentages across racial/ethnic groups are generally comparable between Period 1 and 2 in 2017.

Figure 3 also displays information regarding the gender and age of those stopped by the UCPD. The majority of contacts between July and December were of males (75.9%), while only 24.1% of UCPD contacts were of females. Although not graphically displayed, the percentages of stops for males and females during Period 2 are generally comparable to Period 1. Also during Period 2, approximately 70.5% of all stops were of individuals aged 18 to 25 years. This is to be expected, given the general age range of the majority of UC students. This is a slight increase in stops of 18-25 year olds from 66.3% in Period 1. The next most frequently represented age range among UCPD contacts was 46 and older at 11.5%. All other age groups made up less than 8% of all UCPD contacts. Although not graphically displayed, there was a slight decrease in the percent of stops of 0-17 year olds from 8.1% in Period 1 to 5.1% in Period 2.

⁴ The Contact Card’s race/ethnicity categories were revised slightly in May 2017. The previous racial/ethnic categories were: White, Black, Asian, Hispanic, Native American, and other. The revised categories are: White, Black, Asian or Pacific Islander, Hispanic, Middle Eastern, Native American, and other. Due to these revisions and the small number of contacts with persons of these races/ethnicities between July and December 2017 (Hispanic 0.8%, Asians 3.3%, Middle Easterners 1.0%, Native Americans 0.5%), these racial/ethnic groups have been merged with the “other” race/ethnicity (1.8%) for display purposes throughout this report.

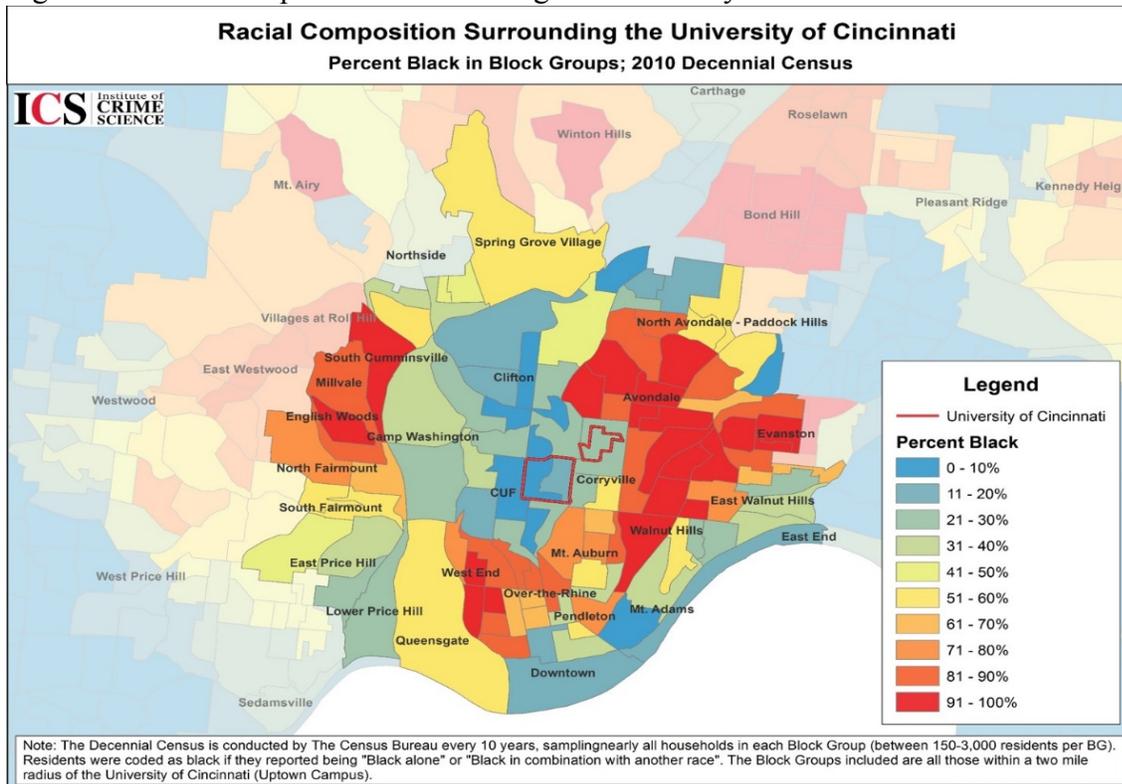
Figure 3. Contact Card Individuals by Demographic Characteristics: 2017



Simply stating the percentages of how often drivers of different races and ethnicities are stopped, however, is not particularly meaningful without comparison to some “expected probability” of these stops of different racial/ethnic groups assuming that no racial discrimination exists by police. These expected probabilities are often referred to as “benchmarks,” “base rates,” or “denominators.” Unfortunately, the combination of the university and urban setting in which the UCPD works makes the construction of such a benchmark challenging for multiple reasons.

First, although readily available and frequently used as a benchmark, Census population figures are limited in their ability to determine expected probabilities of stops. Residential populations do not necessarily represent the pedestrian or driving population in the same areas; this is particularly likely for a campus community. Figure 4 displays the percent Black of the Census block groups surrounding the University of Cincinnati and shows there is wide variation. Census figures also do not include measures of legally relevant driving behavior or other law-violating behavior that may account for racial disparity in stops. Furthermore, even if these disadvantages of Census data were not factors, Census data comparisons for stops in 2017 would be based on data that is nearly a decade old.

Figure 4. Racial Composition Surrounding the University of Cincinnati



The University’s demographic statistics are also limited in their ability to serve as an “expected probability” of stops. First, student demographic statistics are based on all students enrolled at all campuses, including distant learning students. Additionally, the approximately 7-8% of all students who are non-resident aliens are classified as an “international” racial group with no specificity of racial/ethnic groups within that classification. Second, there is no method for measuring demographic characteristics of visitors to campus. Third, demographic characteristics for faculty and staff include only full-time employees, with no data available for part time employees, contractors, or vendors. Finally, there is no data source that combines demographic information for faculty, staff and students.

In short, due to the unique urban university setting for which the UCPD is responsible, there is no reliable data upon which the UCPD can construct an “expected probability” of stops of different racial/ethnic groups against which to compare the contact card data. Instead, the UCPD will continue to rely on other methods to ensure that UCPD officers are treating all persons equitably, without bias, and in keeping with the vision, mission, and core principles of the UCPD. These methods include: 1) a monthly Contact Card report comparing officers within shifts and against historical data, designed to assist supervisors in identifying any potential outliers or abnormalities in officer activity that should be further examined, 2) supervisory oversight in the form of documented field visits, reviews of body worn camera and in-car camera footage, and 3) investigation of all citizen and internally generated complaints, including

immediate notification to the Chief of any allegation of discrimination, racial profiling, or biased policing per the UCPD Internal Investigations and Complaints Policy SOP 4.2.100.

IV. UCPD Contacts: Stop Analyses

UCPD Contact Cards also contain data fields for stop characteristics including the reason for the stop and the resulting action taken by the officer. When filling out their Contact Cards, UCPD officers are required to select a primary reason for each nonconsensual stop conducted from the following list:⁵

- | | |
|-----------------------------|------------------------------|
| 1. Drug/Alcohol Involvement | 6. Suspicious Person/Vehicle |
| 2. Mental Health | 7. Traffic Stop |
| 3. Noise Complaint | 8. Trespass |
| 4. Panhandler | 9. Terry Stop |
| 5. Suspect | 10. Other ⁶ |

Figure 5 displays the percentages of the different reasons for stopping an individual recorded by a UCPD officer. As shown, the largest percentage of contacts was due to drug and/or alcohol involvement (36.2%). Traffic Stops accounted for 21.0% of contacts, while 12.3% of contacts were due to Suspicious Person/Vehicle. The less frequent reasons for stop can also be seen in Figure 12, each accounting for less than 9% of all contacts by UCPD officers.

⁵ Items listed represent the information available in the database in 2017. Certain categories for the “reason for stop” variable were only collected for part of the year (i.e., were removed or added with the card’s revision in May); therefore, no comparison to the previous six months of contact card data is presented.

⁶ Based on the fact that “other” reason for the stop was the third most frequent reason for the stop, the crime analyst performed a comprehensive review of these 47 hard copy contact cards to determine whether they included write-in responses. Of these, 43 had written in a response, while four were blank; 28 of the 47 should have been captured as an existing reason category (e.g., “stop sign” written in, recoded as “traffic stop”, while 15 included a written response that did not fall under existing categories. For the analyses in this report, these 28 cases were recoded as the existing category within which they should have been included, while the other 19 remain as “other.” This also led to the UCPD instituting revisions to the contact card form to capture warrant and assist other agency as reasons for the stop. Furthermore, the importance of officers using the established categories was reviewed with UCPD supervisors by the Crime Analyst.

In the process of checking these contact cards, however, it was discovered that some written responses had already been recoded in the electronic database at the time of data entry, indicating that for a small number of cases, the electronic data did not match the information provided on the contact cards. Although it was suspected to be limited to this data field, in order to ensure data integrity between the completed contact cards and the electronic database, a complete data audit of all 720 contact cards for 2017 was performed in April 2018. The UCPD also ensure data entry moving forward will be based solely on the information on the contact card; if clarification of any entries on the contact card is necessary, the card is sent back to the officer to do so.

Figure 5. Contact Card Individuals by Reason for Stop: 2017

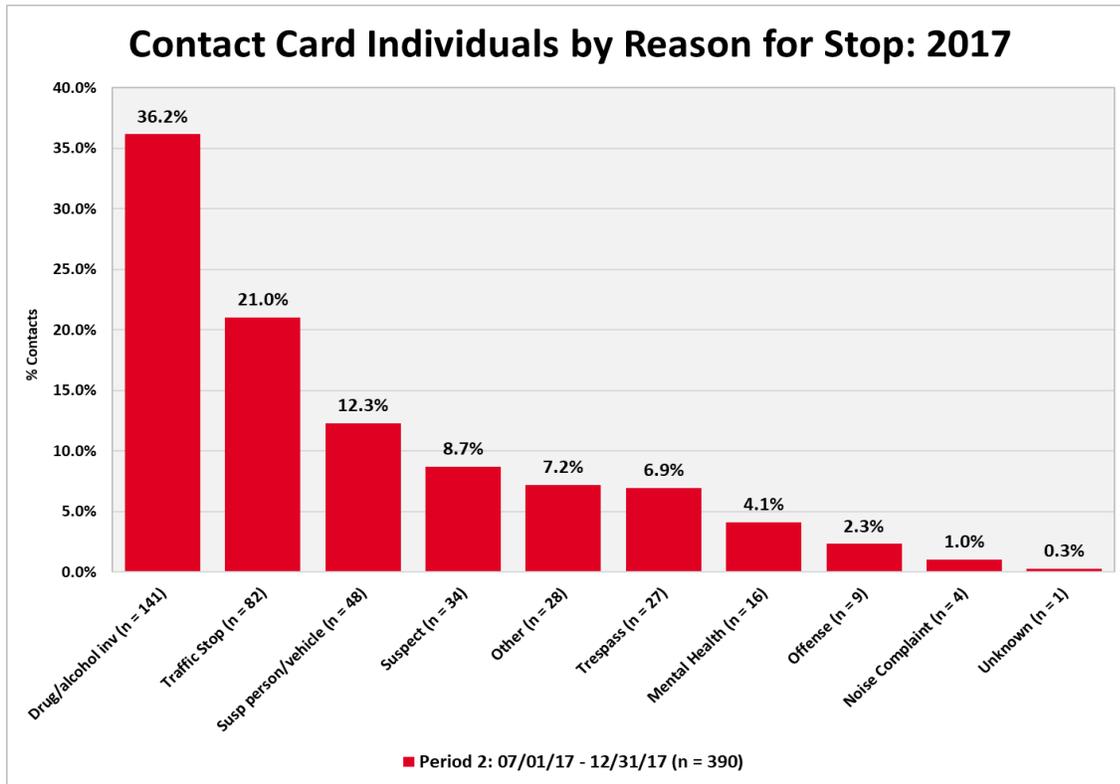


Figure 6 also shows information regarding reason for the stop but analyzes it by the race/ethnicity of the person stopped. For ease of display, the least frequent reasons for the stop are included in the “other” category in this graph. Some differences in reasons for the stop are evident by race/ethnicity. For example, Whites were significantly more likely than other racial/ethnic groups to be stopped for drug/alcohol investigations, while Blacks and those of other races/ethnicities were more likely than Whites to be stopped for reasons related to suspicious vehicles/persons and trespassing. Individuals of other races/ethnicities were more likely than Whites and Blacks to be stopped for traffic stops and mental health. The possible reasons for these differences are being examined by the UCPD.

Figure 6. Reasons for Stop by Race/Ethnicity

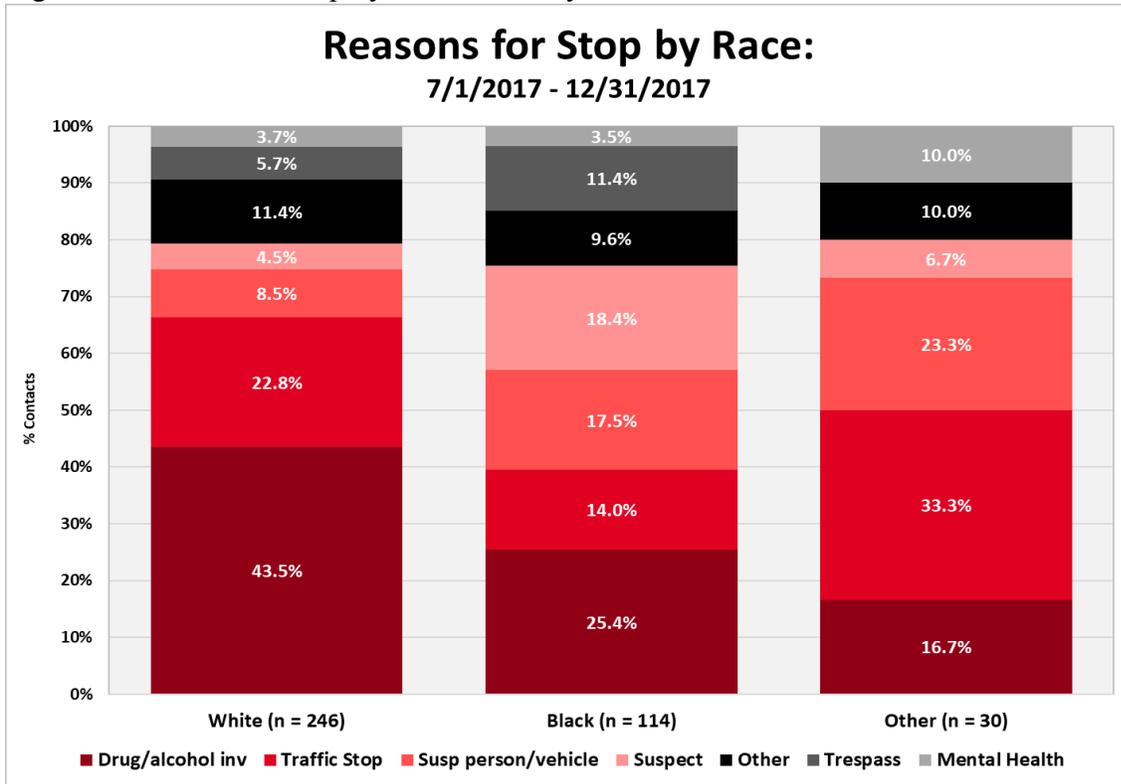
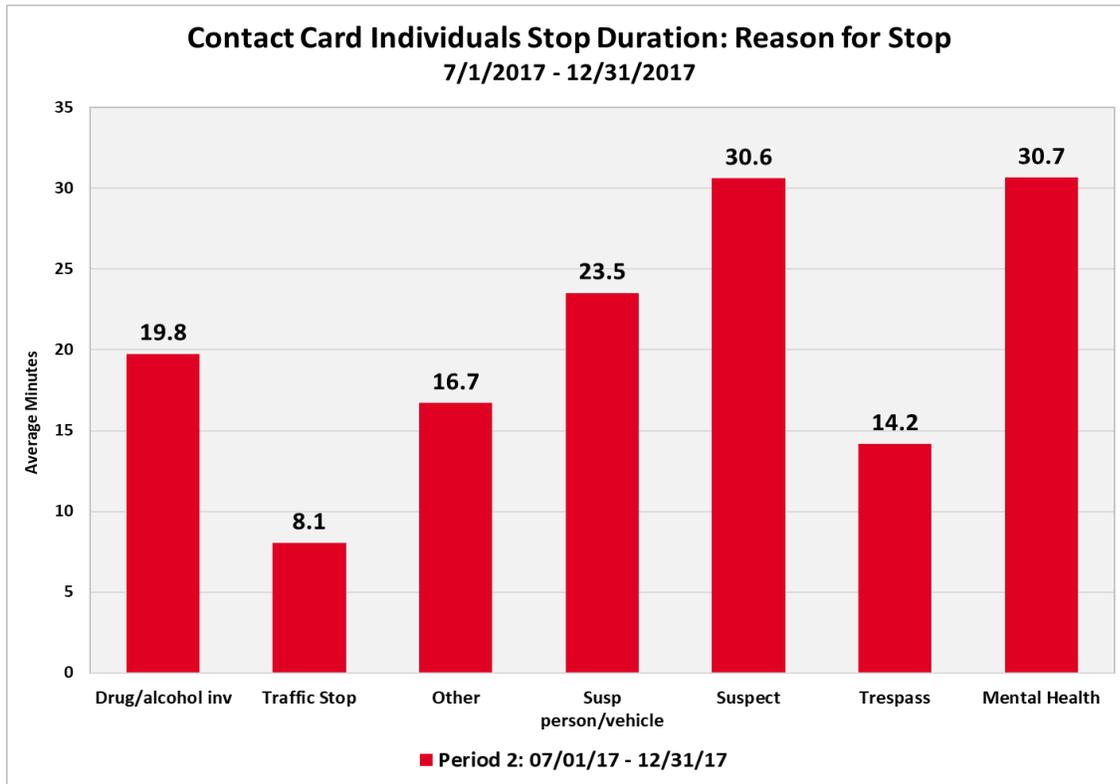


Figure 7 displays information regarding reason for the stop and stop duration. Again, for ease of display, the least frequent reasons for the stop are included in the “other” category in this graph. There are clear differences in stop by duration by the reason for stop. Traffic stops have the lowest average number of minutes (8 minutes), while stops for suspicious persons/vehicles (23 minutes), suspects (31 minutes), and mental health (31 minutes) are, on average, the longest in duration.

Figure 7. Contact Card Individuals Stop Duration: Reason for Stop



V. UCPD Contacts: Post-Stop Analyses

Analyses of post-stop outcomes are an important consideration of any data collection effort because the potential exists for differential treatment based on the individuals' race, ethnicity, gender, and/or age not just in the initial stopping decision but also after the stop has been made. When making a stop, the officer has a series of possible actions they may take as a result of the reason for the stop and what the officer observes during the stop. The possible actions listed on the UCPD Contact Card and their definitions are listed below:

- **Advise:** subject provided with information of a university policy or statute
- **Arrest:** physical seizure of an individual
- **Citation:** subject was issued a court summons
- **Student Conduct Referral:** the student is referred to Student Affairs, for a potential student code of conduct violation
- **Criminal Trespass Warning (CTW):** subject was given a written criminal trespass warning
- **Handled by Other (HBO):** handled by other police agency
- **72 Hour Evaluation / Psychiatric Referral:** taken into custody reference the UCPD's Mental Health Response policy
- **Recite:** subject reissued a court summons from previous infraction
- **SOW:** sent on way, subject was directed to leave the area
- **Transport:** provided transportation to another location

- **Warning:** in lieu of a citation or arrest the individual was given a verbal warning

Figure 8 displays the percentages of the different actions taken by a UCPD officer after stopping an individual. The majority of contacts in both time periods (82% in Period 1, 71% in Period 2) resulted in less serious outcomes (e.g., advise, student conduct referral, sent on way, and warning), while less than 10% of contacts in both time periods resulted in arrests.

More specifically, during Period 2, the largest percentage of stops resulted in a “warning” (26.9%). The second most frequent officer action taken was “student conduct referral,” where in 20.3% of the contacts, the officer directed the violation to be reviewed by the University’s Student Conduct board. For 13.3% of contacts, the officer advised the subject of information related to a university policy or statute and in 10.8% of contacts, the officer sent the subject on their way. UCPD officers arrested subjects in 9% of stops. The other less frequent actions taken and their percentages can be found in Figure 8.

There is some variation in individual outcomes of the stop between Periods 1 and 2. For example, in Period 2 the percent advised and sent on way decreased in comparison to Period 1, while warnings increased considerably and 72 hour evaluations, arrests, citations, and transport contacts increased slightly.

Figure 8. Contact Card Individuals by Outcome: 2017

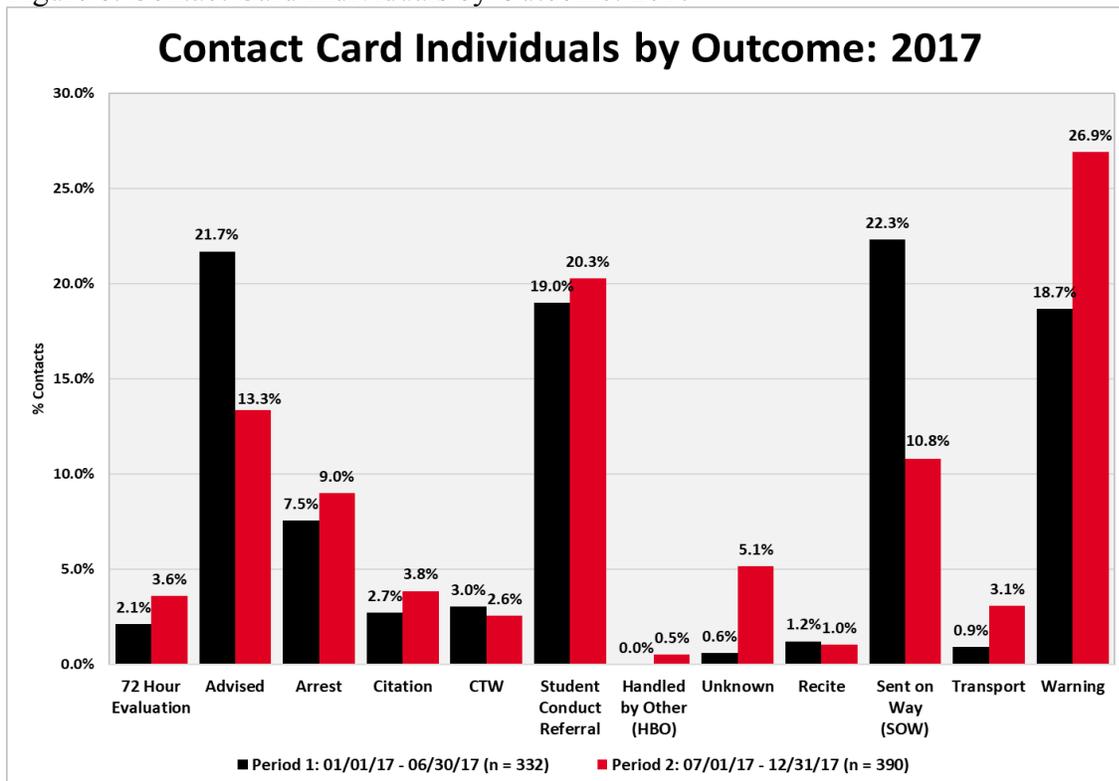


Figure 9 shows the action taken during a stop by the different reasons for the stop for Period 2. This graph shows clear differences. Nearly half of stops made for drugs/alcohol resulted in a student conduct referral. The majority of traffic stops resulted in warnings, while the majority of

the mental health calls resulted in 72 hour evaluations. Finally, as indicated in Figure 9, although only 9% of stops resulted in arrest overall, arrest was a more likely outcome for stops based on the following reasons: suspicious person/vehicle, suspect, and trespass.

Figure 9. Contact Card Individuals: Reason Stopped by Outcome

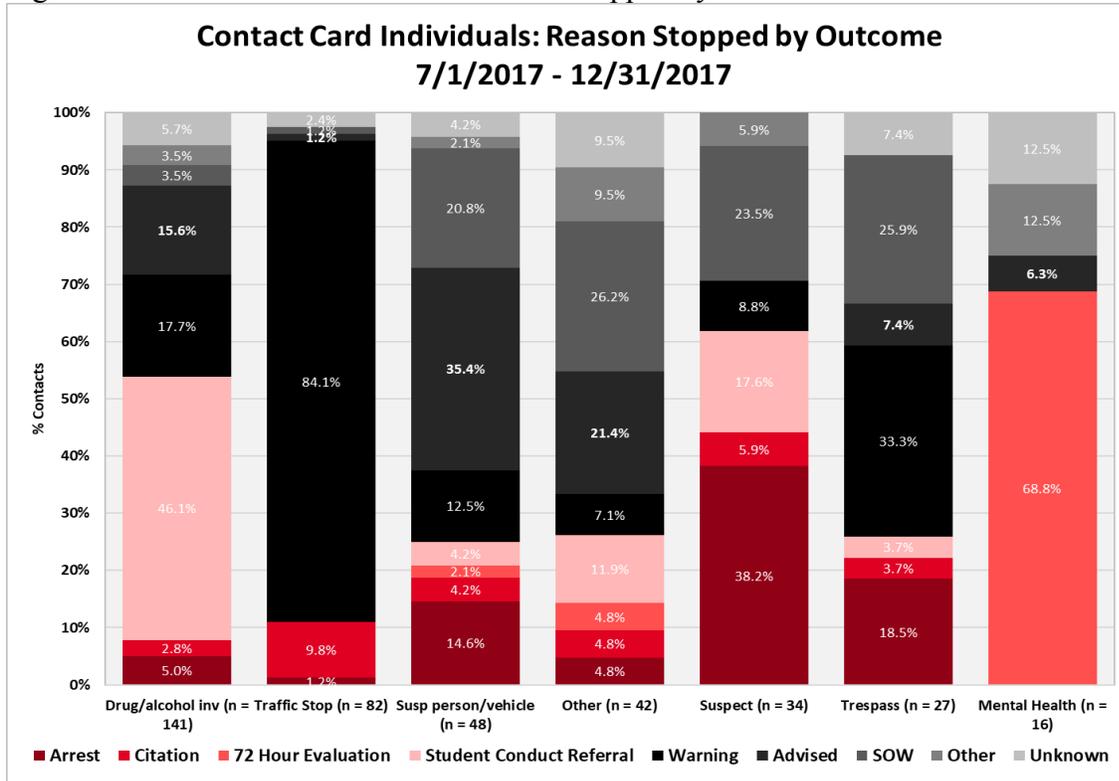


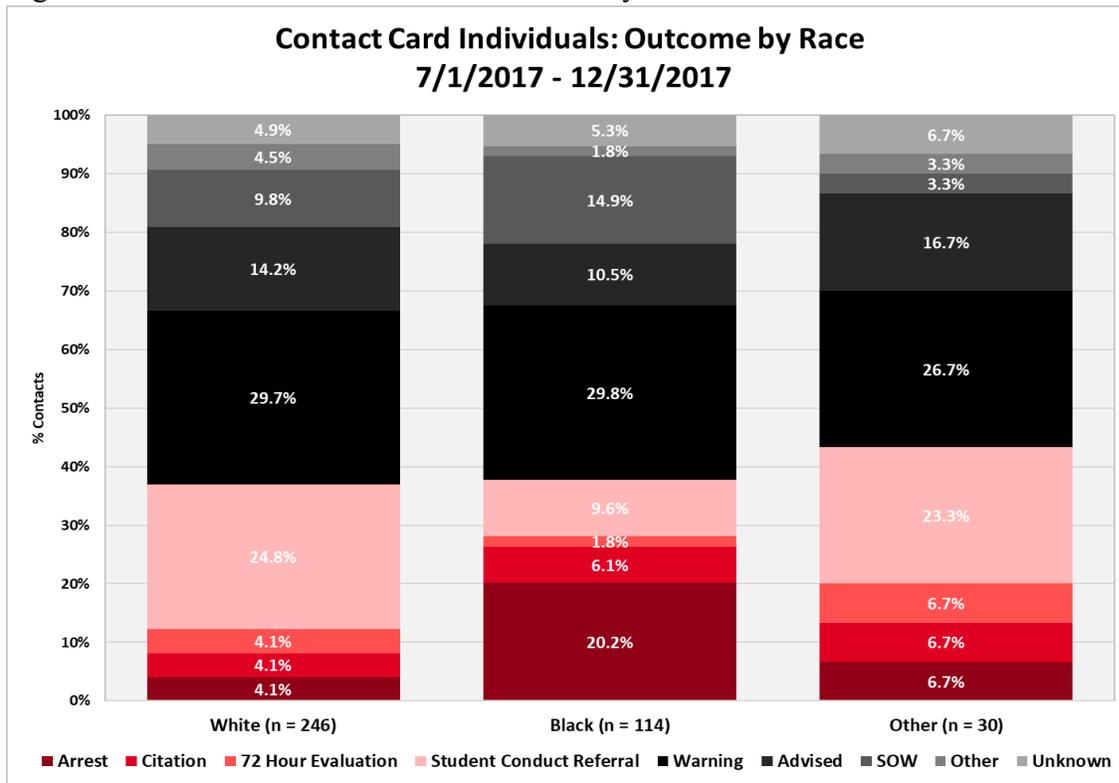
Figure 10 examines the most frequent categories of Action Taken by race/ethnicity.⁷ As shown, similar percentages of Whites (28.0%), Blacks (22.8%), and other minorities (27.9%) received the most common action taken by UCPD officers: being issued a warning. Higher percentages of Whites (25.6%) and other minorities (26.9%) received student conduct referrals than Blacks (11.4%), but this could be due to officers encountering fewer Black students than students of other races as this outcome only applies to UC students. Similar percentages of Whites and Blacks were advised, sent on way, and cited as well.

The biggest disparity in outcomes shown is that Black subjects made up 19.3% of arrests whereas Whites comprised only 4.1% of arrests during nonconsensual stops. After some further analyses of the 34 stops resulting in arrests, the UCPD determined that this disparity was largely the result of dispatched runs compared to self-initiated activity. Specifically, 68% of all stops resulting in arrest were due to a dispatched call, but a higher percentage of arrests of Blacks were

⁷ Due to the small number of stops of those in other racial/ethnic categories (e.g., Asians, Middle Easterners, and Native Americans), these groups have been merged with the “other” race/ethnicity for display purposes. Further, for ease of display, the least frequent actions taken are merged as follows: criminal trespass warnings are included in the “warning” category, recite is included with citations, transport and handled by other are collapsed into an “other” category for action taken.

due to dispatched calls than Whites (72% compared to 60%). Furthermore, a review of the individual arrests during this period showed the majority involved UCPD officers being dispatched to assist Cincinnati Police Department on calls around campus or processing warrants on individuals from other departments, situations that involve less individual officer discretion than a self-initiated stop.

Figure 10. Contact Card Individuals: Outcome by Race



VI. Summary

This report details all 390 UCPD Contact Cards submitted between July 1, 2017 and December 31, 2017 and makes comparisons to the 330 Contact Cards completed between January and June 2017 where appropriate. Contact Cards are filled out by UCPD officers for each individual they come into contact with during a nonconsensual stop (i.e., any traffic stop, suspicious persons contact, field interview or arrest). These data are collected in accordance with the UCPD’s *Bias Free Policing Policy*.

Of the 390 contact cards, the vast majority involved stops on campus (85%). The majority of contacts were of Males (76%), Whites (63%), and subjects between the ages of 18 to 25 years (71%). The most common reason for a nonconsensual stop was drug and/or alcohol involvement (36.4%) followed by traffic stop (20.3%). The most common actions taken to resolve nonconsensual stops were warnings (26.4%), student conduct referrals (21.3%), and advisements (13.1%), where the officers provided the subject with information of a university policy or statute. The outcome of stops did show some variation across the reason for stop. For example, the majority of traffic stops resulted in warnings, the majority of mental health calls resulted in

psychiatric holds, nearly half of stops made for drugs/alcohol resulted in a student conduct referral, and arrest was most likely for stops initiated for the following reasons: suspicious person/vehicle, suspect, and trespass. The outcomes of stops were generally similar across racial/ethnic groups, although a disparity exists for arrests. Black subjects made up 19.3% of arrests whereas Whites comprised only 4.1% of arrests during nonconsensual stops. After further analyses of the 34 stops resulting in arrests, the UCPD attributes this disparity to be due to Blacks being more likely than Whites to be the subject of dispatched runs to assist Cincinnati Police Department or to process warrants from other departments compared to self-initiated activity.

It is important to note that the information reported here is strictly descriptive in nature. This summary does not include analyses that examine causal influences. Nevertheless, the Contact Card data provides important information on the patterns associated with UCPD officers' nonconsensual stops that UCPD supervisors and commanders can monitor for possible anomalies in order to ensure the Division's officers are engaging in fair and non-biased policing. The review of these data will continue to be conducted on a semi-annual basis; corresponding reports will be made publicly available on the UCPD's website (<https://www.uc.edu/about/publicsafety.html>).