# Description of Overall Stop Data

In 2023, the sixth year of RIPA stop data reporting, all city and county law enforcement agencies, all law enforcement agencies of California public schools and universities, and the California Highway Patrol were required to report stop data. In total, 539 agencies reported 4,721,135 stops.

RIPA requires officers to record perceived demographic information of a person stopped, information providing context for the events precipitating the stop, actions taken by officers during the stop, and the outcome of the stop. This data is collected to document law enforcement interactions with the public and determine whether certain identity groups experience disparate treatment during stops. Individuals may self-identify differently than how an officer perceives them. This distinction is important because racial and identity profiling occurs because of how officers perceive civilians and act based on that perception. Some of the demographic characteristics collected (e.g., race, ethnicity, or age) may be easier to perceive based on visible factors. Other identity characteristics (e.g., sexual orientation or disability) may not be as apparent and, therefore, may be perceived less consistently with how stopped individuals self-identify. The Legislature tasked law enforcement agencies with collecting data based on how officers perceive individuals.[1]

Stops with individuals can be separated into different elements that correspond to who is stopped, what initiates a stop (e.g., a call for service), the reason for the stop, the actions an officer takes during the stop, the result of the stop, and duration of the stop. The first section of this chapter observes data pertaining to race or ethnicity, gender, disability status, English fluency, and LBGT status. The second section of this chapter will have a specific focus on youth and dive deeper into the experiences youth have when interacting with law enforcement officers.

## Race and Ethnicity

Officers perceived the highest proportion of individuals stopped to be Hispanic/Latine(x) individuals (43.07%, 2,033,482 stops), followed by White (31.96%, 1,508,816 stops), Black (12.14%, 573,293 stops), Asian (5.72%, 270,230 stops), Middle Eastern/South Asian (5.03%, 237,511 stops), Multiracial (1.22%, 57,444 stops), Pacific Islander (0.57%, 27,100 stops), and Native American individuals (0.28%, 13,259 stops). Persons who were perceived by the officer as more than one race or ethnicity are categorized as Multiracial.

The RIPA data showed noticeable disparities between the rate of stops for persons perceived as certain racial demographic groups and the proportion of those groups in California's population. Black individuals were stopped 126.46 percent more often than expected and Hispanic/Latine(x) individuals were stopped 43.76 percent more often than expected, given the population of the state. Conversely, Asian individuals were stopped 52.82 percent less frequently than expected, and multiracial individuals were stopped 91.08 percent less frequently than expected. White individuals were stopped 4.38 percent less frequently than expected.

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[1] Gov. Code, § 12525.5, subd. (b)(6).

*Figure 1. Percentage of Stops by Race and Ethnicity*
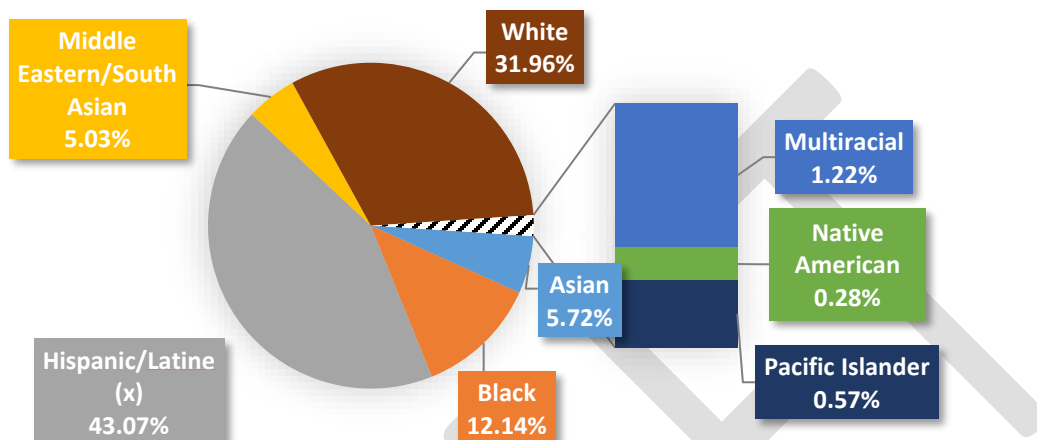


## Gender

Most stops, 99.61 percent (4,702,551 stops), involved persons perceived as cisgender. Cisgender means a person whose gender identity and gender expression align with the person's assigned gender identity at birth, whereas transgender means a person whose gender identity and gender expression do not align with the gender assigned at birth.[2] Among transgender people, persons report being able to "pass" as cisgender, broadly meaning they are not perceived by strangers as transgender.[3] A 2015 survey of transgender persons in the United States found that 40 percent of transgender persons interacted with police or other law enforcement in the past year, and 65 percent of those persons believed that none of the officers thought or knew they were transgender.[4]

Cisgender males (70.92%, 3,348,429) comprised the most common category, while cisgender females were the second most common (28.68%, 1,354,122). The remaining 0.39 percent (18,581 stops) is comprised of persons perceived as gender nonconforming individuals (0.21%, 9,867), transgender men/boys (0.12%, 5,664), and transgender women/girls (0.06%, 3,050).

## Disability Status

Of all stops, 98.94 percent (4,671,095 stops) involved an individual with no perceived disability. Of the remaining 1.06 percent stops (50,040 stops), the most commonly perceived disability was mental health (64.68% of stops with a perceived disability, 32,364 stops), followed by "other" (11.19%, 5,600), speech

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[2] For purposes of completing this data element, the officer shall refer to the following definitions: "Transgender man/boy" means a person who was assigned female at birth but who currently identifies as a man, or boy if the person is a minor. "Transgender woman/girl" means a person who was assigned male at birth but who currently identifies as a woman, or girl if the person is a minor. "Gender nonconforming" means a person whose gender-related appearance, behavior, or both, differ from traditional conceptions about how males or females typically look or behave. A person of any gender or gender identity may be gender nonconforming. For this reason, an officer may select "Gender nonconforming" in addition to any of the other gender data values, if applicable. (See Cal. Code Regs., tit. 11 (2017) § 999.226, subd. (a)(5)(B).

[3] Thomas J. Billard, "Passing" and the Politics of Deception: Transgender Bodies, Cisgender Aesthetics, and the Policing of Inconspicuous Marginal Identities, at p. 467 in THE PALGRAVE HANDBOOK OF DECEPTIVE COMMUNICATION (Tony Docan-Morgan ed. 2019).

[4] The Report of the 2015 U.S. Transgender Survey (2016) National Center for Transgender Equality, at p. 184, available at https://transequality.org/sites/default/files/docs/usts/USTS-Full-Report-Dec17.pdf

impairment (8.58%, 4,291), multiple disabilities (5.41%, 2,707), deafness or difficulty hearing (4.17%, 2,089), developmental (3.24%, 1,622), blindness or limited vision (2.66%, 1,333), and hyperactivity[5] (0.07%, 34).

### English Fluency

In 94.23 percent (4,453,010) of all stops, officers perceived the individual to have English fluency; in the remaining 5.68 percent of stops (268,125), the officer perceived the individual as having limited or no English fluency.

### LGBT

Of all stops, 36,181 (0.77%) involved persons perceived by the officer as lesbian, gay, bisexual, or transgender (LGBT).

## Calls for Service

This report examines the proportion of stops that are in response to a call for service compared to those that are officer-initiated. Calls for service can indicate that the community is requesting an officer to stop an individual or respond to a situation, while officer-initiated stops indicate when an officer stops an individual at the officer's discretion. As such, disparities between the proportion of stops that are officer-initiated compared to calls for service may indicate areas where officers or the community direct their attention.

> **Key Terms**
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> Call for service – a stop made in response to a 911 call, radio call, or dispatch
> Officer-initiated – a stop resulting from the officer's observation, not in response to a call for service

### Race and Ethnicity

Overall, officer-initiated stops are more common than calls for service. Calls for service comprise the highest rate of stops for Black individuals (12.49%, 71,586 stops) and Native Americans (14.13%, 1,874 stops). Alternatively, calls for service occur at the lowest rates for Asian individuals (4.42%, 11,935 stops) and Middle Eastern/South Asian individuals (3.44%, 8,179 stops).

### Gender

Overall, calls for service were a more common cause for contact with persons perceived as transgender, both transgender men/boys (23.00%, 1,303 stops) or transgender women/girls (29.38%, 896 stops). In contrast, cisgender females had only 7.54 percent (102,160 stops) of encounters initiated by a call for service, with similar figures for cisgender males (8.56%, 286,677 stops) and gender nonconforming (9.22%, 910 stops).

### Disability

When comparing stops that were officer initiated versus those initiated by a call for services, the difference for those perceived to have a disability versus those who were not appeared to be stark. Those who perceived to have a disability and whose stops were officer initiated were stopped 43.04 percent (21,538 stops) compared to 92.22 percent (4,307,650 stops) for individuals with no disability.

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[5] Disability related to hyperactivity or impulsive behavior may only be selected if the perceived disability is of a student. (See Cal. Code Regs., tit. 11 (2017) § 999.227 (4)(B)(1).)

### English Fluency

As it relates to stops initiated by calls for service versus officer initiated, differences in language made a smaller difference in calls for service, where 91.76 percent of stops (4,086,039 stops) were officer-initiated for those perceived as being fluent in English, compared to 90.68 percent (243,149 stops) for those with limited or no English fluency.

### LBGT Identity

Individuals perceived as being LGBT had 82.89 percent of stops (29,990 stops) initiated by an officer, compared to 91.77 percent (4,299,198 stops) for those not perceived as LGBT.

## Reason for Stop

This report examines the primary reason stated by an officer for initiating a stop. While officers can select one of eight primary reasons,[6] this report focuses on the two most common reasons stops for traffic violations and stops for reasonable suspicion. The remaining six reasons available to officers are examined collectively as "other reasons."

### Race and Ethnicity

Across all groups, the most common reason for stops was traffic violations. Officers reported the largest share of traffic violations for Middle Eastern and South Asian individuals (94.50%, 224,453 stops), followed by Asian individuals (92.57%, 250,159 stops). On the other hand, officers reported the lowest share of traffic violations for Native American individuals (73.32%, 9,722 stops).

Officers stopped Black individuals at the highest rate (19.57%, 112,194 stops) for reasonable suspicion,[7] the second most common reason for stops overall. Officers stopped Native American individuals at the second highest rate based on reasonable suspicion (18.86%, 2,500 stops).

### Gender

Gender identity groups also had noticeable differences in reasons for stops indicating in part that all gender identity groups experience different types of police interactions. Individuals perceived as transgender were more often stopped due to reasonable suspicion than traffic violations for both transgender men/boys (58.81% traffic, 3,331 stops; 35.06% reasonable suspicion, 1,986 stops) and transgender women/girls (51.21% traffic, 1,562 stops; 41.61% reasonable suspicion, 1,269 stops).

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[6] The reasons for stop include traffic violation, reasonable suspicion, known to be on parole/probation/PRCS/mandatory supervision, knowledge of an outstanding arrest warrant/wanted person, investigation to determine whether the person is a truant, consensual encounter resulting in a search. See Cal. Code Regs., tit. 11 (2017) § 999.226 (a)(10)(A).

[7] "Reasonable suspicion" is a legal standard in criminal law that requires an officer to point to specific, articulable facts that the person is engaged in, or is likely to be engaged in, criminal activity. (See *Terry v. Ohio* (1968) 392 U.S. 1, 21). Reasonable suspicion requires more than an officer having a hunch that the person committed a crime, but is a lesser standard than probable cause, which is required to arrest somebody. (See *Terry*, 392 U.S. at pp. 20-21). To fill a gap in the existing regulations, officers currently select "Reasonable Suspicion" as the reason for stop when an officer suspects criminal activity. Although officers may have reasonable suspicion when initiating stops for traffic violations, the applicable regulations state that officers should not select the "Reasonable Suspicion" value when the reason for stop is a traffic violation. (Cal. Code Regs., tit. 11, § 999.226, subd. (a)(14)(A)(2) <https://oag.ca.gov/system/files/media/ripa-final-text-of-proposed-regulations.pdf> [as of XXX, 2024]).
Instead, officers should select the "Traffic Violation" value as the primary reason for stop. (Cal. Code Regs., tit. 11, § 999.226, subd. (a)(14)(A)(2) <https://oag.ca.gov/system/files/media/ripa-final-text-of-proposed-regulations.pdf> [as of XXX, 2024]).

Perceived cisgender and gender nonconforming individuals were stopped at similar rates, with cisgender females being stopped for reasonable suspicion in 10.97 percent (148,576) of stops (86.54% due to traffic violations, 1,171,875 stops), cisgender males being stopped for reasonable suspicion in 13.78 percent (461,344) of stops (82.62% due to traffic violations, 2,766,595 stops), and gender nonconforming individuals being stopped for reasonable suspicion in 12.73 percent (1,256) of stops (83.89% due to traffic violations, 8,277 stops).

### Disability

For stops involving an individual with a perceived disability, officers reported 20.95 percent occurred as a result of traffic violations and 15.41 percent were due to other reasons. Officers reported 84.37 percent of stops of an individual without a perceived disability were for traffic violations, while only 3.15 percent of stops — almost five-times less than the percentage for those with a disability — were for other reasons. This finding should be interpreted with caution as more research is required to fully examine the intersection between disabilities, officer training, and other demographic variables.

### English Fluency

Officers stopped those who were perceived as being fluent in English at the same rate as those with limited or no English fluency (83.7%, 3,727,213 stops for English fluent; 83.7%, 224,429 stops for limited/no English fluency) for traffic violations. Officers stopped a slightly smaller percentage of individuals fluent in English (12.97%, 577,731 stops) compared to those with limited or no English fluency (13.69%, 36,701 stops) for reasonable suspicion.

### LGBT Identity

Individuals perceived as being LGBT were more likely to be stopped because of reasonable suspicion (24.39%, 8,824 stops) as opposed to those not perceived to be LGBT (12.93%, 605,608 stops).

## Actions Taken During Stop

This report additionally examines the actions taken by officers during a stop. Officers can indicate taking one or more of 25 actions.[8] Or indicate no actions were taken during the stop. Analyses of actions taken during stops include the prevalence of no actions taken, the frequency of use of force actions[9], the use of searches, handcuffing, detention on a curbside or in a patrol car, and ordered exits from a vehicle.

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[8] Actions taken during a stop include: Admission/Written Statement Obtained from Student, Asked for Consent to Search Person, Asked for Consent to Search Property, Baton, Canine Bite, Canine Search, Chemical Spray, Curbside Detention, Electronic Control Device, Field Sobriety Test, Firearm Discharge, Firearm Point, Handcuffed, Impact Projectile Discharge, No Action Taken, Other Physical or Vehicle Contact, Patrol Car Detention, Person Photographed, Property Seized, Removed from Vehicle by Order, Removed from Vehicle by Physical Contact, Search Person Consent Given, Search Property Consent Given, Searched Person, Searched Property, Vehicle Impounded.

[9] Actions defined as use of force include baton, canine bite, chemical spray, electronic control device, firearm discharge, firearm point, handcuffing, impact discharge, other contact, and removed from vehicle with physical contact. Use of force actions are categorized into lethal force, less lethal force, and limited force. Lethal force includes firearm discharge. Less lethal force includes baton, canine bite, chemical spray, electronic control device, firearm point, and impact discharge. Limited force includes handcuffing, other contact, and removed from vehicle with physical contact.

During stops in 2023, 12.63 percent (596,442) of people stopped were searched, 10.17 percent (480,363) were handcuffed, 13.04 percent (615,694) were detained curbside or in a patrol car, and 4.20% (198,085) were ordered to exit a vehicle.

For 2023, officers reported searching and handcuffing Native American individuals at the highest rate. They reported detaining Black individuals curbside or in a patrol car or ordering them to exit a vehicle at the highest rate compared to other racial/ethnic groups. Specifically, of stops involving Native American individuals, 21.56 percent (2,858 stops) included a search and 18.74 percent (2,485 stops) included handcuffing. Of stops involving Black individuals, 18.66 percent (107,000 stops) included detainment curbside or in a patrol car and 6.33 percent (36,306 stops) included an order to exit the vehicle. Conversely, officers reported the lowest rates of all actions in stops involving Middle Eastern/South Asian people (ranging from 1.54% to 4.62%).

RIPA data also reports the number of minutes a stop with an individual takes an officer to complete. Disparities in stop duration could offer additional insights into whether bias affects policing, especially in cases where a stop results in no action taken.

*Duration of Stop by Actions Taken*
*Figure 2. Duration of Stop Comparison by Race and Ethnicity*
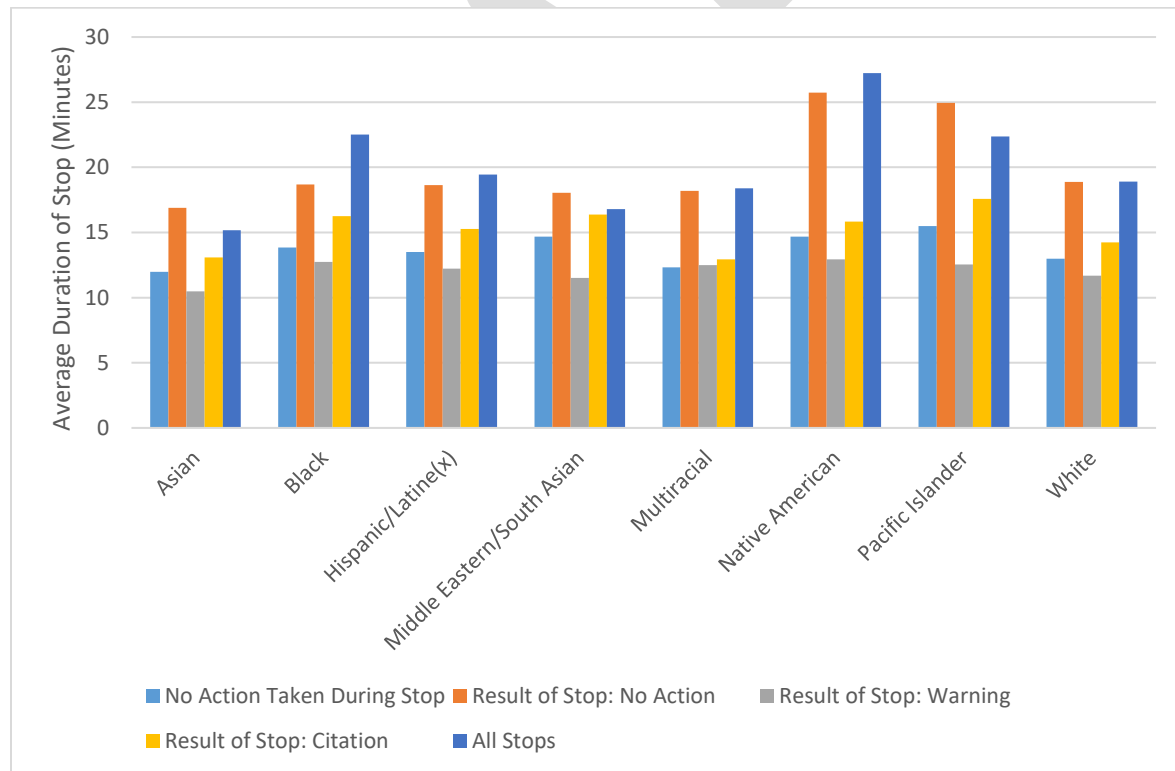


This report examined the duration of stops across race/ethnicity identities for all stops, stops in which no actions occurred, and a subset of common results of stops. On average, stops during which individuals were given a warning were the shortest across all race and ethnicity categories, while stops that resulted in "no action" were the longest. Native American, Black, and Pacific Islander individuals had the largest disparities in stop duration between stops in which no action occurred and those that involved a citation or

warning. The stops of Native American individuals who received a warning were 12.93 minutes on average, whereas stops in which they received a citation averaged 15.84 minutes. However, stops of Native American individuals in which no actions were taken averaged twice as long at 25.74 minutes. Stops in which Black individuals received a warning averaged 12.75 minutes, and stops during which they were cited averaged 16.25 minutes. Stops of Black individuals in which no action was taken averaged 18.67 minutes. Overall, stops of Black individuals averaged 22.51 minutes. Stops during which Pacific Islander individuals received a warning averaged 12.55 minutes, and stops during which they were cited averaged 17.57 minutes. However, stops of Pacific Islander individuals in which no action occurred as a result averaged 24.94 minutes, and all stops of Pacific Islander individuals averaged 22.37 minutes.

## Results of Stop

When entering stop data, officers can select up to 13 different options for the result of a stop.[10] Officers may also select multiple results of stop where necessary (e.g., an officer cited an individual for one offense and warned them about another). Stops most often resulted in individuals being issued a citation (44.93%, 2,121,406), followed by a warning (33.67%, 1,589,723), and then arrest (14.15%, 668,176). Officers reported no actions as the result in under 7 percent of stops (6.71%, 317,018). Each of the remaining results of stops represented less than 8 percent of the data.

### *Race or Ethnicity*

In terms of actions taken during a stop, citations were the most reported result, followed by warnings and then arrest for all racial and ethnic groups except stops involving Black individuals and Native Americans, in which warnings were an equal or more common result of a stop than citations.

Black and Native American individuals were the most likely to have stops resulting in no action taken, while Asian and Middle Eastern/South Asian individuals are the least likely to have a stop result in no actions taken. Stops resulting in no action taken account for 9.10 percent (1,207 stops) of stops involving Native American individuals and 8.28 percent (47,493 stops) of stops involving Black individuals, greater than the 6.71 percent (317,018 stops) overall average. Stops resulting in no action taken account for 4.07 percent (10,998 stops) of stops involving Asian individuals and 3.46 percent (8,229 stops) of stops involving Middle Eastern/South Asian individuals, lower than the 6.71 percent (317,018 stops) overall average.

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[10] Results of stop refers to the outcome of the stop officers may select the following options: no action, warning, citation for infraction, in-field cite and release, custodial arrest pursuant to outstanding warrant, custodial arrest without warrant, field interview card completed, noncriminal transport or caretaking transport, contacted parent/legal guardian or other person responsible for the minor, psychiatric hold, contacted U.S. Department of Homeland Security. (See Cal. Code Regs., tit. 11 (2017) §§ 999.226 (a)(13).)
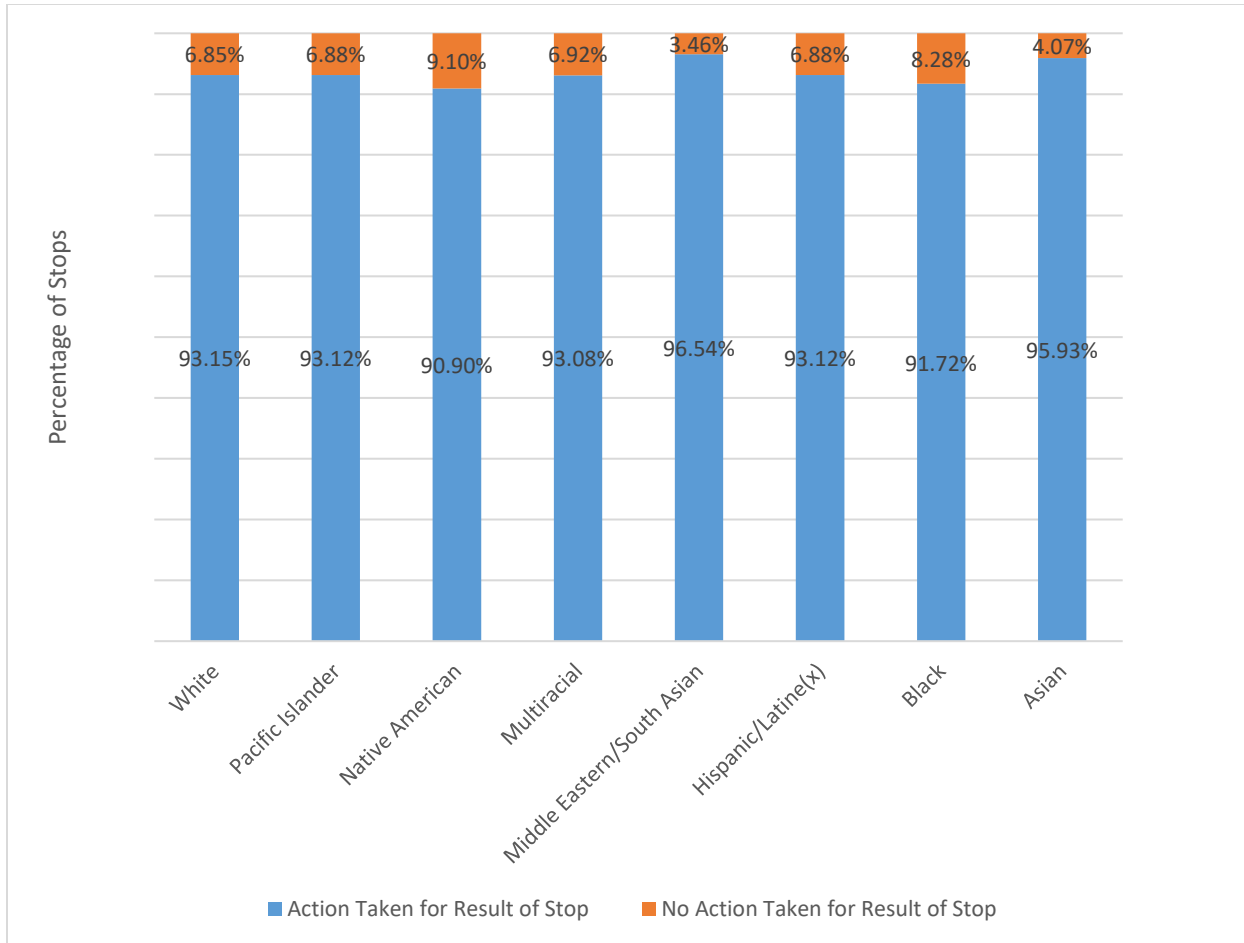
An analysis of the rates of stop results revealed disparities among racial and ethnic groups. Native American individuals were most likely to have stops result in an arrest (24.59%, 3,261 stops), followed by Black individuals (17.34%, 99,399 stops). Stops resulted in an arrest in less than 13 percent of stops for Asian individuals (8.86%, 23,934 stops) and Middle Eastern/South Asian individuals (5.86%, 13,911 stops). Middle Eastern/South Asian individuals were most likely to have stops result in a citation (60.26%, 143,118 stops), followed by Asian individuals (56.55%, 152,818 stops). The individuals least likely to have stops result in a citation were Native American individuals (30.39%, 4,030 stops) and Black individuals (36.02%, 206,494 stops). Stops resulted in a warning at similar rates for individuals in all racial and ethnic groups ranging between 30.71 to 35.65 percent.

## *Gender*

Separating results of stop by gender categories demonstrates marked differences in stops involving gender nonconforming or trans individuals compared to cisgender individuals. Officers reported no action as a result for between 6-7 percent of stop for cis individuals (6.08% cisgender female, 82,324 stops; 6.96% cisgender male, 232,924 stops). In contrast, officers reported no action as a result for 9-11 percent of stops involving gender nonconforming or trans individuals (9.15% gender nonconforming, 903 stops; 9.69% transgender man/boy, 549 stops; 10.43% transgender woman/girl, 318 stops).

For stops that resulted in some action taken, warning and citation were the most common results of stops for all gender categories, with relative differences in patterns for cisgender and nonconforming

individuals compared to transgender individuals. Officers reported stops involving perceived transgender individuals resulting in citations at approximately half the rate as perceived cisgender or gender nonconforming individuals, 43.57 percent (1,459,074 stops for cisgender males) to 48.46 percent (656,188 stops for cisgender females) compared to 20.20 percent (616 stops for transgender women/girls) to 20.67 percent (1,171 stops for transgender men/boys). Conversely, officers arrested individuals perceived as transgender compared to those perceived as cisgender or gender nonconforming at approximately double the rate, 24.44 percent (1,384 for transgender men/boys) to 27.34 percent (834 for transgender women/girls) compared to 12.1 percent (164,727 stops for cisgender women) to 14.93 percent (499,971 stops for cisgender men).

### Disability Status

Officers reported taking no action as a result of stop more often for individuals with perceived disabilities (10.67%, 5,338 stops) compared to individuals without any perceived disability (6.67%, 311,680 stops).

The data show that officers report common stop results at different rates in stops involving individuals with a perceived disability compared to individuals perceived to be without disabilities. Officers reported arresting individuals with a perceived disability (28.20%, 14,109 stops) at higher rates compared to those without a perceived disability (14.0%, 654,067 stops). Conversely, officers gave citations at lower rates to individuals with a perceived disability (7.49%, 3,750 stops) compared to individuals with no perceived disability (45.34%, 2,117,656 stops). Officers arrested individuals at higher rates than citations or warnings only for individuals with a perceived disability.

### English Fluency

Officers reported similar rates of taking no action as a result of stops for individuals perceived as fluent in English (6.76%) as compared to individuals with a perceived limited or no English fluency (5.94%). English fluent and non-fluent individuals had similar rates of stops resulting in citations, warnings, and arrests.

### LGBT Identity

The data show that officers report common stop results at different rates in stops involving individuals with a perceived LGBT identity compared to individuals perceived as non-LGBT Officers reported no actions taken during a stop more often for perceived LGBT individuals (9.43%, 3,380 stops) as compared to perceived non-LGBT individuals (6.69%, 313,638 stops). Officers reported arresting perceived LGBT individuals (25.02%, 9,052 stops) or perceived disabled individuals (28.20%, 14,109 stops) at higher rates compared to perceived non-LGBT (14.07%, 659,124 stops) or without a perceived disability (14.0%, 654,067 stops). Conversely, officers gave citations at lower rates to perceived LGBT individuals (31.73%, 11,481 stops) and individuals with a perceived disability (7.49%, 3,750 stops) compared to perceived non-LGBT individuals (45.04%, 2,109,925 stops) and individuals with no perceived disability (45.34%, 2,117,656 stops). More analysis is needed to fully examine these data trends and ascertain the extent to which LGBT bias may be impacting policing in California.

## Youth-Focused Data Analysis

Overall, the most common perceived age of individuals stopped was between 25-34 (31.2%, 1,473,215 stops), followed by those 35-44 (24.03%, 1,134,497 stops), and 18-24 (15.60%, 736,389 stops). The least common age groups were those in the youngest categories of 1-7 (0.08%, 3,603 stops) and 8-11 (0.07%, 3,165 stops). Other age categories were 12-14 years (0.23%, 10,647 stops), 15-17 year (1.48%, 69,969 stops), 45-54 years (15.20%, 717,418 stops), 55-64 years (8.26%, 389,866 stops), and 65+ years (3.86%, 182,366 stops).

## Actions Taken During a Stop

Compared to the other age categories, officers reported the highest percentage of searches (30.39%, 3,236 stops), handcuffing (27.19%, 2,895 stops), and detainment curbside or in a patrol car (36.07%, 3,840 stops) during stops of youth 12 to 14. Officers reported the highest rate of ordered vehicle exit during stops involving those between ages 15 and 17 (6.74%, 4,718 stops). On the other hand, officers reported the lowest percentage of any of the actions during stops involving people aged 65 and over (ranging from 1.3% to 6.42%).

*Figure 4. Percentage of Stops Including the Indicated Action Separated by Age.*
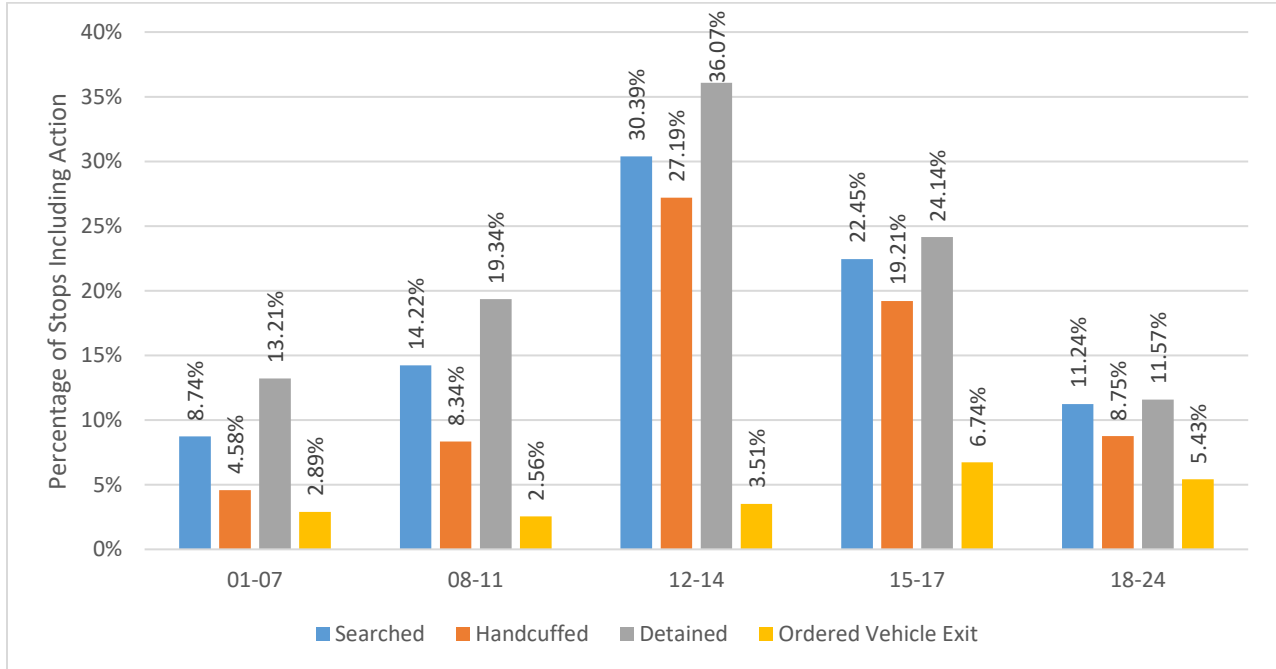


## Types of Use of Force in Youth Stops

In 2023, officers reported 45 incidents where they used a baton on youth under 25 (38 for youth 18-24). That same year, there were 64 reported uses of chemical spray in stops of youth under 25, with four uses occurring in stops of youth between ages 8 and 14. There were 149 total stops involving the use of electronic control devices (2 stops for youth 12-14, 16 for youth 15-17, and 131 for youth 18-24). Officers reported pointing a firearm at youth under 25 during 5,369 stops (3,918 stops for youth 18-24, 1,240 stops for youth 15-17, 195 stops for youth 12-14, and 8 stops each for youth 8-11 and 1-7). Officers discharged a firearm at youth under 25 during 49 stops (37 aged 18-24, 9 aged 15-17, and 3 aged 12-14).

## Results of Stop

In general, as age increased, the likelihood that action would be taken as a result of the stop also increased, except for individuals aged 65 and older. Officers reported taking no action as a result of a stop at noticeably higher rates for persons perceived ages 11 and under compared to all older ages. Rates of no actions taken are lowest for persons perceived ages 1-7 at 27.73 percent (999 stops), 21.80 percent (690 stops) for ages 8-11, 12.19 percent (1,298 stops) for ages 12-14, 10.29 percent (7,198 stops) for ages 15-17, decrease to 6.72 percent (49,450 stops) for ages 18-24 and then consistently decline to their lowest rate of 4.60 percent (8,383 stops) for stops involving individuals aged 65 and over.

Officers reported differing patterns of stop results for children 14 years and younger compared to youth ages 15-17 and individuals 18 and older. Officers arrested youth 12-14 at the highest rate (28.63%, 3,048 stops) and youth 8-11 at the lowest rates (5.94%, 188 stops). Officers cited youth 12-14 at the lowest rate (10.96%, 1,167 stops) and youth 18-24 for about half of stops (50.40%, 371,138 stops). Similarly, officers gave warnings to youth 12-14 at the lowest rate (18.42%, 1,961 stops) and individuals ages 65 and older at the highest rate (38.79%, 70,742 stops).

*Figure 5. Distribution of Results of Youth Stops Separated by Race/Ethnicity*
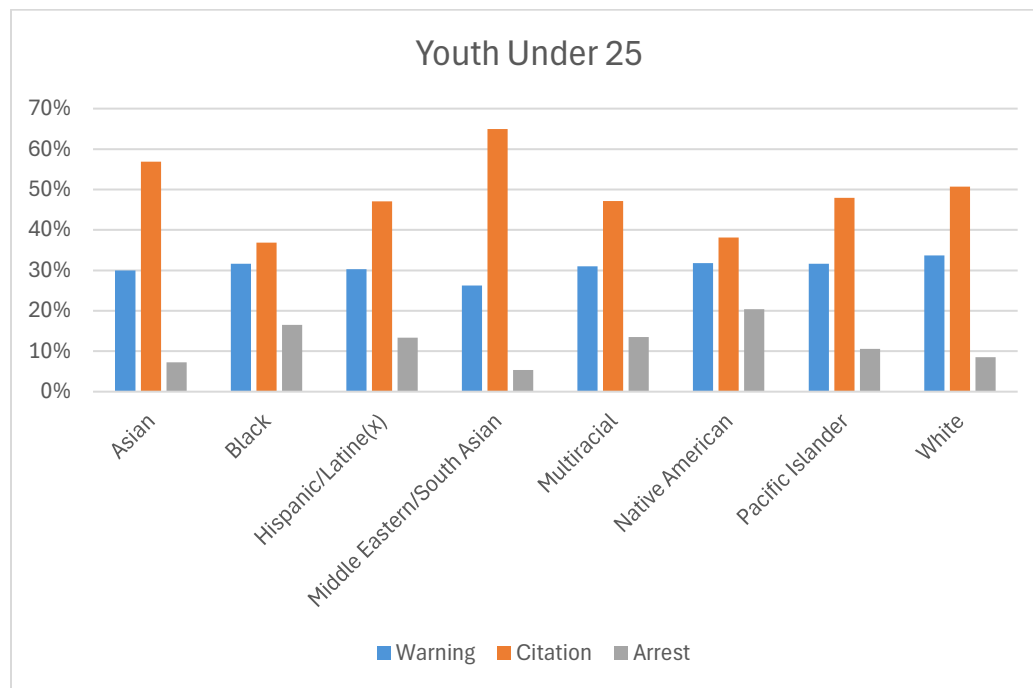


Across all racial and ethnic categories for youth under 25, officers gave out citations the most often, followed by warnings, and then arrests. Officers reported the highest percentage of stops resulting in a citation for stops involving Middle Eastern/South Asian individuals (64.98%, 22,989 stops), followed by Asian (56.87%, 22,670 stops), and White individuals (50.71%, 109,328 stops). Officers gave out warnings the most often in stops involving White (33.71%, 72,672 stops), Black (31.67%, 29,371 stops), and Native American individuals (31.76%, 680 stops). Officers arrested Native American (20.41%, 437 stops), Black (16.50%, 15,302 stops), and Multiracial (13.52%, 1,516 stops) youth most often compared to other groups.

## Analysis of the Intersection of Age and Other Identity Categories

Law enforcement agencies reported 823,773 stops (17.45% of total stops) of individuals perceived as youth 24 and under. Of those 823,773 stops, 17,415 involved individuals who were 14 years old or younger (21.11% of youth stops), and 6,768 (0.82% of youth stops) involved individuals under 12 years of age. RIPA regulations direct officers to make this estimation of age without directly asking a person their age and without the use of a person's identification.[11] Persons generally estimate age by observing a

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[11] Cal. Code Regs., tit. 11 § 999.226, subd. (a)(8).

variety of characteristics such as a person's face, hair, voice, or clothing.[12] In estimating age, researchers have found several biases and varying levels of accuracy. For example, some researchers have found that there is an "own-age bias," that persons can estimate age with higher accuracy when estimating members of one's own age groups.[13] Researchers have found that people can learn to more accurately estimate age, and liquor store clerks, who must estimate age as a job function, did so more accurately than the general public.[14]

Particularly relevant here, researchers have found that law enforcement officers consistently overestimate the age of Black youth relative to other youth.[15] This bias, discussed more fully in part __ of this report, is referred to as the adultification bias. If that bias carries into stop reports recorded for RIPA, that could result in the likelihood of Black youth being incorrectly identified as older than young persons from other racial groups.

The following sections examine disparities between gender, race/ethnicity, perceived LGBT status, Disability, and English fluency for youth stops. To highlight more readily stops of youth and for ease of describing the analyses, going forward, age has been collapsed into three categories: 01 to 17 years, 18 to 24 years, and age 25+.

## *Intersectional Analyses of Age and Gender*

### *Calls for Service*

For individuals 17 years old and younger, there are wide divergences in the why stops were initiated by gender. As shown in Figure 6, persons perceived as cisgender had similar rates of stops that were officer-initiated, with 70.9 percent (1,635) for cisgender females and 76.7 percent (47,368) for cisgender males. However, the rates of officer-initiated stops were smaller for persons perceived as gender nonconforming (60.8%, 183), transgender men and boys (50.2%, 125), and transgender women and girls (34.8%, 40). Only cisgender males under the age of 18 had a share of officer-initiated stops that was higher than the average for the entire data set (74.8%, 65,351). As discussed earlier, the perception and presentation of a person's gender identity has a complicated relationship with law enforcement contact. This relationship not only impacts how an officer perceives a transgender person but also likely affects the circumstances in which an interaction takes place. For example, a 2021 study of Bay Area transgender persons found that being less likely to "pass" as cisgender was associated with a higher likelihood to experience hate crime violence, but a lower likelihood to voluntarily report that incident to police.[16]

### *Reason for Stop*

Gender differences also appeared in officer-reported reasons for stops involving youths 17 and under. Officers reported a higher rate of stopping gender nonconforming and transgender youth for reasonable suspicion than cisgender youth. To that point, officers stopped transgender men and boys (60.6%, 151) as well as women and girls (69.6%, 80) because of reasonable suspicion for the majority of stops. Officers reported similar rates across all three reasons for stop categories for cisgender females and males. One

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[12] See, e.g., Matthew G. Rhodes, Age estimation of faces: A Review (2009) Appl. Cognit. Psychol. 23 at p.3–4; Jenny Vestlund, et al, Experts on Age Estimation (2009) Scandinavian J. Psych 50, at 307.

[13] See, e.g., George & Hole, Factors Influencing the Accuracy of Age Estimates of Unfamiliar Faces (1995) 24 Perception 1059 (finding that persons were more able to accurately estimate ages based on faces of persons closer to their own age).

[14] Jenny Vestlund, et al, Experts on Age Estimation (2009) Scandinavian J. Psych 50, at 305-306.

[15] Goff et al, *The Essence of Innocence: Consequences of dehumanizing Black* children (2014) 106 J. of Personality and Social Psychology. p. 533 <https://www.apa.org/pubs/journals/releases/psp-a0035663.pdf> [as of XX, 2024]

[16] Gyamerah et al., Experiences and factors associated with transphobic hate crimes among transgender women in the San Francisco Bay Area: comparisons across race (2021) BMC Public Health 21:1053 at pp. 7-11.

survey from 2022 reported that among transgender persons who reported being recognized as transgender by law enforcement (i.e., did not "pass" as cisgender), 11 percent were assumed to be sex workers by law enforcement; among transgender women that number ranges from 11 percent for White women to 33 percent among Black women.[17] More research is needed to deeply explore the intersections between age and perceived transgender status.

*Searches Conducted During a Youth Stop by Gender and Age*
*Figure 6. Distribution of Searches in Youth Stops Separated by Gender*



Youth 1-24 Asked for Consent to Search
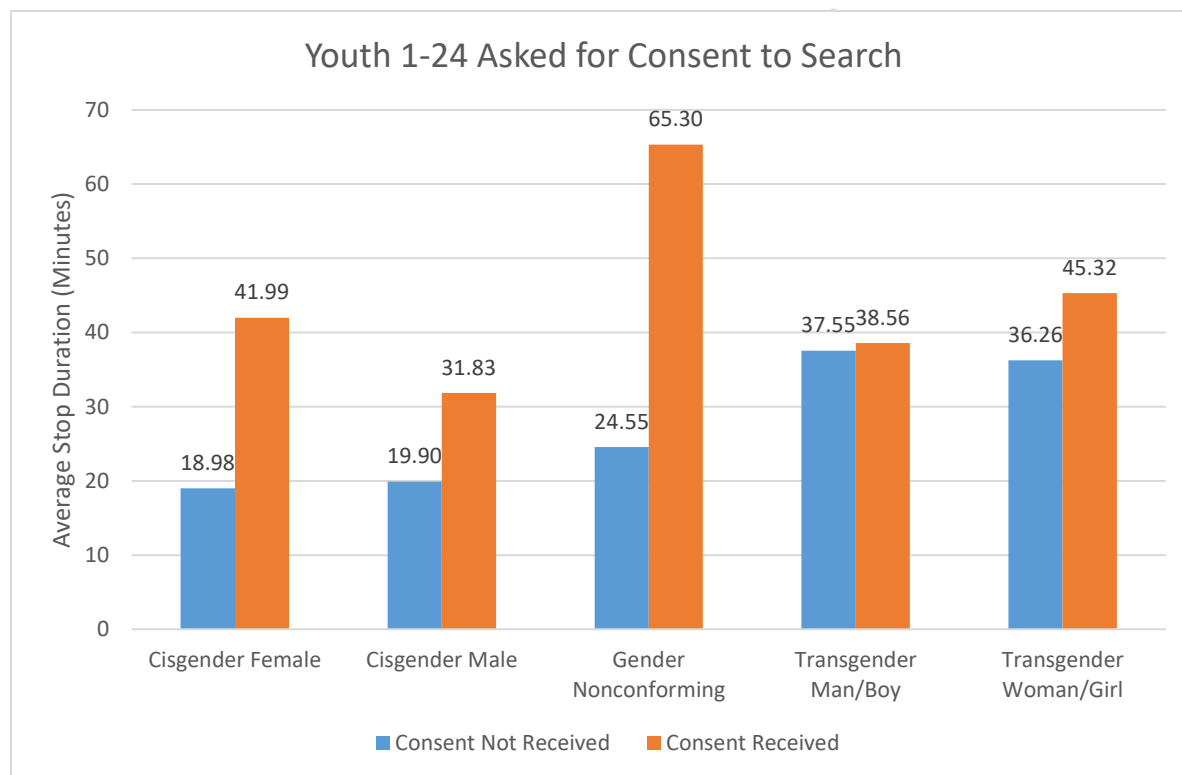
Across all gender categories presented here, officers reported longer stop durations when consent was received versus when it was not received. Among stops where consent was received, stops involving gender nonconforming individuals were the longest (65 minutes) and stops involving cisgender males were the shortest (32 minutes). Among stops where consent was not received, those involving transgender men/boys were the longest (38 minutes) and those involving cisgender females were the shortest (19 minutes). The shortest within-gender disparity was that of stops transgender individuals. Stops involving transgender men/boys were about a minute longer when consent was received versus not, and those involving transgender women/girls were less than 10 minutes longer when consent was received compared to when it was not received.

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[17] The Report of the 2015 U.S. Transgender Survey (2016) National Center for Transgender Equality, at p. 187, available at https://transequality.org/sites/default/files/docs/usts/USTS-Full-Report-Dec17.pdf

## Duration of Youth Stops by Gender and Actions Taken
*Figure 7. Distribution of Actions Taken in Youth Stops Separated by Gender*



**Youth 8 - 24**

| Category | No Actions Taken During Stop | Any Actions Taken During Stop |
|---|---|---|
| Cisgender Female | 14 | 43 |
| Cisgender Male | 14 | 39 |
| Gender Nonconforming | 17 | 57 |
| Transgender Man/Boy | 26 | 53 |
| Transgender Woman/Girl | 19 | 52 |

■ Any Actions Taken During Stop  ■ No Actions Taken During Stop
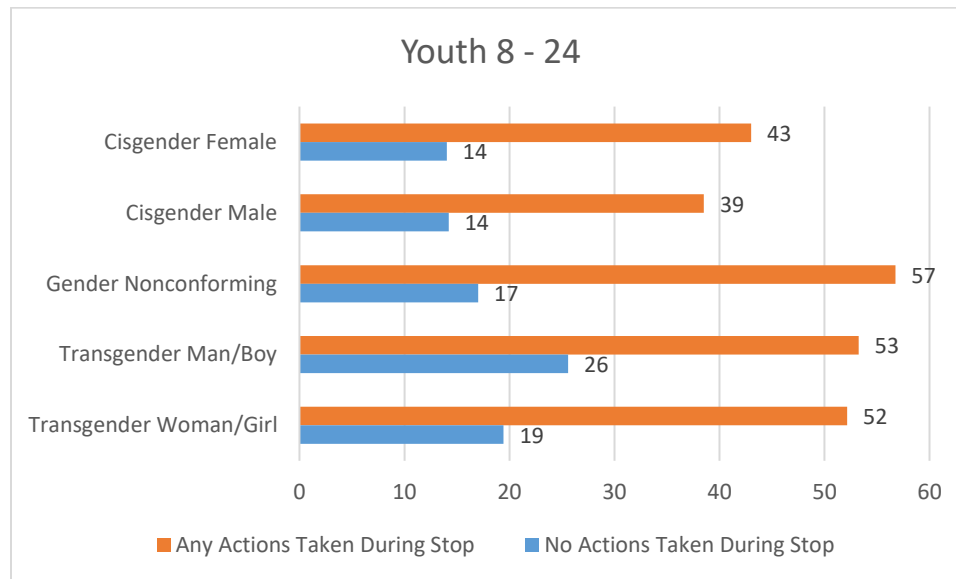
Across all gender categories presented here, stops where any actions were taken were longer than those where no actions were taken. Among stops where any actions were taken, those involving gender nonconforming (57 minutes) and transgender individuals (53 and 52 minutes) were the longest. Among stops where no actions were taken, stops involving the same gender groups were the longest (26, 19, and 17 minutes). The smallest within-gender duration disparity occurred in stops involving transgender men/boys. Stops where any actions were taken were twice as long compared to those where no actions were taken. The largest within-gender duration disparity was in stops involving gender nonconforming individuals. Stops where any actions were taken were more than three times as long when actions were taken versus no actions were taken.

## Use of Force in Youth Stops

In stops of youth, cisgender males have the highest count of stops involving the use of force at all ages. At ages 1-7, 228 stops included the use of force (10.07%), 279 stops (13.33%) at ages 8-11, 2,146 stops (30.57%) at ages 12-14, 11,444 stops (22.67%) at ages 15-17, and 58,262 stops (11.17%) at ages 18-24. Transgender youth — both transgender men/boys and women/girls — experienced force during a higher percentage of stops at ages 8-24 than other gender groups. Transgender men/boys experienced force during 25.00 percent (2) of stops at ages 8-11, 36.00 percent (18) of stops at ages 12-14, 40.21 percent (76) of stops at ages 15-17, and 22.37 percent (215) of stops at ages 18-24. Transgender women/girls experienced force during 50.00 percent (1) of stops at ages 8-11, 50.00 percent (14) of stops at ages 12-14, 34.15 percent (28) of stops at ages 15-17, and 30.56 percent (154) of stops at ages 18-24. By comparison, cisgender females have the lowest rate of force across ages 8-24 and experienced force during 9.74 percent (102) of stops at ages 8-11, 25.62 percent (623) of stops at ages 12-14, 16.90 percent (3,213) of stops at ages 15-17, and 7.44 percent (15,724) of stops at ages 18-24.

In 2023, there were 45 total reported baton uses on persons under 25 (38 are youth 18-24). For cisgender males 15-24, officers reported 34 stops where a baton was used. A total of two baton uses were for a person perceived as transgender or gender nonconforming. Cisgender males were the most common recipients of youth chemical spray use (46) followed by cisgender females (15), gender nonconforming

(2), and transgender woman/girl (1). Cisgender males were the most common recipients of electronic control device use (135), followed by cisgender females (9). There were no reported uses of electronic control devices on transgender or gender nonconforming youth in 2023. Officers most frequently point firearms at cisgender males (4,501), followed by cisgender females (839), gender nonconforming youth (14), transgender men/boys (13), and transgender women/girls (4). Officers discharged firearms at cisgender male youth in 42 stops, cisgender female youth in five stops, and gender nonconforming and transgender man/boy youth in a single stop each.

### Intersectional Analyses of Age and Perceived Disability Status

The comparison of reported stops of youth who are perceived as having a disability to youth perceived as not having any disability indicate some differences in stops for individuals 17 and under.

### Call for Service by Perceived Disability

Youth perceived as having a disability were stopped due to a call for service at higher rates than youth perceived to not have a disability. For youth with perceived disabilities, a call for service was the initiation for 75.1 percent of stops compared to youth not perceived to have a disability (23.8%) and the overall category of individuals perceived as having a disability (56.96%).

### Reason for Stop by Perceived Disability

Officers reported the most common reason for stopping individuals 17 and under with a perceived disability was reasonable suspicion (68.1%, 1,643), followed by other reasons (27.9%, 671), and then traffic violations (4%, 97). On the other hand, the most common reason for stopping individuals with no perceived disability was for a traffic violation (58.7%, 49,914), followed by reasonable suspicion (33.3%, 28,316), and then other reasons (7.9%, 6,742).

### Use of Force in Youth Stops by Perceived Disability

Across all age groups, youth perceived to have a disability experienced force during a higher percentage of stops than youth with no perceived disabilities. For ages 12-14, the difference is smallest, with 42.05 percent (307) of stops of youth perceived with a disability involving the use of force, compared to 28.04 percent (2,781) of stops of youth perceived to have no disabilities. The difference is greatest for ages 18-24, where 52.07 percent (2,066) of youth perceived with a disability experienced force compared to 9.89 percent (72,473) of youth perceived to have no disabilities.

There was one reported incident of baton use on a youth perceived to have a disability. Two incidents involving the use of chemical spray were reported in stops of youth perceived to have a disability. Electronic control devices were used in 17 stops involving youth perceived to have a disability. A total of 67 stops included pointing firearms at youth perceived to have any disability. For 2023, officers did not report any stop involving the discharge of a firearm at a youth perceived to have a disability.

*Figure 8. Distribution of Use of Force for Youth and Perceived Disability*
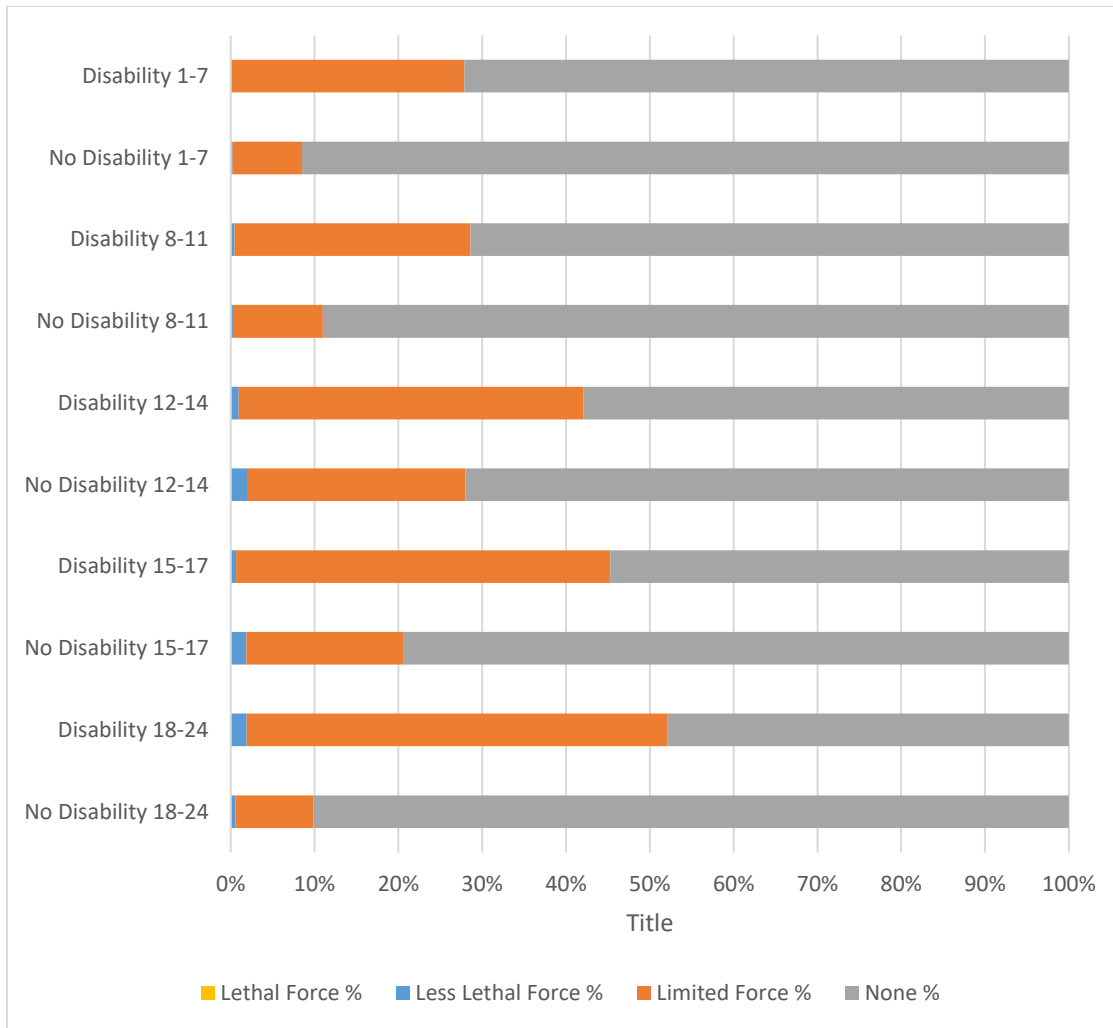


## Intersectional Analyses of Age and Perceived English Fluency

The comparison of officers' reported stops with youth who are perceived as fluent in English to youth perceived as having limited or no fluency in English indicates some minimal differences in stops for individuals 17 and under.

### Call for Service in Youth Stops by Perceived English Fluency

Youth who were perceived as not fluent in English were stopped due to calls for service and officer-initiated stops at similar rates to youth perceived as fluent in English.

### Reason for Stop in Youth Stops by Perceived English Fluency

English fluency shows smaller differences. For instance, officers reported 57.1 percent (47,991) of stops involving English-fluent minors were for traffic violations, while 60.8 percent (2,020) of stops involving minors with limited or no English fluency were for traffic violations.

### *Use of Force in Youth Stops by Perceived English Fluency*

Compared to youth perceived as having English fluency, youth perceived to have limited or no English fluency experienced force at a higher rate. The difference is highest for ages 1-7 with 21.40 percent of 61 stops including force for limited or non-English-fluent youth compared to 7.75 percent of 257 stops for English-fluent youth. The next highest difference is for ages 18-24 with 21.39 percent of 5,883 stops including force for youth with limited or no English fluency compared to 9.69 percent of 68,656 stops for English-fluent youth. For ages 12-14 the rates reverse, with youth with limited or no English fluency (22.65% of 94 stops) experiencing force during a lower percentage of stops than English-fluent youth (29.26% of 2,994 stops).

A total of 173 stops included officers pointing firearms at youth perceived to have limited or no English fluency. Officers discharged firearms at youth perceived to have no or limited English fluency in two stops.

### *Intersectional Analyses of Age and Perceived LGBT Status*

The comparison of officers' reported stops with youth who are perceived as LGBT to youth perceived as non-LGBT indicates some differences in stops for individuals 17 and under.

### *Call for Service in Youth Stops by Perceived LGBT Status*

Youth perceived as LGBT were stopped due to a call for service at higher rates as compared to perceived non-LGBT youth and adult LGBT individuals. For LGBT youth, 46.9 percent (442) of stops were due to a call for service, compared to non-LGBT youth (25%, 64,851) and all LGBT individuals (17.1%, 6,191).

### *Reason for Stop in Youth Stops by Perceived LGBT Status*

Officers reported most stops of LGBT youth occurred for reasonable suspicion (53.2%, 501), while for non-LGBT youth, most stops were for traffic violations (57.5%, 49,703).

### *Use of Force in Youth Stops by Perceived LGBT Status*

Youth perceived as LBGT experienced force at a higher rate than non-LGBT youth. The difference in percentage is smallest among youth ages 18-24, where LGBT youth experienced force during 16.35 percent of stops (1,052), while non-LBGT youth ages 18-24 experienced force during 10.07 percent of stops (73,487). Conversely, the difference is highest at ages 15-17, where LGBT youth experienced force during 31.31 percent of stops (222), while non-LGBT youth ages 15-17 experienced force during 21.06 percent of stops (14,586).

Officers did not report using a baton in stops with youth perceived as LGBT. They reported the use of chemical spray in two stops involving youth perceived as LGBT and the use of electronic control devices in one stop for youth perceived as LGBT.

A total of 48 stops included pointing firearms at youth perceived to be LGBT. Officers discharged firearms at a youth perceived to be LGBT in three stops.

### *Intersectional Analyses of Age and Race/Ethnicity*

Across all three age categories, Hispanic/Latine(x) individuals had the most stops, followed by individuals perceived to be White and individuals perceived to be Black. The relative proportions of stops between race/ethnicity categories vary across different age categories. Youth 18-24 show the largest relative disparity between race/ethnicity categories, in which individuals perceived as Hispanic/Latine(x) account for 51.66 percent (380,426) of stops compared to the next most common race/ethnicity, white

youth, that account for 25.54 percent (188,082) of stops. The disparity shrinks for individuals perceived as 25 years or older, though a disparity still exists. Individuals perceived as Hispanic/Latine(x) age 25 or older account for 41.34 percent (1,611,150) of stops, while the next most common race/ethnicity category, white individuals account for 33.18 percent (1,293,234) of stops. The proportion of stops for all other race/ethnicity categories remains consistent across all age categories, varying by fewer than 2 percent. Figure 9 shows the relative representation of different racial groups for each age category.

*Figure 9. Percentage of Stops by Age and Race/Ethnicity.*
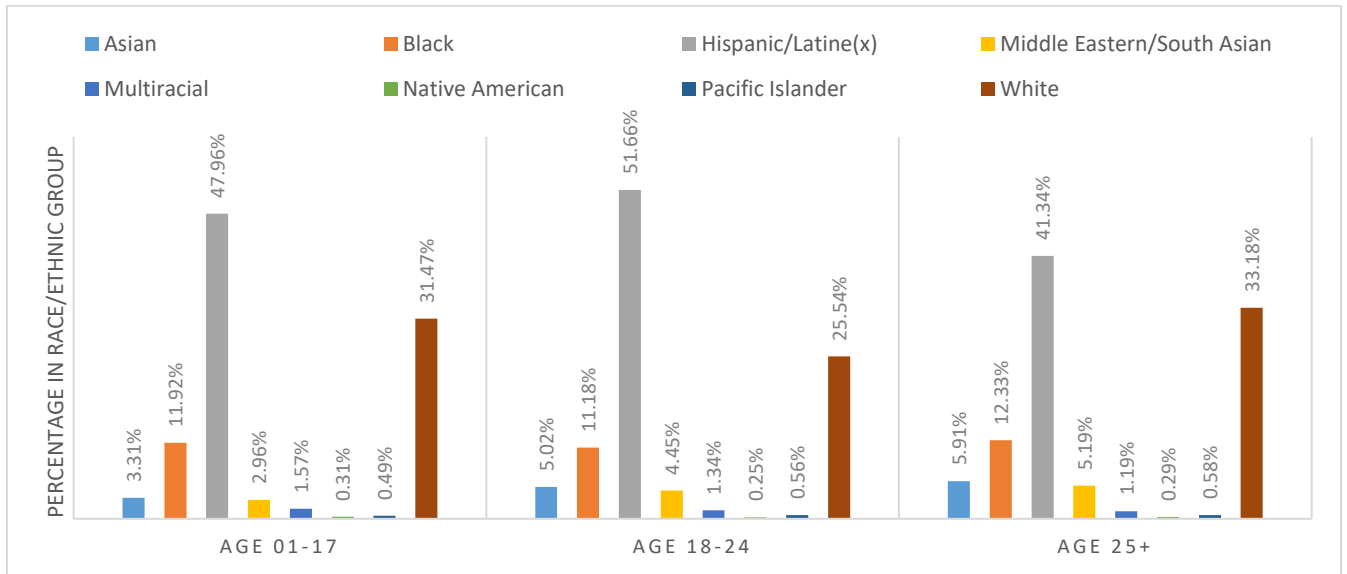
*Figure 10. 1-17 Residential Population Comparison to Stop Data*



**1-17 Residential Population Comparison to Stop Data**

Legend: CA Residential Population (ACS 2022) ■ RIPA Stops (2023) ■
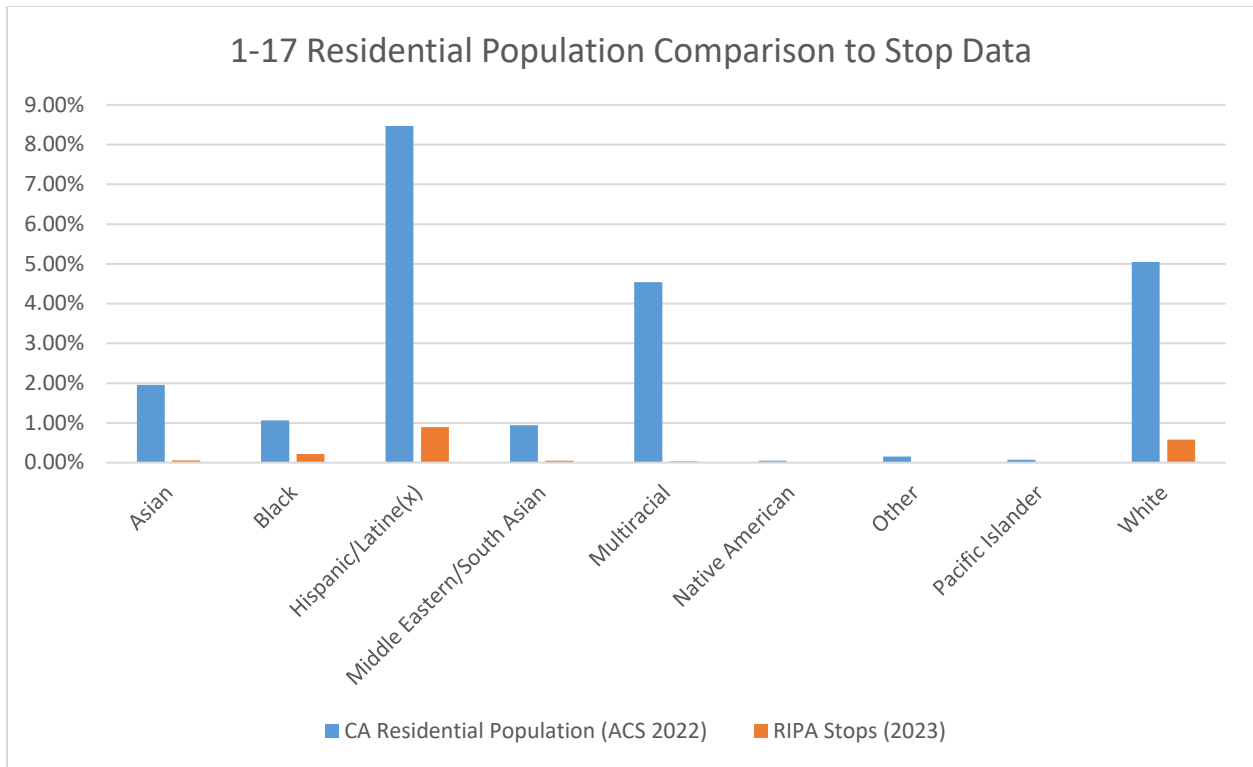
*Figure 11. 18-24 Residential Population Comparison to Stop Data*



**18-24 Residential Population Comparison to Stop Data**

Legend: CA Residential Population (ACS 2022) ■ RIPA Stops (2023) ■

*Figure 12. 25+ Residential Population Comparison to Stop Data*
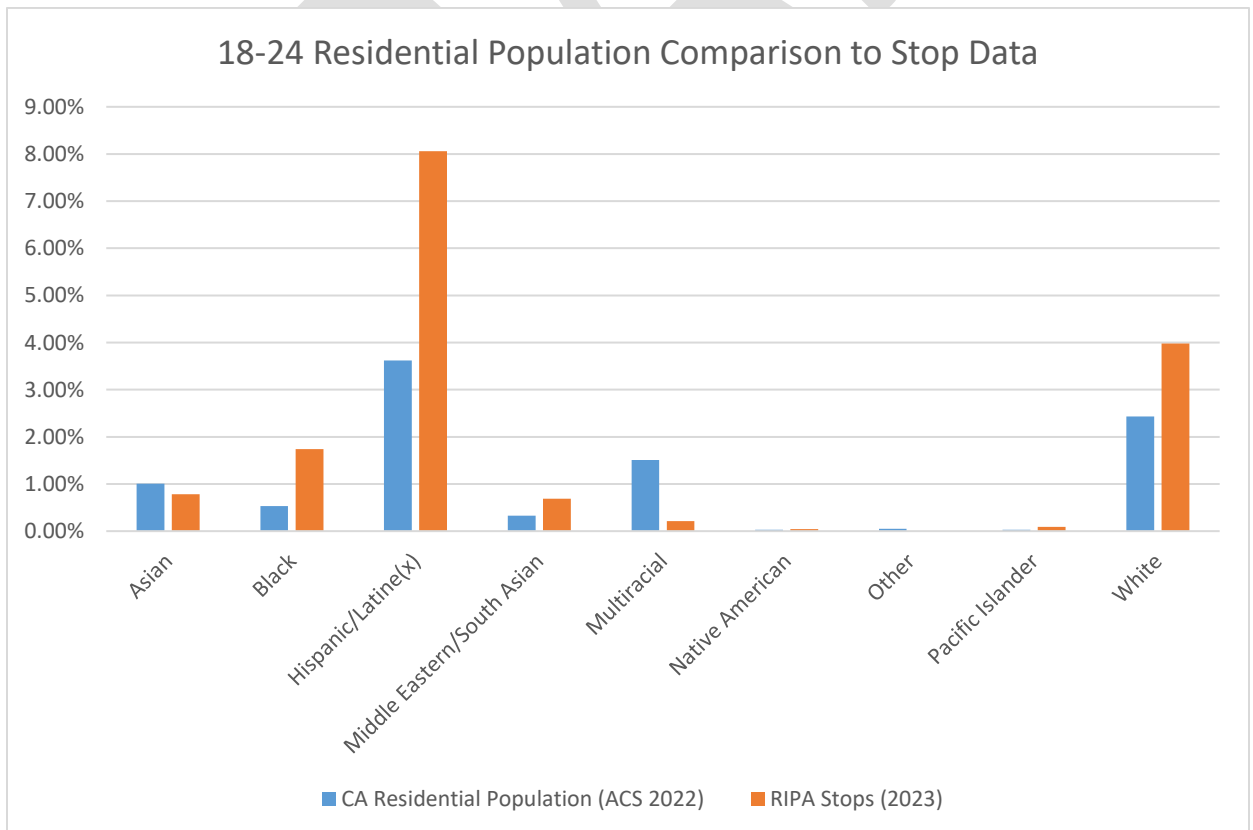


*Figure 12. 25+ Residential Population Comparison to Stop Data*
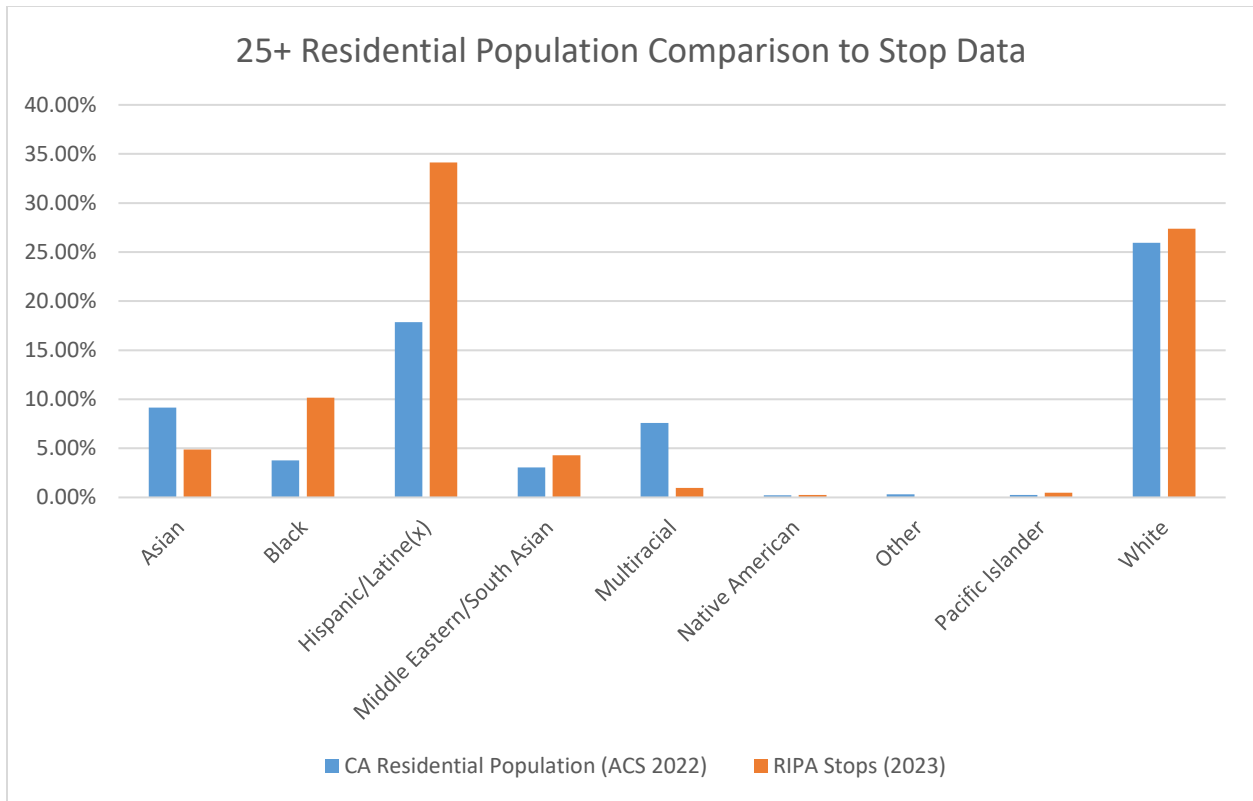
For all race and ethnicity groups, those over age 25 comprised the largest group of people stopped. Stops of persons perceived as Hispanic/Latine(x) skewed younger than other groups, with 18.71 percent (380,426) of that demographic group perceived to be between 18 and 24 and 2.06 percent (41,906) perceived to be under 18. Stops of persons perceived as White had an older composition, with 85.71 percent (1,923,234) of stops of persons perceived as White being perceived as over 25.

*Calls for Service*

When looking at individuals that are 17 and under, there are substantial differences in the percentage of encounters that were officer-initiated and those that resulted from calls for service.[18] Across all stops of persons perceived as age 17 and under, 25.2 percent (22,033) of stops were due to calls for services, and the remaining 74.8 percent (65,351) of encounters were officer-initiated. Black youth (40.1%, 4,175) and Native American youth (36.2%, 98) were most likely to have stops in response to a call for service. Middle Eastern youth (13.4%, 347) and White youth (18.3%, 5,027) were least likely to have stops result from a call for service.

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[18] A large portion of youth 17 and under are unable to drive and so it is important to note that officer-initiated stops do not include stops regarding moving violations as they would in older age groups. Traffic stops are included in youth-centered analyses because youth may be involved in a traffic stop for other reasons (e.g., seatbelt violations, etc.) or may be party to other traffic stops.

*Figure 13.  Proportion of Stops Officer-Initiated and Call for Service of Individuals 17 and Under by Race/Ethnicity.*
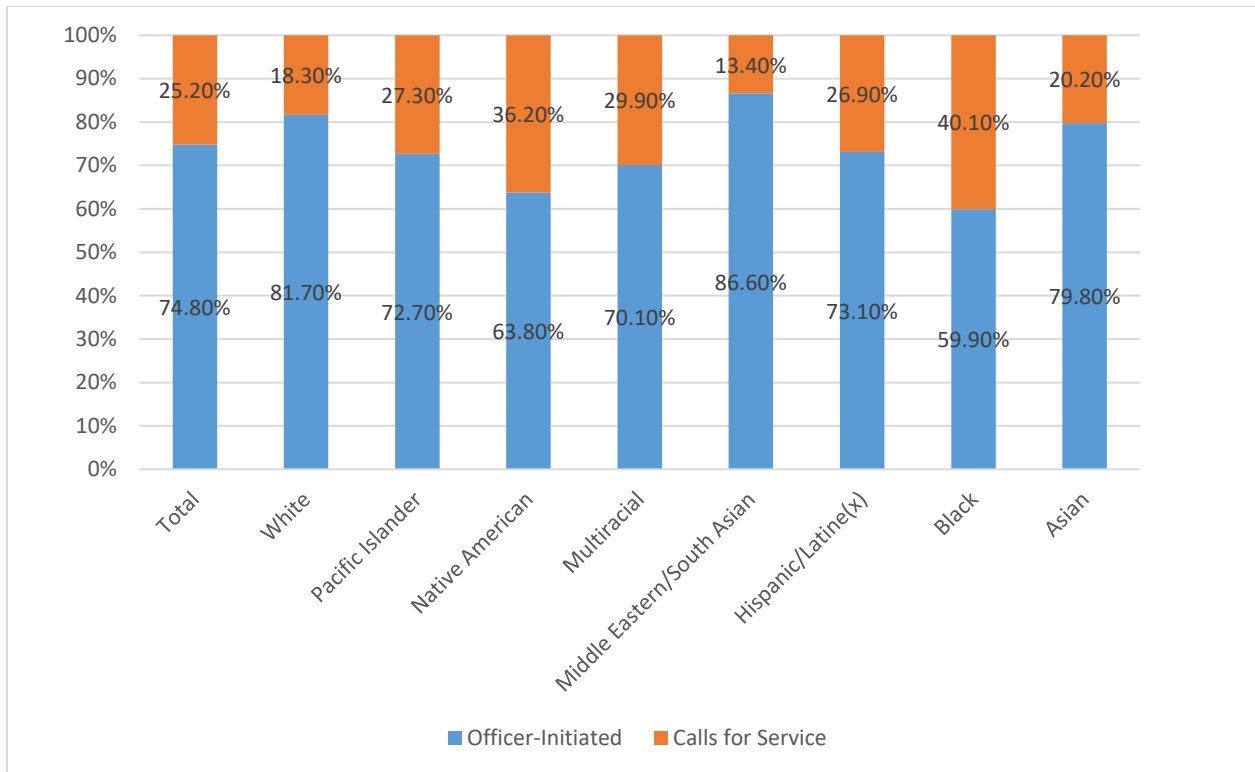


### Reason for Stop

For Black youth perceived to be younger than 17, the most common reason for the stop was reasonable suspicion (55.4%, 5,775). Officers stopped Black youth for traffic violations at the lowest rate (33.5%, 3,493). The highest percentages of traffic violations were reported for Middle Eastern or South Asian youth (82%, 2,120), followed by White youth (71.8%, 19,754).

### Actions Taken During Stop

RIPA data also show racial and ethnic disparities with respect to actions taken during stops of youth 17 and under.[19] Within that age group, officers reported the greatest number of actions taken during stops with Black individuals (1.71; 10,418 stops), followed by Native American (1.46; 271 stops), Hispanic/Latine(x) (1.29; 41,906 stops), Multiracial (1.18; 1,376 stops), and Pacific Islander (0.81; 432 stops) individuals. Officers reported taking fewer actions in stops involving Asian (0.56; 2,895 stops), White (0.53; 27,500 stops), and Middle Eastern/South Asian (0.42; 2,586 stops) youth than the overall average number of actions taken (0.61; 87,384 stops). Compared to the other age categories, officers reported the lowest average number of actions across all racial and ethnic groups in stops involving people aged 18-24, except for the Black and Hispanic/Latine(x) groups.

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[19] Actions taken during a stop include: Admission/Written Statement Obtained from Student, Asked for Consent to Search Person, Asked for Consent to Search Property, Baton, Canine Bite, Canine Search, Chemical Spray, Curbside Detention, Electronic Control Device, Field Sobriety Test, Firearm Discharge, Firearm Point, Handcuffed, Impact Projectile Discharge, No Action Taken, Other Physical or Vehicle Contact, Patrol Car Detention, Person Photographed, Property Seized, Removed from Vehicle by Order, Removed from Vehicle by Physical Contact, Search Person Consent Given, Search Property Consent Given, Searched Person, Searched Property, Vehicle Impounded.

## Type of Action Taken

The following sections examine specific types of actions that can occur during a stop for youth and investigate the disparities across race and ethnicity categories.

### Handcuffing

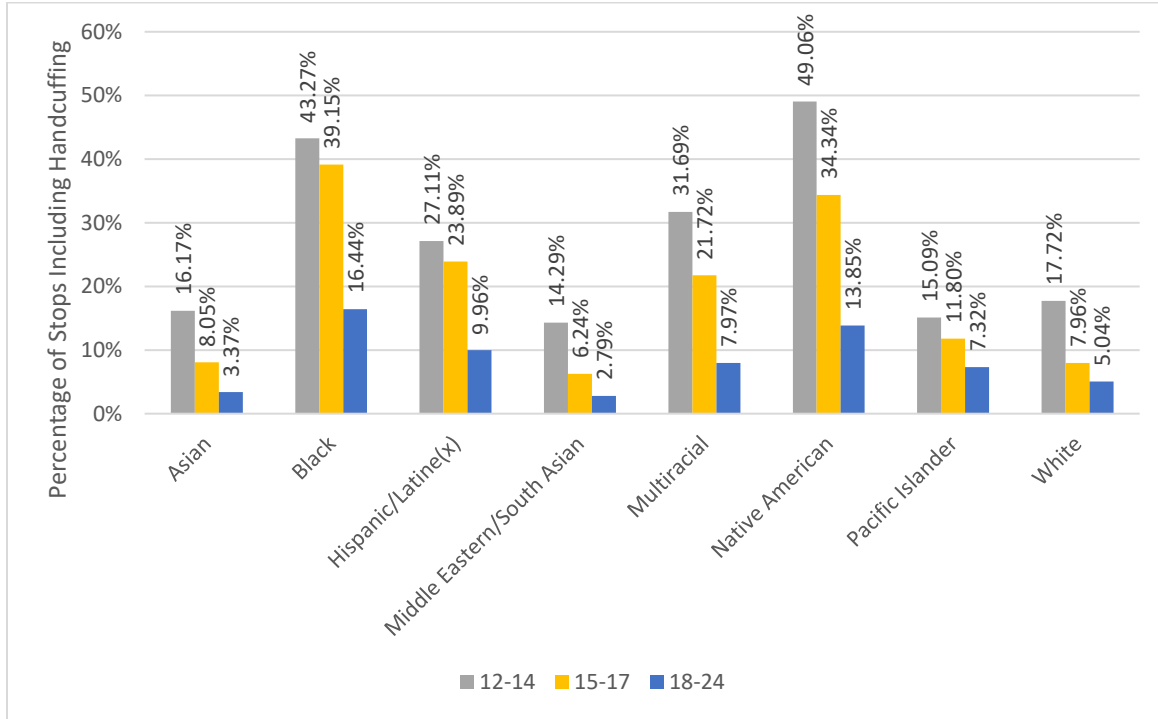Figure 14. Percentage of Stops Including Youth Handcuffing by Race and Ethnicity.



Figure 11 presents the percentage of stops including youth handcuffing, separated by age category and race/ethnicity. Officers handcuffed Native American youth 12-14 at the highest rate (49.06%, 26), followed closely by Black youth 12–14 (43.27%, 765). Officers reported the smallest percentage of stops including handcuffing in each age category for Middle Eastern/South Asian individuals. Within each racial and ethnic group, the pattern is consistent: individuals in the youngest age categories are handcuffed more often, with decreasing occurrence as the individual's perceived age increases.

## Curbside Detention, Patrol Car, Removed from Vehicle

*Figure 15. Figure 79. Youth Curbside Detention by Race and Ethnicity.*
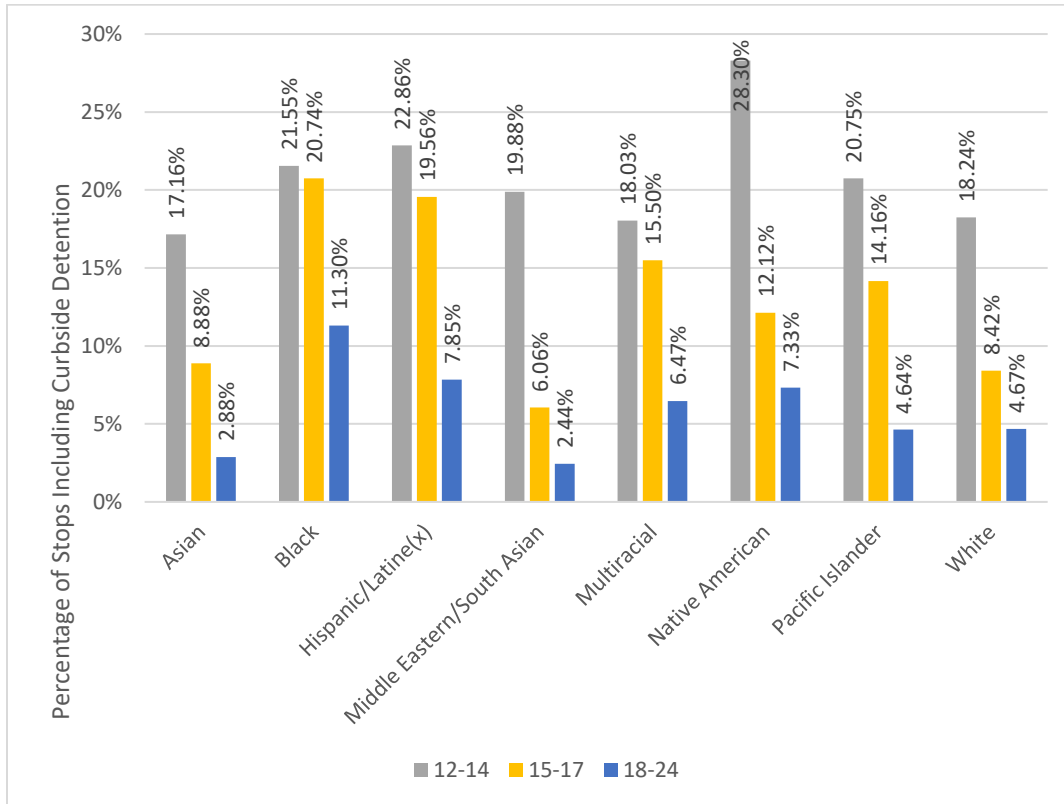


Across all race and ethnicity categories, the curbside detention patterns by age category are consistent: officers reported the highest detention rates of individuals perceived to be younger, specifically the 12–14 age category. These rates decrease as the perceived age of the individual increases. The largest within-race difference is for Native American individuals, with a more than 20-point difference in detention rates between youth 12–14 (15 stops) and those between 18 and 24- (137 stops). In fact, officers detained Native American youth 12–14 the most often out of every group (28.30%), followed by Hispanic/Latine(x) youth 12–14 (22.86%, 1,281), and then Black youth 12–14 (21.55%, 381). Officers detained Middle Eastern/South Asian youth 18–24 at the lowest rate (2.44%, 801), followed by Asian youth 18–24 (2.88%, 1,064), and then Pacific Islander youth 18–24 (4.64%, 190).

*Figure 16. Youth Patrol Car Detention by Race and Ethnicity.*
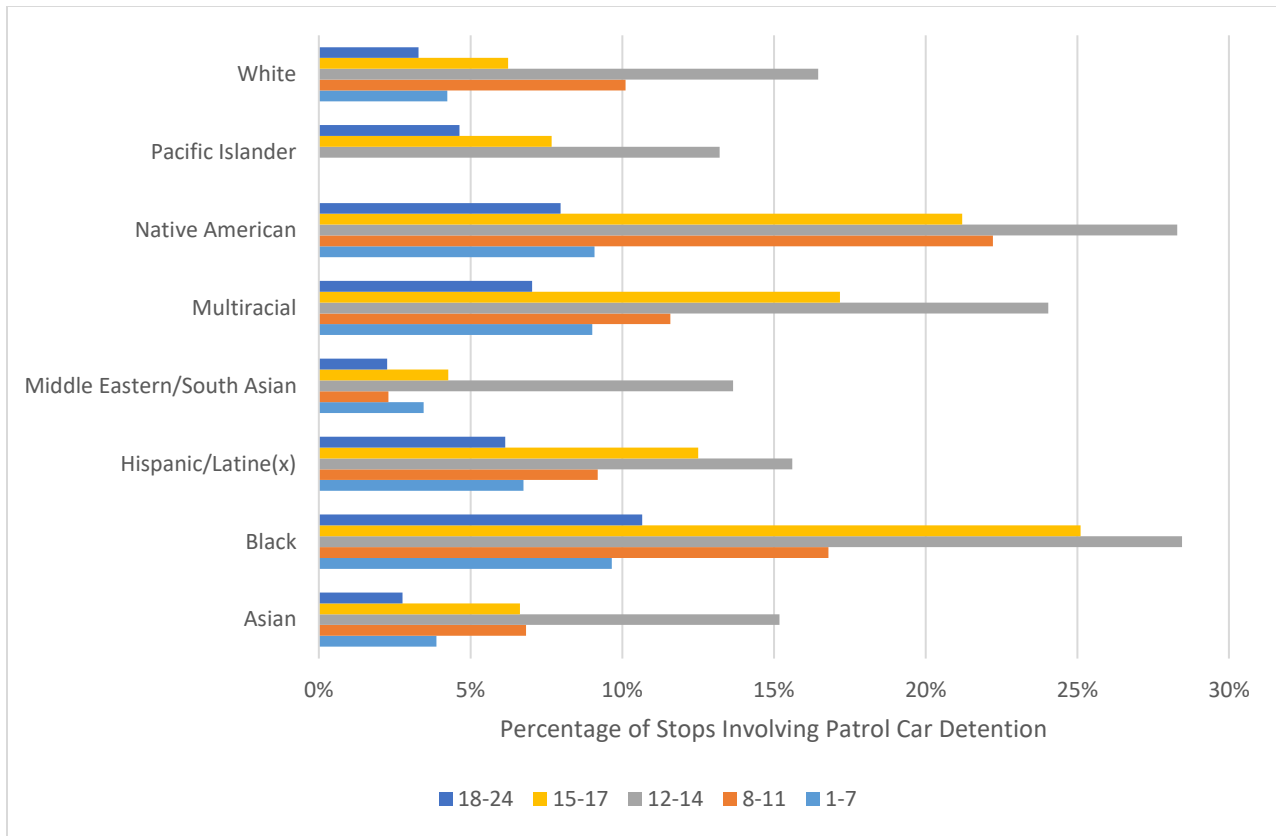


Across all the race and ethnicity categories, officers utilized patrol car detention the most often in stops involving individuals they perceived to be 12-14 years old. Officers report the highest rate of patrol car detention for stops involving Black youth 12-14 (28.45%, 503), followed closely by Native American youth 12-14 (28.45%, 15), and Multiracial youth 12–14 (24.04%, 44). Officers report the lowest rates of patrol car detention for stops involving youth perceived to be between the ages of 18 and 24, except for stops involving Black or Pacific Islander individuals. Officers reported no patrol car detention in stops involving Pacific Islander youth 1–7 and 8–11 and reported patrol car detention in 2.25 percent (739) of stops involving Middle Eastern/South Asian youth between 18 and 24, the third lowest rate of detention.

*Figure 17. Removal from Vehicle by Order by Race and Ethnicity.*
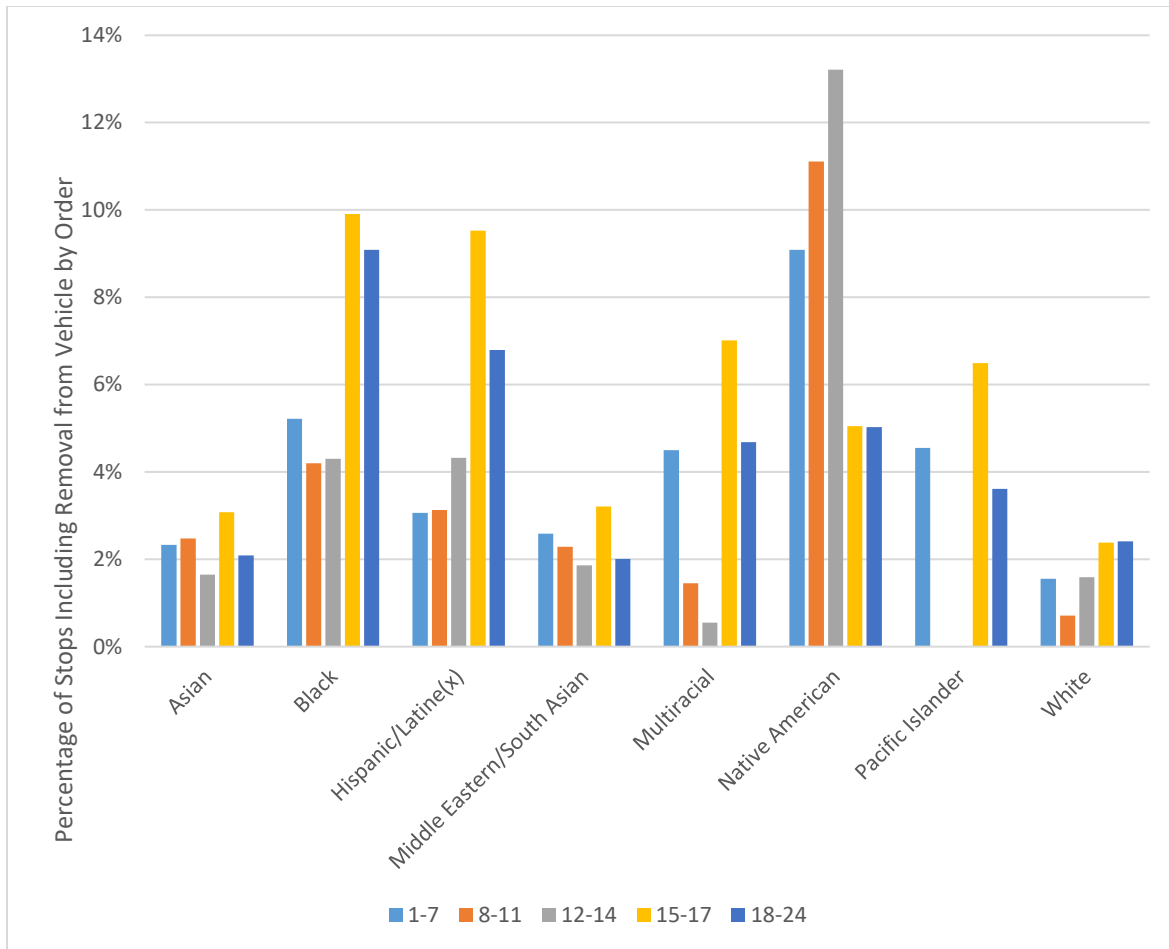


Officers ordered the removal of a youth from a vehicle the most often in stops involving Native American youth 12–14 (13.21%, 7), followed by Native American youth 8–11 (11.11%, 1), and then Black youth 15–17 (9.91%, 770). These are closely followed by numbers for Hispanic/Latine(x) youth 15–17 (9.53%, 3,156) and Native American youth 1–7 (9.09%, 1). Officers reported no stops including the ordered removal from a vehicle for Pacific Islander youth 8–11 and those between the ages of 12 and 14.

## Use of Force in Youth Stops by Race and Ethnicity
*Figure 18. Use of Force Youth Aged 1-11.*
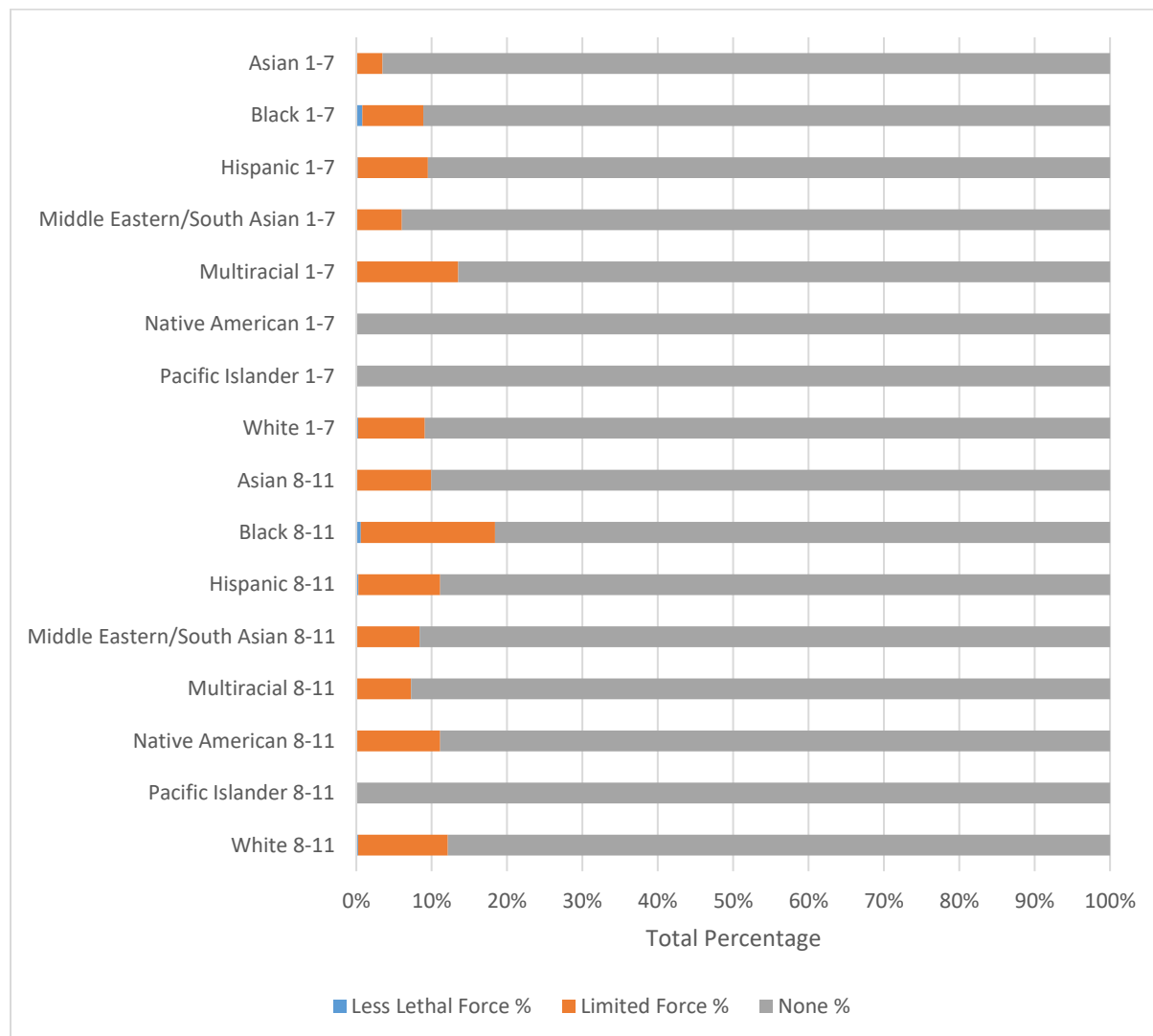


Officers employed some level of force in at least one stop involving youth 1–7 of all race/ethnicity categories except for Native American and Pacific Islander. Less lethal force[20] was used in three stops involving Black youth 1–7 (0.78%), three stops involving Hispanic/Latine(x) youth 1–7 (0.17%), and two stops involving White youth 1-7 (0.21%). Officers used limited force the most often in stops involving Multiracial youth 1–7s (13.51%), followed by 9.34 percent of stops involving Hispanic/Latine(x) 1–7-year-olds, and in 8.88 percent of stops involving White youth 1–7. No stops of perceived youth 1–7 involved lethal force.

Among stops involving 8–11-year-olds, officers employed both less lethal and limited force. Less lethal force was only used in stops involving Black, Hispanic/Latine(x), and White youth 8–11, while limited force was used in stops involving all racial/ethnic groups except for Pacific Islander. Officers used less lethal force (0.60%, 3) the most often during stops involving Black 8–11-year-olds. Four (0.28%) stops involving Hispanic/Latine(x) youth 8–11 involved less lethal force, while two (0.24%) stops involving

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[20] See Footnote 9 for the definitions of the different types of use of force.

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White youth 8–11 included less lethal force. Officers used limited force the most often in stops involving Black youth 8–11 (17.80%, 89), followed by White youth 8–11 (11.89%, 100), and Native American youth 8–11 (11.11%, 1). No stops involving youth 8–11 included lethal force.

*Figure 19. Use of Force Youth Aged 12-14.*
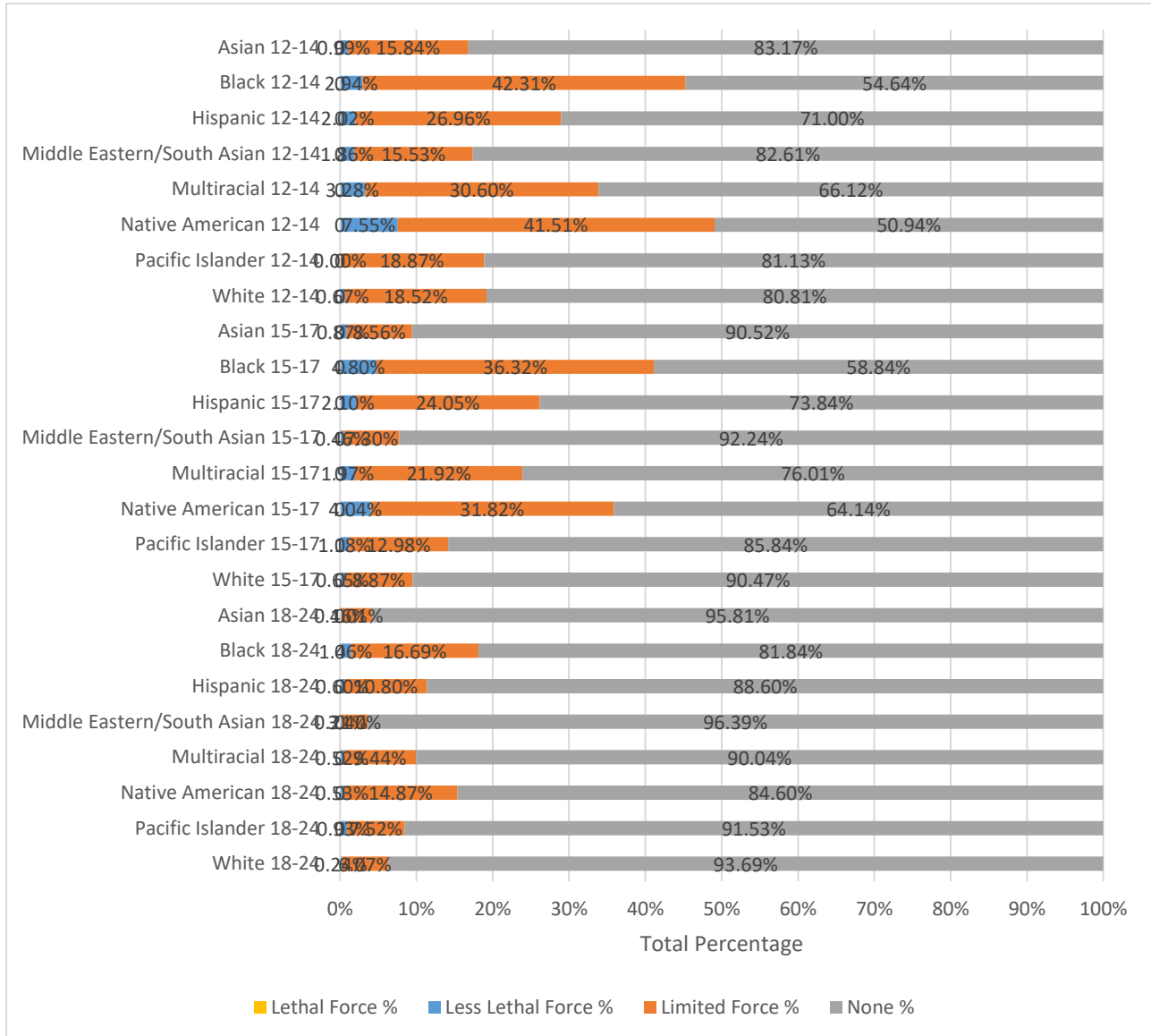


In stops involving 12–14-year-olds, officers reported the use of lethal force, which is defined as a firearm discharge. Specifically, in two stops involving Black youth 12–14 (0.11%) and in one stop involving a Hispanic/Latine(x) youth 12–14 (0.02%), officers used lethal force. Additionally, with a few exceptions, officers used force most often in stops involving youth 12–14, compared to the other age categories. Officers used less lethal force the most often in stops involving Native American (7.55%, 4) and Multiracial (3.28%, 6) 12–14-year-olds. Additionally, officers used limited force the most often in stops involving Black youth (42.31%, 748) and Native American youth 12-14 (41.51%, 22). Overall, officers used some level of force the most often in stops involving Native American and Black youth 12–14

(49.06%, 26). Officers used no force the most often in stops involving Asian (83.71%, 252), Middle Eastern/South Asian (82.61%, 133), Pacific Islander (81.13%, 43) youth 12–14.

For youth 15-17, officers used lethal force in stops with more racial groups, including Asian (0.05%, 1), Black (0.04%, 3), Hispanic (0.01%, 3), White (0.004%, 1), and Multiracial (0.10%, 1). Officers used less lethal force the most often in stops involving Black (4.80%, 373), then Native American (4.04%, 8) and Hispanic/Latine(x) (2.10%, 696) youth 15–17. The same pattern holds for limited force. Officers reported using limited force the most often in stops involving Black (36.32%, 4,570), Native American (31.82%, 127), and then Hispanic/Latine(x) (24.05%, 24,465) youth 15–17. When looking at the overall rates for the use of force compared to no force, officers report using force most often in stops with those same three racial/ethnic groups. Officers report using no force most often in stops involving Middle Eastern/South Asian (92.24%, 2,009), Asian (90.52%, 1,967), and White (90.47%, 20,962) youth 15–17.

In stops involving youth 18-24, use of force rates further decreased. However, officers still used lethal force in stops involving Asian (0.01%, 4), Black (0.01%, 7), Hispanic/Latine(x) (0.01%, 21), White (0.002%, 4), and Pacific Islander (0.02%, 1) youth. Officers used less lethal force at the highest rates in stops involving Black (1.46%, 1,200), Pacific Islander (.93%, 38), and Hispanic/Latine(x) (.60%, 2,291) youth 18–24. Officers reported using limited force most often in stops involving Black (16.69%, 13,740), Native American (14.87%, 278), and Hispanic/Latine(x) (10.80%, 41,071) youth 18–24. Mirroring the trends in the 15–17-year-old age category, officers used no force most often in stops involving Middle Eastern/South Asian (96.39%, 31,608), Asian (95.81%, 35,418), and White (93.69%, 176,219) youth 18-24.

## *Duration of Youth Stops by Actions Taken*

### *Searches by Race and Ethnicity*
*Figure 20. Comparison of Searches in Youth Stops Separated by Race/Ethnicity and Consent Status*
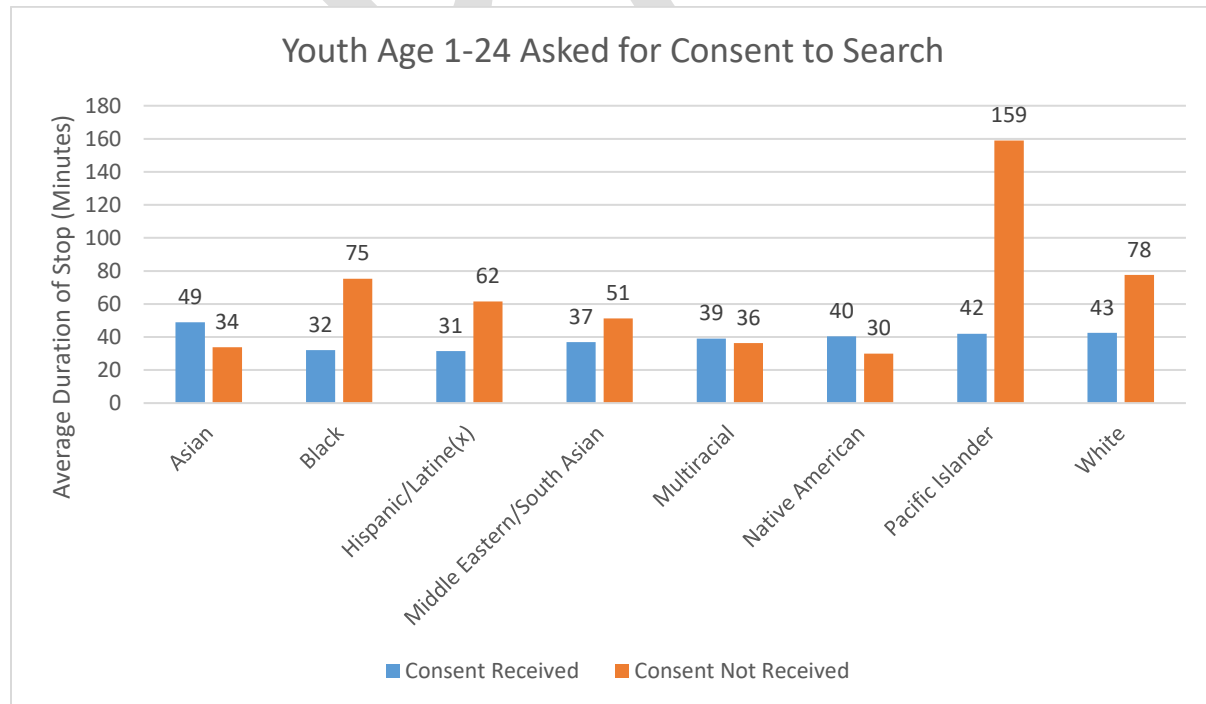
The analysis of the data for the duration of stops in which officers asked for consent to search youth indicates that for stops involving Black (75 minutes), Hispanic/Latine(x) (62 minutes), Middle Eastern/South Asian (51 minutes), Pacific Islander (159 minutes), and White (78 minutes) youth, officers reported longer stop durations when consent was not received compared to when they obtained consent. For Asian (34 minutes), Multiracial (36 minutes), and Native American (30 minutes) youths, stops in which the officer did not receive consent were shorter than stops in which they obtained consent. The largest disparity between stops where officers obtained consent versus stops where they did not receive consent was for Pacific Islander youth, whose stops without consent averaged 117 minutes (1 hour and 57 minutes) longer than stops where officers received consent. The smallest disparity was for Multiracial youth, whose stops without consent were one minute shorter on average than stops with consent.

*Figure 21. Youth Stops Including Searches by Race and Ethnicity*
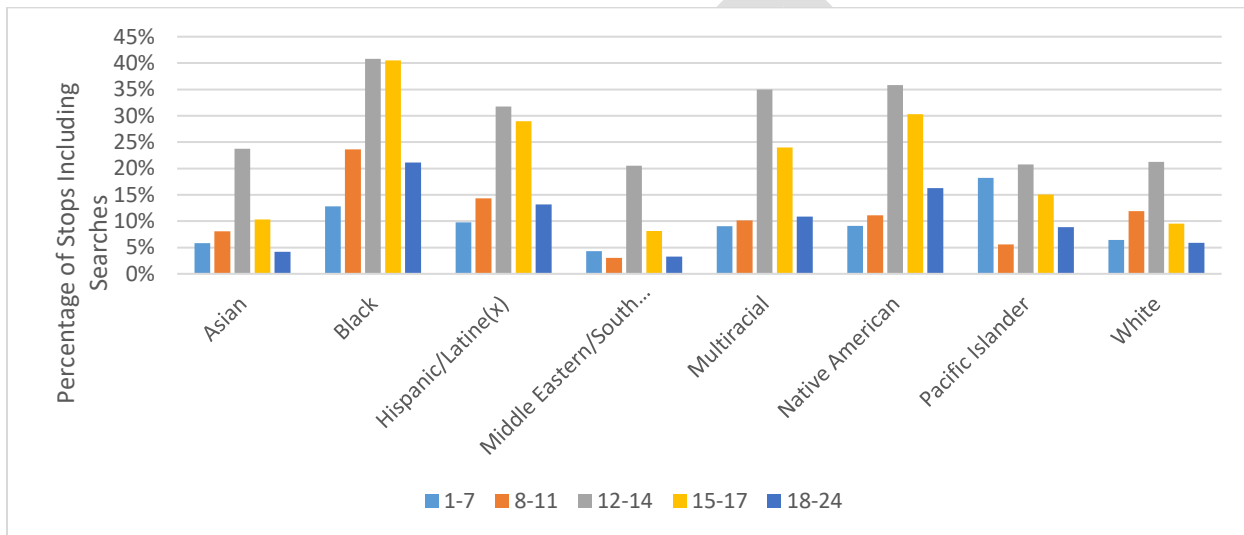


Officers reported the highest rates of search in stops involving Black youth 8–11 (40.78%, 118) and Black youth 12–14 (40.48%, 721), followed by Native American youth 12–14 (35.85%, 19). Across all racial and ethnic groups, stops involving youth 12–14 had the highest rate of searches.
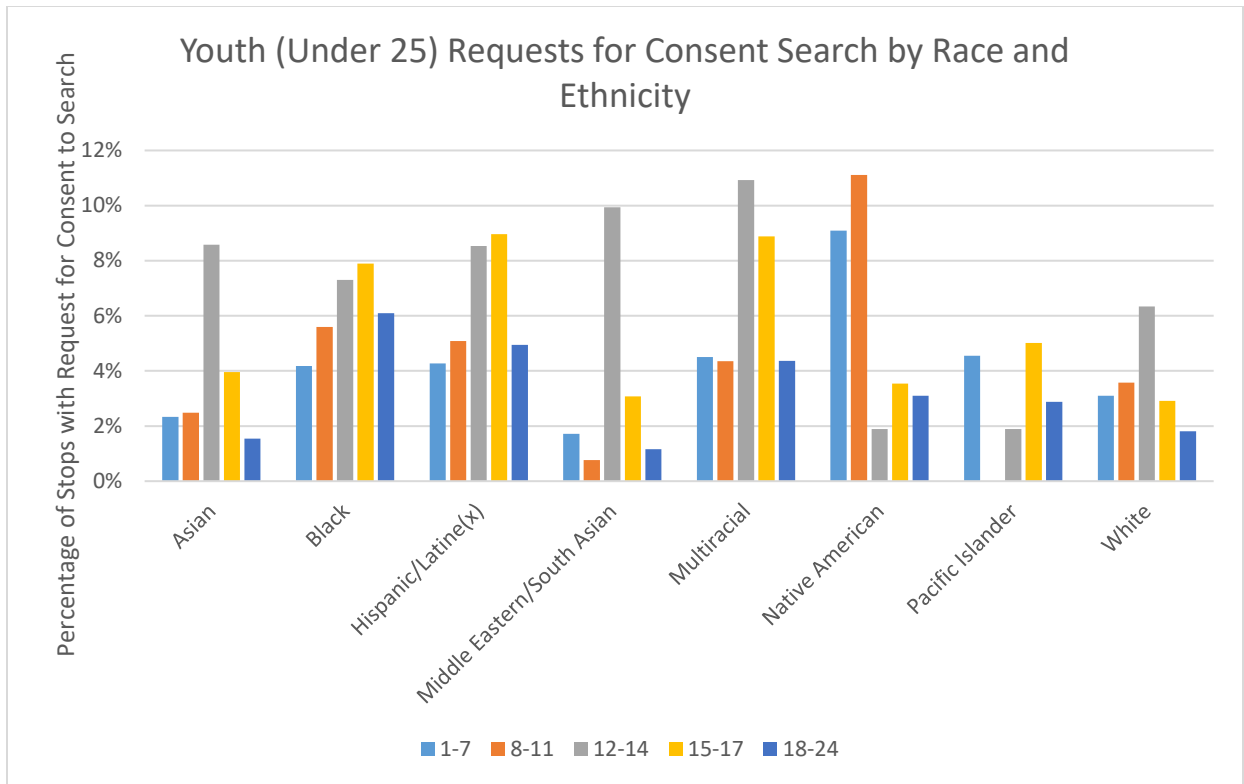
Officers report the highest rate of requests for consent search for Native American youth 8–11 (11.11%, 1), followed by Multiracial youth 12–14 (10.93%, 20), and Middle Eastern/South Asian youth 12–14 (9.94%, 16). The distribution of requests for consent search by age varies for different racial/ethnic categories. For instance, Asian, Middle Eastern/South Asian, Multiracial, and White youth 12-14 had the highest rate of requests for consent searches. Black, Hispanic/Latine(x), and Pacific Islander youth 15-17 had the highest rate of request for consent search. Native American youth 8–11 had the highest rate of request for consent search among their age group.

*Figure 23. Average Duration of Stop in Minutes by Consent to Search and Race and Ethnicity, Youth Aged 8-11.*
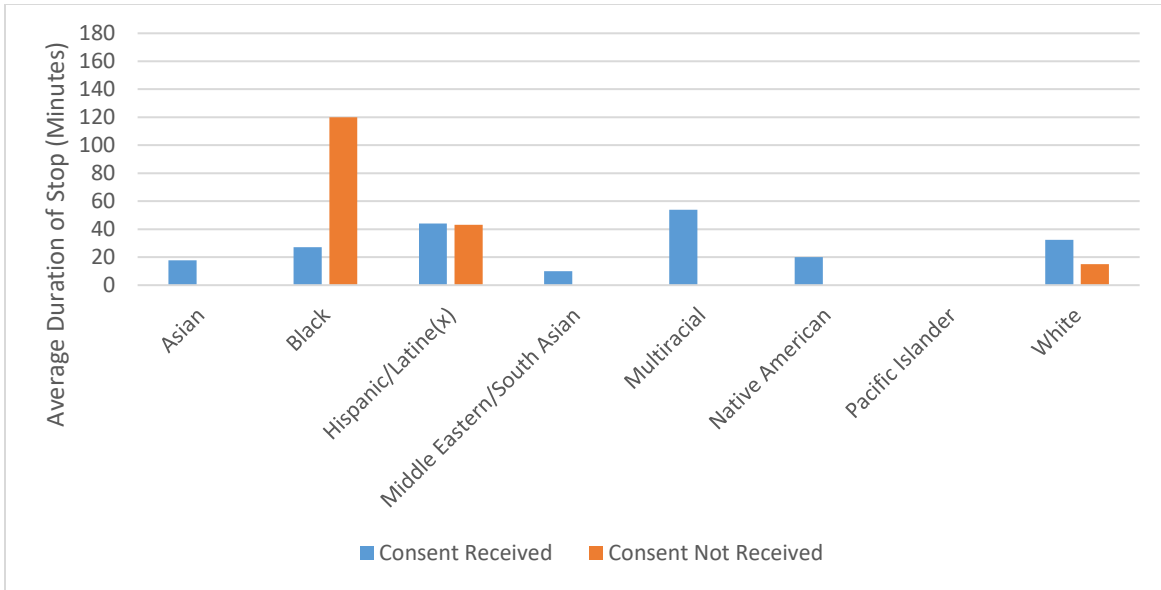


Officers reported not receiving consent to search 3-12 percent of stops involving Black (one youth, 3.57%), Hispanic/Latine(x) (nine youth, 12.33%), and White (one youth, 3.33%) youth 8–11. In stops involving all other races/ethnicities where consent was asked for, it was received. Average stop duration patterns differed by racial/ethnic group. In stops involving Black youth 8–11, when the officer did not obtain consent, the average duration of stop was almost six times as long. In stops involving Hispanic/Latine(x) youth 8–11, there was an average of one-minute difference between stops where consent was received versus when it was not. In stops involving White youth 8–11, the average stop duration was twice as long when the officer obtained consent compared to when consent was not received.

*Figure 24. Average Duration of Stop in Minutes by Consent to Search and Race and Ethnicity, Youth Aged 12-14.*
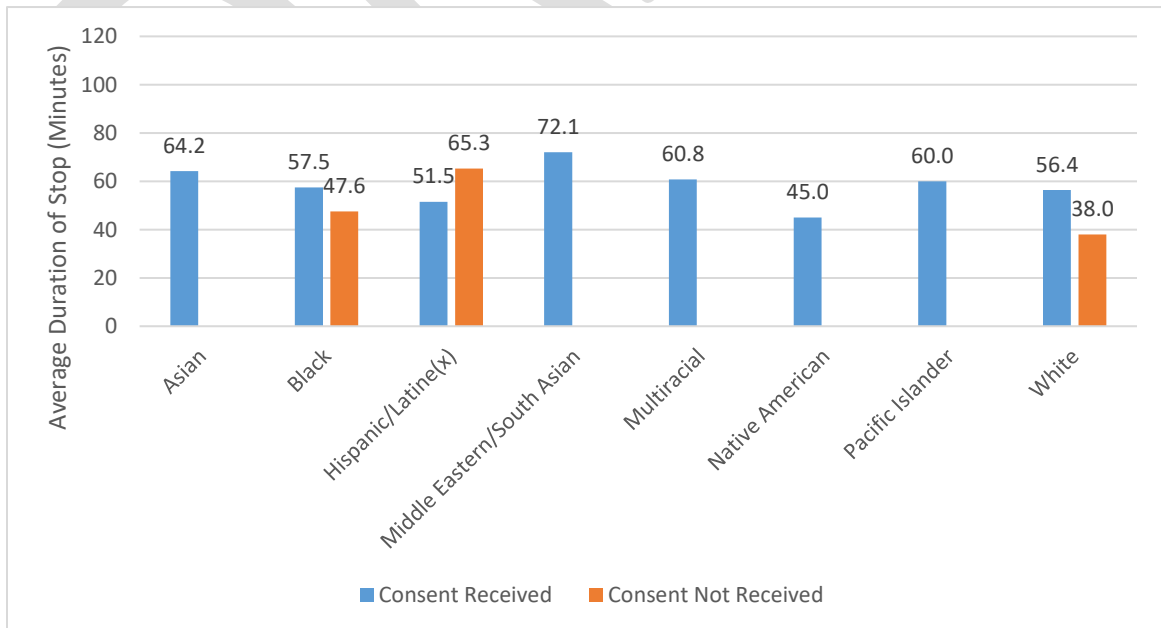
Officers conducted searches without consent only in stops involving Black, Hispanic/Latine(x), and White youth 12–14. In stops involving Black (47 vs. 57 minutes) and White (38 vs. 56 minutes) youth 12–14, the average stop duration was shorter when the officer did not obtain consent versus when consent was received. In stops involving Hispanic/Latine(x) youth 12–14, the average stop duration was longer when consent was not obtained versus when it was given (65 vs. 51 minutes).

*Figure 25. Average Duration of Stop in Minutes by Consent to Search and Race and Ethnicity, Youth Aged 15-17.*
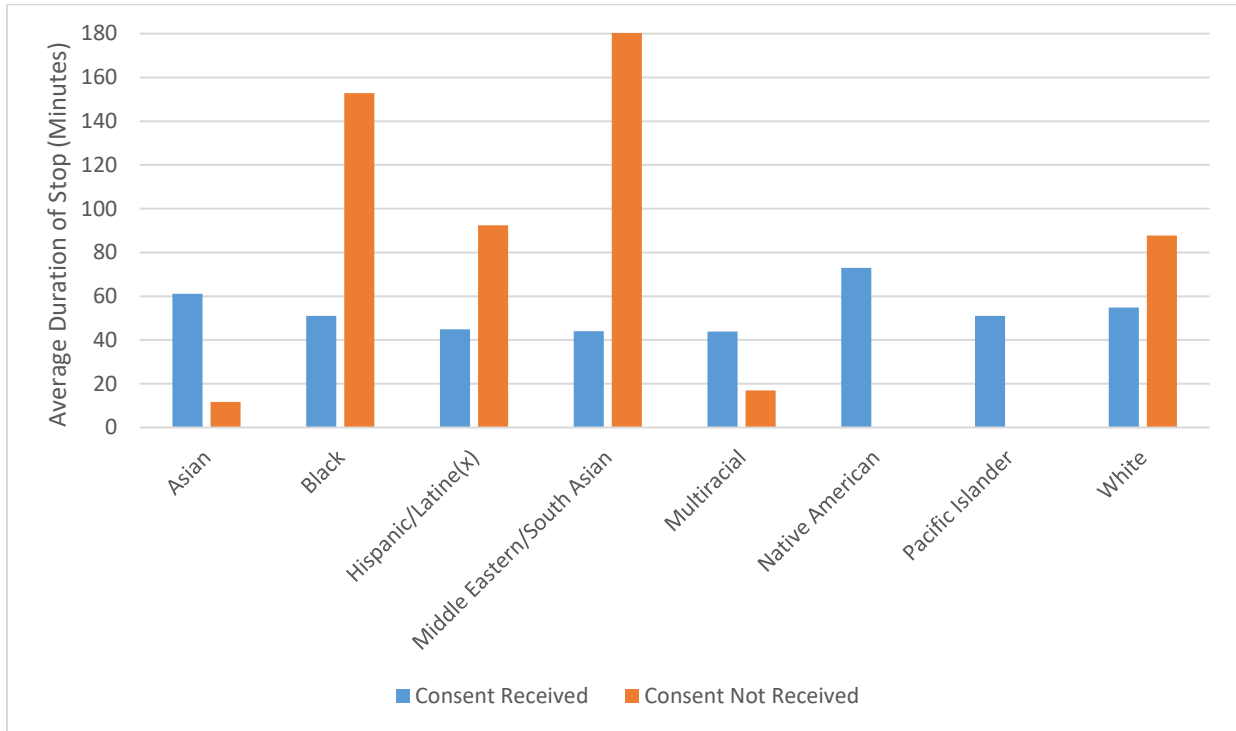


In stops involving Black, Hispanic/Latine(x), Middle Eastern/South Asian, and White youth 15–17, the average duration of the stop increased significantly when officers did not obtain consent. Specifically, the average stop duration almost quadrupled for Middle Eastern/South Asian youth, tripled for stops involving Black youth 15-17, doubled for stops involving Hispanic/Latine(x) youth 15-17, and increased by about 30 minutes for White youth in the same age group. In stops involving Asian and Multiracial individuals, officers reported substantial decreases in stop duration when consent was not received.

In stops involving all racial/ethnic groups, except for Asian and Native American individuals, the average stop duration was longer when the officers did not obtain consent versus when it was received. For Pacific Islander youth 18–24, the difference in duration quadrupled; for Black and White youth 18-24, the difference in duration doubled.

## Result of Stops

*Figure 27. Percentage of Youth (18-24) Stops Including Warnings, Citations, or Arrests by Race and Ethnicity*
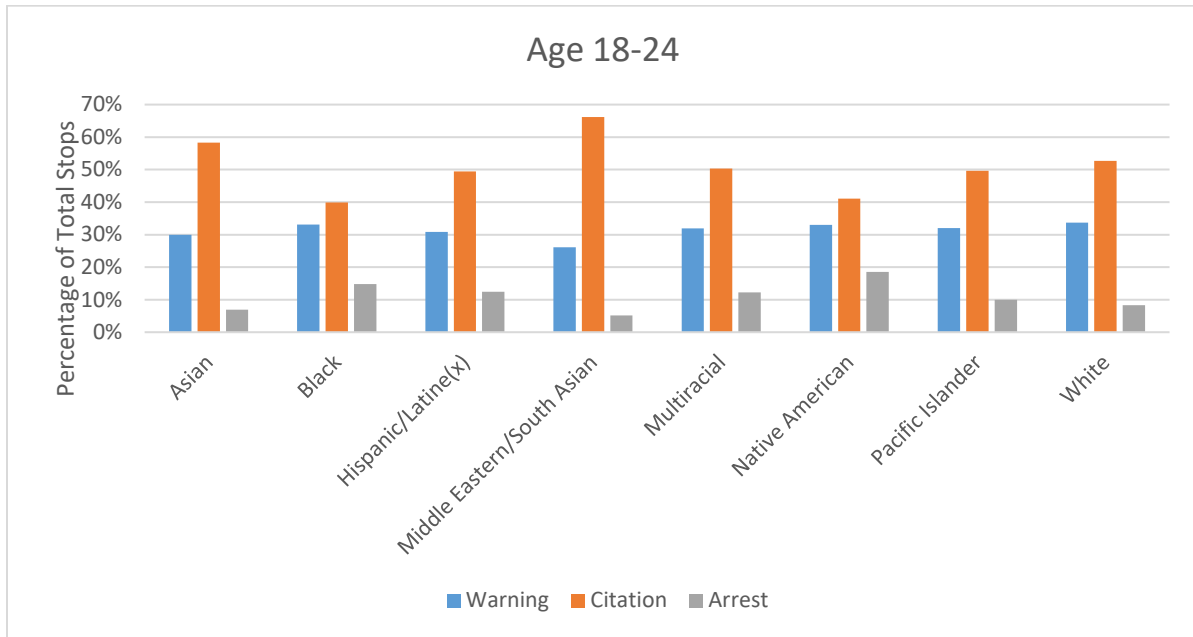


In the results of stops for youth 18–24, there was a similar distribution across all racial groups for results that included citations, warnings, and arrests. However, officers reported arrests most often in stops involving Native American (18.56%), Black (14.76%), and Hispanic/Latine(x) (12.46%) youth.
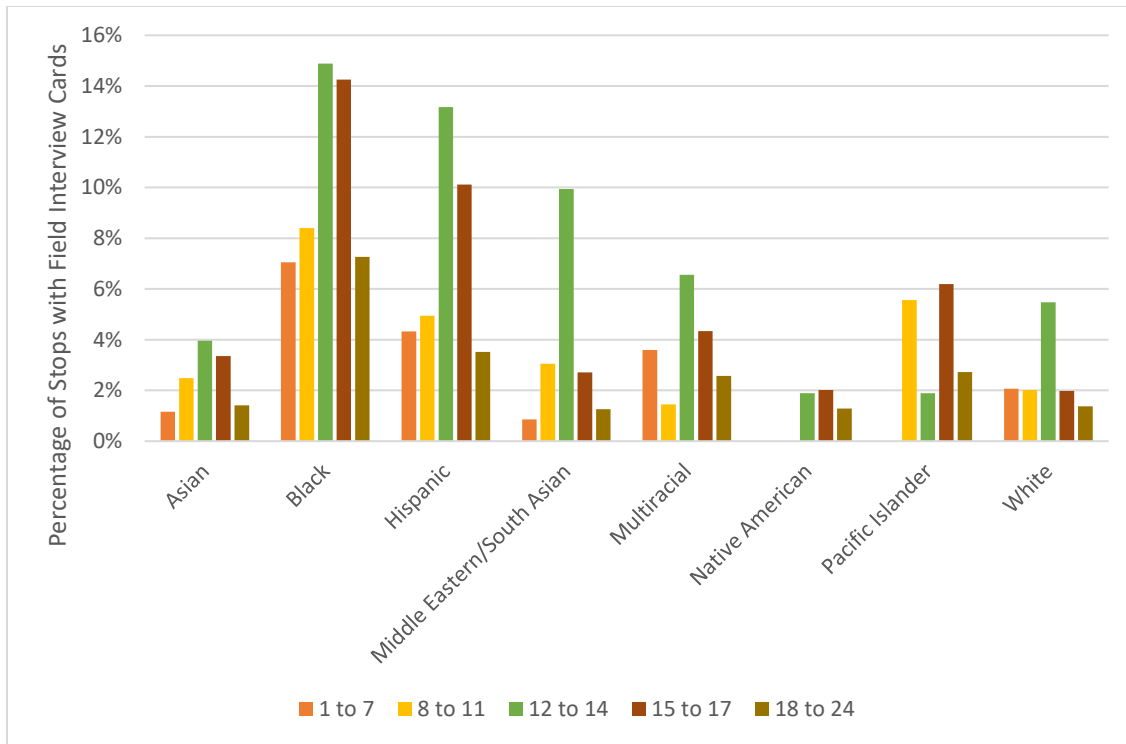
*Figure 28. Results of Youth Stop Separated by Race/Ethnicity*

*Figure 29. Youth Field Interview Cards by Race and Ethnicity*
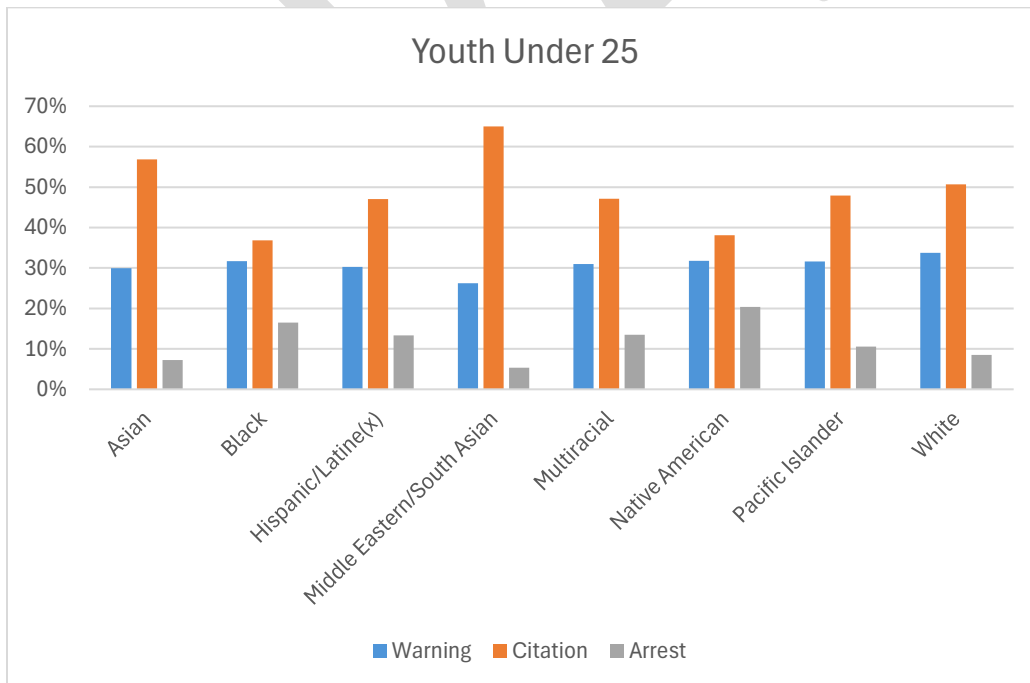


*Figure 29. Youth Field Interview Cards by Race and Ethnicity*

For six of the eight racial/ethnic categories, officers completed field interview cards in stops involving youth 12–14 most frequently. The groups with the highest rate of field interview card completion were Black, Hispanic/Latine(x), and Middle Eastern/South Asian youth 12–14. The two racial/ethnic groups that did not fall into this pattern were Native Americans and Pacific Islanders. For those groups, officers completed field interview cards most frequently for youth 15-17. The only groups that officers did not complete field interview cards for were Native American and Pacific Islander youth 1-7 and Native American youth 8-11.

*Figure 30. Percentage of Youth (1-7) Stops Including Warnings, Citations, or Arrests by Race and Ethnicity*
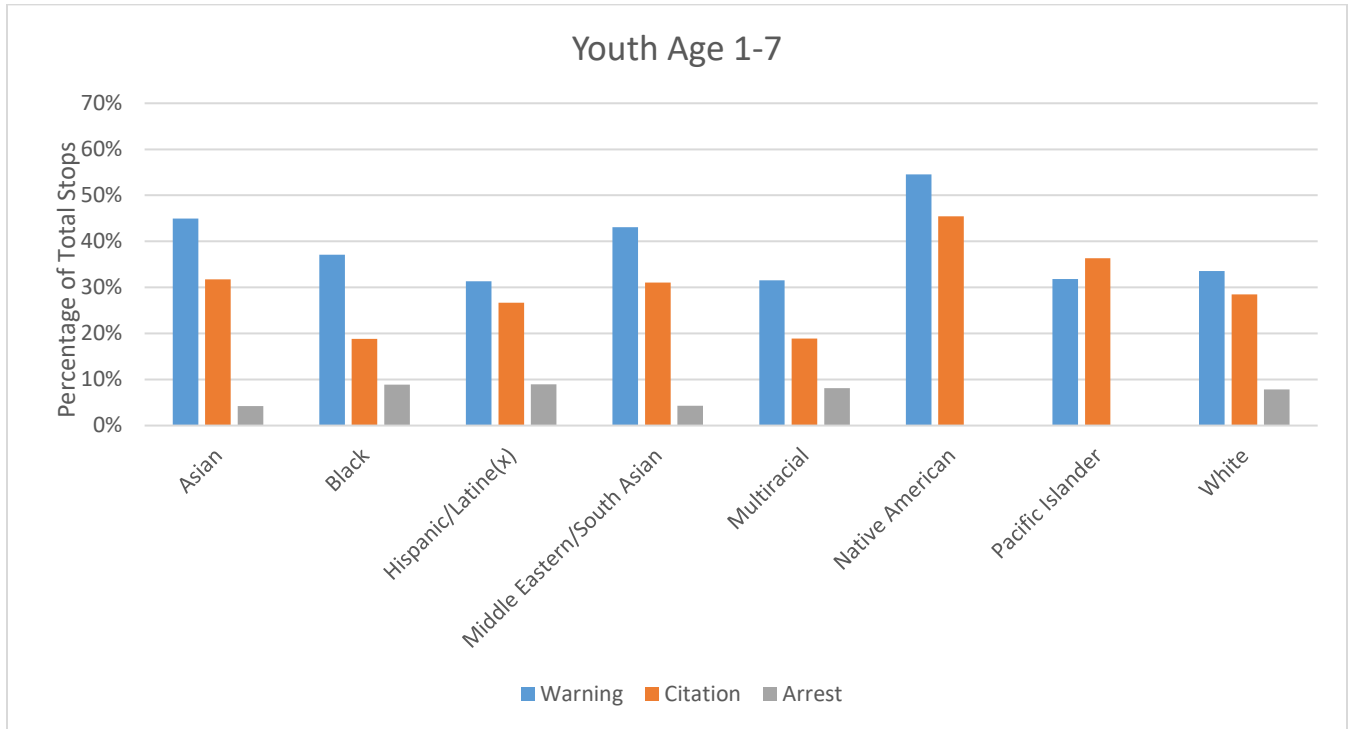


Across all racial/ethnic groups except one, officers issued warnings more often than citations, and citations more often than arrests. The exception was Pacific Islander youth, who received more citations than warnings. Officers reported no arrests in stops involving Native American or Pacific Islander youth 1–7. Officers issued both warnings and citations most frequently to Native American youth 1–7, compared to the other racial/ethnic groups. Officers issued warnings to Hispanic/Latine(x) youth 1–7 the least often (31.73%, 544) and made arrests most frequently in stops involving Hispanic/Latine(x) youth 1–7 (8.94%, 155). Officers reported making arrests at similar rates in stops of Black (8.88%, 34), Multiracial (8.11%, 9), and White youth 1–7 (7.85%, 76).
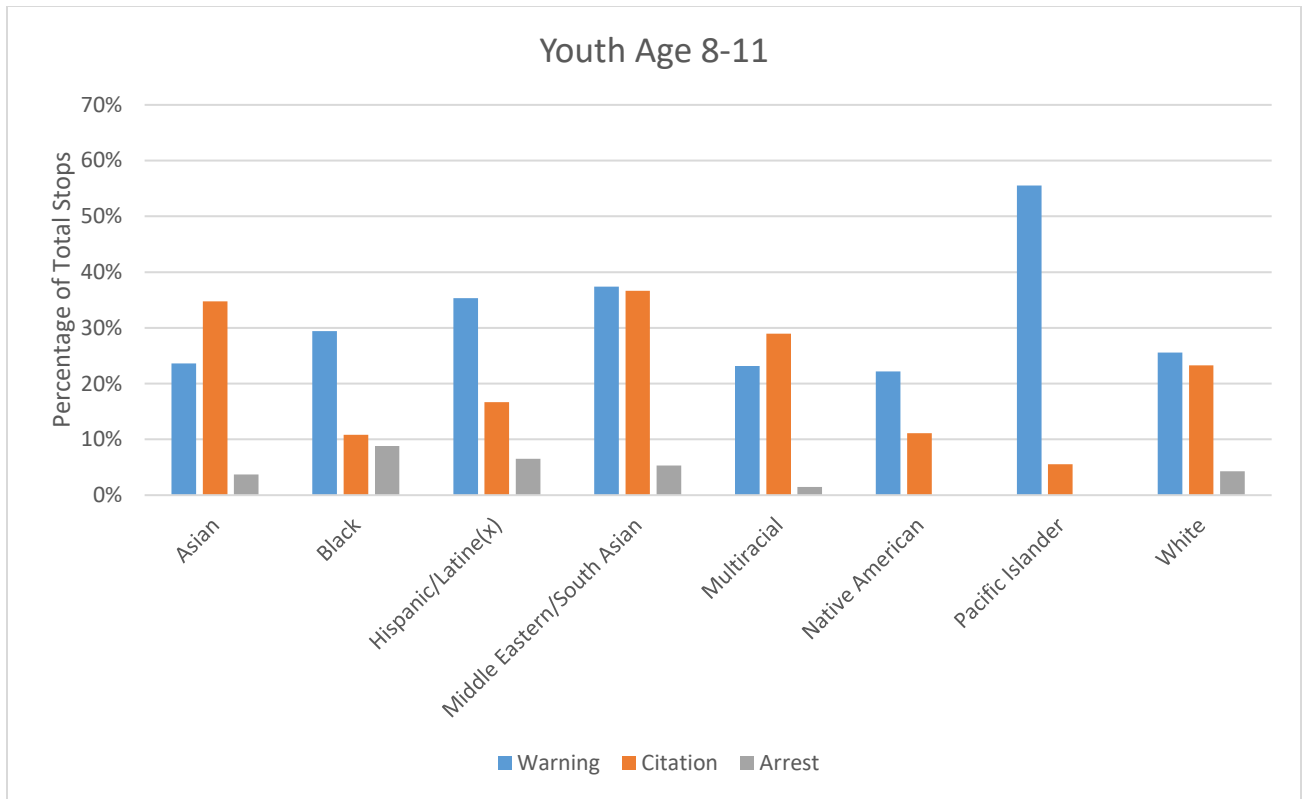
Officers reported issuing warnings the most often to Pacific Islander (55.56%, 10), Middle Eastern/South Asian (37.40%, 49), and Hispanic/Latine(x) youth 8–11 (35.31%, 507). Officers gave out the most citations in stops involving Middle Eastern/South Asian (36.64%, 48), Asian (34.78%, 56), and then Multiracial youth 8–11 (28.99%, 20). Officers made the most arrests in stops involving Black (8.80%, 44), Hispanic/Latine(x) (6.55%, 94), then Multiracial youth 8–11 (28.99%, 1). No arrests were reported for Native American or Pacific Islander youth 8–11.

*Figure 32. Percentage of Youth (12-14) Stops Including Warnings, Citations, or Arrests by Race and Ethnicity*
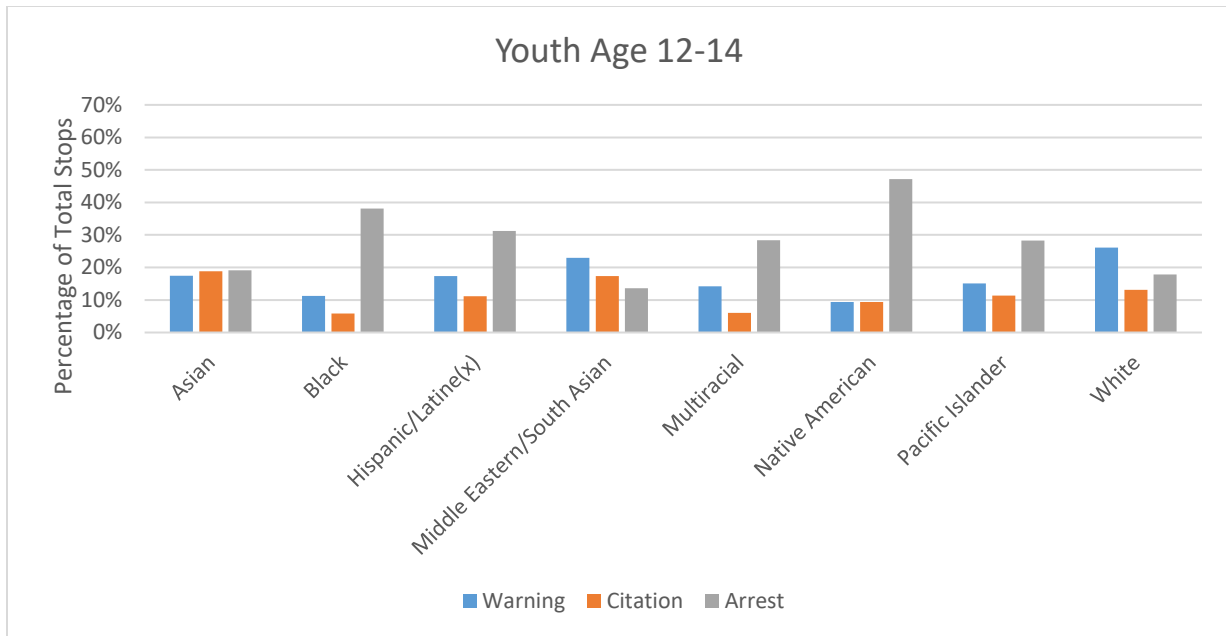


The notable trend presented in Figure 30 was the significant increase in the rates of arrest across all racial categories. In all except one racial category (Middle Eastern/South Asian), arrest rates were higher than warnings or citations. Still, the arrest rates of Middle Eastern/South Asian youth 12–14 were more than double that of youth 8–11. Officers reported arrests for almost half (47.17%, 25) of stops involving Native American youth 12–14, followed by 38.07% (673) of stops involving Black youth 12–14, and 31.26% (1,752) of stops involving Hispanic/Latine(x) individuals.

*Figure 33. Percentage of Youth (15-17) Stops Including Warnings, Citations, or Arrests by Race and Ethnicity*
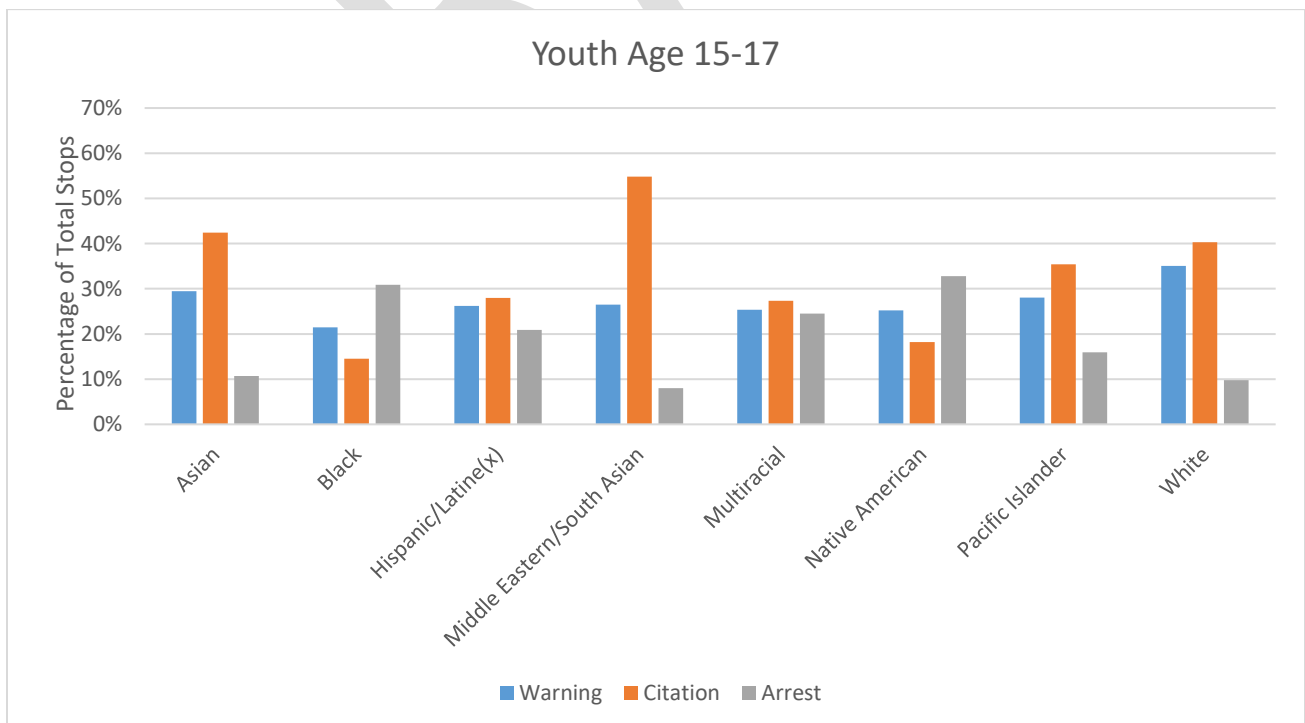
In stops involving youth 15–17, officers gave out the most citations to Asian (42.43%, 922), Middle Eastern/South Asian (54.82%, 1,194), and White (40.32%, 9,342) individuals. Officers gave out the most warnings to White (35.03%, 8,117), Asian (29.45%, 640), and Pacific Islander (28.02%, 95) individuals. Officers reported arrests most frequently in stops involving Native American (32.83%, 65), Black (30.89%, 2,399), and Multiracial (24.48%, 248) youth 15–17.