

ATTACHMENT 6

POLICE DEPARTMENT COUNTY OF SUFFOLK, NEW YORK

INTERNAL CORRESPONDENCE

TO: Edward Webber
Police Commissioner

DATE: June 23, 2015

FROM: Armando Valencia, Inspector
Commanding Officer, Internal Affairs Bureau

COPY TO:

SUBJECT: Analysis of Biased Policing Complaints: January – June 2015

For the period encompassing January – June, 2015, the Internal Affairs Bureau received six (6) complaints containing allegations of Biased Policing. An analysis of the complaints revealed no pattern and no two complaints involved the same officer.

Complainant's Demographic –

3 – African American
3 – Hispanic

Location -

1 - 1st Pct
3 - 3rd Pct
1 - 6th Pct
1 - 7th Pct

Nature –

2 - Excessive Force
1 - Stop, Question
2 - False Arrest
1 - Unlawful Eviction

Origin –

2 - Traffic Stop
2 - 911 Call
2 - Street Encounter

Respectfully submitted,

Armando Valencia, Inspector
Commanding Officer, Internal Affairs Bureau



Biased Policing Complaints

January - June 2015

IA No	Date Received	Demographic	Location	Command	Nature	Origen
2015-0002i	2-Jan-15	Hispanic	Mastic	7th Pct	Repeatedly stopped & questioned	Street Encounter
2015-0168i	20-Mar-15	Hispanic	Wyandanch	1st Pct	False Arrest (Dis Con)	Street Encounter
2015-0227i	14-Apr-15	African-American	Brentwood	3rd Pct	Excessive Force	911 Call (MVA)
2015-0292	18-May-15	African-American	Bay Shore	3rd Pct	Excessive Force Body Cavity Search	Traffic Stop
2015-0316i	2-Jun-15	Hispanic	Brentwood	3rd Pct	Unlawful Eviction	911 Call
2015-0318i	8-Jun-15	African-American	Coram	6th Pct	Excessive Force Racial Profiling	Traffic Stop

ATTACHMENT 7



TYPE	AUTHORITY	SIGNATURE
Patrol Division Memorandum	John Meehan	<i>John Meehan</i> Chief
SUBJECT/TOPIC/TITLE	Chief of Patrol	
Traffic Stop Data Collection (T-Stop) - Points to Remember		
DISTRIBUTION		
All Patrol Division Commands		
DATE ISSUED	DATE EFFECTIVE	DATE TO BE REVIEWED
April 21 st , 2014	April 21 st , 2014	N/A

Points to remember regarding the Traffic Stop Program

- **Data shall be collected on ALL self-initiated traffic stops.**
- **If the patrol unit does not have a functioning MDC, officers must manually complete the "Traffic Stop Data Collection Report" (PDCS-3226) for submission to the Precinct Administration office for entry into the IRS system.**

Police Officer Responsibilities:

- Before exiting the patrol vehicle, or as soon as possible thereafter, officers should push the "T-STOP" button and input the following information:
 - ✓ Vehicle plate number (required field)
 - ✓ Location of the traffic stop
 - ✓ Description of vehicle
- Once the above data is entered press "SUBMIT FORM" and a CC number will be assigned. This CC number will be entered on all U.T.T.'s generated during this traffic stop.
- Upon completion of the stop, press the "DISPO" button. The officer will then select the "T-STOP DATA" function from the "DISPO" screen. The status of the unit will not be returned to "Reporting in service" (10-27), until the officer describes the final disposition of the stop, using a series of drop down fields to describe this traffic stop. Officers will first complete the series of drop down fields for the vehicle operator and then complete entries for **each occupant** of the vehicle.
- Upon entering the required information the officer will press the "SUBMIT" button. The officer will then add summons numbers, if any, using the "Ticket Issued" function from the Dispo screen. Upon completion of this, the officer will select disposition code "Back in service-TSTOP (27-TSTOP)" from the disposition code drop down menu.
- If the officer is called away to answer a call for service before completing all drop down items, the T-Stop will be recorded as being "Incomplete".
- Finishing an "Incomplete" T-Stop: As soon as practical, update the T-Stop data in the Department's MAPPER system, utilizing the "Update Incomplete T-Stop Statistic" function located in the IRS system under "Stats".



TYPE Patrol Division Memorandum	AUTHORITY John Meehan Chief of Patrol	SIGNATURE 
SUBJECT/TOPIC/TITLE Traffic Stop Data Collection - Points to remember		
DISTRIBUTION All Patrol Division Commands		
DATE ISSUED April 21 st , 2014	DATE EFFECTIVE April 21 st , 2014	DATE TO BE REVIEWED N/A

Supervisory Responsibilities:

Patrol Sergeant Responsibilities:

- Conduct **RANDOM AUDITS** of T-Stop entries for observed subordinate V&T stops.
- Check incomplete entries on a weekly basis.

Lieutenant Responsibilities:

- To ensure incomplete records are completed in a timely fashion, Lieutenants will monitor the incomplete T-Stop records and when incomplete records are discovered disseminate this information to the appropriate officer's supervisor for completion by the appropriate police officer.

Commanding Officer Responsibilities:

- Review analysis of the data to identify atypical patterns of traffic stops and/or enforcement activity. Evidence of any profiling or biased based policing will be referred to the Internal Affairs Bureau for investigation.

Chief of Patrol's Office Responsibilities:

- The Office of the Chief of Patrol will conduct monthly audits of T-Stop data.
- Incomplete or atypical traffic stops and/or enforcement activity identified will be referred to a Precinct or Bureau Commanding Officer for investigation.
- Evidence of racial profiling or biased based policing will be referred directly to the Internal Affairs Bureau for investigation.

Refer to Rules & Procedure Chapter 13, Section 9 Traffic Stop Data Collection and Department Forms Order 06-17a for complete details of the T-Stop Program.

END

ATTACHMENT 8

.T-Stop Data (251)

*CC Number	Location	Latitude	Longitude
2015-0025004	12	40.727470050104	-73.28925013945
2015-0025056	SB CR 46 AT ROBERTS - /	40.783850038550	-72.86437010645
2015-0025058	EB57 - /	40.809000055636	-73.19833013996
2015-0025073	COMMACK RD - /	40.828370037980	-73.29193013492
2015-0025085	MMI -BALLFIELD - /	40.811110034337	-72.81364012037
2015-0025108	WB FROWIEN AND BERNSTIEN - /	40.808110033769	-72.78103013693
2015-0025116	495 @ REST AREA - /	40.803900052786	-73.31265012787
2015-0025117	NORTH OCEAN AVE - /	40.795950035516	-73.01727013500
2015-0025122	WB58 - /	40.809140052463	-73.17178014441
2015-0025129	- E/B RT27 BROOKHAVEN	40.802130032601	-72.88467013668
2015-0025141	THOMPSON AVE & RT 27A	40.712959239201	-73.37046791590
2015-0025141	THOMPSON AVE & RT 27A	40.712959239201	-73.37046791590
2015-0025141	THOMPSON AVE & RT 27A	40.712959239201	-73.37046791590
2015-0025159	NICOLLS RD - /	40.753100056574	-73.04264012755
2015-0025171	UNION BLVE AT CRL7 - /	40.734760056071	-73.19154012913
2015-0025193	NB CR 46 AT BEACON - /	40.778390039649	-72.86573014459
2015-0025204	- CANDLEWOOD/5TH	40.768273802984	-73.27545228745
2015-0025213	EB RT 495 @ 64 - /	40.823440040553	-73.00848012817
2015-0025214	W JERICHO TRNP / W JERICHO TRNP HUNTIS	40.828745496774	-73.42710974988
2015-0025228	PATCHO - WAVERLY AV/GIBBONS ST	40.772996656394	-73.02801370231
2015-0025242	NPATCH - WAVERLY AV/JOHNSON ST	40.784283949624	-73.04019526853
2015-0025258	NICOLLS RD - /	40.801110040957	-73.05147014740
2015-0025269	N BICYCLE PATH SELDEN - /	40.866510048869	-73.03497014711
2015-0025302	- EB 27/44	40.737850053152	-73.23680014028
2015-0025307	RT112 AND CR16 - /	40.830630033128	-72.99549011522
2015-0025313	495 @ REST AREA - /	40.803800050428	-73.31428010830
2015-0025316	NICCOLS RD - /	40.852280032308	-73.06619011486
2015-0025331	NICCOLS RD - /	40.845680050298	-73.05881014102
2015-0025331	NICCOLS RD - /	40.845680050298	-73.05881014102
2015-0025332	BRENTW - SUFFOLK AV/WILLOUGHBY ST	40.784274031271	-73.23277366343
2015-0025334	RT 231 & COMMACK ROAD	40.712959239201	-73.37046791590
2015-0025341	- SUFFOLK AVE/BERGEN	40.785040053557	-73.22919011208
2015-0025378	495 @ REST AREA - /	40.803960041911	-73.31245015179
2015-0025392	MAIN ST & WOODHULL LN - /	40.820552799846	-72.91747954147
2015-0025400	EB RT 495 @ 67 - /	40.830160056123	-72.92888012200
2015-0025405	SUFFOLK AVE - /	40.782000037401	-73.24251014009
2015-0025422	- N/B WAVERLY AVE	40.778760044900	-73.03192011582
2015-0025426	BRENTW - SUFFOLK AV/FULTON ST	40.785259040422	-73.22844828986
2015-0025434	- BAY AVE/E MAIN ST	40.768116996353	-73.02591531680
2015-0025441	LIE 60-61	40.813480041600	-73.10836011043
2015-0025441	LIE 60-61	40.813480041600	-73.10836011043
2015-0025451	WB58 - /	40.810120049832	-73.15413013441
2015-0025452	MT SINAI CORAM RD AND PINE RD - /	40.890830049442	-72.98895011422
2015-0025469	NICOLLS RD - /	40.838090034182	-73.05687010824
2015-0025471	JOHNSON - /	40.784890058603	-73.04016013261
2015-0025475	495 @ REST AREA - /	40.803350058031	-73.31474012825
2015-0025482	E HOFFMAN @ LIRR LINDENHURST - /	40.709373689337	-73.37873174509
2015-0025483	BRENTW - FULTON ST/SUFFOLK AV	40.785259040422	-73.22844828986
2015-0025498	- WOODSIDE AVE/HARLEM AVE	40.768116996353	-73.02591531680
2015-0025500	- 111/HAGEN	40.777540049572	-73.21603013720
2015-0025505	- E/B RT27	40.768820046655	-73.06280012733
2015-0025506	PATCHO - E MAIN ST/MEDFORD AV	40.766020455944	-73.00694793924
2015-0025521	EB 59OFFRAMP - /	40.811720050128	-73.12806012840
2015-0025524	SB CR 97	40.931772820403	-73.05283413055
2015-0025537	- E/B RT27	40.771240039442	-73.04914013660
2015-0025541	MONYAUK HWY AT WM FLOYD - /	40.800730037632	-72.86966014636
2015-0025565	MAIN ST - /	40.800940057979	-72.79341014999
2015-0025568	E / E	40.776640041159	-73.03271011050
2015-0025568	E / E	40.776640041159	-73.03271011050
2015-0025568	E / E	40.776640041159	-73.03271011050
2015-0025568	E / E	40.776640041159	-73.03271011050
2015-0025568	E / E	40.776640041159	-73.03271011050
2015-0025568	E / E	40.776640041159	-73.03271011050
2015-0025568	E / E	40.776640041159	-73.03271011050
2015-0025587	EB58 - /	40.810490054651	-73.14756014613
2015-0025639	LONGWOOD RD - /	40.949094181830	-72.92320354636
2015-0025651	X53 - /	40.820552799846	-72.91747954147
2015-0025715	53 - /	40.820552799846	-72.91747954147
2015-0025724	55 - /	40.820552799846	-72.91747954147
2015-0025733	EB495 X55 - /	40.805120054931	-73.25134013862
2015-0025738	495 - /	40.830980037799	-72.92485012486
2015-0025740	BICYCLE PATH - /	40.898156444549	-73.00139104611
2015-0025742	495. - /	40.830900046134	-72.92596013614
2015-0025754	- S / B ALDER/PINE	40.771470038816	-72.84435012973
2015-0025761	495 - /	40.831120033760	-72.92365013142
2015-0025765	EB LIE - /	40.830900046134	-72.92596013614
2015-0025770	RT 27 - /	40.752370035219	-73.12411012960
2015-0025776	WB 27 X 44 - /	40.740900041112	-73.21986015412
2015-0025777	495. - /	40.830870048908	-72.92533011829
2015-0025778	EB495 55 - /	40.805010045401	-73.25280011911
2015-0025780	MASTIC RD - /	40.783030041182	-72.84703013941
2015-0025783	EB 27 X 44 SVC RD - /	40.735190046383	-73.24977011080
2015-0025796	- OLIVE ST I/O WYMAN AVE	40.858590045118	-73.41054012646

2015-0025797 RT 27 - /
2015-0025805 EB LIE - /
2015-0025806 53 - /
2015-0025806 53 - /
2015-0025806 53 - /
2015-0025806 53 - /
2015-0025807 EB495 SAG - /
-0025809 - SVC RD W/B AT BRENTWOOD RD
3-0025812 4 9 5 - /
2015-0025814 ADAMS AVE 37 - /
2015-0025824 CR 97 - /
2015-0025828 SHINNECOCK - /
2015-0025831 495..... - /
2015-0025838 EB495 55 - /
2015-0025839 EB LIE - /
2015-0025840 OLYMPIC - /
2015-0025846 4 95 - /
2015-0025846 4 95 - /
2015-0025851 NBELLP - BOURDOIS AV/PATCHOGUE AV
2015-0025854 EB 27 X 44-45
2015-0025855 RT 27 - /
2015-0025857 EB LIE - /
2015-0025877 WB 27 X 44 - /
2015-0025879 RT 27 - /
2015-0025884 WB T RTE 111 - /
2015-0025897 RT 27 - /
2015-0025909 - W HOFFMAN AVE/SOUTH 7TH ST
2015-0025912 RT 27 - /
2015-0025915 SANTAM CT OFF 5TH AVE - /
2015-0025921 WB 27 NEAR X40 - /
2015-0025923 TERRYVILLE RD - /
2015-0025924 53 - /
2015-0025942 RT 27 - /
2015-0025948 EB 27 AT R.MOSES - /
2015-0025971 53 - /
2015-0025971 53 - /
2015-0025986 RT 27 - /
2015-0025996 MONTAUK AT WEST SAYVILLE - /
2015-0026009 RT110 AT RTE 25 - /
2015-0026014 RT 27 - /
2015-0026018 RT 25 RIDGE - /
2015-0026019 53 - /
2015-0026024 - N/B PENATAQUIT AVENUE AND JOSEPH ST
-0026035 53 - /
3-0026057 53 - /
2015-0026067 WB495 59 - /
2015-0026076 - DIVISION ST/WEST AVE
2015-0026095 POOSPATUCK LN - /
2015-0026105 WB495 53 - /
2015-0026106 EB RT27 EX57 - /
2015-0026111 RT 27 NAMITYVILLE - /
2015-0026121 CARR LN & W. YAPHANK AVE CORAM - /
2015-0026126 53 - /
2015-0026161 RT27 - /
2015-0026182 RT 27 OVERTON N AMITY - /
2015-0026239 EB X51 - /
2015-0026251 - W/B 27 N SVC VETS HWY
2015-0026260 WB X 65 ON RAMP - /
2015-0026264 EB X51 231 - /
2015-0026264 EB X51 231 - /
2015-0026264 EB X51 231 - /
2015-0026274 - X 56 E/B
2015-0026278 WB RT 495 EXT 50 - 49N - /
2015-0026285 RT 231& ROYAL LN - /
2015-0026289 - CR83/HORSEBLOCK RD FARMINGVILLE
2015-0026291 BEACHWOOD - /
2015-0026293 ELDER AND MAIN ST MASTIC BEACH - /
2015-0026296 MONTAUK AT BAY POINT DR - /
2015-0026304 - E/B 57
2015-0026307 NB SMITH RD AND 25 - /
2015-0026308 EB RT 495 EXT 49N - 50 - /
2015-0026314 EB RT 495 EXT 50 - 51 - /
2015-0026319 - W/B 27 E OF CR101
2015-0026322 EB RT 495 EXT 51 - 52 - /
2015-0026336 NB SMITH RD AT 25 - /
2015-0026342 - W/B 27 E OF RT112
2015-0026362 - W/B SUNRISE AT CR101
2015-0026365 MCDONALDS RT 347 E OF HALLOCK - /
2015-0026368 EB 495 ON X69 - /
-0026369 LAKEGR - MIDDLE COUNTRY RD/HALLOCK RD
3-0026372 SMITHT - NESCONSET HWY/RHODA AV
2015-0026377 SMITHT - ROSE ST/LANDING AV
2015-0026379 25A @ PEACHTREE LN - /
2015-0026382 - CARLETON AVE/NASSAU ST
2015-0026384 X 58 - /
2015-0026385 BAYSHO - WB SUNRISE SERVICE RD/BROOK AV
2015-0026388 CENTRE - MIDDLE COUNTRY RD/HAMMOND RD

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40.860285085680 -73.07098713652

2015-0026393	CENTRI - E SUFFOLK AV/WHEELER RD	40.790654205386	-73.20202084272
2015-0026403	- RT25/BEVERLY	40.833940034994	-73.36541012940
2015-0026411	N OCENA AVE THORNE ST - /	40.768720056636	-73.01509013389
2015-0026438	- W/B JOHNSON @ OLD NICHOLS	40.804070039362	-73.15963012428
2015-0026440	- IFO 486 RT 26 E/B	40.712705659758	-73.37133460110
2015-0026457	- S/B S.OCEAN AVE MAIN ST	40.766940044350	-73.01511014050
2015-0026486	- S/B S. OCEAN AVE MAIN ST	40.765270048960	-73.01496013918
2015-0026492	DEPOT RD - /	40.870212418299	-73.36504230715
2015-0026495	WB RT 495 EXT 53 - 51 - /	40.804150054388	-73.30740014190
2015-0026512	WB X 60 - /	40.815110035675	-73.09363011106
2015-0026513	SB 46 SO MOR MID ISL - /	40.836140054142	-72.88524013543
2015-0026514	- RTE 25 C/O CR 83	40.867780034504	-73.02429013596
2015-0026519	PULASKI RD 50FT E OF PARK AVE - /	40.857600044216	-73.38768014361
2015-0026525	EB 495 X70 - /	40.820552799846	-72.91747954147
2015-0026529	NEIGHBORHOOD RD - /	40.762920039644	-72.85762015309
2015-0026531	- BRIDGE RD W/S HOFFMAN	40.803640033997	-73.17774010731
2015-0026538	DEOT RD @ PULASKI - /	40.822468238659	-73.40943868534
2015-0026545	- EB 58/59	40.820520039273	-72.83288014669
2015-0026551	- W / B RT 25A/CHESTNUT ST MOUNT SINAI	40.931390032324	-73.03685010570
2015-0026557	- 112/BICYCLE PATH PJS	40.919635549816	-73.05358351736
2015-0026562	WAVERLY AVE AND E. 9TH ST - /	40.773000037275	-73.02791013658
2015-0026566	WB RT 495 EXT 50 - 49N - /	40.784550035943	-73.39818012238
2015-0026570	MONTAUK - /	40.697310050180	-73.31916011904
2015-0026576	- W/B 27 RT111	40.742820032033	-73.20171010554
2015-0026577	CLAY PITTS AT GREENVALE - /	40.862900041699	-73.33295014753
2015-0026591	- VETERANS HWY/BROADWAY	40.775230038451	-73.06840013539
2015-0026591	- VETERANS HWY/BROADWAY	40.775230038451	-73.06840013539
2015-0026593	- E/B 27 S SVC AT SAXTON	40.738820055451	-73.22943011378
2015-0026601	CHAPMAN AND SOUTH ST - /	40.849900047508	-72.79091012013
2015-0026604	527 15 ST	40.719730034349	-73.39013013920
2015-0026612	- E/B RT 27 S SVC E OF SAXTON	40.738980047528	-73.22881012885
2015-0026613	- DPA/LIE	40.800040037099	-73.34239012013
2015-0026626	CLAYPITTS AT GREENDALE - /	40.864300038063	-73.32435015038
2015-0026630	- SB NICOLLS/PATCH HOLE RD	40.798060035432	-73.05177013004
2015-0026630	- SB NICOLLS/PATCH HOLE RD	40.798060035432	-73.05177013004
2015-0026631	- E/B 27 S SVC E OF 111	40.742070044634	-73.20724011682
2015-0026640	PL MCDONALDS MILLER PL - /	40.940890058614	-72.9885012158
2015-0026643	- HILLWOOD DR/BERGEN CT	40.852400058443	-73.42630013352
2015-0026646	WB RT 27 X45-44 - /	40.820552799846	-72.91747954147
2015-0026653	EB RT 495 EXT 51 - 52 - /	40.803010047898	-73.32066012257
2015-0026657	- 112/JAYNE BLVD PJS	40.919635549816	-73.05358351736
2015-0026659	CHAPMAN AND HANEY - /	40.859860048352	-72.79215012677
2015-0026664	- E/B 27 AT LINCOLN AVE	40.764130036521	-73.08411012444
2015-0026665	SMITHT - MEADOW RD/W MAIN ST	40.858098564348	-73.21434137115
2015-0026666	WB RT 495 EXT 53 - 51 - /	40.804100040973	-73.30713014490
2015-0026668	COMMACK RD - /	40.763280045619	-72.85697013941
2015-0026670	NEIGHORHOOD RD - /	40.762350035732	-72.85763014674
2015-0026675	WB X 569 ON RTAMP - /	40.812300050905	-73.13187011405
2015-0026676	RT27 AT BROADWAY	40.768770036337	-73.06358013227
2015-0026677	STRAIGHT PATH AT EDISON - /	40.736050051593	-73.37020013410
2015-0026683	EB RT 495 EXT 50 - 51 - /	40.788350055952	-73.37516011233
2015-0026688	STRAIGHT PATH AT WYANDANCH AVE - /	40.740460037686	-73.36762014279
2015-0026689	25A PORT JEFF - /	40.944260044118	-73.07500011928
2015-0026692	EB RT 495 EXT 51 - 52 - /	40.802910050464	-73.32210010601
2015-0026698	EISLIP - CARLETON AV/UNION BLVD	40.734573629558	-73.19147433545
2015-0026699	WB X54 - /	40.785430036267	-72.97339014518
2015-0026704	STRAIGHT PATH AT WYANDANCH AVE - /	40.736710056347	-73.36943011600
2015-0026709	ELWOOD - LARKFIELD RD/JERICHO TRNP	40.840506520545	-73.31350013813
2015-0026717	EB X 62 - /	40.819510053211	-73.05773011485
2015-0026721	BRENTW - BRENTWOOD RD/COMMACK RD	40.768696836936	-73.24620554585
2015-0026722	WB RT. 27 X45-44 - /	40.820552799846	-72.91747954147
2015-0026724	- MIDDLE COUNTRY/N OCEAN AVE	40.867520047489	-73.02287014051
2015-0026727	ISLIP - ISLIP AV/SPUR DR N	40.756833930835	-73.20940068412
2015-0026729	EB X 63 - /	40.823280058171	-73.01875014036
2015-0026739	NEIGHBORHOOD RD - /	40.762330039228	-72.85790012981
2015-0026751	- N / B CR46/LINDEN AV	40.758658750930	-72.86684186508
2015-0026757	WB 25 AT CURRANS - /	40.885250044507	-72.93341014744
2015-0026785	EB RT 495 @ 63 HOV	40.823090035618	-73.02509012201
2015-0026796	EB RT 495 @ 63 - /	40.822790045467	-73.02649012564
2015-0026804	WB58 - /	40.809110048679	-73.16970010609
2015-0026811	EB RT495 @ X63 - /	40.822800033162	-73.02494011828
2015-0026820	RT 25A - /	40.943120032352	-72.97635012551
2015-0026826	PURITAN - /	40.830930053488	-72.87965013727
2015-0026846	57 - /	40.796180034211	-72.91203011722
2015-0026847	- E/B RT27	40.767700042605	-73.07095012641
2015-0026852	WB58 - /	40.809150042298	-73.17131013994
2015-0026856	- WB 27/45	40.739830033616	-73.22603010646
2015-0026873	- E/B RT 495 AT EXIT 64	40.830114148825	-73.04702831234
2015-0026874	57S - /	40.794830056752	-72.91599012482
2015-0026875	FIFTH AVE - /	40.720350033641	-73.24910011070
2015-0026877	- N.OCEAN/WOODSIDE	40.810680037762	-73.01964013002

ATTACHMENT 9

DRAFT REPORT

An Analysis of Traffic Stops Made By Suffolk County Police Between January 1, 2015 and April 30, 2015

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Planner
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July 20, 2015

Description of the Data

The following data was provided by the Suffolk County Police Department for all traffic stops made between January 1, 2015 and April 30, 2015.

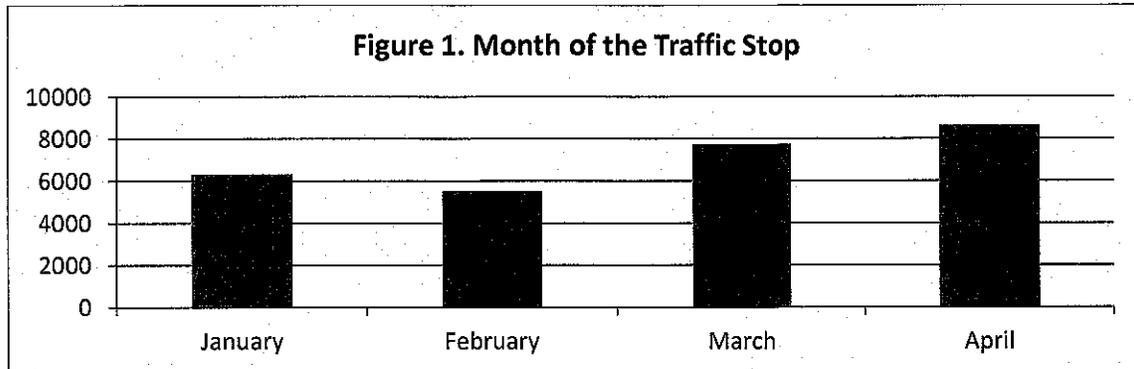
For each officer initiated traffic stop during that time period:

- the police unit number;
- ID and shield numbers assigned to officer that made the traffic stop;
- the administrative central complaint number assigned by the Computer Aided Dispatch (CAD) system;
- the date and time of the stop;
- reason for the stop (Vehicle and Traffic Law, reasonable suspicion of a crime);
- reason for the stop for all passengers (Vehicle Traffic Law, reasonable suspicion of a crime);
- the number of people in the car;
- gender of driver (male, female);
- gender of all passengers in the car (male, female);
- apparent race/ethnicity of driver (White, Black, Hispanic, Asian, Mixed);
- apparent race/ethnicity of all passengers (White, Black, Hispanic, Asian, Mixed);
- age group for driver (<16, 16-25, 26-35, 36-45, 46-55, 56-65, >65);
- age group for each passenger (<16, 16-25, 26-35, 36-45, 46-55, 56-65, >65);
- search performed (no search, pat down, search with signed consent, search without signed consent);
- disposition of traffic stop for the driver (no action, warning, ticket, field interview, data inquiry, case report, arrest made);
- disposition of traffic stop for each passenger (no action, warning, ticket, field interview, data inquiry, case report, arrest made)

In addition to this data set, the SCPD provided the 2010 census figures for the race/ethnicity of residents within each police precinct.

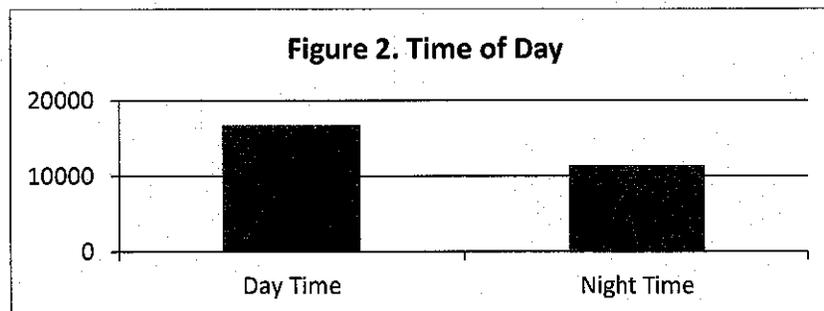
Characteristics of Traffic Stops

Between January 1st and April 30th, 2015 there were 28,288 traffic stops made by Suffolk County Police. April had the highest number of stops ($n = 8,655$; 30.6%) and February had the fewest ($n = 5,532$; 19.6%)



Time of Day

For this analysis, daytime was defined as 6:00am to 5:59pm. The actual times of sunlight for the months from January through April varied with sunrise later than 6am and sunset occurring earlier and later than 6pm. Using the 6am to 6:59pm criteria or daylight, more stops occurred during the day ($n = 16,808$; 59.4%) vs. night time ($n = 11,480$; 40.6%).



Police Precinct

For this analysis, the police unit data was recoded to categorize units by specific precincts (e.g. all units beginning with a 1 are recoded as 1st precinct). The Highway units (900's and HV's) were all combined and all other units (C's, G's, and K's) were placed under the "other" group.

The Highway Patrol made the largest number of stops ($n = 9,404$; 33.2%). The First Precinct made 2,484 (8.8%), the Second Precinct 3,174 (11.2%), the Third Precinct 3,111 (11.0%), the Fourth Precinct 1,901 (6.7%), the Fifth Precinct 2,573 (9.1%), the Sixth Precinct 3,312 (11.7%) the Seventh Precinct 2,235 (7.9%) and all Other Precincts 91 (0.3%). Three traffic stops did not have a reported precinct.

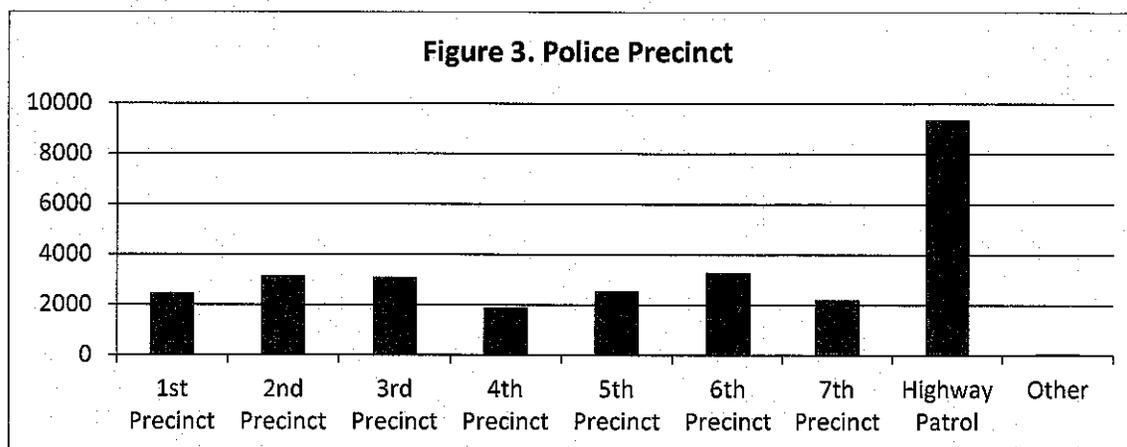


Table 1 shows the characteristics of the stops for all units in Suffolk County combined.

Reason for Stop

Nearly all stops were made because of a Vehicle and Traffic Law Reason ($n = 28,123$; 99.4%). The remaining 165 stops (0.6%) were made due to there being a reasonable suspicion of a crime.

Disposition of Driver

The majority of stops resulted in the driver receiving a ticket ($n = 18,261$; 64.6%), with a Warning being the next most frequent outcome, with 8,600 drivers receiving one (30.4%). The remaining cases resulted in an Arrest ($n = 532$; 1.9%), a Data Inquiry ($n = 240$; 0.8%), a Field Interview ($n = 28$; 0.1%) or a Case Report ($n = 21$; 0.1%). No Action was taken in 606 (2.1%) of Traffic Stops.

Searches

Almost all traffic stops resulted in no search being performed ($n = 27,538$; 97.3%). A Pat-Down was conducted in 301 cases (1.1%), a Search without Consent was done 409 times (1.4%) and a Search with Consent was done 40 times (0.1%).

Table 1. Characteristics of Traffic Stops

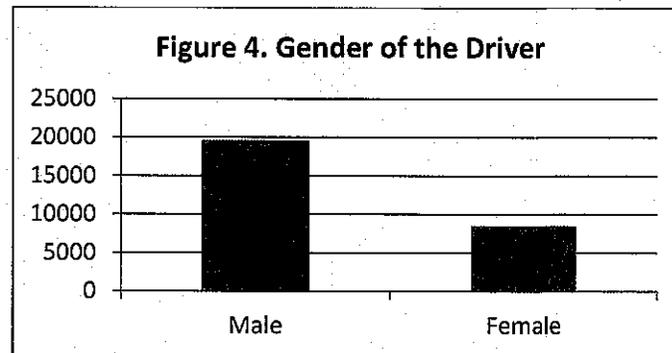
Traffic Stop Characteristic	Number
Reason for Stop	
VTL	28,123 (99.4%)
Suspicion of Crime	165 (0.6%)
Disposition	
Arrest Made	532 (1.9%)
Case Report	21 (0.1%)
Data Inquiry	240 (0.8%)
Field Interview	28 (0.1%)
No Action	606 (2.1%)
Ticket	18,261 (64.6%)
Warning	8,600 (30.4%)
Search Performed	
None	27,538 (97.3%)
Pat Down	301 (1.1%)
Search with Consent	40 (0.1%)
Search without Consent	409 (1.4%)

Demographic Characteristics of Drivers

Gender

According to the 2010 Census, Suffolk County has a total population of 1,493,350 with 50.8% female and 49.2% male. According to the NYS Department of Motor Vehicles, in 2013, Suffolk County had 1,112,151 licensed drivers. Of those 552,014 were male and 560,151 were female. Approximately 75% of the population in Suffolk County is licensed to drive.

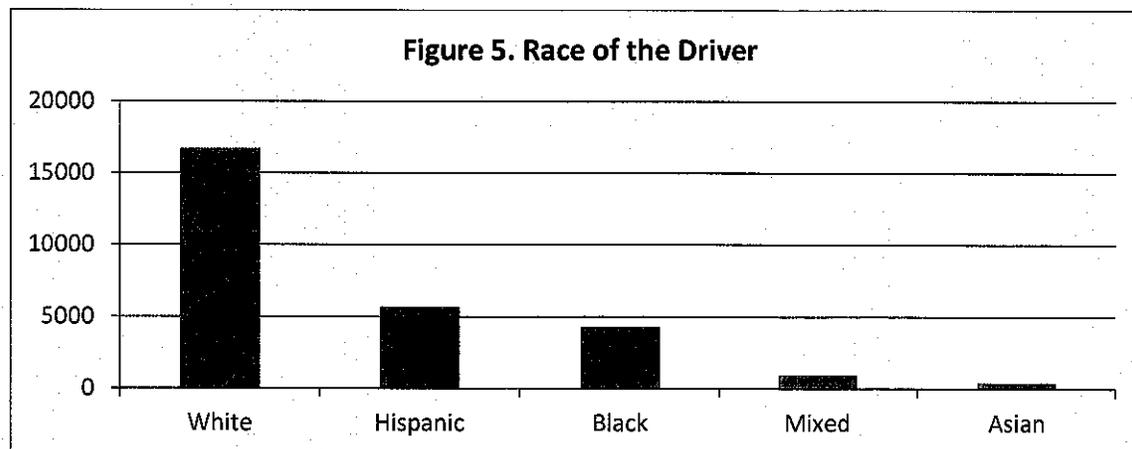
Of the 28,288 drivers stopped, 19,677 (69.6%) were male and 8,611 (30.4%) were female.



Race/Ethnicity

According to the 2010 Census, the racial breakdown for Suffolk County is 80.8% White, 7.4% Black, 3.4% Asian, and 2.4% more than one race. 16.5% of the Suffolk County population is identified as Hispanic or Latino. Of those, 9.5% identify as White Hispanic and 6.8% as Black Hispanic.

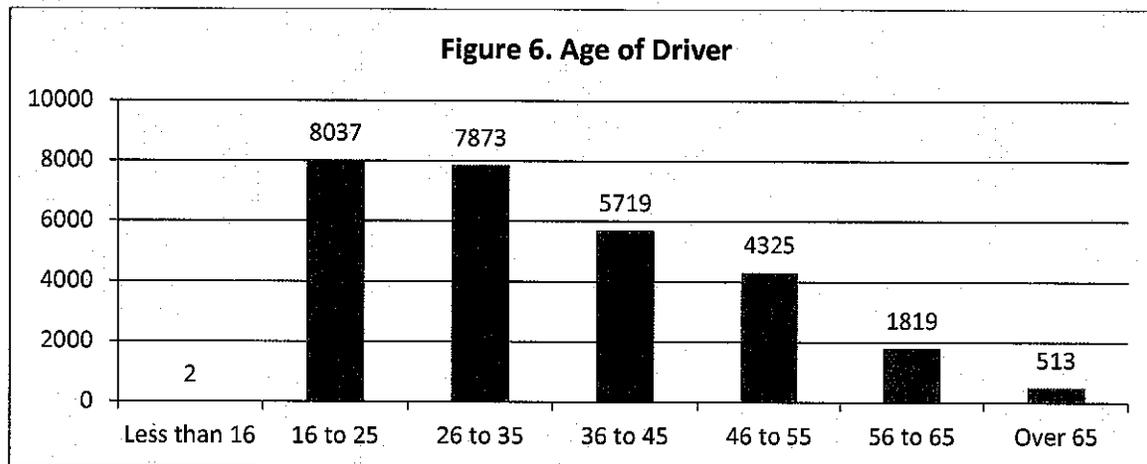
For all stops, the driver's race and ethnicity was reported by the officer based upon their perception. Of the 28,288 stops, 16,751 were reported as White drivers (59.2%), followed by 5,739 Hispanic drivers (20.3%), 4,348 Black drivers (15.4%), 997 Mixed Race drivers (3.5%) and 453 Asian drivers (1.6%).



Age

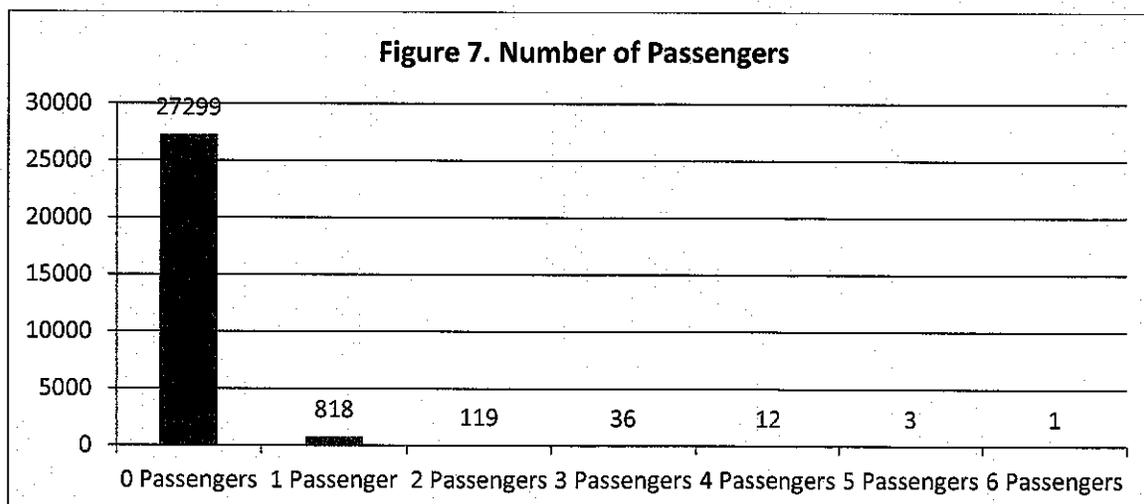
For Suffolk County, 79.1% of the population is 16 years of age and older. The 2010 census includes age group categories which are slightly different from the SCPD data set categories. The census uses 5-year intervals beginning with age 15. The SCPD uses 10-year intervals beginning with age 16. Using the census age group intervals, 13.3% of Suffolk County's population is between ages 15-24, 11.2% is between ages 25-34, 14.3% is between ages 35-44, 16.5% is between ages 45-54, 12% is between ages 55 -64, and 13.5% are 65 and older.

Of the 28,288 stops, drivers in the 16 to 25 age group had the largest portion of stops, with 8,037 (28.4%), followed by those aged 26 to 35 ($n = 7,873$; 27.8%), age 36 to 45 ($n = 5,719$; 20.2%), 46 to 55 ($n = 4,325$; 15.3%), 56 to 65 ($n = 1,819$; 6.4%), Over 65 ($n = 513$; 1.8%) and Less than 16 ($n = 2$; 0.0%).



Number of Passengers

The majority of cars stopped had 0 passengers ($n = 27,229$; 96.5%), while 818 (2.9%) had 1 passenger and 119 (.4%) had 2 passengers.



reported was compared to data collected in the 2010 census. Analyses were done for the county wide totals as well as the individual precincts. The results indicate that for all of Suffolk County, as well as, in each individual precinct, there were significantly fewer Traffic Stops of White and Asian drivers than would have been expected. Conversely, there were more traffic stops for Black, Hispanic and Mixed Race drivers in nearly all instances for Suffolk County and in the individual precincts. The only exception was in the Highway Patrol, which stopped fewer Hispanic drivers than would be expected. The "All Other Units" analysis was not completed due to the small size of this group.

Table 3. Comparison of Driver Race/Ethnicity to County and Precinct Census Data

Region of Suffolk	Observed Traffic Stops	Expected Traffic Stops
All of Suffolk County*		
White	16,751 (59.2%)	20,085 (71.0%)
Hispanic	5,739 (20.3%)	4,696 (16.6%)
Black	4,348 (15.4%)	2,008 (7.1%)
Asian	453 (1.6%)	1,018 (3.6%)
Mixed	997 (3.5%)	481 (1.7%)
First Precinct*		
White	1,138 (45.8%)	1,545 (62.2%)
Hispanic	497 (20.0%)	420 (16.9%)
Black	727 (29.3%)	393 (15.8%)
Asian	33 (1.3%)	77 (3.1%)
Mixed	89 (3.6%)	50 (2.0%)
Second Precinct*		
White	1,767 (55.7%)	2,444 (77.0%)
Hispanic	735 (23.2%)	365 (11.5%)
Black	476 (15.0%)	149 (4.7%)
Asian	44 (1.4%)	165 (5.2%)
Mixed	152 (4.8%)	51 (1.6%)
Third Precinct*		
White	861 (27.7%)	1,406 (45.2%)
Hispanic	1,431 (46.0%)	1,213 (39.0%)
Black	615 (19.8%)	355 (11.4%)
Asian	19 (0.6%)	78 (2.5%)
Mixed	185 (5.9%)	59 (1.9%)
Fourth Precinct*		
White	1,251 (65.8%)	1,639 (86.2%)
Hispanic	332 (17.5%)	131 (6.9%)
Black	188 (9.9%)	29 (1.5%)
Asian	42 (2.2%)	82 (4.3%)
Mixed	88 (4.6%)	21 (1.1%)
Fifth Precinct*		
White	1,597 (62.1%)	2,040 (79.3%)
Hispanic	522 (20.3%)	329 (12.8%)
Black	360 (14.0%)	103 (4.0%)
Asian	20 (0.8%)	64 (2.5%)
Mixed	74 (2.9%)	36 (1.4%)

* p < .001

Comparison of Driver's Age and Gender to County Census Data

For this analysis, comparisons were made between the number of drivers stopped based upon their gender and age group and the 2010 census data for the gender and age distribution for Suffolk County. One limitation for this analysis is that the census and SCPD age groups differ by 1 year but should be close enough to give an indication of any disparities in gender and age. For all of Suffolk County, in order to determine any association between a driver's gender and age and the likelihood of being stopped, Chi-Square Goodness of Fit Analyses were conducted. This test compares the sample of drivers stopped to the population estimates from the census data. These results are listed in Table 2. The "Observed Traffic Stops" column indicated the actual number of stops made by the officers. The "Expected Traffic Stops" column indicates the number of stops that would be expected if the stops were based upon the census population distribution and each driver had an equal likelihood of being stopped. The results indicate that male drivers are stopped at a higher rate than female drivers with 69.6% of all drivers stopped being male and 30.4% of all drivers stopped being female.

Drivers in age groups from 16-35 years old are stopped at a higher rate than drivers in age groups 46-65 years of age. Drivers over age 65 are also less likely to be stopped.

Table 2. Comparison of Driver Gender and Age to County Census Data

Suffolk County	Observed Traffic Stops	Expected Traffic Stops
Driver's Gender for Suffolk County*		
Female	8611 (30.4%)	14,370 (50.8%)
Male	19,677(69.6%)	13,918 (49.2%)
Driver Age Group for Suffolk County (Census Age Group)*		
16-25 (15-24)	8,037 (28.4%)	3,774 (13.3%)
26-35 (25-34)	7,873 (27.8%)	3,178 (11.2%)
36-45 (35-44)	5,719 (20.2%)	4,057 (14.3%)
46-55 (45-54)	4,325 (15.3%)	4,682 (16.5%)
56-65 (55-64)	1,819 (6.4%)	3,404 (12.0%)
Under 16 (Under 15)	2 (0.0%)	5,362 (18.9%)
Over 65 (65 and Older)	513 (1.8%)	3,830 (13.5%)

* p < .001

Comparison of Driver's Race/Ethnicity to County Census Data

For this analysis, comparisons were made between the number of drivers based upon their identified race/ethnicity and the 2010 Census data for the County and for the zip codes patrolled by each precinct. Table 3 shows the results for the comparison between a driver's race/ethnicity for traffic stops and the census data. This includes comparisons for each precinct and for all of Suffolk County. In order to determine any association between a driver's race/ethnicity and likelihood of being stopped, the Chi-Square Goodness of Fit Analyses were conducted to test for significant differences between the observed number of stops and the expected number of stops for different racial groups. The number of stops

Table 3. Continued

Region of Suffolk	Observed Traffic Stops	Expected Traffic Stops
Sixth Precinct*		
White	2,299 (69.4%)	2,557 (77.2%)
Hispanic	456 (13.8%)	361 (10.9%)
Black	369 (11.1%)	159 (4.8%)
Asian	63 (1.9%)	178 (5.4%)
Mixed	125 (3.8%)	56 (1.7%)
Seventh Precinct*		
White	1,528 (68.4%)	1,788 (80.0%)
Hispanic	263 (11.8%)	257 (11.5%)
Black	369 (17.7%)	103 (4.6%)
Asian	11 (0.5%)	45 (2.0%)
Mixed	37 (1.7%)	43 (1.9%)
Highway Patrol*		
White	6,245 (66.4%)	6,677 (71.0%)
Hispanic	1,486 (15.8%)	1,561 (16.6%)
Black	1,205 (12.8%)	668 (7.1%)
Asian	221 (2.4%)	339 (3.6%)
Mixed	247 (2.6%)	160 (1.7%)
All Other Units		
White	63 (29.2%)	N/A
Hispanic	17 (18.7%)	
Black	11 (12.1%)	
Asian	0 (0.0%)	
Mixed	0 (0.0%)	

* p < .001

Relationship Between Driver Characteristics and Traffic Stop Dispositions

Black vs. Non-Black Drivers

For this analysis, the drivers were categorized as either "Black" or "Non-Black" and comparisons were made based upon the time of stop, and disposition of stop. Table 4 shows the results for the Chi-square test of significance to determine any differences in whether a driver was Black or Non-Black and the time and disposition of the stop.

The results showed that Black drivers (43.5%) were more likely to be stopped at nighttime than non-black drivers (40.1%). Black drivers were also more likely to be searched, arrested, and have any kind of action taken against them than Non-Black drivers.

Table 4. Disposition Outcomes for Black vs. Non-Black Drivers

	Black	Non-Black
Time of Stop**		
Nighttime Stop	1,890 (43.5%)	9,590 (40.1%)
Daytime Stop	2,458 (56.5%)	14,350 (59.9%)
Driver was Searched**		
Searched	215 (4.9%)	535 (2.2%)
Not Searched	4,133 (95.1%)	23,405 (97.8%)
Driver Received a Ticket		
Ticket	2,867 (65.9%)	15,394 (64.3%)
No Ticket	1,481 (34.1%)	8,546 (35.7%)
Driver was Arrested**		
Arrested	115 (2.6%)	417 (1.7%)
Not Arrested	4,233 (97.4%)	23,523 (98.3%)
Action was Taken*		
Action	4,281 (98.5%)	23,401 (97.7%)
No Action	67 (1.5%)	539 (2.3%)
No Action + Warning**		
No Action/Given Warning	1,309 (30.1%)	7,897 (33%)
All Other Action	3,039 (69.9%)	16,043 (67%)

*p<.01

**p < .001

Hispanic vs. Non-Hispanic Drivers

For this analysis, the drivers were categorized as either "Hispanic" or "Non-Hispanic" and comparisons were made based upon the time of stop, and disposition of stop. Table 5 shows the results for the Chi-square test of significance to determine any differences in whether a driver was Hispanic or Non-Hispanic and the time and disposition of the stop.

Results showed that there were no differences between Hispanic and Non-Hispanic in the time of stop, search performed, or arrest. Hispanic drivers were more likely to receive a ticket than non-Hispanic drivers and were also more likely to have action taken against them than non-Hispanic drivers.

Table 5. Disposition Outcomes for Hispanic vs. Non-Hispanic Drivers

	Hispanic	Non-Hispanic
Time of Stop		
Nighttime Stop	2,398 (41.8%)	9,082 (40.3%)
Daytime Stop	3,341 (58.2%)	13,467 (59.7%)
Driver was Searched		
Searched	128 (2.2%)	622 (2.8%)
Not Searched	5,611 (97.8%)	21,927 (97.2%)
Driver Received a Ticket**		
Ticket	4,106 (71.5%)	14,155 (62.8%)
No Ticket	1,633 (28.5%)	8,394 (37.2%)
Driver was Arrested		
Arrested	118 (2.1%)	414 (1.8%)
Not Arrested	5,621 (97.9%)	22,135 (98.2%)
Action was Taken**		
Action	5,684 (99%)	21,998 (97.6%)
No Action	55 (1%)	551 (2.4%)
No Action + Warning**		
No Action/Given Warning	1,470 (25.6%)	7,736 (34.3%)
All Other Action	4,269 (74.4%)	14,813 (65.7%)

**p < .001

White vs. Non-White Drivers

For this analysis, the drivers were categorized as either "White" or "Non-White" and comparisons were made based upon the time of stop, and disposition of stop. Table 6 shows the results for the Chi-square test of significance to determine any differences in whether a driver was White or Non-White and the time and disposition of the stop.

Results showed that White drivers (60.3%) were more likely to be stopped in the daytime than Non-White drivers (58.1%). White drivers were less likely to be searched, receive a ticket, be arrested, or have any kind of action taken against them than non-White drivers.

Table 6. Disposition Outcomes for White vs. Non-White Drivers

	White	Non-White
Time of Stop**		
Nighttime Stop	6,646 (39.7%)	4,834 (41.9%)
Daytime Stop	10,105 (60.3%)	6,703 (58.1%)
Driver was Searched**		
Searched	373 (2.2%)	377 (3.3%)
Not Searched	16,378 (97.8%)	11,160 (96.7%)
Driver Received a Ticket**		
Ticket	10,296 (61.5%)	7,965 (69%)
No Ticket	6,455 (38.5%)	3,572 (31%)
Driver was Arrested**		
Arrested	269 (1.6%)	263 (2.3%)
Not Arrested	16,482 (98.4%)	11,274 (97.7%)
Action was Taken**		
Action	16,301 (97.3%)	11,381 (98.6%)
No Action	450 (2.7%)	156 (1.4%)
No Action + Warning**		
No Action/Given Warning	6,010 (32.5%)	3,196 (27.7%)
All Other Action	10,741 (64.1%)	8,341 (72.3%)

**p < .001

Mixed Race vs. Non-Mixed Race Drivers

For this analysis, the drivers were categorized as either "Mixed Race" or "Non-Mixed Race" and comparisons were made based upon the time of stop, and disposition of stop. Table 7 shows the results for the Chi-square test of significance to determine any differences in whether a driver was Mixed Race or Non-Mixed Race and the time and disposition of the stop.

Results showed no difference between Mixed Race and Non-Mixed Race drivers on time of stop, search performed, arrest, or action taken. Mixed Race drivers were more likely to receive a ticket than Non-Mixed Race drivers and were also more likely to have action taken against them when a warning was included as a lack of action.

Table 7. Disposition Outcomes for Mixed Race vs. Non-Mixed Race Drivers

	Mixed Race	Non-Mixed Race
Time of Stop		
Nighttime Stop	376 (37.7%)	11,104 (40.7%)
Daytime Stop	621 (62.3%)	16,187 (59.3%)
Driver was Searched		
Searched	30 (3%)	720 (2.6%)
Not Searched	967 (97%)	26,571 (97.4%)
Driver Received a Ticket*		
Ticket	689 (69.1%)	17,572 (64.4%)
No Ticket	309 (30.9%)	9,719 (35.6%)
Driver was Arrested		
Arrested	28 (2.8%)	504 (1.8%)
Not Arrested	969 (97.2%)	29,787 (98.2%)
Action was Taken		
Action	979 (98.2%)	26,703 (97.8%)
No Action	18 (1.8%)	588 (2.2%)
No Action + Warning*		
No Action/Given Warning	277 (27.8%)	8,929 (32.7%)
All Other Action	720 (72.2%)	18,362 (67.3%)

*p < .01

Asian vs. Non-Asian Drivers

For this analysis, the drivers were categorized as either "Asian" or "Non-Asian" and comparisons were made based upon the time of stop, and disposition of stop. Table 8 shows the results for the Chi-square test of significance to determine any differences in whether a driver was Asian or Non-Asian and the time and disposition of the stop.

Results showed that Asians did not significantly differ from Non-Asians in any category.

Table 8. Disposition Outcomes for Asian vs. Non-Asian Drivers

	Asian	Non-Asian
Time of Stop		
Nighttime Stop	170 (37.5%)	11,310 (40.6%)
Daytime Stop	283 (62.5%)	16,525 (59.4%)
Driver was Searched		
Searched	4 (0.9%)	746 (2.7%)
Not Searched	449 (99.1%)	27,089 (97.3%)
Driver Received a Ticket		
Ticket	303 (66.9%)	17,958 (64.5%)
No Ticket	150 (33.1%)	9,877 (35.5%)
Driver was Arrested		
Arrested	2 (0.4%)	530 (1.9%)
Not Arrested	451 (99.6%)	27,305 (98.1%)
Action was Taken		
Action	437 (96.5%)	27,245 (97.9%)
No Action	16 (3.5%)	590 (2.1%)
No Action + Warning		
No Action/Given Warning	140 (30.9%)	9,066 (32.6%)
All Other Action	313 (69.1%)	18,769 (67.4%)

Relationships Between Precinct and Driver Characteristics

Driver Characteristics

The following analysis was conducted to determine differences in number of traffic stops by precinct based upon a driver's gender, race/ethnicity, and age. The number of stops made by each precinct based upon a driver's gender, race/ethnicity, and age were compared across precincts using Chi-Square Measures of Association. Results are summarized in Table 9. Precincts with a greater percentage of stops based upon a driver's gender, race/ethnicity, or age are indicated by ++ (p < .01) and +++ (p < .001). Precincts that had a lower percentage are indicated by -- (p < .01) and --- (p < .001).

Table 9. Comparison of Driver Characteristics Across Precincts.

Precinct	Number of Stops	Gender			Race/Ethnicity					Age				
		Male	White	Black	Hispanic	Asian	Mixed	<16	16-25	26-35	36-45	46-55	56-65	>65
1	2484		---	+++										
2	3174	---	---		+++									
3	3111	++	---	+++	+++									
4	1901		+++	---	--									
5	2573		++											
6	3312		+++	---	---									
7	2235	--	+++	++	---									
Highway	9404	+++	+++	---	---									
Other	91													

++(p<.01)

+++ (p<.001)

--(p<.01)

---(p<.001)

Relationships Between Driver Characteristics and Traffic Stop Dispositions by Precinct

The following analysis was conducted to determine differences in traffic stop dispositions by precinct based upon a driver's gender, race/ethnicity, and age. A series of Logistic Regression analyses were conducted to determine if a driver had increased odds of receiving a specific disposition across precincts based upon their gender, race/ethnicity, or age. Tables 10 through 13 show the results for each disposition category (ticket vs. no ticket, searched vs. not searched, arrested vs. not arrested, and action taken vs. no action taken; with warnings counted as "no action"). Each precinct was compared to all other precincts. Precincts were drivers had increased odds of receiving a specific disposition are indicated by ++ (p < .01) and +++ (p < .001) on the tables. Precincts were drivers had lower odds of a specific disposition are indicated by -- (p < .01) and --- (p < .001).

Table 10. Odds Of Receiving A Ticket By Precinct And Driver Characteristics Using Logistic Regression.

Precinct	Number of Stops	% Summons	Gender		Race/Ethnicity				Age							
			Male		White	Black	Hispanic	Asian	Mixed	<16	16-25	26-35	36-45	46-55	56-65	>65
1	2484	64.8%				++		--								
2	3174	71.4%			+++	---										
3	3111	71.0%				--					---					
4	1901	76.1%			+++		---									
5	2573	72.2%			++		--									
6	3312	54.1%	++													
7	2235	62.8%														
Highway	9404	59.9%			---	+++					+++	---				+++
Other	91	49.5%														

++(p<.01)
 +++(p<.001)
 --(p<.01)
 ---(p<.001)

Table 11. Odds Of Being Searched By Precinct And Driver Characteristics Using Logistic Regression.

Precinct	Number of Stops	% Searched	Gender			Race/Ethnicity					Age						
			Male	White	Black	Hispanic	Asian	Mixed	<16	16-25	26-35	36-45	46-55	56-65	>65		
1	2484	4.8%															
2	3174	1.9%			++												++
3	3111	5.1%				--				+++							
4	1901	1.4%															
5	2573	3.6%															
6	3312	1.6%															
7	2235	5.1%															
Highway	9404	1.3%	--														
Other	91	6.6%															

++(p<.01)
 +++(p<.001)
 --(p<.01)

Table 12. Odds Of Being Arrested By Precinct And Driver Characteristics Using Logistic Regression.

Precinct	Number of Stops	% Arrested	Gender		Race/Ethnicity					Age						
			Male		White	Black	Hispanic	Asian	Mixed	<16	16-25	26-35	36-45	46-55	56-65	>65
1	2484	2.9%					--									
2	3174	1.6%		+++		---										
3	3111	3.3%							++							
4	1901	1.1%														
5	2573	2.1%														
6	3312	1.0%														
7	2235	2.3%														
Highway	9404	1.5%	--													
Other	91	5.5%														

++(p<.01)
 +++(p<.001)
 --(p<.01)
 ---(p<.001)

Table 13. Odds Of Having Action Taken (Not Including Warnings) By Precinct And Driver Characteristics Using Logistic Regression.

Precinct	Number of Stops	% Action	Gender				Race/Ethnicity				Age						
			Male	White	Black	Hispanic	Asian	Mixed	<16	16-25	26-35	36-45	46-55	56-65	>65		
1	2484	69.5%															
2	3174	73.3%		+++	---												
3	3111	76.2%			--							---					
4	1901	77.3%		+++		---											
5	2573	74.7%		++	--												
6	3312	56.0%	++														
7	2235	66.4%															
Highway	9404	62.5%	--	---								+++	---				+++
Other	91	54.9%															

++(p<.01)
 +++(p<.001)
 --(p<.01)
 ---(p<.001)

Relationships Between Driver Race/Ethnicity And Traffic Stop Dispositions By Individual Officers Within Each Precinct

Additional analyses were conducted for precincts that showed significantly higher rates of stopping specific racial groups and increased odds of dispositions from Tables 10 through 13. These analyses were conducted to help determine if the higher rates of stopping drivers in specific race/ethnicity groups were indicative of a precinct wide trend or if the increase was driven by a few officers. Officers in each precinct were compared to all other officers within that precinct, using the same method of analyses above. Chi-Square Measures of Association were used to compare driver characteristics. Logistic Regressions were used to measure increased or decreased odds of a driver receiving a specific outcome from a specific officer. Officers who pulled over a group at higher rates are indicated by ++ ($p < .01$) and +++ ($p < .001$), while those who had lower rates are indicated by -- ($p < .01$) and --- ($p < .001$). Finally, Officers with increased odds of giving that disposition are indicated by ++ ($p < .01$) and +++ ($p < .001$), while those with decreased odds are indicated by -- ($p < .01$) and --- ($p < .001$). Results for each precinct are in Tables 14 through 21.

Table 14. Officers from Precinct 1.

		Driver Characteristics	Disposition Outcomes
Officer	Total Stops	Black	Tickets - Black
Precinct 1	2484	+++	++
20999	3	++	
32523	23	--	
33581	72	---	
33905	41	--	
34107	7	++	
34213	8	++	
34327	10	++	
34518	50	--	
40036	5	++	
40159	9	++	
40199	30	--	
40212	15	++	
40214	115	--	
40247	10	+++	
40310	13	++	
40312	25	++	
40420	21		--
40445	6	++	
40458	10	++	
40462	9	++	
40517	8	++	
40523	41	++	
40577	12	++	
40591	10	+++	
40599	28	++	
40653	36	++	

++(p<.01)

+++ (p<.001)

--(p<.01)

---(p<.001)

Table 15. Officers from Precinct 2.

Officer	Total Stops	Driver Characteristics		Disposition Outcomes			
		Hispanic	Mixed	Tickets White	Searched Black	Arrested White	Action White
Precinct 2	3174	+++	+++	+++	++	+++	+++
32528	50	---					
33647	20	++					
33666	28			++			
33743	15	++					
33915	53	--					
34374	47	--					
34381	15	++					
34398	69	+++					
40016	25		+++				
40056	15	+++					
40064	8	++					
40196	37	++					
40288	15		+++				
40333	82		+++				
40357	14	+++					
40452	14	++					
40544	8	++					
40584	51	++					
40587	34	++					
40659	48	+++					
40663	65	--					
75188	2		++				

++(p<.01)

+++ (p<.001)

--(p<.01)

---(p<.001)

Table 16. Officers from Precinct 3.

Officer	Total Stops	Driver Characteristics			Disposition Outcomes	
		Black	Hispanic	Mixed	Searched Mixed	Arrested Mixed
Precinct 3	3111	+++	+++	+++	+++	++
33871	32		---			
33943	24	++				
33946	83		---			
34033	25		+++			
34052	10		++			
34075	22		++			
34083	22		--			
34191	23		++			
34196	26		---			
34201	16			++		
34217	26		+++			
34289	8		--	+++		
34434	26		--			
34441	15		--			
34448	10		++			
34497	24	++				
34507	22		---			
40000	60		---	++		
40167	18		--			
40211	38		+++			
40223	7	++				
40233	35		++			
40315	35	++				
40347	26		---	+++		
40374	21		--	+++		
40377	21	++				
40393	36	++				
40409	12		+++			
40471	14		++			
40476	31			+++		
40514	35		--			
40515	26		++			
40571	9	+++				
40578	35	--	---	+++		
40583	15	+++				
40620	22		++			
40660	23			++		

++(p < .01)

+++ (p < .001)

--(p < .01)

---(p < .001)

Table 17. Officers from Precinct 4

		Driver Characteristics		Disposition Outcomes	
Officer	Total Stops	White	Mixed	Ticket White	Action White
Precinct 4	1901	+++	++	+++	+++
30028	15	---			
30871	2		+++		
31137	23	++			
31307	8		++		
33321	11	---			
33328	29	---			
33345	20	++			
33394	6	--			
34288	22	++			
34364	7	--			
34430	15		++		
40081	25		+++		
40492	18	---			
40572	25	++			
40588	22	++			

++(p<.01)

+++ (p<.001)

--(p<.01)

---(p<.001)

Table 18. Officers from Precinct 5

		Driver Characteristics		Disposition Outcomes	
Officer	Total Stops	White		Ticket White	Action White
Precinct 5	2573	++		++	++
34281	21	++			
40114	62	+++			
40160	13	--			
40162	36	+++			
40237	17	--			
40262	12	--			
40291	24	++			
40364	487			--	
40412	8	--			
40469	27	--			
40553	13	--			

++(p<.01)

+++ (p<.001)

--(p<.01)

---(p<.001)

Table 19. Officers from Precinct 6

		Driver Characteristics	
Officer	Total Stops	White	
Precinct 6	3312	+++	
32369	3	--	
32410	39	++	
32519	19	---	
33354	3	--	
34333	11	--	
40112	42	++	
40181	15		
40225	8	---	
40255	26	---	
40434	33	---	
40496	16	--	
40615	27	---	
40651	121	++	
50000	93	--	
75017	59	--	
75157	33	++	

++(p<.01)

+++ (p<.001)

--(p<.01)

---(p<.001)

Table 20. Officers from Precinct 7

		Driver Characteristics	
Officer	Total Stops	White	Black
Precinct 7	2235	+++	++
20971	61	+++	--
30524	23	--	
33527	26	++	
33801	46	--	
33919	15	---	++
40213	19		++
40387	10		++
40388	12		++
40437	23	++	
40447	20	+++	+++
40518	60	---	+++
40589	37	--	
40610	28	--	
40639	26		++

++(p<.01)

+++ (p<.001)

--(p<.01)

---(p<.001)

Table 21. Officers from Highway Patrol

Officer	Total Stops	Driver Characteristics		Disposition Outcomes
		White	Asian	Ticket Black
Precinct HP	9404	+++	+++	+++
30254	100	++		
30963	166	+++		
31628	71	--		
32526	277	+++		
33507	178	---		
33852	134	--		
34140	80	---		
34167	226		++	
34237	176	---		
34287	139	++		
34408	269		+++	
40128	134	--		
40136	24	---		
40239	197	++		
40259	274	++		
40264	178	++		
40297	76	---		
40359	14		++	
40453	362		+++	
40528	92	---		

++(p<.01)

+++ (p<.001)

--(p<.01)

---(p<.001)

ATTACHMENT 10



POLICE DEPARTMENT COUNTY OF SUFFOLK
ACCREDITED LAW ENFORCEMENT AGENCY
DEPARTMENT DIRECTIVE
 PDCS-2008-1

ORDER NUMBER DRAFT

DEPARTMENT GENERAL ORDER		AUTHORITY EDWARD WEBBER POLICE COMMISSIONER	SIGNATURE 07/29/15 VERSION	
SUBJECT/TOPIC/TITLE HATE CRIMES				
DISTRIBUTION ALL MEMBERS OF THE DEPARTMENT		SECTION CREATED 06/01/92	DATE EFFECTIVE	DATE AMENDED

Rules and Procedures Chapter 24, Section 6 has been extensively amended to clarify and enhance existing procedure; changes are highlighted below. For continuity, this Section is reissued in its entirety.

RULES AND PROCEDURES

CHAPTER 24: TITLE: INVESTIGATIVE OPERATIONS

SECTION 6: TITLE: HATE CRIMES

I. PURPOSE

To facilitate members of the Service in identifying and investigating Hate Crimes, Non-Designated Hate Offenses, and Hate Incidents - and assisting victimized individuals and communities. A swift and strong response by the Department can help stabilize and calm the community as well as aid in a victim's recovery.

II. POLICY

A. Any acts or threats of violence, property damage, harassment, intimidation, or other crimes motivated by hate and bias and designed to infringe upon the rights of individuals are viewed very seriously by the Suffolk County Police Department and will be given the highest priority. The Department shall employ necessary resources and vigorous law enforcement action to identify and arrest Hate Crime suspects. Also, recognizing the particular fears and distress typically suffered by victims, the potential for reprisal and escalation of violence, and the far-reaching negative consequences of these crimes on the community, members of the Service shall be mindful of and responsive to the security concerns of victims and their families.

B. In addition, a member of the Service shall investigate all complaints alleging the commission of a Hate Crime, a Non-Designated Hate Offense or a Hate Incident, whether received from a victim, witness, potential witness, or other third party reporter.

III. DEFINITIONS

A. Hate Crime - A person commits a Hate Crime when he or she commits a specified offense [NYS Penal Law §485.05(3) - see

Appendix A at the end of this Rules and Procedures section] and either:

1. Intentionally selects the person against whom the offense is committed or intended to be committed in whole or in substantial part because of a belief or perception regarding the race, color, national origin, ancestry, gender, religion, religious practice, age, disability or sexual orientation of a person, regardless of whether the belief or perception is correct.

-or-

2. Intentionally commits the act or acts constituting the offense in whole or in substantial part because of a belief or perception regarding the race, color, national origin, ancestry, gender, religion, religious practice, age, disability or sexual orientation of a person, regardless of whether the belief or perception is correct.

3. As per NYS Penal Law §485.05(2), proof of race, color, national origin, ancestry, gender, religion, religious practice, age, disability or sexual orientation of the defendant, the victim or of both the defendant and the victim does not, by itself, constitute legally sufficient evidence satisfying the people's burden under paragraph 1 or paragraph 2 above.

B. Protected Class - The actual or perceived race, color, national origin, ancestry, gender, religion, religious practice, age (sixty years old or more), disability (physical or mental impairment that substantially limits a major life activity) or sexual orientation of a person.

C. Non-Designated Hate Offenses - Any offenses that are apparently bias-motivated and evince the requisite intent associated with Hate Crimes, but are not specifically categorized as Hate Crimes as per Penal Law §485.05(3). Members shall be cognizant that, although an offense may not be specifically categorized as a Hate Crime as per Penal Law §485.05(3), a non-specified offense may be committed by a perpetrator who intentionally selects the person against whom the offense is committed or intended to be committed - and/or who intentionally commits the act or acts constituting the offense - in whole or in substantial part because of a belief or perception regarding the race, color, national origin, ancestry, gender, religion, religious practice, age, disability, or sexual orientation of a person, regardless of whether the belief or perception is correct. Examples of such bias-motivated offenses that may evince the requisite intent associated with Hate Crimes, but are not

specifically categorized as Hate Crimes as per Penal Law §485.05(3), are as follows:

1. Aggravated Harassment Second Degree P.L. §240.30
(Subdivisions 3 and 5) (Subdivisions 1, 2, and 4 are designated as Hate Crimes pursuant to P.L. §485.05(3))-

a. §240.30(3) - A person is guilty of Aggravated Harassment Second Degree when, with intent to harass, annoy, threaten or alarm another person, he or she strikes, shoves, kicks, or otherwise subjects another person to physical contact, or attempts or threatens to do the same because of a belief or perception regarding such person's race, color, national origin, ancestry, gender, religion, religious practice, age, disability or sexual orientation, regardless of whether the belief or perception is correct.

b. §240.30(5) - A person is guilty of Aggravated Harassment Second Degree when he or she commits the crime of Harassment First Degree as defined by Section 240.25 within the preceding ten years.

2. Aggravated Harassment First Degree P.L. §240.31 - A person is guilty of Aggravated Harassment First Degree when with intent to harass, annoy, threaten, or alarm another person, because of a belief or perception regarding such person's race, color, national origin, ancestry, gender, religion, religious practice, age, disability or sexual orientation, regardless of whether the belief or perception is correct, he or she:

a. §240.31(1) - Damages premises primarily used for religious purposes, or acquired pursuant to section six of the Religious Corporation Law and maintained for purposes of religious instruction, and the damage to the premises exceeds fifty dollars.

b. §240.31(2) - Commits the crime of Aggravated Harassment Second Degree in the manner proscribed by the provisions of subdivision three of Section 240.30 of this article and has been previously convicted of the crime of Aggravated Harassment Second Degree for the commission of conduct proscribed by the provisions of subdivision three of Section 240.30 or he has been previously convicted of the crime of Aggravated Harassment First Degree within the preceding ten years.

c. §240.31(3) - Etches, paints, draws upon or otherwise places a swastika, commonly exhibited as the emblem of Nazi Germany, on any building or other real property, public or private, owned by any person, firm or corporation or any public agency or instrumentality, without express permission of the owner or operator of such building or real property.

d. §240.31(4) - Sets on fire a cross in public view.

e. §240.31(5) - Etches, paints, draws upon or otherwise places or displays a noose, commonly exhibited as a symbol of racism and intimidation, on any building or other real property, public or private, owned by any person, firm or corporation or any public agency or instrumentality, without express permission of the owner or operator of such building or real property.

C. Hate Incident - An incident involving an element of hate or bias regarding a Protected Class, regardless of whether the belief or perception concerning the hate incident target's/victim's membership of a protected class is correct, and regardless of whether said incident is unlawful. The verbal use of racial or bias epithets motivated by the recipient's actual or perceived Protected Class shall constitute a Hate Incident.

IV. REFERENCES

- A. NYS Hate Crimes Act of 2000
- B. NYS Penal Law §485.05 Hate Crimes

V. RULES AND REGULATIONS

A. Responsibility - The Hate Crimes Unit will have primary investigative responsibility for Hate Crimes, Non-Designated Hate Offenses, and Hate Incidents, except for incidents involving death, or as determined by the Police Commissioner, Chief of Department, or Chief of Detectives. Although another investigative command may have primary investigative responsibility in such circumstances, the Hate Crimes Unit shall nevertheless investigate the hate related nature of the incident, and assist the primary investigator(s) as required. The Hate Crimes Unit is charged with and will be responsible for determining at any stage of an investigation if the offense is a Hate Crime or Hate Incident.

1. Requests - Requests for the immediate response of the Hate Crimes Unit shall be made via the Communications Section supervisor.

B. Immigration Status - A member of the Service shall not inquire of any victim, witness, potential witness, or person receiving police assistance, as to his/her immigration status. Consistent with constitutional mandates, as well as basic principles of effective policing, victims, as well as witnesses and other persons requesting police assistance, should not be discouraged from approaching police officers out of fear of inquiry into their immigration status. An exception to this requirement shall exist if any of the following situations occur:

1. The District Attorney's Office determines, in writing, that good cause exists to inquire about or investigate the person's immigration status.
2. The person has been arrested for and charged with a crime.
3. As may be constitutionally or otherwise legally required during the criminal litigation discovery process.

VI. PROCEDURE

A. Officer's Duty

1. Officers shall conduct a thorough and complete investigation in all suspected and confirmed Hate Crimes, Non-Designated Hate Offenses, or Hate Incidents.
2. Officers shall make every effort to become familiar with organized hate groups operating in the community and information regarding such activity should be documented and a copy forwarded to the Hate Crimes Unit and the Criminal Intelligence Section.

B. Initial Response Procedures - Initial responding officers at the scene of a suspected Hate Crime, Non-Designated Hate Offenses, or Hate Incident shall take preliminary actions deemed necessary, including, but not limited to, the following:

1. Secure the scene. Steps should be taken so that the initial situation does not escalate. This includes but is not limited to:
 - a. Stabilizing injured victims and providing necessary medical aid.
 - b. Providing protection to victims and witnesses at the scene.
 - c. Protecting the crime scene and notifying the appropriate command that will cause the collection

and photographing of physical evidence such as hate literature, spray paint cans, and symbolic objects used by hate groups, such as swastikas and crosses.

2. Request a supervisor and notify the Hate Crimes Unit of the incident via the Communications Section supervisor.
3. Request the assistance of a translator or counselor when necessary.
4. Identify criminal evidence on the victim if applicable.
5. Conduct a preliminary investigation and record information on:
 - a. The identity of suspects.
 - b. The identity of witnesses, including those no longer at the scene.
 - c. Statements made by suspects; exact language is critical.
 - d. Information received or known regarding any prior bias motivated occurrences in the immediate area or of other victims of crimes similar in nature.
6. Arrest suspect(s) if probable cause exists.
 - a. Detain and/or transport any arrested person to a police facility as directed by a supervisor and/or investigator.
 - b. The protective class status of the suspect, the victim, or of both, is not independently conclusive regarding whether an incident constitutes a Hate Crime.
 - c. Members of the Department are reminded, consistent with the New York State Penal Law, juveniles can be charged with committing Hate Crimes. Additionally, as per Penal Law Section 485.05 (3), any attempt or conspiracy to commit any of the designated Hate Crimes can be prosecuted as a Hate Crime.
7. Take measures to ensure necessary preliminary actions are taken and brief the responding supervisor as to actions taken. During the investigation, look for

possible signs that the incident may be a Hate Crime, Non-Designated Hate Offenses, or Hate Incident:

- a. The motivation of the suspect or lack of motive.
- b. Statements made by the suspect.
- c. The presence of multiple suspects.
- d. The display of offensive symbols, words or acts.
- e. Hate literature found in the possession of the suspect.
- f. Consider whether the victim is from a Protected Class different from the suspect.
- g. The absence of any motive. The brutal nature of a particular incident may be indicative of a possible Hate Crime, particularly when the suspect and victim don't know each other.
- h. The suspects' perception of the victim, whether accurate or not.
- i. The victim's perception that they were selected because they are a member of a Protected Class.
- j. The date, time or circumstances of the occurrence - such as on a religious holiday, or at a gathering of a group of people affiliated by ethnicity, religion, sexual orientation, etc.
- k. Determine if the incident is an isolated occurrence or part of a pattern. The behavior may be part of a course of conduct that changes the severity of the event and helps establish criminal culpability in certain cases. The potential to connect incidents is important and may have significant investigative value.
- l. Be alert for multiple incidents occurring in a short time period and all the victims are from the same Protected Class, potentially indicating the presence of a pattern.
- m. Consider whether the incident occurred in proximity to an establishment that could be associated with one of the Protected Classes.
- n. The suspect may have targeted a particular portion of the victim's body (e.g., a Sikh victim

forcibly having their hair cut, or a victim targeted for their sexual orientation being attacked near or around their genitalia).

o. Be cognizant of dual motivation by some suspects. Example: A suspect may be looking to commit robberies and may be specifically targeting elderly victims.

8. The mere mention of a bias remark does not make an incident bias motivated, just as the absence of a remark does not make an incident without bias.

a. Even the mere perception that an incident may be motivated by bias shall necessitate a notification to a patrol supervisor and the Hate Crimes Unit.

C. Supervisory Responsibilities

1. Responds to the scene of all possible Hate Crimes, Non-Designated Hate Offenses, or Hate Incident and confers with the initial responding officer(s).

2. Takes preventive measures to ensure the safety of the victim.

3. Ensures necessary preliminary actions have been taken.

4. Notifies the Hate Crimes Unit and the responsible investigative command. Ensures that officers and investigators conduct a thorough preliminary investigation.

5. Notifies the Communications Section supervisor and other appropriate personnel in the chain of command, depending on the nature and seriousness of the possible Hate Crime, Non-Designated Hate Offenses, or Hate Incident, and its potential inflammatory and related impact on the community.

6. Ensures all relevant facts are documented; an Incident Report, Arrest Report, or both.

D. Hate Crime Investigators' Responsibilities

1. In responding to the scene of an alleged Hate Crime, Non-Designated Hate Offense, or Hate Incident, investigators shall assume control of the investigation to include the following:

- a. Ensures the scene is properly protected, preserved and processed.
- b. Conducts a comprehensive interview of all victims and witnesses.
 - (1) Allows the victim opportunity to express their immediate concerns and express their feelings.
 - (2) Expresses the importance the Department places on these types of incidents and describes the measures that will be taken to apprehend the suspect(s).
- c. Canvasses the neighborhood for additional sources of information.
- d. Determines if the incident is an isolated occurrence or part of a pattern. The behavior may be part of a course of conduct that changes the severity of the event and helps establish criminal culpability in certain cases. The potential to connect incidents is important and could have significant investigative value.
- e. Works closely with the District Attorney's Office.
- f. Coordinates the investigation with other units of the Department and with outside agencies where appropriate.
- g. Coordinates the investigation with agency, state, and regional crime analysis centers. These sources shall provide the investigative officer with an analysis of any patterns, organized hate groups, and suspects potentially involved in the Hate Crime or Non-Designated Hate Offense.
- h. Ensures all physical evidence of the incident is removed as soon as possible after the offense is documented. If evidence of an inflammatory nature cannot be physically removed (e.g., painted words or signs on a wall), the owner of the property shall be contacted and requested to take measures to ensure removal as soon as possible. The Hate Crimes investigator shall follow-up to ensure this is accomplished in a timely manner.
- i. Notifies the Commanding Officer of the Hate Crimes Unit.

j. Maintains contact with the initial responding officer(s) and keeps them apprised of the status of the case.

2. Hate Crimes investigators shall take steps to ensure appropriate assistance is being provided to Hate Crime victims, to include the following:

a. Contacts the victim periodically to determine whether they are receiving adequate and appropriate assistance.

b. Provides ongoing information to the victim about the status of the criminal investigation.

c. Identifies individuals or agencies that may provide support and assistance. These may include family members or close acquaintances, a family clergyman or Departmental chaplain, as well as community service agencies that provide victim assistance, shelter, food, clothing, child care, or other related services. Provides information regarding New York State Office of Victim Services.

d. Informs the victim about the probable sequence of events in the investigation and prosecution.

e. Explains security measures and precautions to the victim.

3. In every case where a Hate Crimes investigator is consulted and determines that an incident is not a Hate Crime, a non-designated Hate Offense or a Hate Incident, the Hate Crimes investigator will prepare a Supplementary Report indicating the Central Complaint number, the name of the notifying officer, the title of the incident, the follow up command, and the basis for determination by the Hate Crime investigator as to why the incident does not meet the criteria for a Hate Crime, Non-designated Hate Offense or a Hate Incident. This Supplementary Report will be forwarded to the assigned investigative command.

E. Hate Crimes Unit Commanding Officer's Responsibilities - The Commanding Officer of the Hate Crimes Unit closely reviews case folders relating to every Hate Crimes Unit investigation to ensure proper investigative techniques and Department procedures were followed and to make certain the victim(s) was contacted and kept apprised of the ongoing investigation and has been made aware of any appropriate victim services available. The Hate Crimes Unit Commanding Officer or designee shall further act as a liaison to the Suffolk County District Attorney's Office and the United States

Attorney's Office to ensure the proper charging and prosecution of hate crimes.

F. Supervisory Review of Hate Crimes Cases -

1. The supervisory review of Hate Crimes Unit case will begin at the level of Detective Sergeant. The Detective Sergeant will review each case on an ongoing basis.

2. The Commanding Officer of the Special Victims Section will conduct random audits of Hate Crimes Unit cases and report the results via Internal Correspondence to the Commanding Officer of the Major Crimes Bureau on a quarterly basis. Fifteen percent (15%) of the cases will be selected, on a quarterly basis, for random audit using a computerized selection program which selects case numbers at random. The Internal Correspondence will provide a brief description of the case along with a synopsis of the investigation. The synopsis will be based on Subdivision VI. D. of this Section, Hate Crimes Investigators' Responsibilities, which serves as the required criteria for a complete investigation.

3. The Commanding Officer of the Major Crimes Bureau will conduct a quarterly review of Hate Crimes Units cases with the Commanding Officer of the Special Victims Section, and any other personnel deemed necessary.

4. The Commanding Officer of the Major Crimes Bureau will prepare a report describing the aforementioned random audits and forward the same through the chain of command. Said report will be done every six months.

5. The Commanding Officer of the Special Victims Section or his /her designee will prepare a monthly report of Hate Crimes Unit cases. The report will consist of a description of the incident, a synopsis of the investigation, and the case status. This status report will be the subject of a monthly briefing conducted by the Chief of Department or his designee. The Commanding Officer of the Special Victims Section or his designee shall be prepared to describe the investigative techniques utilized in each case.

6. The Commanding Officer of the Special Victims Section, or his/her designee, upon completion of the quarterly review will notify Hate Crimes personnel via Internal Correspondence of the findings of the review to ensure compliance with Section VI., D. Hate Crime Investigators Responsibilities. Recommendations on investigation methods used will be provided, if needed.

G. Recommended Procedure When Suspect is Not in Custody or Has Not Been Identified -

1. Coordinate investigation with other Department units.
2. Conduct an extensive canvass and distribute bulletins in area of the incident.
3. Debrief individuals arrested in the area.
4. Work with media to attempt to garner witnesses and investigative leads.
5. Follow up leads in timely manner.

H. Incident Report Preparation - Incident Reports should clearly indicate the following information:

1. Hate Crime designated Penal Law.
2. Victim's Protected Class (if applicable).
3. Offender's Protected Class (if applicable).
4. The narrative portion of the Incident Report should document that the perpetrator intentionally selected the person against whom the offense is committed or intended to be committed - or, that the perpetrator intentionally committed the act or acts constituting the offense - in whole or in substantial part because of a belief or perception that the victim is a member of a protected class, regardless of whether the belief or perception is correct. The apparent specific bias motivation of the suspect should be documented (Ex: selected victim because he was Hispanic, Jewish, Muslim, etc.).

I. Hate Crimes Unit Data Tracking and Analysis - A system for recording data related to Hate Crimes and Hate Incidents. Data captured will be analyzed, categorized, and mapped, with resultant information utilized to conduct educational, outreach and other initiatives geared towards reducing bias and the likelihood of the successful commission of Hate Crimes. The Commanding Officer of the Special Victims Section, or his /her designee, shall be responsible to maintain the Hate Crimes Unit database.

1. Data relating to Hate Crimes (as per New York State Department of Criminal Justice Services Hate Crime Incident Report, DCJS 3294), Hate Incidents and other incidents, (Possible Hate Offenses on Communications Section Log), will be entered into the appropriate

category within the Hate Crimes Unit database. The Hate Crimes Unit will be responsible for entering, maintaining, and analyzing the Hate Crimes Unit database. The data will consist of: Central Complaint number, date of occurrence, address of occurrence, category (DCJS, Hate Incident, Other), Penal Law name and section(if applicable), bias motivation, latitude and longitude, Precinct of occurrence, the victim and offender(s) sex, age, race and ethnicity if known.

2. The Hate Crimes Unit analyzes the data in real time for the existence of patterns or trends that indicate hate crimes or hate incidents may be occurring wherein the victim(s) had been targeted as a member of a protected class. The analysis will also seek to identify clusters of incidents in a geographic area. The Hate Crimes Unit will prepare a map from the data on a monthly basis. The map will be available through the GIS map portal to: the Police Commissioner, Deputy Police Commissioner, Deputy Chief in the Office of the Commissioner, Chief of Department, Chief of Detectives, Deputy Chief of Detectives, Chief of Patrol, Assistant Chief of Patrol, Deputy Chief of Patrol, , Inspector and Captain in the Chief of Patrols Office, Chief of Support Services, Inspector in the Office of Chief of Support Services, and the Inspector, Deputy Inspector, Captain, Detective Lieutenant and Crime Section Commanding Officer in each Precinct. The Commanding Officer of the Special Victims Section and all Hate Crimes personnel will also have access to the GIS map portal.

3. Information of possible trends and patterns regarding the type of hate act, frequency of occurrence, geographic area of occurrence and type of victim will be utilized to:

- a. Alert appropriate Patrol and Detective Division personnel, including Precinct and Bureau Commanding Officers, of said activity.
- b. Alert supervisory personnel within Community Response Bureau of potential patterns of activity. School Resource Officers will also be provided with said information.
- c. Alert the Special Advisor to the Police Commissioner on Minority Affairs of potential patterns of activity.
- d. Coordinate educational and other initiatives in an effort to reduce bias and prevent the possible commission of Hate Crimes.

e. Coordinate with associated governmental organizations and agencies such as the Human Rights Commission, the Suffolk County Office of Minority Affairs, etc.

f. Coordinate with community-based groups and religious organizations.

4. A report analyzing these trends shall be produced annually, disseminated throughout the Department and made available to the public via the Department's internet page.

J. Hate Crime Victim Advocacy, Offender Awareness Education and Community Educational Services -

1. Suffolk County STOPBIAS - An educational program for Hate Crime offenders. Offenders meet with members of law enforcement agencies, a sensitivity facilitator and a representative from the offended community for the purpose of examining the incident itself, and the effect of hateful conduct on the injured party and the community. STOPBIAS is also available as a community-wide educational program for schools, religious and civic associations. There are no age restrictions on program participation, and parents can attend with children. Participants are recommended by the Suffolk County Probation Department or a Judge as part of sentencing. Voluntary referrals can be made through the Department, District Attorney's Office, school districts and community-based organizations. Voluntary referrals may also be appropriate for Hate Incidents. The STOPBIAS phone number is 631-793-5488.

2. Suffolk County Crime Victims Center's Hate Crime Advocacy and Outreach Program - Victims of Hate Crimes can experience mental, physical and/or emotional trauma that can have a lifelong devastating impact. Early intervention and the provision of crime victim services can greatly reduce the negative impact crime has on victims, their family and the community. The Suffolk County Crime Victim Center's Hate Crime Advocacy and Outreach Program may assist with the provision of crime victim services to Hate Crime Victims, and is available twenty-four hours a day at 631-626-3156.

VII. ACCREDITATION STANDARDS

- A. CALEA
- B. NYSLEAP

VIII. INDEX

Hate Crime - 24/6

Hate Crimes 24.6 Appendix A**NYS Penal Law Specified Hate Crime Offenses §485.05(3)**

120.00 assault in the third degree
120.05 assault in the second degree
120.10 assault in the first degree
120.12 aggravated assault upon a person less than eleven years old
120.13 menacing in the first degree
120.14 menacing in the second degree
120.15 menacing in the third degree
120.20 reckless endangerment in the second degree
120.25 reckless endangerment in the first degree
121.12 strangulation in the second degree
121.13 strangulation in the first degree
125.15 (sub div 1) manslaughter in the second degree
125.20 (sub div 1, 2 or 4) manslaughter in the first degree
125.25 murder in the second degree
120.45 stalking in the fourth degree
120.50 stalking in the third degree
120.55 stalking in the second degree
120.60 stalking in the first degree
130.35 (Sub div 1) rape in the first degree
130.50 (sub div 1) criminal sexual act in the first degree
130.65 (sub div 1) sexual abuse in the first degree
130.67 (Sub div 1a) aggravated sexual abuse in the second degree
130.70 (sub div 1a) aggravated sexual abuse in the first degree
135.05 unlawful imprisonment in the second degree
135.10 unlawful imprisonment in the first degree
135.20 kidnapping in the second degree
135.25 kidnapping in the first degree
135.60 coercion in the second degree
135.65 coercion in the first degree
140.10 criminal trespass in the third degree
140.15 criminal trespass in the second degree
140.17 criminal trespass in the first degree
140.20 burglary in the third degree
140.25 burglary in the second degree
140.30 burglary in the first degree
145.00 criminal mischief in the fourth degree
145.05 criminal mischief in the third degree
145.10 criminal mischief in the second degree
145.12 criminal mischief in the first degree
150.05 arson in the fourth degree
150.10 arson in the third degree
150.15 arson in the second degree

150.20 arson in the first degree
155.25 petit larceny
155.30 grand larceny in the fourth degree
155.35 grand larceny in the third degree
155.40 grand larceny in the second degree
155.42 grand larceny in the first degree
160.05 robbery in the third degree
160.10 robbery in the second degree
160.15 robbery in the first degree
240.25 harassment in the first degree
240.30 (sub divisions 1, 2, or 4) aggravated harassment in the
second degree
- or any attempt or conspiracy to commit any of the foregoing
offenses

Commanding Officers are directed to inform all members of their
respective commands of these amendments.

END