Burlington Police Department

2020 Annual Report

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Executive Summary

This annual report consolidates three reports previously released at different times throughout the year by the City of Burlington. It provides information on metrics established in partnership with the Burlington Police Commission (the Police Commission) and Burlington Police Department (BPD), including information related to police incidents, traffic stops, arrests, and use of force. It has been produced by the Department of Innovation & Technology (I&T) and reviewed by the BPD. The report's goals are (i) to provide more information about the BPD to the community specifically related to traffic stops, arrests, and use of force incidents; (ii) to document racial disparities in those activities; and (iii) to help identify, where possible, areas where reforms or policy changes could potentially reduce or eliminate disparities in local policing.

Incidents

- BPD recorded 23,578 incidents in 2020, down 17% from 28,458 in 2019.
- This was the sharpest annual decrease in five years, potentially accelerated by stay-at-home orders associated with the COVID-19 pandemic and a nationwide reassessment of police interactions sparked by the murder of George Floyd. This decrease followed an overall 37% reduction in police incidents since 2015.
- Nearly half the five-year decline comes from a sustained decrease in traffic enforcement, as well as declines in Retail Theft and Foot Patrols.
- Priority 1 incidents, including violent crimes, have remained steady over the past five years and decreased only slightly from 2019 to 2020. Sexual assaults and overdoses increased by 30.4% (46 to 60) and 72.4% (58 to 100) during the year, respectively.
- In 2020 there were a dozen gunfire incidents, in which a person was struck by a bullet or in which a person purposefully fired a gun at another person, compared to department recollection of approximately two per year since 2012.

Traffic

- BPD stopped cars 1,220 times in 2020. In those stops, 1,012 drivers were white and 131 were Black.
- The proportion of Black drivers stopped (10.7%) is higher than their share of the driving population (8.0%) as measured by crash data.
- Approximately 82% of all stops result in a warning rather than a ticket or an arrest. 111 (11%) white drivers received tickets; 24 (18%) Black drivers received tickets. The disparity in license suspension (described below) contributes to the fact that Black drivers are more likely to get a ticket during a traffic stop than white drivers.

- Black drivers are generally stopped for the same reasons as white drivers, primarily moving violations or vehicle equipment.
- In 2020, the median length of a traffic stop for white drivers was 8.0 minutes and 9.0 minutes for Black drivers. When limiting the analysis to stops where only a warning was given, the difference in the median duration is reduced to 0.5 minutes.
- BPD conducted 11 searches at traffic stops, up from seven in 2019. In 2019, all seven searches involved white drivers. In 2020, eight searches involved white drivers, two searches involved Black drivers, and one search involved an Asian driver.

Arrests and Citations

Arrests include citations, where an arrestee is assigned to a court date but otherwise usually free to leave, and traditional arrests, where an arrestee is held pending arraignment (see "Terms", below, for more details).

- The number of arrests or citations made annually by the BPD has fallen by more than 50% since 2016, from 2,355 to 1,159 in 2020.
- BPD made arrests and/or issued citations to appear in court 1,159 times in 2020. About 61% of these are citations; 17% are arrests on an existing court-ordered warrant; 17% are lodged arrests; 5% are diverted to alternative justice.
- Of the 1,159 people arrested in 2020, 219 were Black, 856 white. Standardized to the population of the city across all ages, this represents 91 Black arrests for every 1,000 Black residents of Burlington and 25 arrests for every 1,000 white residents.
- Approximately one in every five arrests involves a Black person, a ratio which has stayed constant since 2015.
- Black people are less likely to be arrested for charges related to trespassing, disorderly conduct, or retail theft than white arrestees. These are crimes for which officers have more discretion about whether or not to effect an arrest.
- Black arrestees were more likely to be arrested on drug charges than white arrestees. Black arrestees are also more likely to be arrested for felonies and violent crimes than white arrestees, crimes for which officers have less discretion.

Use of Force

A "use of force" includes any action taken by an officer against a person that goes beyond compliant handcuffing, including physical force and using or pointing weapons. All uses of force are reviewed by the BPD and the Police Commission. Excessive force is prohibited by BPD directives and state law.

- BPD used force during 142 incidents in 2020. There were 160 subjects of uses of force.
- The number of use-of-force incidents has declined 55% from 317 in 2012 to 142 in 2020.
- In 2020, 31% (50 out of 160) use-of-force subjects were Black.
- Use-of-force events are generally concentrated in Burlington's downtown area, late at night.
    - That pattern was less noticeable in 2020, possibly owing to the extended COVID-related bar closures and/or reduced hours of operation.
    - Assaults and other violent incidents generally occur more frequently around bar closing downtown.
- Injuries to subjects during use-of-force incidents have fallen 65% since 2012, from 80 to 28. In 2020, 14% of Black subjects were injured (seven out of 50 incidents), and they were less likely to be

injured than white subjects (20% or 21 out of 105 incidents). This difference is not statistically significant for 2020, but is consistent with the years 2012 – 2020 and is statistically significant across years.

- White subjects of force were more likely to be assaultive than Black subjects of force. The most common form of resistance was "Active resistance", defined as any affirmative action used by a subject to defeat an officer's ability to take the subject into custody.

Section I: Introduction

In July 2020, I&T assumed new responsibilities for reporting on police activity in Burlington. I&T built on the existing police department dashboard to provide a set of metrics and indicators updating monthly and provide insight into ongoing trends on those topics of community interest – including traffic stops, arrests, and use of force incidents. That dashboard is available at burlingtonvt.gov/Police/Data.

In addition, I&T committed to providing an annual report evaluating a series of metrics identified in partnership with the Police Commission. The Police Commission formally adopted these metrics at its January 26, 2021 meeting.[1] This is the first such annual report. This report was requested before the Mayor and the Joint Committee of the City Council Public Safety Committee and the Police Commission selected and engaged CNA as a consultant to evaluate the BPD and Talitha as a consultant to evaluate community needs. Hopefully, this report will serve to support the work of those professionals as they make valuable recommendations regarding the path forward for public safety in Burlington.

In addition to providing the data requested, the I&T Department identified several patterns of note and conducted some additional research into those areas: Driving with a suspended license, the duration of traffic stops by race, when firearms are pointed or displayed by the police, and potential reporting opportunities that may be available statewide as many Vermont police organizations convert to a new data management system, beginning July 1, 2021.

Importantly, the report focuses on disparities between white and Black residents. Other races are mentioned at times in the report, but often the number of incidents involving people of other races than Black or white is small, making trends difficult to interpret. There are times when the number of incidents involving Black residents are also small, and therefore the report seeks to provide both numbers as well as percent changes where possible. An Appendix at the end of this report contains more information on other races.

Previous reports related to policing can be found at burlingtonvt.gov/Police/Data/Reports.

Terms

The following term definitions have been provided courtesy of the BPD. The next section on Patterns of Interest relies on these definitions.

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[1] As noted at the January Police Commission meeting, some to-be-tracked metrics like pedestrian stops require data collection and clearer definition of what is to be tracked, before any trend or information can be tracked and evaluated.

Priority Incidents: The BPD groups incidents into three groups, Priority 1, Priority 2, and Priority 3. Priority 1 incidents are high-priority incidents that will always get a police response, such as domestic assaults, DUIs, homicides, overdoses, robberies, and sex assaults. In 2020, 7.7% of all incidents were Priority 1. Priority 2 incidents are less urgent, but may nevertheless have a safety component, such as disorderly conduct, disturbances, mental health issues, and welfare checks. In 2020, 42.6% of all incidents were Priority 2. Priority 3 incidents may or may not receive a response depending on officer availability, and include late-reported incidents, crashes with no injury, noise complaints, and vandalism. In 2020, 49.6% of all incidents were Priority 3.

Driving with a Suspended License (DLS): A person who drives when his or her license or privileges to operate a motor vehicle have been suspended or revoked is considered to be "DLS." A person who drives after his or her license has been criminally suspended is committing a crime punishable by being imprisoned for up to two years or fined $5,000, or both. A license may be criminally suspended for grossly negligent operation, operation without consent of owner (Vermont's equivalent of grand theft auto), leaving the scene of an accident with injury or death resulting, operating under the influence of alcohol or another substance, or operating while already criminally DLS. A person can also have their license civilly suspended, for failing to pay fines or accumulating points on their license. Continuing to drive with a civilly suspended license repeatedly can turn a civil suspension in to a criminal suspension. Police officers are not supposed to issue warnings to persons who are DLS.

Discretionary Traffic Enforcement: Most traffic enforcement is internally generated—meaning it is discretionary on the part of the officer who observes a violation and chooses to take action. Almost 90% of BPD's traffic stops result from moving violations or the condition of the vehicle. A smaller amount of traffic enforcement is externally generated— for example a traffic stop is initiated by a detective unit which needs a specific car stopped as part of an investigation, or a citizen has called to report a drunk driver. This report focuses exclusively on the internally generated stops.

Traffic Stop: In this report, traffic stops occur when officers use the reasonable suspicion standard to stop and detain a driver in a vehicle.[2] If officers respond to a vehicle crash and issue tickets, that would not be considered a traffic stop.

Ticket: Tickets are generally used to address unlawful acts that do not rise to the level of being misdemeanors. These include violations of municipal codes or Title 23: Motor Vehicles of the Vermont statutes.

Discretionary Search: When an officer searches a car or person with consent subsequent to a discretionary traffic stop. Searches where a warrant has been granted and searches at traffic stops that are externally generated are not considered discretionary searches for the purposes of this report.

Arrest: *This report aggregates citations and arrests as arrests. Both interactions result in a court date, but differ in that for most citations, individuals are not lodged or brought back to the police station.* Under Vermont's "Rule 3 of the Vermont Rules of Criminal Procedure" structure, a law-enforcement officer may arrest a person without a warrant when the officer has probable cause to believe the person has committed or is committing a felony. In most instances, a law-enforcement officer may only arrest a

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[2] For further definition, the BPD notes that in Whren v. United States, 517 U.S. 806 (1996), the United States Supreme Court unanimously held that when an officer has a reasonable suspicion that a motor vehicle violation has occurred, "any traffic offense committed by a driver was a legitimate legal basis for a stop."

person without a warrant for a misdemeanor when the officer has probable cause to believe the person has committed or is committing a misdemeanor in the presence of the officer—i.e., a "witnessed misdemeanor." An arrest means a person is taken into police custody and taken to a police facility for processing (e.g., fingerprints, photographs, and paperwork). In most cases, an arrested person will be released directly from the police facility with a citation to appear in court at a later date. If Rule 3 allows continued custody and court is in session, the person will be taken to court for arraignment. If court is not in session, the officer can call a judge. It is the judge who determines that either a) the person shall be released on conditions by which the person must abide and given a date to appear in court; or b) the person shall be required to post bail or shall be held without bail and be taken to a correctional facility until arraignment.

Citation: If an officer has probable cause to believe a person has committed or is committing a misdemeanor outside the presence of the officer—i.e., an "unwitnessed misdemeanor"—the officer may issue a citation to appear in court at a later date. In almost all instances, a person will not be taken to a police facility but will instead be issued that citation in the field and released at the scene. Citations are considered arrests in this report and in general (i.e., when the Department reports data to the FBI, citations are counted as arrests), and again, citations lead to a court date.

Force: The BPD defines force in its Department Directive 05, which is available online. Force is defined to mean all conduct that is designed to assist an officer in controlling a situation or a subject's actions or behavior that involves the application of force against a subject that exceeds compliant handcuffing. Per the BPD, application of force must be objectively reasonable and it must end when control has been achieved. Excessive force is force that is not objectively reasonable from the perspective of a reasonable officer in the same circumstances. All uses of force are reviewed by the BPD and the Police Commission.

Assaultive: Behavior that creates an imminent risk of physical injury to a subject, officer, or third party, but would not lead a reasonable officer to perceive a risk of death or serious bodily injury. Examples include but are not limited to an attack on an officer consisting of strikes, wrestling, undirected strikes with injury potential, kicks, shoves, or punches.

Active resistance: Any affirmative action used by a subject to defeat an officer's ability to take the subject into custody.

Patterns of Interest

Driving with License Suspended (DLS)
When a car is stopped and the driver has a suspended license, an officer has limited discretion in determining the outcome. A driver with a civilly suspended license generally requires the officer to issue a ticket. When a car is stopped and the driver has a criminally suspended license, the officer who stopped the car must arrest or issue a citation to appear in court to the driver. Criminal DLS can be the result of a severe driving violation (like a DUI), but it can also be the result of a civil DLS that is not remediated in a timely manner and therefore becomes a criminal DLS. Civil and Criminal DLS do not track equally with population demographics. A Black driver is more likely than a white driver to have a suspended license. Since 2018 in Burlington, 5.3% of white drivers stopped by the BPD were DLS, versus 14.9% of Black drivers. The DLS disparity contributes significantly to the fact that Black drivers are more likely to get a ticket during a traffic stop than white drivers. For reference, in 2017, 2018, and 2019, when DLS drivers were controlled for in the dataset, Black drivers were less likely to get tickets than white drivers. That was not the case in 2020.

This DLS disparity pattern seems to hold statewide, where data is available. Other agencies that report violations with their traffic data show that, in 2019, Black drivers were twice as likely to have a suspended license as white drivers (7.5% versus 3.5%). [3]

Why are Black Burlingtonians and Black Vermonters more likely to be driving with suspended licenses? There may be reasons to examine this State policy further. Initially, a suspended license can come from unlawful driving behaviors or from an accrual of fines. That economic factor can be compounded during the process for reinstating a license, which can be complicated and expensive. Additionally, failing to complete DLS diversion can turn a civil DLS into a criminal DLS (which results in arrest). Outcomes in traffic data are an indirect measure of the disparity in license suspensions, as it is only able to measure who is stopped by police. The Department of Motor Vehicles may have information which could more clearly examine the racial imbalance in license suspensions in Vermont.

Duration of Traffic Stops

The median length of traffic stops for Black drivers is one minute longer than traffic stops for white drivers. Some of this stems from the fact that, because of the disparity in license suspensions, Black drivers are more likely to get a ticket than a warning. But although the difference in duration is reduced to 30 seconds, the disparity remains when looking only at traffic stops where there is no arrest, search, or ticket written. The difference in the length of traffic stops by race is consistent over the past several years.

Firearms Pointed

Not all police departments treat a firearm pointed at someone as a use-of-force incident, but the Burlington Police Department has done so for more than twenty years. Every time a firearm is pointed at a person, the officer has to complete a use-of-force report, which is reviewed by supervisors and, since mid-2020, by the Police Commission. In the past two years, the BPD has also required that merely drawing a firearm in a subject's presence be recorded as a use of force as well.

While the number of use-of-force incidents is small relative to the number of police incidents—142 out of 23,600 police incidents in 2020, for example—one notable finding in prior reports has been that Black people are more likely than white people to have a gun pointed at them by the BPD. In 2020, a bit less than a third of all people against whom the BPD used force, and nearly half of the people at whom the BPD pointed or displayed a weapon, were Black.

For this report, we reviewed 2020 incidents where a firearm was displayed or pointed, wondering if warrants – where officers must have their weapons drawn by policy – were driving this disparity. For 2020 at least, this does not appear to be the case. Instead, incidents in which a firearm was pointed generally occurred when there was a report of a suspect with a weapon, a person in imminent danger of harm, or when officers entered an unsecured building. Similar to policy for serving warrants, by directive and training, officers must have their weapons drawn and at a position of high-ready in such instances. Whether this merits further examination, or a different specific categorization in the data reporting, is a question for the Police Commission and Department.

Priority 1 Incidents

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[3] Source: Crime Research Group of Vermont, Traffic Stops and Race data, Valcour summary file. https://vcjc.vermont.gov/content/traffic-stops-race-data

Despite all the changes of the past several years and a dramatic decline in overall police incidents, the number of calls for the most serious types of incidents, that require the most urgent response—including assaults, overdoses and serious motor vehicle crashes—has remained remarkably consistent year over year.

As the BPD and Police Commission chart the course and set the structure for the BPD looking toward the future, it may be possible to build around assumptions about these most severe call types, and seek ways to delegate other less-severe incidents to non-police mental health or social health professionals.

Data Quality

Over the course of preparing this and past reports, there are inconsistencies in how data is defined and recorded. This is expected in a large dataset compiled by dozens of different people over time. Some appear to result from different interpretations of the data fields by different officers. For example, the difference between an investigative versus an externally generated traffic stop, or whether contraband that is willfully handed to an officer should be recorded as a search, can be ambiguous. No dataset will be perfect, but clearer guidelines for how incidents should be reported would allow for more accurate analysis.

This is an issue that the BPD has already proactively raised with the Police Commission at the April meeting, and we strongly support the idea of some additional training on how data is recorded for officers to improve data quality.

Valcour Pro

The Department of Public Safety for the State of Vermont is moving to bring the State Police and a significant majority of all other local police departments onto the same data platform that the Burlington Police Department is currently using, with transition to the system beginning July 1, 2021.

At I&T, we believe this may be an opportunity to improve the ability to compare activity across jurisdictions. For example, not all police departments report on the same metrics or track and clean their data in the same way. Standardizing these reports could help understand how disparities vary across the State and could help identify best practices that could benefit other police departments.

Section II: Incidents

Incident Type Trends

Between 2012 and 2015, annual police incidents grew by over 4,000 but since 2016 that number has declined drastically year over year. Overall, since 2012, incidents were reduced by 9,242. Since 2015, incidents were down by 13,743– that's 37% of the total incident volume in 2015. The sharper decline in incident volume in 2020 is due in part to the effects of the pandemic on all sorts of activity, though it continues a pattern seen for the past few years.

Total Incidents

32.8k 34.3k 36.3k 37.3k 37.1k 32.7k 29.6k 28.5k 23.6k

30,000

20,000

10,000

0

2012 2014 2016 2018 2020

Year over Year Change
All Incident Types

10%

4% 6% 3% -1% -12% -9% -4% -17%

0%

-10%

-20%

2014 2016 2018 2020
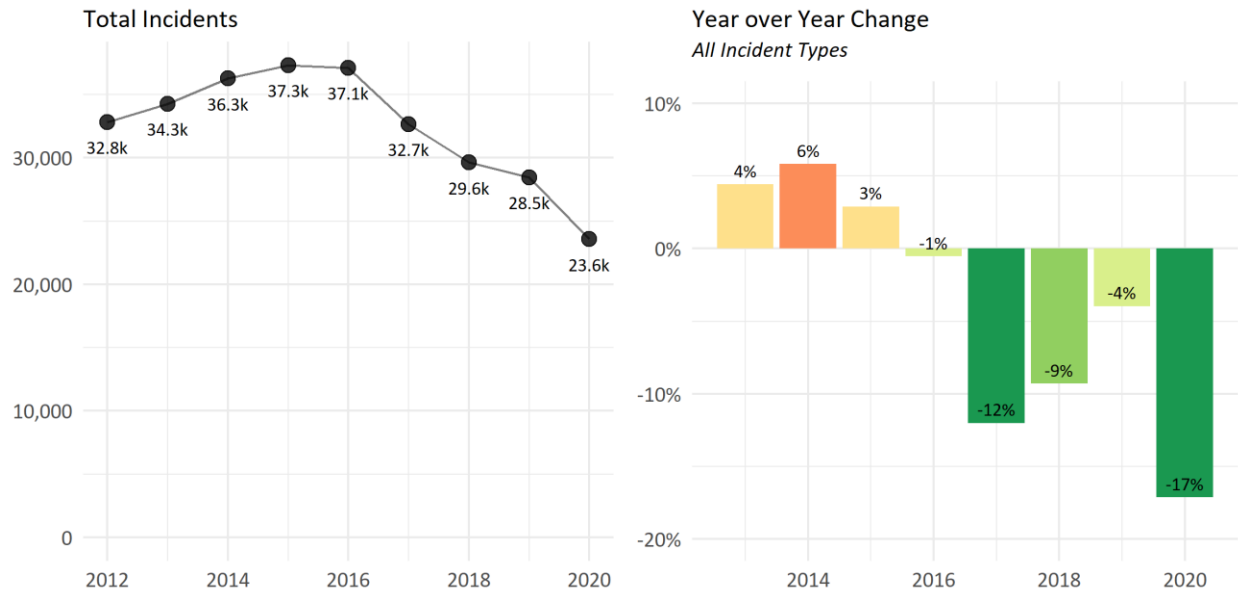
The two incident types with the largest decreases are Traffic—i.e., car stops—and Foot Patrols. There were 4,838 fewer traffic incidents compared to their peak in 2015, and 2,859 fewer Foot Patrol incidents compared to their peak in 2016. As the BPD noted to I&T during the review of this report, both of these categories are almost entirely driven by officer discretion, which suggests that more than half of the decrease in incident volume since 2016 stems from a change in officer posture, rather than a change in the public's calls for service. In the case of Traffic incidents, leadership has explained it has de-emphasized the need for traffic enforcement. Other incident types with substantial declines include Suspicious Events, and non-injury vehicle crashes. A table with a full list of incident types can be found in the appendix.

The incident types that have increased the most from earlier years include Mental Health Issues, up 18.8% from 2012 to 2020, 796 incidents to 946, and Welfare Checks, up 51.2% from 2012 to 2020, from 726 to 1,098.

However, the incident types with the highest volume will naturally have the largest swings, and the most common incident types are also generally lower-level, less resource intensive incidents.

The incidents are divided into three general groups, based largely on the needed urgency of the response. Priority 3 are the lowest level calls, Priority 1 the highest[4]. While overall incidents have decreased, Priority 1 calls have remained stable.

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[4] "Priority 1" incidents include: Arson, Assault - Aggravated, Assault - Simple, Bomb Threat, Crash - Fatality, Crash - Injury to person(s), Cruelty to a Child, Domestic Assault - Felony, Domestic Assault - Misd, Domestic Disturbance, DUI, Escape, Homicide, Kidnapping, Larceny from a Person, Lewd and Lascivious Conduct, Missing Person, Overdose, Resisting Arrest, Roadway Hazard, Robbery, Runaway, Sexual Assault, Stalking, Suicide - Attempted, TRO/FRO Service, TRO/FRO Violation, Unlawful Restraint, Untimely Death

Total Incidents
Most Urgent Incidents, Priority 1

Year over Year Change
Most Urgent Incidents
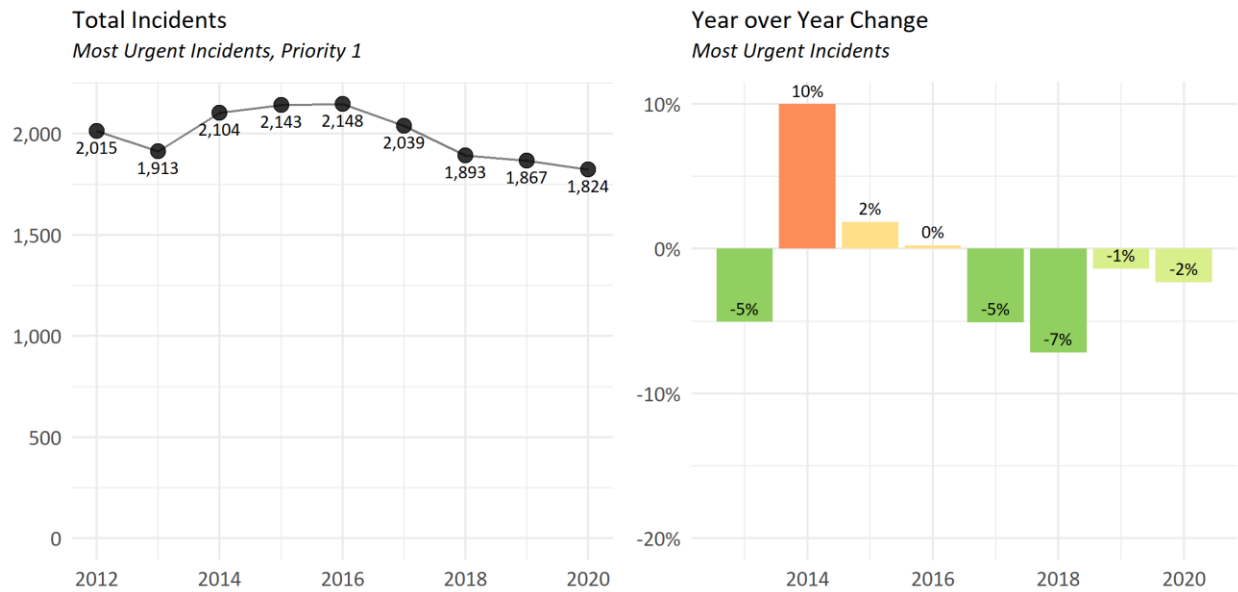
Section III: Traffic

This section on traffic is the fourth report in an annual series covering 2017, 2018, 2019 and now 2020; previous reports can be found here.

Traffic stops have fallen dramatically since a high of 6,263 in 2015. Of the 1,220 traffic stops made in 2020 by the BPD, 131 were of Black drivers, and 1,012 were of White drivers. (This compares to 4,935 white drivers and 528 Black drivers in 2015.) Another 49 stops involved Asian drivers, and 18 stops involved Hispanic drivers. More information on traffic stops involving Asian and Hispanic drivers can be found in the summary tables in the appendix or by accessing the full dataset of traffic stops on the city's open data site.

The traffic stops analyzed here exclude stops that are externally generated, meaning a specific car has been identified either as part of a larger investigation or because of a citizen complaint. These stops are different from most traffic stops because the officer is not deciding which car to stop.

Count Over Time

In 2020, the BPD made 1,220 traffic stops, down 42% from 2019 and down 81% from the eight-year high in 2015.

Total Traffic Stops
By Calendar Year
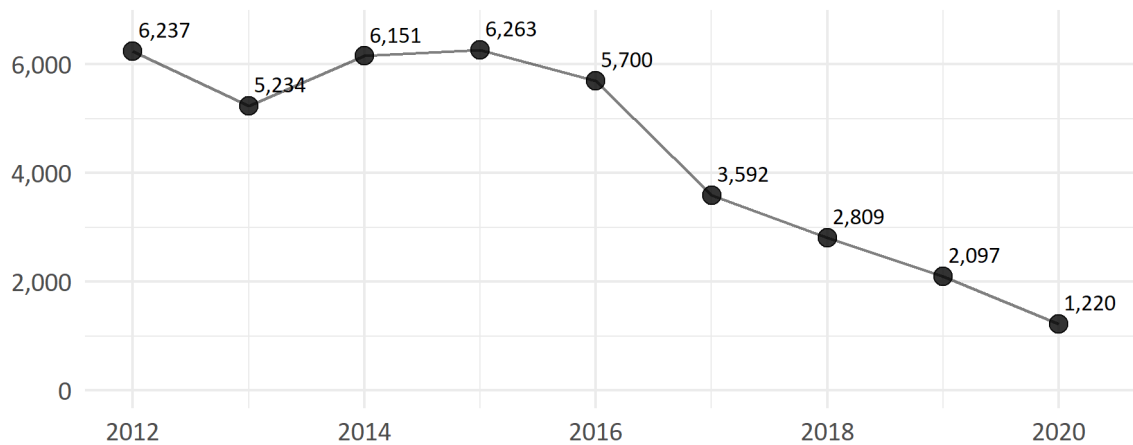
Stop Rate

Of the 1,220 total traffic stops in 2020, 131 were stops of Black drivers (10.7%). In order to examine whether this percentage is equitable, it must be compared to the overall driving population. Because precise driver demographics do not exist, we have to estimate the driving population in other ways. The American Community Survey (2018) estimates that 4.5% of Burlington residents over 15 years old are Black. Not everyone in that broad age group drives at the same rate, however, so the population of drivers with whom the police potentially interact will vary from that estimate. On the other hand, the Vermont Agency of Transportation records the race of drivers involved in motor vehicle crashes. We believe this crash data is a fairer approximation of the racial composition of drivers on the road. Of drivers involved in crashes in 2020 in Burlington, 8.0% were Black, compared to 10.7% of drivers stopped by the BPD. Crashes declined by 37% in 2020, possibly because of decreased traffic during the pandemic.

Stop Rate of Black Drivers
Compared to Driving Population Measures
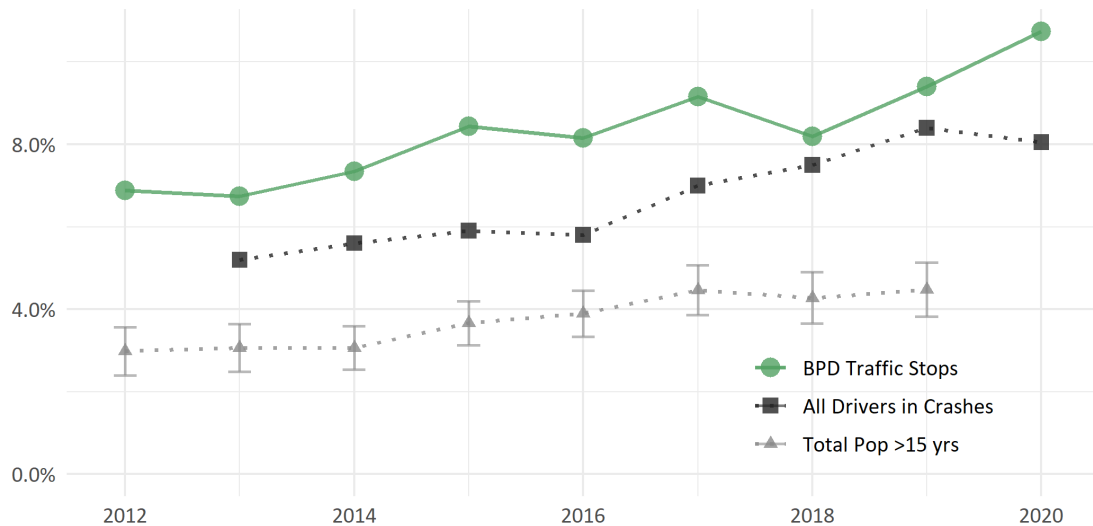
The total number of Black drivers stopped has fallen over time (consistent with the overall trend in the reduced numbers of traffic stops in Burlington since 2015). Traffic stops for Black drivers have fallen 75% since 2015 and traffic stops for white drivers have fallen 79% over the same time.

Total Traffic Stops, Black Drivers
By Calendar Year
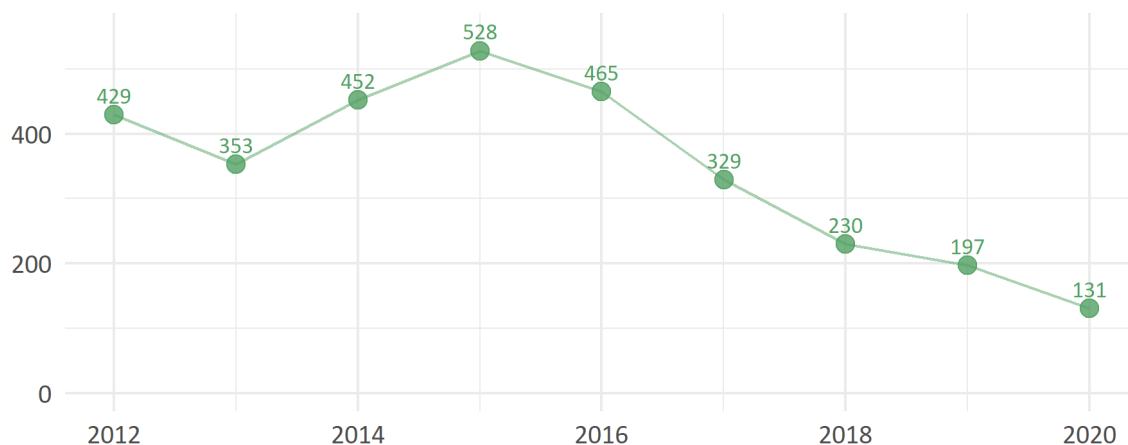
Stop Reason

About half of all traffic stops stem from a moving violation, for both white drivers (53% of stops) and Black drivers (48% of stops). The second most common reason for a traffic stop – 40% of stops of white drivers, 41% of stops of Black drivers – is the condition of the vehicle. Most of the remainder of stops fall into the category "other" as marked on the ticket form. Eleven (8.4%) Black drivers were stopped for "other" reasons, compared to 55 (5.4%) of white drivers. The least-common type of stop involves investigatory reasons, such as suspicion of involvement in another crime. Investigatory stops are rare: in 2020, two Black drivers (1.6%) were stopped owing to investigatory reasons, compared to three white drivers (0.3%).

Most Stops are for Moving Violations or Vehicle Equipment
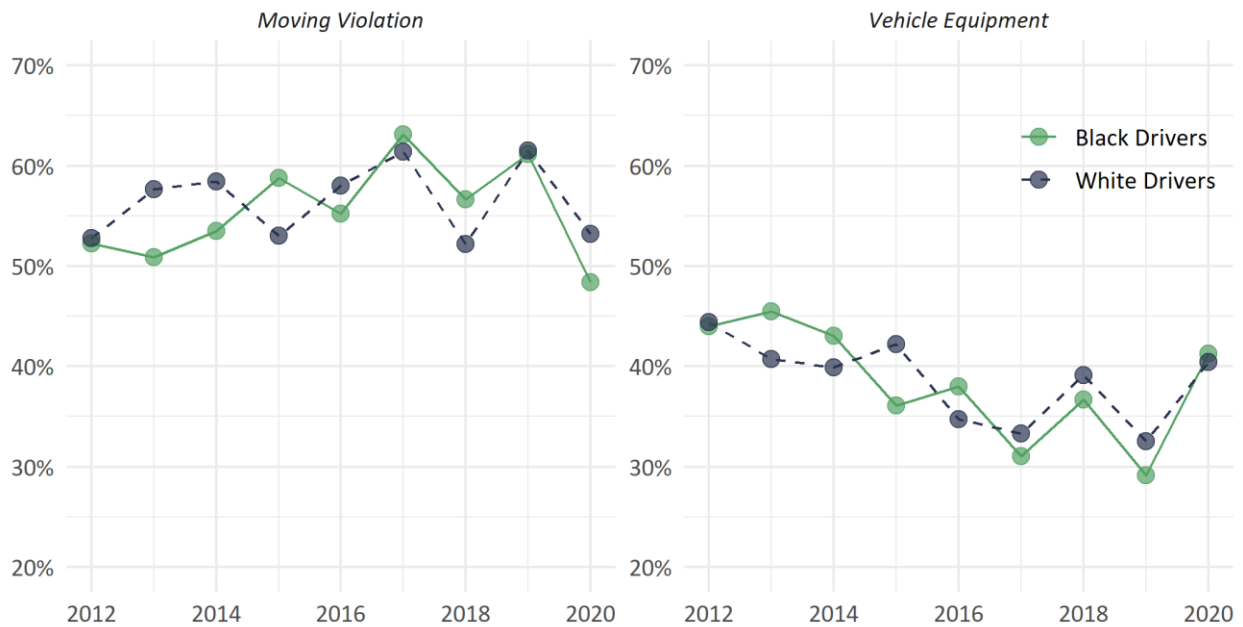
Stop Outcomes

The number of traffic stops declined precipitously over the past few years, and tickets have fallen even faster. In 2020, officers wrote 169 tickets, down 39% from 2019 (and down 90% from 2015). In 2020, 142 traffic stops–12% of the total–resulted in a ticket.

While the large majority of traffic stops result in a warning, regardless of race, the chart below illustrates that Black drivers are more likely than white drivers to be ticketed. In 2020, 11% of stops –111 stops–with white drivers resulted in a ticket, compared to 18%–24 stops–of Black drivers. The percentage of Black drivers receiving tickets has fallen from a high of 30% in 2012 to 18% in 2020, while the percentage of white drivers receiving tickets has fallen from a high of 23% in 2014 to 11% in 2020. As noted earlier in the report and detailed further below, the disparity in license suspension contributes to this disparity in tickets.

Stops Resulting in a Ticket
All Stops Included
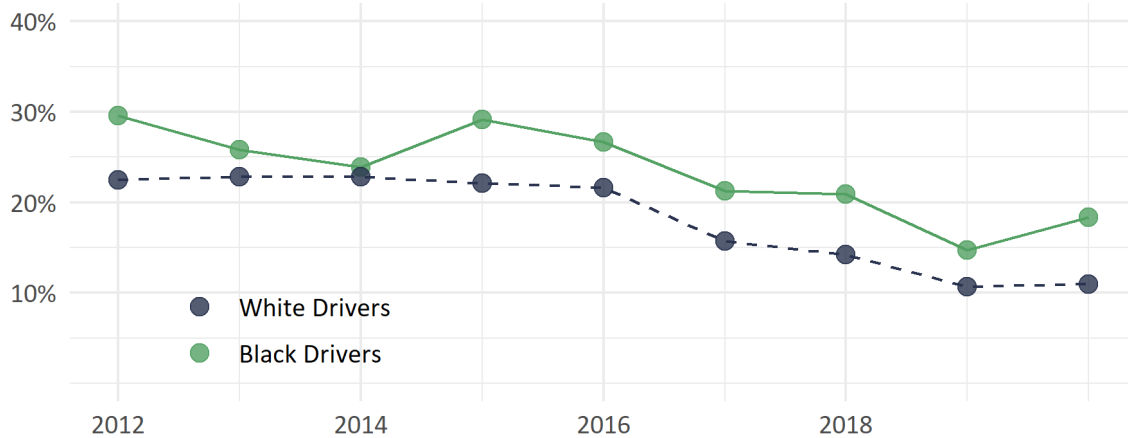
Past analyses have shown that this difference in the ticket rate inverts when accounting for the license status of the driver, however this pattern did not hold in 2020. When a driver lacks a valid license, an officer generally cannot let the driver go with a warning. As in past years, when traffic stops where the driver does not have a valid license are excluded, the difference in ticket rate shrinks–but it doesn't reverse as in past years. In 2020, Black drivers with a valid license received a ticket in 12.5% of stops, versus 8.7% for white drivers. This represents 14 Black drivers and 82 white drivers.

Stops Resulting in a Ticket
Excluding License Suspensions
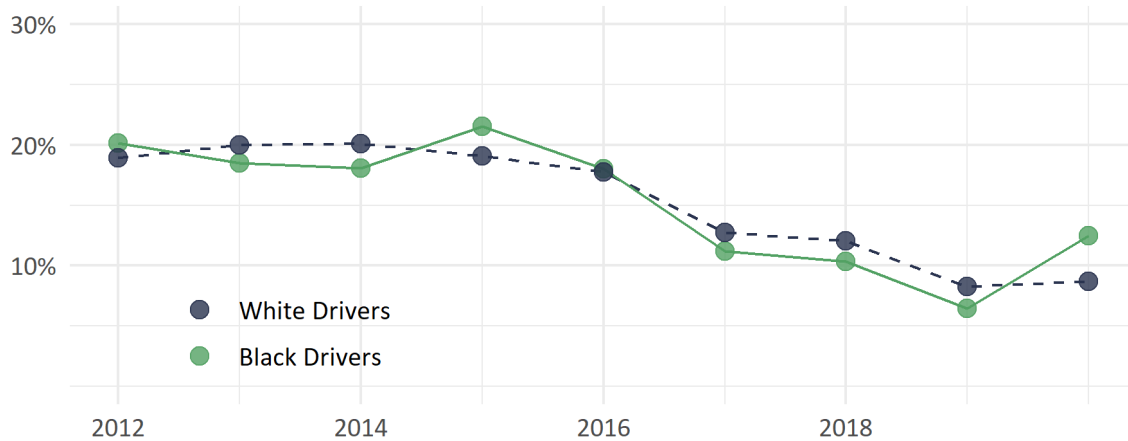
Controlling for license violations shifts the ticket rate disparity because of the relative rate of license suspensions by race. Of the 131 traffic stops of Black drivers in 2020, 19 of the drivers (14.5%) had a suspended license or no license. Of the 1,012 traffic stops of white drivers, 68 of the drivers (6.7%) had a suspended license or no license. This disparity informed the additional research noted in the Introduction.

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Rate of DLS Violations by Race
Percent of Traffic Stops with Unlicensed Drivers
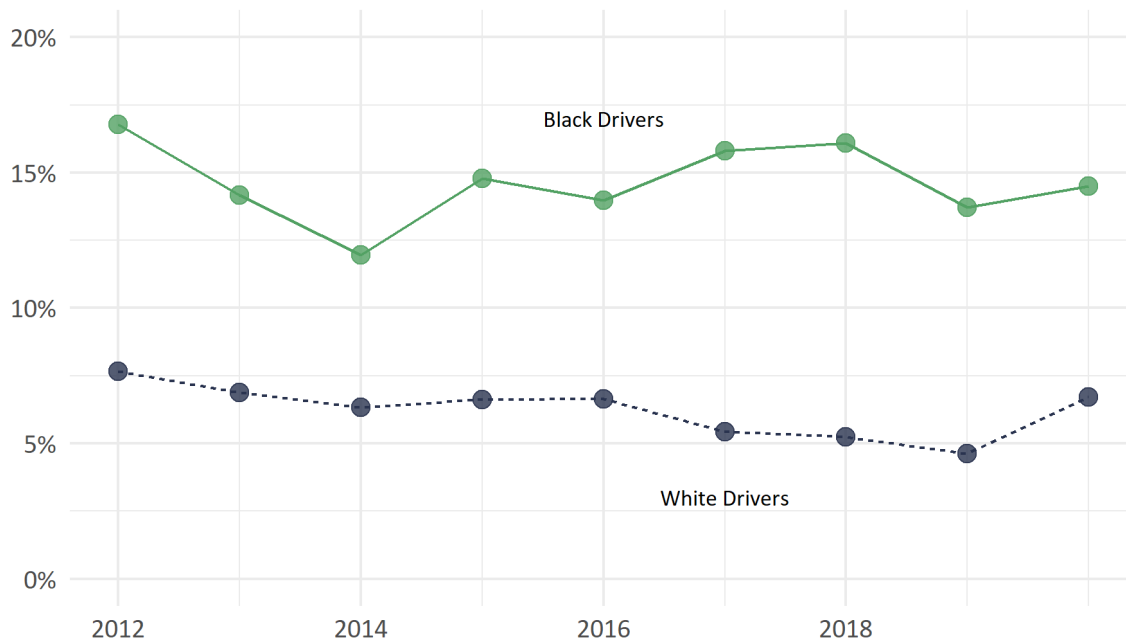
Includes stops where a driver received a ticket or warning for DLS or driving without a license, or was arrested for driving while criminally suspended.

All operators regardless of race will be arrested for driving with a criminally suspended license. Officers are not allowed discretion in this area of enforcement. Although the numbers are small, it appears white drivers are more likely to be criminally suspended than black drivers. A driver operating with a civilly suspended license will be ticketed, not given a warning.[5] An operator can be criminally suspended for various reasons involving serious offenses such as DUI (see Terms for more detail). In 2020, of the 68 white drivers with a license violation, 32 (47%) were arrested. For Black drivers, six of 19 drivers were arrested, or 32%. While these numbers are small, the overall trend holds across years, implying that Black drivers are more likely to be civilly suspended rather than criminally suspended.

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[5] Per the BPD, the criminal DLS statute, Title 23 V.S.A. 674 (a)(2), states "A person who violates section 676 (civil suspension OSC) of this title for the third or subsequent time shall, if the two prior offenses occurred within two years of the third offense and on or after December 1, 2016, be imprisoned not more than two years or fined not more than $5,000 or both." Thus if an operator has been ticketed twice previously for operating with a civilly suspended license the third violation will result in a citation or arrest.

DLS Violations Leading to Arrest
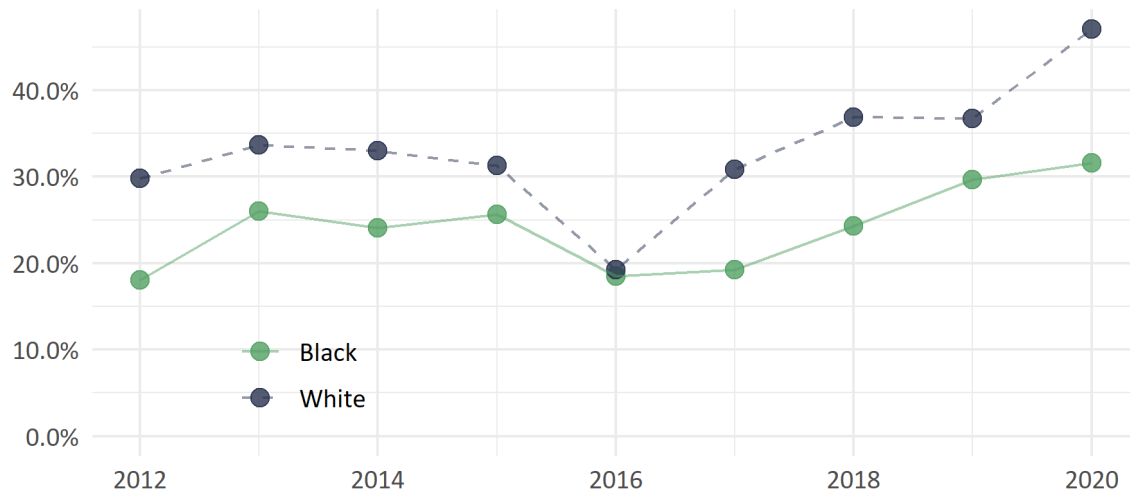
Arrests at Traffic Stops

Arrest Rate by Race
% of Traffic Stops Resulting in an Arrest
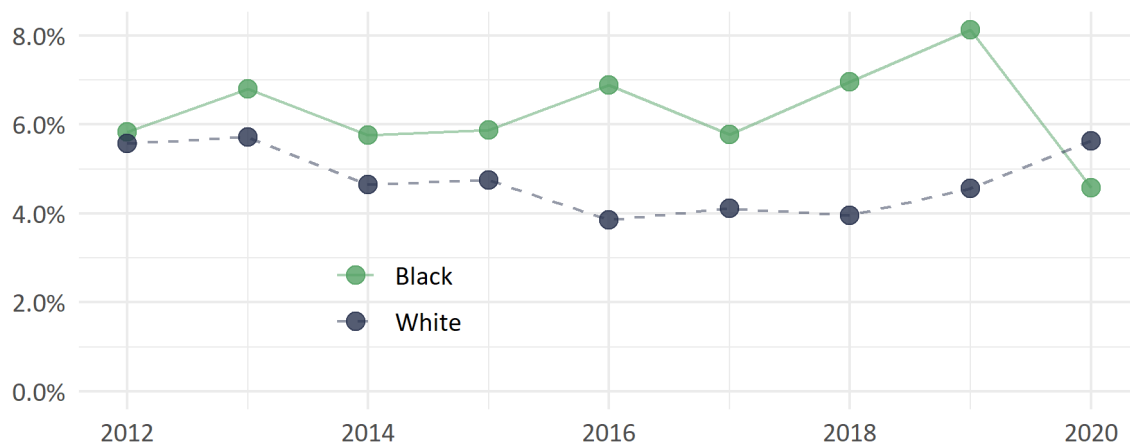
In 2020 there were 71 arrests or citations to appear in court associated with traffic stops[6]. Of these, six of these arrestees were Black, 57 were white and five were Asian. The arrest rate, or the percent of traffic stops with an arrest or citation, was lower for Black drivers (4.6%) than for white (5.6%) or Asian drivers (10.2%).

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[6] Note here that the arrest rate is higher than in previous reports. While an arrest should be noted both on a traffic ticket and also recorded as an arrest, a close examination of the data found arrests recorded for traffic incidents that had not been marked on the ticket. This may stem from the fact that officers prioritize the arrest over the ticket. The BPD has identified this as a training opportunity and is addressing quality control.

Most arrests at traffic stops in 2020 were for DUI or DLS. Please note the comment in the Introduction that this may be an area where the Police Commission and BPD could advocate for a different regulatory and enforcement environment.

Top five charges at traffic-stop arrests:

Charge	Count
Driving with a Criminally Suspended License	35
Driving Under the Influence - First Offense	14
Driving Under the Influence - Second and Subsequent Offense	7
Driving Under the Influence - Drugs	5
Driving Under the Influence - Criminal Refusal	2

Searches

Past reports have focused on the proportion of searches at traffic stops that resulted in the recovery of contraband, and have used this "hit rate" as a measure of the accuracy and efficacy of traffic-stop searches, as well as a proxy for the degree of suspicion on which officers may be operating. A lower hit rate could potentially indicate "fishing expeditions," whereas higher rates potentially indicate focused, intelligence-led enforcement. In the past many traffic searches were made based on the suspicion of marijuana possession and since legalization in July 2019, searches overall have dropped dramatically. There were 11 total discretionary searches[7] in 2020, down from a high of 127 in 2016. In nine of those searches, officers found contraband. One hundred percent of searches of Black drivers yielded contraband (two searches) as did 75% of searches of white drivers (six of eight searches).

There were an additional eight searches at traffic stops that were externally generated – nondiscretionary stops that were part of a wider investigation or called in by citizens. Another search was made with a search warrant.

A table with a complete list of searches conducted in 2020 can be found in the appendix.

In nine of the searches conducted this year, officers found evidence of a crime, and in six they found drug paraphernalia, six they found cocaine and in three they found weapons. More than one type of

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[7] Discretionary searches exclude searches where a judge has granted a warrant or the traffic stop was externally generated. See Terms for more detail.

contraband was found at some searches. There were six arrests at these traffic stops, including one passenger.

Traffic Searches Down Across Race

Other and Missing searches include searches of Asian, Hispanic and drivers of other races, as well as searches where the race was not marked on the ticket or in the incident.
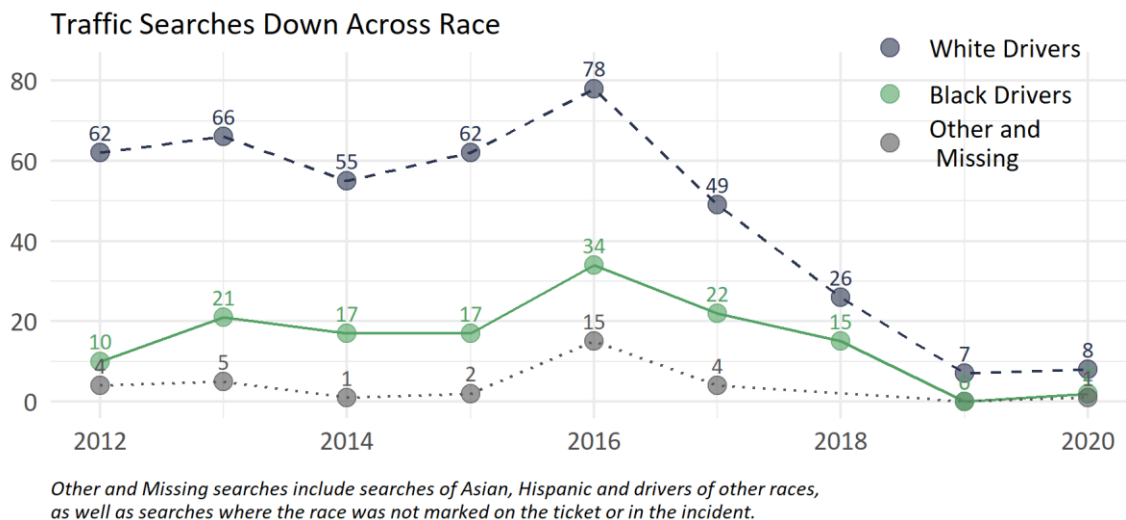
As searches have decreased across race, the hit rate for white drivers has remained stable in the seventies. The hit rate for Black drivers has fluctuated, likely because of the greater variability that comes with smaller numbers.

Search Hit Rate
Percent of Searches with Contraband Found

Excludes non-discretionary stops and searches.
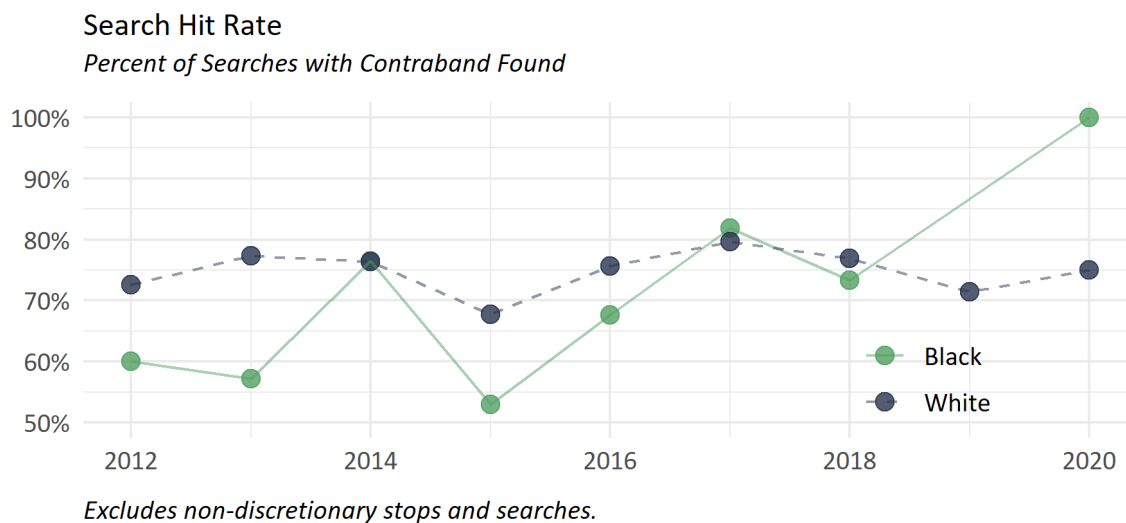
The proportion of Black drivers searched has fallen dramatically since 2018. There were no Black drivers searched in 2019, and only a small disparity in search rates in 2020. In 2020, 1.5% of Black drivers were searched (two searches), 0.8% of white drivers were searched (eight searches), and 2.1% of Asian drivers were searched (one search).

Search Rate by Race
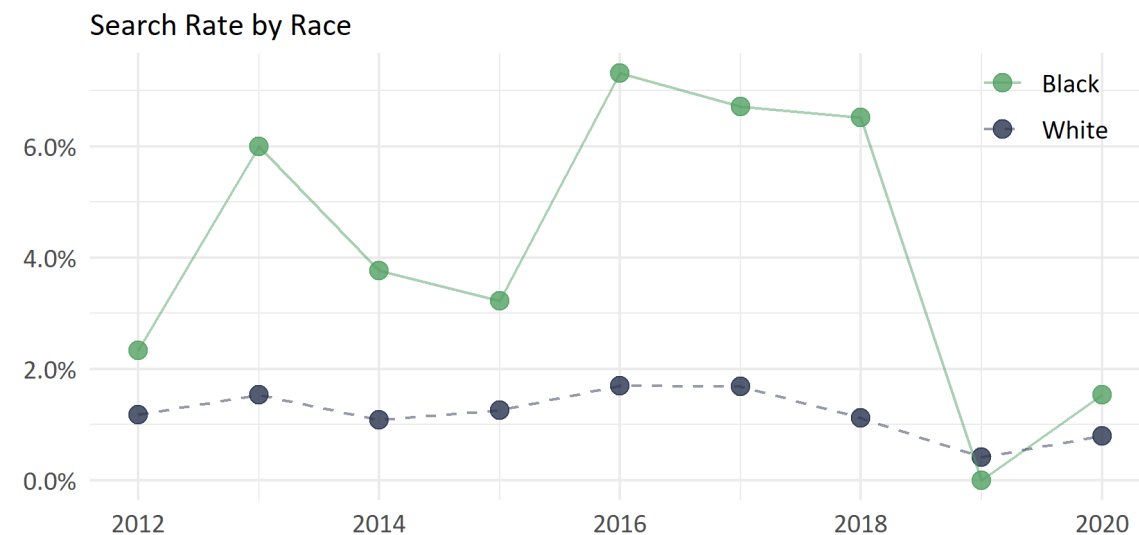
Duration of Stops by Race

One new variable the Commission requested was stop duration. The length of time that a traffic stop lasts may be a useful proxy measurement for the subjective experience of a traffic stop. In 2020, the median traffic stop lasted for 8.2 minutes, down slightly from past years. However, there is a statistically significant difference in the duration of traffic stops for white and Black drivers. This year, Black drivers were held at stops for 9.0 minutes, while white drivers were held at stops for 8.0 minutes. Because of a fraction of traffic stops that are very long, the mean duration of a traffic stops in 2020 was 15.5 minutes. (Ninety percent of all traffic stops in 2020 were less than 20.4 minutes long).

Median Length of Traffic Stop in Minutes
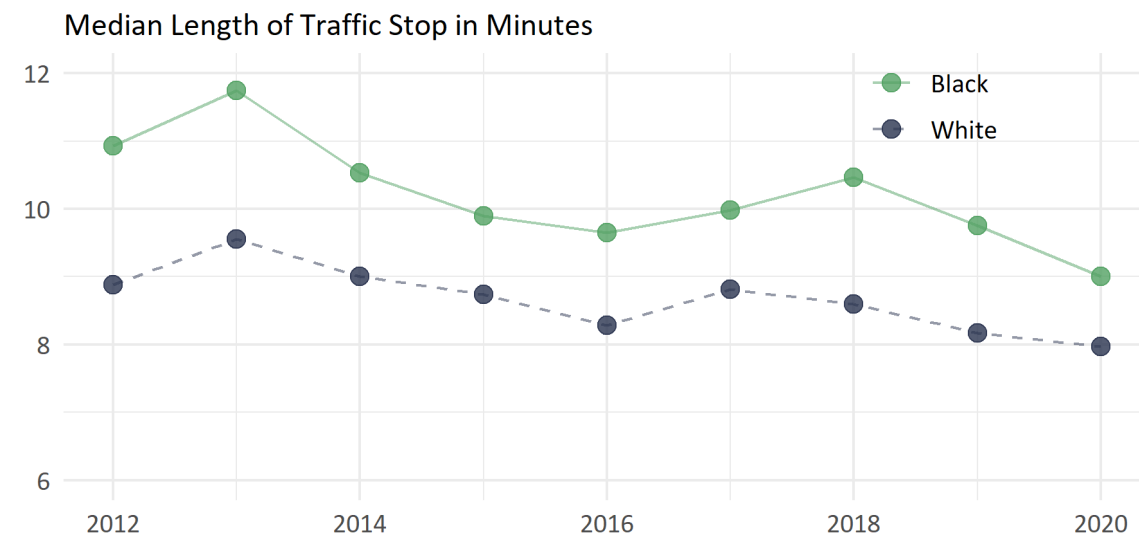
The duration of the traffic stop is dependent on the actions taken by the officer at the stop, and more complicated incidents may require more time. When the analysis is limited to traffic stops where there is no arrest, search or ticket, the racial difference in the duration of the stop is diminished but remains. In 2020, Black drivers who received only a warning were held at traffic stops for 7.8 minutes, White drivers

were held on average of thirty seconds less.

Median Length of Traffic Stops with a Warning
Traffic Stops without an Arrest, Search or Ticket
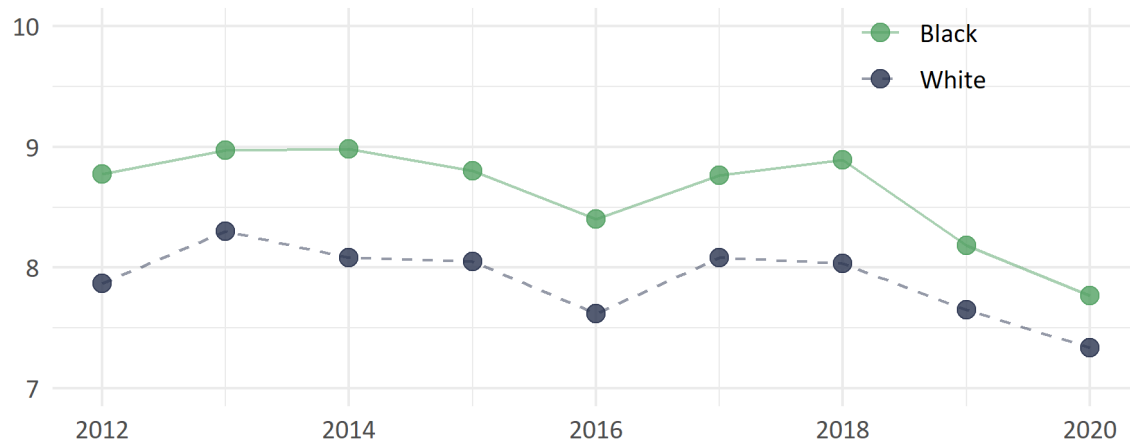
Location

Traffic Stops in 2020

Traffic stops are most likely to occur in the Old North End or University/Hill Section. The Old North End area has relatively few motor vehicle crashes compared to areas with less traffic enforcement. The police

department itself is located in the Old North End area, and there is a concentration of stops that occur in that direct area, yet the heat map below illustrates there is also a concentration of stops along the North St corridor and near Riverside Ave. The North Ave area is also where motor vehicle crashes are concentrated.

Traffic Stops by Area
Percent of Total

MV Crashes by Area
Percent of Total

Legend: Downtown — OldNorthEnd — SouthEnd — NewNorthEnd — Outside BTV — UniversityHillSection
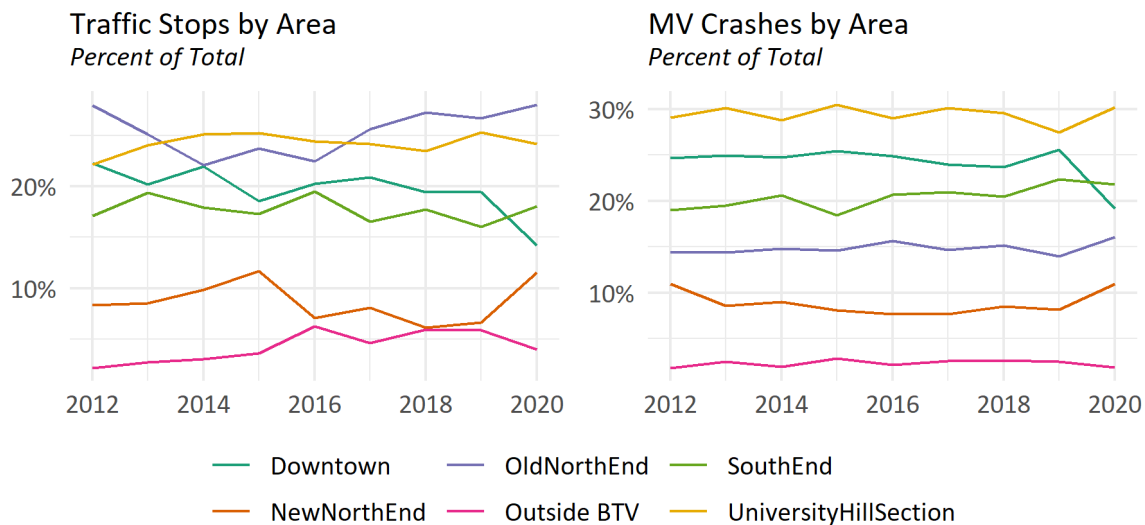
Traffic Stops in B Area, 2020
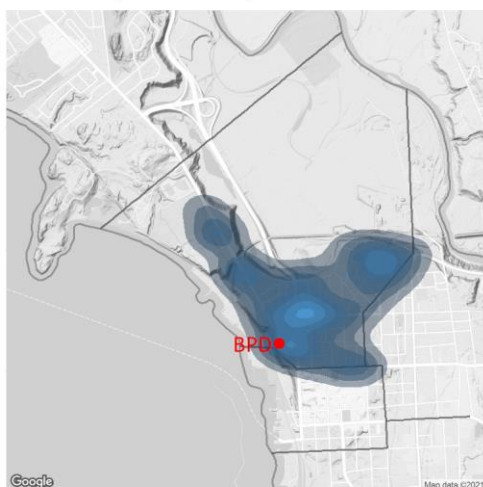
MV Crashes in B Area, 2020
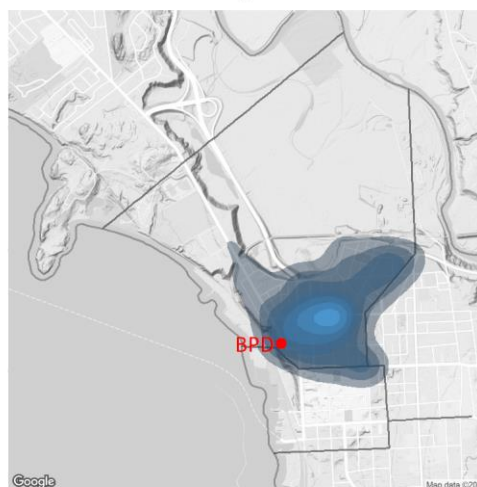
The Old North End is the most diverse neighborhood in the city, and 13% of traffic stops in that area in 2020 involved Black drivers, the highest rate of any area in the city.

Percent of Traffic Stops with Black Drivers, 2020

Neighborhood	Percent
OldNorthEnd	13.2%
UniversityHillSection	10.2%
SouthEnd	10.0%
NewNorthEnd	9.9%
Downtown	8.7%
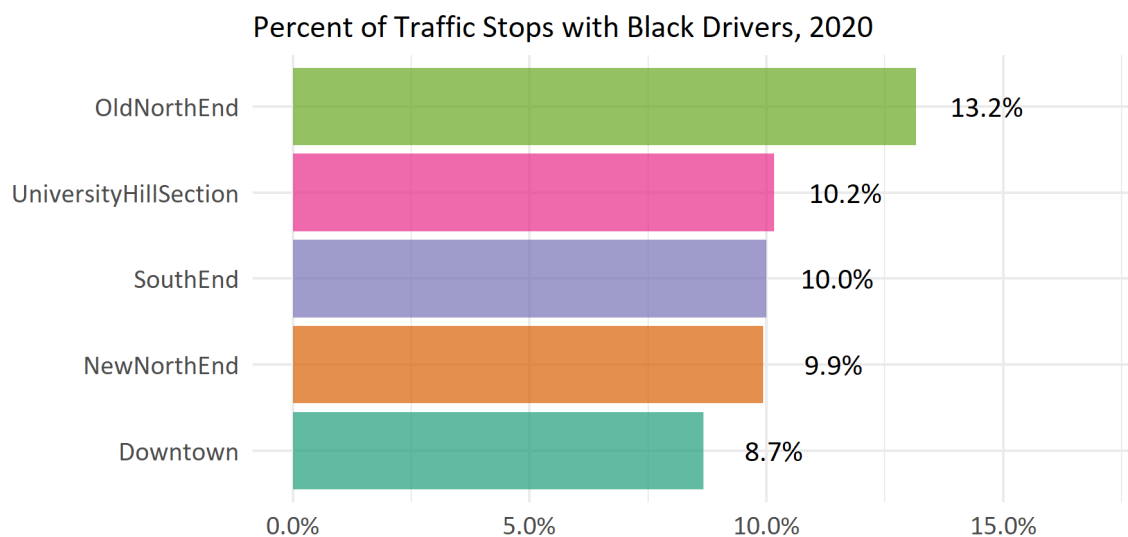
Out of State Plates

In 2020, the BPD pulled over 144 vehicles registered in states or places other than Vermont, or 13% of all stops. Although travel to Vermont was curtailed for most of the year due to the pandemic, this is closely in line with past years.

Percent Out of State Plates
By Calendar Year

Year	Percent
2012	13%
2013	15%
2014	15%
2015	13%
2016	14%
2017	15%
2018	15%
2019	15%
2020	13%
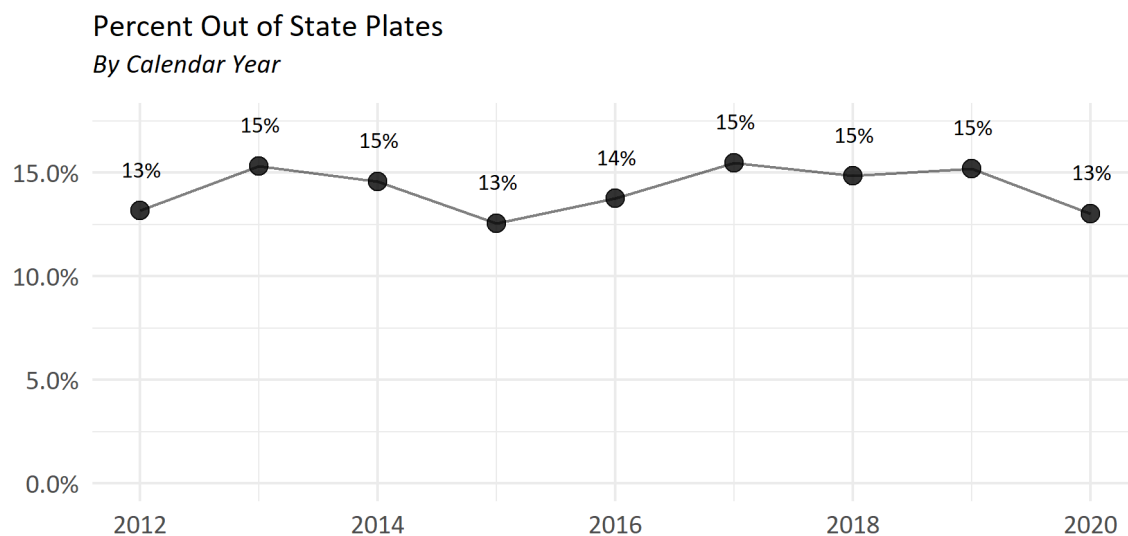
Section IV: Arrests and Citations

All Arrests and Citations
By Calendar Year
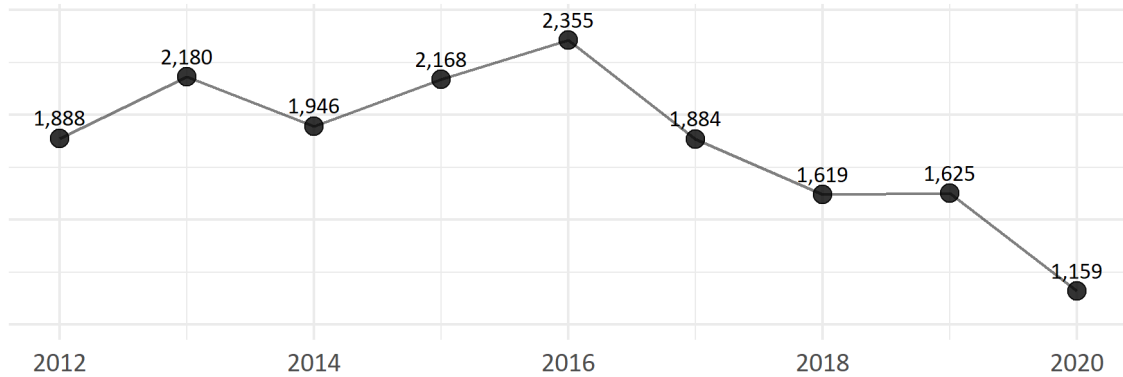
Including arrests on warrants from other agencies.

In 2020, the Burlington Police Department made 1,159 arrests, down sharply from 2019, and less than half the 2,355 of arrests made in 2016.

Of these arrests, there were 219 arrests of Black people, or 19.5% of the all arrests.

For demographic purposes, "all arrests" is 1,122 rather than 1,159, because 37 arrests from 2020 have already been expunged, and the expungement process erases demographic information from the police database. Although the exclusion of expunged arrests does not significantly affect 2020, there are far more expunged arrests in earlier years. For example, the data for arrests in 2018 includes 283 expunged arrests, or 17% of the total. These expungements may impact the results of this report.

Number of Black Arrests
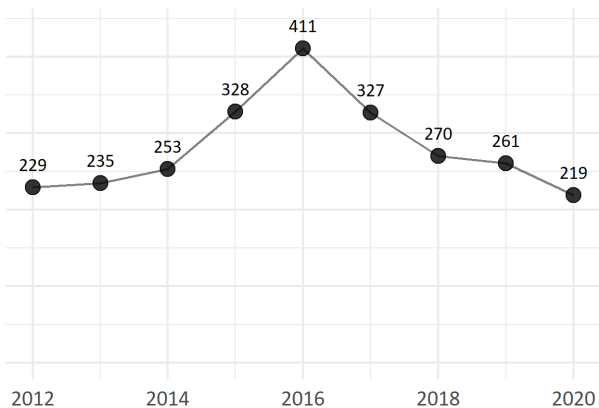
Black Percent of Arrests
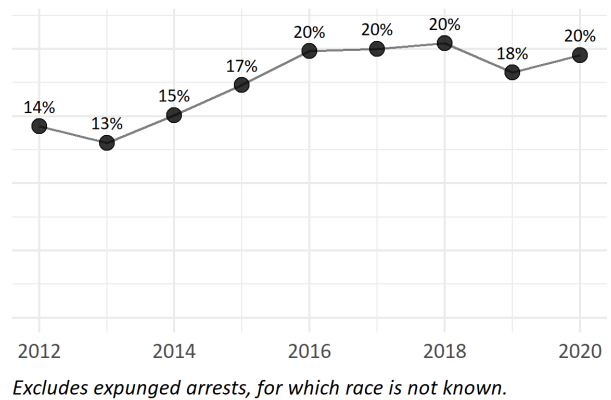
Excludes expunged arrests, for which race is not known.

Arrest and Citation Rates by Race

In 2020 Burlington reported for the first time[8] on arrest and citation rates by race, finding a disparity in rates between white and Black arrests. It should be noted that comparing the number of arrests and citations to the overall population is not an exact way to measure the disparity, because it doesn't account for different groups' different likelihoods of coming into contact with the police. For example, the very young and very old are less likely to encounter police than young men between the ages of 18 and 39. Similarly, women are less likely to encounter police than men. Nevertheless, the distribution of groups in the overall population provides a short hand for assessing the distribution of police encounters with those groups.

The overall rate of arrests and citations in Burlington is 27 per 1,000 residents.

The arrest and citation rates by race[9] are broken down below:

Race	Arrests	BTV Pop	Rate Per 1,000	Rate MOE
Black	219	2,426	90.3	(79.3 - 104.7)
Asian	40	2,461	16.3	(13.5 - 20.3)
White	856	35,270	24.3	(23.9 - 24.7)
Hispanic	11	1,320	8.3	(7 - 10.2)

Arrests and Citations by Gender and Race

There is a stark difference by race in the gender of arrestees. While more than a quarter of white arrestees in 2020 are women, Black arrestees are overwhelmingly male. Black arrestees make up 20% of arrests and citations, but 24% of all male arrestees. And Black women make up 5.1% of all female arrestees, which matches the percent of women who are Black in Burlington (5.1%).

Arrest and Citation Charges

In 2020, the most common charge was Unlawful Trespass (Misdemeanor), followed by Simple Assault. Black arrestees made up 7% of Unlawful Trespass arrests and 21% of all Simple Assault arrests. A table with the top ten charges broken down by race can be found in the appendix.

The following chart illustrates how the proportion of Black arrestees varies by charge group. Black arrestees are overrepresented in drug arrests. They are less likely to be arrested or cited on charges such as Trespass, Disorder, or Financial crimes.

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[8] 2019 Equity Report Follow Up: Burlington Race and Arrest Rate Analysis

[9] It is unclear how accurate the Hispanic count is here. The police department database records ethnicity separately from race, and the ethnicity field was added more recently and is located away from other demographic variables. Approximately 10% of arrests do not have an ethnicity listed.

Drugs, Assault More Likely to have Black Arrestees
2020 Arrests

Category	Arrests	Percent
Drugs	16 Arrests	43%
Sexual Offense	7	27%
Assault	48	26%
Warrant or Court Order	46	19%
DV	21	19%
Property	38	18%
Driving	15	14%
Disorder	9	13%
Trespass	8	7%
Financial	2	7%

Black Arrestees: 19.5%
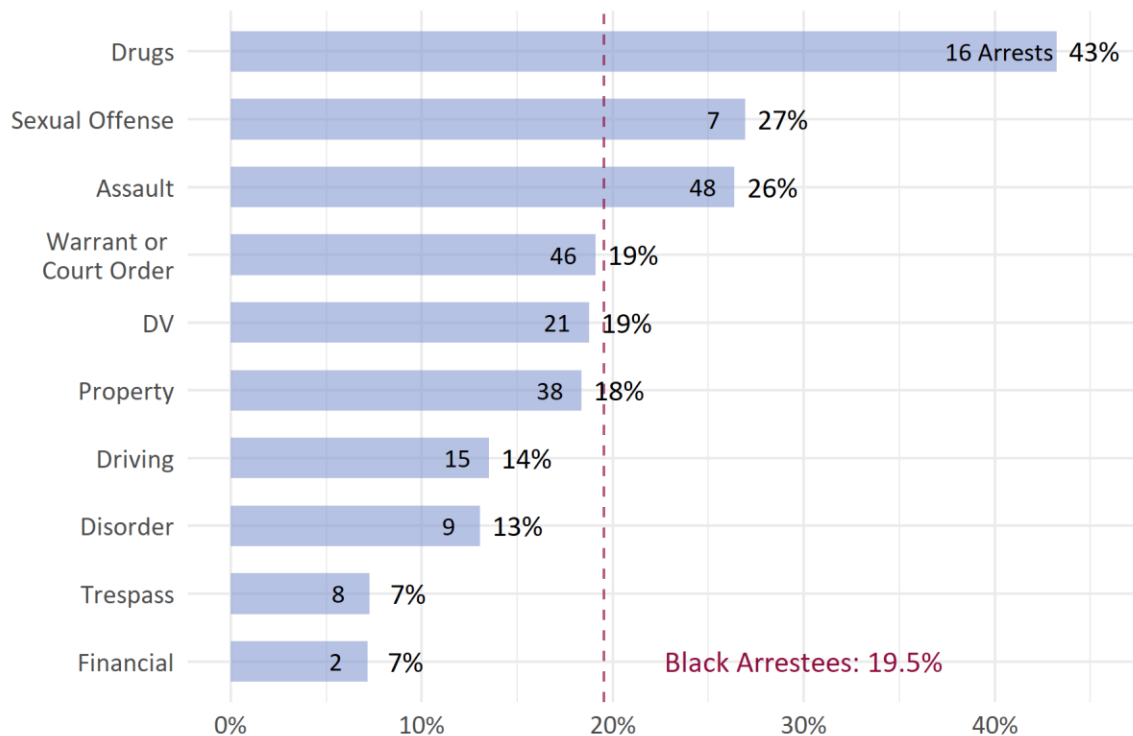
Based on most serious charge for any one arrest.
Included categories for charges had with at least 10 arrests in 2020.

In 2020, there were 37 arrests or citations for which the most serious charge was for drugs. Of these arrestees, 19 were white, 16 were Black, and one was Asian. Seven of the white arrests were for felony sale, as were ten of the Black arrests.

In 2020, Black arrestees were more likely to be arrested for violent crimes than white arrestees (33.7% versus 22.7%). The top violent charges for both Black and white arrestees were Simple Assault and Aggravated Assault.

Black arrestees were also more likely to be arrested for felonies than white arrestees (38.5% versus 23.9%). The most common felony charges for White arrestees were Aggravated Assault, Felony Trespass and Burglary. The most common felony charges for Black arrestees were Burglary, Aggravated Assault, and Aggravated Domestic Assault.

There were 36 arrests or citations of Asians, 50.0% were for violent charges, 31.4% were for felonies.

Severity of Charges by Race in 2020

Race	Total Arrests	Violent Felony	Violent Misdemeanor	Non Violent Felony	Non Violent Misdemeanor
Asian	35	9 (25.7%)	9 (25.7%)	2 (5.7%)	15 (42.9%)
Black	192	32 (16.7%)	35 (18.2%)	42 (21.9%)	83 (43.2%)
Expunged	33	7 (21.2%)	6 (18.2%)	5 (15.2%)	15 (45.5%)
Other or Unknown	6	1 (16.7%)	1 (16.7%)	-	4 (66.7%)
White	710	69 (9.7%)	100 (14.1%)	101 (14.2%)	440 (62.0%)

Arrests vs Citations

The majority of arrests (61% in 2020) are made by citation, where after determining that there is probable cause that a crime has occurred, an officer writes a citation that specifies when an arrestee is due in court, and the arrestee is then free to leave the encounter. Another 17% of arrests are made based on warrants issued by the court. Some arrestees are not directed to court, but are diverted by the arresting officer to an alternative justice program (5%). Finally, 17%of arrests are traditional arrests where the suspect is taken back to a police facility, processed, and then either taken to arraignment, if court is in session, or disposed according to a judge's direction—either to be released with conditions and a court date or held and lodged in a jail until arraignment. In 2020, arrests for Aggravated Assault and Aggravated Domestic Assault were the most common charges for which the arrestee was lodged.

The proportion of arrests that are lodged is down substantially from earlier years, but in line with 2019.

Number of Arrests Lodged

Percent of Arrests Lodged

Percent of Arrestees Lodged
By Race
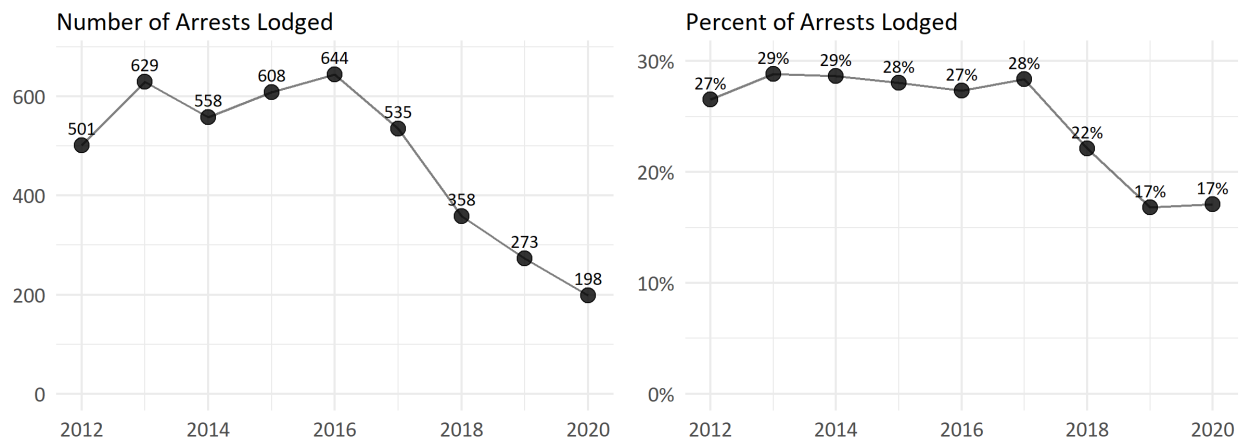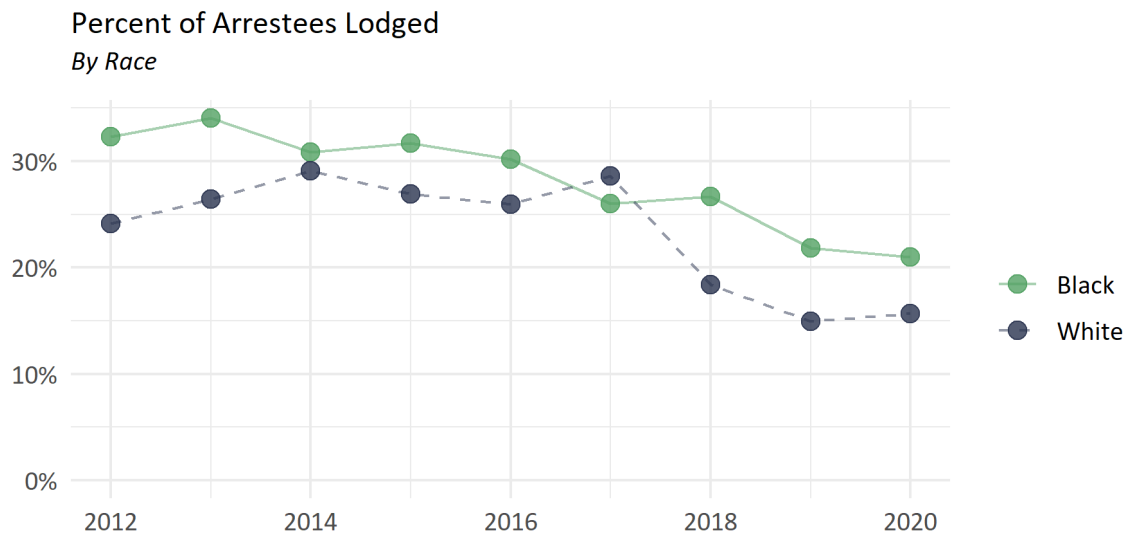
Black arrestees made up 23% of arrests with a warrant. Of the total Black arrests, 20.1% were arrested on a warrant (44 arrests) versus 16.2% of white arrestees (139 arrests). Warrants are issued by the court, and when an officer comes into contact with a person who has a warrant, the officer must make an arrest.

Location of Arrests

The data on these maps are based on where the incident occurred, not necessarily where the arrest happened.

Arrests in 2020
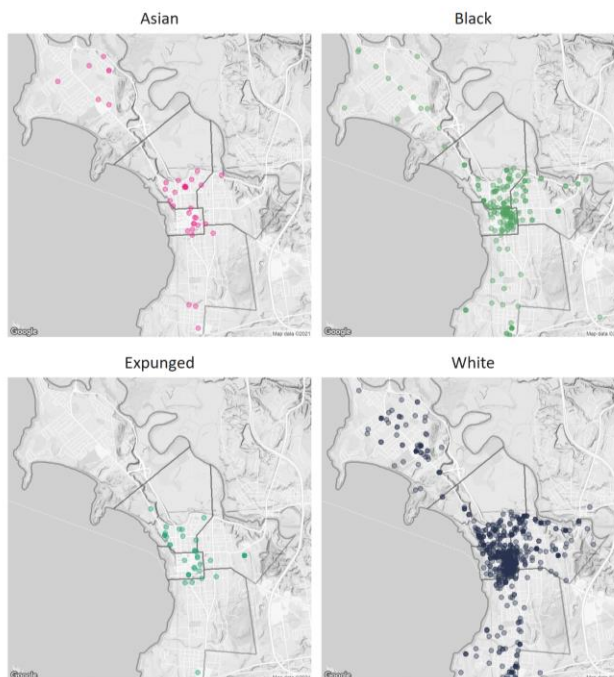
Based on location of incident.

The plurality of arrests and citations are related to incidents that occur in the downtown area, though in the past two years that percent has fallen while there have been more arrests and citations stemming from incidents in the Old North End in the context of sharply declining arrest numbers overall since 2016.

Arrests by Area
Percent of Total

Black Arrest Percent by Area, 2020
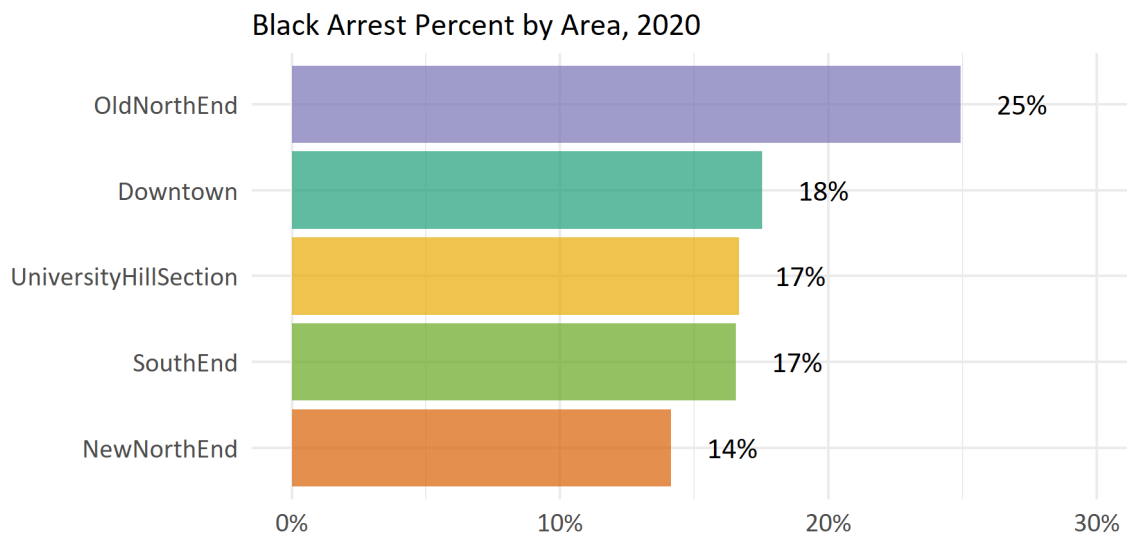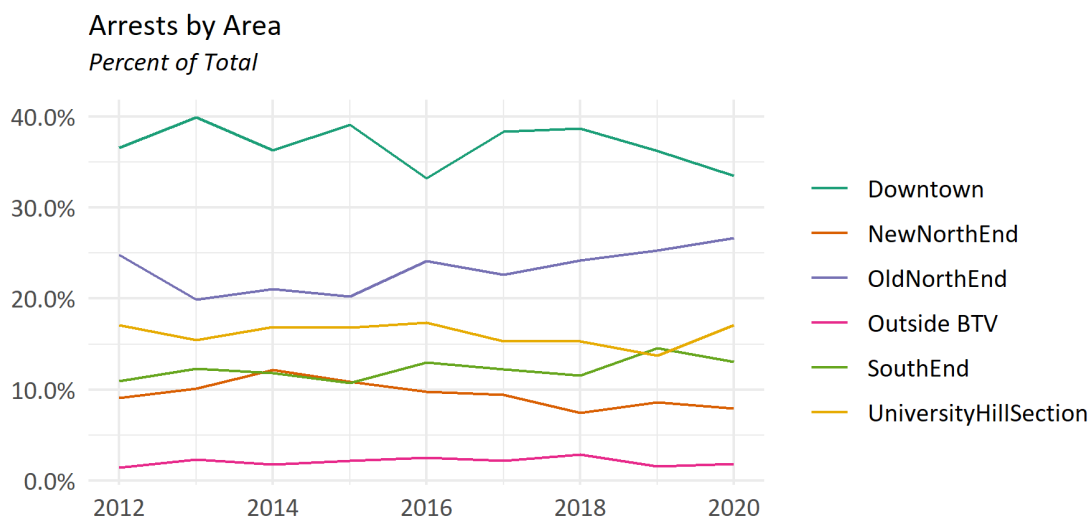
Section V: Use of Force

In 2020, there were 142 police incidents where force was used against 160 people. A "use of force" includes any action taken by an officer against a subject beyond compliant handcuffing, including physical force and using or pointing weapons.

Trend Over Time

Use of force has fallen dramatically in Burlington since 2012, from 317 incidents to 142, a 55% decline. In 2020, there were both fewer police incidents where force was used and fewer people who had force used against them than in past years. The pandemic and bar closures in 2020 likely contributed, as use of

force is generally concentrated in the downtown area in the hours around bar closing, which is a time and place also associated with a higher level of violent incidents.

Use of Force Incidents

Year over Year Change

People with Force Used Against Them

Year over Year Change
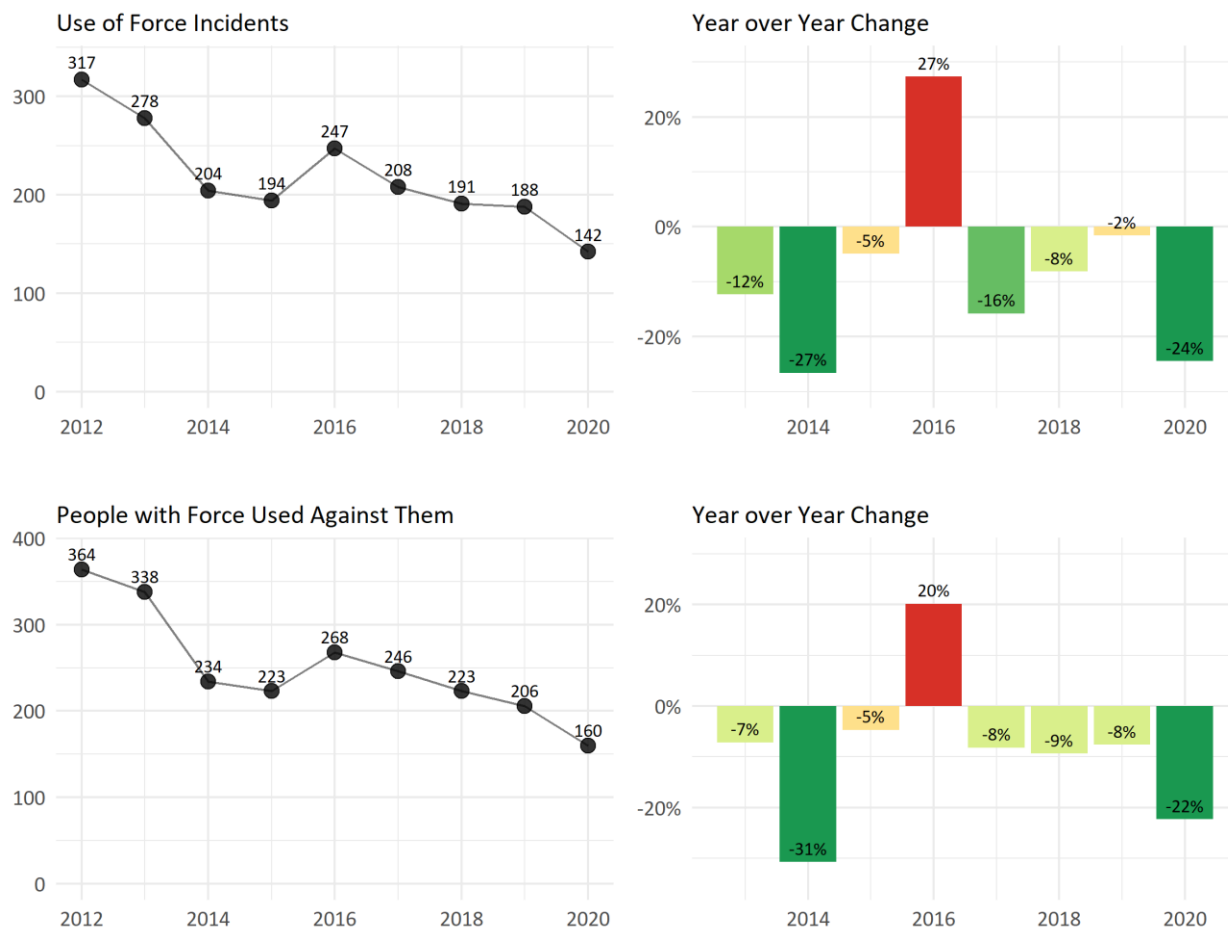
Demographics

Of the 160 subjects of force in 2020, 50 (31.2%) were Black, 105 (65.6%) white, two (1.2%) Asian. One (0.6%) subject was missing race data and three (1.9%) were Hispanic, 15 (9.4%) subjects were missing data on ethnicity. The BPD used force against 38 (23.7%) women, 119 (74.4%) men. Three (1.9%) subjects were missing gender data.

The median age of subject of force in 2020 was 32 years old. The median age of Black subjects of force was 26 versus a median age of 36 for white subjects of force. Since 2012, on average Black subjects of force have been younger than white subjects of force, but this divide is larger than in past years.

Black subjects of force were much less likely to be women than white subjects of force - only four (8.0%) Black subjects of force were women, versus 34 (32.4%) white subjects of force.

Age Distribution of Use of Force Subjects

Black	White
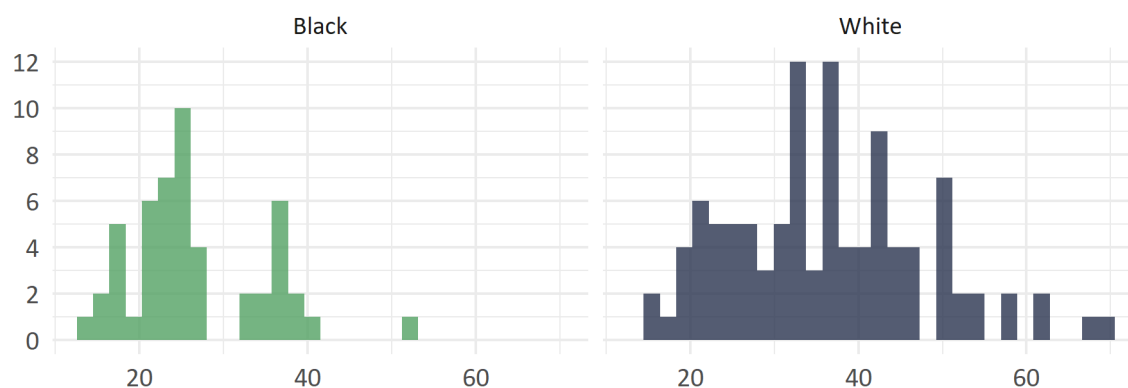
Race and Force

Black people make up 5.7% of all residents of Burlington and 19.5% of arrestees, yet 31% of subjects of police force. While the overall number of use of force incidents involving Black people has declined for the past four years, the percentage of use of force against Black people has increased. As noted earlier in the report and detailed later in this section, incident types where officers must have their weapons drawn by policy contribute to this disparity (reports of a suspect with a weapon, a person in imminent danger of harm, or when officers entered an unsecured building). A reminder that a drawn or pointed weapon is recorded as a Use of Force incident by the BPD.

Black UOF Subjects

Black UOF Subjects
As Percent of Total
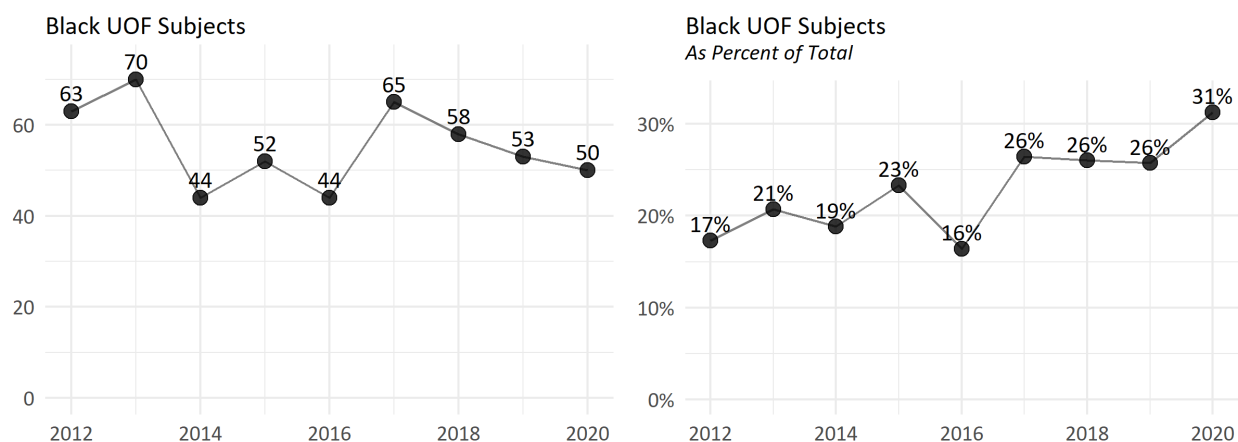
Type of Force

Physical force, or force that did not involve a weapon, was the most common type, used against 91 people (57% of use of force subjects). The next most common type of force was a firearm pointed or displayed. BPD pointed or displayed a firearm to gain compliance of 48 people (30%) in 2020. Thirty-One (19%) subjects of force had other weapons pointed or displayed during use-of-force incidents, including batons, OC spray, or CEWs. OC Spray was used against 12 people (8%); a CEW was used against seven (4%). Note that more than one type of force can be used against a subject during an incident, so the categories can overlap.

Geography

In most years, use-of-force incidents are concentrated downtown, even more so than general police activity. In 2020 this was not that case: the percentage of force incidents that occurred downtown (32% closely matched the percentage of all police activity in that area (27%).

Use of Force Incidents in 2020
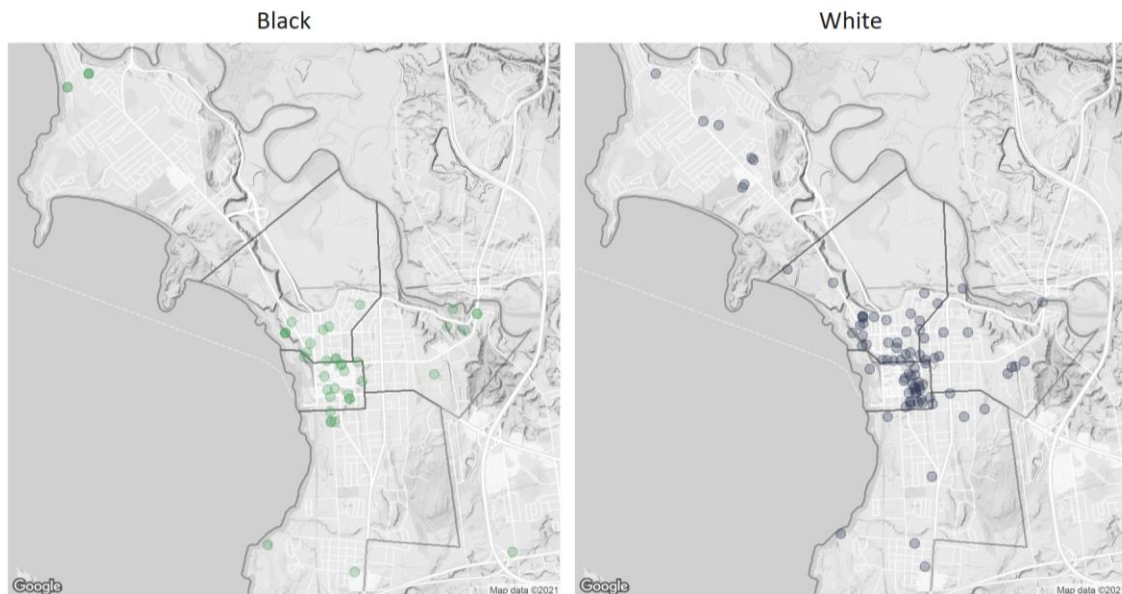
Time of Day

Use of Force Spikes Late Night, Downtown
Incidents by Hour and Area, 2012-2020

Incidents with Force Concentrated on Weekends
2012 - 2020

UoF Outside of D Area
2012 - 2020
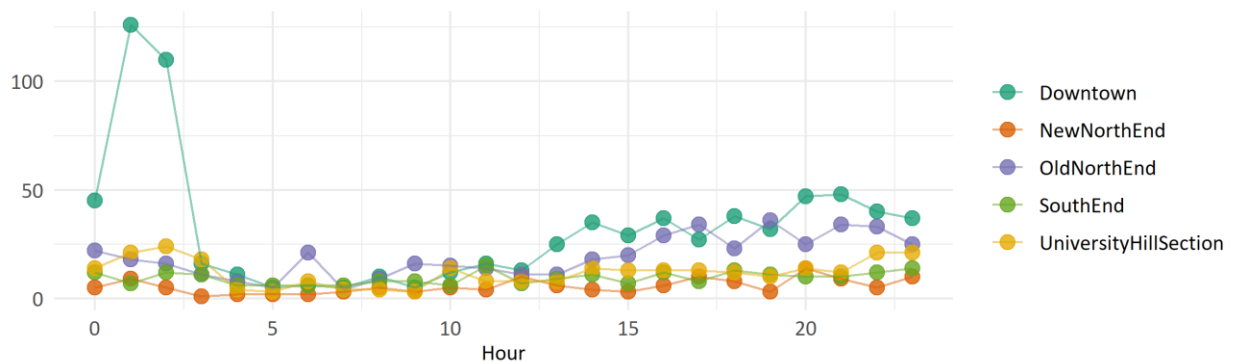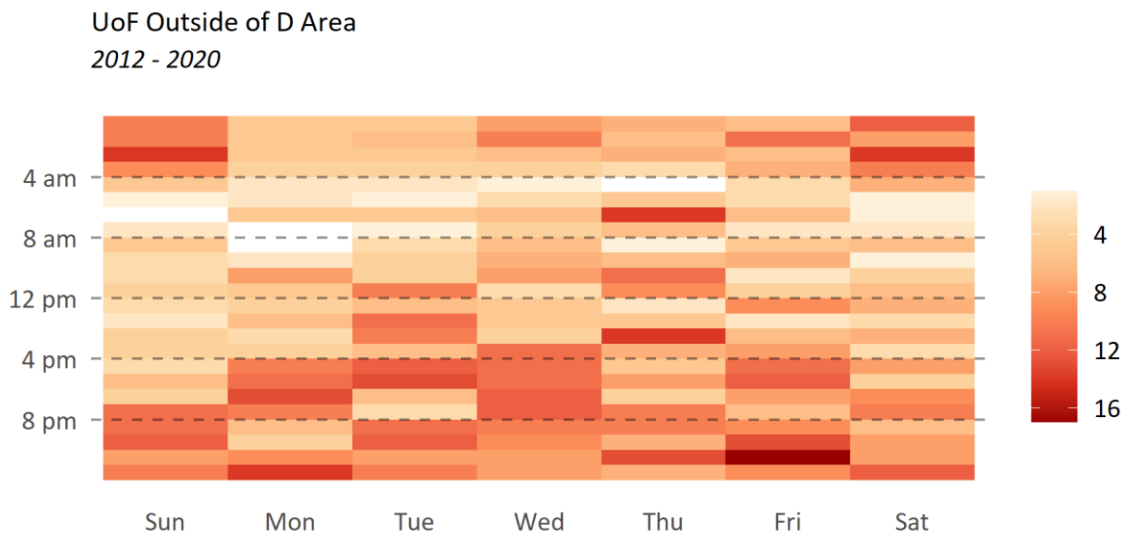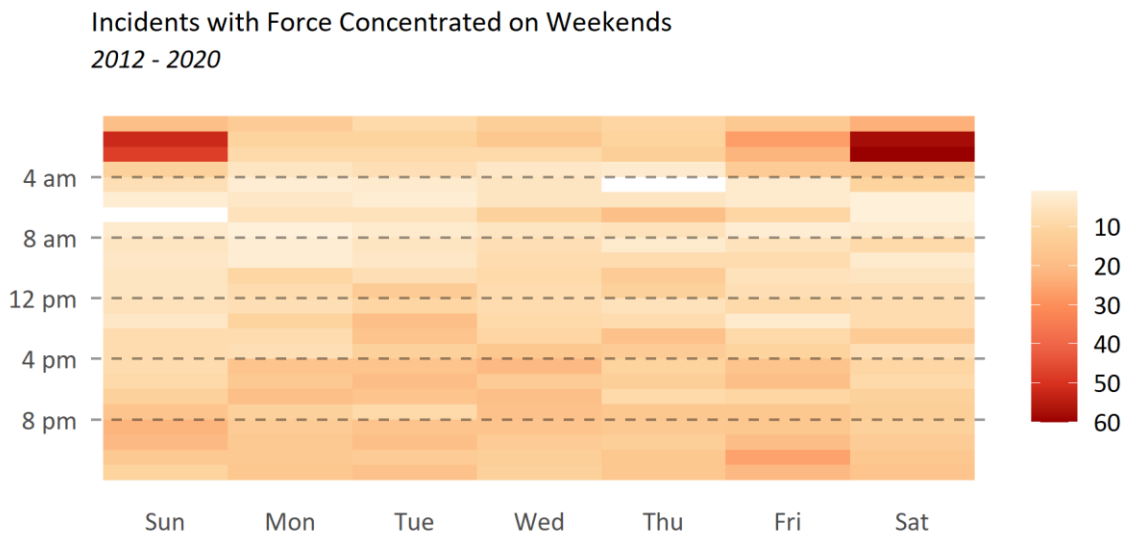
Incidents Where a Firearm is Drawn or Pointed

Burlington police officers are required to report when they point a weapon at a subject, regardless of whether the weapon is used. Pointing a firearm at a subject is not an inconsequential use of force, though it represents a specific type of force that generally occurs in specific types of situations that are different than physical, close-contact force.

Around 25% of all force used against people in Burlington is limited to a pointed firearm, a fraction that has stayed consistent over time. Another 5% of incidents involved both a firearm pointed and some other type of force, usually physical.

Incidents with a Firearm Pointed
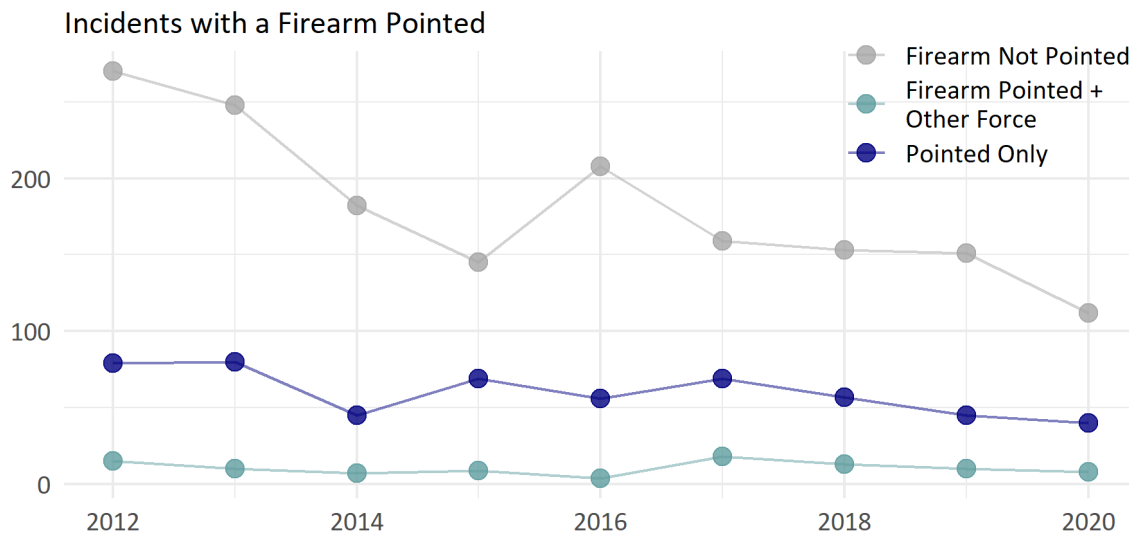
Black subjects are more likely to have a firearm pointed at them during a use of force incident. Black subjects made up 31.2% (50 out of 160 incidents) of use-of-force subjects in 2020 and 47.5% (19 out of 40 incidents) of subjects in firearm-pointed-only use-of-force incidents. From 2012 through 2020, Black subjects make up 22.1% of use-of-force subjects and (32.4% of firearm-pointed-only subjects). When incidents where the only type of force was a drawn or pointed firearm are excluded, Black subjects make up 26% of the total, compared to 31% of all types of force in 2020.

We reviewed the 34 incidents where an officer pointed or displayed his or her firearm in 2020. Ten involved either a report of a gun or a suspect confirmed to be armed with a gun. Firearms were also pointed or displayed at nine building searches and three search warrants, and once assisting with the arrest of a federal suspect. Another six occurred at high-risk motor vehicle stops, and two occurred when officers were sent to stop a burglary in progress. Another three incidents occurred due to suspects holding a baseball bat, a knife, and a street sign pole.

Incidents with a pointed firearm generally do not follow the timing of other incidents where the BPD uses force.

UoF with a Firearm Pointed
2012 - 2020
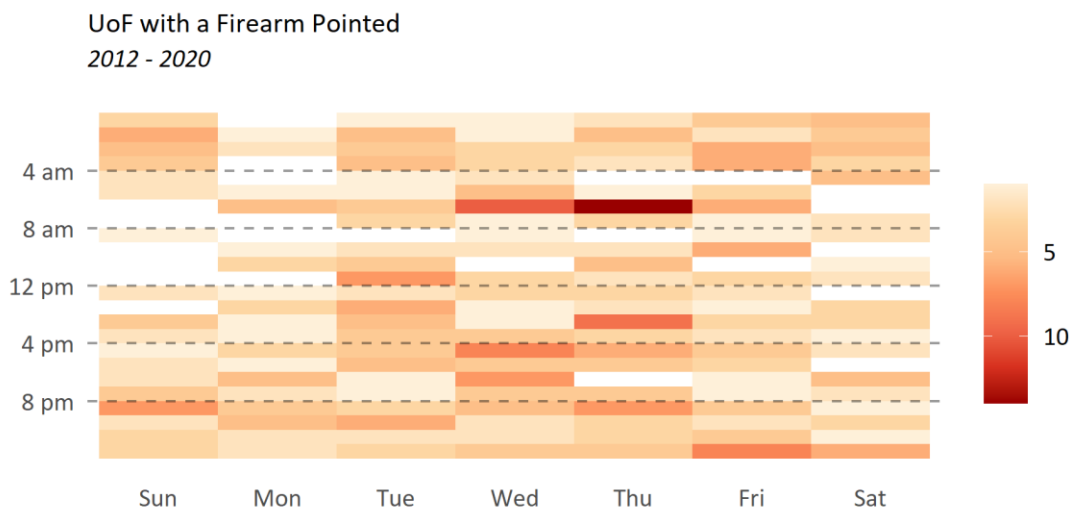
Type of Incident

Incident type are an imperfect measure of the kind of incident at which force is used, because they are not fixed. An incident involving a fight may start as a Disturbance or a Suspicious Event but evolve into an Assault - Aggravated. Generally incidents will ultimately be relabeled so that the category matches the most serious crime that occurred at the incident.

Top Incident Types for White Subjects of Force:

Incident Type	Count
Assault - Simple	15
Disturbance	12
Assault - Aggravated	11
Trespass	11
Assist - Agency	9

Top Incident Types for Black Subjects of Force:

Incident Type	Count
Disturbance	14
Search Warrant	6
Assist - Agency	4
Burglary	4
Arrest on Warrant	3

Injuries

In 2020 there were 28 (19.7%) subjects injured at some point before, during, or after a use-of-force incident. Injuries may even precede the officer's intervention but be noted as part of the report, which if so is an opportunity for training to standardize reporting. The BPD's Use of Force Directive requires officers to document and care for a subject's injuries irrespective of when or how they occurred.
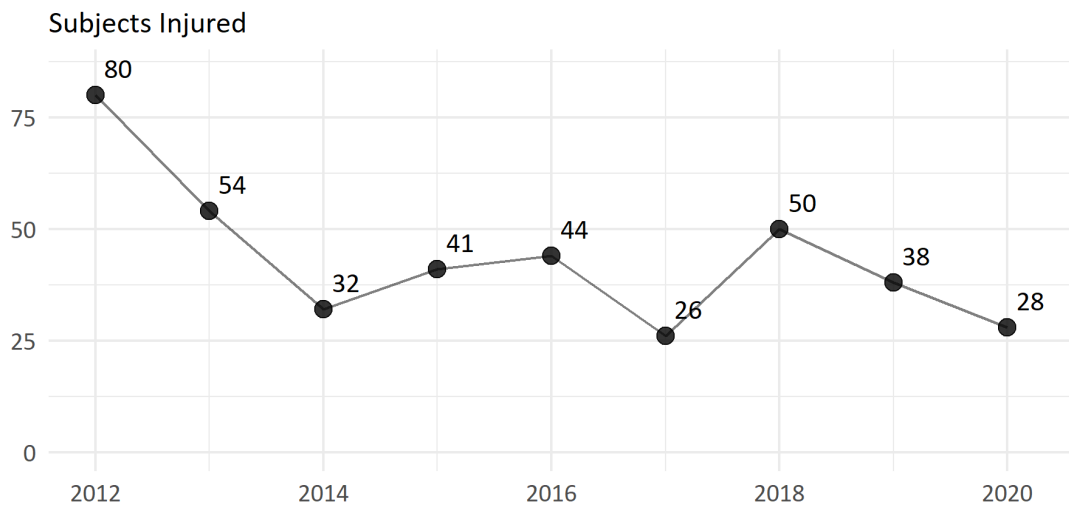
Subjects Injured

Black subjects of force are slightly less likely to be injured than white subjects. In 2020, seven (14.0%) Black subjects of force were injured versus 21 (20.0%) white subjects of force. This is not statistically significant in 2020, but is statistically significant when the past several years are included.

Percent of UOF Subjects Injured
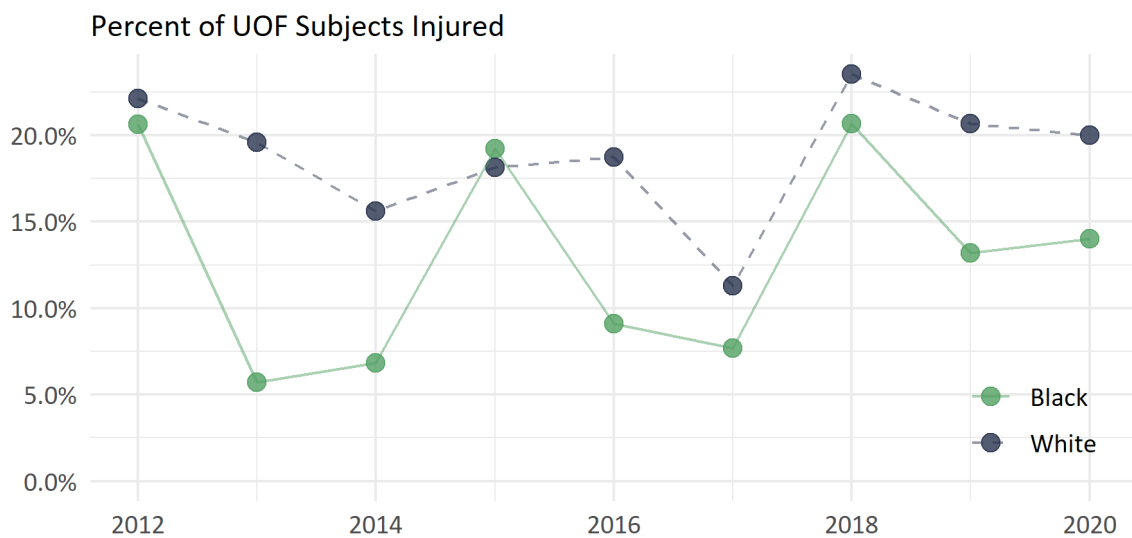
An officer was injured in 22 (15%) of use of force incidents in 2020.

Subject Action

In 2020, the most common type of resistance that officers encountered at use-of-force incidents was Active Resistance, committed by 41% of all subjects. The next most common type of resistance was Assaultive. The type of resistance differed by race; white subjects were more likely to be assaultive than Black subjects.

Type of Resistance to Police Force
2020

Legend:
- Active Resistance
- Assaultive
- Compliant
- Deadly Force
- Passive Resistance
- Verbal Non-Compliance
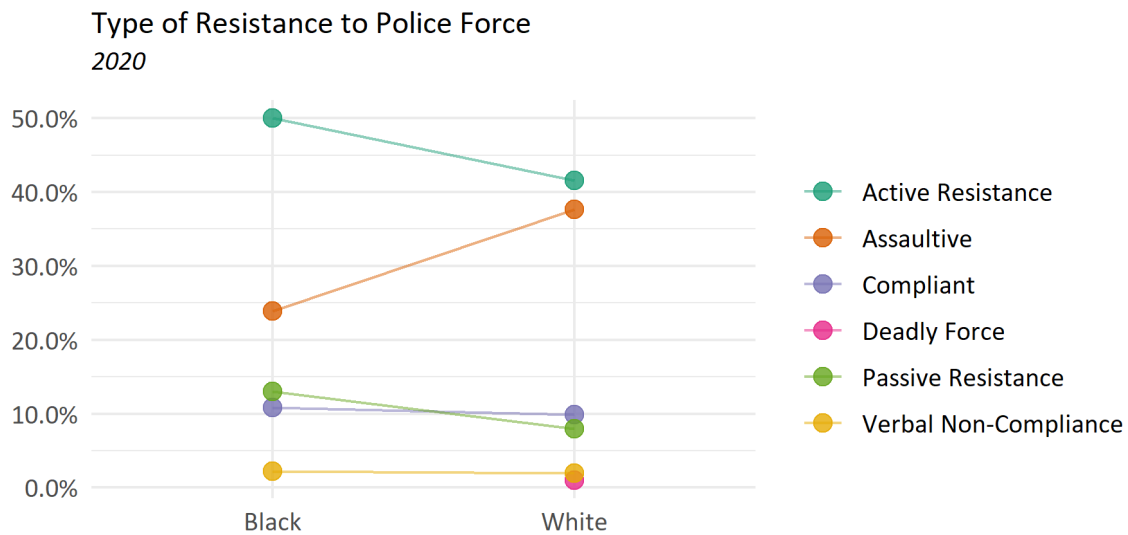
Subjects Affected by Drugs, Alcohol, or Mental Health Issues

When officers file a use-of-force report, they report on whether a subject of force appears to be mentally or emotionally disturbed, or under the influence of drugs and alcohol.

In 2020, a slim majority of subjects were marked as being within at least one of these categories.[10] This is a smaller proportion than in past years, possibly because of a decrease in subjects affected by alcohol. In past years, half of all subjects of force were perceived by officers to be under the influence of alcohol. In 2020, that dropped to 34%, likely because of the effect of the pandemic on the downtown scene. The proportion of subjects influenced by drugs was 13% and 31% were reported to be having a mental health crisis.

Black subjects were less likely to be marked as under the influence of alcohol, drugs, or having mental health issues than white subjects.

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[10] It's uncertain how reliable this field is, since the database used for use of force changed in 2019, and there are two locations within the records management system to record this data.

Subjects Percieved by Officers As:

Mental Health Issue

White ●45%

Black ●30%

Under the Influence of Alcohol

White ●59%

Black ●32%

Under the Influence of Drugs

White ●29%

Black ●12%

0%   25%   50%   75%   100%
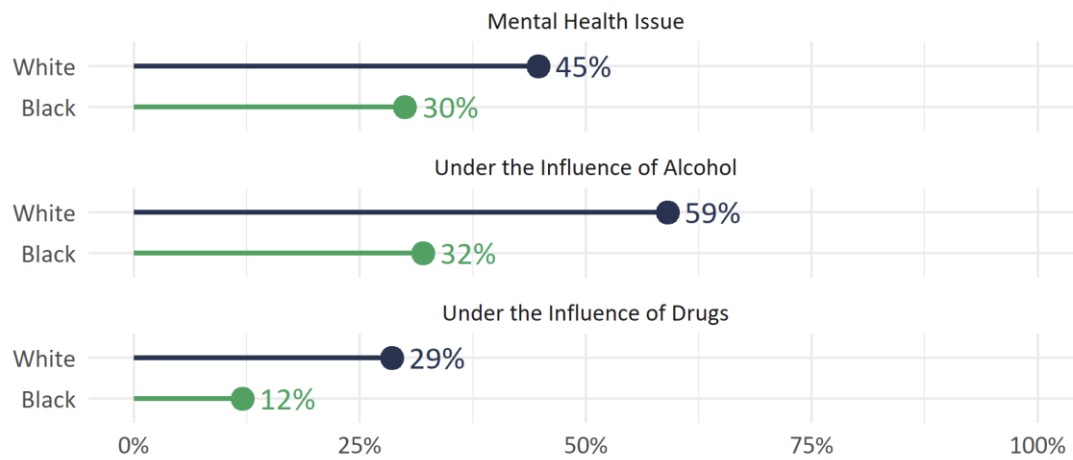
Appendix

Data Tables

Area Map
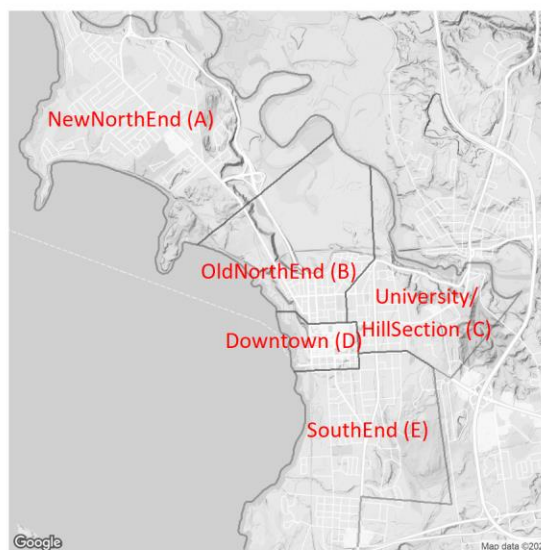
Incident Trends

Priority	Incident Type	2012	2013	2014	2015	2016	2017	2018	2019	2020	Change Since 2012	Since 2015	Since 2019
Total	Total	32,825	34,278	36,277	37,326	37,131	32,671	29,633	28,458	**23,583**	**-28%**	**-37%**	**-17%**
Priority 1	Total	2,015	1,913	2,104	2,143	2,148	2,039	1,893	1,867	**1,824**	**-9%**	**-15%**	**-2%**
Priority 1	Arson	0	15	9	4	8	4	3	1	**10**		**150%**	**900%**
Priority 1	Assault - Aggravated	45	33	28	38	37	45	48	50	**51**	**13%**	**34%**	**2%**
Priority 1	Assault - Simple	210	204	177	225	181	182	184	154	**145**	**-31%**	**-36%**	**-6%**
Priority 1	Bomb Threat	4	3	0	1	2	1	8	2	**1**	**-75%**	**0%**	**-50%**
Priority 1	Crash - Fatality	2	1	1	0	0	0	1	1	**2**	**0%**		**100%**
Priority 1	Crash - Injury to person(s)	147	143	106	106	119	112	87	91	**53**	**-64%**	**-50%**	**-42%**
Priority 1	Cruelty to a Child	6	2	2	3	5	4	8	4	**3**	**-50%**	**0%**	**-25%**
Priority 1	Domestic Assault - Felony	33	32	34	47	51	40	32	37	**29**	**-12%**	**-38%**	**-22%**
Priority 1	Domestic Assault - Misd	51	51	64	77	84	52	33	38	**21**	**-59%**	**-73%**	**-45%**
Priority 1	Domestic Disturbance	684	587	614	553	509	491	477	529	**593**	**-13%**	**7%**	**12%**
Priority 1	DUI	189	152	158	148	147	84	59	68	**38**	**-80%**	**-74%**	**-44%**
Priority 1	Escape	1	0	0	0	0	0	0	0	**0**	**-100%**		
Priority 1	Homicide	2	2	3	2	1	2	2	2	**3**	**50%**	**50%**	**50%**
Priority 1	Kidnapping	0	1	0	0	0	2	0	0	**0**			
Priority 1	Larceny from a Person	19	30	25	32	22	18	14	16	**7**	**-63%**	**-78%**	**-56%**
Priority 1	Lewd and Lascivious Conduct	25	29	27	41	33	42	38	37	**30**	**20%**	**-27%**	**-19%**
Priority 1	Missing Person	96	99	77	100	104	79	58	73	**43**	**-55%**	**-57%**	**-41%**
Priority 1	Overdose	28	37	37	69	71	70	56	58	**100**	**257%**	**45%**	**72%**
Priority 1	Resisting Arrest	6	9	6	8	1	3	3	3	**0**	**-100%**	**-100%**	**-100%**
Priority 1	Roadway Hazard	0	18	91	82	83	100	90	102	**93**		**13%**	**-9%**
Priority 1	Robbery	35	29	22	37	27	17	16	22	**20**	**-43%**	**-46%**	**-9%**
Priority 1	Runaway	60	87	109	89	98	88	62	63	**37**	**-38%**	**-58%**	**-41%**
Priority 1	Sexual Assault	70	73	58	66	73	59	59	46	**60**	**-14%**	**-9%**	**30%**
Priority 1	Stalking	9	12	4	10	10	14	10	18	**18**	**100%**	**80%**	**0%**
Priority 1	Suicide - Attempted	0	8	20	23	26	28	23	29	**16**		**-30%**	**-45%**

Priority	Incident Type	2012	2013	2014	2015	2016	2017	2018	2019	2020	Change Since 2012	Since 2015	Since 2019
Priority 1	TRO/FRO Service	177	149	315	267	332	346	378	297	**318**	**80%**	**19%**	**7%**
Priority 1	TRO/FRO Violation	82	65	65	63	76	106	92	69	**77**	**-6%**	**22%**	**12%**
Priority 1	Unlawful Restraint	1	4	2	2	1	2	1	0	**0**	**-100%**	**-100%**	
Priority 1	Untimely Death	33	38	50	50	47	48	51	57	**56**	**70%**	**12%**	**-2%**
Priority 2	Total	12,104	11,997	12,031	12,523	12,211	11,731	11,145	11,493	**10,046**	**-17%**	**-20%**	**-13%**
Priority 2	911 Hangup	612	527	569	465	438	430	480	472	**371**	**-39%**	**-20%**	**-21%**
Priority 2	Airport AOA Violation	22	19	6	10	5	10	10	4	**4**	**-82%**	**-60%**	**0%**
Priority 2	Airport Duress Alarm	19	14	19	11	11	20	13	3	**4**	**-79%**	**-64%**	**33%**
Priority 2	Airport LEO Escort	1	0	0	0	0	0	0	0	**0**	**-100%**		
Priority 2	Alarm	1,047	1,050	920	962	869	849	846	900	**797**	**-24%**	**-17%**	**-11%**
Priority 2	Assist - Agency	1,344	1,400	1,422	1,423	1,409	1,491	1,545	1,469	**1,132**	**-16%**	**-20%**	**-23%**
Priority 2	Burglary	395	347	260	259	214	254	149	105	**108**	**-73%**	**-58%**	**3%**
Priority 2	Contributing to Deliquency of Minor	0	0	0	0	0	0	1	0	**0**			
Priority 2	Crash - Property damage only	1,148	1,184	1,176	1,121	1,073	1,108	854	849	**560**	**-51%**	**-50%**	**-34%**
Priority 2	Custodial Interference	9	6	39	22	22	32	18	40	**36**	**300%**	**64%**	**-10%**
Priority 2	Disorderly Conduct	182	215	283	242	192	149	139	140	**157**	**-14%**	**-35%**	**12%**
Priority 2	Disorderly Conduct by Electronic Communication	5	11	18	14	15	10	6	6	**13**	**160%**	**-7%**	**117%**
Priority 2	Disturbance	1,007	770	826	796	751	864	996	972	**884**	**-12%**	**11%**	**-9%**
Priority 2	Eluding Police	3	5	3	5	6	5	2	4	**2**	**-33%**	**-60%**	**-50%**
Priority 2	Hindering Arrest	0	0	0	1	0	1	0	1	**0**		**-100%**	**-100%**
Priority 2	Impeding a Public Officer	7	8	1	0	5	1	2	1	**0**	**-100%**		**-100%**
Priority 2	Impersonation of a Police Officer	0	0	0	1	0	0	0	1	**0**		**-100%**	**-100%**
Priority 2	Inciting a Felony	0	1	0	0	0	0	0	0	**0**			
Priority 2	Juvenile Problem	308	371	317	319	317	212	266	294	**247**	**-20%**	**-23%**	**-16%**
Priority 2	Mental Health Issue	501	631	750	796	781	853	802	764	**946**	**89%**	**19%**	**24%**
Priority 2	Prohibited Acts	0	2	3	6	4	0	6	1	**3**		**-50%**	**200%**
Priority 2	Reckless Endangerment	1	2	6	5	1	1	5	4	**3**	**200%**	**-40%**	**-25%**
Priority 2	Runaway Apprehension	4	3	2	2	1	4	0	1	**0**	**-100%**	**-100%**	**-100%**

Priority	Incident Type	2012	2013	2014	2015	2016	2017	2018	2019	2020	Change Since 2012	Since 2015	Since 2019
Priority 2	Sheltering/Aiding Runaway	0	1	1	0	0	1	0	0	0			
Priority 2	Suspicious Event	2,802	2,708	2,679	3,034	3,158	2,917	2,548	2,593	2,089	-25%	-31%	-19%
Priority 2	Threats/Harassment	681	570	595	612	583	587	564	535	620	-9%	1%	16%
Priority 2	Trespass	1,105	1,266	1,219	1,417	1,092	690	682	948	844	-24%	-40%	-11%
Priority 2	UVM Agency Assist	0	1	0	0	1	0	0	0	0			
Priority 2	Violation of Conditions of Release	169	160	156	181	302	193	118	99	121	-28%	-33%	22%
Priority 2	Voyeurism	5	3	1	2	3	1	4	2	4	-20%	100%	100%
Priority 2	Weapons Offense	1	6	4	6	10	9	7	7	3	200%	-50%	-57%
Priority 2	Welfare Check	726	716	756	811	948	1,039	1,082	1,278	1,098	51%	35%	-14%
Priority 3	Total	18,587	20,291	22,077	22,628	22,747	18,881	16,568	15,087	11,695	-37%	-48%	-22%
Priority 3	Airport Taxi Inspection	1	1	0	0	1	29	4	0	0	-100%		
Priority 3	Alcohol Offense	13	18	28	14	7	4	4	3	0	-100%	-100%	-100%
Priority 3	Animal Problem	599	674	826	783	795	706	764	676	488	-19%	-38%	-28%
Priority 3	Arrest on Warrant	213	161	186	223	236	223	273	276	158	-26%	-29%	-43%
Priority 3	Assist - Car Seat Inspection	0	0	0	0	0	0	0	1	0			-100%
Priority 3	Assist - K9	31	46	55	50	58	102	64	43	33	6%	-34%	-23%
Priority 3	Assist - Other	132	96	91	77	93	60	132	182	129	-2%	68%	-29%
Priority 3	Assist - Public	940	1,007	951	944	1,002	1,025	1,143	1,066	934	-1%	-1%	-12%
Priority 3	Assist – Motorist	343	377	383	355	280	267	275	321	217	-37%	-39%	-32%
Priority 3	Background Investigation	184	179	233	196	179	201	151	145	38	-79%	-81%	-74%
Priority 3	Bad Check	5	7	2	6	5	2	3	3	0	-100%	-100%	-100%
Priority 3	Bar / Liquor License Violation	6	25	1	1	2	0	1	0	0	-100%	-100%	
Priority 3	CHINS	7	7	3	4	6	6	11	4	4	-43%	0%	0%
Priority 3	Community Outreach	0	6	241	625	559	474	594	582	684		9%	18%
Priority 3	Compliance Check	50	386	267	150	344	336	187	45	31	-38%	-79%	-31%
Priority 3	Computer Crime	5	13	5	6	5	9	13	7	4	-20%	-33%	-43%
Priority 3	Counterfeiting	3	0	4	10	16	10	10	7	15	400%	50%	114%
Priority 3	COVID-19 Compliance Check	0	0	0	0	0	0	0	0	347			
Priority 3	Crash - LSA	464	561	630	570	541	573	579	660	420	-9%	-26%	-36%

Priority	Incident Type	2012	2013	2014	2015	2016	2017	2018	2019	2020	Change Since 2012	Since 2015	Since 2019
Priority 3	Crash - Non-Investigated	0	0	0	0	0	65	398	352	204			-42%
Priority 3	Cruelty to Animals	0	5	5	3	1	0	1	0	1		-67%	
Priority 3	DLS	119	100	109	103	55	63	55	45	46	-61%	-55%	2%
Priority 3	Drugs	0	2	120	244	211	151	107	81	54		-78%	-33%
Priority 3	Drugs - Possession	175	215	123	101	102	67	39	19	13	-93%	-87%	-32%
Priority 3	Drugs - Sale	51	48	44	32	59	48	24	24	13	-75%	-59%	-46%
Priority 3	Embezzlement	9	9	6	5	9	10	3	8	1	-89%	-80%	-88%
Priority 3	Enabling Consumption by Minors	10	0	2	2	1	0	1	0	0	-100%	-100%	
Priority 3	Extortion	1	0	1	2	1	1	3	2	0	-100%	-100%	-100%
Priority 3	False Info to Police	8	19	12	15	17	14	11	10	5	-38%	-67%	-50%
Priority 3	False Pretenses	10	11	11	3	6	4	4	1	2	-80%	-33%	100%
Priority 3	False Public Alarms	4	8	4	3	3	7	2	2	6	50%	100%	200%
Priority 3	False Swearing	1	0	0	0	0	0	1	0	0	-100%		
Priority 3	Fireworks	0	13	118	133	71	75	53	34	142		7%	318%
Priority 3	Foot Patrol	91	2,411	2,700	2,441	3,519	3,030	2,175	1,686	660	625%	-73%	-61%
Priority 3	Forgery	2	6	3	2	1	1	1	2	1	-50%	-50%	-50%
Priority 3	Found/Lost Property	1,165	1,202	1,171	1,234	1,215	1,233	1,122	994	775	-33%	-37%	-22%
Priority 3	Fraud	128	134	132	164	132	156	181	197	145	13%	-12%	-26%
Priority 3	Fugitive From Justice	6	8	6	6	8	11	9	8	4	-33%	-33%	-50%
Priority 3	Graffiti Removal	0	0	10	0	0	0	1	0	0			
Priority 3	Identity Theft	26	15	48	26	24	18	26	17	15	-42%	-42%	-12%
Priority 3	Illegal Dumping	33	25	19	19	24	14	11	12	31	-6%	63%	158%
Priority 3	Intoxication	1,172	1,194	1,117	1,218	1,082	1,116	1,178	1,080	692	-41%	-43%	-36%
Priority 3	Investigation - Cold Case	0	0	1	0	0	0	0	0	1			
Priority 3	Larceny - from Building	444	371	407	393	343	232	179	201	169	-62%	-57%	-16%
Priority 3	Larceny - from Motor Vehicle	439	439	475	276	361	269	154	252	337	-23%	22%	34%
Priority 3	Larceny - Other	377	419	394	331	248	208	261	273	259	-31%	-22%	-5%
Priority 3	Lockdown Drill	0	38	53	42	58	58	53	60	16		-62%	-73%

Priority	Incident Type	2012	2013	2014	2015	2016	2017	2018	2019	2020	Change Since 2012	Since 2015	Since 2019
Priority 3	Minor in Possession of Alcohol	9	23	14	4	1	0	0	0	0	-100%	-100%	
Priority 3	Motor Vehicle Complaint	461	423	498	488	561	503	520	463	402	-13%	-18%	-13%
Priority 3	Noise	1,725	1,434	1,185	1,100	1,010	957	776	918	1,001	-42%	-9%	9%
Priority 3	Obstruction of Justice	2	1	4	0	4	0	0	0	1	-50%		
Priority 3	Operations	8	15	67	204	268	171	191	132	152	1 800%	-25%	15%
Priority 3	Ordinance Violation - Other	797	806	857	1,076	761	501	327	425	359	-55%	-67%	-16%
Priority 3	Parking	749	855	958	1,075	1,083	872	537	414	334	-55%	-69%	-19%
Priority 3	Possession of Stolen Property	18	26	21	13	9	9	2	8	5	-72%	-62%	-38%
Priority 3	Prescription Fraud	1	1	0	1	1	0	0	0	0	-100%	-100%	
Priority 3	Property Damage	157	157	193	293	218	172	151	124	111	-29%	-62%	-10%
Priority 3	Recovered Property	23	25	16	13	11	3	4	5	7	-70%	-46%	40%
Priority 3	Retail Theft	342	378	316	413	420	295	226	320	171	-50%	-59%	-47%
Priority 3	Search	0	1	2	1	1	1	0	2	4		300%	100%
Priority 3	Search Warrant	15	47	38	55	68	45	26	28	41	173%	-25%	46%
Priority 3	Sex Offender Registry Violation	11	8	9	4	7	7	3	1	0	-100%	-100%	-100%
Priority 3	SRO Activity	0	0	0	0	0	0	31	125	100			-20%
Priority 3	Stolen Vehicle	79	56	63	43	52	49	32	55	62	-22%	44%	13%
Priority 3	Subpoena Service	221	224	347	322	346	289	286	206	80	-64%	-75%	-61%
Priority 3	Theft of Rental Property	0	2	3	1	2	0	3	1	0		-100%	-100%
Priority 3	Theft of Service	38	39	26	40	42	31	27	27	12	-68%	-70%	-56%
Priority 3	Traffic	5,808	4,839	5,805	6,014	5,512	3,440	2,657	1,975	1,176	-80%	-80%	-40%
Priority 3	Use of Electronic Comm to Lure a Child	0	0	0	1	1	0	0	1	0		-100%	-100%
Priority 3	Uttering a Forged Instrument	0	0	0	0	0	0	1	0	0			
Priority 3	Vandalism	616	447	390	376	427	437	301	263	261	-58%	-31%	-1%
Priority 3	Vandalism - graffiti	58	46	64	38	46	23	42	61	161	178%	324%	164%
Priority 3	VIN verification	182	182	204	241	216	198	164	152	161	-12%	-33%	6%

Traffic Stops

Stops by Race

Race	2012	2013	2014	2015	2016	2017	2018	2019	2020
Asian	219	199	235	262	218	164	117	110	49
Black	429	353	452	528	465	329	230	197	131
Missing	266	233	248	429	314	133	112	62	10
Other	58	126	142	108	57	12	5	2	-
Other or Unknown	4	1	1	1	1	1	-	-	-
White	5,261	4,322	5,073	4,935	4,618	2,922	2,324	1,712	1,012
Hispanic	-	-	-	-	27	31	21	14	18

Total Tickets and Warnings

Total number of tickets and warnings written:

	2012	2013	2014	2015	2016	2017	2018	2019	2020
Warnings	4,707	4,116	4,697	4,034	3,649	2,542	2,152	1,696	1,042
Tickets	1,769	1,459	1,610	1,659	1,420	698	495	279	169
Arrests	334	292	279	285	235	167	130	119	71
No Action Taken	449	340	446	1,050	963	464	248	144	33

Searches

Total Searches by Year

2012	2013	2014	2015	2016	2017	2018	2019	2020
76	92	73	81	127	75	41	7	11

Searches by Race

Race	2012	2013	2014	2015	2016	2017	2018	2019	2020
Black	10	21	17	17	34	22	15	-	2

Race	2012	2013	2014	2015	2016	2017	2018	2019	2020
Missing	2	2	-	-	8	3	-	-	-
Other	2	2	-	2	-	-	-	-	-
White	62	66	55	62	78	49	26	7	8
Asian	-	1	1	-	4	1	-	-	1
Hispanic	-	-	-	-	3	-	-	-	-

* Excludes searches with a warrant and externally generated stops

Searches at non-discretionary stops:

Race	2012	2013	2014	2015	2016	2017	2018	2019	2020
Missing	1	1							
White	6	8	3	10	15	4	4	2	3
Black		3	1	3	4	1			5
Asian				2					1

All Searches in 2020

Incident Number	Race	Stop Type	Search Type	Contraband	Arrest
20BU000096	White	M = Moving violation	SRS = Search Reasonable Suspicion	No Contraband	No
20BU000220	White	E = Externally Generated	SPC = Consent Search w/PC	Small amount of crack cocaine	Arrested on Warrant
20BU000511	Black	E = Externally Generated	SPC = Consent Search w/PC	Unknown	-
20BU000578	Black	E = Externally Generated	SRS = Search Reasonable Suspicion	A gun, no other details	No
20BU000818	White	V = Vehicle Equipment	SPC = Consent Search w/PC	Marijuana and prescribed pills	No
20BU001220	White	M = Moving violation	SPC = Consent Search w/PC	Narcotic paraphernalia	No
20BU002250	Black	E = Externally Generated	SPC = Consent Search w/PC	.3 grams of crack cocaine	Arrested - Misd

Incident Number	Race	Stop Type	Search Type	Contraband	Arrest
20BU002454	Asian	M = Moving violation	SPC = Consent Search w/PC	Narcotic paraphernalia, handgun ammunition	No
20BU004165	White	E = Externally Generated	SRS = Search Reasonable Suspicion	0.1 grams crack cocaine	No
20BU004771	White	V = Vehicle Equipment	SPC = Consent Search w/PC	Drug paraphernalia	No
20BU009466	White	O = Other	SRS = Search Reasonable Suspicion	Narcotic paraphernalia	No
20BU009504	Black	E = Externally Generated	SPC = Consent Search w/PC	Large bag of marijuana, several bags of cocaine	Arrested - Felony
20BU010100	White	E = Externally Generated	SPC = Consent Search w/PC	Cocaine and paraphernalia	No
20BU010723	Black	M = Moving violation	SPC = Consent Search w/PC	US currency seized as part of DEA investigation	No
20BU012939	White	V = Vehicle Equipment	SPC = Consent Search w/PC	Open container in view, narcotic paraphernalia found	No
20BU013655	Asian	V = Vehicle Equipment	SW = Search w/ Warrant	Stolen license plates	No
20BU017345	Black	E = Externally Generated	SPC = Consent Search w/PC	45 grams crack cocaine, large amount of currency	Colchester Arrest
20BU020232	White	M = Moving violation	SRS = Search Reasonable Suspicion	Large amount of vaping equipment to resell illegally in NY	No
20BU020386	White	M = Moving violation	SPC = Consent Search w/PC	Stolen firearm, meth paraphernalia	Arrested - Weapons Charges

Incident Number	Race	Stop Type	Search Type	Contraband	Arrest
20BU021256	Black	M = Moving violation	SRS = Search Reasonable Suspicion	Evidence of a link to a crime	Passenger Arrested

Hit Rate over Time

Excludes non-discretionary stops (externally generated) and searches (searches with warrants).

	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Searches	76	92	73	81	127	75	41	7	11
Searches w/ Contraband	55 (72%)	67 (73%)	56 (77%)	51 (63%)	92 (72%)	59 (79%)	31 (76%)	5 (71%)	9 (82%)
Contraband w/ Arrest	12 (16%)	24 (26%)	6 (8%)	6 (7%)	13 (10%)	11 (15%)	7 (17%)	1 (14%)	1 (9%)
Contraband w/ Ticket	18 (24%)	25 (27%)	33 (45%)	31 (38%)	36 (28%)	29 (39%)	11 (27%)	2 (29%)	1 (9%)

White Searches

	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Searches	62	66	55	62	78	49	26	7	8
Searches w/ Contraband	45 (73%)	51 (77%)	42 (76%)	42 (68%)	59 (76%)	39 (80%)	20 (77%)	5 (71%)	6 (75%)
Contraband w/ Ticket	12 (19%)	19 (29%)	25 (45%)	23 (37%)	22 (28%)	18 (37%)	5 (19%)	2 (29%)	1 (12%)
Contraband w/ Arrest	11 (18%)	19 (29%)	4 (7%)	6 (10%)	6 (8%)	8 (16%)	3 (12%)	1 (14%)	1 (12%)

Black Searches

	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total Searches	10	21	17	17	34	22	15	-	2
Searches w/ Contraband	6 (60%)	12 (57%)	13 (76%)	9 (53%)	23 (68%)	18 (82%)	11 (73%)	-	2 (100%)
Contraband w/ Ticket	4 (40%)	4 (19%)	7 (41%)	8 (47%)	12 (35%)	11 (50%)	6 (40%)	-	-

	2012	2013	2014	2015	2016	2017	2018	2019	2020
Contraband w/ Arrest	1 (10%)	3 (14%)	2 (12%)	-	4 (12%)	2 (9%)	4 (27%)	-	-

Top Violations by Race and Ticket Outcome

Violation	Total	Stop Outcome	Asian	Black	Other or Unknown	White
VNI - Vehicle Not Inspected Within 15 Days Of Vt. Registration						
	195	Arrest	1	0	0	2
	195	Warning	5	23	5	146
	195	Ticket	0	1	0	10
	195	Missing	0	0	0	2
DEF - Condition Of Vehicle						
	150	Warning	2	15	11	115
	150	Ticket	0	2	0	3
	150	Arrest	0	0	0	2
SL2 - 11-20 MPH Over Speed Limit						
	96	Warning	1	8	6	75
	96	Arrest	0	1	0	0
	96	Ticket	0	0	0	5
VO - Regulations In Municipalities						
	71	Warning	2	6	2	53
	71	Ticket	0	2	0	2
	71	Arrest	0	0	0	2
	71	Missing	0	0	0	2

Violation	Total	Stop Outcome	Asian	Black	Other or Unknown	White
SL1 - 1-10 MPH Over Speed Limit						
	68	Ticket	1	0	2	17
	68	Warning	2	1	3	42
NR - Persons Required To Register						
	53	Warning	1	4	2	27
	53	Missing	0	2	0	1
	53	Ticket	0	1	0	12
	53	No action taken	0	0	1	0
	53	Arrest	0	0	0	2
TCD - Obedience To Traffic Control Devices						
	53	Warning	2	3	5	38
	53	Missing	0	1	0	1
	53	Ticket	0	1	1	1
TCS - Traffic Control Signals						
	50	Ticket	1	1	0	5
	50	Warning	4	4	2	32
	50	Missing	0	0	0	1
CEL - Using Portable Electronic Device – 1st violation						
	48	Warning	1	2	1	42
	48	Missing	0	1	0	0
	48	Arrest	0	0	0	1

Violation	Total	Stop Outcome	Asian	Black	Other or Unknown	White
FYY - Stop Sign						
	47	Warning	3	4	2	33
	47	Arrest	0	1	0	0
	47	Ticket	0	0	1	3

Arrests

Arrests by race and ethnicity exclude arrests that have been expunged.

Arrests by Race

Race	2012	2013	2014	2015	2016	2017	2018	2019	2020
Asian	39 (2.1%)	36 (1.7%)	40 (2.1%)	43 (2.1%)	79 (3.7%)	63 (3.8%)	32 (2.4%)	43 (3.0%)	40 (3.6%)
Black	229 (12.4%)	235 (11.3%)	253 (13.5%)	328 (16.1%)	411 (19.1%)	327 (19.6%)	270 (20.2%)	261 (18.0%)	219 (19.5%)
Other or Unknown	268 (14.5%)	305 (14.7%)	217 (11.6%)	163 (8.0%)	96 (4.5%)	40 (2.4%)	23 (1.7%)	24 (1.7%)	7 (0.6%)
White	1,318 (71.1%)	1,505 (72.3%)	1,363 (72.8%)	1,506 (73.8%)	1,567 (72.8%)	1,237 (74.2%)	1,011 (75.7%)	1,118 (77.3%)	856 (76.3%)

Arrests by Ethnicity

Ethnicity	2012	2013	2014	2015	2016	2017	2018	2019	2020
Hispanic or Latino	40 (2.2%)	31 (1.5%)	38 (2.0%)	28 (1.4%)	44 (2.0%)	22 (1.3%)	14 (1.0%)	22 (1.5%)	11 (1.0%)
Not Hispanic or Latino	1,448 (78.1%)	1,614 (77.6%)	1,519 (81.1%)	1,705 (83.6%)	1,903 (88.4%)	1,481 (88.8%)	1,183 (88.5%)	1,263 (87.3%)	1,004 (89.5%)
Unknown or Missing	366 (19.7%)	436 (21.0%)	316 (16.9%)	307 (15.0%)	206 (9.6%)	164 (9.8%)	139 (10.4%)	161 (11.1%)	107 (9.5%)

Arrests with a Warrant

Race	2012	2013	2014	2015	2016	2017	2018	2019	2020
Asian	1 (0.6%)	5 (2.3%)	2 (1.0%)	1 (0.5%)	4 (1.3%)	3 (1.4%)	5 (2.0%)	8 (2.4%)	5 (2.6%)

Race	2012	2013	2014	2015	2016	2017	2018	2019	2020
Black	28 (18.2%)	34 (15.6%)	29 (14.6%)	29 (13.9%)	56 (18.4%)	46 (21.0%)	41 (16.4%)	52 (15.7%)	44 (23.2%)
Other or Unknown	21 (13.6%)	25 (11.5%)	22 (11.1%)	26 (12.4%)	11 (3.6%)	6 (2.7%)	6 (2.4%)	5 (1.5%)	2 (1.1%)
White	104 (67.5%)	154 (70.6%)	146 (73.4%)	153 (73.2%)	233 (76.6%)	164 (74.9%)	198 (79.2%)	266 (80.4%)	139 (73.2%)

Expunged Arrests by Year

2012	2013	2014	2015	2016	2017	2018	2019	2020
34	99	73	128	202	217	283	179	37

Most Common Charges

Charge	Total Arrests	Black	White	Asian	Expunged	Other or Unknown
Unlawful Trespass (Misdemeanor)	87	6 (7%)	81 (93%)	-	-	-
Simple Assault	85	18 (21%)	61 (72%)	3 (4%)	2 (2%)	1 (1%)
Violation of Conditions of Release (Travel, Curfew, or Contact)	85	21 (25%)	57 (67%)	4 (5%)	3 (4%)	-
Disorderly Conduct - All Other	52	6 (12%)	42 (81%)	2 (4%)	2 (4%)	-
Retail Theft (Misdemeanor)	51	4 (8%)	46 (90%)	-	1 (2%)	-
Driving with a Criminally Suspended License	48	6 (12%)	39 (81%)	1 (2%)	2 (4%)	-
Aggravated Assault	41	10 (24%)	28 (68%)	1 (2%)	2 (5%)	-
Unlawful Mischief (Misdemeanor)	38	3 (8%)	33 (87%)	-	1 (3%)	1 (3%)
Violation of an Abuse Prevention Order	37	7 (19%)	26 (70%)	1 (3%)	3 (8%)	-
Domestic Assault	36	6 (17%)	24 (67%)	4 (11%)	2 (6%)	-

Most Common Charges and Type of Arrest

charge	Total	Citation	Lodged	Referred to Alt. Justice	Warrant Request	Warrant
Unlawful Trespass (Misdemeanor)	87	73 (83.9%)	2 (2.3%)	12 (13.8%)	-	-
Simple Assault	85	65 (76.5%)	10 (11.8%)	6 (7.1%)	4 (4.7%)	-
Violation of Conditions of Release (Travel, Curfew, or Contact)	85	58 (68.2%)	19 (22.4%)	-	6 (7.1%)	2 (2.4%)
Disorderly Conduct - All Other	52	49 (94.2%)	3 (5.8%)	-	-	-
Retail Theft (Misdemeanor)	51	29 (56.9%)	-	8 (15.7%)	14 (27.5%)	-
Driving with a Criminally Suspended License	48	44 (91.7%)	2 (4.2%)	1 (2.1%)	1 (2.1%)	-
Aggravated Assault	41	11 (26.8%)	28 (68.3%)	-	2 (4.9%)	-
Unlawful Mischief (Misdemeanor)	38	20 (52.6%)	3 (7.9%)	13 (34.2%)	2 (5.3%)	-
Violation of an Abuse Prevention Order	37	23 (62.2%)	7 (18.9%)	1 (2.7%)	5 (13.5%)	1 (2.7%)
Domestic Assault	36	23 (63.9%)	10 (27.8%)	-	2 (5.6%)	1 (2.8%)

Use of Force

Total Police Incidents with Force Used

2012	2013	2014	2015	2016	2017	2018	2019	2020
317	278	204	194	247	208	191	188	142

Subjects of Police Force

2012	2013	2014	2015	2016	2017	2018	2019	2020
364	338	234	223	268	246	223	206	160

Type of Force

	2012	2013	2014	2015	2016	2017	2018	2019	2020
Physical Force	215 (59%)	210 (62%)	154 (66%)	126 (57%)	168 (63%)	151 (61%)	125 (56%)	118 (57%)	91 (57%)
OC (Pepper) Spray	68 (19%)	41 (12%)	38 (16%)	35 (16%)	42 (16%)	41 (17%)	39 (17%)	16 (8%)	12 (8%)
Taser (Stun and Probes)	31 (9%)	9 (3%)	2 (1%)	0 (0%)	5 (2%)	10 (4%)	10 (4%)	15 (7%)	7 (4%)
Firearm Pointed	94 (26%)	90 (27%)	52 (22%)	78 (35%)	60 (22%)	87 (35%)	70 (31%)	55 (27%)	48 (30%)
Firearm Fired	0 (0%)	1 (0%)	0 (0%)	1 (0%)	1 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)

*Percents based off total use of force subjects each year. Percent will not add to 100, each incident of force may involve multiple force types.

Gender of Subjects

Gender	2012	2013	2014	2015	2016	2017	2018	2019	2020
Female	64	81	53	26	60	40	36	56	38
Male	300	257	181	197	208	206	187	149	119
Missing/ Other	-	-	-	-	-	-	-	1	3

Race of Subjects

Race	2012	2013	2014	2015	2016	2017	2018	2019	2020
Asian	5	8	8	3	6	8	4	2	2
Black	63	70	44	52	44	65	58	53	50
Hispanic/ Latino	11	5	5	7	6	4	4	-	1
Other/Not Reported	14	5	4	1	9	1	4	-	-

Race	2012	2013	2014	2015	2016	2017	2018	2019	2020
White	271	250	173	160	203	168	153	150	105
Missing	-	-	-	-	-	-	-	1	1
American Indian or Alaska Native	-	-	-	-	-	-	-	-	1