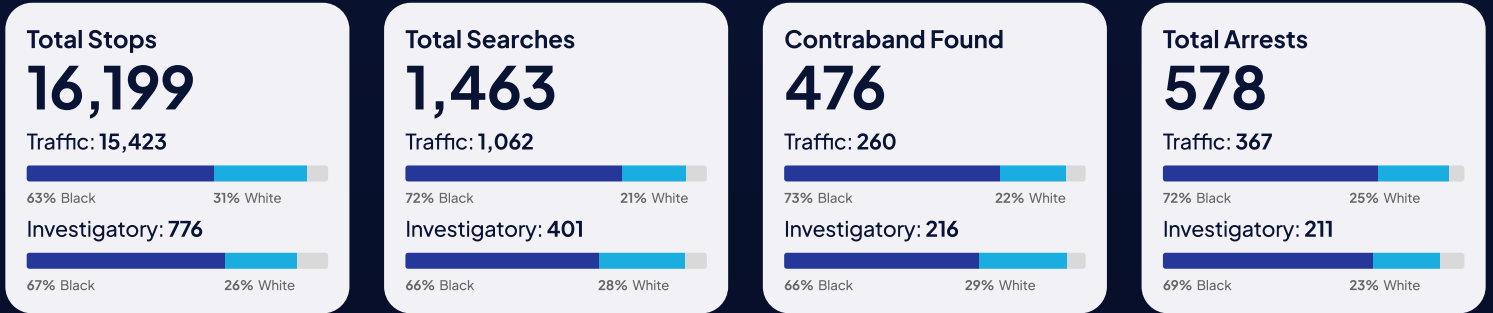




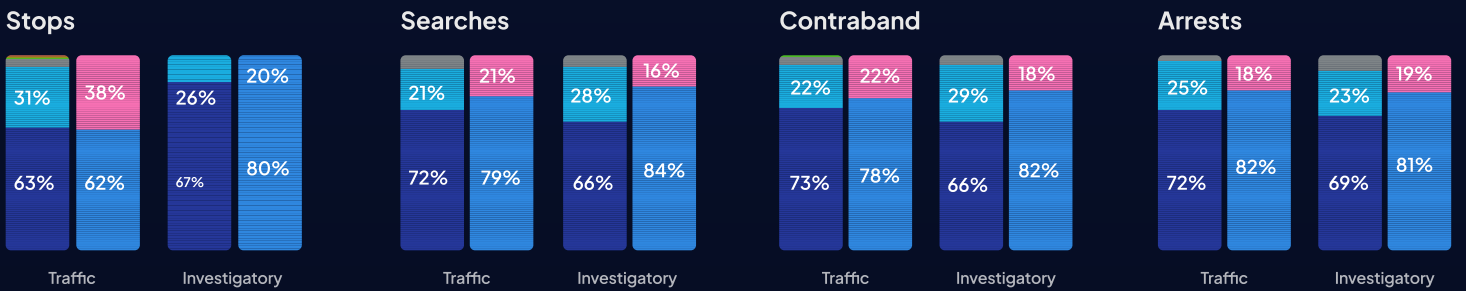
# 2024 Stop & Search Outcomes

The following are annual totals with raw demographic breakdowns that do not account for stop context



## Demographic Breakdown

Race: Black, White, Asian, Pacific Islander, American Indian, Unknown | Gender: Male, Female



## Differences Exist in Search Rates by Race, but Outcomes are Similar

After accounting for observable stop context, Black subjects were searched at higher rates than White subjects in both Traffic and Investigatory Stops. Hit-rate and threshold tests did not indicate process bias in search decisions, and post-search outcomes were broadly comparable across groups in the report's principal Black-White comparisons.

This means that while statistically significant differences between search rates of Black and White individuals exist, these searches are similarly effective at finding contraband and result in similar post-search outcomes. Measuring differences in post-search outcomes helps us understand whether different standards are being applied to different groups, or whether disparities are a result of other factors, such as enforcement strategy decisions.



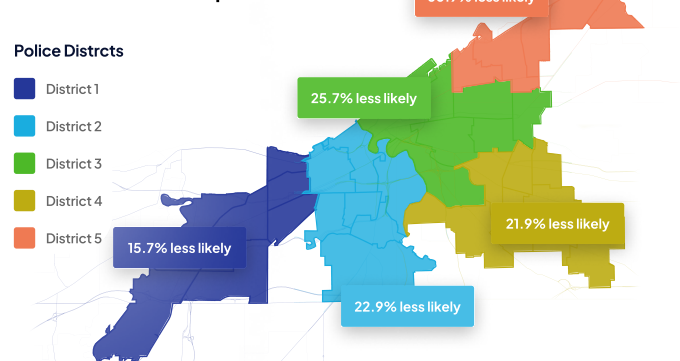
All figures based on controlled disparities.

## Differences in Male & Female Search Rates and Arrest Yields

Female subjects are searched 47.1% less in similar Traffic Stops and 30.0% less in similar Investigatory Stops than Male peers. These search decisions do not fail the applied Hit-Rate or Threshold tests, meaning that search decision thresholds and post search outcomes are statistically similar across subject groups.

There is one notable exception to this: Female subjects are less likely to be arrested conditional on search during Traffic Stops, particularly in District 5.

### Arrest Rate of Female subjects per district in Traffic Stops





## Stop & Search in Context: What Does the Data Say?

This report analyzes 2024 Cleveland Department of Police (“CDP”) Stops data by race and gender. It analyzes encounters across stop, search, and enforcement outcomes for Traffic and Investigatory Stops, finding no evidence of process bias. It finds that while raw and controlled disparities exist between search rates across races and genders, the rate of post-search outcomes, like finding contraband or an arrest, are statistically similar. Post-search outcomes help us understand whether a disparity in the rate of search between groups is a result of those groups being held to a different standard, or whether those disparities are a result of other factors, such as enforcement focus or location.

The full report, including further detail on the statistical methods and bias tests deployed, is available here:

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## Understanding Disparities and Testing for Uneven Decision Standards

In order to identify the potential presence of bias, this report starts by calculating raw and controlled disparities. Raw disparities are simple comparisons of outcomes: once stopped, how many people of a given race or gender were searched? Raw disparities provide us with a starting point, but they are a poor measure of potential bias because they don’t tell us whether different outcomes are a result of differential treatment or a function of other factors – like the population makeup of a particular neighborhood.

The purpose of this analysis is to help the Department, the City, and the community understand whether observed differences in stop and search patterns may reflect contextual factors, operational practices, or potentially differing decision standards, and to identify where additional review, better data, or policy refinement may be warranted. This report looks at patterns across stop types, districts, and the city as a whole; it does not determine whether bias was present in any individual encounter.

## Evaluating Post Search Outcomes

This report conducts Hit-Rate and Threshold tests to assess whether officers apply consistent evidentiary standards across groups and whether disparities reflect true underlying risk or differing decision thresholds. All ‘controls’ come from data collected by CDP stop forms. In order to conduct these tests, the report uses peer-reviewed algorithms, the sources of which are cited below.

- **Hit-rate Test<sup>1</sup>:** Examines whether contraband is found at different rates across racial groups among those who are searched. If officers apply the same standard to all groups, hit rates should be comparable. Systematic differences in hit rates can suggest that some groups face a lower or higher bar for being searched.
- **Threshold Test<sup>2</sup>:** Estimates the implicit probability threshold at which officers decide to search individuals from different racial groups. If thresholds differ by race, it indicates that decision standards are not being applied uniformly, even if raw or controlled search rates appear similar.

<sup>1</sup> Knowles, J., Persico, N., & Todd, P. (2001). Racial bias in motor vehicle searches: Theory and evidence. *Journal of political economy*, 109(1), 203–229.

<sup>2</sup> Simoiu, C., Corbett-Davies, S., & Goel, S. (2017). The problem of infra-marginality in outcome tests for discrimination. *The Annals of Applied Statistics*, 11(3), 1193–1216.