Center For
POLICING EQUITY

Palmdale, CA 2025

Justice Navigator Assessment

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SUMMARY OF FINDINGS

This assessment analyzes policing data, along with demographic and crime data, to identify which policing practices show patterns of racial disparities, and what factors may be contributing to those disparities.

The vast majority of law enforcement agencies in the United States do not choose to **share their policing data** publicly or receive independent analyses of these data. Justice Navigator Assessments examine data from law enforcement agencies that voluntarily partnered with CPE to receive standardized analyses that **put policing data to work** and serve as a starting point for addressing the kinds of racial disparities that persist in policing across the country. Communities can't improve their public safety systems without identifying opportunities to do so; CPE commends Los Angeles County Sheriff's Department (LASD) Palmdale Station for partnering with us to take this first step in addressing racial disparities in their policing.

LASD Palmdale Station joined CPE's **National Justice Database** project in July 2023. LASD shared data with CPE in order to receive analyses intended to support community and law enforcement collaboration on data-informed efforts to advance equitable outcomes in policing and public safety.

This assessment analyzes use of force data from January 1, 2018 – September 30, 2022, vehicle and pedestrian stop data from 2019 – 2022, and calls for service and officer-initiated activity data from 2018 – 2022. This assessment only includes resident demographic data from areas of Los Angeles County that are patrolled by LASD Palmdale Station deputies.

Some key findings from the assessment are displayed below. These findings are described and explained in detail in the tabbed sections found at the top of this page.

USE OF FORCE

How did officers use force?

According to Los Angeles County Sheriff's Department Palmdale Station data:

36% of all uses of force officers recorded between 2018 and 2022 were against **Black people**, who made up **11%** of the population of Palmdale.

This racial disparity **was not fully explained** by neighborhood variations in crime rates, poverty, or share of Black residents. After accounting for these factors, Los Angeles County Sheriff's Department Palmdale Station officers used force against **Black people 2.9 times as often** as White people.

What should be investigated further?

The 2 most common force types recorded overall were **"Holds"** and **"Takedown."**

How can departments reduce disparities in use of force?

- ☑ Improve use of force reporting requirements
- ☑ Improve use of force policies

Visit the Use of Force section for more details

VEHICLE STOPS

Which drivers did officers stop?

According to Los Angeles County Sheriff's Department Palmdale Station data:

24% of all drivers stopped between 2019 and 2022 were **Black**.

54% of all drivers stopped between 2019 and 2022 were **Latinx**.

19% of all drivers stopped between 2019 and 2022 were **White**.

Which drivers did officers search at stops?

At vehicle stops, officers searched **Black drivers 1.4 times as often** as White drivers, even though Black drivers were less likely to possess contraband.

Officers searched **687 Black drivers** who did not have any contraband, compared to **342 White drivers**.

How can departments reduce disparities in vehicle stops?

- ☑ Investigate which stop reasons are associated with disparities
- ☑ Partner with community groups to consider more effective responses to traffic safety

Visit the Vehicle Stops section for full analysis

PEDESTRIAN STOPS

Which pedestrians did officers stop?

According to Los Angeles County Sheriff's Department Palmdale Station data:

26% of all pedestrians stopped between 2019 and 2022 were **Black**.

The population of JURISDICTION is **11% Black**.

Which pedestrians did officers search at stops?

At pedestrian stops, officers searched **Black pedestrians at about the same rate** as White pedestrians.

How can departments reduce disparities in pedestrian stops?

- ☑ Improve racial profiling policy
- ☑ Reinforce policy through changes to organizational culture

Visit the Pedestrian Stops section for full analysis

CALLS FOR SERVICE AND OFFICER ACTIVITY

How did officers spend their time?

LEA NAME recorded **488,059** total events in 2018 - 2022, including both Officer-Initiated Activities and Calls for Service.

- **6.8%** of these events involved **Bodily Harm, Property Harm, or Threats**. All other events involved no report of Bodily Harm, Property Harm, or Threats.
- **44%** of these events were Officer-Initiated Activities that involved no report of Bodily Harm, Property Harm, or Threats.
- **49%** of these events were Calls for Service that involved no report of Bodily Harm, Property Harm, or Threats.

What should be investigated further?

Los Angeles County Sheriff's Department Palmdale Station's Mental Evaluation Team recorded addressing **2,743 mental health events** from 2019 - 2022.

How can public safety resources be better aligned with community needs?

- ☑ Investigate how non-police services can respond to Calls for Service
- ☑ Explore CPE's resources on redesigning public safety

Visit the Calls for Service and Officer Activity section for full analysis

NEXT STEPS TO REDUCE DISPARITIES

Our resources can help communities and law enforcement agencies assess solutions and take action to reduce racial disparities in policing and design more equitable public safety systems.

- ☑ Improve use of force policies
- ☑ Partner with community groups to consider more effective responses to traffic safety
- ☑ Reinforce policy through changes to organizational culture
- ☑ Investigate how non-police services can respond to Calls for Service

Visit the companion site for full guidance on how to take action

OUR METHODOLOGY

Visit the **Justice Navigator homepage** to learn more about the methodologies we use.

ACKNOWLEDGEMENTS

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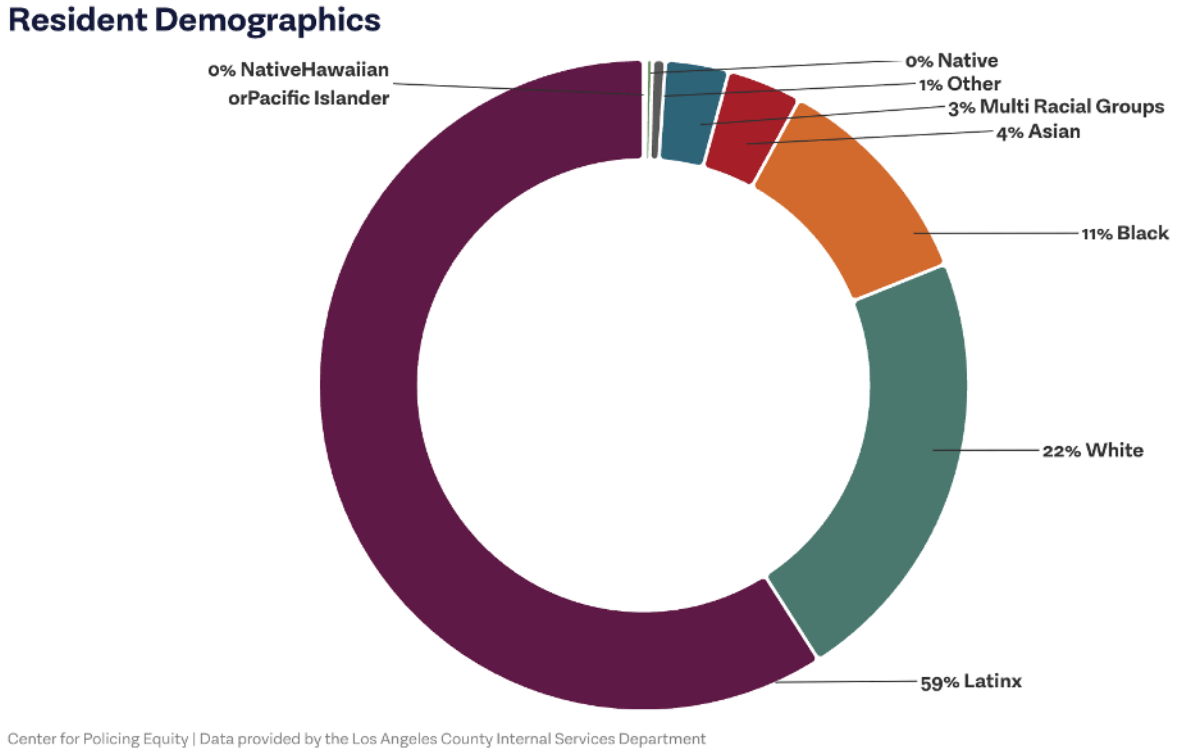
Suggested citation: Center for Policing Equity (2025). *Los Angeles County Sheriff's Department Palmdale Station, CA*. Justice Navigator, **justicenavigator.org**.

DEPARTMENTAL CONTEXT

Findings should be interpreted alongside context about the demographics of local residents, the demographics of sworn officers, and the department's work toward racial equity.

This section contains information on deputy demographics and departmental initiatives related to equitable policing practices that was input directly by the department through a survey. Los Angeles County Sheriff's Department Palmdale Station submitted its responses to the context survey on December 12, 2023.

RESIDENT DEMOGRAPHICS

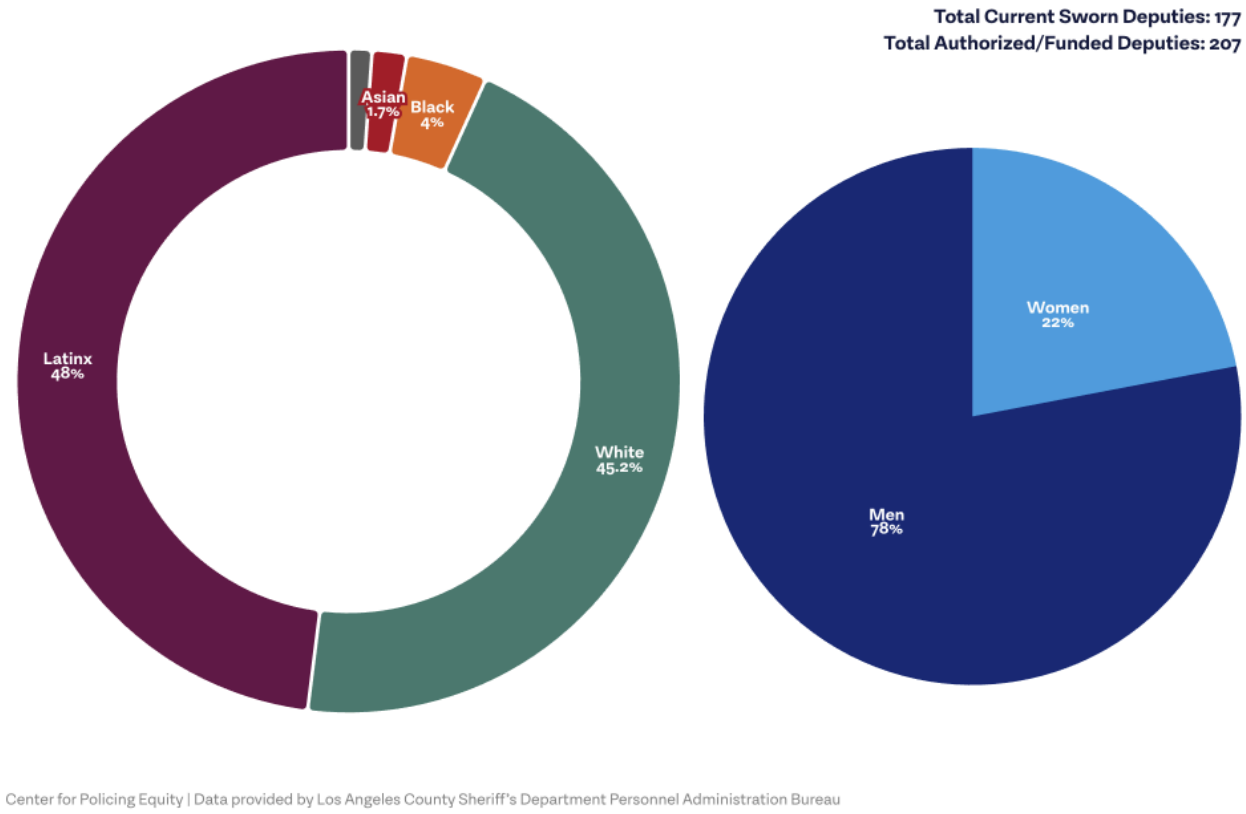


Los Angeles County Sheriff's Department (LASD) Palmdale Station deputies do not patrol certain areas of the county that are patrolled by other LASD Stations. Therefore, this assessment only includes resident demographic data from areas of Los Angeles County that are within the jurisdiction of Palmdale Station.

The resident population included in this assessment is 59% Latinx, 22% White, 11% Black, 3.7% Asian, 3.2% Multiple Racial Groups, 0.3% Native, 0.7% Other, and 0.2% Native Hawaiian or Pacific Islander. The total population of Palmdale Station's patrol area is 209,082.

Palmdale Station deputies patrol an area that includes multiple towns and unincorporated areas, and the boundaries of this patrol area do not perfectly align with the boundaries of Census tracts. Resident demographic data for the Station's patrol area were therefore not readily available from the Census Bureau, so this assessment uses resident demographic data provided by Los Angeles County's Internal Services Department.

DEPUTY DEMOGRAPHICS



These demographics were provided by the Department as of December, 2023.

ABOUT THIS ASSESSMENT

Los Angeles County Sheriff's Department (LASD) Palmdale Station joined CPE's **National Justice Database** project in March 2023. LASD shared data with CPE in order to receive analyses intended to support community and law enforcement collaboration on data-informed efforts to advance equitable outcomes in policing and public safety. This assessment analyzes use of force data from January 1, 2018 – September 30, 2022, vehicle and pedestrian stop data from 2019 – 2022, and calls for service and officer-initiated activity data from 2018 – 2022.

DEPARTMENT SUMMARY OF ITS KEY INITIATIVES

Los Angeles County Sheriff's Department (LASD) Palmdale Station has recently updated its policies on use of force, traffic and non-traffic stops, racial profiling, data collection and data quality assurance. Additionally, they have updated their training

programs, programs for eliciting community input and advancing community trust, and programs to reduce use of force and divert calls to community-based/alternative response teams.

As part of LASD's Settlement Agreement with the California Department of Justice (2015), the department, and its Palmdale Station, are required to use incremental force when the use of force is deemed appropriate by a deputy. This means officers must start with the lowest form of force available and steadily escalate. This can impact the data Justice Navigator users engage with—such as the overall number of use of force incidents reported—as well as mental health emergency response, as some use of force may precede the deployment of Lancaster Station's Mental Evaluation Team (which is described in greater detail in the Department Summary of Its Racial Equity Initiatives section).

DEPARTMENT SUMMARY OF ITS RACIAL EQUITY INITIATIVES

Los Angeles County Sheriff's Department (LASD) has recently undergone a substantial transformation with the establishment of the Office of Constitutional Policing. This initiative underscores the LASD's dedication to ensuring that law enforcement practices adhere to constitutional principles and respect the rights of all individuals within the community. The newly formed office amalgamated existing units—Risk Management Bureau, Audit & Accountability Bureau, and AV DOJ Compliance Unit—to expedite essential changes related to racial equity, use of force, biased policing, and procedural justice.

The Office of Constitutional Policing is actively involved in shaping policies related to racial equity, training programs with a focus on impacting racial equity, and updated policies on use of force, profiling, biased policing, and procedural justice. Furthermore, the office is working on developing new policies regarding the collection, maintenance, review, or analysis of data on traffic stops, non-traffic stops, and use of force incidents. Beyond policy development, the LASD's Office of Constitutional Policing plays a pivotal role in ensuring that all law enforcement activities align with constitutional standards. Regular reviews of policies and procedures are conducted to identify and rectify any potential disparate practices. By prioritizing adherence to legal and ethical standards, LASD aims to build trust and confidence in its operations.

Prior to the establishment of the Office of Constitutional Policing, significant milestones were achieved in LASD's journey towards improved community relations, particularly in the Antelope Valley Stations. The Antelope Valley Settlement Agreement, entered into with the Department of Justice in 2015, aimed to address concerns about discriminatory policing practices in the region. This agreement outlined specific measures to promote fairness, transparency, and accountability in law enforcement operations.
To enhance community engagement, the Palmdale Station implemented several initiatives. The Palmdale Station Community Relations Team and revamped PartnersAgainst Crime (PAC) Team work proactively to foster positive relationships between law enforcement and diverse communities. The PAC Team is a community-oriented policing program aimed at building partnerships between law enforcement and the community to address and prevent crime collaboratively. In addition, Palmdale Station has established a pre-booking youth diversion program in partnership with Soledad Enrichment Action (SEA), focusing on rehabilitation, education, and community involvement for young individuals who have committed minor offenses. Moreover, Palmdale Station's Youth Activity League (YAL) offers constructive activities, field trips, and a safe space for youth, while the volunteer program involves community members in assisting with various duties.

The Community Advisory Committee, comprised of community leaders, activists, and residents, provides valuable insights and feedback on policies and practices. Quarterly town hall meetings serve as forums for residents to voice concerns, ask questions, and engage directly with law enforcement officials, fostering a two-way dialogue that contributes to building trust and understanding. These meetings also provide an opportunity to update the community on ongoing initiatives, share crime statistics, and address misconceptions or concerns, promoting transparency and accountability.
In conclusion, LASD's commitment to community engagement and constitutional policing is evident through a multifaceted approach, including the establishment of the Office of Constitutional Policing, the Antelope Valley Settlement Agreement, community relations initiatives, and proactive partnerships with the community. These initiatives collectively contribute to a more transparent, accountable, and community-oriented approach to law enforcement, fostering a safer and more harmonious environment for all residents.

LASD Headquarters has made extensive changes to their stop and use of force policies. All stop data is publicly available **here** and subject to review by leadership and external governing bodies, like the Antelope Valley Monitoring Team. You can see their

December 2024 recent report **here**, which claims that LASD's stop activity is in compliance with their Settlement Agreement with the U.S. Department of Justice.

Additionally, as of 2022, LASD Stations are required to use the Sheriff's Automated Contact Reporting (SACR) System to record most public interactions with deputies, which is reviewed by leadership and cross-referenced with their computer-aided dispatch system to ensure accuracy and comprehensiveness. LASD has collaborated with many external bodies like the Los Angeles County Anti-Racism, Diversity, and Inclusion (ARDI) Initiative to develop strategic training and community outreach programs that prioritize de-escalation and crisis management over force. These efforts resulted in the development of a proprietary de-escalation process that is now in use across the Department. You can learn more about it **here**.

Use of Force

In the last year, LASD revised their Manual of Policy and Procedures in an effort to more comprehensively document use of force and generally curb trends in the Department's use of force in accordance with the Antelope Valley Settlement Agreement between the Department and the US Department of Justice. This has included making use of force data **publicly available online**, the implementation of a Learning Management System (LMS) to track trainings, and Performance Oversight Information Tracker system to allow supervisors to routinely review performance. To date, over 99% of the Department has completed trainings through the LMS.

DEPARTMENT SUMMARY OF ITS COMMUNITY OUTREACH INITIATIVES

To reach out to community members in Palmdale, Palmdale Station has developed a range of programs and training to involve community stakeholders in the Department's reform efforts. A key component of Palmdale Station's community engagement strategy is the creation of the Community Advisory Committee. This committee serves as a vital link between the community and law enforcement, providing valuable insights and feedback on policies, practices, and community priorities. Comprised of community leaders, activists, and residents, the committee ensures a diverse range of perspectives are considered in shaping law enforcement strategies.

To facilitate open and transparent communication, Palmdale Station instituted quarterly town hall meetings. These gatherings serve as forums for residents to voice their

concerns, ask questions, and engage directly with law enforcement officials. By fostering a two-way dialogue, these meetings contribute to building trust and understanding between the community and Palmdale Station personnel. The quarterly townhall meetings are also an opportunity for Palmdale Station to update the community on ongoing initiatives, share crime statistics, and address any misconceptions or concerns. This level of transparency helps dispel mistrust and fosters a sense of accountability within the Department.

Palmdale Station Community Relations team also has access to several social media platforms to broadcast information. Palmdale Station's Facebook page has 27,000 followers and Instagram has 19,500 followers. Palmdale Station offers a Community Academy. The Community Academy is intended to provide members of the public with insight into the Department's policies/processes and Station operations to address and prevent crime. This is an eight-week course that requires participants to attend once a week for three hours. Palmdale Station has several volunteer programs like Volunteer on Patrol, Mounted Volunteers, Sheriff's Explorer Program, and Search and Rescue Volunteers.

LASD has distributed a Community Engagement Handbook to every patrol station in an effort to ensure that all stations have the necessary resources to expand their reach within and best connect with the various communities they serve.

REDESIGNING PUBLIC SAFETY IN PALMDALE

Los Angeles County Sheriff's Department (LASD) has undertaken several initiatives to redesign public safety, reduce the footprint of policing on communities, and divert certain call types to unarmed or alternative responders. A key component of these efforts is the LASD Mental Evaluation Team (MET), which plays a pivotal role in addressing mental health crises in the community. The MET consists of a deputy sheriff paired with a licensed mental health clinician from the Department of Mental Health (DMH). This clinician is designated under the Lanterman-Petris-Short Act (LPS), enabling them to initiate involuntary psychiatric hospitalizations, when necessary, per sections 5150 or 5585 of the Welfare and Institutions Code (WIC). The MET provides immediate crisis assessment and intervention to individuals experiencing mental health crises, prepares necessary documentation to facilitate the placement of individuals in acute psychiatric facilities, or connects them with outpatient mental health services and community resources. They also offer mental health support and field crisis intervention during patrol deputy contacts, ensuring appropriate psychiatric placement. In 2023, the

MET responded to 1,216 calls for service involving citizens in mental distress in Palmdale, successfully placing 1,079 individuals in appropriate care settings. This co-response model aims to reduce the use of force, decrease hospitalizations, and prevent unnecessary incarcerations of severely mentally ill individuals.

Additionally, the City of Palmdale has hired Community Service Officers (CSOs), who are non-sworn city employees working in coordination with LASD. CSOs handle duties such as taking reports and assisting with traffic control, which allows sworn deputies to focus on responding to more critical calls for service. This initiative ensures that law enforcement resources are optimized, and deputies can respond to urgent calls more promptly, while less critical tasks are managed by CSOs. The MET also provides in-service training for de-escalation, crisis negotiations, and strategies to avert the use of force and reduce incarcerations among mentally ill individuals. MET clinicians educate families about the least restrictive options for mental health crisis interventions, fostering a more informed and supportive community environment.

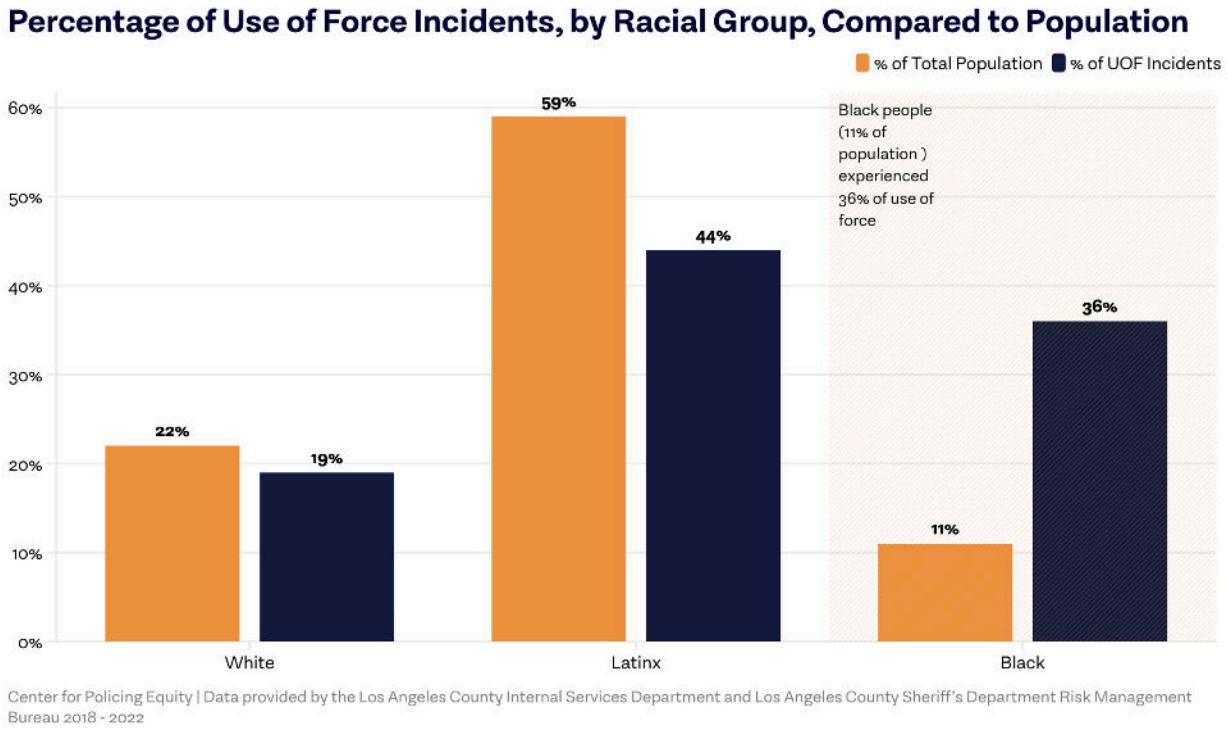
LASD has established proactive community relations initiatives, such as the Community Advisory Committee, to foster positive relationships between law enforcement and diverse communities. This committee includes community leaders, activists, and residents who provide feedback on policies and practices. Moreover, Palmdale Station offers programs like the pre-booking youth diversion program, in partnership with Soledad Enrichment Action (SEA), focusing on rehabilitation and education for youth who commit minor offenses. The Youth Activity League (YAL) provides constructive activities for young individuals. Through the implementation of the LASD Mental Evaluation Team, the employment of Community Service Officers, and various community engagement initiatives, Los Angeles County is actively redesigning public safety. These efforts aim to reduce the footprint of traditional policing, divert appropriate call types to alternative responders, and build a safer, more supportive community environment. Continuous assessment and evolution of these strategies will further enhance the effectiveness and community impact of these initiatives, ensuring that the approach to public safety remains responsive and adaptive to the needs of all residents.

USE OF FORCE

Use of force occurs when an officer uses or threatens to use their body or an object against a person or in a way that could cause pain, injury, or death.

Data presented in this section reflect use of force incidents recorded by Los Angeles County Sheriff's Department (LASD) Palmdale Station deputies. Each law enforcement agency's policy manual requires that officers record use of force, and defines the behaviors that count as "force" which must be reported. The way the policy defines officers' obligation to report use of force has an impact on the number of incidents recorded, which provides important context for interpreting these analyses. Departments with more comprehensive reporting requirements may have more recorded incidents than departments with vague or incomplete requirements. For LASD Palmdale Station's definition of reportable force, see "**What counts as force for these analyses?**" at the bottom of this page."

USES OF FORCE BY RACIAL GROUP



According to Los Angeles County Sheriff's Department Palmdale Station data on use of force incidents recorded between 2018 and 2022.

- **36% of all people deputies used force against were Black, who made up 11% of the population of Palmdale.**
- **44% of all people deputies used force against were Latinx, who made up 59% of the population of Palmdale.**
- **19% of all people deputies used force against were White, who made up 22% of the population of Palmdale.**

Note: These analyses only include resident demographic data from areas of Los Angeles County that are patrolled by Palmdale Station deputies. For more information, see the Resident Demographics chart under the Context tab of this assessment.

More information

What does this show?

Each dark blue bar shows the percentage of the total use of force incidents recorded in the assessment period that were against people in one racial group. The orange bars show the percentage of the resident population that are people of the same racial group. Hovering over the blue bars shows the number of incidents that makes up that percentage.

Departments have varying definitions of force and requirements for when officers must report their use of force, so those with more comprehensive reporting requirements may have more recorded incidents than departments with vague or incomplete requirements. For example, some departments do not require officers to report use of hands-on force unless it results in injury or complaint of injury; others do not require officers to report pointing a weapon if it was not discharged. Departments also use different forms to record data on use of force incidents, and forms that encourage more comprehensive or efficient data collection can provide more useful information for analysis than those that solicit fewer, or less specific, incident details.

Our **guidance** encourages officers to report every incident in which an officer uses or threatens to use their body, a tool, or a weapon against a person, or in any way that could cause pain, injury or death, regardless of the officer's motivation or whether any injury or complaint results. For more information on the types of incidents officers were required to report during this assessment timeframe, see **"What counts as force for these analyses?"** at the bottom of this page.

How was this calculated?

We first took the average total recorded incidents per year and calculated the percentage against people of each racial group. Then we compared those percentages to the percentages of the resident population that are of each racial group. See the Data Notes tab for information on how we define racial groups.

We count a use of force incident as a single incident in which any use of force against a person was recorded, regardless of the number of officers, types of force involved, or number of times force was applied. If more than one person had force used against them at the same time, each person who was subjected to force is counted as a separate incident. Our analyses exclude incidents where the only reported type of force is handcuffing, verbal commands, or de-escalation.

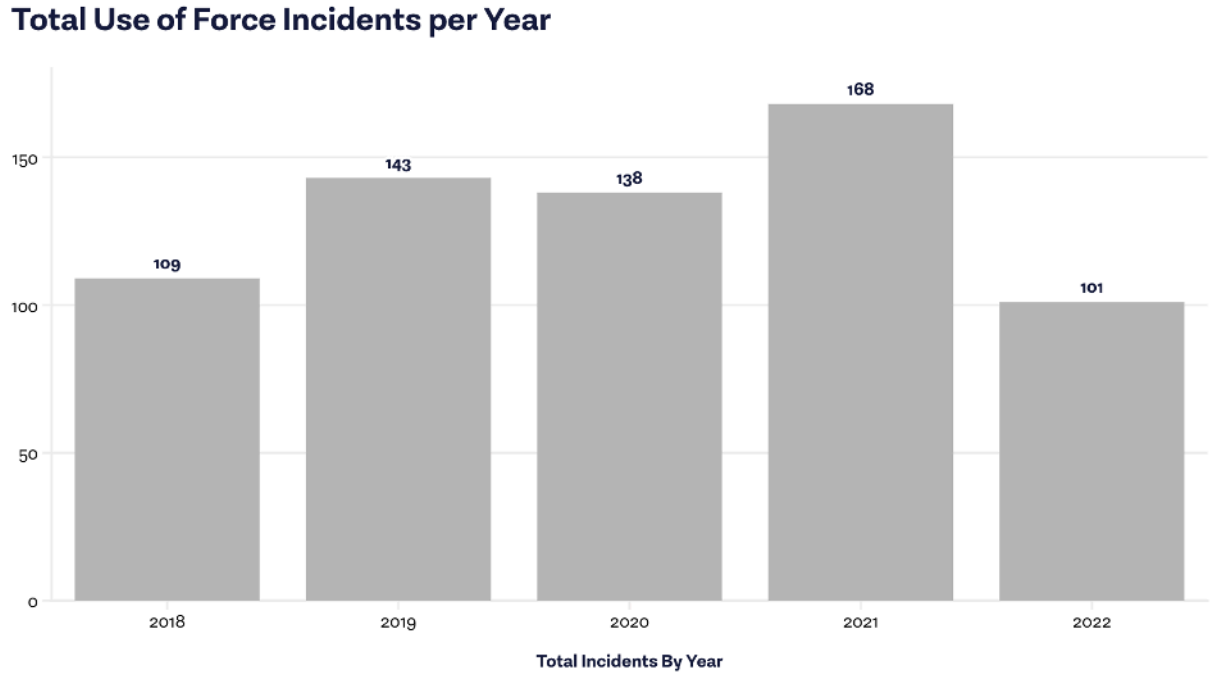
Most of our analyses use all use of force data provided by departments, including incomplete years of data. However, certain analyses require complete years of data, so time periods may vary across charts.

We use local demographic data (from the Census Bureau's American Community Survey 5-year estimates) as the most straightforward and complete representation of the local population. The use of Census data also allows us to perform standardized analyses across law enforcement agencies. We recognize that this measure of demographics may not capture the entire population of individuals with whom police interact. However, the analyses on this page can help shed light on the role that local demographics may play in any observed disparities.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Racial group of the person subjected to force

USES OF FORCE BY YEAR



The number of use of force incidents recorded each year with complete data varied from a high of 168 in 2021 to a low of 101 in 2022.

Each law enforcement agency's policy manual requires that officers record use of force, and defines the behaviors that count as "force" which must be reported. For this reason, the number of incidents recorded each year may fluctuate due to changes in officers' use of force practices or departments' reporting policies. Departments should investigate whether variations in use of force may be related to policy changes that govern officers' use of force or define the types of behavior that count as force which officers are required to report.

More information

What does this show?

This chart shows the number of use of force incidents recorded during each year of the assessment period for all racial groups combined.

Departments have varying definitions of force and requirements for when officers must report their use of force, so those with more comprehensive reporting requirements may have more recorded incidents than departments with vague or incomplete requirements. Disruptions related to the COVID 19 pandemic may have affected the volume of police-community interactions recorded in 2020 and 2021, although the extent of this impact likely varies by jurisdiction according to the local policies and restrictions

implemented in response to the outbreak. It is worth noting whether or the extent to which racial disparities persisted over this time period, despite the reduction in overall police activity.

How was this calculated?

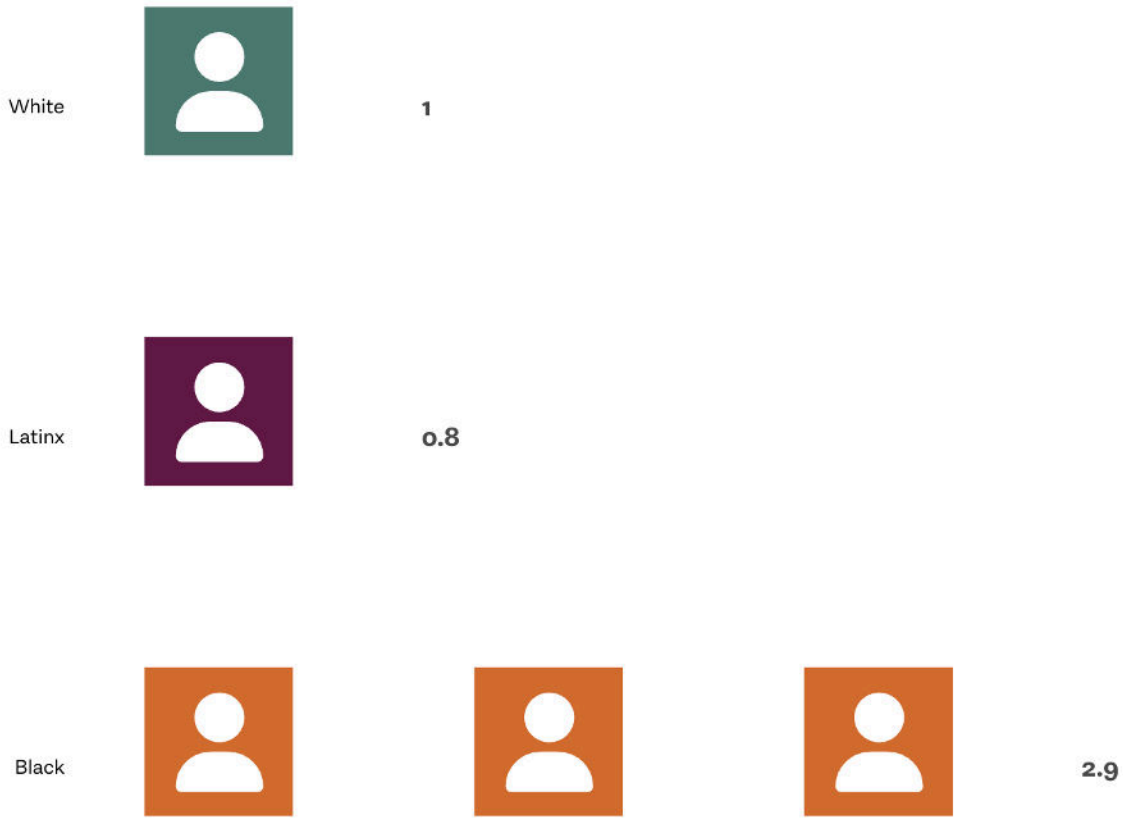
We count a use of force incident as a single incident in which any use of force against a person was recorded, regardless of the number of officers, types of force involved, or number of times force was applied. If more than one person had force used against them at the same time, each person who was subjected to force is counted as a separate incident. Our analyses exclude incidents where the only reported type of force is handcuffing, verbal commands, or de-escalation.

Data required for this analysis:

- Incident unique identifier
- Date of incident

COMPARING USE OF FORCE INCIDENT RATES

Use of Force Incident Rates After Accounting for Neighborhood Crime Rates, Poverty Levels, and Share of Black Residents



Center for Policing Equity | Data provided by the Los Angeles County Internal Services Department and Los Angeles County Sheriff's Department Risk Management Bureau 2018 - 2022

After using a statistical technique called regression analysis to account for the influence of different crime rates, poverty levels, and percent of Black residents in neighborhoods:

- **Officers recorded using force against Black people 2.9 times as often as White people.**

We take into account the share of Black residents, crime rates, and poverty levels in a neighborhood because these factors affect the likelihood that a person of any racial

group in a neighborhood will have police contact. For details on CPE's regression analysis, see "More Information" below.

More information

What does this show?

This infographic displays findings from CPE's **regression analysis**, a statistical technique that allows CPE to investigate differences in use of force rates by race, taking into account other socioeconomic factors that may affect policing strategies and deployment. Specifically, this regression tests how much more or less likely each racial group is than White people to have force used on them in a neighborhood with an average poverty rate, crime rate, and percentage of Black residents – three factors commonly associated with increased police contact. The results of this analysis show the size of racial disparities in use of force that remain even when the influence of poverty levels, crime rates, and the percentage of Black residents across neighborhoods are removed from the equation.

We take into account the share of Black residents, crime rates, and poverty levels in a neighborhood because these factors affect the likelihood that a person of any racial group in a neighborhood will have police contact. This relationship between police presence and the percent of Black residents in a neighborhood is, in part, a result of systemic racism and structural disadvantage (for example, a lack of community services can lead to more calls for police service). But police-driven factors, such as departmental policy or officer behavior, also contribute to increased police activity in neighborhoods with more Black residents, crime, and poverty.

How was this calculated?

To represent neighborhoods, we use Census tracts — small geographic areas of approximately 4,000 residents — as defined by the Census Bureau. We use publicly available Census data to measure the percentage of Black residents in each neighborhood

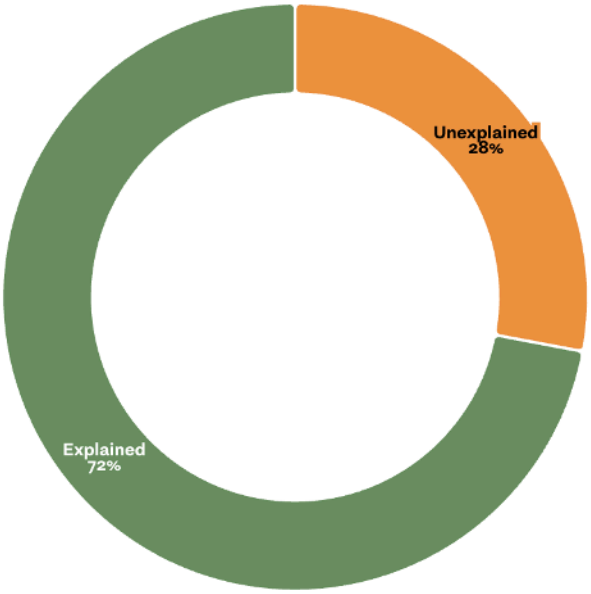
To measure serious crime rates, we count crimes in each neighborhood that are recorded by the department. Specifically, we count reports of Part 1 offenses. The FBI's Uniform Crime Reporting Statistics defines Part 1 offenses as: murder and non-negligent homicide, rape , robbery, aggravated assault, burglary, motor vehicle theft, larceny, and arson. Racial groups that made up less than 2% of all use of force incidents, or which had fewer than 40 total incidents, were excluded from this analysis (see the Data Notes tab for information on how we define racial groups).

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Person's racial group
- Location of incident (i.e. street address, including zipcode or latitude/longitude)
- Crime unique identifier
- Crime date of incident
- Crime offense (NIBRS/UCR) classification or description
- Crime location (i.e. street address, including zipcode or latitude/longitude)

PERCENTAGE OF USE OF FORCE INCIDENT FREQUENCY EXPLAINED BY NEIGHBORHOOD FACTORS

Percentage of Incident Frequency Explained by Differences in Neighborhood Crime Rates, Poverty Levels, and Share of Black Residents



Source: Center for Policing Equity | Data provided by the Los Angeles County Internal Services Department and Los Angeles County Sheriff's Department Risk Management Bureau 2018 - 2022

This chart displays findings from CPE's regression analysis, a statistical technique that tests how much neighborhood poverty levels, crime rates, and share of Black residents—three common explanations for increased police contact—contribute to how often all recorded use of force incidents occur.

Statistical analysis showed that neighborhood crime rates, poverty, and share of Black residents explained 72% of the frequency of use of force, while 28% was not explained by these factors.

For details on CPE's regression analysis, see "More Information" below.

More information

What does this show?

This infographic displays findings from CPE's **regression analysis**, a statistical technique that investigates how certain factors contribute to how often all use of force incidents occur. Specifically, it shows the results of testing how much neighborhood poverty levels, crime rates, and share of Black residents—three common explanations for increased police contact—are contributing to the frequency of

use of force overall. The results of this analysis show that the frequency of use of force is largely not explained by (or predicted by) these external factors. It is likely that factors within the control of the department, such as departmental policy and practice or officer behavior, play a significant part in determining when, where, and who is subjected to force.

Our model cannot precisely distinguish the extent to which incident frequency is due to reasons within or outside of a department's control, but we are able to use statistical tools to account for three of the most commonly proposed, quantifiable factors related to frequency of police contact. Thus, our model controls for the predictive effect of crime rates, poverty levels, and racial demographics on use of force frequency, but there are many additional factors that may have an impact on whether a person is likely to come into contact with law enforcement and subsequently be subjected to force.

How was this calculated?

To represent neighborhoods, we use Census tracts, which are small geographic areas of approximately 4,000 residents each, defined by the Census Bureau. We use publicly available Census data to measure neighborhood poverty levels and the percentage of Black residents.

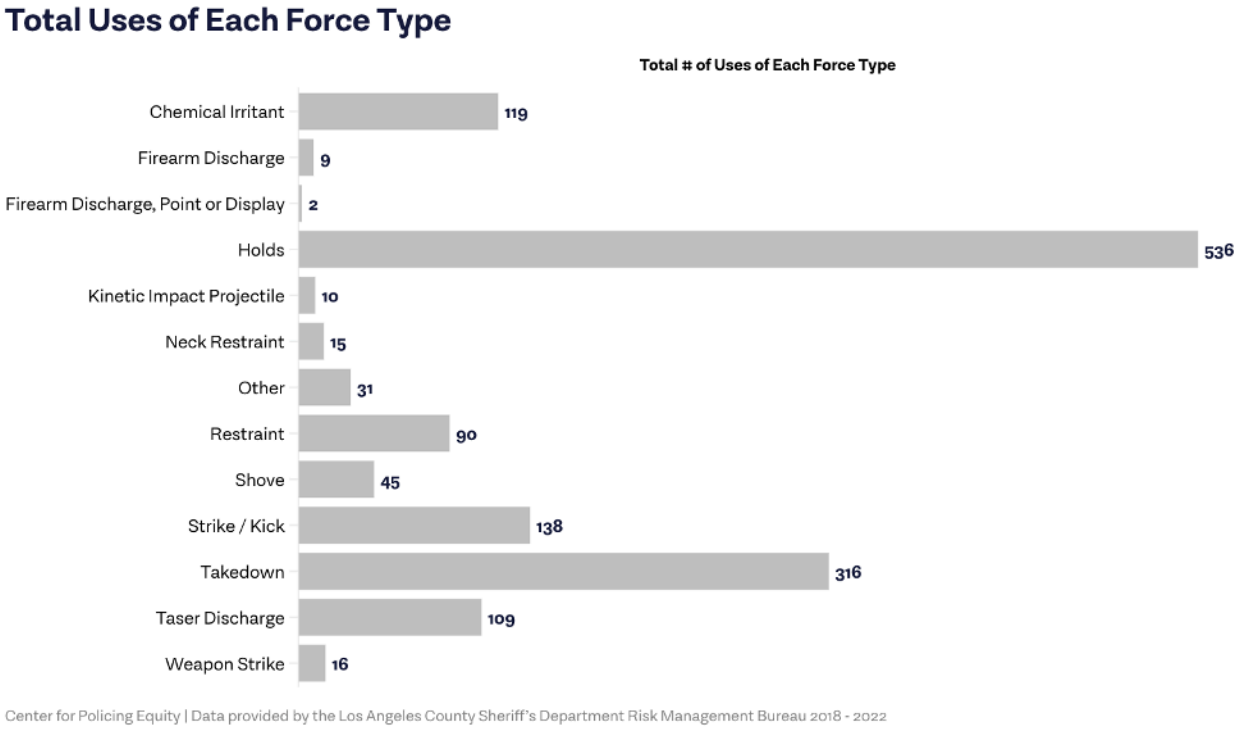
To measure serious crime rates, we count crimes in each neighborhood that are recorded by the department. Specifically, we count reports of Part 1 offenses. The FBI's Uniform Crime Reporting Statistics defines Part 1 offenses as: murder and non-negligent homicide, rape (legacy and revised), robbery, aggravated assault, burglary, motor vehicle theft, larceny theft, and arson. Racial groups which made up less than 2% of all incidents, or which had fewer than 40 total incidents, were excluded from this analysis (see the Data Notes tab for information on how we define racial groups).

For an explanation of why we measure the share of Black residents as a potential factor influencing use of force, see "More information" under the analysis above.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Person's racial group
- Location of incident (i.e. street address, including zipcode or latitude/longitude)
- Crime unique identifier
- Crime date of incident
- Crime offense (NIBRS/UCR) classification or description
- Crime location (i.e. street address, including zipcode or latitude/longitude)

TOTAL USES OF EACH FORCE TYPE



The 2 most common force types recorded overall were “Holds” and “Takedown.”

According to Los Angeles County Sheriff’s Department Palmdale Station data on the types of force that officers recorded using:

- **The 2 most common force types recorded overall were "Holds" and "Takedown."**
- **The force types deputies recorded using against Black people in the highest percentages were “Shove” and “Takedown.” For example, 38% of uses of force recorded as “Shove” and 37% of uses of force recorded as “Takedown” were against Black people.**
- **The force types deputies recorded using against Latinx people in the highest percentages were “Weapon Strike” and “Neck Restraint.” For example, 63% of uses of force recorded as “Weapon Strike” and 60% of uses of force recorded as “Neck Restraint” were against Latinx people.**

Identifying officers’ most commonly used force types can serve as a starting point for reducing racial disparities and decreasing use of force overall.

Note: Force types used less than 5 times are not included in the finding text for this analysis. “Other” was omitted from this analysis though 77% of uses of force recorded as “Other” were used against Latinx people.

More information

What does this show?

This chart shows the total number of uses of each particular force type recorded for all racial groups combined. Any force type that was recorded in high numbers, or that was more often used against people in racial groups experiencing disparities, will influence racial disparities in use of force and the volume of incidents overall.

How was this calculated?

To investigate which force types were most common overall, we took the total recorded uses of force and separated them by force type. To investigate which force types may have an outsized impact on racial disparities, we then calculated the percentage of uses of each type of force that were against people of each racial group.

We count each distinct type of force that was recorded against any person as one force type, regardless of the number of other force types recorded against a given person, the number of officers who applied it, or the number of times it was applied. We combine categories for easier interpretation. See the Data Notes tab for details on how we sort force types provided by the department into these categories, and how we define racial groups.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Racial group of the person subjected to force
- Type(s) of force recorded in incident, including police weapons/tools used, if any

WHAT COUNTS AS FORCE FOR THESE ANALYSES?

We reviewed Los Angeles County Sheriff's Department Palmdale Station's policies that defined the behaviors deputies were required to report as force during the assessment timeframe. Understanding what types of incidents were required to be recorded, as well as gaps in what was required to be recorded, can help determine whether any incidents might have been missing from the provided dataset and reveal opportunities for improving data collection policies and practices.

We encourage departments to adopt use of force policies that clearly define what counts as reportable "force" and explicitly include every type of behavior that officers are required to report as a use of force incident. A comprehensive use of force reporting policy would require officers to record every incident in which they use their body, a tool, or a weapon to overcome resistance, secure compliance, or in any way that could cause pain, injury or death, regardless of the officer's motivation or whether any injury or complaint results. CPE's resources provide further details on how law enforcement agencies can effectively **collect use of force data** and communities can **advocate for comprehensive use of force reporting**.

Departmental definition of force

In this section, we list reportable uses of force according to the policy provided by the department.

According to the policy manual provided by the Los Angeles County Sheriff's Department, "force" is defined as "any physical effort used to control or restrain another, or to overcome the resistance of another" (Chapter 10 – Force Policy, 3-10/010.00 – Use of Force Defined).

Also according to the policy manual, a deputy is required to record any use of force when "any physical effort to overcome a suspect's resistance, or any use of force which results in injury or a complaint of pain attributable to an identifiable injury" (Chapter 10 – Force Policy, 3-10/038.00 – Reportable Use of Force).

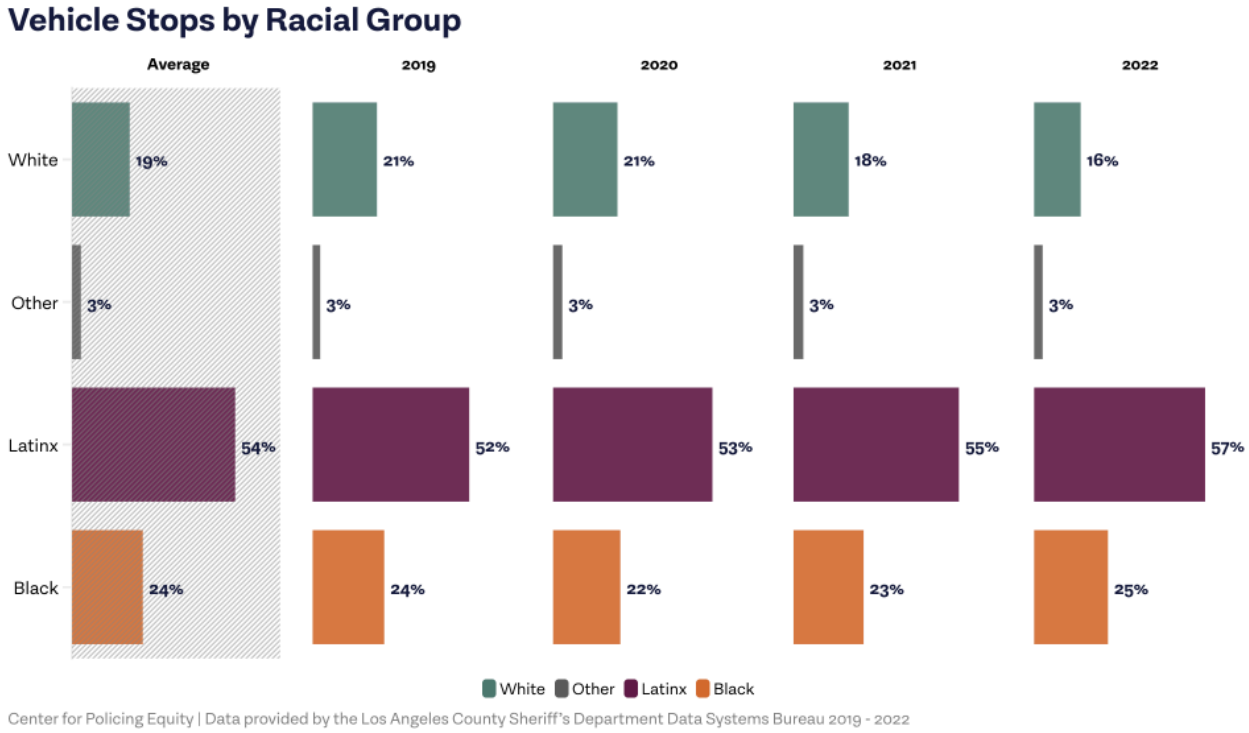
VEHICLE STOPS

This section examines vehicle stops, which are stops for which the recorded reason was “traffic violation.”

Note: The racial categorization scheme mandated by California’s Racial and Identity Profiling Act (RIPA) requires law enforcement agencies to record stops of “Middle Eastern or South Asian” people separately from stops of “Asians” (that is, East Asians), and does not distinguish Middle Eastern from South Asian people. Because South Asians cannot be distinguished from non-Asian Middle Easterners in this dataset, stops of “Middle Eastern or South Asian” people are not counted as stops of “Asians” in the analyses on this page.

Under RIPA, data on vehicle and pedestrian stops are collected within the same dataset. For this assessment, “vehicle stops” are any stops for which the recorded stop reason was “traffic violation,” and all other stops are categorized as “pedestrian stops.” For more information on how CPE defines and categorizes the data collected from departments, see the Data Notes tab of this assessment.

VEHICLE STOPS BY RACIAL GROUP



Center for Policing Equity | Data provided by the Los Angeles County Sheriff's Department Data Systems Bureau 2019 - 2022

According to Los Angeles County Sheriff's Department Palmdale Station data on vehicle stops recorded between 2019 and 2022:

- **24% of all drivers deputies stopped were Black.**
- **54% of all drivers deputies stopped were Latinx.**
- **19% of all drivers deputies stopped were White.**
- **3% of all drivers deputies stopped were Other.**

Unlike CPE's analyses of use of force incidents and pedestrian stops, this analysis does not directly compare vehicle stops to local demographics because the driving population is more likely to include commuters and other non-residents whose racial makeup may differ from local Census data. However, if the racial makeup of people stopped while driving differs significantly from that of the **resident population**, it may indicate that there are racial disparities in vehicle stops due to police behaviors or policies.

More information

What does this show?

Each bar in the first column shows the average percentage of stops recorded for each racial group during the entire assessment period. The bars in each of the following columns show the percentages of stops

recorded for each racial group during each year of the assessment period. Hovering over a bar shows the number of stops that makes up that percentage.

How was this calculated?

We took the average number of stops recorded per year and calculated the percentage of stops that were made of people of each racial group. See the Data Notes tab for information on how we define racial groups.

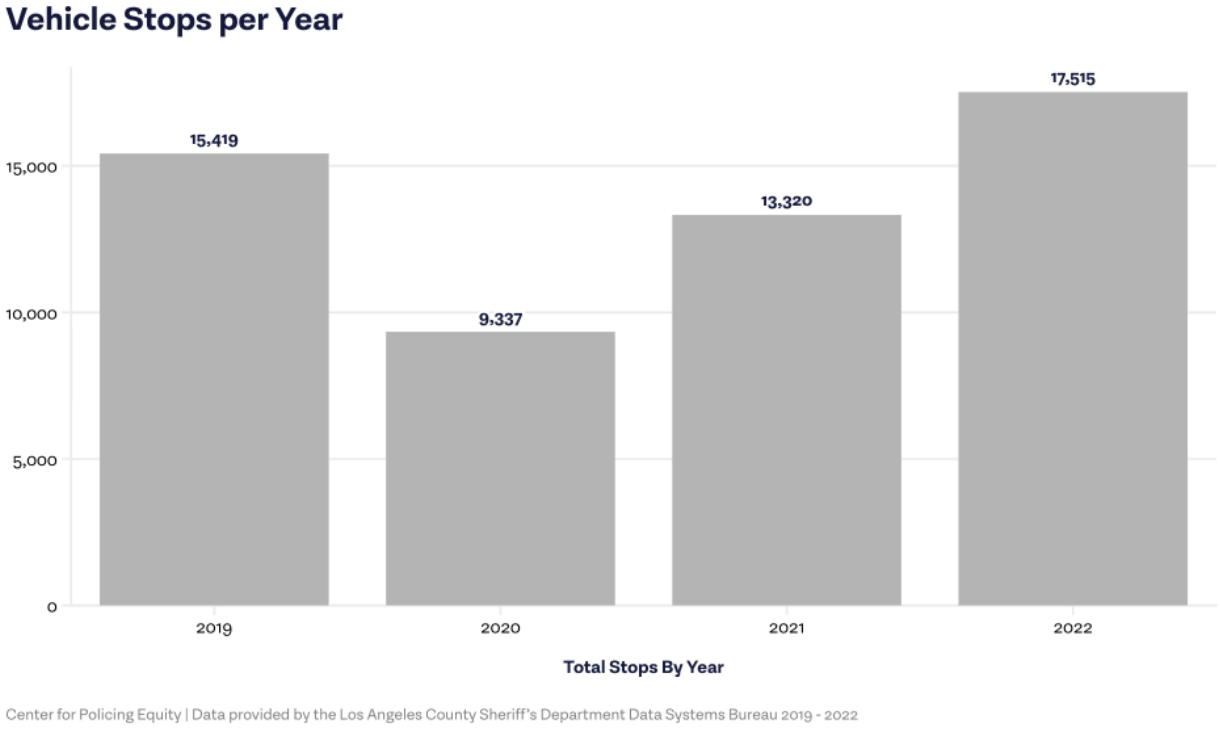
We measure a vehicle stop as a single record of a driver being stopped by police, regardless of the number of officers or passengers involved. We recognize that departments may collect vehicle stop data in other ways (for example, not distinguishing between searches of drivers and passengers). Our **guidance** on collecting data has more information on how to effectively report vehicle stops.

We generally use all vehicle stops data provided by departments, including incomplete years of data. However, certain analyses require complete years of data, so time periods may vary across charts.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Driver's racial group

VEHICLE STOPS BY YEAR



The total number of vehicle stops recorded each year with complete data varied from a low of 9,337 in 2020 to a high of 17,515 in 2022.

More information

What does this show?

This chart shows the number of vehicle stops recorded during each year of the assessment period for all racial groups combined.

Disruptions related to the COVID 19 pandemic may have affected the volume of police-community interactions recorded in 2020 and 2021, although the extent of this impact likely varies by jurisdiction according to the local policies and restrictions implemented in response to the outbreak. It is worth noting whether or the extent to which racial disparities persisted over this time period, despite the reduction in overall police activity.

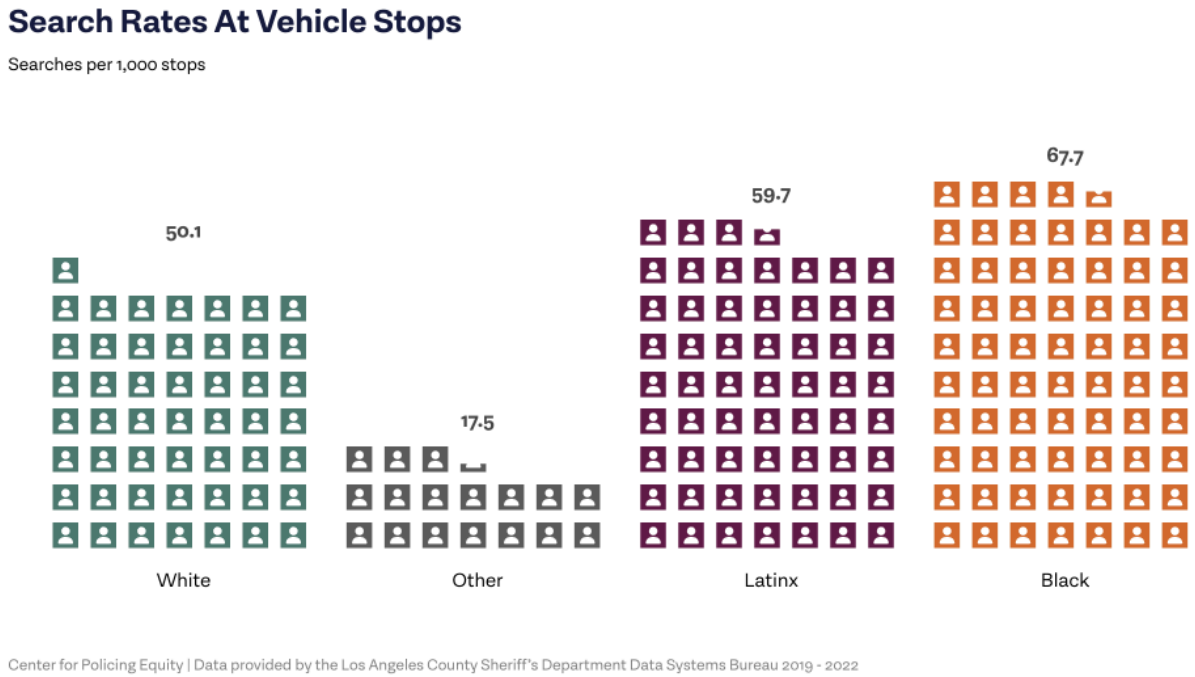
How was this calculated?

We measure a vehicle stop as a single record of a driver being stopped by police, regardless of the number of officers or passengers involved.

Data required for this analysis:

- Incident unique identifier
- Date of incident

COMPARING SEARCH RATES AT VEHICLE STOPS



According to Los Angeles County Sheriff's Department Palmdale Station data, once vehicles were stopped:

- **Deputies searched Black drivers 1.4 times as often as White drivers.**
- **Deputies searched Latinx drivers 1.2 times as often as White drivers.**

More information

What does this show?

This visualization shows, out of the same number of stopped drivers, how many drivers in each racial group were then searched.

How was this calculated?

We first divided the number of stops that involved a search for each racial group by the number of stops of that racial group. We then multiplied that number by 1,000 to get the per 1,000 stops rate.

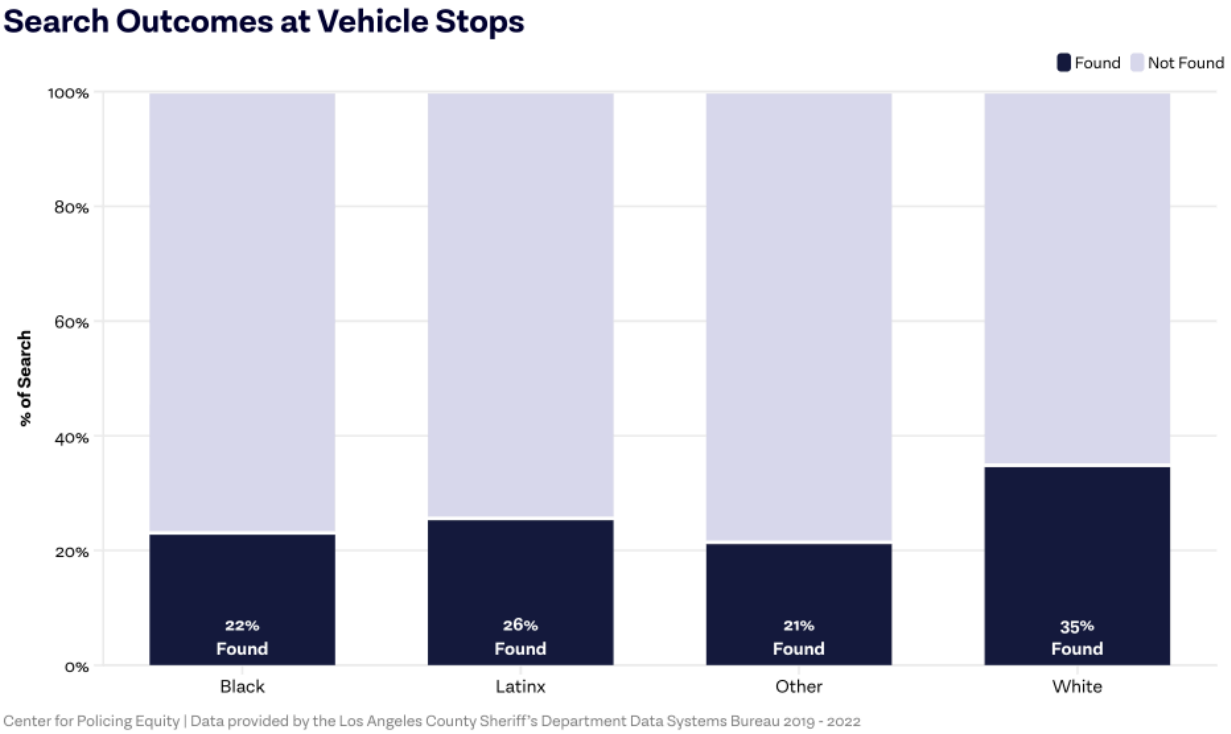
Police are typically required to search people they arrest and vehicles they impound or tow. When the search reason is provided in the law enforcement agency's data, these mandatory searches are excluded from this analysis because they are not necessarily based on an officer's discretionary evaluation of whether they expect to find contraband. Otherwise, this analysis includes any search that was not recorded as mandatory, including both discretionary searches and those with no search reason provided.

See the Data Notes tab for information on how we define racial groups.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Driver's racial group
- Search(es) conducted
- Reason for search

COMPARING SEARCH OUTCOMES AT VEHICLE STOPS



One common explanation for racial disparities in stops and searches is that members of some racial groups may be more likely to have contraband. To assess this, this analysis examines how often officers recorded discovering contraband such as alcohol or stolen goods in searches of drivers in each racial group.

- **The discovery rate for Latinx drivers who were searched was less than the rate for White drivers.**
- **The discovery rate for Black drivers who were searched was less than the rate for White drivers.**

When discovery rates are lower for searches of drivers experiencing disparities, this may indicate that officers more frequently decide to search members of this group at a lower level of suspicion. When discovery rates are relatively similar across racial groups, it suggests that significant racial disparities in stop and search rates cannot be justified by differences in the outcomes of those searches. It's also important to note that the discovery of contraband at traffic stops is generally **rare** and not indicative of a serious crime. For details on the types of contraband most often discovered, please see "More Information" below.

More information

What does this show?

One common explanation for why members of some racial groups are stopped or searched at different rates is that they may be more likely to have contraband. To assess this, we looked at whether searches of people of different racial groups resulted in contraband being found at different rates. For each racial group, we separated all searches into the percentage that resulted in contraband found and the percentage that resulted in no contraband found.

The darker portion of each bar (on the bottom) shows the percentage of all searches of people of that racial group that ended with contraband found, while the lighter portion of the bar (at the top) shows the percentage where no contraband was found. Hovering over a bar shows the number of searches that makes up that percentage.

It is important to compare this chart to the percentage of traffic stops of each racial group, above, to identify which groups may be experiencing a high volume of stops that may lead to high totals of contraband found. It's also important to note that discovered contraband is not necessarily indicative of serious crime. It's **rare** that contraband of any kind is found during a search, and an **even smaller fraction** of discovered contraband is related to serious criminal activity. Many instances of discovered contraband are simple drug possession, gun registration issues, or open containers of alcohol. While more substantial discoveries do occur, they come at the expense of thousands of stops that yield nothing; contraband searches are fundamentally **unproductive** and **do not prevent serious crime**. As such, police are considering more cost-effective strategies to prevent and respond to impaired driving, as well as address other issues like gun violence that more directly implicate public safety.

How was this calculated?

We took the total recorded searches of drivers of each racial group and calculated the percentage that did and did not reveal contraband.

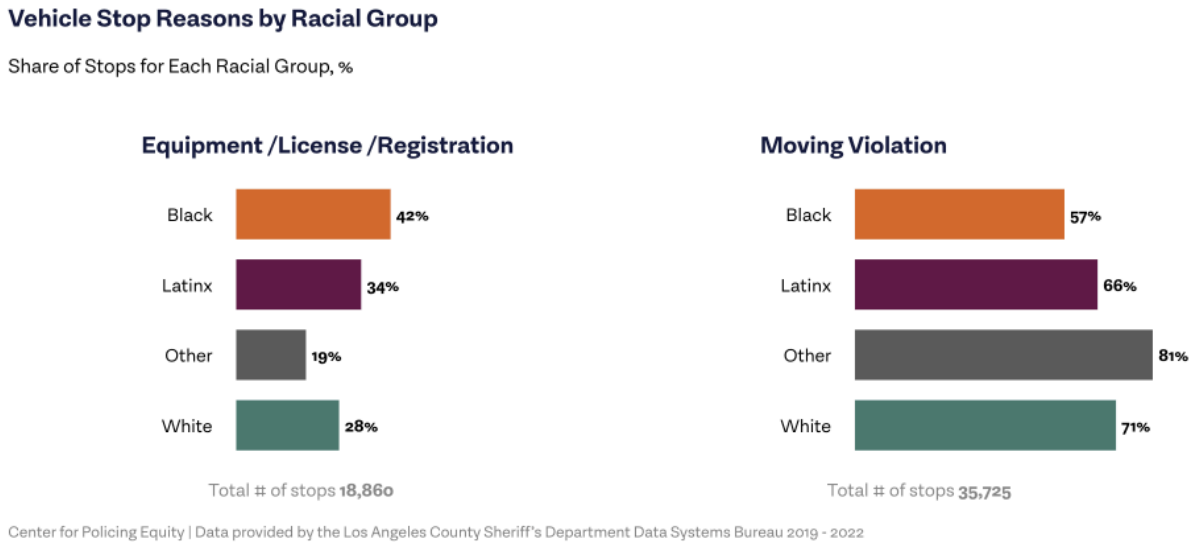
Police are typically required to search people they arrest and vehicles they impound or tow. When the search reason is provided in the law enforcement agency's data, these mandatory searches are excluded from this analysis because they are not necessarily based on an officer's discretionary evaluation of whether they expect to find contraband. Otherwise, this analysis includes any search that was not recorded as mandatory, including both discretionary searches and those with no search reason provided.

See the Data Notes tab for information on how we define racial groups.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Racial group of person stopped
- Search(es) conducted
- Reason for search
- Contraband found in each search

VEHICLE STOP REASONS BY RACIAL GROUP



This analysis investigates which stop reasons are most often recorded for drivers of each racial group and overall.

- **Deputies recorded 42% of stops of Black drivers as Equipment / License / Registrations, compared to 28% of stops of White drivers.**
- **Deputies recorded 71% of stops of White drivers as Moving Violations, compared to 57% of stops of Black drivers.**

Stops that are not based on any direct risks to road safety or evidence of criminal activity—such as equipment stops and license or registration checks—are less likely to be efficient uses of departmental resources and more likely to contribute to racial disparities. Localities are increasingly seeking to eliminate these kinds of **low-level stops** because they unnecessarily subject drivers to harmful outcomes including fines and fees, searches, and **use of force**.

Note: There were 172 stops for which there were multiple stop reasons. These represented only 0.3% of all stops, so this category was omitted from the visualization above.

More information

What does this show?

Each of the above graphs show the racial distribution of stops recorded for a different stop reason. The colored bars within each graph show the percentage of all stops of drivers of that racial group for which that stop reason was recorded. Hovering over a colored bar shows the number of stops that make up that

percentage. Any stop reason that was recorded in a high number of stops, or that has large disparities, will influence the racial makeup of vehicle stops overall.

The most common reason for contact with the police in the United States is being the driver in a traffic stop, and Black people are more likely to be stopped by police. Black people may also be more likely to be stopped for reasons that tend to be less related to public safety –such as equipment stops and license or registration checks– which unnecessarily increases their likelihood of being **searched**, experiencing police use of **force**, and being **killed** by police. Jurisdictions should invest in **evidence-informed practices** that reduce the footprint of policing on traffic safety to address persistent racial disparities in traffic enforcement that pose an ongoing public safety risk to Black people.

How was this calculated?

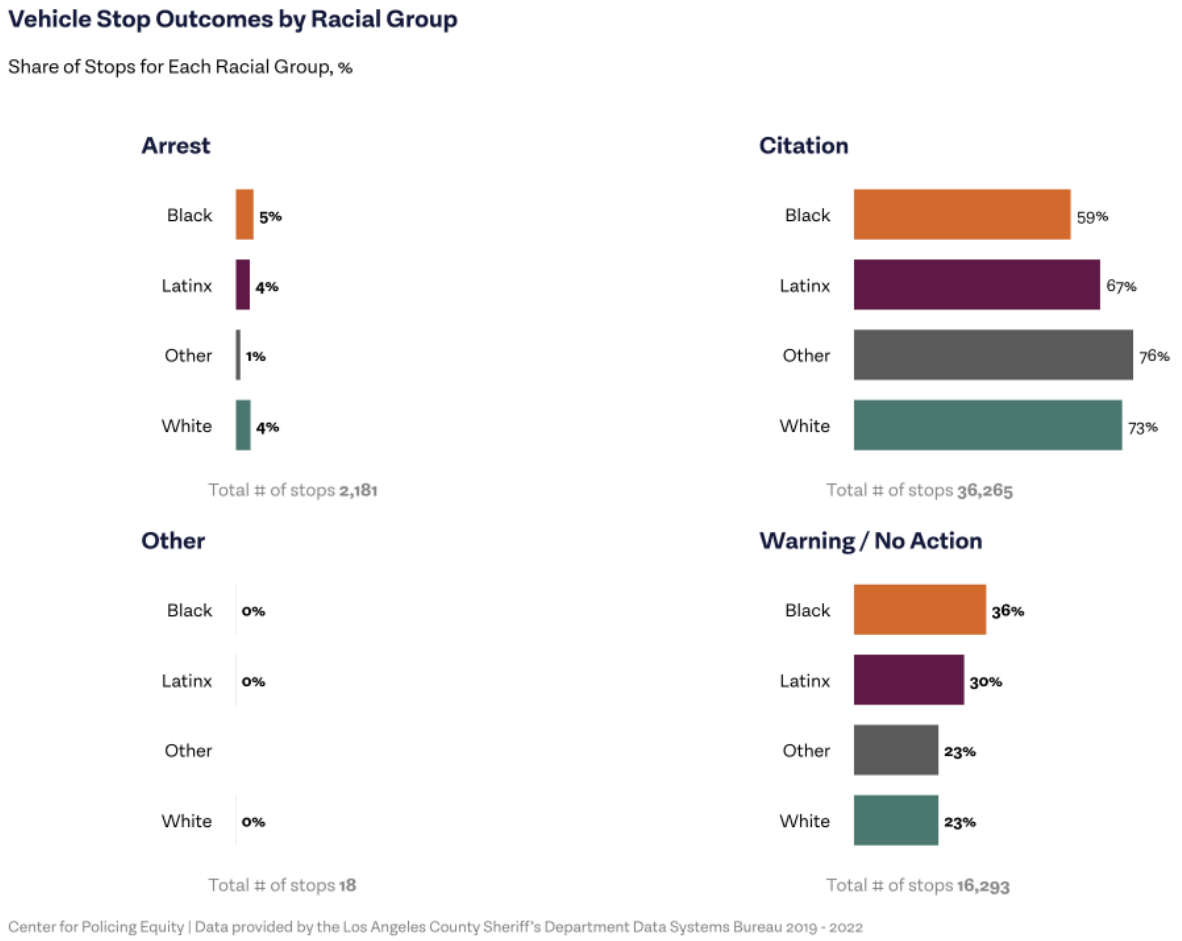
We took the total recorded stops of drivers of each racial group and calculated the percentage made for each reason. We then grouped these percentages according to stop reason.

We combine categories of reasons for easier interpretation. See the Data Notes tab for details on how these categories are created and how racial groups are defined.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Driver's racial group
- Stop reason

VEHICLE STOP OUTCOMES BY RACIAL GROUP



This analysis investigates which stop outcomes are most often recorded for drivers of each racial group and overall. According to Los Angeles County Sheriff's Department Palmdale Station data:

- **30% of all vehicle stops resulted in a warning or no action taken, which suggests they were unlikely to be based on any risk to road safety or evidence of criminal activity.**
- **Black drivers were arrested 1.2 times as often as White drivers. They were also 1.5 times as likely to be released with a warning or no action taken.**

Drivers who are more likely to be stopped despite not posing any clear risk to public safety are unnecessarily exposed to a greater risk of harmful stop outcomes including searches, arrests, and use of force. Reducing these kinds of **low-level stops** can help reduce racial disparities in policing and free up departmental resources for appropriate public safety needs.

More information

What does this show?

Each colored bar shows the percentage of all stops of drivers of that racial group for which that stop outcome was recorded. Hovering over a bar shows the number of stops that makes up that percentage.

Findings on recorded traffic stop outcomes should be interpreted in context with findings on racial disparities in recorded stop reasons and searches at traffic stops. People of racial groups who are stopped more frequently are often also more likely to be stopped for reasons that tend to be less related to public safety, which may increase their likelihood of being released with a warning or no action taken, as well as decrease their likelihood of receiving a citation. People who are more likely to be stopped despite not committing any crime or infraction are subject to a greater burden of police contact, which increases the likelihood of a cascade of **interrelated harms** including arrest, criminalization, and even injury or death.

How was this calculated?

We took the total recorded stops of drivers in each racial group and calculated the percentages for which each enforcement outcome was recorded. We then grouped these percentages according to enforcement outcome.

We combine categories of outcomes for easier interpretation. See the Data Notes tab for details on how these categories are created and how racial groups are defined.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Driver's racial group
- Stop outcome (e.g. arrest, citation, or warning/no action)

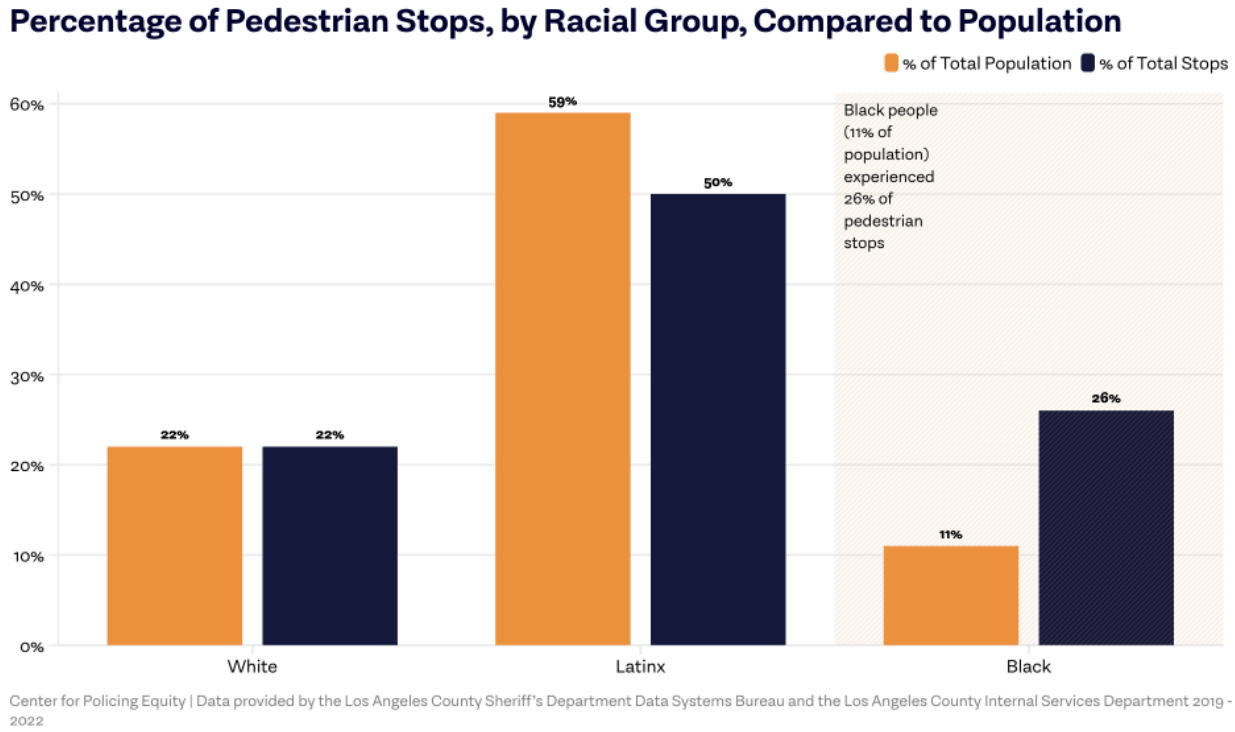
PEDESTRIAN STOPS

This section examines pedestrian stops, which are stops for which the recorded reason was anything other than “traffic violation.”

Note: The racial categorization scheme mandated by California’s Racial and Identity Profiling Act (RIPA) requires law enforcement agencies to record stops of “Middle Eastern or South Asian” people separately from stops of “Asians” (that is, East Asians), and does not distinguish Middle Eastern from South Asian people. Because South Asians cannot be distinguished from non-Asian Middle Easterners in this dataset, stops of “Middle Eastern or South Asian” people are not counted as stops of “Asians” in the analyses on this page.

Under RIPA, data on vehicle and pedestrian stops are collected within the same dataset. For this assessment, “vehicle stops” are any stops for which the recorded stop reason was “traffic violation,” and all other stops are categorized as “pedestrian stops.” For more information on how CPE defines and categorizes the data collected from departments, see the Data Notes tab of this assessment.

PEDESTRIAN STOPS BY RACIAL GROUP



According to Los Angeles County Sheriff's Department Palmdale Station data on pedestrian stops recorded between 2019 and 2022:

- **26% of all pedestrians deputies stopped were Black, who made up 11% of the population of Palmdale.**
- **50% of all pedestrians deputies stopped were Latinx, who made up 59% of the population of Palmdale.**
- **22% of all pedestrians deputies stopped were White, who made up 22% of the population of Palmdale.**

Note: These analyses only include resident demographic data from areas of Los Angeles County that are patrolled by Palmdale Station deputies. For more information, see the Resident Demographics chart under the Context tab of this assessment.

More information

What does this show?

Each dark blue bar shows the percentage of the total stops recorded in the report period that were of people in one racial group. The orange bars show the percentage of the resident population that are people of the same racial group. Hovering over the blue bars shows the number of stops that makes up that percentage.

Comparisons between the number of Asian people stopped and the number of Asian residents are not exact. Because the Census categorizes Middle Eastern people as White and South Asians as Asian, and because California mandates a different racial categorization scheme (as noted above), the analysis presented here is limited to comparing this agency's stops of "Asians" (that is, stops of East Asian people) to Census data about the percentage of the population that is Asian (including South Asian residents). This tends to understate the percentage of Asian residents who were stopped.

How was this calculated?

We first took the average total recorded stops per year and calculated the percentage that were recorded of people of each racial group. Then we compared those percentages to the percentages of the resident population that are of each racial group. See the Data Notes tab for information on how we define racial groups.

We measure a pedestrian stop as a single record of a person being stopped by police, regardless of the number of officers involved (if multiple people are stopped at the same time, each person is counted as a separate stop). We encourage departments to define a pedestrian stop as any such incident. Some departments limit their data to stops that result in a citation, in which case we would not be able to analyze their records. Our **guidance** on collecting data has more information on how to report pedestrian stops.

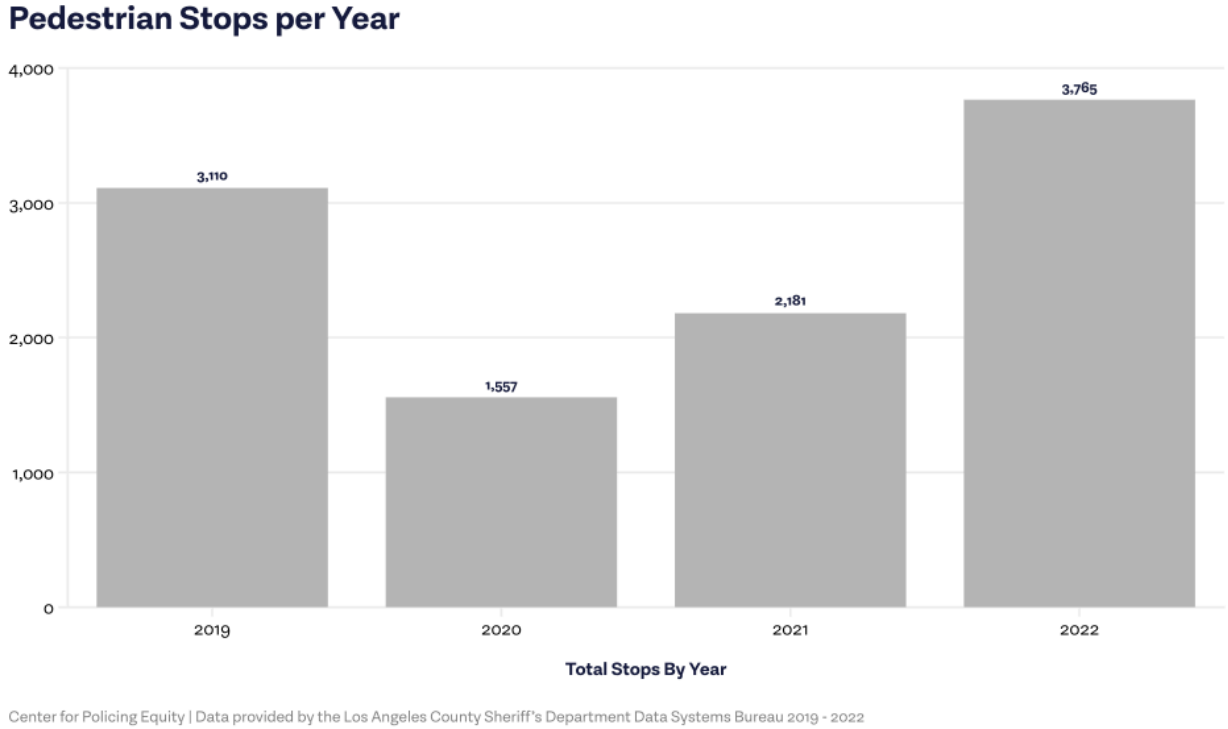
We generally use all pedestrian stop data provided by departments, including incomplete years of data. However, certain analyses require complete years on data, so time periods may vary across charts.

We use local demographic data (from the Census Bureau's American Community Survey 5-year estimates) as the most straightforward and complete representation of the local population. The use of Census data also allows us to perform standardized analyses across law enforcement agencies. We recognize that this measure of demographics may not capture the entire population of individuals with whom police interact. However, the analyses on this page can shed light on the role that local demographics may play in any observed disparities.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Pedestrian's racial group

PEDESTRIAN STOPS BY YEAR



Center for Policing Equity | Data provided by the Los Angeles County Sheriff's Department Data Systems Bureau 2019 - 2022

The total number of pedestrian stops recorded each year with complete data ranged from a low of 1,557 in 2020 to a high of 3,765 in 2022.

More information

What does this show?

This chart shows the total number of pedestrian stops recorded during each year of the assessment period for all racial groups combined.

Disruptions related to the COVID-19 pandemic may have affected the volume of police-community interactions recorded in 2020 and 2021, although the extent of this impact likely varies by jurisdiction according to the local policies and restrictions implemented in response to the outbreak. It is worth noting whether or the extent to which racial disparities persisted over this time period, despite the reduction in overall police activity.

How was this calculated?

We measure a pedestrian stop as a single record of a person being stopped by police, regardless of the number of officers involved (if multiple people are stopped at the same time, each person is counted as a separate stop).

Data required for this analysis:

- Incident unique identifier
- Date of incident

COMPARING PEDESTRIAN STOP RATES

Pedestrian Stop Rates After Accounting for Neighborhood Crime Rates, Poverty Levels, and Share of Black Residents

Los Angeles County Sheriff's Department Palmdale Station provided data on pedestrian stops. However, deputies did not record location data with enough detail to geocode 24% of stops in the data. This analysis requires location data for at least 85% of stops in order to reliably assess racial disparities in police behavior at the neighborhood level. Learn more about CPE's **data quality standards** and how departments can **collect data** required to receive a complete set of Justice Navigator analyses.

More information

What does this show?

This infographic displays findings from CPE's **regression analysis**, a statistical technique that allows CPE to investigate differences in pedestrian stop rates by race, taking into account other socioeconomic factors that may affect policing strategies and deployment. Specifically, this regression tests how much more or less likely each racial group is than White pedestrians to be stopped in a neighborhood with an average poverty rate, crime rate, and percentage of Black residents – three factors commonly associated with increased rates of police contact. The results of this analysis show the size of racial disparities in pedestrian stops that remain even when the influence of poverty levels, crime rates, and the percentage of Black residents across neighborhoods are removed from the equation.

We take into account the share of Black residents in a neighborhood because this factor affects the likelihood that a person of any racial group in a neighborhood will have police contact. This relationship

between police presence and the percent of Black residents in a neighborhood is, in part, a result of systemic racism and structural disadvantage (for example, a lack of community services can lead to more calls for police service). But police-driven factors, such as departmental policy or officer behavior, also contribute to increased police activity in neighborhoods with more Black residents. Our model cannot precisely distinguish the extent to which this increased police activity is due to reasons within a department's control, or reasons outside a department's control. By accounting for the neighborhood share of Black residents, the results of this analysis therefore may under-estimate the extent to which departmental factors contribute to observed disparities between Black and White people.

How was this calculated?

To represent neighborhoods, we use Census tracts — small geographic areas of approximately 4,000 residents — as defined by the Census Bureau. We use publicly available Census data to measure the percentage of Black residents in each neighborhood.

To measure serious crime rates, we count crimes in each neighborhood that are recorded by the department. Specifically, we count reports of Part 1 offenses. The FBI's Uniform Crime Reporting Statistics defines Part 1 offenses as: murder and non-negligent homicide, rape (legacy and revised), robbery, aggravated assault, burglary, motor vehicle theft, larceny theft, and arson. Racial groups which made up less than 2% of all incidents, or which had fewer than 40 total incidents, were excluded from this analysis (see the Data Notes tab for information on how we define racial groups).

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Pedestrian's racial group
- Location of incident (i.e. street address, including zipcode or latitude/longitude)
- Crime unique identifier
- Crime date of incident
- Crime offense (NIBRS/UCR) classification or description
- Crime location (i.e. street address, including zipcode or latitude/longitude)

PERCENTAGE OF PEDESTRIAN STOP FREQUENCY EXPLAINED BY NEIGHBORHOOD FACTORS

Percentage of Stop Frequency Explained by Differences in Neighborhood Crime Rates, Poverty Levels, and Share of Black Residents

Los Angeles County Sheriff's Department Palmdale Station provided data on pedestrian stops. However, deputies did not record location data with enough detail to geocode 24% of stops in the data. This analysis requires location data for at least 85% of stops in order to reliably assess racial disparities in police behavior at the neighborhood level. Learn more about CPE's **data quality standards** and how departments can **collect data** required to receive a complete set of Justice Navigator analyses.

More information

What does this show?

This chart displays findings from CPE's **regression analysis**, a statistical technique that investigates how certain factors contribute to how often all stops occur. Specifically, it shows the results of testing how much neighborhood poverty levels, crime rates, and share of Black residents—three common explanations for increased police contact—are contributing to the frequency of stops overall.

The results of this analysis show that the frequency of stops is largely not explained by (or predicted by) these external factors. It is likely that factors within the control of the department, such as departmental policy and practice or officer behavior, play a part in determining when, where, and who is stopped.

For an explanation of why we measure the share of Black residents as a potential factor influencing stop frequency, see “More information” under the analysis above.

How was this calculated?

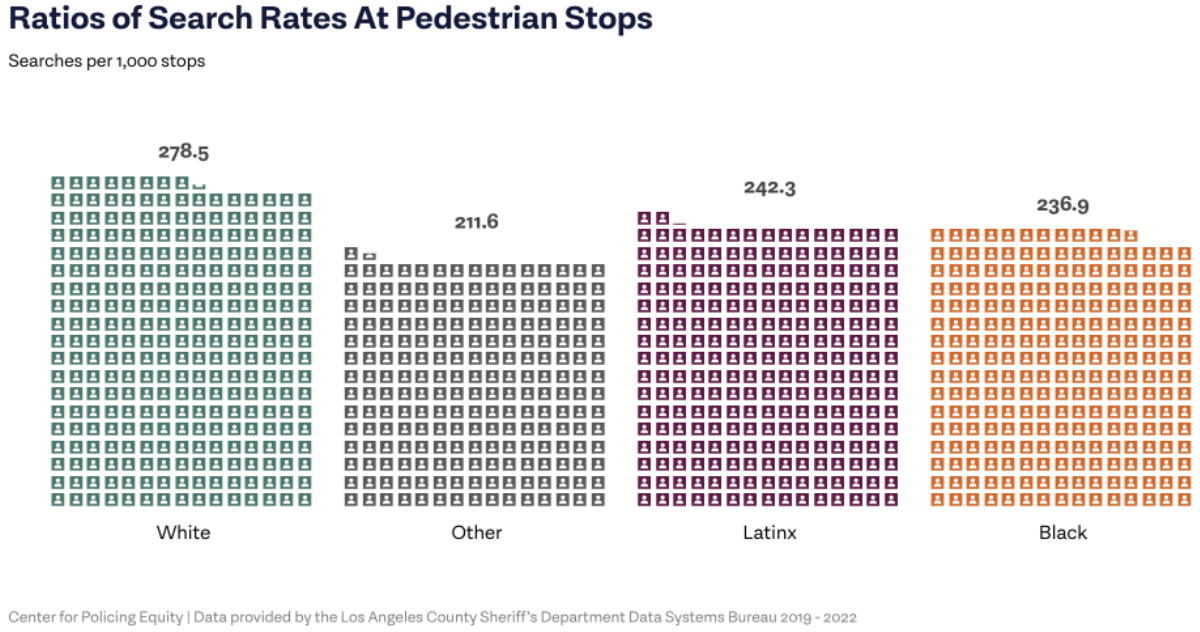
To represent neighborhoods, we use Census tracts — small geographic areas of approximately 4,000 residents — as defined by the Census Bureau. We use publicly available Census data to measure the percentage of Black residents in each neighborhood

To measure serious crime rates, we count crimes in each neighborhood that are recorded by the department. Specifically, we count reports of Part 1 offenses. The FBI’s Uniform Crime Reporting Statistics defines Part 1 offenses as: murder and non-negligent homicide, rape (legacy and revised), robbery, aggravated assault, burglary, motor vehicle theft, larceny theft, and arson. Racial groups which made up less than 2% of all pedestrian stops, or which had fewer than 40 total incidents, were excluded from this analysis (see the Data Notes tab for information on how we define racial groups).

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Pedestrian's racial group
- Location of incident (i.e. street address, including zipcode or latitude/longitude)
- Crime unique identifier
- Crime date of incident
- Crime offense (NIBRS/UCR) classification or description
- Crime location (i.e. street address, including zipcode or latitude/longitude)

COMPARING SEARCH RATES AT PEDESTRIAN STOPS



According to Los Angeles County Sheriff's Department data, once pedestrians were stopped:

- **Deputies recorded searching Latinx pedestrians at about the same rate as White pedestrians.**
- **Deputies recorded searching Black pedestrians at about the same rate as White pedestrians.**

More information

What does this show?

This visualization shows, out of the same number of stopped pedestrians, how many pedestrians in each racial group were then searched.

How was this calculated?

We first divided the number of stops that involved a search for each racial group by the number of stops of that racial group. We then multiplied that number by 1,000 to get the per 1,000 stops rate.

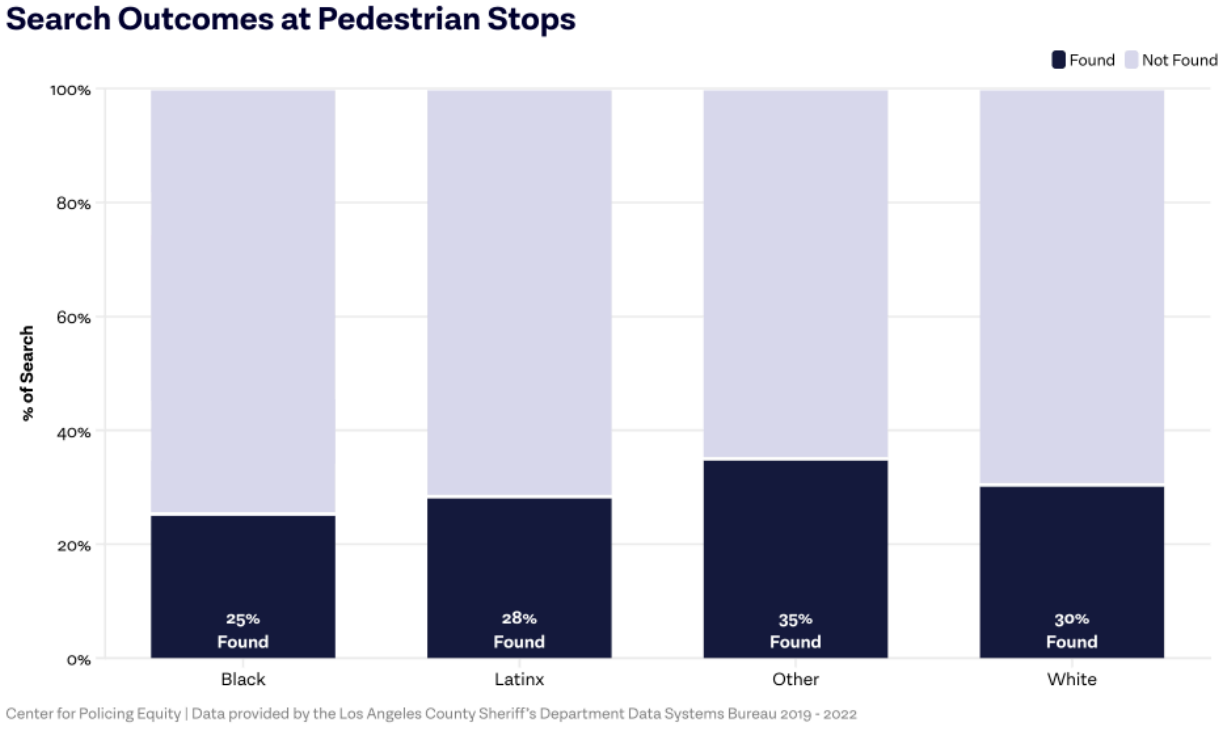
Police are typically required to search people they arrest. When the search reason is provided in the law enforcement agency's data, these mandatory searches are excluded from this analysis because they are not necessarily based on an officer's discretionary evaluation of whether they expect to find contraband. Otherwise, this analysis includes any search that was not recorded as mandatory, including both discretionary searches and those with no search reason provided.

See the Data Notes tab for information on how we define racial groups.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Driver's racial group
- Search(es) conducted
- Reason for search

COMPARING SEARCH OUTCOMES AT PEDESTRIAN STOPS



One common explanation for racial disparities in stops and searches is that members of some racial groups may be more likely to have contraband. To assess this, this analysis examines how often officers recorded discovering contraband such as alcohol or stolen goods in searches of pedestrians in each racial group.

- **The discovery rate for Black pedestrians who were searched was less than the rate for White pedestrians.**
- **The discovery rate for Latinx pedestrians who were searched was roughly equal to the rate for White pedestrians.**

When discovery rates are lower for searches of people experiencing disparities, this may indicate they are being searched unproductively. Unproductive searches can indicate that officers' suspicion of illegal activity or weapons possession is less likely to be accurate for members of this group, or that officers more frequently decide to search members of this group at a lower level of suspicion. When discovery rates are relatively similar across racial groups, it suggests that significant racial disparities in stop and search rates cannot be justified by differences in the outcomes of those searches.

More information

What does this show?

One common explanation for why members of some racial groups are stopped or searched at different rates is that they may be more likely to have contraband. To assess this, we looked at whether searches of pedestrians in different racial groups resulted in contraband being found at different rates. For each racial group, we separated all searches into the percentage that resulted in contraband found and the percentage that resulted in no contraband found.

The darker portion of each bar (on the bottom) shows the percentage of all searches of pedestrians of that racial group that ended with contraband found, while the lighter portion of the bar (at the top) shows the percentage where no contraband was found. Hovering over a bar shows the number of searches that makes up that percentage.

It is important to compare this chart to the stop rates for people, above, to identify which groups may be experiencing a stop rate that may be driving high totals of contraband found.

How was this calculated?

We took the total recorded searches of pedestrians of each racial group and calculated the percentage that did and did not reveal contraband.

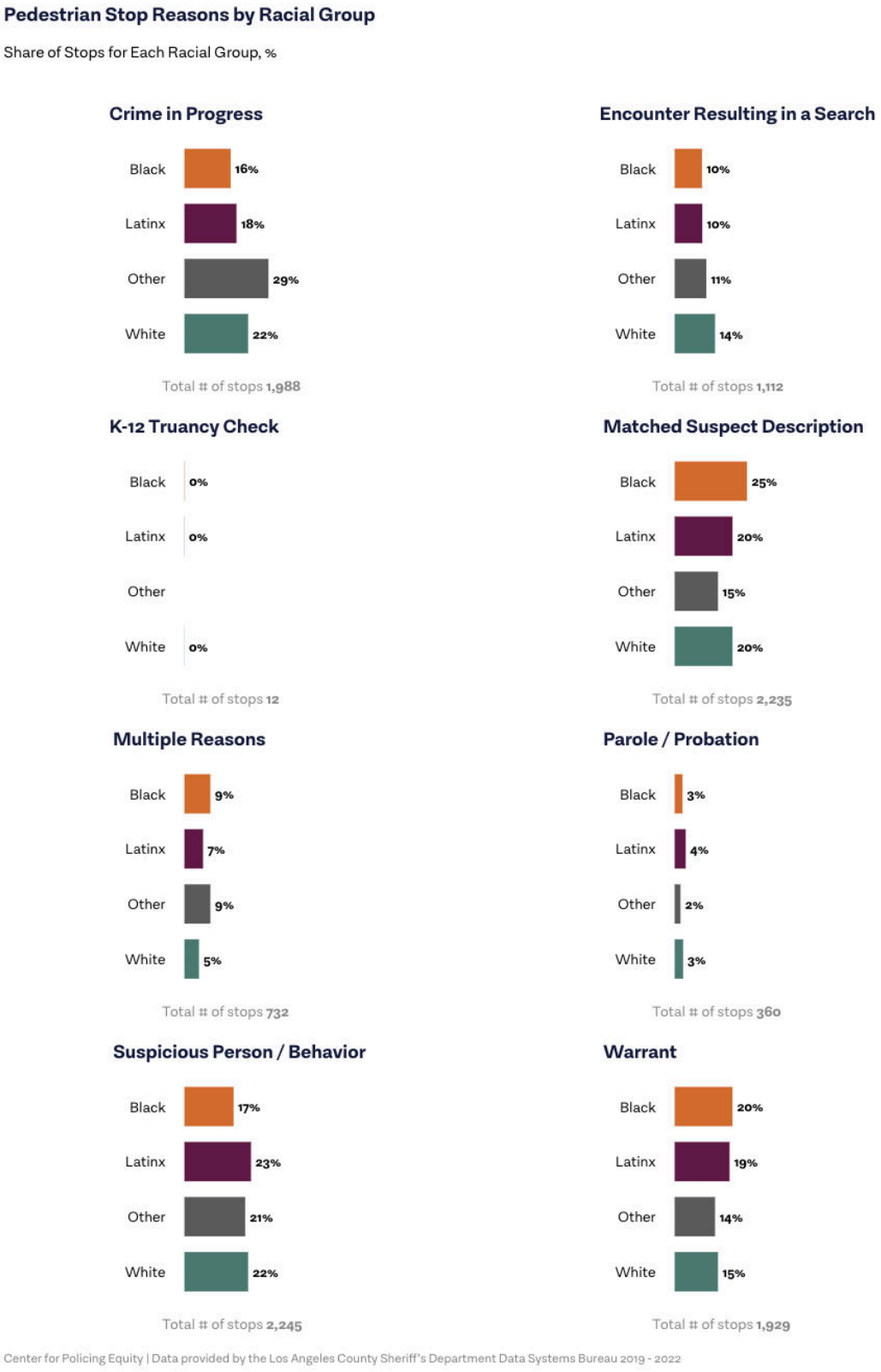
Police are typically required to search people they arrest. When the search reason is provided in the law enforcement agency's data, these mandatory searches are excluded from this analysis because they are not necessarily based on an officer's discretionary evaluation of whether they expect to find contraband. Otherwise, this analysis includes any search that was not recorded as mandatory, including both discretionary searches and those with no search reason provided.

See the Data Notes tab for information on how we define racial groups.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Pedestrian's racial group
- Whether (a) search(es) was/were conducted
- Reason for search

PEDESTRIAN STOP REASONS BY RACIAL GROUP



This analysis investigates which stop reasons are most often recorded for pedestrians of each racial group and overall.

- **The most common reasons deputies recorded for stops of White pedestrians were "Crime in Progress" (22% of stops of White pedestrians) and "Suspicious Person / Behavior" (22%).**
- **The most common reasons deputies recorded for stops of Black pedestrians were "Matched Suspect Description" (25% of stops of Black pedestrians) and "Warrant" (20%).**

Departments should investigate which stop reasons are more often recorded in stops of groups experiencing racial disparities, as well as what stop reasons are more often recorded overall. Stops that are not based on direct risks to public safety or evidence of criminal activity are less likely to be efficient or productive uses of investigative resources.

More information

What does this show?

Each colored bar shows the percentage of the total non-traffic stops of that racial group for which a stop reason was recorded. Hovering over a colored bar shows the number of stops that makes up that percentage. Any stop reason that was recorded in a high number of incidents will influence the racial makeup of pedestrian stops overall.

How was this calculated?

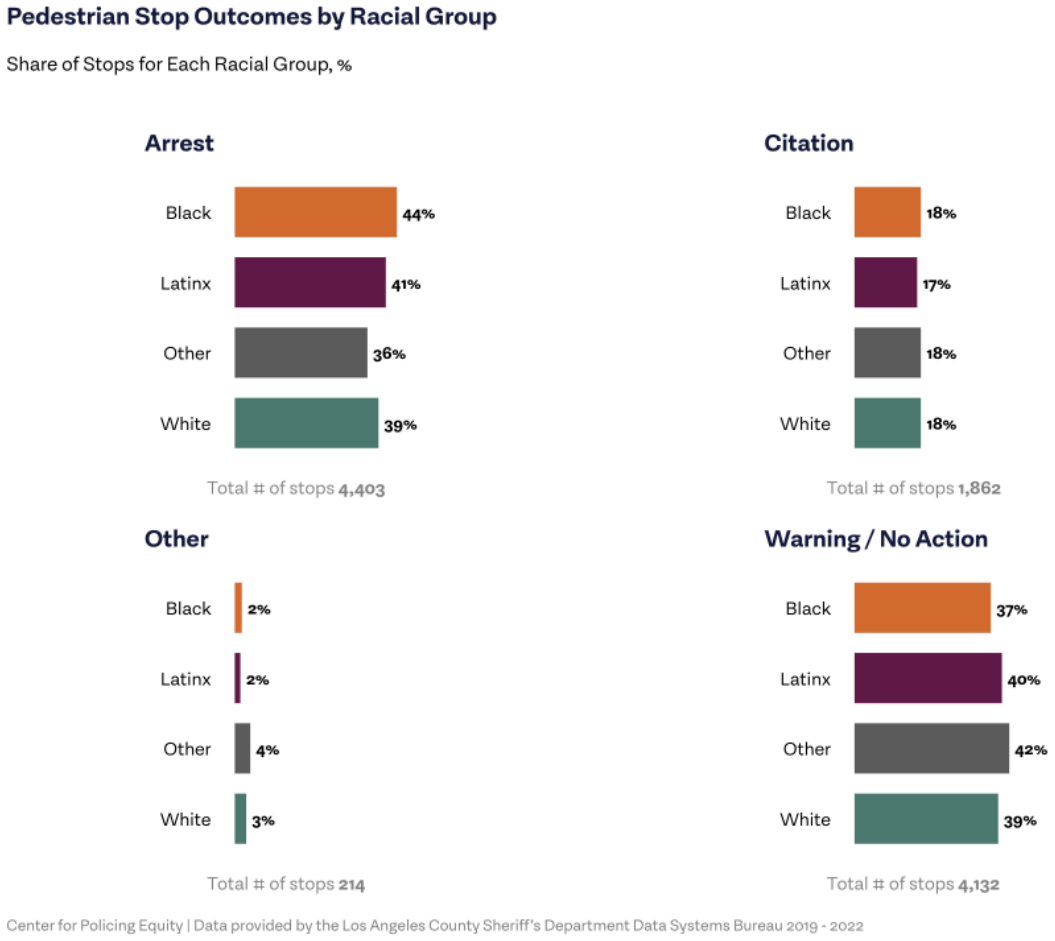
We took the total recorded stops of people of each racial group and calculated the percentage for which each reason was recorded. We then grouped these percentages according to stop reason.

We combine categories of reasons for easier interpretation. See the Data Notes for details on how these categories are created and how racial groups are defined.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Racial group of person stopped
- The reason for stop

PEDESTRIAN STOP OUTCOMES BY RACIAL GROUP



This analysis investigates which stop outcomes are most often recorded for pedestrians of each racial group and overall. According to Los Angeles County Sheriff's Department Palmdale Station data:

- **39% of all pedestrian stops resulted in a warning or no action taken, which suggests they were unlikely to be based on any risk to public safety or evidence of criminal activity.**
- **Black pedestrians were arrested at similar rates to White pedestrians. They were also released with a warning or no action taken at similar rates to White pedestrians who were stopped.**

Pedestrians who are more likely to be stopped despite not committing any crime or infraction are unnecessarily exposed to a greater risk of experiencing harmful stop outcomes including searches, arrests, and **use of force**. Reducing these kinds of

low-level stops can help reduce racial disparities in policing and free up departmental resources for higher priority public safety needs.

More information

What does this show?

Each colored bar shows the percentage of all stops of pedestrians of that racial group for which that stop outcome was recorded. Hovering over a bar shows the number of stops that make up that percentage.

Findings on recorded pedestrian stop outcomes should be interpreted in context with findings on racial disparities in recorded stop reasons and searches at pedestrian stops. Pedestrians of racial groups who are stopped more frequently are often also more likely to be stopped for reasons that tend to be less related to public safety, which may increase their likelihood of being released with a warning or no action taken. Pedestrians who are more likely to be stopped despite not committing any crime or infraction are subject to a greater burden of police contact, which increases the likelihood of a cascade of **interrelated harms** including arrest, criminalization, and even injury or death.

How was this calculated?

We took the total recorded stops of pedestrians in each racial group and calculated the percentages for which each enforcement outcome was recorded. We then grouped these percentages according to enforcement outcome.

We only count the most serious outcome for a given stop (e.g. if a person receives a citation and is also arrested, we only count the arrest). The order from most serious to least serious outcome is:

- Arrest
- Immigration Referral
- Psychiatric Hold
- Summons/Non-Custodial Arrest
- Citation
- Warning/No Action

We combine categories of outcomes for easier interpretation. See the Data Notes tab for details on how these categories are created and how racial groups are defined.

Data required for this analysis:

- Incident unique identifier
- Date of incident
- Pedestrian's racial group
- Stop outcome (e.g. arrest, citation, or warning/no outcome)

CALLS FOR SERVICE AND OFFICER-INITIATED ACTIVITY

This section analyzes recorded police activity and Calls for Service to understand community requests for public safety services and identify areas where police activity may not be aligned with Calls for Service.

We include data on all **Calls for Service** (events reported via 911 calls, non-emergency calls to the department, direct contact with officers, or 311 calls that were routed to the police for a response) as well as all other recorded police activity, including **Officer-Initiated Activities** (events that officers initiated based on their own observations or assignment, rather than in response to Calls for Service). We request data only for events involving police, and not those solely addressed by fire or emergency medical responders. This data comes from Computer Aided Dispatch (CAD) systems, a central recording platform used by dispatchers to record Calls for Service and by officers to record their self-initiated activity, such as vehicle and pedestrian stops. In most jurisdictions, events recorded in CAD systems are not linkable to incidents recorded in police datasets on stops or use of force.

Insights on the type and volume of Calls for Service initiated by community members help identify the scope of community needs and the extent to which police are being asked to perform activities that should or could be handled by non-police responders. Mismatches between Calls for Service and deployment can shed light on potential inefficiencies that may be contributing to inequitable policing. It is important to note that Officer-Initiated Activity may also be influenced by community requests for public safety services that are not captured in the Calls for Service data, such as public safety concerns communicated to officers in community forums or council meetings. Calls for Service data also do not capture public safety concerns that community members did not call 911 or seek police services to address, making them an incomplete measure of community members' public safety priorities.

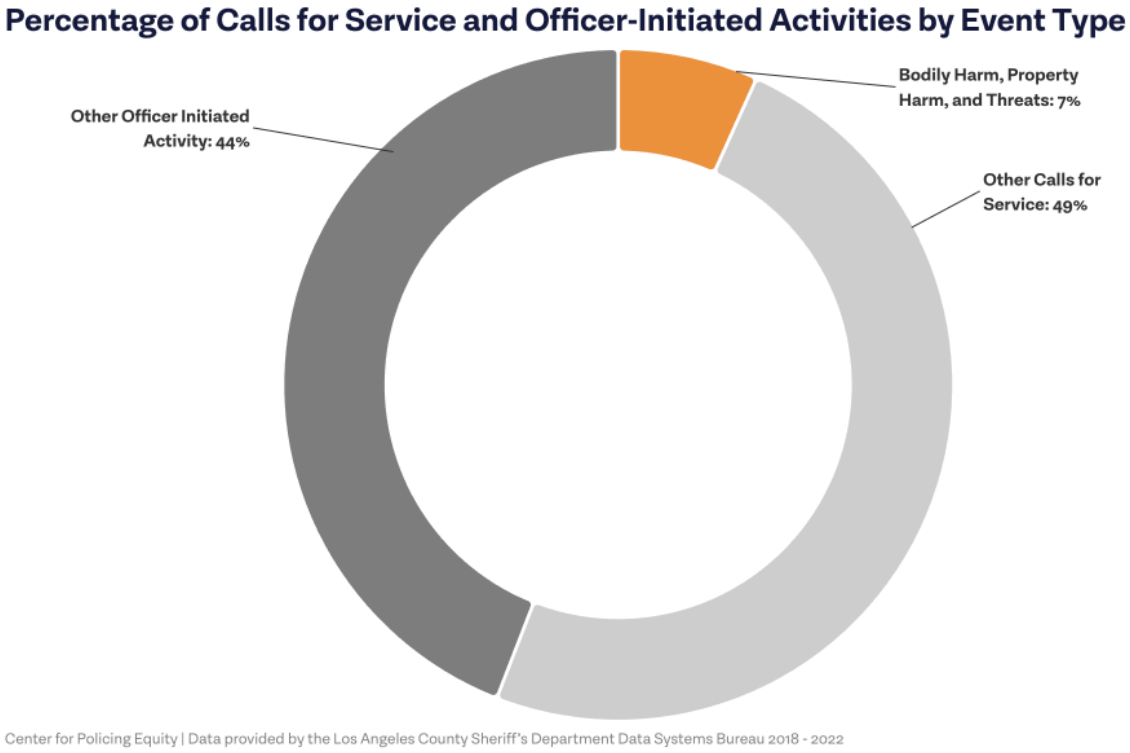
It is important to note that Officer-Initiated Activity may be influenced by community requests for public safety services that are not captured in the Calls for Service data, such as public safety concerns communicated to officers in community forums or

council meetings. Calls for Service data also do not capture public safety concerns that community members did not call 911 or seek police services to address, making them an imperfect measure of community members' public safety priorities.

For more details on the types of events included in these analyses, see "More information" under the first chart in this section.

1. CALLS FOR SERVICE AND OFFICER-INITIATED ACTIVITIES BY EVENT TYPE
2. CALLS FOR SERVICE
3. POLICE INTERVENTIONS IN MENTAL HEALTH CRISES
4. OFFICER-INITIATED PUBLIC ORDER CONCERNS, NUISANCES, AND SUSPICIOUS BEHAVIOR
5. DENSITY OF OFFICER-INITIATED ACTIVITIES RELATIVE TO CALLS FOR SERVICE

CALLS FOR SERVICE AND OFFICER-INITIATED ACTIVITIES BY EVENT TYPE



Los Angeles County Sheriff's Department Palmdale Station recorded **488,059** total events between 2018 – 2022, including both Officer-Initiated Activities and Calls for Service.

- **7% of these events involved Bodily Harm, Property Harm, or Threats, including both Officer-Initiated Activities and Calls for Service. All other events involved no report of Bodily Harm, Property Harm, or Threats.**
- **44% of these events were Officer-Initiated Activities that involved no report of Bodily Harm, Property Harm, or Threats.**
- **49% of these events were Calls for Service that involved no report of Bodily Harm, Property Harm, or Threats.**

For more detail on how events were categorized, see the More Information drop down.

More information

What does this show?

The pie chart above shows three categories of events: those involving Bodily Harm, Property Harm, or Threats; Other Officer-Initiated Activity; and Other Calls for Service. The percentages are based on the

number of events police recorded in each category, rather than the amount of time officers spent on each event type.

“Bodily Harm, Property Harm and Threats” includes all events involving either Bodily Harm (such as assault, robbery, or kidnapping), Property Harm (such as theft, burglary, arson, or vandalism), or Threats (such as harassment, shots heard, or extortion), regardless of whether the event was Officer-Initiated or initiated by a Call for Service. “Bodily Harm” is meant to capture events involving Bodily Harm crimes where a police response is required. This is not meant to include events involving accidental injuries where emergency medical services are the necessary responder, such as auto accidents not involving any serious or violent crime.

“Other Calls for Service” includes any events that did not involve Bodily Harm, Property Harm, or Threats and that were reported via 911 calls, non-emergency calls to the department, direct contact with officers, or 311 calls that were routed to the police for response.

“Other Officer-Initiated Activity” includes any events that did not involve Bodily Harm, Property Harm, or Threats that officers initiated based on their own observations or assignment, rather than in response to Calls for Service. This includes officers being assigned to particular activities (such as a patrol or school resource assignment), any requests for assistance from other officers or from outside agencies, and other activities police typically have some discretion over (such as vehicle and pedestrian stops).

How did we calculate this?

This data comes from Computer Aided Dispatch (CAD) systems, a central recording platform for all Officer-Initiated Activity and responses to Calls for Service. CAD is used by dispatchers to record Calls for Service and by officers to record their self-initiated activity, such as vehicle and pedestrian stops.

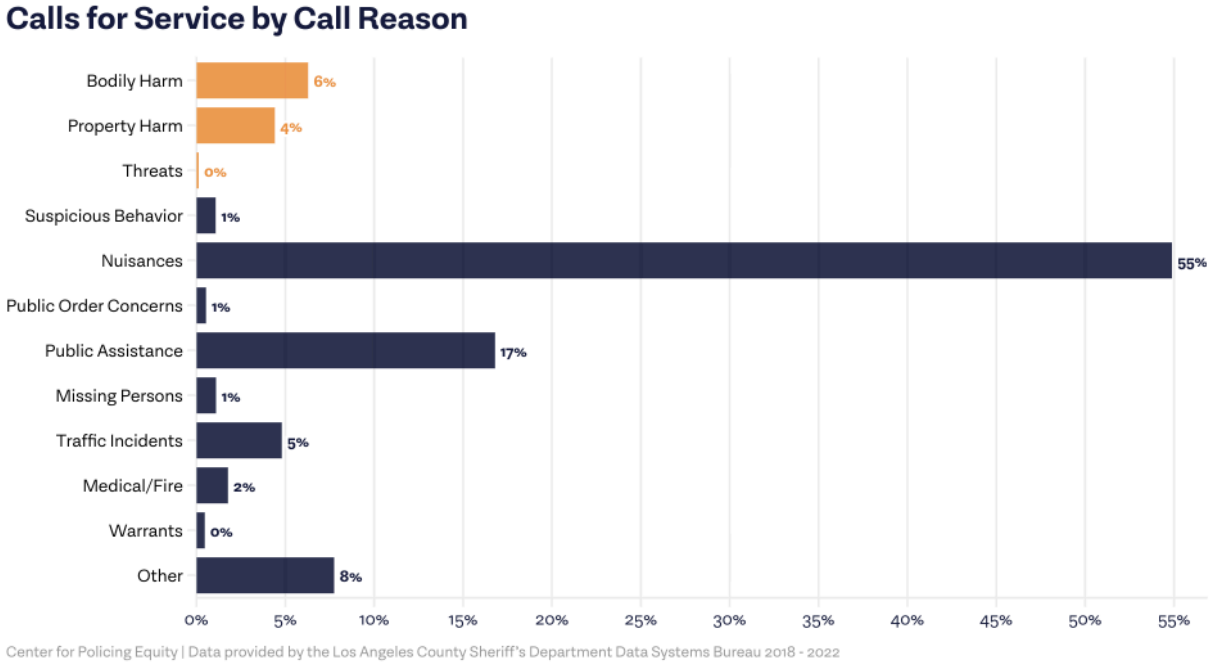
First, we categorized all recorded events into one of the three categories: those involving Bodily Harm, Property Harm, or Threats Other Officer-Initiated Activity; or Other Calls for Service. We then determined the number of events officers recorded in each of these event types. Finally, we calculated the percentage of all events officers recorded in each category by dividing the number of events in each category by the total number of events in all three categories.

Event categories are based on the initial call reason (provided to the dispatcher) or activity description (provided by the officer). Visit the Data Notes tab for details on the exact call types included and how they were categorized.

Data required for this analysis:

- Incident unique identifier
- Call origin or officer-initiated flag
- Incident type/reason

CALLS FOR SERVICE



This figure highlights the reasons for which community members are most often calling emergency services. Of the 488,059 events included in the previous figure, **268,870** were police responses to **Calls for Service** rather than Officer-Initiated Activities.

89% of recorded Calls for Service that officers responded to did not involve reports of Bodily Harm, Property Harm, or Threats. These include requests related to public assistance, nuisances, and medical/fire assistance.

Some of these calls may not require an armed response or may be better addressed via **community-centered response models**. For more detail on how events were categorized, see the “More Information” drop down below.

More information

What does this show?

This figure only includes Calls for Service (events that were requested via 911 calls, non-emergency calls to the department, direct contact with officers, or 311 calls that were routed to the police for response). It does not include any events categorized as Officer-Initiated Activity.

This figure is meant to highlight the reasons for which community members are most often calling emergency services. This can help evaluate how often a police response is necessary, and whether there are sufficient Calls for Service that may not require a police response to warrant considering the use of alternative response models.

How did we calculate this?

First, we excluded all events categorized as Officer-Initiated Activity. If the data provided by the police do not indicate which events were Officer-Initiated, we categorized event type descriptions involving warrants, alarms or non-dispatched calls as Officer-Initiated, and then grouped all other event types as Calls for Service. Non-dispatched calls include requests for assistance from other officers or outside law enforcement agencies, activities that appear to be officer assignments (such as “directed patrol” or “walking the beat”), and other activities police typically have some discretion over (such as “traffic stop,” “subject stop,” “area check,” or “follow up”).

Then we categorized the Calls for Service based on the caller’s complaint type and calculated the percentage of calls in each category.

Data required for this analysis:

- Incident unique identifier
- Call origin or officer-initiated flag
- Incident type/reason

POLICE INTERVENTIONS IN MENTAL HEALTH CRISES

Los Angeles County Sheriff's Department Palmdale Station's Mental Evaluation Team recorded addressing 2,743 events from 2019 - 2022.

Center for Policing Equity | Data provided by Los Angeles County Sheriff's Department Palmdale Station 2019 – 2022

Los Angeles County Sheriff's Department (LASD) Palmdale Station's **Mental Evaluation Team** (MET) is a co-response team in which deputies partner with Los Angeles County Department of Mental Health clinicians to address events involving persons experiencing mental health crises or quality-of-life issues.

- **MET recorded addressing 2,743 events from 2018 - 2022, including both Officer-Initiated Activities and police responses to Calls for Service.**
- **There were an additional 548 calls for service during this time period for which MET was requested but unavailable to respond.**

For details on the events included in this analysis, see "More Information" below.

More information

What does this show?

This figure shows the number of times officers recorded being involved in or responding to reports of people who were perceived as experiencing mental health crises. This figure only represents incidents that police or dispatchers coded with labels that clearly indicate a mental health-related event. Therefore, these findings likely underestimate the full extent of police interventions in the types of health and social issues that are routinely handled by existing unarmed community-based response programs around the country. The events in this figure include both Officer-Initiated Activities and police responses to Calls for Service.

Community-based response models — such as CAHOOTS (Eugene, Oregon), STAR (Denver, Colorado), BHEARD (New York City), and Portland Street Response — have generated early evidence showing that unarmed crisis services can effectively divert people experiencing mental health emergencies away from arrest and hospitalization, decrease the repeated use of such crisis services in the future, and improve the health of people who need emergency mental health care.

How did we calculate this?

To calculate this, we counted the number of events – both Officer-Initiated Activities and Calls for Service – in which a recorded event reason included terms such as "mental health," "emotionally disturbed," "suicide," or "behavioral health." This figure may undercount the number of police interventions in

behavioral health-related incidents, as we did not include incidents police or dispatchers coded with labels such as “citizen assist,” “welfare check,” or “disturbance.” Such labels sometimes do – and sometimes do not – indicate a mental health-related event.

Data required for this analysis:

- Incident unique identifier
- Incident type/reason

OFFICER-INITIATED PUBLIC ORDER CONCERNS, NUISANCES, AND SUSPICIOUS BEHAVIOR

Officer-Initiated Enforcement of Public Order Concerns, Nuisances, and Suspicious Behavior by Census Tract

Los Angeles County Sheriff's Department Palmdale Station provided data on Officer-Initiated Activities involving "Public Order Concerns," "Nuisances," and "Suspicious Behavior." However, CPE was unable to accurately map location data for more than 15% of these activities. This analysis requires location data in order to reliably assess the distribution of these events throughout the jurisdiction. CPE does not conduct analyses when more than 15% of the relevant values are missing or below **quality standards**.

More information

What does this show?
This figure shows where in the jurisdiction enforcement events recorded as involving "Public Order Concerns," "Nuisances," and "Suspicious Behavior" were most highly concentrated per capita. The events in this figure are Officer-Initiated Activities, and not police responses to Calls for Service.

Census tracts shaded in the darkest colors had the highest concentrations of these events. Areas shaded in the lightest or second-lightest colors represent census tracts with relatively low or average concentrations of these events, respectively. Areas shaded in the darker third, fourth and fifth colors have high enough concentrations that they are respectively considered low-level, moderate or high statistical outliers relative to other tracts in the jurisdiction. Not all jurisdictions will include tracts shaded in each of these five colors. For example, a city with no high outliers would not have tracts in the fifth (darkest) color; a city with no moderate outliers would not have tracts in the fourth color, and so on.

How did we calculate this?
To assess the distribution of these activities, we calculated the number of events recorded as involving Public Order Concerns, Nuisances, and Suspicious Behavior per 1,000 residents in each census tract—small geographic areas of approximately 4,000 residents — as defined by the Census Bureau. We then sort these into five even, ordinal categories ("quintiles"). The 20% of census tracts with the fewest number of events are in the first quintile and the 20% of census tracts with the most events are in the last category, with the remaining 60% evenly divided across the three middle quintiles in order relative to their frequencies of events. Only Officer-Initiated Activities are included in this calculation.

To examine whether police recorded initiating more of these activities per capita in areas with a higher proportion of Black residents, we used publicly available Census data to measure the percentage of Black residents in each census tract. We compare the number of events to the percentage of Black residents in each tract to see if tracts with higher percentages of Black residents also have more of these events.

We take into account the share of Black residents in an area because this factor affects the likelihood that a person of any racial group in an area will have police contact. This relationship between police presence and the percentage of Black residents in an area is, in part, a result of systemic racism and structural disadvantage. For example, disinvestment in disproportionately Black communities often means police are called in to deal with issues, like infrastructure failure, that could otherwise be resolved through effective resourcing. But police-driven factors, such as departmental policy or officer behavior, also contribute to increased police activity in areas with more Black residents.

Data required for this analysis:
- Incident unique identifier
- Incident type/reason
- Officer-initiated flag
- Incident location

DENSITY OF OFFICER-INITIATED ACTIVITIES RELATIVE TO CALLS FOR SERVICE

Density of Officer-Initiated Activities Relative to Calls for Service

Los Angeles County Sheriff's Department Palmdale Station provided data on Officer-Initiated Activities and Calls for Service. However, CPE was unable to accurately map location data for more than 15% of these events. This analysis requires location data in order to reliably assess the distribution of these events throughout the jurisdiction. CPE does not conduct analyses when more than 15% of the relevant values are not available or below **quality standards**.

More information

What does this show?

This figure shows where in the jurisdiction there might be a mismatch between direct community requests for police presence and deployment directed by the department. Areas shaded in the lightest or second-lightest colors represent census tracts with relatively low or average ratios of Officer-Initiated Activities to Calls for Service, respectively. Areas shaded in the darker third, fourth and fifth colors have high enough ratios that they are considered respectively low-, moderate-, and high-level statistical outliers relative to other tracts in the jurisdiction. Not all jurisdictions will include tracts shaded in each of these five colors. For example, a city with no high outliers would not have tracts in the fifth (darkest) color; a city with no moderate outliers would not have tracts in the fourth color, and so on.

How did we calculate this?

First, we calculated the number of recorded events that were Officer-Initiated Activities and the number that were police responses to Calls for Service using the department's indication of which events were

Officer-Initiated. If the data provided by the police had an indicator of which events were Officer-Initiated, we used that. If the data do not explicitly indicate which events were Officer-Initiated, we categorized event type descriptions involving warrants, alarms, or non-dispatched calls as Officer-Initiated, and then grouped all other event types as Calls for Service. Non-dispatched calls include requests for assistance from other officers or outside law enforcement agencies, activities that appear to be officer assignments (such as “directed patrol” or “walking the beat”), and other activities police typically have some discretion over (such as “traffic stop,” “subject stop,” “area check,” or “follow up”).

Next, we calculate the number of Officer-Initiated Activities per 1,000 Calls for Service by dividing the number of Officer-Initiated Activities by the number of Calls for Service and multiplying by 1,000. We sort these into five categories of census tracts — small geographic areas of approximately 4,000 residents, as defined by the Census Bureau — so that the 20% of tracts with the lowest ratio of Officer-Initiated Activities to Calls for Service are in the first category, the 20% of tracts with the highest ratio are in the last category, and the remaining 60% are divided evenly across the middle three categories in order relative to their ratios. Finally, we map these census tracts, with darker colors indicating tracts with higher levels of Officer-Initiated Activity relative to the number of Calls for Service.

Data required for this analysis:

- Incident unique identifier
- Incident type/reason
- Incident location

This section contains information on how CPE defines and categorizes the data collected from departments.

DEFINING RACIAL GROUPS AND STANDARD CATEGORIES

Defining racial groups:

CPE uses “racial group” to refer to groups described in departmental records by racial category (e.g., Hispanic or Latino, Asian, Black, Native, White). When we compare departmental records of incidents to local demographic data, these racial groups are mapped onto Census data for the following groups: Hispanic (referred to as “Latinx” in this assessment), non-Hispanic Asian, non-Hispanic Black, non-Hispanic Native American, and non-Hispanic White. The “Other” category, if used, combines racial groups making up less than 2% of incidents (except when referring to the resident population, in which case it matches the Census Bureau’s definition of “Other” racial group).

Our use of “racial” as a shorthand for these groups does not represent a claim that any person belongs to any monolithic “race,” or indeed that the category of “race” has any objective or biological meaning, apart from its social and political context. We acknowledge the historic and deliberate use of racial categories in crime statistics to link criminality to Black people, a bias that continues to affect marginalized communities and people in the criminal justice system today. We also recognize that the terms we use to describe racial groups are not universally accepted or preferred by members of the groups they describe. We aim to use terms which are inclusive, widely understood, and unlikely to offend.

Standardizing categories:

Each law enforcement agency collects stop, search, use of force, and racial data in its own way. In order to interpret data consistently across departments, we sort the data

received from departments into standardized categories. The following tables show the categories used by the department and how we translate them into CPE categories. The “LEA-Provided Value” column contains the categories that the department provided to CPE, and the “CPE Standardized” column shows the corresponding category CPE used in this assessment.

Stop data collected under California’s Racial and Identity Profiling Act (RIPA) do not separate vehicle stops from pedestrian stops; however, they do indicate whether a stop was initiated due to a traffic violation. Therefore, when using data collected under RIPA, we categorize any stops for which the recorded reason is “traffic violation” as “vehicle stops,” and all other stops are categorized as “pedestrian stops.” However, we acknowledge that some reasons categorized under pedestrian stops in this assessment could also apply to vehicle stops (such as "reasonable suspicion" or "knowledge of outstanding arrest/wanted person"). See the tables in the **Data Notes tab of this assessment online** for more information on the stop reasons sorted into each dataset.

For more information about why certain results were not displayed, a detailed list of data requirements for each analysis is available under “More information,” beneath the relevant chart.