

Traffic Stop Race Data Collection Project Report Outline & Data Analysis Plan Overview

Final Report

Timelines

Given the work required to analyze the data, source the customized bench mark data and write the report, it is expected that it will take up to a year to deliver the final report and recommendations for the Traffic Stop Race Data Collection Project. The final report includes the following phases:

- Two-Year Data Collection Period: June 2013 – June 2015
- Data Uploading to Research Team: Summer 2015
- Data Analysis: Fall 2015
- Report Writing: Winter 2016
- Report Presentation: Summer 2016
- Consultation & Engagement on Report & Recommendations

Final Report

Outline

As presented and discussed with the COMPAC and the project's community-police advisory committee, the final report is expected to include the following key areas (derived from significant consultation efforts):

- Executive Summary
- Project Description and Background
- Data Collection Process
- Findings and Analysis
- Results and Limitations
- Other Types of Possible Analysis
- Stories and Interviews with Community and Police Members
- Recommendations/Action Plan
- Listing of Partners and Committees
- Strategies for Distribution .

Analytical Models & Methodologies

The goals of the race data collection is the provision of a tool for monitoring and reviewing traffic stops and the identification of any patterns of racial groups among traffic stops in Ottawa.

To accomplish these goals, we will conduct two types of analysis – representational analysis and distributional analysis.

Representational Analysis (volume of traffic stops by race, sex and age)

The objective of the representation analysis is to determine which racial groups (broken down by sex and age), if any, are over-represented in traffic stops in Ottawa.

Two sets of race data are needed for the purpose of this research – the OPS traffic stop data collected by officers and the driver population data of racial groups commuting to work collected through Census 2011 (customized and sourced from Statistics Canada).

Once the data has been verified and cleaned by the Research Team, the data will be cross-tabulated using selected variables: demography (races, sexes and age groups) of drivers, geography (police districts) and time (years). For the purposes of this research, the typologies of the selected variables are listed as follows:

- Race of Drivers: Aboriginal peoples, White, Black, East/Southeast Asian, South Asian, Middle-Easterners, and other racialized minorities.
- Sex: male and female.
- Age Ranges: 16-24, 25-54, and 55+.
- The geographic areas are Ottawa and the six police districts (defined by census tracts).
- The time periods are year 1 (June 27, 2013 – June 26, 2014) and Year 2 (June 27, 2014 – June 26, 2015). Data from these two periods will be combined for the purpose of tabulation and analysis.

Distributional Analysis (reasons and outcomes of traffic stops by race)

Using the traffic stop data collected by officers, the objective of the distribution analysis is to determine the extent to which variations exist among racial groups on reasons for traffic stops and outcomes of traffic stops. No external census data is needed for this analysis.

The variables used in this distribution analysis are: races of drivers, geography (police districts) and time (years). For the purposes of this research, the typologies of variables are listed as follows:

- The races of drivers are Aboriginal peoples, White, Black, East/Southeast Asian, South Asian, Middle-Easterner, and other racialized minorities.
- The geographic areas are Ottawa and the six police districts.
- The time periods are year 1 (June 27, 2013 – June 26, 2014) and Year 2 (June 27, 2014 – June 26, 2015). Data from these two periods will be combined for the purpose of tabulation and analysis.

“Reasons” are the expressed rationales of police officers in making a decision to traffic-stop a vehicle. Indicators of reasons for traffic stops are:

- Criminal offences
- Provincial and municipal offences
- Suspicious activities
- Other.



“Outcomes” are the actions or inactions imposed on the drivers (of which they are aware of) carried out by police officers at the end of each incident of the traffic stops. Indicators of outcomes of traffic stops are:

- Final (no action taken; cancellations included)
- Warned (both verbal and written)
- Charged (both criminal and non-criminal offences).

