Understanding Best Search and Seizure Practices: Final Report

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This document is the product of a significant and on-going commitment by the Ohio State Highway Patrol (OSHP) to conduct research dedicated to the advancement of best practices within the organization. Several individuals and working groups contributed to this report and should be acknowledged for their contribution. We would like to thank Col. Paul D. McClelland (Ret.), Col. Richard H. Collins, Lt. Col. Michael Finamore, and Lt. Col. William Costas for their support of this project. Suzan Cogswell and Allyson Komaschka worked tirelessly behind the scenes to ensure that the project ran smoothly. Additional members of the OSHP who made important contributions to the project include: Major John Born, Cpt. Brigette Charles, Cpt. Jeff Dickey, S/Lt. Lance Mathess, S/Lt. Rick Fambro, S/Lt. Ray Martin, S/Lt. Cory Davies, S/Lt. Reginald Lumpkins, S/Lt. Brenda Collins, Lt. Brian Charles, Lt. Dean Laubacher, Lt. Heidi Marshall, Lt. Tom Dean, Sgt. Linda Piechnik, Sgt. Rob Jacks, Sgt. Nathan Dickerson, Tpr. Matt Them, Tpr. Shaun Smart, and Elaine Silveira. In addition to those mentioned above, we would like to especially thank all the OSHP personnel who attended the focus groups, responded to the survey, and completed the 2K form. Without their honest comments and forthright participation, this project would not have been successful. Also, we would like to thank the search form sub-committee who worked to ensure that the new search form was developed and implemented in the field. Finally, we extend our appreciation to members of the University of Cincinnati Policing Institute who contributed to this report, including Dr. James Frank, Cody Stoddard, Charles Klahm, and Katie Donovan.

Understanding Best Search and Seizure Practices

EXECUTIVE SUMMARY

A number of studies nationwide have evaluated the traffic stop behaviors of law enforcement officials with regard to the equal treatment of motorists and reported patterns of differential treatment in police stops and post-stop outcomes for minority drivers. The racial and ethnic disparities reported are particularly dramatic when examining search and seizure rates. Specifically, studies examining state police agencies in particular have consistently reported that although Black and Hispanic motorists are stopped and searched at higher rates compared to Caucasian motorists, contraband is less likely to be discovered during these searches, particularly searches of Hispanics. Despite the racial/ethnic disparities reported nationwide in the use of searches during traffic stops, searches of vehicles and motorists remain a critical and potentially effective tool for criminal interdiction purposes.

To address these issues of nationwide importance, the University of Cincinnati Policing Institute (UCPI) was awarded a grant from the Ohio Office of Criminal Justice Services and the Ohio State Highway Patrol (OSHP). The purpose of this project was to engage in research with members of the OSHP to provide a better understanding of their patterns and practices related to search and seizure activities during traffic stops. Specifically, the goal of this research was to gather information regarding the "best practices" of OSHP troopers in an effort to better understand racial/ethnic disparities in OSHP searches and seizures. To achieve this goal, the research methodology incorporated both qualitative and quantitative elements in three interrelated stages, which include: 1) focus groups with OSHP troopers, 2) surveys of all troopers with routine patrol and/or criminal interdiction responsibilities and their sergeants, and 3) comparisons of data generated from the focus groups and survey results with actual search and seizure activity by troopers.

FOCUS GROUPS

Eight focus group interviews were conducted in February 2006 with a total of 63 troopers and sergeants employed by the OSHP; an additional 10 sergeants were interviewed in a separate focus group in September 2006. Participation in the focus groups was based on productivity, accuracy, and professionalism in search and seizure related activities. All participants read and signed an informed consent form prior to involvement in the focus groups.

During the focus groups, all comments were taped, and were subsequently transcribed and coded to identify common themes. The content analysis produced several themes including: 1) cues of suspicion prior to and during the stop, including the accuracy of such cues and the importance of considering the totality of circumstances; 2) types of investigative techniques used by troopers; 3) factors contributing to successful searches, with a specific focus on searches of minorities; 4) general impediments to effective search and seizure practices; 5) utility of and access to canine officers, 6) training and its effectiveness in search and seizure success, and 7) recommendations for change suggested by the participants.

Overall, 90% of the participants made at least one substantive comment regarding the first theme - indicators of suspicion. This theme was further separated into indicators identified prior to the stop and those occurring once the stop has been initiated. Prior to the stop, driving, occupant, and vehicle indicators were identified as important cues of suspicion, while verbal cues of the occupants, physical behaviors of the occupants, and vehicle characteristics were mentioned as important during the stop. In both cases, the participants emphasized the importance of multiple indicators and reported an increase in suspicion as the number of indicators increased.

The second theme, investigative techniques, was comprised of pre-interviewing strategies, such as the use of a marked vehicle or separating occupants during questioning. Other participants used casual conversation as a method, while overall, participants mentioned infrequent use of consent as a tool for criminal interdiction.

Third, participants discussed racial/ethnic differences that affect search and seizure activity. Most suggested that the use of demographic indicators is not a useful technique for discovering contraband. The participants were specifically asked for their opinion on the low Hispanic search success rates, and they provided six potential reasons. Hispanic motorists may be searched more frequently due to a misinterpretation of the indicators of suspicion, improper training on interpreting Hispanic behavior, or a language barrier. Moreover, participants indicated that these racial/ethnic disparities might be explained by the use of the 2K form (search form) that does not capture all pertinent information regarding the search of Hispanic occupants (e.g., illegal alien status), vehicle-related characteristics such as an inability to identify the owner of the vehicle, and more frequent use of hidden compartments by Hispanic motorists.

A fourth theme discussed in the focus groups centered on identifying impediments to search and seizure activity. Departmental impediments, such as an “overemphasis” on citation writing, were frequently mentioned by participants. Alternatively, others suggested field supervisory impediments including a perceived lack of support for criminal interdiction from sergeants and a suggestion that further training of supervisors was necessary. Others suggested that the perceived focus on ticket writing and lack of support for criminal interdiction activities stem from the managerial level. Finally, participants commented on their peers’ behavior by suggesting that peer motivation varies by trooper, with some troopers expressing lazy and/or apathetic attitudes toward criminal interdiction work.

Another primary theme discussed in the focus groups was the use, availability, and effectiveness of canine units. In general, participants believed that canines were an effective and accurate tool for drug interdiction and an important resource for the agency. Notwithstanding their effectiveness, participants agreed on the need for more canines, as they are not currently geographically or temporally spread evenly across the department. Others suggested that the call-out procedure needs to be reviewed to ensure that canines are available and used in the most appropriate manner.

Training was also a commonly discussed topic with mixed responses regarding the quality and availability of training. The most common suggestion for improving training was to incorporate an interactive, hands-on training style with greater opportunities to ride-along with canine handlers. There was a general consensus among the participants that academy training was not adequate for criminal interdiction, leading to their perceived need for specialized training; however, the opinions were mixed as to the appropriate time for such training.

Finally, several recommendations were gathered from the participants regarding how best to improve criminal interdiction activity. The most common responses included: altering the departmental and supervisory attitudes toward search and seizure activity in a positive manner; streamlining the paperwork associated with criminal interdiction work; adding and re-deploying canine units; and modifying the training to focus on a hands-on, interactive curriculum.

DEPARTMENT-WIDE SURVEY ON SEARCH & SEIZURE BEST PRACTICES

Based on the findings from the focus groups, surveys were developed and distributed department-wide. To ensure survey confidentiality (and increase the reliability and validity of responses), the survey was both voluntary and anonymous. Two surveys were developed: 1) for all troopers with road duties, and 2) for all sergeants. Of approximately 1,270 eligible sworn officers (1,012 troopers and 258 sergeants) currently holding some form of patrol assignment, 641 (465 troopers and 176 sergeants, representing all ten OSHP districts) participated in the survey data collection effort. Specifically, the survey response rate for troopers and sergeants was 46.0% and 68.2%, respectively, with an overall response rate of 50.5%. This rate is somewhat low for a survey of this type, and all findings from the survey should be interpreted with the response rate in mind. In general, the respondents' demographics mirrored the rest of the department, although the sample consisted of slightly higher percentages of males and Caucasians, and troopers and sergeants with higher levels of formal education.

Seven key areas were investigated and subsequently analyzed, including: 1) perceptions regarding job related priorities and perceptions of their supervisors' attitudes regarding the same, 2) experience with and attitudes toward canines and their handlers for criminal interdiction purposes, 3) perceptions regarding any impediments to interdiction activities, 4) troopers' self-reported search and seizure activity and reasons for infrequent search activity, 5) perceptions regarding racial differences in search success rates, 6) experience with and attitudes toward criminal interdiction training, and 7) recommendations for improving interdiction work within the department.

With regard to departmental priorities, the troopers and sergeants identified the same order of priority for the listed departmental tasks: 1) accident reduction, 2) OVI enforcement, 3) crash investigation, 4) calls for service, 5) criminal interdiction, 6) drug interdiction, 7) recovery of stolen vehicles, 8) commercial traffic enforcement, and 9) citation writing. Some differences did become apparent as troopers reported that their priorities for particular tasks differed

significantly from *their perceptions* of their sergeants, post commanders, and district commanders' priorities. Furthermore, sergeants' self-reported priority levels also significantly differed for several tasks compared to their perceptions of their post and district commanders' priorities. Finally, comparisons between troopers' perceptions of sergeants' attitudes and sergeants' self-reported attitudes reveal important differences that relate directly to information gathered during the focus group sessions. For example, troopers perceive that their sergeants place greater emphasis on citation writing and commercial traffic enforcement than sergeants actually report placing on these tasks. Conversely, troopers perceive that criminal interdiction, drug interdiction, and recovery of stolen vehicles are lower priorities for sergeants than sergeants report for themselves. Results from these surveys suggest that, contrary to troopers' perceptions, sergeants' priorities actually correspond directly with troopers' priorities.

When asked about their attitudes towards canines and their handlers, survey respondents suggested they have a high degree of satisfaction with canine accuracy; however, at times it is difficult to get access to canines and/or the response time is slow. In general, sergeants were less satisfied with canine response time, canine usage, and the canine call-out procedure compared to troopers.

Survey respondents were also asked about their perceptions of interdiction impediments. Troopers and sergeants identify the same six factors as the *most* significant impediments to interdiction activities: 1) redundancy of paperwork, 2) amount of paperwork associated with seizures of small amounts of contraband, 3) canine availability on shifts, 4) canine availability at posts, 5) amount of paperwork associated with search and seizure activities, and 6) disbandment of TDIT teams. The factors *least* likely to be identified as impediments to interdiction included: 1) support for search and seizure activity by sergeants, post commanders, and district commanders, and 2) emphasis on Lifestat 1.0 goals by sergeants, post commanders, and district commanders.

Related, survey respondents were asked about the reasons for low search and seizure activity. Interestingly, their responses do not mirror those of the focus groups. For example, survey respondents indicated that they do *not* agree that they perform fewer discretionary searches because: 1) it takes time away from more important tasks; 2) there are insufficient rewards/benefits; 3) they are not comfortable with paperwork associated with search and seizure; 4) discretionary searches are not supported by field sergeant, post commander, or district commander; or 5) that they are unfamiliar with case law surrounding when a search can be conducted. These were all themes that were heard in the focus groups when troopers were asked why their peers conducted few discretionary searches. Sergeant respondents to the survey, however, indicated that they believe two reasons why their troopers might perform few discretionary searches: 1) the amount of additional paperwork associated with searches and seizures, and 2) troopers are not comfortable with completing the paperwork.

As previously mentioned, one of the key goals of this research was to identify the factors potentially related to low Hispanic search success rates. Participants in the focus groups identified six distinct reasons as to why this situation may exist. When asked about these six reasons, however, survey respondents (both troopers and sergeants) only identified the

accuracy/importance of two primary reasons: 1) the language barrier between Hispanic motorists and OSHP troopers, and 2) vehicles driven by Hispanic motorists often contain illegal immigrants. The other four reasons listed above from the focus groups were not supported in the survey responses. Troopers and sergeants disagreed most strongly with the idea that the ethnic disparities in search success rates are because troopers make enforcement decisions based on the race/ethnicity of the occupants of the vehicle.

With regard to training, both troopers and sergeants display fairly positive opinions about the effectiveness of various types of training. Specifically, troopers and sergeants both identified OSHP specialized courses and training outside of OSHP as the most effective for criminal interdiction work, while less positive opinions were gathered regarding in-service training and training from field supervisors. In addition, suggestions were made that training should be more hands-on and interactive, occur more frequently, and involve experienced and knowledgeable troopers.

Finally, survey respondents were the most optimistic about the ability of additional canines and streamlining of paperwork to improve the frequency and quality of interdiction. Moreover, over half of troopers and sergeants surveyed also suggested that interdiction work would be "improved" or "significantly improved" by a reduced emphasis on ticket writing, increased use of interdiction teams, geographic and shift redeployment of existing canines, using field training officers with interdiction experience, additional interdiction training for troopers and supervisors, and changes in current interdiction training.

SEARCH DATA

As previously described, the goal of data collection for this research project was to accurately collect pertinent information regarding search and seizure activity of the OSHP. To achieve this end, a subcommittee consisting of OSHP personnel (i.e., sergeants, troopers, research and development staff) and UCPI personnel was formed to assess the pre-existing search form (2K) and recommend changes for a new form.

There were several noticeable changes to the 2K form. One major change in procedure was to collect information on all searches, regardless of the reason for the search. Previously, the 2K form was only used to collect information on discretionary searches. Other changes included the addition of data collection fields for "criminal activity detected" and "illegal aliens." Criminal activity detected was included at the request of the OSHP personnel because they believed this might assist in better understanding searches that resulted in no seizures of contraband. For example, if an occupant displayed indicators of suspicion and a search was conducted without discovery of contraband but some other form of criminal behavior was present (i.e., driving without a license), the criminal activity detected field would be selected. Similarly, in situations where illegal aliens were present, a data collection field would be selected regardless of the discovery of additional contraband. Again, this would assist in documenting occurrences when OSHP personnel were acting in an appropriate manner (i.e. following valid indicators of suspicion), but did not discover traditional forms of contraband (i.e., drugs, guns, etc.).

Unfortunately, it was discovered only at the final presentation of the data findings to OSHP command staff that the intended use of the illegal alien field was not clearly translated into training on the form and use of the form in the field. Specifically, the illegal alien data capture was only used for searches that uncovered "human trafficking," rather than the mere presence of undocumented aliens. Unfortunately, this miscommunication regarding the intended use and the actual use of this portion of the new data collection form significantly altered that data and therefore did not allow for analyses of how often undocumented aliens are searched due to valid indicators of suspicion related to their illegal status (but perhaps not due to other forms of criminal activity). Despite this misunderstanding between the UC research team and OSHP personnel, the new data collection form provided a tremendous amount of additional information regarding the different types and contexts surrounding searches conducted during traffic stops.

Between June 12, 2006 and April 19, 2007, information was captured on the new search forms regarding all traffic stops resulting in searches. During this time period, 32,095 traffic stops were conducted resulting in 52,855 individual searches of the drivers, passengers, and/or vehicles. For some traffic stops, more than one target (i.e., driver, passenger, or vehicle) was searched, resulting in a significantly larger number of individual searches compared to traffic stops involving searches. These data were analyzed to understand the patterns of search and seizure activity across the department, district, and post levels.

Based on the structure of the data, two levels of analyses were conducted: 1) stop level (n=32,095 traffic stops resulting in searches), and 2) search level (n=52,855 individual searches of vehicles, drivers, or passengers). Statistical analyses at the stop level include descriptions of traffic stops involving searches, descriptions of types of searches during stops (aggregated), descriptions of occupants searched during stops (aggregated), and descriptions of contraband seizures during stops. Statistical analyses conducted at the search level include descriptions of types of searches and descriptions of occupants searched. On average, there were 1.6 searches for every one traffic stop in which a search was conducted. In addition, the data analyses were divided by the types of searches conducted: 1) mandatory, 2) discretionary, and 3) solely consent. Mandatory searches (i.e., incident to arrest and administrative inventory) were defined as those that are conducted according to official policy and afford very little officer discretion; thus, they must be considered conceptually distinct and analyzed separately from traffic stops involving discretionary searches. Discretionary searches are defined as those not required by the OSHP policy or as a result of a citizen's consent, but initiated by OSHP members based on frisk, plain feel, protective search, plain smell, other probable cause, or a canine alert. The final category includes searches that are conducted based solely on the occupant's consent. Initially, all 32,095 traffic stops resulting in searches were examined. July and September represented the highest activity months with the majority of these traffic stops occurring on state routes, county routes, and interstates.

Mandatory searches: (incident to arrest, administrative inventory)

- 86.1% of traffic stops involved mandatory searches
- 82.3% of all individual searches conducted were mandatory

Discretionary searches: (frisk, plain feel, protective search, plain smell, "other" probable cause, canine)

- 8.8% of traffic stops involved discretionary searches
- 12.5% of all individual searches conducted were discretionary

Consent only searches:

- 1.0% of traffic stops involved solely consent searches
- 1.3% of all individual searches conducted were solely consent searches

The following three general rules were applied to all statistical analyses using the search data. First, as noted above, mandatory, discretionary, and consent searches were examined separately. Given that the purpose of the research was to better understand officer decision making and potential racial/ethnic bias, it is critical that only those searches that were based on officers' discretion are considered separately. Second, the outcome test (i.e., statistical comparisons of search success rates across racial/ethnic groups) was only conducted at the traffic stop level because the rate can become artificially deflated if all searches within a single traffic stop are considered in the analyses. Third, the outcome test was only based on discretionary searches. Mandatory and consent searches were eliminated from calculations for search success rates because the outcome test is designed to measure racial/ethnic disparities and must be based only on searches involving officers discretion.

Analyses considering only traffic stops resulting in *mandatory* searches accounted for 27,566 of all traffic stops; 85.2% were based on an incident to arrest, whereas 29.8% were due to administrative inventories. In these traffic stops, the driver, passenger and/or vehicle could be searched. In fact, 56.1% were some combination of these search targets, whereas only drivers were searched 31.0% of the time, followed by searches of only the vehicle in 11.7% of cases. In regard to the demographics of the occupants, the average age was 32.9 years of age, over 70% were males, and 77.8% were Caucasians. Black occupants represented 9.9% of all stops, and Hispanics 4.1%. Overall, 9.4% of mandatory searches resulted in the discovery of contraband, with drugs for personal use or drug paraphernalia discovered most frequently.

Traffic stops resulting in *discretionary* searches represented 8.8% of the traffic stops resulting in searches during the study period (n=2,804). Most commonly these searches occurred for "other" probable cause reasons (38.8%), followed by canine alert (30.4%), plain smell (28.8%), and frisk (24.9%). Combination searches (i.e., a combination of the driver, passenger, or vehicle) occurred in 63.1% of the traffic stops resulting in discretionary searches, with searches of the driver only occurring in 26.2% of the traffic stops. The average age of occupants involved in a traffic stop resulting in a discretionary search was 29.4 years of age. The majority of searches involved males (73.7%) and Caucasians (60.7%). Black and Hispanic occupants represented 21.1% and 6.6% of the overall searches, respectively. Overall, 51.3% of discretionary searches resulted in the discovery of contraband, with drugs for personal use (41.0%) and drug paraphernalia (20.8%) the most common forms of contraband discovered.

One of the most important analyses conducted on the search data involved the search success rate for traffic stops resulting in discretionary searches. As mentioned, the overall search

success rate was 51.3% and, with the inclusion of criminal activity detected, the rate improved to 55.2%. Importantly, the original intent of collecting information on illegal aliens was to substantiate the comments reported by troopers regarding how frequently a Hispanic driver is stopped and searched due to accurate indicators of suspicion (i.e., nervousness), but no contraband is discovered and the occupants are illegal aliens. The focus group participants suggested that the Hispanic occupants' behavior was explained by their immigration status and, without a field to capture their undocumented citizenship status, the search appears to yield no contraband. The purpose of the illegal alien field included on the redesigned 2K form was to document these situations. Unfortunately, a miscommunication occurred between the intent of including the illegal alien as a data capture point and the actual implementation of the form in the field. Troopers in the field were trained to indicate only cases of human trafficking where the individuals discovered were forms of contraband. Thus, there were only three traffic stops resulting in discretionary searches that culminated in the discovery of illegal aliens for human trafficking purposes.

Further analyses on traffic stops resulting in discretionary searches revealed that there are no gender differences in the search success rate. Conversely, discretionary searches of Hispanic occupants continue to be less successful when compared to discretionary searches of Caucasian and Black occupants. Specifically, discretionary searches of Caucasian occupants were **2.6 times more likely** to result in seizures of contraband compared to discretionary searches of Hispanic motorists. Likewise, discretionary searches of Black occupants were **2.1 times more likely** to result in discovery of contraband compared to discretionary searches of Hispanic motorists. A comparison of racial/ethnic groups across traffic stops resulting in discretionary and mandatory searches did not show the same group differences. That is, there were no significant differences between Caucasians and Hispanics in search success rates for traffic stops resulting in mandatory searches.

Two other important findings were apparent in the analyses of traffic stops resulting in discretionary searches. First, the most frequently cited reason for *discretionary* searches of Hispanic occupants was canine alerts (69.7%), which is substantially larger than the comparable percent for searches of Caucasians (19.9%). Hispanics were also significantly more likely to be searched based on frisks, compared to Caucasians. Unfortunately, searches based on canine alerts and frisks were significantly less likely to result in the discovery of contraband compared to searches based on other reasons. Specifically, the highest search success rate (77.8%) is for searches initiated due to "other probable cause" reasons. Plain feel (63.2%) and plain smell (63.3%) discretionary searches also result in high search success rates. Considerably lower search success rates are evident for discretionary searches conducted based on frisk (25.9%), protective search (25.4%), and canine alert (31.4%). It is unclear why the discovery of contraband for searches involving canine alerts is much lower compared to searches involving other probable cause, plain smell, and plain feel. This may be an artifact of the data collection effort, as there were some discrepancies in data collection when illegal aliens were discovered. Alternatively, it is possible that although the alert may be valid, contraband simply was not seized for a variety of reasons (e.g., the drugs were recently removed, the canine alerts to residue only, the contraband is hidden in a compartment, etc.). Finally, it is possible that the alerts are simply not valid, and more training for canines and handlers is needed, although this contention was refuted during

informal discussions with OSHP personnel. Other legitimate reasons for this discrepancy may exist, but are simply unknown to the research team. Regardless of the reason, the lower rates of contraband seizures based on canine alerts differentially impact searches of Hispanic motorists compared to Caucasians.

A second important finding regarding the racial/ethnic disparities in hit rates is based on the types of contraband seized. Specifically, 47.9% of stops involving Caucasian motorists resulted in the seizure of quantities of drugs for personal use, compared to only 8.6% of stops involving Hispanic motorists. Contraband is significantly more likely to be discovered on searched Caucasian motorists compared to searched Hispanic motorists; however, when contraband is found on Hispanic motorists, it is significantly more likely to be in the form of large quantities of drugs for trafficking purposes. Specifically, when contraband is seized, Hispanic occupants are **3.2 times more likely** than Caucasian motorists to be found in possession of large quantities of drugs for trafficking purposes and currency. Note however, that only 5.9% of searches of Hispanic motorists resulted in seizures of large quantities of drugs (compared to an even smaller percentage for Caucasians – 1.8%). Thus, it appears that OSHP troopers may be engaging in a trade off between accuracy of searches (in terms of whether or not contraband is seized) with the specific types and quantities of contraband sought after and found. This apparent trade-off between the percentage of successful searches and the types/quantity of contraband seized must be carefully considered by OSHP administrators. That is, contraband is found during significantly more searches of Caucasians; however, the relatively less frequent event of discovery of large quantities of drugs for trafficking purposes is significantly more likely to involve Hispanic motorists.

RECOMMENDATIONS

Based on the findings from the three data sources documented above (i.e., focus groups, surveys, and search form data analyses), the following section provides a series of recommendations for consideration by OSHP administrators. These recommendations are divided into the following categories: 1) training, 2) data collection, 3) field supervision, and 4) administrative / policy.

Training

The feedback from OSHP Troopers and Sergeants in both the focus group setting and the department-wide survey were rather consistent regarding the perceived training needs for criminal interdiction. Troopers consistently noted that it would be helpful to have training that was more interactive and incorporated a direct learning component with “hands-on” criminal interdiction work. Given the consistency of this request, it is the recommendation of the UC research team that current criminal interdiction training be modified to include a more interactive component rather than strictly classroom/lecture format. This training might include simulation scenarios, vehicles with hidden compartments, road-side interrogation training, and time in the field using the techniques learned in the classroom.

Troopers also consistently requested more advanced criminal interdiction training designed specifically for Troopers with interest beyond the introductory level. More advanced training

might be the best way to incorporate a more interactive style, and provide additional opportunities for field based training. Finally, it is recommended that OSHP administrators consider more training of interested troopers by riding along with canine handlers or troopers currently active in criminal interdiction activities. Note, however, that the feasibility of this type of additional learning opportunity will likely be based on deployment considerations that are beyond the purview of the research team. Moreover, both members of the focus groups and survey respondents recommended additional criminal interdiction training for field supervisors. The UC research team also recommends that field supervisors receive specialized criminal interdiction training.

The final recommendation for changes in training relates to issues surrounding traffic stops with Hispanic motorists. Given the language barrier that often exists, it is recommended that troopers be given training in survival Spanish. Further, it is recommended that OSHP develop training curricula that directly addresses cultural and racial differences, and the impact that these differences may have on the accuracy of indicators of suspicion and/or deception.

Data Collection

Based on the findings from the official data collected during all traffic stops involving searches, it is strongly recommended that data collection continue for all traffic stops resulting in searches, regardless of whether or not contraband is seized. It is further recommended that some version of the revised form be utilized, rather than reverting back to use of the original 2K form. Data collection that captures more information and captures that information for all searches (regardless of contraband seizures) will be critical to better understand the circumstances surrounding racial/ethnic disparities in search success rates. First, it is impossible to calculate search success rates without capturing information on all searches. Second, the additional information captured on the revised form allows for more sophisticated analyses designed to better understand different types of searches and outcomes. It is only with these more refined analyses that potential problems can be identified and targeted for interventions, if necessary.

The need for data collection, however, must be balanced with the burden of that collection on OSHP personnel. As noted in the focus groups with sergeants, there was much frustration among supervisors regarding the auditing process for search and seizure activities recorded on the new search form. Based on the time consuming nature of the data auditing process, it is recommended that this process be amended if data collection is to continue to reduce the administrative burden placed on sergeants. In an effort to further balance the need for data collection with the workload burden, it is recommended that data collected on administrative inventories be eliminated from future data collection efforts.

Despite the initial findings that criminal activity detected did not significantly alter the racial/ethnic disparities in search success rates (as suggested by focus group participants), the UC research team believes this is important information and recommends the continued collection of this data field. Further, it is recommended that consistent instructions for the collection of this information be disseminated across the department, as some districts clearly

used this data collection field more than others. Further, it is strongly recommended that data collection for traffic stop searches gather information on whether or not the occupants within the vehicle are undocumented aliens, as originally intended by the search form subcommittee. As noted previously, the inclusion of "illegal aliens" was originally intended to address issues concerning the searching of Hispanic motorists based on cues of suspicion that ultimately were linked to nervousness about illegal immigrant status rather than possession of contraband or other forms of illegal activities. Unfortunately, the form and directions for completion of the form were altered based on concerns of "human trafficking." This change resulted in the inability to produce information regarding the mere presence of illegal immigrants during traffic stops. This information is critical for a more complete understanding of the racial/ethnic disparities in search success rates (based on contraband seizures). Therefore, it is strongly recommended that future data collection on traffic stop searches include the capture of this critical information.

Field Supervision

As noted previously, concerns were raised during focus groups regarding the training of first line supervisors in criminal interdiction techniques and case law. Information gathered through the department wide survey, however demonstrated additional issues for consideration at the field supervisory level. For example, troopers perceive that their sergeants place much greater emphasis on citation writing and commercial traffic enforcement than sergeants actually report placing on these tasks. Conversely, troopers perceive that criminal interdiction, drug interdiction, and recovery of stolen vehicles are lower priorities for sergeants than sergeants report for themselves. Of direct interest to this study, the mismatch between officers' perceptions of their sergeants' priorities and their sergeants' actual priorities centers on criminal and drug interdiction activities as well as citation writing. Throughout the focus group sessions, troopers reported that their sergeants did not support criminal interdiction work and were more concerned with citation writing. Results from these surveys suggest that, contrary to troopers' perceptions, sergeants' priorities actually correspond directly with troopers' priorities. The clear miscommunication between sergeants and troopers regarding work-related priorities needs to be addressed. If troopers have an inaccurate perception of their supervisors' priorities, then both officers and supervisors are likely to be dissatisfied with their work. New leadership training currently planned by the OSHP should address better communication of departmental priorities between sergeants and troopers.

Administrative / Policy

There were a number of issues raised during the course of the research that suggested a streamlining of the paperwork surrounding searches & seizures is necessary. The UC research team recommends a complete review and potential overhaul of the existing data collection system. Troopers and sergeants consistently indicated that the paperwork associated with criminal interdiction activities was time consuming and redundant. Many troopers recommended a streamlined approach for data capture, and the UC research team concurs with this assessment.

It was also recommended by both focus group participants and survey respondents that OSHP administrators reconsider the use of criminal interdiction teams. While there are many potential benefits to the use of criminal interdiction teams, there are also potential problems that must be considered. The UC research team recommends that the establishment of criminal interdiction teams be considered by a committee within OSHP that, after thoroughly researching the issue, provides recommendations to OSHP administrators. That is, the UC research team does not recommend that criminal interdiction teams be reestablished, but rather that OSHP consider the prospect internally.

It is further recommended (based on considerable feedback from the focus groups and surveys) that the geographic and shift deployment of canine handlers be reviewed and altered if deemed appropriate. It is also recommended that the canine program be expanded (if fiscally possible). If expansion of the canine unit is not fiscally possible at this time, it is recommended that OSHP reconsider the manner in which this unit is currently deployed, and determine whether alternative deployment patterns could be created to better use the available resources. Also, it is recommended that the call-out procedures for canine handlers be modified for more efficient use of resources and that these modified procedures be used consistently across districts. Prior to the possible expansion and/or redeployment of the canine handlers, however, OSHP supervisors should examine the possible reasons for the lower rates of contraband discovery of discretionary searches based on canine alerts, and the differential use of canines for traffic stops involving Hispanic motorists.

Finally, a larger discussion regarding the apparent current trade-off that exists between search success rates (i.e., percent of searches that result in contraband seizures) and types/amounts of contraband seizures should be conducted. OSHP sworn and non-sworn personnel have indicated to the UC research team that it is OSHP's policy that a "successful" search is a "legal" search. That is, there is more concern regarding the legality of searches than whether or not searches result in contraband seizures. It will be important for OSHP administrators to continue to emphasize this policy while simultaneously seeking to understand the reasons behind the racial/ethnic disparities evident in seizures of contraband.

1. INTRODUCTION

OVERVIEW

A number of studies nationwide have evaluated the traffic stop behaviors of law enforcement officials with regard to the equal treatment of motorists and reported patterns of differential treatment in police stops and post-stop outcomes for minority drivers. The racial and ethnic disparities reported are particularly dramatic when examining search and seizure rates. Studies examining state police agencies in particular have consistently reported that although minority motorists are stopped and searched at higher rates compared to Caucasian motorists, contraband is less likely to be discovered during these searches, particularly searches of Hispanics (for review, see Engel & Calnon, 2004). The differences in search success rates (i.e., the percentage of searches that result in a discovery of contraband) across ethnic groups during stops conducted by the Ohio State Highway Patrol (OSHP) follow these national trends. Specifically, a 2003 internal audit of the Ohio State Highway Patrol (OSHP) database revealed that contraband was discovered while searching 66% of Caucasian drivers, 64% of Black drivers, and only 26% of Hispanic drivers. It must be noted, however, that these figures may be slightly inaccurate due to underreporting of searches when contraband was discovered.

Several rival hypotheses have been proposed to explain the racial disparities reported in traffic stops, post-stop outcomes, and search success rates. Some academics have suggested that racial disparities are the result of pervasive racist attitudes and racial profiling practices that are deeply ingrained within the police subculture and routinely practiced by individual officers (Lamberth, 1996). In contrast, others have argued that minorities are actually being appropriately targeted by police officials, based on their elevated rates of certain criminal activities (MacDonald, 2001; 2002). Others have argued that the "War on Drugs" has created a culture within police agencies that emphasizes and rewards officers for proactive behavior. These proactive behaviors include the use of pretext traffic stops, which often result in racial disparities due in part to the targeting of particularly high crime, minority communities (Smith et al., 2003). Finally, it has been argued that racial and ethnic disparities in search and seizure rates are more likely the result of inaccurate interpretations of the situational and interpersonal cues present during traffic stops of minority citizens (Engel & Calnon, 2004). Each of the hypotheses attempting to explain racial disparities have different policy and training implications. Unfortunately, however, there is little empirical evidence to support any of these hypotheses. Based on the existing research available, law enforcement administrators can only speculate as to why minority drivers are consistently subjected to more searches compared to Caucasian drivers, and why the search success rates for minority motorists tend to be lower than the rates for Caucasians. The severe limitations of the available empirical studies examining search and search success rates are particularly important because law enforcement officials cannot be properly guided on how to alter racially disparate patterns in searches and seizures.

Despite the racial/ethnic disparities reported nationwide in the use of searches during traffic stops, searches of vehicles and motorists remain a critical and potentially effective tool for criminal interdiction purposes. In 2004, an estimated 2,350 of the 4,073 discretionary searches (58%) conducted by the OSHP resulted in the discovery of some form of

contraband. Yet, despite the effectiveness of this law enforcement tool, it is utilized by only a small percentage of OSHP troopers. Specifically, of the 1,517 officers on the Highway Patrol, only 189 (12%) conducted more than five discretionary searches in a twelve month period. Thus, effective techniques of criminal interdiction are potentially being underutilized by the OSHP. These issues may have potential consequences including citizen misperceptions of injustice and illegitimacy of law enforcement, criminal and civil litigation in the form of selective enforcement claims, and continued drug trafficking and other forms of criminal activity that remain undetected on Ohio roadways.

To address these issues of nationwide importance, the University of Cincinnati Policing Institute (UCPI) was awarded a grant from the Ohio Office of Criminal Justice Services and the Ohio State Highway Patrol totaling $118,259 ($88,694 requested Byrne Grant and $29,595 University of Cincinnati cash match). The purpose of this project was to engage in research with members of the OSHP in order to provide a better understanding of their patterns and practices related to search and seizure activities during traffic stops. Specifically, the goal of this research was to gather information regarding the "best practices" of OSHP troopers for searches and seizures in an effort to better understand racial/ethnic disparities in OSHP searches and seizures. To achieve this goal, the research methodology incorporated both qualitative and quantitative elements in three interrelated stages, which included: 1) focus groups with OSHP troopers, 2) a survey of all OSHP troopers and sergeants with routine patrol and/or criminal interdiction responsibilities, and 3) comparisons of data generated from the focus groups and survey results with actual search and seizure activity by troopers. This type of research has only been conducted in a handful of state police agencies; thus, this project demonstrates OSHP's leadership and innovation as a model for other state and municipal police agencies across the country.

TIMELINE AND DELIVERABLES

The initial timeline for this research was a 12 month period from January to December 2006.

- Start-up period / development of protocol (01/01/06 – 02/01/06)
- Redesign and pilot test search & seizure data collection instrument (01/01/06 – 03/01/06)
- Begin collection of search & seizure data department-wide (03/01/06)
- Schedule and conduct focus groups (02/01/06 – 04/01/06)
- Qualitative data analysis of focus groups and report writing (04/01/06 – 06/01/06)
- Issue preliminary report (06/01/06)
- Create employee surveys (05/01/06 – 07/01/06)
- Pilot test surveys (07/01/06 – 07/15/06)
- Make adjustments to the survey (07/15/06 – 08/01/06)
- Duplicate & disseminate surveys, contact post commanders with survey instructions (08/01/06 – 08/15/06)
- Administer the surveys (09/01/06)
- Receive surveys from PSP, enter data (09/15/06 – 10/15/06)
- Statistical analyses of survey data, comparison to Contact Data Report data, write final report (10/15/06 – 12/31/06)

- Issue final report (01/15/07)

In August 2006, Dr. Engel presented the initial findings of the focus groups to the OSHP committee responsible for this research project. At that meeting, it was determined that additional information was necessary to continue examining best search and seizure practices. A focus group with sergeants was proposed and conducted in September 2006. Also in September, OSHP committee members provided the UC research team with additional suggestions regarding the development of a survey. It was determined that, in addition to a survey for troopers, a separate survey for sergeants was preferable. At this point, an official six month, no-cost extension was sought by the UC research team from both project funding sources (OCJS and OSHP). In October, the interim report on the findings of the focus groups was produced and a presentation was again delivered by Dr. Engel to the full command staff at the OSHP annual retreat on November 2, 2006. At that time, the following revisions to the project timeline were proposed and accepted:

- December 2006: Development of the trooper and sergeant surveys
- January 2007: Institutional Review Board approval of the survey; initial data cleaning of search data
- February, 2007: Dissemination of the trooper and sergeant surveys
- March, 2007: Completion of the survey and results returned to the UC Research Team
- April – June, 2007: Analysis of survey data and search data
- June 30, 2007: Final report issued to OSHP

REPORT OUTLINE

This report for data collected from February 2006 through April 2007 is divided into five sections: 1) introduction, 2) focus group results, 3) trooper and sergeant survey results, 4) description and analysis of traffic stop and search data, and 5) conclusions and policy recommendations. The general content and summary of findings for **Sections 2 - 5** are described below.

Section 2

Section 2 reports the methodology and findings of the focus groups conducted in February 2006 with 63 OSHP troopers and sergeants, and an additional focus group of 10 sergeants in September 2006. The purpose of conducting focus groups was to gather information regarding the perceived "best practices" currently used by OSHP troopers in determining who and when to search. That is, the research was designed to better understand perceptions of suspiciousness and search decisions based on information provided by troopers who were identified by their supervisors as the most productive (i.e., execute high rates of searches), the most accurate (i.e., high percentages of their searches result in seizures), and the most professional (i.e., courteous in their encounters with citizens, exhibiting no obvious signs of racial or ethnic bias, etc.).

The focus groups lasted about two hours, and were moderated by the Principal Investigator, who followed a pre-established questioning route (Morgan, 1988, 1996; Krueger, 1988) designed to elicit information related to the topics of interest. The content of the focus groups encompassed the following topics as well as a host of subtopics within each theme: 1) cues of suspicion both prior to and during the stop, as well as the accuracy of such cues and the importance of considering the totality of circumstances; 2) types of investigative techniques used by troopers; 3) factors contributing to successful searches, with a specific focus on searches of minorities; 4) general impediments to effective search and seizure practices; 5) the utility of and access to canine officers, 6) training and its effectiveness in search and seizure success; and 7) recommendations for change as suggested by the participants.

All of the initial focus groups were audio recorded and notes were taken to ensure that the comments were accurately recorded and were properly associated with the correct respondent (Krueger, 1988; Morgan, 1988). Thereafter, verbatim written transcripts were created from the audio recordings and these documents served as the data source for this study. These transcripts were then content analyzed by independent coders in order to identify major themes; in turn, this enabled individualized, topic-specific analysis. The results of this content analysis are presented in Section 2 and organized by the seven topics of interest outlined above.

Section 3

Section 3 documents the second part of the three-pronged approach to researching OSHP's search and seizure activities—a department-wide survey of all troopers and sergeants with routine patrol and/or criminal interdiction responsibilities. Based on the qualitative findings from the focus groups, a quantitative survey was developed and distributed department-wide in March 2007. Of approximately 1,270 eligible sworn officers, 641 voluntarily participated in the confidential survey data collection effort. The methodological details of the development and administration of the survey are documented in the first part of Section 3.

This survey was designed to capture information on topics similar to those detailed by focus group participants for the general population of troopers and field sergeants. Specifically, the survey queried respondents about the following: 1) perceptions regarding job-related priorities, and perceptions of their supervisors' attitudes regarding the same, 2) experience with and attitudes toward canines and their handlers for criminal interdiction purposes, 3) perceptions regarding any impediments to interdiction activities, 4) troopers' self-reported search and seizure activity and reasons for infrequent search activity, 5) perceptions regarding racial differences in search success rates, 6) experience with and attitudes toward criminal interdiction training, and 7) recommendations for improving interdiction work within the department. The description and comparison of troopers' and sergeants' survey responses on each of the seven topics noted above is presented in the latter part of Section 3. It includes a series of bar graphs to illustrate variation across themes and between troopers and sergeants.

Section 4

Section 4 reports all recorded OSHP-initiated traffic stops resulting in a search during a ten-month period (June 12, 2006 to April 19, 2007), after recommended modifications to OSHP's search form were implemented in May 2006. The data collected includes information regarding individual traffic stops, along with specific information regarding the searches conducted during those stops. During this time period, 32,095 traffic stops were conducted resulting in 52,855 individual searches of the drivers, passengers, and/or vehicles. For some traffic stops, more than one target (i.e., driver, passenger, or vehicle) was searched, resulting in a significantly larger number of individual searches compared to traffic stops involving searches. Examined first in Section 4 are the statistical analyses based on the population of traffic stops involving at least one search (i.e., 32,095 traffic stops), followed by additional analyses based on the number of individual searches during these traffic stops (i.e., 52,855 searches). Some statistical analyses (i.e., calculations of search success rates) are only appropriate to conduct at the traffic stop level. In contrast, other analyses (e.g., demographic characteristics of the individual search targets) are better conducted at the search level.

The analyses presented in Section 4 focus on a number of topics including: characteristics of stops resulting in searches, specific reasons for searches, the target (i.e., driver, vehicle, passenger) of searches, the occupant characteristics of those who were subject to searches, and the types of contraband discovered as a result of searches. For each of these topics, information is separated by whether the search was mandatory or discretionary. In addition, racial/ethnic differences in search success rates, reasons for the search, and types of contraband seized are explored.

Section 5

Section 5 summarizes the information presented, and provides policy recommendations based on interpretations of collected data. Note that the findings reported in this document must be interpreted cautiously. The data collected and presented in this report cannot be used to determine whether or not OSHP troopers have individually or collectively engaged in "racial profiling." In addition, the legality of prior or future individual traffic stops cannot be assessed with these data. This report is designed to give feedback to OSHP administrators regarding possible changes in data collection and training. These recommendations have two primary objectives: 1) maximize the effectiveness of OSHP officers relative to search and seizure activity, and 2) ensure that search and seizure activity is equitable across all racial and ethnic groups based on their involvement in criminal activity.

Appendix A

Appendix A provides a copy of the consent form used in the focus groups.

Appendix B

Appendix B provides a copy of the questionnaire focus group participants completed.

Appendix C

Appendix C provides copies of the data collection instruments used for the trooper and sergeant surveys.

Appendix D

Appendix D includes tables based on survey analyses that supplement the text and figures presented in Section 3.

Appendix E

Appendix E includes tables based on analyses of search data that supplement the text and figures presented in Section 4.

2. FOCUS GROUPS

OVERVIEW

As described in the introduction, the planned research on OSHP's search and seizure activities involves a three-stage approach: 1) focus groups with OSHP troopers, 2) a survey of all troopers with routine patrol and/or criminal interdiction responsibilities, and 3) comparisons of data generated from the focus groups and survey results with actual search and seizure activity by troopers. An interim report on the results of the first part of the research process—the focus groups with OSHP troopers—was produced in October 2006 (see Engel et al., 2007). This was followed by a presentation by Dr. Robin Engel to the full command staff at the OSHP annual retreat on November 2, 2006. The remainder of this section summarizes the findings of the full report. It provides a review of the methodology employed by the UC research team, including a summary of characteristics of the focus group participants (see Table 2.1), as well as the main findings associated with the focus groups research.

METHODOLOGY

Procedure

The findings in this report are based on the content data analyses of eight focus group interviews conducted in February 2006 with a total of 63 troopers and sergeants employed by the OSHP; an additional 10 sergeants were interviewed in a separate focus group in September 2006. Each group interview lasted approximately two hours and followed the methodological strategies proposed by Morgan (1988, 1996) and Krueger (1988), further outlined below. All participants read and signed an informed consent form (see **Appendix A**) prior to involvement in the focus groups, advising them that participation in the focus groups was voluntary and they could leave the session at any time for any reason.

The purpose of conducting focus groups was to gather information regarding the perceived "best practices" currently used by OSHP troopers in determining who and when to search. That is, the research was designed to better understand perceptions of suspiciousness and search decisions based on information provided by troopers who were identified by their supervisors as the most productive (i.e., execute high rates of searches), the most accurate (i.e., high percentages of their searches result in seizures), and the most professional (i.e., courteous in their encounters with citizens, exhibiting no obvious signs of racial or ethnic bias, etc.). Furthermore, individuals from across the state, representing various districts and posts, were sought based on the belief that some issues pertaining to search and seizure practices would be geographically and/or organizationally specific.

The focus groups were moderated by the Principal Investigator, who has previous experience in this type of research and is an expert in the area of search and seizure best practices. The focus groups were also attended by one member of the research team in order to confirm that all comments were associated with the correct corresponding participant during the transcription stage of the analysis. The focus groups were conducted at the OSHP Emergency Operations Center (EOC) located at District 6 headquarters (a location familiar to the

participants). Furthermore, focus group participants were "on duty" in order to increase and encourage comfort while discussing issues related to their investigative techniques (Krueger, 1988; Morgan, 1988).

The content of the focus groups encompassed the following topics as well as a host of subtopics within each theme: 1) cues of suspicion both prior to and during the stop, as well as the accuracy of such cues and the importance of considering the totality of circumstances; 2) types of investigative techniques used by troopers; 3) factors contributing to successful searches, with a specific focus on searches of minorities; 4) general impediments to effective search and seizure practices; 5) the utility of and access to canine officers, 6) training and its effectiveness in search and seizure success; and 7) recommendations for change as suggested by the participants. The moderator loosely followed a pre-established questioning route (Krueger, 1988; Morgan, 1988) designed to elicit information related to the research topic listed above. In all eight focus group sessions, the Principal Investigator of the project occasionally asked clarifying or follow-up questions after the participants gave responses to the moderator's questions. To ensure that everyone participated in the discussion, the moderator occasionally directed questions to specific participants who had not made very many comments up to that point (Krueger, 1988; Morgan, 1988). As a result, all but one of the participants made at least one substantive comment during the interviews.

Focus Group Participants

Table 2.1 documents the characteristics of the 63 focus group participants. The age of participants ranged from 26 to 43, with an average age of 33 years. Although racial, ethnic, and gender diversity of the troopers was considered important, the demographics of the department as a whole in conjunction with the specified criteria regarding search and seizure activity documented above resulted in focus groups comprised primarily of Caucasian males. Specifically, all but three of the participants were male (95.2%), and 92.1% of the participants were Caucasian. Fifty-six of the participants (88.9%) held the rank of trooper, and seven were sergeants (11.1%). The length of employment ranged from one to 22 years, with an average of eight and a half years.

Although the original instructions to the district and post commanders specifically requested the recruitment of personnel who actively engaged in criminal interdiction work through frequent searches of vehicles and seizures of illegal contraband, some of those who participated in the focus groups did not fit these criteria. For example, each respondent was asked on the Focus Group Questionnaire (see **Appendix B)** to report how many vehicle searches he/she had conducted in the past year. Participants were given this time period to approximate the previous year of activity (i.e., 2005) for both mandatory and discretionary searches. On average, the participants reported an average of 35 discretionary searches, with approximately 32% of the participants averaging less than one discretionary search per month. The participants reported an average of 21 seizures of contraband over the course of the previous year, and the overall self-reported search success rate (i.e., hit rate) was 60% for all participants. Four percent reported making no seizures, while 44% of the participants reported search success rates at or below 50%. **Table 2.1** notes the results of participants' self-reported estimates of their mandatory searches in the previous year, as well.

The participants were also asked to report the source and amount of training they have received since leaving the academy. Based on the responses from the questionnaire, 46 participants (82%) attended at least one OSHP training course on interdiction work, and over half of the participants (53%) reported attending at least one training course on interdiction outside of the department. The range of training hours was between zero and 1,000 for OSHP training courses, with an average of 86 hours of training per participant. For non-OSHP training, the participants reported a range of zero to 680 hours, with an average of 54 hours per participant. The participants reported slightly more attendance at training courses within the department (1.70) compared to outside of the department (1.21).

Table 2.1: Focus Group Descriptives (N = 63)

	Minimum	Maximum	Mean	Standard Deviation
Demographics				
Age (Average)	26	43	33.02	4.45
Male (1 – Male; 0 – Female)	0	1	0.95	0.21
Caucasian (1 – Caucasian; 0 – Non-Caucasian)	0	1	0.92	0.27
Black (1 – Black; 0 – Non-Black)	0	1	0.06	0.25
Non-Caucasian (1 – Non-Caucasian; 0 – Caucasian)	0	1	0.08	0.27
Rank (1 – Trooper; 2 – Sergeant)	1	2	1.11	0.32
Years of Experience (Average)	1	22	8.57	4.44
Self-Reported Stop Information				
Discretionary Searches (Average)	1	150	35.40	33.90
Seizures (Average)	0	100	21.13	25.49
Search success rate	-	-	59.69	-
Mandatory Searches (Average)	0	250	59.46	53.66
Seizures (Average)	0	60	13.44	13.39
Search Success Rate	-	-	22.90	-
Training				
OSHP Training Courses (Average)	0	16	1.70	2.22
OSHP Training Hours (Average)	0	1000	85.57	182.08
Non-OSHP Training Courses (Average)	0	7	1.21	1.63
Non-OSHP Training Hours (Average)	0	680	54.31	128.98

As previously mentioned, the goal of this research was to identify the "best practices" of OSHP troopers for search and seizure, and the participants were selected according to productivity, accuracy, and professionalism. Based on the self-reported questionnaires, it is not clear that only the most productive and accurate troopers were included in the focus groups. The amount of self-reported discretionary searches and subsequent seizures in combination with the amount of training suggests that some of the troopers in the focus groups did not meet the criteria of productive and accurate troopers. While it is clear that all

the focus group participants did not represent personnel who were active and successful in highway criminal interdiction, the participants likely did represent a cross-section of OSHP patrol personnel more generally. Thus, while the initial focus of this research was to determine the "best practices" of search and seizure activity, the diversity in training, experience, and abilities of the participants represented a more accurate reflection of OSHP troopers in general. As such, the research team was able to identify issues that led to both effective and ineffective search and seizure practices and procedures.

Description of Content Analysis

All of the initial focus groups were audio recorded and notes were taken to ensure that the comments were accurately recorded and were properly associated with the correct respondent (Krueger, 1988; Morgan, 1988). Thereafter, verbatim written transcripts were created from the audio recordings and these documents served as the data source for this study. These transcripts were then content analyzed by independent coders in order to identify major themes; in turn, this enabled individualized, topic-specific analysis.

Weber (1990) describes content analysis as a research tool used to determine the presence of words or concepts within texts. Researchers identify and analyze the presence, meaning, and relationships of such words and concepts, then make inferences about the messages within the text. The text is broken down into manageable categories and examined using conceptual analysis.

Throughout the description of the findings, percentages are reported regarding the number of substantive comments coded, the number of participants who stated a particular theme or sub-theme, and the number of focus groups where such discussions occurred. While it is instructive to provide this information to serve as a context around which the themes can be described, it should not be interpreted in a strictly quantitative manner. For example, although not spoken verbally, many troopers may have agreed with the comments made by others in the focus group and a strict reporting of percentages would not reveal this. For example, a reporting that 20% of troopers mentioned a particular issue should be interpreted as a bottom threshold, not an upper bound. In other words, it should be interpreted that *at least* 20% of the focus group participants verbalized that particular issue. It is unknown how many other participants might have agreed with certain comments but did not verbalize their thoughts. Themes are coded and quantified in an effort to identify reoccurring trends across focus groups and participants. While using quantified codes adds some objectivity to our findings, content analysis is a subjective methodology based simply on the nature of the qualitative data.

Data Limitations

While the use of qualitative methods such as focus groups can provide rich and insightful data on the topic of interest, there are limitations associated with these methods. In this study, there are three main limitations that need to be highlighted: 1) concerns of groupthink, 2) external validity (i.e., generalizability), and 3) reliability. These three issues should not be

misconstrued as rendering the findings incorrect or meaningless; rather, the findings should be viewed in light of these considerations to ensure that the results are correctly interpreted.

The first, and possibly most serious, threat to the accuracy of the results is the problem of groupthink. This reflects the concern that information gathered during group sessions (e.g., focus groups) will be adversely affected by the group dynamics (Maxfield & Babbie, 2001). That is, ideas, opinions and answers provided in the group are heavily influenced by what others in the group are saying. In an extreme example, others in a group feel inclined to agree with a statement made by one participant despite their true opinion. In a more likely scenario, participants do not express their disagreement with the manner in which the topic is being addressed by other participants. The concern is that individuals may prefer to avoid conflict or fear how the group will respond to their comments; thus, the group mentality inhibits creative thoughts and valuable data. In this research, a potential concern of groupthink is the inclusion of the Canine troopers within the focus groups. Due to their status and expertise in search and seizure activities, their opinions may have dominated the tone of the conversation and the responses of other participants. While this is a legitimate concern, it is offset by the fact that the Canine troopers represented a small portion of each group, as they were spread across all focus groups. It is more conceivable to believe that any influence of the Canine troopers was mitigated by the number of other participants within each focus group.

External validity reflects a concern that research findings can be generalized or applied to the larger group or population (Shadish, Cook & Campbell, 2002). One problem with qualitative data is that the nature of the data is subjective (Maxfield & Babbie, 2001). That is, the comments offered by the participants are reflective of their perspective and may not necessarily represent the beliefs or opinions of others not participating in the focus groups. Consequently, as the specificity of the comments increases, it becomes more difficult to generalize to the larger group (Babbie, 2004). Therefore, the statements and themes reported from the focus groups need to be interpreted with some caution when making generalizations to all officers. In addition, these officers were chosen specifically for their expertise in search and seizure activities, so they may not necessarily represent all officers' opinions regarding such procedures.

Finally, reliability reflects the idea that an event or information is viewed in similar ways by two or more individuals or across more than one time period. Due to the manner in which qualitative data is collected and analyzed, it has been criticized as having lower reliability than other methods, such as quantitative analysis (Maxfield & Babbie, 2001). This criticism is based on two main concerns: participant subjectivity and coder subjectivity. Participant subjectivity refers to the idea that individuals comprehend and remember events in different ways. Consequently, individual understanding may affect the interpretation of an event, leading to diverse recollections of the same event among multiple participants. In this research, participant subjectivity may occur when officers are asked to provide their opinion on historical events or summarize their general opinions on a particular topic. For example, two participants may report opposite interpretations of an event and it may not be clear which of the perspectives is most accurate.

In addition to participant subjectivity, coder subjectivity presents a potential threat to reliability in qualitative methods. When coders have different perceptions or levels of understanding regarding the topic, the resulting codes may be inconsistent (Babbie, 2004). In this case, an identical passage from the participants would be coded in two different ways by the coders, thus producing a lack of reliability. Generally, an inter-rater reliability score is calculated by comparing the similarity of two or more independent individuals and their interpretation of the data. For this study, all eight focus group transcripts were coded according to a pre-designed coding scheme consisting of themes and sub-themes (as described above). The purpose of the inter-rater reliability score is to determine if independent individuals using the same coding scheme and examining the same passages from the focus groups would code statements in an identical manner. Consequently, higher inter-rater scores reflect a greater degree of agreement between the independent coders, whereas lower inter-rater scores reflect disagreement between the coders regarding the statements and the appropriate theme or subtheme those statements represent. For the current research, the calculated inter-rater reliability score was 96.1%, which indicates that the impact of coder subjectivity is minimal and, therefore, poses little threat to the reliability of the results discussed in subsequent sections.

The information gathered from the focus groups is presented in sequential order, from the initial sighting of the vehicle through conducting the actual traffic stop. Other components of the traffic stop process, such as search interrogation techniques, methods for conducting a successful search, training, etc., are discussed later. Throughout their discussions, one of the primary themes that emerged from focus groups was the importance of considering multiple indicators of suspicion. As each phase of the traffic stop is described and specific indicators of suspicion are identified, the totality of indicators is discussed to develop a more holistic picture of the vehicle, driver, and occupants as well as the likelihood of contraband and/or criminal activity. The findings reported hereafter reflect our best attempt to produce a comprehensive and accurate description of the issues consistently raised by focus group participants. Direct quotations from participants are routinely used to give a more accurate and vivid description of the specific issues.

INDICATORS OF SUSPICION

One of the primary motives in conducting this research was to determine what indicators of suspicion troopers relied upon during traffic stops that lead to searches. Ninety percent of participants and approximately 30% of all the participants' coded comments concerned specific indicators of suspiciousness they had successfully relied upon both prior to and during traffic stops.

Prior to the Stop Indicators

When queried about indicators prior to the stop, 81% of the participants made at least one substantive comment on driving indicators, occupant indicators, vehicle indicators, or the participants' perceived accuracy of the indicators. Across all eight focus groups, slightly more than 12% of the substantive comments were made about indicators of suspicion prior to the stop.

Driving

In general, driving indicators developed as a result of an *overreaction* to the presence of a marked cruiser. Participants suggested that their suspicions are definitely raised when they see one or more of the following types of driving behavioral changes: vehicles that reduce speed in a dramatic fashion, veer to the right-hand lane behind a large truck, follow too closely, and take a long time to pull over. Each of these indicators increases the confidence that some kind of illegal behavior is occurring. The following comments illustrate some of these indicators:

> **Participant:** If I check them at 75 in a 65, most people will drop down to the speed limit but the ones that drop down to 60 then 55, that spikes my interest a little bit more in the sense of, well, why are you doing that? If they're in the far left lane, they shoot all the way over into the right lane… all you got to do is just get down to the speed limit but now they're going to the extent of dropping it 10 to 15 and then moving all the way away from you as they're coming by you or after they leave you.
> …
> **Participant:** When you start getting multiple, for instance you're in a cross over that is in plain view. People can see you for a long, long way, they dive into the right lane for no apparent reason, their speeds drastically change, going well below the posted speed limit. I would say the totality of everything. You are looking for a sudden and drastic change in their behaviors, their driving behaviors, when they go by you.

Occupant

While respondents identified the initial observation of driving behavior as piquing their interest, thirty-five participants (56%) also made at least one substantive comment regarding the importance of the behaviors of the vehicles' occupants. Generally, respondents described nervous reactions by drivers and/or passengers upon recognition of the patrol cruiser. Similar to the comments for driving indicators, occupant indicators of nervous behaviors were again described by focus group participants as *overreactions* to the presence of a marked vehicle and thus out of the ordinary:

> **Participant:** Everybody is going to be a little nervous if a police officer gets behind them. I mean even me, off duty, driving around. If a patrol car pulls in behind me. You just get nervous. It's a common reaction. But we're looking for extremes.

The respondents offered several examples of specific occupant nervous behaviors that they considered strong indicators of suspicion including furtive movements of the occupants (22% of respondents), locking hands at "ten and two" on the steering wheel (21%), ignoring the trooper (16%), hiding behind the cross member (13%), or failing to make eye contact (11%). Many of these indicators are exemplified in the following statements:

> **Participant:** Prior to the stop, if you did have a speed like *[reference to another participant]* was saying, a lane violation or the overreaction if you pulled behind the vehicle and something that heightened your senses would be if they reached in the back seat. If they reached in the back seat or the action of turning around to reach in

> the back seat to cover something up, maybe reach under their seat. Or if they're driving if you see some people reach over to get in their glove compartment and there would be no reason to do that action when they are driving. So, things like that always heighten my senses and make me wonder what's going on, what could be going on.
> …
> **Participant:** A lot of times I've seen when you start talking about indicators or things that make us suspicious, their hands will be at ten and two, they will try to hide behind the cross member, they will lean back, they'll look out of their passenger window, almost as if they are in an attempt that they don't want you to see them.
>
> **Participant:** When somebody goes by you and they don't make eye contact with you, a lot of people will look up at you and slow down like *[reference to another participant]* said but when they're looking straight ahead… It's almost like they're intentionally trying, looking to the right or looking straight ahead. They don't want to make any type of eye contact or bring any attention to themselves.

Vehicle

The third set of pre-stop indicators that participants identified as raising their suspicion about the potential of contraband and/or criminal activity included characteristics of the vehicle. These cues of suspicion included rental cars (25%), the type of vehicle (16%), condition of the vehicle (24%), vehicles with license plates from source states (22%), perceived inconsistencies between the vehicle and the occupants, and modifications to the vehicle like air fresheners, stickers, or window tint (32%). Overall, 62% of the respondents made at least one substantive comment regarding the characteristics of the vehicle as an indicator of suspicion.

One of the most frequent comments made regarding raised suspicion focused on rental cars. Rental cars raise a red flag because troopers believe that drug couriers often do not want to use their own vehicles to transport their merchandise and they prefer to rent a vehicle that is expendable if they are stopped or arrested. While identification of the rental car is useful, some of the participants suggested that it was the combination of a rental car and factors that are inconsistent with a rental car:

> **Participant:** The biggest one I found is personalization of the rental car. There's no reason to personalize a rental car with flags, banners, bumper stickers, air-fresheners.
> …
> **Participant:** On rental cars it's hard to explain why a person would rent a certain type of car. Like, why would a person traveling alone rent a conversion van or a minivan? You're paying more money for a larger vehicle, and then you're traveling by yourself. It doesn't make sense. Why you would pay that amount of cost to rent that type of vehicle and then travel alone?

In addition, 17% of the participants mentioned inconsistencies between vehicles in general and their occupants. The participants had some difficulty clearly describing the nature of the inconsistency, but commented that there were some combinations of vehicles and occupants that struck them as unusual or raised their suspicion. Importantly, the participants suggested

that it was not associated with any particular age, gender or race, but rather an inconsistent combination of the type of vehicle and the occupant(s). For example:

> **Participant:** I was involved in two different stops that were people that didn't match. One was people that didn't match the car and one was a family. I had stopped a minivan and a lot of it was I had a feeling, like an intuition that something wasn't right when I saw it go past and stopped it for a violation. There were three young black males in a minivan, which isn't really common. You wouldn't think young guys in their 20's driving a minivan around… and it was a stolen one, it was a stolen vehicle. So, they didn't really match what you would expect them to be driving normally anyway.

It should be noted that the participants' inability to fully explain their perceived inconsistencies between types of occupants and types of vehicles could be a liability in court proceedings, and further could be perceived by some as a form of racial profiling. Additional training should be developed to aid troopers in their ability to demonstrate clear descriptions of the factors that raise their suspicion and the perceived inconsistencies between occupants and vehicles that lead to their suspicion.

Some participants suggested that vehicles in poor condition attract more attention, while others suggested that even vehicles in good condition can draw their attention. In fact, some suggested that the type of vehicle may be associated with the amount of contraband – vehicles in poor condition are more likely to have personal use amounts of contraband, whereas newer vehicles in good condition are more associated with bulk loads of contraband. Others suggested that the area also plays a role in determining the importance of the condition of the vehicle. The following comment details some of the dialogue on this topic:

> **Participant:** For me, it depends on what location I'm working. If I'm working a turnpike, you're looking for, like, big seizures, then I really don't pay attention to the vehicles as much. Maybe a pickup truck or something, but if I'm working the areas from my post, my philosophy is that if you don't care about your vehicle, then you don't care about yourself. So, I call them P-O-S's, if I see a good P-O-S then, you know, and the guy or gal that is driving a P-O-S, hands at 10 and 2, I usually look for a violation.

Issues surrounding suspicious cues based on the condition of the vehicle may partially explain the disparities in search success rates across demographic groups. If some troopers' level of suspicion is heightened based on vehicles in poor condition, drivers of lower socioeconomic status may be more likely to be stopped and searched. This, too, has potential racial/ethnic implications because of the unequal distribution of wealth in American society.

In addition to the characteristics described above, ten participants (16%) made at least one substantive comment regarding whether or not the *type* of vehicle indicates potential criminal activity to them. There was some disagreement among those who spoke, suggesting that there is no widely accepted type of vehicle that troopers are looking for when conducting interdiction work. First, some participants indicated that the type of vehicle alone was not a reliable indictor of suspicion. For example:

> **Participant:** It could be any vehicle, it's how they approach you, how they act when they go by in front of you, and how they continue on.

Comments like these were intermingled with those from participants who did believe there was a discernable pattern to the type of vehicle used by drug couriers. For example, some suggested that drug couriers go through phases where they may use a particular type of vehicle for a short period of time and then move on to a different type of vehicle.

> **Participant:** Now when I work drug interdiction, and I was looking for the vehicles, I was looking for vehicles that blended in. They didn't want to stick out in front of everybody, and it's a typical white, four-door sedan, or grey color or silver color, you know something that, that doesn't jump out at you. But that is what I was taught to look for, that has worked for me.
> …
> **Participant:** Well, when you're talking about vehicles, through training and experience, you know from having intelligence that certain vehicles are more prone to be used by drug smugglers. So when you say, do these certain vehicles stand out, yes they do. If I know in the last three months, if there's been ten seizures of the new BMW sport utility vehicle with a specific hidden, beautiful hidden compartment in the floorboard, then if I see one go by, I might look at that vehicle solely because this is one of the vehicles that are really hot right now. The smugglers are using them on a constant basis. It's because of this natural compartment that they are building. So, I do look for certain types of vehicles when they go by.

Finally, fourteen participants (22%) mentioned that they look for source state license plates as an indicator of contraband and/or criminal activity. Specifically, some suggested that it depends on the geographic location within the state as to whether source plates are a useful indicator of criminal activity. Other participants discussed the importance of knowing the network for distribution as a tool for discerning if a source state plate is an accurate indicator. For example:

> **Participant:** I guess one thing I notice is depending upon where their plate is. If I see a source state or something like that, it's not something that gets me excited like you say, but it's something you keep in the back of your mind. The area I work, you don't see a lot of source state plates. So, if we do see one, you're a little quicker to pick up on it or something like that. I just know to focus, what I should focus my attention towards.

Similar to the discussion regarding the driving behavior and the occupants as indicators of suspicion prior to the stop, comments regarding the vehicle reflected the importance of taking into account the totality of circumstances. For example, this comment suggests that multiple factors regarding the vehicle must be considered when looking for criminal activity and/or contraband:

> **Participant:** Right, but you have to take all of the indicators together. You can't just look at somebody and think, you know, because there have been other troopers that have stopped a family. I know a trooper specifically who stopped a mother and father and they had two kids, they were driving a minivan, and under the back seat it was

> loaded with marijuana. It was wrapped in plastic and the kids were actually sitting on top of it. So it just depends.

Accuracy

After each phase of the traffic stop was discussed, participants were asked how accurate (approximately) they believed the identified indicators were in either detecting criminal activity or discovering contraband. In the discussion of pre-stop indicators, 44% of the participants made a comment regarding the accuracy of indicators mentioned in the focus groups. One of the common characteristics of these discussions was the emphasis participants placed on the indicators collectively. That is, they reinforced the theme that one or two indicators are generally not enough to raise a great deal of suspicion. As noted by the following participant:

> **Participant:** I can't really put a percentage on that. It's something I think that the more indicators that you have present, obviously I think your percentage goes up.

In the case of any type of criminal activity, participants regularly suggested that they were between 70% and 90% confident that criminal activity was or is present in the vehicle when multiple prior to the stop indicators were present. This confidence level decreased substantially when participants were asked specifically about the discovery of contraband. Even though the percentage of times that troopers actually find contraband may be fairly low, at least one participant suggested that it was not due to a failure of the indicators, but rather that they just missed the actual contraband:

> **Participant:** There's also a percentage I think that probably everyone here has stopped the car and you got into the car and search in it or whatever, and still when you turn them loose you probably knew there was something going on but you just didn't find it. Or you know you didn't figure out what they had going. There's a percentage even after you get in the car, I'm sure we've all done that. There's stops I made years ago that I still think about because I know there was something there. You're convinced there was something there and you couldn't find it.

In summary, the indicators of suspicion prior to the stop included driving behavior, occupants' behavior, and vehicle characteristics. In general, participants were quite confident these cues of suspicion prior to the stop were accurate for identifying criminal activity. Furthermore, the participants emphasized the importance of multiple indicators and reported an increase in suspicion as the number of prior to the stop indicators increased.

<u>During the Stop Indicators</u>

Turning to indicators utilized once the stop has been initiated, 83% of the participants and approximately 11% of the overall focus group comments detailed four areas of focus: 1) verbal cues of the occupants, 2) physical behaviors of the occupants, 3) vehicle characteristics, and 4) the accuracy of these indicators.

Verbal

Thirty-five participants (55%) described effective cues of suspicion gathered from verbal interactions with occupants of the stopped vehicle. The most common verbal indicator of suspicion during traffic stops mentioned by the participants was inconsistent stories between occupants of the vehicle, which were discovered by asking progressively more complex questions. For instance, the driver and passenger(s) do not identify the same destination, and/or their stories are not logically consistent with one another. Twenty-one participants (32%) made at least one substantive comment on this theme. For example:

> **Participant:** Definitely conflicting stories. If you go up and get the driver out, you get them separated, and you ask them, "Where are you headed to?" And they say "Cleveland to Cincinnati" and then you go question the passenger or passengers and they all give you different destinations in which they're going. I think that's definitely a good starting point as far as an indicator.
> …
> **Participant:** But when they *[reference to the occupants]* don't know each other's names and they don't know anything about each other, it's a real good indicator.

Other verbal indicators included an attempt by the occupant to distract the trooper by either eagerly accepting a ticket or asking questions about the trooper's personal life, possibly in an attempt to become friendly with the trooper. In some situations, the occupants may continually talk or provide information that was not requested. The participants suggested that these methods are used in an attempt to distract the trooper from the criminal activity occurring in the vehicle. The following statements provide examples of this behavior:

> **Participant:** They try to deceive or direct you in another direction. If you ask for registration, they begin to tell you where they're coming from or where they're going. They don't answer your question, they try to move you on to a different subject, which is usually a good indication that they're trying to hide something or get off with a traffic ticket and move on; they won't answer any direct questions.
> …
> **Participant:** The last thing *[reference to another participant]* just said on that is a big one. Where you walked up to the car, "I stopped you for this," you know, "I'm sorry, I'm so sorry, you know, just give me my ticket, you know, I deserve it, blah blah blah." I would say out of all of the big ones I've had, they're not going to argue with you. They don't want you to stand up to that car any longer, then, "Here's my stuff, you were right, I was wrong; here be on your way." Because any confrontation is going to cause me to want to take it to the next level. Okay, well now you want to argue with me about the speeding ticket why don't you come on back I'll show it to you on the radar, I'll show it to you on the laser, what do you want me to do? But he's not going to do that because all he wants to do is get on his way. "I'm on my way, I'm on my way."
> …
> **Participant:** Okay, another thing I've noticed when I'm talking to people is that they try to change the subject or get personal with you about things. I've had a lot of people who will start talking about family members who are police officers. Or I had one the other day with cocaine, the guy kept asking me about my computer in my car, where it came from, is it good? You start talking about odd things that most people

> wouldn't even be thinking about during a traffic stop. Like they're just trying to get personal with you, maybe become your friends. Almost like I'm not a problem, whatever. I look for those types of things.

In summary, verbal interactions between troopers and vehicle occupants are considered effective sources of criminal indicators. The specific types of verbal indicators include inconsistent or unbelievable stories, failure to answer simple questions, and attempts to distract troopers with questions and personal conversation.

Physical

Forty-nine participants (77%) described physical characteristics displayed by occupants during a traffic stop that are considered effective cues of suspicion. The indicator most commonly discussed was the perceived nervousness of the occupants. Forty-six participants (73%) made at least one substantive comment regarding the importance of nervousness as a key indicator that some form of criminal activity is occurring within the vehicle. While a general level of nervousness was described, participants also detailed specific characteristics of nervousness exhibited by the occupant, such as shaking, sweating, a noticeable increase in heart beat as indicated by a bulging carotid artery, and a failure to make eye contact. Participants described each of these as strong indicators that some form of criminal activity is likely occurring:

> **Participant:** I always like when they hand me the license. I stand a couple steps back and make them actually extend and watch their hands shake as they give it to me.
> …
> **Participant:** They won't make eye contact with you, or when they do make eye contact to answer a question, they look away, they look down. They're deceptive in their body language, they try and maybe stick their hands in their lap or under their legs or under their arms, something so that it's obvious that they're trying to hide or control their nervousness.
> …
> **Participant:** One of the biggest ones I use is the jugular vein. I mean, just when you start talking to people and you start asking direct questions, you know, "Do you have anything illegal in your car?" You just sit there and you can watch the vein in their neck just start pounding. I mean, it's like their shirt collar is just about ready to come busting through.

The second key characteristic of nervousness mentioned by the participants was the continued, and in some cases increasing, level of nervousness. That is, the participants mentioned that most citizens are nervous when stopped by a trooper, regardless of any potential criminal activity; however, most individuals will begin to calm down once the trooper explains the nature of the stop and the likely outcome of the traffic stop. In cases where the occupant(s) continue to exhibit signs of nervousness or become more nervous, the participants explained that this is a significant indicator to them that some form of criminal activity is occurring. For example:

> **Participant:** If their nervousness continues beyond a certain point, I've found that there's usually something else that they're nervous about. They're not just nervous

> about getting a ticket at that point, they're nervous about something else that may not be right with them, that may not be right with their vehicle, that may not be right with their license, that may not be right with something else.

Other less often mentioned indicators of suspicion included: occupants leaving their vehicle and approaching the patrol car, looking at particular locations in the vehicle which subsequently were found to contain contraband, the "felony stretch" (i.e., excessive stretching of arms and legs), excessive yawning, talking on a cell phone, and leaving their turn signal on during the stop.

In summary, participants made numerous comments regarding the different types of physical behaviors demonstrated by vehicle occupants that they considered strong indicators of criminal activity. Participants specifically focused on the importance of physical displays of nervousness. In addition, several participants noted the importance of observing multiple indicators simultaneously. As stated by one participant:

> **Participant:** There were a lot of really good indicators that were brought up by everybody in here and really there's not any single one that just trips it for me. It has to be a combination of things, and it could be a multitude of things. It could be twenty, thirty things that you see that make you suspicious.

Vehicle

In addition to verbal and physical cues of the occupants, participants described cues of suspicion that were related to the vehicle and its occupants. Specifically noteworthy was the absence of the vehicle's owner when the vehicle is geographically distant from its owner, occupants who cannot identify the owner, vehicles with a "lived-in look," excessive deodorizer, and multiple cell phones. As described by participants:

> **Participant:** One big thing is owner not present. If they have out-of-state plates and if they're driving a fairly decent car and the owner's not present… If you think about how many people you know, unless it's a son or daughter and they're going to see another relative or going back to school. How often will somebody let one of your buddies just take your car from like Arizona out to Cleveland for a few days just for the heck of it?
> …
> **Participant:** Also you might see, like *[reference to another participant]* was saying, a lot of different food, like where they won't get out of the car to stop for food. You'll see a lot of bags of fast food or pop cans or stuff like that just indicating that they don't want to leave that vehicle. They want to go in and pull up in a rest area or pull up in a drive-thru or something like that to get something so they won't have to exit the vehicle. You see all that in the vehicle.
> …
> **Participant:** So another one I can count on is a deodorizer that's not visible. The car smells like vanilla aroma or felony forest and you can't see it. It's in there somewhere but they are using that to mask something.

Accuracy

Unlike the discussion regarding the accuracy of indicators that exist prior to the stop, the discussion surrounding indicators of suspicion during the stop did not differentiate between the discovery of contraband and criminal activity. As described previously, the accuracy rate for indicators of suspicion prior to the stop dipped noticeably when participants discussed only the discovery of contraband. That is, there was a high accuracy rate (70-90%) for situations when the trooper was confident that some form of criminal activity was occurring; however, this confidence decreased when limited to only finding contraband. In regard to indicators of suspicion identified during the stop, participants did not distinguish between the identification of criminal activity and the discovery/confiscation of contraband. As a result, it is difficult to determine if there was a similar decline in the confidence of the indicators when restricted to only the discovery of contraband. Notwithstanding, it was suggested by some participants that even when no contraband was discovered, their confidence in the indicators of suspicion was not reduced.

While varying percentages regarding the accuracy of indicators of suspicion were provided, there was a strong, consistent theme concerning the importance of multiple indicators present. That is, the indicators must be considered in conjunction with one another and the totality of the indicators is the important factor when considering the likelihood of criminal activity occurring and/or the existence of contraband. Numerous participants made at least one substantive comment on the importance of considering the totality of the indicators.

INVESTIGATIVE TECHNIQUES

Developing out of the discussion regarding the indicators of suspicion, the participants elaborated on their use of investigative techniques. Focus group participants discussed the success of various techniques used to investigate their suspicions. Officers gave information relating to the investigative techniques they use in seven of the eight focus groups. These comments accounted for approximately 7% of all substantive comments made by focus group participants. The three main topic areas describing investigative techniques identified as a result of analyzing participant comments are: 1) pre-interviewing strategies, 2) interviewing techniques, 3) and the use of consent.

Pre-Interview Strategies

During six of the eight focus groups, participants provided information on the tactics they use prior to interviewing or questioning the occupant(s) of a vehicle. A total of 20 officers (33%) made at least one substantive comment relating to this topic area. The first pre-interviewing tactic identified by participants was using their marked vehicle to begin the investigation process:

> **Participant:** The best tool I think we have in interdiction is the marked patrol car, because that is one of the very first cues you'll see. That is the first thing, at least with my interdiction cues.

Seven percent of officers indicated that a marked patrol car is a very reliable resource for criminal interdiction purposes because, as documented in the discussion of indicators of suspicion, the presence of a marked vehicle can cause motorists to change their driving behavior.

An additional tactic frequently used by participants prior to the interview stage is to separate the driver and passengers. In situations where there is more than one occupant in the vehicle, fourteen participants (22%) indicated that they attempt to physically manipulate the situation by separating the driver from the passenger(s) prior to asking any questions. Once the vehicle occupants are separated, officers indicated they prefer to interview each party individually. According to participant responses, separating the occupants and questioning them independently can lead to inconsistent stories. When the driver and passenger(s) provide conflicting information to officers it raises the level of suspicion and often indicates some type of criminal activity. The following comments represent the idea that separating the occupants is common practice and, in some cases, results in receiving conflicting stories:

> **Participant:** If you can separate the driver and the passenger and ask them the same questions, you get inconsistent answers.
> **Moderator:** Okay. And is that a practice that you routinely use?
> **Participants:** *[Collectively]* Yes.
> …
> **Participant:** I'm going to ask the driver to step out, and speak to him outside. Then, I'm probably going to go back up and talk to the passenger with a legitimate reason whether it be a seat belt or if I have a legitimate reason to go back up. I'm going to ask the passenger basically the same questions I asked the driver to see if we get conflicting stories that we mentioned earlier.

Once the officer has approached the vehicle and taken the necessary steps to ensure he or she is in the best position to uncover criminal activity, they begin asking the driver and passenger(s) questions that may lead to the discovery of illegal activity or contraband. It is clear that the next step in the process is crucial, and participants indicated a methodical way of eliciting information from motorists, described in detail below.

Interviewing Techniques

Six of the eight focus groups had at least one participant make at least one substantive comment regarding an interviewing technique. A total of twenty-three troopers (37%) indicated they use some form of verbal investigative technique to extract information regarding any criminal activity in which the driver and/or passenger may be participating. Six of the participants (10%) indicated that asking about travel plans is an effective way to determine the intent of the driver and/or passengers. Asking about travel plans will sometimes produce conflicting information or unusual responses from vehicle occupants. Other techniques mentioned that they try to engage the vehicle occupants in casual conversation or ask basic questions as a way of determining if the vehicle occupant(s) were engaging in criminal activity. In some cases, once the occupants have been asked simple questions, the trooper may directly inquire about any criminal activity to measure the change in the occupants' behavior. These techniques are described in the examples below:

> **Participant:** Indicators like you start a conversation like, "Where are you guys going?" and you get back, "We're on vacation." They have no luggage even if they are on vacation for two weeks. Now there is another indicator.
> …
> **Participant:** I think the best way to determine whether that nervousness at the beginning is truly just nervousness or they're trying to hide something is if you ask them some basic questions at the start. So that just common answers would prevail or whatever. And then you go into your criminal questioning and then see if their behavior changes or not compared to their truthful answers. Something that requires a truthful answer or where they know the answer. You just have to watch their behavior from the beginning questions to the criminal questions. If that makes sense.
> **Moderator:** So, start them out easy. Get a baseline. Okay.
> **Participant:** Right, casual conversation. See how they react. See if you can get them calmed down. Then go into the criminal questioning and see if their behavior changes or they continue with nervousness or they get worse or something of that nature.

In some instances, troopers do not successfully elicit the necessary information that gives them probable cause to search the vehicle or its occupants. At this point, the officer has three choices. First, they can release the vehicle and its passengers with no further action. Second, they can ask the driver for consent to search the vehicle. Third, they can detain the motorist and request a canine. The following paragraphs capture information regarding how often consent searches are used, officer perception of consent searches, and impediments to using this resource. The use of canines is documented later in the section.

Use of Consent

If none of the previously described investigative techniques are successful in eliciting a confession or developing probable cause, the trooper may ask for consent to search. The goal of asking the participants about their use of consent searches was to gain a better understanding of how often they relied on this tool and to assess their general attitude toward using consent. Twenty-one participants (33%) across four of the focus groups commented on the use of consent searches. Some of the participant responses indicate how infrequently they rely on consent searches:

> **Moderator:** What percent of your searches are consent searches? Approximately?
> **Participant:** Less than one.
> **Moderator:** Less than one percent?
> **Participant:** Probably done two or three, ever.
> …
> **Participant:** For me consent is the last resort. I hardly ever use it.

Others' responses explain their view toward asking motorists for consent to search their vehicle:

> **Participant:** Yes, it is awkward. Very awkward to go up to someone whether they are outside of their vehicle or in their car, and say, "Here's your information back,

> it's ok. Just a warning. Make sure to slow down. You're all set. Ok. Oh by the way I have a question for you." It's very awkward.

Finally, some participants alluded to their perception that the use of consent searches is not supported by supervisors or the department:

> **Participant:** We don't do it because of the fact there's too much of a probability, no matter how much you know what you're doing, that you're still going to find a way to get in trouble because your supervisor thinks you've done something wrong that you have not. So, rather than arguing with them and going down that road, if you don't smell it, if you don't see it, or don't have an outright admission, forget it.

In summary, according to participants' comments, consent searches are not widely used as an investigative tool among OSHP troopers. Several participants indicated that they did not regularly use consent searches because of the perceived intrusiveness of consent searches, awkwardness associated with requesting consent to search, awkwardness associated with gaining written consent in addition to verbal consent, and the perceived lack of departmental support for conducting consent searches.

UNDERSTANDING RACIAL/ETHNIC DIFFERENCES IN SEARCH SUCCESS RATES

As outlined previously, this research was designed to better understand the large ethnic disparities in search and seizure practices of the OSHP. Data collected regarding searches during traffic stops indicate that, compared to Caucasians, Hispanic motorists are more likely to be searched but less likely to be found in the possession of contraband. The differences in search success rates (i.e., the percentage of searches that result in a discovery of contraband) across ethnic groups is particularly dramatic. Specifically, a 2003 internal audit of the Ohio State Highway Patrol (OSHP) database revealed that contraband was discovered while searching 66% of Caucasian drivers, 64% of Black drivers, and only 26% of Hispanic drivers.

In order to better understand the potential reasons for this ethnic disparity in search and seizure rates, participants were asked sensitive questions regarding the perceived importance of drivers' demographic characteristics in predicting criminal activity. It is critical to examine all possible factors that are associated with best practices of search and seizure activity, including topics that may reflect negatively on current practices. Thus, participants were asked if the race, age, sex, and/or criminal experience of motorists are effective predictors of criminal activity in the context of traffic stops. While the sensitive nature of this topic is readily apparent, participants appeared to be forthright in their discussions.

This discussion is divided into an initial overview of comments regarding citizen characteristics, and is followed by a description of the participants' comments regarding the low Hispanic search success rates within the OSHP. Forty-eight participants (76%) made at least one substantive comment regarding racial and ethnic differences in search and success rates, and this constituted approximately 9% of all comments within the focus groups.

Driver Differences

The participants were asked whether or not the criminal indicators previously identified varied based on differences in motorists (e.g., criminal experience, race, age, and sex) or the geographic location of the stop. Collectively, thirty-six participants (57%) made at least one substantive comment regarding these characteristics in relation to indicators of suspicion. First, sixteen participants (25%) made at least one substantive comment regarding the relationship between the criminal experience of the motorists and the perceived effectiveness of the indicators of suspicion. Participants generally perceived that motorists with more criminal experience are better able to hide or mask effective indicators of suspicion compared to those with less criminal experience. For example:

> **Participant:** Now you're getting into another area, which is the lifetime career criminal that you are speaking of, and believe me, yes, that it is true. You will find one person out of however many that is so calm and collected, so cool, because being career criminals, they know how to play the system, and you will be surprised. Yes, I'm sure I have let many drug loads go down the road because they didn't show me any signs of nervous behavior whatsoever. And there wasn't anything else for me to go on. I issued them their citation, or their warning and let them go on down the road.

While the criminal experience of the motorist provided some distinctions in terms of cues of suspicion, collectively, twenty-six participants (41%) also made substantive comments regarding the importance (and non-importance) of the race, age, and gender of the motorists. In terms of race, the majority of participants' comments were in regard to the frequency of searching Hispanics. Specifically, the participants suggested that Hispanics may be searched more frequently due to the indicators mentioned previously; however, the discovery of contraband may not be as likely frequent for a number of reasons. Participant responses regarding factors that contribute to low Hispanic search success rates provided such valuable information that it emerged as a stand-alone theme and is described in detail following the general discussion of citizen characteristics.

Apart from comments made on the importance of race, eleven participants (17%) suggested that age plays a role in interpreting the indicators of suspicion. Generally, the participants claimed that older drivers are less likely to be nervous (e.g., shaking) and more likely to know the other occupants in the vehicle, which makes it more difficult to identify effective indicators of suspicion. For example:

> **Participant:** They don't appear to be like younger persons. I've had an experience with an older couple and we found a lot of dope in the car. If it wasn't for them not smoking half of the dope they had in the car … it was just like normal conversation like me and you are having right now. Compared to an eighteen or twenty-some-year-old young person who is very, very nervous and giving off tell-tale signs. I notice with the older couple, like you said *[reference to another participant]*, they knew where they were going, they knew each other, and it's a little different. For me at least.

While age of the driver has a slight effect on how troopers interpret cues of suspicion, the gender of the driver was mentioned by nine of the participants (14%) as making a difference in identifying cues of suspicion. Some participants suggested that females involved in criminal activity generally talk more frequently in comparison to men involved in criminal activity. For example:

> **Participant:** Just found through experience that when females have something that they are trying to hide from you, they'll try to divert your attention by trying to talk about whatever it may be. And they'll just be going on, and on, and on. Then you ask them for their driver's license, registration, you'll get that eventually, but, they'll keep talking about other stuff not even related to it.

Other than comments regarding the frequency of verbal interactions (i.e., excessive talking), participants did not indicate additional suspicious indicators that differ between men and women as was perceived for individuals with varying levels of criminal experience, different racial/ethnic groups, and different ages.

Additional comments made by seventeen participants (27%) detailed a combination of factors. These participants suggested that an individual of a particular race, age, and gender in combination with the location, type of vehicle they are driving, etc. would raise or lower their suspicion. In essence, similar to the discussion surrounding the cues of suspicion both prior to and during the stop, it is the totality of indicators that make a trooper suspicious. If there is an unusual combination of demographic and situational factors, the troopers' suspicion is increased.

A couple of participants also noted the importance of the motorists' demeanor in combination with their demographic characteristics as indicative of suspicious activity. For example:

> **Participant:** You touched on race and as it relates to race, if I happen to stop, and I can judge this looking at the driver's license, what I would presume to be an inner city black male and he's overly cooperative and polite then that makes me suspicious. He may not be doing anything wrong, but it makes me suspicious because they're typically confrontational with the police. They don't like to be stopped. They don't like to be asked questions. They don't like the fact that they're even being targeted for any type of enforcement. So, because they're polite and cooperative, it makes me suspicious.

It is also important to note that participants' expectations of how particular types of individuals will behave in given situations has a strong influence over their perceptions of the likelihood of criminal activity. When a motorist acts in a manner inconsistent with the participants' perceptions of how that particular motorist should act in that specific situation, criminal indicators are interpreted in a different manner.

In contrast, a larger percentage of participants indicated that demographic characteristics are *not* important indicators of suspicion. At least twenty-one participants (33%) suggested that demographic characteristics are less important to raising suspicion than other types of

indicators. The following passage exemplifies the participants' comments who believe that the indicators of suspicion are consistent across all types of individuals:

> **Participant 1:** I've seen it *[reference to indicators of suspicion]* with young white males, older black males. It crosses the board. I don't think you can say, "Well, females do this more often than males do." I think it's across the board. You're gonna see it with any race, any age, any diversity you want to look at.
> **Moderator:** Okay. So, then in terms of the actual physiological response, the sweating, nervousness, shaking, eye contact, in your sense that's all across the board? You can have people young, old, black, white, male, female, and those are still accurate indicators of what's happening? Criminal indicators?
> **Participant 1:** Mm, hmm.
> **Moderator:** Yes?
> **Participant 2:** Basically, I agree with *[reference to another participant]*. It's a human characteristic of a guilty conscience.
> **Moderator:** Okay, so, in your experience those are pretty clear indicators and it does not really make a difference who's displaying them?
> **Participant 2:** No. [*It doesn't make a difference*.]

In summary, identifying criminal activity involves more than just the recognition of the criminal experience, race, age, or sex of the citizen. These factors may assist participants in interpreting indicators of suspicion, but are not used solely for the identification of criminal activity and/or contraband.

Finally, in addition to the demographics of the occupants, twenty-two participants (35%) commented on geographic factors in developing their suspicion. These comments generally focused on the importance of the location within the state where the stop occurred. Officers indicated that cues of suspicion may take on more or less important depending on the area within the state they are patrolling.

> **Participant:** If you work out in the middle of the county, out in the middle of nowhere, the drug carriers and the drug users in that area are going to do things totally different than they might when they cross a straight out interstate.

Based on the responses of the participants, the use of demographic indicators as cues of suspicion is best viewed as inconclusive. That is, the perceived accuracy and frequency of the cues of suspicion previously identified varied based on motorists' level of criminal experience, along with their race, age, and sex.

Low Hispanic Search Success Rates

One of the specific goals of this research project was to gather information in order to understand why there is less contraband discovered when Hispanic drivers are searched compared to searches of other racial/ethnic groups. Participants were first presented with a summary of the ethnic disparities in search success rates across the department. Specifically, participants were told that searches of Caucasian and Black motorists resulted in the discovery of contraband upwards of 60% of the time, while searches of Hispanic motorists resulted in the discovery of contraband less than 26% of the time. Thirty-one participants

(49%) made at least one substantive comment regarding the source of low search success rates for Hispanics. Participants suggested numerous potential explanations, detailed below, for this phenomenon including: 1) the use of incorrect cues of suspicion, 2) a lack of training specific to Hispanic citizens, 3) a possible language barrier between troopers and Hispanic motorists, 4) possible OSHP documentation issues, 5) specific types of vehicle characteristics associated with Hispanic motorists, and 6) the extensive and effective use of hidden compartments by this ethnic group.

Inaccurate Cues of Suspicion

The most commonly stated reason for ethnic disparities in search success rates was due to inaccurate cues of suspicion, such as a display of nervousness that is unique to Hispanics. Participants explained that often Hispanic motorists display a level of nervousness that may otherwise indicate criminal activity or the presence of contraband, yet their displays of nervousness do not operate in a similar manner as those displayed by other racial/ethnic groups. Instead, some participants suggested that these indicators do not accurately apply to Hispanic motorists because their nervousness is related to illegal resident status or simply less familiarity with the police in our society, rather than criminal activity.

Other indicators that usually point to criminal activity were also identified as being somewhat inaccurate when Hispanic motorists are involved. For example, some officers noted that Hispanics are not likely to possess identification, do not own the vehicle they are driving, and often do not know the rightful owner of the vehicle. Fifteen participants (24%) made at least one substantive comment regarding incorrect cues of suspicion. The following passage illustrates what participants have experienced and helps explain why some searches involving Hispanics are not fruitful in the discovery of contraband:

> **Participant:** Just like they said, they're giving off a lot of indicators that we tend to look for which would make us suspicious.
> **Moderator:** Okay. And it's not that the indicators are not accurate but they're indicating a different type of crime?
> **Participant:** A different type of criminal activity.

Lack of Training

Relatedly, some participants suggested that troopers do not always take it upon themselves to learn the skills to distinguish between accurate and inaccurate cues for Hispanics, which may be due to the small amount of criminal interdiction training at the academy. A lack of criminal interdiction training was implicated by ten participants (16%) as a reason for low Hispanic search success rates across OSHP. The following exchange between one participant and the moderator illustrates this point nicely. The participant suggests that more specialized interdiction training could rectify some of the issues surrounding low Hispanic search success rates:

> **Participant:** When you have a group of officers that you want trained in interdiction, and somebody, for example, gets assigned to a canine handler. They're given four weeks, six weeks to learn everything there is to know about interdiction. Or in the

> academy they're given four hours of criminal interdiction and then you're told, go out there and do it. To me that's pretty dangerous.
> **Moderator:** Okay …
> **Participant:** It's dangerous on the officer's safety level, it's dangerous on a liability level for the officer, and it's dangerous on a liability level for the department. You're delving into people's personal rights and search and seizure and forfeiture of personal belongings. You have to have more training then just four hours on criminal interdiction. You're doing a focus group right now for a minimum of two hours and in the letter that came out it was two to three hours possibly.
> **Moderator:** Okay…
> **Participant:** And you're talking about issues. Now add one more hour to that and that's all the training you get in the academy. And now you're delving into all of those issues that can cost the department huge; that can cost the officer ultimately their life. You're asking a question about searching Hispanics as opposed to whites and blacks. Like [*reference to another participant*] said earlier you know we're only human, and when officers that are not trained properly, they watch television or they see what other officers do, or they read the newspapers and they get the misconception that a certain age group, or certain ethnic group violates the law more than others. And we'll use Hispanics for example, and they'll think all Hispanics have drugs. That comes from lack of training. When we testify in court we don't use the word "profiling" when it comes to race, we use the phrase, "behavioral profile." And that behavior can be if you're Hispanic or black or white or what have you. The problem is that you have lack of training for officers, which results in searching people that they're basing it on, like I said, their age or, you know, their ethnicity, or their gender, instead of basing it on their behaviors whether it be driving behavior or their physical behavior upon contact.
> **Moderator:** Okay, so what are you telling me, that it's a training issue?
> **Participant:** That's part of it, yeah.

Changes in training to address this issue, however, must be carefully considered by OSHP personnel, as training based on behavioral differences across racial/ethnic groups could give rise to legal challenges of OSHP practices.

Language Barrier

A third reason provided by the participants is the existence of a language barrier. Nine participants (14%) suggested that the primary problem with traffic stops of Hispanic motorists is the existence of a language barrier, as illustrated in the following remark:

> **Participant:** I think also, possibly, the language barrier. Some people on patrol, we don't speak Spanish. So sometimes we go through questioning the whole traffic stop. You get answers but it is hard to decipher what they are really telling you.

These participants also suggested that searches of Hispanics are often conducted in an effort to reduce or eliminate the possibility that a trooper will be injured during the encounter. It is the perception of these participants that a language barrier between the motorist and the trooper creates a situation where the motorist does not comply with officer directives or instructions. When Hispanic motorists fail to follow directives, troopers feel uneasy and they

conduct protective searches to rule out the possibility of being harmed. The following passages exemplify this sentiment.

> **Participant:** I know from my experience, when I come in contact with an individual, and it would be more along the lines of if you're having trouble communicating with them, if they don't know English and they're putting their hands in their pockets and you're telling them to take their hands out of their pockets and they're not doing that because they may not understand you or they may be going for a weapon. You don't know.

Thus, participants suggested that the language barrier is an additional factor that may increase the likelihood of innocent Hispanic motorists being searched by OSHP troopers.

OSHP Paperwork

Fourth, some participants suggested that the documentation they are required to fill out after every search (2K form) may differentially affect searches of Hispanic motorists compared to searches of other racial/ethnic groups. For example, Hispanics may be visibly nervous because they have an illegal immigrant status or no valid driver's license. Participants specifically noted that illegal immigrants are technically "contraband," though this is not captured on the 2K form.[1] Eight participants (13%) suggested that the documentation they are required to fill out after every search (2K form) does not capture certain information that would demonstrate the search was conducted for a legitimate reason or that certain types of contraband were discovered. The following excerpt from the transcripts best illustrates this point:

> **Participant:** Again, you know, driver's license. I've got fifteen illegals lying in the back of my pickup truck. We're not going to do anything with that. So, it, if they're showing the indicators when we stop them and there's fifteen illegals lying in the back of the pickup truck, your 2K is not really going to show anything if you do a search. You know what I mean? No contraband found. Well, there was fifteen illegals lying in the back of the truck which are contraband, but your 2K doesn't say that.

Vehicle Characteristics and Travel Patterns

In addition, troopers' suspicions are likely to be raised if the owner of the vehicle is not present and the owner's name is not known. As illustrated below, participants indicated that Hispanic motorists may be unable to identify the owner of the vehicle because they are migrant workers and share vehicles:

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[1] It is important to note that the focus groups were conducted prior to the redesign of the search form, which was implemented state-wide in June, 2006. On this form, a check box is provided for "criminal activity discovered." The purpose for this additional piece of information is to determine whether this concern raised by participants is a valid explanation of ethnic disparities in search success rates, and whether or not Hispanic motorists are disproportionately involved in these types of scenarios.

> **Participant:** One thing I look at is that most of the illegals or most of the people that are here illegally are just here to try to work. Most of them aren't, from what I've seen, at least statistically, aren't carrying large amounts of contraband. There are some but it seems to be few. But you have, you know, fourteen individuals packed in a car or a truck or more, and the vehicle is almost never owned by anyone in the vehicle. So you have no idea where the vehicle has been or who's been in the vehicle.

Participants indicated it is not unusual to have up to fifteen occupants of Hispanic origin traveling in one van. Further, according to other participants, some Hispanic motorists drive vehicles that that increase troopers' levels of suspicion because they are in poor working condition, unregistered, or exhibit other signs that raise suspicion. These situations are perceived to be more prevalent for Hispanic motorists because of differences in socioeconomic status.

Hidden Compartments

Finally, participants indicated that Hispanic motorists involved in drug trafficking often use hidden compartments that make it difficult to locate contraband during a search. Some comments indicated that Hispanics are the most organized and efficient traffickers participating in the drug trade:

> **Participant:** You got to search, you know they're Hispanic, and you didn't find it. But it's just because they're more organized in what they do. You know, versus the guy that just throws a duffel bag in his back seat. Well, that's easy. You open up the duffle bag… "Hey, what's this?"
> **Moderator:** Okay. And so then, what I hear you saying is that particular types of either racial or ethnic groups might be more organized in the drug trade, so they use hidden compartments that ordinary troopers who are out on the road are not going to be able to get the seizure. Did I summarize correctly? Am I close?
> **Participant:** White, black, anybody can use hidden compartments. It's just, you see a lot more hidden compartments where they're more organized. But a lot of it is coming out of, you know, Mexico, South America areas and the predominate race down there's Hispanic.

These methods described by participants make it more difficult for troopers to locate contraband if they do not have access to the appropriate tools to disassemble the vehicle and advanced training to identify likely locations of hidden compartments.

GENERAL IMPEDIMENTS TO BEST SEARCH AND SEIZURE PRACTICES

During the focus groups, participants were asked about any impediments to search and seizure activities. Any research designed to understand the day-to-day operations at the lowest level in an organization is likely to encounter some reluctance on the part of research participants, in that disclosing sensitive information which may reflect poorly upon their organization. This is particularly true for research with police organizations that are paramilitary in structure and staffed by individuals highly suspicious of outsiders. While the

research team initially planned to probe participants regarding the inner workings of the OSHP and potential problems that served as impediments to search and seizure activities, it was unknown how forthright respondents would be in a research setting moderated by research team members. In spite of initial concerns, however, the participants appeared to be willing to share their perceptions regarding general impediments as they related to best practices in search and seizure activity. In fact, fifty-six of the sixty-three participants (89%) shared at least one substantive comment regarding what they perceived as problems or issues that impeded their ability to perform criminal interdiction activities, which accounted for 15% of all substantive comments in the focus groups. The comments were subdivided into four related areas: 1) departmental impediments, 2) field supervisory impediments, 3) managerial impediments, and 4) peers, each of which is explored in detail below.

Departmental Impediments

The majority of impediments discussed by focus group participants were captured under the generic code of "departmental impediments." Specifically, slightly over 54% of the coded comments by 71% of the participants were included in this catch-all category. These comments can be generally described as belonging to one of three categories: 1) perceptions of the OSHP's current priorities and support for criminal interdiction work, 2) perceptions regarding the repetitive nature of paperwork associated with search and seizure activities, and 3) perceptions regarding deficiencies and inconsistencies within the current organizational structure, including the disbandment of criminal interdiction teams. Participants' comments regarding these three sub-themes are described in detail below.

Current OSHP Priorities and Support for Criminal Interdiction

Thirty-four participants (54%) made at least one substantive comment regarding the current focus of the OSHP on producing traffic citations rather than "quality" traffic stops, which has a direct stifling effect on criminal interdiction work. Many participants showed support for these comments in the form of nodding of heads, laughter, and other non-verbal and verbal signs of agreement. This was seemingly one of the greatest sources of frustration for participants recorded in the focus group sessions:

> **Participant:** *[Responding to question regarding what they needed to support criminal interdiction activity]* Time. Time to investigate. Time to do your criminal investigation. Because that's what a lot of this is. Taking the time to compare stories. Taking the time to look beyond and see indicators in the car. Taking the time to call the dog. Taking the time to do the search. It all takes time. And when you're held to standards of so many tickets or stops per hour and all this, to comply with that, you just say, "I don't have time for this." Go write tickets, make the stops, do this, get on with business.

Participants also noted with some frequency that a major priority for the organization was currently on reducing traffic accident fatalities. Specifically, participants frequently made reference to LifeStat, a program designed to identify high crash areas, and provide for increased enforcement in those areas to reduce fatalities. The perceived emphasis on this

program was raised as one additional reason why criminal interdiction efforts were considered a lower priority by supervisors and middle management:

> **Participant:** …It just seems like we're focusing on high crash areas. And don't get me wrong, I think this is a good program, but we're not focusing on high narcotic areas. You know, you're focusing on crash areas, you're basing all of your statistics around where your fatal crashes are happening and that's good. But then something is going to lack because of that and I think patrol might be one of the areas that is lacking because of that.

Related to participants' discussions about OSHP's current priority of ticket writing and fatal crash reductions was the perception that criminal interdiction work could not be adequately captured in departmental statistics that are generated to demonstrate trooper activity. Participants frequently noted the extensive time that is involved with criminal interdiction work, and further noted that their efforts in this regard were not adequately demonstrated in a quantifiable form. As explained by one participant, the current data collection structure is simply designed to measure and reward traffic citation counts and crash reductions:

> **Participant:** I think that it's easy to, as far as quantitative … You can say, "Okay, there's this many fatals. We want to reduce … last year you had five, we want to reduce that." It's very easy to measure those things, whereas with criminal patrol stuff you're gonna stop a ton of cars and come up with nothing. You're gonna have a lot of indicators, you're gonna stop them and you're gonna spend an hour, a half hour, whatever, interview and whatever. And, they may be full of drugs but you can't find it. You let them go down the road. I mean, it's hard to measure that kind of stuff, the work that's being put into it, the way that the system's set up right now. You can have guys that are working hard. They're very good at that and they're out there looking for it. But, there's really no way to measure what, in pounds, in how many seizures, and there's, it's really hard to measure it. All it is, is you get criminal patrol points, which is good. I mean, it's a, lets you know who's, you know, looking for stuff and who's not and whatever. But, crashes and speeding tickets are easy 'cause they guarantee, "Okay, there's eighty-five, boom. There's your ticket." It's a done deal. You can mark one up for, it's just a lot easier to measure and I think that's why the system's set up that way.

A handful of participants did note that they sensed a change in OSHP's current priorities based on changes in the top administration. In fact, several participants indicated that they perceived the Colonel's current priorities as being focused on quality traffic stops, rather than ticket generating. These comments, however, were often couched in terms of an unwillingness of middle managers to change their priorities.

In terms of support for criminal interdiction activities from the department, there was some discussion regarding participants' perceptions that little support was shown for their efforts. The moderator of the sessions specifically asked participants whether or not more formal rewards would increase productive interdiction efforts. The response was nearly unanimous that formal departmental rewards for criminal interdiction activity would likely *not* encourage best search and seizure practices. Rather, participants indicated that reward programs might increase the frequency of criminal interdiction activities but not the quality

of these activities. Participants generally indicated that the true motivation for this type of work must be intrinsic, and all they expected was support from supervisors and general recognition for their efforts:

> **Participant:** Reward programs are fine. But the guys that really want to do those things, aren't doing it for the rewards. All they want is backing. They want support from GHQ, that they can do it, and not get hassled over it.

The focus group with sergeants led to similar comments. Sergeants suggested that the general level of support of criminal interdiction work varied across districts and that LifeStat 1.0 was generally regarded as the number one priority across the agency. Due to limited resources, the emphasis of the LifeStat program was viewed as detrimental to criminal interdiction efforts. Therefore, the sergeants suggested that the troopers' perceptions of criminal interdiction activities as being not supported by supervisors are accurate because the supervisors are simply reflecting current organizational goals.

During the course of the discussion regarding priorities of the OSHP, the sergeants consistently noted their concerns regarding the impediments they encountered when attempting to support and encourage criminal interdiction work. The primary area of concern for sergeants regarding their ability to support trooper search and seizure activities is that they do not have the time available to interact with troopers. In general, the sergeants suggested that they would like to be able to communicate in person with each trooper at least once during every shift to foster "best practices." Direct supervisory oversight of this type and frequency, however, was perceived as unrealistic given the burdensome administrative duties that accompany their position.

Criminal Interdiction Paperwork

The second sub-theme coded under general departmental impediments to best search and seizure practices was the amount and type of administrative paperwork related to criminal interdiction activities. Of the sixty-three participants, only a handful (17%) made at least one substantive comment regarding the impediments associated with administrative paperwork. Despite the small number of participants that discussed paperwork related impediments, this was considered an important theme within the focus groups because part of the larger research project involved a redesign of the current search form (2K). Participants were encouraged to discuss any impediments to search and seizure activities associated with the current paperwork in an effort to anticipate any possible changes to criminal interdiction efforts that may result based on a change to the reporting system. In general, two different types of comments were offered. The first was that the paperwork on "personal use" offenses was unnecessarily burdensome, and that searches and seizures would likely increase if the paperwork associated with minor drug possessions was streamlined. The second general comment was the perception that their peers often used fear of paperwork as an excuse to not become involved in criminal interdiction.

Paperwork associated with minor drug possessions was considered by participants to be something easily changed and would likely increase best practices in search and seizures in terms of increased productivity and increased search success rates recorded (i.e., the

percentage of searches that result in a seizure of contraband). That is, the participants suggested that troopers were reluctant and/or simply did not follow departmental policy regarding the recording of minor drug possession and drug residue:

> **Participant:** Why do I have to do an hour's worth of paperwork for two grams of marijuana when it's a minor misdemeanor traffic ticket? I write the ticket and I'm done with it. And I've got to fill out an hour's worth of paperwork. And guys are just…they don't, I don't want to do it.

It was argued that the search success rates would likely increase if troopers were not required to perform such extensive paperwork to document seizures of such a small quantity of drugs. That is, it was suggested that some searches resulting in evidence of criminal activity (e.g., drug use or possession) are not recorded as such because troopers ignore or throw away such small quantities. Thus, the search success rates may be higher than actually recorded on the current 2K forms.

Criminal Interdiction Teams and Organizational Structure

In addition to the above noted impediments to best search and seizure practices, participants made numerous comments about the organizational structure associated with criminal interdiction work – namely the use of criminal interdiction teams and criminal interdiction training and opportunities provided to troopers. Further, there was some discussion regarding the differences in organizational structure across the districts and comments which indicated that these differences directly influenced best practices in search and seizure. Twenty-two participants (35%) made at least one substantive comment regarding the aforementioned issues.

The reasons articulated by participants regarding the need for teams varied somewhat, however. First, some participants argued that with criminal interdiction teams, troopers would be freed from regular road duties that were currently preventing them from spending the time necessary to engage in criminal interdiction work. A second reason articulated in support of criminal interdiction teams is the perceived need to work with other troopers who have been trained in a similar manner, use the same investigative tactics, and are knowledgeable about search and seizure laws. A third reason participants supported criminal interdiction teams was due to their concerns regarding officer safety. Specifically, it was argued that officers are safer when working with peers who have been similarly trained and have a sustained interest and investment in criminal interdiction work. A fourth reason mentioned by participants in support of criminal interdiction teams is the likely success that specialized teams would have compared to individual road troopers acting alone. That is, it was strongly believed among participants that the only way to conduct criminal interdiction successfully across the agency was to have specialized teams. There were also numerous comments where participants' expressed their displeasure with the removal of TDIT teams. These comments generally indicated frustration and resentment from the participants regarding the disbanding of what they perceived as a highly effective program:

> **Participant:** I think this organization did a tremendous disservice to the citizens when they did disband the criminal patrol teams because you had guys that wanted,

> that really wanted, to do this stuff. Day in and day out, they would… they took seminars on the run, went to other states on vacation and rode with other officers and to learn these things and they were good. There was dope getting taken off the road and just by their sheer presence people would be able to learn some things from what they did.

In addition, participants were not generally in support of the organizational structure that replaced TDIT. There were opinions voiced that the current structure did not allow for proper training of new troopers in criminal interdiction efforts and further, that those with interest in criminal interdiction work were not provided with enough opportunities to engage in that work. For example:

> **Participant:** Well, I have an opinion. We disbanded the teams. Yes, there are troopers out there who want to work criminal interdiction that should get the opportunity to work criminal interdiction. But they're also forcing people to come out and do it that don't want to do it. And all they're doing is sitting in the median for eight hours and not stopping a car because I'm being forced to be here. And that's not beneficial to us as a division, or us as a team. Or it's just the guy, it's not fair to the guy that wants to come out and work but can't get out because, well he's on afternoons and we need him on crashes so we'll send Joe Trooper because he's on day shift and we just need a body to guard a spot.

In summary, participants of these focus groups – selected based on their best practices in criminal interdiction work – clearly emphasized that for OSHP to be successful in criminal interdiction, specialized teams are a necessity, as is more hands-on training for troopers who are interested in criminal interdiction work. Across all sixty-three focus group participants, no participant suggested that criminal interdiction teams would not be valuable or important for OSHP's criminal interdiction efforts, or that the teams should not be reestablished.

Similar to the troopers' focus groups, sergeants commented on the usefulness and effectiveness of having special enforcement teams for criminal interdiction work. The discussion surrounding the use of teams is best characterized as mixed. Some sergeants commented on the perceived effectiveness of specialized teams because they collect accurate, useful information on current trends and patterns in drug trafficking. This is primarily due to their specific focus on intercepting contraband on the highways. Others suggested that the use of teams is an effective strategy for the OSHP as these teams produce noticeable seizures.

These positive comments regarding the use of criminal patrol teams were balanced with several concerns raised by the sergeants. One downside to developing criminal patrol teams is the associated reduction in available manpower to perform regular patrol duties. Some sergeants believed that creating specialized teams will reduce manpower overall because it is unlikely that troopers involved in the teams would be replaced by new troopers for regular road duty. Another potential unintended negative impact of criminal patrol teams is the potential for those troopers involved in the teams to focus only on criminal interdiction while neglecting other responsibilities and duties. Furthermore, troopers who are not involved in teams may become unmotivated to engage in any search and seizure activity because of the perception that it is a specialized area. Thus, the creation of teams could have a two-fold effect: 1) on the team members by emphasizing only search and seizure work to the

detriment of other activities, and 2) on non-team members, who may be less motivated to engage in criminal interdiction work because it is seen as outside of their job.

Finally, participants indicated that one obstacle to implementing search and seizure practices department-wide is the inconsistent support of criminal interdiction efforts across districts within the organizational structure. This perceived inconsistency served as a source of frustration for participants and likely stifles best search and seizure practices from being implemented across the department.

Field Supervisory Impediments

Related to the department impediments noted above, numerous comments were made regarding the perceived impediments to best practices related to field supervisors. Of the 63 participants, forty (63%) contributed at least one substantive comment that suggested some field supervisors impede interdiction activity. In general, the participants' comments regarding first-line supervisors focused on four areas: 1) supervisors' lack of support for criminal interdiction, 2) pressure to conduct other activities, 3) inconsistencies across supervisors, and 4) supervisors' lack of knowledge and training in criminal interdiction.

Supervisory Support

As noted previously, lack of support was a consistent theme when participants discussed impediments to best practices in criminal interdiction. The source of this lack of support was often attributed to first-line supervisors. Participants often perceived that one of the largest obstacles to successful implementation of best practices was directly related to the lack of support shown for criminal interdiction work by their immediate supervisors.

Troopers suggested that supervisors fail to reward or praise successful interdiction efforts, and demonstrate an unwillingness to support criminal interdiction activities through favorable work assignments, be flexible regarding paperwork management, or allow troopers who are active in interdiction to write fewer traffic tickets. The lack of support and use of informal sanctions reinforced the notion among participants that supervisors do not consider criminal interdiction to be a priority. For example:

> **Participant:** Trooper stops a vehicle. Criminal indicators are present. They go into the car and find a lot of illegal weapons. Low and behold, the guy is a suspect. They end up solving, the suspect was involved in several bank robberies in another state. FBI gives great accolades to the trooper. "You did a great job here." Our supervisor says, "That's fine, you need to write more seatbelt tickets." Never got any accolades from the administration. It was, "You need to write more seatbelt tickets." So, that can be a drawback to somebody to really get into it. There's pressure there to go out and do the numbers and not look for enough criminal activity.

In addition, some officers suggested that in some instances they are discouraged from initiating searches and seizures by supervisors because it created additional work for them.

Sergeants were presented with the sentiments of the troopers in regard to potential informal and formal punishments associated with criminal interdiction work. These sergeants acknowledged that some supervisors likely use informal punishments to deter troopers from conducting criminal interdiction. For example, sergeants mentioned that particularly active troopers might have assignments changed, less time off when requested, verbal reprimands in private and public settings, etc. While the sergeants indicated that this was not a frequent occurrence, they did acknowledge that some of their peers do periodically engage in this type of behavior. Sergeants also pointed out, however, that troopers are often unaware of all the factors associated with changes in shift assignments. Therefore, from the sergeants' perspective, some of the "punishments" perceived by troopers are not punishments at all but, rather, based on different organizational goals.

Pressure To Conduct Other Activities

Twenty-seven of the 63 participants (43%) made at least one substantive comment reflecting the notion that supervisors pressure troopers not to initiate searches. From their perspective, supervisors believe search and seizure activities take too much time away from other activities, most notably traffic enforcement. Due to this pressure to move on, officers frequently verbalized the feeling that they do not have enough time to thoroughly search the vehicle to find suspected contraband. The following exchange between a participant and the moderator suggests that some officers would like to spend more time with criminal investigation but do not have the opportunity to do so because the division expects officers to meet certain quotas. In essence, then, officers are required to spend a majority of their time engaging in traffic enforcement, leaving little opportunity to be involved with criminal interdiction:

> **Participant:** It kind of goes into that. There's an expectancy of what we're to do in our eight hours and sometimes you get caught up. I don't have the time to mess with it because if I don't get "X" amount of stops on this shift then I'm going to get busted by a supervisor at the end of the shift. So, I think that they need to realize that, you know, there are people that want to do this. There are people that don't. The people who want to do it, let them do it. And part of the problem, I think, we get from the organization.
> **Moderator:** And so, is it your sense then that during an average shift for you, that there are a lot of times when you would want to follow up or you would want to spend a little bit more time, but you couldn't?
> **Participant:** Exactly.
> **Moderator:** How often does that happen to you?
> **Participant:** A fair amount of the time.

The criticism from the troopers that criminal interdiction work is not a priority for sergeants was presented to the first-line supervisors during the sergeants' focus group to assess whether the troopers' claims were accurate. When presented with these sentiments, there was general agreement by the sergeants that criminal interdiction is not a priority within the command staff and especially among some of their peers. In general, the opinions of the troopers did not surprise the sergeants and they were in agreement with the troopers' characterization of supervisors' attitude toward criminal interdiction work. The sergeants did specify that such

an attitude varied by supervisor, and those in the focus group would not intentionally imply that search and seizure work is not important. They suggested that other supervisors may have less patience and/or support for troopers who want to pursue criminal interdiction work. The sergeants indicated that just as there are multiple personalities within the trooper rank, there are also various personalities in the supervisory capacity and thus some sergeants may be more or less inclined to support criminal interdiction work.

Supervisory Inconsistencies

An additional theme that emerged from group discussions was the inconsistencies in first-line supervision throughout the department as well as differences across districts regarding the supervisory structure for criminal interdiction activities. The following comments illustrate this theme:

> **Participant 1:** You've got the whole gamut. You've got some crusty old fart sergeants that's been on for, he's got two years left 'til he retires, he doesn't give a crap. I got two more years and some snot nose troop's not gonna change my mind. That's just the way that it is.

Comments from both the troopers and sergeants' focus groups noted that there were inconsistencies across field supervisors in terms of their support for criminal interdiction.

Knowledge and Training of Supervisors

Of the 63 participants, seventeen (27%) made at least one substantive comment regarding field supervisors' lack of knowledge in matters involving criminal interdiction. Numerous participants also indicated that field supervisors were not properly trained for criminal interdiction purposes. These issues were of major concern to participants, as they indicated with some conviction that field supervisors' deficiencies in knowledge and/or training were a major detriment to the implementation of search and seizure best practices.

First, a number of participants suggested that field supervisors simply were not knowledgeable about search and seizure issues and case law. This lack of knowledge served as a source of frustration for some participants, as indicated in the following statements.

> **Participant:** I think knowledge is a big concern with supervisors and troopers. If you have a group of supervisors who don't know what they're doing, they're not helping the trooper at all; learn what he should be doing, should or should not be doing.
> …
> **Participant 1:** There are sergeants that that don't know search and seizure that have been promoted. I'm not faulting them for that, but they just might be more into commercial traffic. They were never into it, and now that they're in that position as a supervisor, you know they're watching over everything now, and you go to them with a question, or you have something happen and they come to your scene and try to help, you already know what you have to do, but they're telling you differently – it's kind of a problem.

Due to this lack of knowledge, participants indicated that they believed supervisors would simply deny requests for canine handlers or backup, and tell troopers to not search or further detain suspicious vehicles and persons. The following comments best illustrate this perception among participants.

> **Participant:** The easiest thing to get the supervisor in trouble is search and seizure, other than pursuit. So, if he doesn't have the knowledge and his troop comes to him and asks him, can I do this, what can I do? The safe answer for the supervisor is going to be, "Let it go." You know, whatever.
> …
> **Participant:** It's just because of a lack of knowledge… Just a lack of knowledge of, you know? Instead, if the sergeant doesn't know us as a trooper, we don't know something, and he's with me and he doesn't know – who do we go to? We go to the sergeant. Well, if the sergeant doesn't know, he shouldn't just make an answer just because he's the sergeant. He should go to someone that does know. For instance, I get phone calls from sergeants asking me search and seizure questions and I'm fine with that. And that's a good sergeant because he doesn't know the answer; he's going to find the answer for his troop. And I think a lot of them won't do that. They're like well, I don't know, so let's just punt on it because we don't know the right answer. And there's someone, there's always someone out there that does know the answer.

The solution many participants offered regarding these supervisory impediments was more criminal interdiction training for supervisors and more emphasis from the upper command that these efforts were a departmental priority. Some participants indicated that additional training and support were beginning to take shape within the department:

> **Participant:** I think, again, over the last couple of years in some of the service training and so on, they have addressed the sergeants that maybe were uncomfortable with search and seizure issues and have done a better job, I think, of clarifying some of those issues for the sergeants who then, in turn, the sergeants are going to be more supportive and comfortable with their units doing that. … I think the division's doing a better job of maybe getting at that mid-line supervisor and giving them some more information. I think that's improved in the last couple years. And there's been an overall support for, I mean the criminal patrol program stuff, that's a good thing now.

Other participants, however, suggested that resources were not fully available for supervisors in terms of advanced criminal interdiction training. For example, as noted by the following participant:

> **Participant:** I think the troopers have the resources to get into it if they feel they want; if they can go work with the criminal patrol team, they can go get extra training at the academy. The supervisor on the other hand, the post supervision that is not, not involved with criminal interdiction, I don't think they have those resources. You know, I've never asked, but we've never had the opportunity to put another supervisor with a criminal interdiction team, to see how things are done. Maybe not to work it, but to see how things are done, and to see what we're doing and, and why we're doing what we're doing. So maybe the first-line supervisors need to have the opportunity to see what's going on in criminal interdiction like the troopers do.

In regard to the amount of training received and available to first-line supervisors, the sergeants responded by suggesting that the troopers do not always have all the information available to sergeants when decisions are made. That is, the troopers believe that the sergeants need more training to make decisions regarding the pursuit of a search of a vehicle; however, in some cases, the sergeant does not approve the search for reasons beyond the knowledge of the trooper. Therefore, it is not a lack of supervisor training; rather, it is the sergeant's additional knowledge that restricts the trooper from engaging in search and seizure activity. The sergeants mentioned that often searches are not approved because of potential liability concerns if the search is completed. The participants suggested that it is not often they have to "shut down" a trooper but on occasion it happens and it is often due to the sergeants' knowledge of potential legal repercussions. In general, the sergeants reported that the training was available and adequate for supervisors to provide them with the skills and knowledge to be effective supervisors.

One suggestion offered by participants to alleviate the impediments associated with general supervisory knowledge about criminal interdiction was to have one criminal patrol sergeant assigned to each district. This sergeant would be knowledgeable about search and seizure case law and interdiction techniques and could provide supervisory oversight for criminal interdiction activities. It appeared that some districts were already organized in this manner, while others were not.

Managerial Impediments

While the majority of participants focused their comments on direct supervisors when discussing impediments to implementing best practices in search and seizure activities, some participants indicated that the source of these impediments is higher in the organizational structure. Specifically, twenty participants (32%) made at least one substantive comment regarding managerial issues related to successful criminal interdiction practices. These issues generally were manifested in comments centered on the lack of managerial support for criminal interdiction by some, and optimism that the upper command staff was supportive of criminal interdiction efforts by others.

Managerial Support

Some participants indicated that the supervisory impediments noted in the previous section actually stemmed from the middle of the organization. That is, the perceived focus on ticket writing and lack of support for criminal interdiction activities was believed to be based at the district level:

> **Participant:** I have heard that before from different posts. Some post supervisors, they don't encourage their road beats to go out and do that because its time consuming, because, "I need you out there stopping cars." I think that comes from middle management, not the sergeants. It's all about the old mentality, which now we are getting away from that, or supposed to be getting away from doing that.
> …

> **Participant:** To expound on what *[reference to another participant]* said, there's more than half of my district that want to be in it *[reference to criminal patrol work]*. You talk to people, and, what, you go back to the management side where they – and I'm talking about higher than first-line supervisors – you need to talk to management viewpoint. If they're not allowing any resources… They don't even have to push, we have plenty of people who push on their own. If they're not allowing the resources, if they're not allowing the training, then after a couple of years, it starts dying off, both interest and knowledge. It starts dying off, and eventually you have no criminal patrol program.
> **Moderator:** I see people nodding in agreement. Do you think that it's a mid-level management issue, not just a first-line supervision?
> **Participant 2:** Let's put it this way; When I go out for a week, and I stop God knows how many cars, happen not to find anything. But, I come in with a total of four, maybe five tickets for that whole week; my lieutenant will have an aneurism. And he will tell me, "Do not do that again next week!" And we just got done talking about something we've done in the past, which I can't get to, because he won't allow me to do it. And if you don't have the motivation from the boss man at your post, what's the point? You know, if he's not giving you the ability to make it happen, and he's restricting you, and literally has said before, don't do it, are you going to go out there and do something that your lieutenant has told you not to do? I'm not. I want to keep my job.

Optimism toward Criminal Interdiction Activity

Despite the perception that district level supervisors stifled best search and seizure practices, six of the participants (10%) indicated some optimism regarding the command staff's approach to criminal interdiction activities. In general, the comments indicated perceptions of change within the organization – changes toward a more supportive environment for criminal patrol activities. Specifically, several participants noted that the Colonel seemed more receptive to criminal interdiction efforts, and the previous focus on strictly ticket writing seemed to be waning. The following comment is illustrative of the general tone of these portions of the focus group conversations:

> **Participant:** This is how it is right now. They're having some recent changes in Columbus that I think will affect some of this, too. I think the senior staff is now becoming more pro-criminal patrol related then they have been in the past so some of these issues may be addressed in the near future more than they were before. But, you know, just like in your post areas, you have bad people that don't want to do anything. It's the same way up here and it's starting to turn over now.

In general, some focus group participants were more optimistic than others in terms of the ability of the organization to emphasize best search and seizure practices. There was a sense of anticipation during these portions of the conversation – a somewhat guarded excitement regarding the possibilities that lie ahead.

> **Participant:** I guess the solution to that …I don't know how long-term it would be. If they keep on with the push for criminal activity, which I think they are, they're trying to keep that going; eventually you're gonna have troopers that are comfortable with search and seizure and civil rights issues and whatever, and they're gonna get

> promoted to sergeant's position and they're gonna hopefully promote it to the next people coming up. And, I don't know if we're still working on the end of that wave of, you know, just we're speed cops. We do crashes and speed and that's it. And, that's some of the supervisors we're dealing with now. But, hopefully, in the future that some of us or whoever that is comfortable with it, will get moved up and support it more.

For other participants, there was less optimism regarding changes in the level of managerial support for criminal patrol work. The differences in perceptions across participants seemed to be based on their district assignment; it was clear that district level differences often impede attempts by the top administration to make meaningful changes. These comments are particularly insightful for understanding the overall morale and functioning of the OSHP. The following exchange between the moderator and a participant highlights the difficulty that OSHP administrators face in making changes that are consistent across districts:

> **Participant:** I just don't think our organization will do that. I don't feel like our organization has enforced criminal patrol, at least in my district. I mean we don't even have any canines – they took the canines away. This organization has always been focused on tickets.
> **Moderator:** And you don't have a sense that that's changing at all?
> **Participant:** No.
> **Moderator:** Status quo?
> **Participant:** They tried… I guess tried to change it where they would only count… they'd call it enforcement contacts now. But it's still… all they focus on in our district is how many tickets you're writing. And if you're working criminal patrol you don't write tickets. You stop a lot of cars but you're not writing a lot of tickets.
> **Moderator:** Okay, so then your sense is this isn't going to happen unless there's a focusing on, less on writing tickets.
> **Participant:** Not until all the district captains get on the same page. Each district captain is almost like a superintendent. They control their own districts just about. And our district, it's tickets. That's it. That's what they want. And if you don't do it you're getting called into the office.

The preceding sub-sections have detailed the focus group participants' comments regarding departmental impediments, field supervisory impediments, and managerial impediments to successful search and seizure activities. The final sub-section addresses the participants' views on their peers in an attempt to understand why there is variation in search and seizure activity. Depending on the types of differences in peer behavior, it is possible that a greater number of troopers could demonstrate "best practices" in search and seizure if the reasons for their lack of involvement are better understood.

Peers

The importance of understanding how and why the participants of the focus groups differ from their peers is paramount. Comments made during the focus groups provided rich information regarding the participants and their peers by highlighting key differences. When asked if they could identify any key differences between themselves and their peers in regard to criminal interdiction activity and search and seizures, three themes emerged: peer

motivation, self motivation, and peers' lack of knowledge. Forty-five of the participants (71%) indicated there were differences in peer behavior which were identified as a general impediment to effective search and seizure activity within the OSHP.

Peer Motivation

First, participants' comments tended to focus on peer motivation as an explanation for their failure to become involved in search and seizure activity. Specifically, nearly half of the participants (46%) perceive differences in motivation between themselves and their peers. It was most common for them to identify a lack of motivation or dedication to initiate interdiction stops among their peers.

According to the participants' comments, there are several reasons their peers lack the motivation or dedication to initiate interdiction stops, including laziness or apathy toward initiating interdiction activities. It is clear that the participants hold very strong opinions about some of their colleagues' work ethic. Below are passages that best illustrate the participants' attitude about their peers' work ethic.

> **Participant:** I think there's numerous reasons why. I guess one, no offense, because they're lazy. They don't want to generate a case because they don't want to get on that computer.
> …
> **Participant:** There's people… I've been out with troops just 'cause they were stopped, and I stop with them. I go up to the car while they're up there, and I can smell the marijuana. This troop has fifteen years on him there's no way he cannot smell it. And he'll come back and I'll be like, "Are you going to search the car?" "For what?" Okay enough said, I'll go sit in my car. You know, I'm not going to interfere with this traffic stop. They don't care; they don't want to know about it. When the patrol went to this new case system, they had people who were petrified of it. "Oh, it's on the computer, and it's how many pages I got to enter in data?" There's guys at our post that have never done one yet, and they will not do one if they don't have to. And it's the paperwork aspect of it, they don't want to have to deal with the paperwork.

Another example of poor peer motivation arose from this discussion of paperwork. It was noted by some participants that their peers often use the burdens associated with paperwork as an excuse to not become involved in criminal interdiction activities:

> **Participant:** There's other guys I know that they just don't want the paperwork. In the old case system we had, you would write a case in less time than it took to do a crash. And now you're on post for a couple of hours entering the case or doing, you know, evidence and stuff. It just takes longer and the guys don't want to get involved in it.

While some respondents indicated that a change in the paperwork associated with seizures of minor, personal use, and residue quantities of drugs would increase their peers' willingness to engage in search and seizure activities and would increase the department's reported

search success rates, others believed that complaints of excessive paperwork expressed by their peers were simply an excuse not to become involved in criminal interdiction activities.

Another theme that emerged with regard to their peers' level of motivation to engage in interdiction stops was a desire to become involved in other activities. More specifically, participants indicated that some of their peers are more interested in other types of law enforcement activity, all of which falls under OSHP's umbrella of responsibility. The implication of this explanation is that peers are not lazy or apathetic toward criminal interdiction activity but, rather, that they are interested in other important duties, such as crash investigation, writing tickets, or focusing on DUI cases. Thirteen of the participants (21%) made comments echoing this sentiment:

> **Participant:** Some people have different interests. Some people like crash investigation. Some people like writing tickets.
> **Moderator:** Okay.
> **Participant:** Some people like criminal patrol, trying to find criminals. Some people might not even notice these indicators, and might be more interested in just stopping the high speeding and writing the ticket.
> …
> **Participant:** It's like what he was saying, a lot of people, everybody has their little niche. Some people love to do crashes, others just want the drunks.

Self Motivation

While a majority of the comments regarding differences in motivation were directed at explaining why their peers were not involved in criminal interdiction activity, nine of the participants (14%) specifically mentioned that officers active in criminal interdiction stops are more motivated to initiate searches and seizures. Unlike their unmotivated peers, the officers that participated in the focus groups suggested they derived a personal satisfaction from engaging in criminal interdiction activity. That is, they differed from their counterparts in that there is something appealing about interdiction work that motivates them to initiate searches in an attempt to catch the big trafficker. While the source of motivation may differ among officers, participants commenting on this theme made it clear that it is self motivation that separates them from their peers:

> **Participant:** The driving force is the person. The criminal patrol, as far as being rewarded by the state compared to other specialty programs like boot max and things like that, isn't really rewarding. So, the rewards, basically you're making your own rewards for criminal patrol. And the drive is coming from you. Each person probably has their own different thing. Whether it's the adrenaline rush of opening up a trunk and seeing, you know, bags upon bags of dope. Or personal reasons of just what happened in their personal life and they can carry it over in their work. I think it kind of changes, but it's definitely, it's a self motivated specialty.
> …
> **Participant:** As far as that goes you're dealing with officers that are go-getters that are in this group and because they're go-getters they're going to see suspicious behavior and they're going to act upon it. And sometimes those officers are a little more aggressive and will stop somebody for a violation that somebody that's lazy

> will not. They're not going to take the time to stop because they're just, it's not in them. It's not inherent in their make-up or they don't have the desire to get involved in things like that. So, these officers here, I think I can speak probably for all of them, is that if they see suspicious behavior they're going to act upon that.

According to the participants' comments, there are several sources of motivation that drive their interest or dedication to conducting interdiction stops. The most commonly stated source of motivation by troopers in the focus groups was that the work is fulfilling. Fifteen of the participants (24%) made at least one substantive comment indicating they gain a sense of personal satisfaction when they perform criminal interdiction work. Some indicated catching a trafficker and removing the drugs from the streets made them feel good. Others suggested that criminal interdiction makes the job more interesting. Their comments imply that the participants have an internal drive which motivates them to conduct interdiction stops.

> **Participant:** But with interdiction, tickets are going to be down. But I think it should be our main goal out there. I don't know about you guys, when I go home at night after I get a drug seizure, I feel better than if I went out and wrote ten seat belts. That's just me.
> …
> **Participant:** When you finally catch them, whether it's a user, and therefore a minor misdemeanor, M4 or an F1. It makes me feel a whole heck of a lot better to arrest someone and put them in jail for an F1 or 2 F1's , or two people with two F1's, then it does when you take seventy bucks out of somebody's pocket for a seatbelt. You feel like you've won. And even though you'll never win the battle, you feel like you won. You can get that guy. It is very rewarding.

The second theme that emerged with regard to factors motivating participants to initiate criminal interdiction stops was the satisfaction derived from the challenging nature of the activity. Troopers indicated they enjoyed the challenge or "battle of wits" involved in trying to outsmart the criminal element they encounter on a daily basis. It appears that some of the troopers view this type of work like a chess game where each move is calculated and geared toward tricking the motorist into providing too much information. Seven of the participants (11%) indicated this is one of the reasons they are active in criminal interdiction work.

> **Participant:** …or to see that you're outsmarting them. That because they, the criminals, are pretty smart… If you go on the internet, and I've done this, there's different sites, for hours just to see what's there… they got all kinds of stuff on there. They teach you how… they have places that will install hidden compartments. There are web sites that teach what we're looking for. They actually have a list of criminal indicators.
> …
> **Participant:** I think criminal interdiction is one of the most challenging things in our profession. Very difficult and challenging. To me it is more interesting to go out working a drug beat than write seat belt tickets. Challenging. I like to challenge myself. Fun, too. Very frustrating but when you get the big one it is awesome.

The remaining comments made by participants in regard to what motivates them to engage in interdiction work centered on the boring or monotonous nature of regular patrol. A small percentage of troopers (3%) indicated this was a source of motivation for them. Based on

their comments, patrolling the roadways looking for seat belt violations or writing tickets does not challenge them and leaves them dissatisfied at the end of the day. Rather, they are more interested in initiating stops that have the possibility of resulting in a seizure of some sort. The following passage exemplifies this sentiment:

> **Participant:** But anyway, I think the big thing is I get tired sitting in that cross over no belt, no belt, no belt, or I guess it's chasing taillights, I guess is the biggest thing. This job… If you just go out there and you can stop fifteen, twenty cars a day, and you can write your minimum five and go home at the end of the day, but when I go home nothing was exciting. It's boring to me, and the only way I can entertain myself is to sit there and say, "Okay, I have two cars that I just checked at seventy-five, which one is exhibiting the things I want to stop them for?"

In summary, participants perceive there are several reasons their peers lack the motivation to initiate interdiction stops. The most commonly stated reasons for their peers' lack of motivation were laziness or an apathetic attitude toward criminal interdiction work, and an interest in other activities. In addition, differences between the participants and their peers are noticeable because the participants identified themselves as highly motivated. They articulated the belief that interdiction activity is self rewarding or challenging and that these factors are the driving force behind their motivation to engage in such work. Also, to a lesser extent, some officers think regular patrol is boring and cited that as a reason for being active in criminal interdiction. All of these comments taken together provide a rich understanding of what motivates or deters officers from engaging in interdiction work.

Peers' Lack of Knowledge

Finally, the participants provided examples indicating that a perceived key difference between themselves and their peers is the lack of knowledge necessary to engage in interdiction work. Comments relating to this theme were made by twenty-four (38%) of the participants. Not only did some of the respondents suggest that their peers lack knowledge regarding criminal interdiction activity but also, in some cases, their peers lack the desire to understand the appropriate case law and procedures. The following passages embody the sentiment that some officers lack the level of understanding necessary to conduct interdiction stops in addition to the willingness to learn the proper procedures.

> **Participant:** I think some people are just too scared to go up and get into it. They're just too nervous. They don't have the background, they don't take their own intuitive to read the law and know what they can and can't do as far as search and seizure, and once they find something, then they don't know what to do. They're stuck. They don't know whether it's arrestable, they don't know how to maybe package it. And now they've got the next hour or two of typing just a case packet. If they're too scared to go up and just get started then they just shy away from it again and try to see how many stops they can get. A seatbelt's much easier to process than two grams of marijuana.
> …
> **Participant:** But I think a lot of it is that a lot of people don't know, they don't understand. There are people at my post that have twice to three times the amount of time on this than me, and they'll call for a dog when they smell burnt marijuana or

> when they can smell marijuana. And when I ask them, "Why were you calling for a dog?" "Well we got to get a dog to sniff so we can search it." I said, "Dude you got probable cause from the stop, its called plain smell. You don't remember that portion?" "No, no, I just want to be careful." Or the ones… and it's, it's they just don't know. So therefore they don't apply it at all and a lot of it is they don't care.

These comments illustrate an interesting dynamic. Not only do they suggest that their peers lack knowledge regarding criminal interdiction activity, but also, in some cases, they suggest a lack of desire to understand the appropriate case law and procedures. This is both optimistic and troubling. The lack of knowledge can be rectified by implementing more training and providing officers with changes regarding search and seizure laws. However, changing an officer's desire to learn the appropriate rules and procedures is not as easily resolved. This may require the division to create incentives to participate in trainings and keep up with changing case law and the procedures that are affected.

All of this information taken together illustrates a vivid picture of the impediments to criminal interdiction work. Based on the comments made by participants, it appears that officers believe the OSHP does not promote interdiction work and chooses to encourage troopers to engage in traffic enforcement. These goals appear to be internalized by some supervisors and, at the district level, criminal interdiction is sometimes discouraged. This engenders an environment where officers are reluctant to initiate interdiction stops for fear of reprisal from their supervisors and the division. Furthermore, because interdiction is not a division priority, there appears to be a trickle-down effect in the lack of training and knowledge from the administration to troopers in the field, although this is disputed by first-line supervisors. Many of the participants indicated they had to take it upon themselves to learn the law and the most appropriate and effective procedures surrounding search and seizures. They also indicated that without taking their own initiative they would not have the skills to conduct interdiction work and that many of their peers lack such motivation.

CANINES

Given the importance of canines and their handlers for criminal interdiction, canine handlers were present in the focus groups and participants were prompted to discuss their role in criminal interdiction. It is possible that their presence somewhat affected the discussion regarding impediments to best search and seizure practices. Based on the comments provided, however, it appeared that both canine handlers and non-canine troopers were forthright and candid in their responses. Forty-eight participants (76%) made one or more substantive comments about canines or canine related issues, accounting for 9% of the total comments coded across focus groups.

The comments regarding canines were divided into four primary themes: 1) performance, 2) availability, 3) impediments, and 4) improper usage. Descriptions of canine performance included comments regarding the value and effectiveness of canines and their handlers. The topic of canine availability included discussions regarding the likelihood of having access to a canine when needed, and the possible reasons canines were not readily available. The impediments section includes discussions of the organizational and supervisory problems

associated with the use of canines for criminal interdiction. The final category documents the perceived improper use of canines from the canine handlers' and supervisors' perspectives.

Canine Performance

Eighteen of the participants (28%) made at least one substantive comment about the performance of canines and/or their handlers. Their comments suggested that, in general, participants believed canines to be an effective, accurate tool for drug interdiction and an important resource for the agency. Nine participants (14%) made at least one substantive comment regarding the perceived effectiveness of canines. Specifically, participants noted that canines are particularly helpful when occupants of a vehicle display criminal indicators (such as nervousness) yet probable cause does not exist to search the vehicle. The comments below are representative of the discussions regarding the perceived importance and value of the canine program.

> **Participant**: The dog is a tool and is supposed to help us. And when we don't have access to that tool, it makes the job harder, especially in interdiction.
> …
> **Participant**: I think that a dog is one of the best investments a patrol could ever make. … I think they are the best tools. Get them out there in force. We need more of them.

Participants were more cautious, however, regarding the role of canines and how they are best used for drug interdictions purposes. They stressed that canines are one of many tools available to troopers, and should not be considered a panacea for drug interdiction. Some participants indicated that canines may actually hinder good drug interdiction techniques by being over-utilized when other approaches would be more effective. A handful of participants were especially concerned that troopers may use canines as the *first* tool to gain access to a vehicle to search for contraband, rather than performing effective roadside interviews and using indicators to develop probable cause to search. Participants commenting in this area suggested that other methods of entry should be exhausted before a canine is requested. They also noted that many troopers are misinformed about the limitations of canines and/or rely too heavily on canines for criminal interdiction. For example:

> **Participant**: Yes, the dog is a tool. That's all it is. The dog's not going to come out, scratch on the car, look at you and go, "Yep, absolutely one hundred percent there are drugs in this car and it is right here in the trunk or in the tail light." That's not going to happen, and that's a fallacy that a lot of people think.

A few participants indicated that troopers who rely solely on canines to gain access to suspicious vehicles are potentially "lazy" and do not use other methods because they require more effort. Some participants also suggested that troopers rely on canines because they do not understand search and seizure law or interdiction techniques, and are concerned about making mistakes. As a result, some troopers rely heavily on canines as a legally "safe" method to gain entry into suspicious vehicles.

Ten of the participants (16%) commented specifically on the performance of canines while engaging in drug interdiction. While participants did acknowledge the possibility that, on occasion, canines may be inaccurate, their overall perception of the accuracy of canines was very high. These positive perceptions regarding accuracy and performance extended to both the handler and the individual dogs. Participants stated that often it is not the canine's fault when they "hit" on a vehicle but the search results in no contraband. They indicated that there could be other circumstances that explain the false positive, including the possibility that the drugs were recently removed from the vehicle:

> **Participant**: I think that's hard to put a number on that. Cause it could be a false reading, false positive, 'cause the dog could hit on the car and be picking up an odor. You search and do not find anything. That doesn't mean that there wasn't something in there a couple of days ago. You don't find anything so you don't validate that indication. I feel very comfortable using our dogs. Preferably over other agencies. I don't have any problems with our canines. I think they're good dogs, and for the most part, they're accurate.

Overall, participants indicated that they feel confident in OSHP canines and their handlers. As documented below, however, they were less optimistic about the availability of canines for criminal interdiction purposes.

Availability of Canines

Participants frequently commented on their limited ability to get reliable and easy access to canines for assistance with criminal interdiction. Forty-five of the participants (70%) made at least one substantive comment regarding the overall availability of canines. These discussions centered around a perceived need for additional canines, the difficulty in receiving canine assistance once requested, and perceptions regarding the organizational design, which places some districts with additional canines and other districts with none. These issues are explored in detail below.

Need for Additional Canines

Twenty-nine of the participants (46%) made comments regarding a perceived need for additional canines. Some participants indicated that there should be at least one canine assigned to each district; others argued that multiple canines should be available in each district to increase the probability that an officer would be able to obtain one when needed. Participants all agreed that having more canines available would be beneficial to advance best search and seizure practices.

> **Participant**: Do we need more canines for the patrol? We're running about, I think, at sixteen for eighty-eight counties. My opinion, do we need more canines? Absolutely.
> …
> **Participant**: You know, I strongly believe in the decision to get more dogs or to invest in it more. I think all districts should have more than two dogs.

Some participants, however, were skeptical that more canines would become available, due to budgetary and manpower concerns. Thus, while hopeful, many participants suggested that getting more canines was unlikely. In addition to skepticism about receiving additional canines, participants were also somewhat critical during their discussions of the current manner in which canines were allocated across the state. These comments are more thoroughly described below.

Allocation of Canines

While the limited availability of canines is due in part to their small number, participants identified additional factors, including the manner in which canines were distributed throughout the patrol, which exacerbated the availability problem. Specifically, participants indicated three factors related to the current distribution of canines that made it more difficult to gain access: 1) geographic distribution, 2) shift distribution, and 3) use for tasks other than highway criminal interdiction.

First, sixteen of the sixty-three participants (25%) made at least one substantive comment regarding the geographic distribution of canines. Participants expressed frustration that canines are concentrated in some geographic areas and not present in others. Participants indicated that while they understand canines are grouped together for safety purposes, this grouping creates a situation where canines are, at a minimum, forty-five minutes to an hour away from many locations. Such long distances make it impossible to legally detain a motorist. A few participants noted that some jurisdictions which are geographically isolated from canines are along interstate routes where drug interdiction is likely to be successful.

> **Participant**: My problem is I can never get a canine. You never have it. The closest one for us is forty-five minutes away on a good day.
> …
> **Participant**: That's the biggest problem with my district and you have certain districts throughout Ohio that have multiple dogs. My district doesn't even have one and it has a major interstate going through the whole state. How can you not have a dog, I'll never know.

Thirteen participants (21%) indicated that access to canines is difficult because canines work weekday, daytime shifts; thus it is more difficult to get a canine during late or early shifts and on weekends. Participants did indicate that canines can be called out while they are off-duty, but they indicated it becomes more difficult compared to having a canine on-duty. Comments like those below implied that if canines were made available on all shifts, it would make canine access easier and positively affect drug interdiction:

> **Participant**: So, I guess what I'm saying, we have the resources in our area, but they're day shift. And, our day shift can use them, but elect not to. The guys that want to use them are our afternoon to midnight units, and they don't have the resources.
> …
> **Participant**: Right now, I can say that the dogs we have all work the same area, and all work the same shift. They're not spread out the way they should be, and they're not being utilized by people the way they should be.

Participants indicated that canine availability can also be reduced when canines are assigned to tasks other than drug interdiction. Canines are often used for non-interdiction tasks as described below:

> **Participant**: I've been assigned to work with the dog handlers for a couple of months at a time, and I have searched high schools and I have searched prisons with them, and they are off the road at those times and when they're needed. They're inaccessible because they're in a prison doing a search. I think that we need more dogs just to alleviate some of the extra work that's on them.

When canines are committed to such activities, they are unable to respond to trooper requests for canine assistance for drug interdiction purposes. While participants suggested that these additional tasks were valuable services that canines perform, they also indicated that drug interdiction needs to be the top priority for canines.

One alternative suggested by participants to alleviate the difficulty of getting a canine was to request non-OSHP canines. Eleven of the participants (17%) made at least one substantive comment about using canines from other law enforcement agencies. Participants indicated that non-OSHP canines came from local county police or sheriff departments, and can be an effective alternative when OSHP canines are not available. Participants noted that canine handlers from other departments were effective and quick to respond to requests.

> **Participant**: *[I have]* no access to a canine in the area that I work. Our sheriff's office has at least one canine working every shift and he will come out at the drop of a hat. Probably take him three or four minutes to get there.
> …
> **Moderator**: How often can you get a dog when you need one?
> **Participant 1:** Never. If the *[reference to another agency]* have their dog out, then we can get it pretty quickly. But our own dogs—forget it.
> **Participant 2**: We rely on other agencies.

In summary, participants indicated there were several different issues that contributed to the limited availability of canines and their handlers. The current allocation of canines based on geographic area, shift, and duties/activities all came under scrutiny. During the focus groups with sergeants, participants were also asked for their perceptions of the effectiveness, availability, and use of canines. Without exception, the sergeants recognized the utility of canines as a key tool in effective search and seizure practices. Similar to the troopers, they also noted frustration with the fact that there are frequently few canines available and, in most cases, the canine handlers only work Monday through Friday on day shift. Finally, some sergeants suggested that canine handlers often decide which areas to work, and these areas often correspond with known drug trafficking corridors to increase the chances of seizing a bulk load. This is problematic for sergeants interested in utilizing canines in other areas.

Impediments to Canine Access

Participants indicated that some supervisors make drug interdiction difficult by limiting their access to canines and canine handlers. Nineteen of the participants (30%) commented on the role of supervisors and the associated obstacles created regarding access to canines. The first concern raised by participants was the method used to request a canine for drug interdiction. Participants indicated that in order to access a canine, troopers need to contact their direct supervisor and justify the request (based on the criminal indicators present during the traffic stop). Supervisors contact their district supervisors, who contact the canine supervisor, who contacts the canine handler. During these conversations, the specifics regarding the criminal indicators are passed along. At any point in the chain, the request can be denied. It was also noted that the exact procedures differ from one district to another.

Troopers can only detain individuals for a reasonable period of time; therefore troopers are concerned with minimizing the amount of time between the initial stop and a search. Sixteen of the participants (25%) made at least one substantive comment regarding the difficulties in gaining access to a canine. Participants indicated that the method of requesting canines for routine drug interdiction activities can be time consuming and often creates unnecessary delays. Participants experienced frustration in justifying their requests, sometimes several times, instead of using that time to get a canine to the scene. Further, it was suggested that through the chain of contacts described above, many of the details of criminal indicators were lost as though through a childhood game of "telephone tag:"

> **Participant**: A lot of the time, the units are getting frustrated explaining their stop over and over and over. Sergeant, district commander, or post commander, and then they're losing time as they're making all these phone calls before they call a dog. They have a going time limit for your search: about half an hour. They just spent a half hour making phone calls. They call the handler and he says, "Well, what do you got?" And then they got to explain it all over again. Or, the handler says, "Do you want me to come?" And they say, "Well, I don't know. What do you think?" So, it's just too much frustration there.
> …
> **Participant**: I was just going to say, that I used to get called out maybe four or five times a month and in the past five or six years it's dropped to maybe four or five times in like five years. I mean it has really dropped. I think that, from everybody I have talked to, it's the hoops they have to jump through to actually get a canine out. They go through the supervision at their post and contact their criminal patrol sergeant and then the criminal patrol sergeant has to make a determination and then it finally gets out to the dog.

In summary, not obtaining access to a canine within a reasonable amount of time can be a serious impediment to troopers working drug interdiction.

Some participants also suggested that supervisors are overly concerned about the overtime costs involved in granting requests for canines. These concerns arise when canine handlers are currently off-duty and need to be called to conduct a search. Six participants (10%) in the focus groups mentioned that overtime costs are one of the reasons supervisors restrict

troopers' access to canines. Supervisors generally want to minimize the number of canine calls when overtime is an issue—particularly if the stop is unlikely to yield contraband; therefore supervisors may be more restrictive about granting requests for canines in these situations. Participants indicated that supervisors can be called upon to justify their decision to give overtime to canine units, and supervisors can also be held responsible if unable to properly justify the costs. Despite these concerns, participants perceived that confiscated contraband from canine searches should significantly outweigh the costs:

> **Participant**: They're more worried about, I think, paying overtime than they are just actually having a person come out. I mean, these guys are making money each year. It's more than enough to get equipment and more dogs. The money seized from drug interdiction could be used to buy more equipment. I think they're more worried about paying these guys overtime and coming out versus just actually letting them do the job that they enjoy doing.
> …
> **Participant**: They *[reference to supervisors]* have to say, "Hey, can I justify putting this guy out? He's already worked, you know, twelve hours overtime this week, or whatever. You know, I've got to answer to district." "Why are you giving so much overtime out?"

Some participants also commented that some supervisors are more likely to deny requests for canines than others. Nine participants (14%) made at least one substantive comment regarding why some supervisors are more likely to deny requests for a canine. Specifically, participants suggested that some supervisors would deny requests for canines because they do not understand drug interdiction techniques and/or the intricacies of search and seizure law. When faced with such situations, these supervisors fear making incorrect decisions and subsequently deny requests for canines. This perception is illustrated in the participants' comments below.

> **Participant**: And criminal patrol, a lot of sergeants don't have those backgrounds. A lot of them weren't interested in it as troopers and they are certainly not interested as sergeants or lieutenants. So they don't know. They need to be educated and that is the problem, you have a sergeant that won't call a dog out with those kinds of indicators. That is a problem.
> …
> **Participant**: They are going to go to their sergeant or their lieutenant and the problem I see is the lieutenant or the sergeant who doesn't have the knowledge says, "Well, now you know, you really don't have enough for the dog." And there may have been enough there for the dog. But, they just didn't want to make that call. They didn't want that trooper sitting there a half hour waiting for the dog. So, they say, "Let it go" and "Well, I don't know, so let's just punt on it because we don't know the right answer."

Finally, a handful of participants indicated that supervisors who do not have an interest in drug interdiction would rather their troopers allocate time to other activities such as traffic enforcement. According to these participants, certain supervisors are more likely to deny requests for canines in an effort to stifle criminal interdiction activities and keep troopers focused on other priorities.

During the focus group with sergeants, participants were presented with the concerns raised by the troopers. Sergeants also expressed concern regarding the effectiveness of the canine call-out procedures. Sergeants were split on the issues of whether canine handlers did not respond to their requests or whether the need for the canines was often not present because troopers already have probable cause to search the vehicle. Sergeants did note that they are often *not* in a position to make the final decision regarding the call-out of a canine; rather, it is the canine handler or criminal patrol sergeant who makes that decision.

Canine Usage

Participants generally indicated that some troopers engaging in criminal interdiction activities actually utilize canines improperly. Twenty-three of the participants (37%) made at least one substantive comment regarding the improper use of canines by troopers. More specifically, 16 of the participants (25%) in the focus group made at least one substantive comment about troopers requesting a canine when they do not actually need one because they already have probable cause to search a vehicle. Participants perceived that troopers who make this error do not have an adequate understanding of search and seizure laws and are not confident in their abilities to demonstrate probable cause in court. Troopers requesting canines when one is unnecessary creates a significant problem by placing undue strain on limited resources. In addition, it is frustrating to canine handlers, and has led to an inefficient call-out procedure designed to eliminate such requests. The majority of these comments were expressed by canine handlers within the focus groups. For example:

> **Participant**: And the other thing, too, that I've noticed is eighty percent if not more of the time that I've been called out to come search, I drive across the district, I get there and there's no reason for the dog to be there. The troopers already had one or two other options to get inside the vehicle. Some of it is because they're not sure about search and seizure, some of it is because they're lazy and they don't want to have to dig through everyone's crap unless they think there's dope in there. That's a big issue too. A lot, probably at least eighty percent, of the people that want me to search a car or check it with a dog, they've either got search probable cause or search incident to arrest or some other probable cause like vehicle inventory.
> …
> **Participant**: I'll get a call at home and they'll say, "Yeah, well, we stopped a car and the troopers saw some marijuana residue on the floor, so we want to have a dog come out." Okay, well, you don't need the dog. You have probable cause to search the car already, and that comes with lack of knowledge. And that's coming from a supervisor asking me to bring a dog out. It is very difficult. Then you run into the risk of you're telling a sergeant, a trooper's telling a sergeant, "No, I'm not coming out when you already have probable cause to search the car."

Participants stated that training about the proper usage of canines and more advanced training on search and seizure laws may alleviate the problem. Ten of the participants (16%) made at least one substantive comment about the effect more training would have on troopers' unnecessary calls for canines. Participant perceptions on the effect of training were somewhat mixed. Some participants felt that additional training in the area of search and seizure laws would help troopers understand when to request a canine. Other participants felt

that additional training would not help remedy the situation. They indicated that troopers had already been taught search and seizure in the academy and additional training would not be effective. These participants felt that troopers must want to learn about drug interdiction and that additional training would be ineffective unless they had the desire to learn. For example, consider the following exchange:

> **Participant 1**: It just doesn't seem like we have a lot of people out there that are well-versed in search and seizure. Both the laws of search and seizure and what the current trends are for interdiction. So, they want the handlers there, too, to kind of offer a little bit of advice.
> **Moderator**: So then, again, that's a training issue?
> **Participant 1**: Oh, definitely. Definitely *[reference to training]*.
> **Participant 2**: But when you've had the training…
> **Participant 3**: Yeah, I don't think it's training. It's an issue of supervision and motivation.

Finally, the reluctance of troopers to request a canine when they are involved in a situation where one would be appropriate was another problem cited by participants. Seven of the participants (11%) made at least one substantive comment about trooper reluctance to call for a canine. The reason that troopers felt reluctant to request canines varied, though most had to do with their perceived availability. For example:

> **Participant**: My problem is I can never get a canine. You never have it. You know, oh yeah, they talk a big talk. You know, "Call me if you need me." But, if you call, "I'm busy," or they're not available. Whatever the case may be. The closest one for us is forty-five minutes away, even on a good day.

Canine handlers who participated in the focus groups countered that they did want to be requested whenever they could render assistance to a trooper in a drug interdiction matter. Some indicated that there is a special duty assumed by canine handlers when he or she takes that assignment and they are willing to respond to requests whenever possible.

> **Participant**: I do want to be called out. That is a responsibility that I accept with my profession. There are times that we're not available because we're gone or something like that. But I think that there's a perception a lot of times that they are bothering when they're not bothering. Because, it is a responsibility that a canine handler takes when they take that position. You know, there's good and bad in everything and that is part of the job. That is simply part of the job. And so, if we mind getting called out, we've got issues. I don't mind being called out.

Thus, there appears to be a misperception between troopers and canine handlers regarding the desire to be involved in criminal interdiction activities during off-duty hours. Supervisors also indicated there were some misperceptions held by troopers regarding their willingness to access canines for criminal interdiction purposes.

TRAINING

Understanding best practices of search and seizure activities is the central focus of this research, and understanding training received by OSHP members is an integral component in achieving this goal. This section details the comments of both the troopers' focus groups and the sergeants' focus group regarding the availability and quality of training in relation to criminal interdiction work. In addition, several participants provided suggestions for potential improvements in training that they believed should be implemented to improve best practices in search and seizure activities. This section also addresses training in relation to field supervisors and concludes with a brief overview of the participants' comments regarding the trainability of best practices. When prompted by the moderator, 42 of the participants (67%) made at least one substantive comment regarding training of troopers or supervisors and accounted for 10% of all comments in the focus groups.

Perceived Training Quality and Availability

Many focus group participants described their perceptions of the quality of OSHP criminal interdiction training. Seventeen participants (27%) made at least one substantive comment on the quality and/or availability of criminal interdiction training. The voiced opinions differed dramatically. Some participants indicated that the training was very good; others suggested that it was lacking in a number of areas. The following statements illustrate some participants' satisfaction and praise of OSHP training:

> **Participant:** I'd say the training, the overall training, for criminal patrol is good.
> …
> **Participant:** We are just saying that there is something about the state patrol. They give us great training at the academy. They give us a foundation that is second to none.

There were, however, negative opinions frequently voiced regarding the quality and availability of criminal patrol training. For example:

> **Moderator:** In terms of the training, how good is the in-service and academy training? Does any of it cover criminal interdiction work and does it cover it effectively?
> **Participant 1:** Awful. It's a four hour block or maybe an eight hour block, if that. But it's very basic. It's a slideshow of different compartments. Big deal. I know what it looks like, but how do I find it? That's what they need to teach more of. But then you're going to have to lengthen the academy by a few more weeks because a lot of the stuff that they teach down there is pertinent information. There needs to be more interdiction taught but they are not willing to do it in our academy, and then they need to be willing to have them outside once you get on the road. So in terms of your question, I think the interdiction training is poor as a cadet.
> **Moderator:** Okay, do you folks agree?
> **Participant 2:** I agree. I think it's poor.
> **Participant 3:** Poor.

In summary, search and seizure training provided to OSHP troopers received mixed reviews. That is, the perceived quality of current search and seizure training varied widely across focus group participants. When questioned more extensively regarding the availability of criminal interdiction training, most of the participants indicated that both in-service training and training outside of OSHP were readily available. However, a handful of participants indicated that their ability to access criminal interdiction training varied based on their assigned patrol district. As one participant noted:

> **Participant 1:** I do have to disagree with *[reference to another participant]* last statement. Because I've been trying to go to more classes with patrol, I've had to go on my own, for interdiction. But, I happen to be in a district that doesn't like interdictions and that might be why.
> **Moderator:** Is that your sense, that you would want to go to more trainings if they had them available?
> **Participant 1:** Yes.
> **Moderator:** *[reference to another participant]* agree?
> **Participant 2:** Yeah.

However, it should be reiterated that with only a few exceptions, troopers indicated that criminal interdiction training was readily available for those troopers who were interested.

Recommendations for Improvements in Training

To gain further information regarding the quality and availability of the current criminal interdiction training available to OSHP troopers, the moderator also prompted participants to indicate how they might improve or change the current training curriculum. In particular, participants were asked which troopers should receive the training and when the training should occur. Thirty-three participants (52%) commented on how they might improve or change the current training curriculum, producing a variety of suggestions. Of these suggestions, one appeared frequently: nearly all participants agreed that criminal interdiction training needed to be more "hands-on" and interactive rather than strictly classroom-based. Seven participants (11%) made at least one substantive comment regarding more "hands-on" interdiction training. The following comments are just a sampling of the numerous comments suggesting that a more interactive training method be used.

> **Participant:** Hands-on. You could have classroom training on your indicators, and use videotapes. We have thousands of videotapes in the state on drug seizures. There are the indicators, right on tape. You could make it hands-on. We have hundred of hundreds of seized vehicles which have compartments in it. Teach people how to find and access them or what to look for on those vehicles to see if there might be a compartment.
> **Moderator:** And you believe that is not currently being done in the training?
> **Participant:** There's no damn dog that's for sure.
> ...
> **Participant:** Most of the stuff that we learn is book material. Nothing is hands-on. I would love to have a class with dogs… to work with dogs ... I never work with dogs. Hands-on training that is longer than a four hour block and in-service – they are just

> showing slides of someone else's stops. Okay, we have indicators, but I get those indicators everyday and I'm not getting twenty pounds of dope.

Participants also noted two specific areas of criminal interdiction that should be enhanced. Specifically, participants were interested in learning more about how to identify hidden compartments and how to better conduct roadside interviews for criminal interdiction purposes, with seven participants (11%) making at least one substantive comment on the subject.

> **Moderator**: And so, speaking just about OSHP training, are there things that you'd like to see supplemented? Do you think it's adequate? Do you think you need more of it?
> **Participant**: I think we definitely lack training in the hidden compartments. I never grasped that. I mean, I've never had any luck. I've been around some other troopers where they have. They come up with little devices where they bypass… I just never figured that out.
> …
> **Participant**: Along the lines of training, I'd like to see more training on interviewing. I think in the current academy, there's not much time spent on this. I'd like to see that more in depth. I think our investigators get sent to a three- or four-day school, I believe, on interviewing. I'd like to see that incorporated in our training for everybody.

In summary, the message participants were trying to express was clear: OSHP criminal interdiction training could be greatly enhanced with a more interactive, "hands-on" training curriculum. Related to this suggestion was a perceived need for follow-up opportunities for troopers to ride-along with canine handlers or others involved in previous criminal interdiction teams or programs. Sixteen participants (25%) expressed the desire to ride with canine handlers or former TDIT team members and recommended this as an addition to interdiction training which would encourage best search and seizure practices. It appeared that this type of ride-along/training program was available in some districts but not others.

> **Participant:** I've been to our criminal patrol school and it's all good information, but I think they need to let road troopers ride with our canine handlers and ride with our criminal patrol people, because that's when you see that stuff put into action. I know for me, once I did that, it was like, "Wow, there it is. That's what I'm trying to get to." The training in the classroom was good but even just a couple days. If you could let every trooper a couple days rotate them out and ride with those people. … I think that would be the best way to get all your troopers to realize what you can and can't do. Because they can say it, but until you see it and you have somebody there saying, "All right, we can do this. We can't do this. They said this. Let's ask them this." I think that's the best way to make our troopers more knowledgeable.

Participants expressed the desire to simply learn more information than currently provided in the classroom setting. In this regard, participants appeared particularly motivated and eager. If such interactive learning opportunities were provided to these participants, it was clear they would take full advantage.

The sergeants' focus group was queried about their recommendations for training and generally expressed similar comments as the troopers. In addition, they also mentioned the importance of identifying individuals who have a genuine interest in criminal interdiction work as the troopers that should take part in any type of ride-along/training program. They expressed concern that if troopers were selected based on seniority or a scheduled list without consideration of the individual's interest level, the training may be ineffective.

Furthermore, several sergeants emphasized the necessity of interpersonal skill training for the troopers. The participants felt that to develop troopers who employ best practices, troopers must be able to communicate with citizens. Specifically, the sergeants suggested that specific training for search and seizure activities be developed which exposes the troopers to cues of suspicion regarding criminal activity. This type of training could include role playing with current troopers who demonstrate best practices to allow new troopers the ability to model effective behavior.

Apart from specific types of training alterations, the trooper focus groups were asked by the moderator regarding who and when to train for criminal interdiction purposes. Twenty-two participants (35%) made at least one substantive comment regarding the individuals selected for training and the timing of that training. That is, the moderator asked whether or not advanced criminal interdiction training should be mandatory in-service training or provided only to self-selected troopers. In addition, participants were asked if criminal interdiction training should be supplemented and provided in the academy or reserved for troopers after they have a few years of experience. First, there was some general consensus across groups that the academy training was not adequate for criminal interdiction, but that academy training would likely not be the most beneficial time for that type of training given all of the other important information that is covered. It was generally suggested that troopers need to have a year or two of experience prior to more advanced criminal interdiction training. In spite of this agreement, participants' comments varied widely regarding whether or not criminal interdiction training should be provided as a mandatory portion of in-service training or as a voluntary program. The following comments illustrate the disagreement across participants. First, a sampling of comments from those who believed that training should be provided for all troopers:

> **Participant:** I would say annual mandatory training because search and seizure does evolve all the time, so it's not something you could take four hours in the academy ten years ago and still be up to [date on] search and seizure. I would focus in on search and seizure. Criminal interdiction is fine; I want to say that's almost a separate animal.
> …
> **Participant:** They need criminal patrol in-services, instead of just a blanket in-service.

Alternatively, some participants indicated that training department-wide would not be beneficial, and likely a waste of valuable resources. The following comments reflect this viewpoint:

> **Participant 1:** You can't take fifteen hundred and something troopers and train them and keep them fully trained in or up-to-date or aware in search and seizure and all for arrests, and trends that are going on. You can't do that with everybody.
> **Participant 2:** Well, not all of them want to be involved.
> **Participant 1:** Exactly.
> …
> **Participant:** It is really ridiculous for anybody to try and want to try and train everybody. But, those people who do want work in it, they need to have that opportunity to have that structured environment where they can get trained and maintain that training on a regular basis. We had our own team and we had an in-service school once a year, whether it was two days, three days, whatever it was. Sometimes they got criminal patrol stuffed in there, sometimes they didn't. But if you were on the criminal patrol team, twice a year, you came back for criminal patrol training for a two- or three-day school. You sat and you did the things like he's talking about, the intelligence, reading about how that trooper stopped that car, what they saw, the photographs, the whole nine yards. We did that twice a year. And on top of that, the canine handlers had an extra canine training throughout the year too. So you're looking at one, two, three, at least four opportunities for two- or three-day schools every year that those individualized people got; more than anybody else in the division, and we were successful. But your question is, do you start putting one- and two-year troopers out there and not train them appropriately? You're going to have to make those search and seizure mistakes.

Thus, it appears that participants had mixed impressions regarding the value of providing mandatory in-service training versus voluntary training on criminal interdiction and, more specifically, search and seizure practices. Similarly, the sergeants' focus group produced some divergent opinions on the implementation of training. Some suggested that the best time to expose troopers to search and seizure training is during their academy time, while others argued that the academy is too early in their career to have any effectiveness in producing troopers proficient in search and seizure activities. These individuals suggested that troopers in the academy are overwhelmed with learning the profession and introducing them to nuanced differences in citizen behavior is too much information and thus ineffective.

Training for Field Supervisors

Nineteen participants (30%) made at least one substantive comment regarding the training of field supervisors. As previously described, participants from the troopers' focus groups indicated that their immediate field supervisors were often an impediment to best search and seizure practices. Thirteen participants (20%) suggested that field supervisors were simply not knowledgeable about search and seizure issues. The solution to this problem, they believed, was to provide additional training to field supervisors. While the type and content of training for supervisors was not discussed, participants frequently noted simply that supervisors were not well versed in search and seizure laws and procedures, and need to support best search and seizure practices by their troopers. The following comments illustrate participants' perceived lack of knowledge of first-line supervisors, and their recommendations for additional training:

> **Participant:** So, I think knowledge is a big concern with supervisors and troopers. If you have a group of supervisors who don't know what they're doing, they're not helping the trooper at all learn what he should be doing, or should not be doing.
> …
> **Participant:** I've never asked, but we've never had the opportunity to put another supervisor with a criminal interdiction team to see how things are done. Maybe not to work it, but to see how things are done, and to see what we're doing, and why we're doing what we're doing. So maybe the first-line supervisors need to have the opportunity to see what's going on in criminal interdiction like the troopers do.

Other participants indicated that another potential solution for this problem was to increase the number of districts that had specialty criminal patrol sergeants assigned. It was suggested that the presence of criminal patrol supervisors would eliminate problems associated with a lack of knowledge and would also encourage more search and seizure activities by troopers. The following comments best describe the perceived benefits of this approach:

> **Participant:** You can train them, but they still need that, that main contact, the district supervisor to call when they then have that question come up. You know it may be a very gray area at the scene, and they can call the district supervisor from the scene and get the answers that they need. I think that, like [*reference to another participant*] said, there needs to be somebody in each district that is in charge of it that should have the correct answer every time.
> …
> **Participant:** Again, the training issue; now I know we talked about this before, but I think it's important to have somebody in each district that is responsible for the criminal patrol program. Whether it be a criminal patrol supervisor or whether it be somebody, it's got to be a criminal patrol supervisor because it's got to be somebody that can go to the classes and be trained, can give the training classes. That way there is somebody in each district to contact when the younger troopers have a question or when the supervisors that don't know have a question.

In summary, the participants from the initial focus groups seemed to generally agree that more supervisory training on search and seizure issues was necessary. These participants viewed first-line supervisors as a major obstacle to implementing best search and seizure practices and believed that training was the best alternative to remedy these problems.

Supervisors, however, disagree with troopers' perceptions that additional supervisory training in search and seizure was necessary for two reasons. First, the sergeants responded by suggesting that the troopers do not always have all the information available to them when a sergeant makes a decision. That is, the troopers believe that sergeants need more training to make decisions regarding the pursuit of a search of a vehicle; however, the sergeant does not approve the search for reasons beyond the knowledge of the trooper. Therefore, it is not the lack of supervisor training; rather, it is the additional knowledge of the sergeant that restricts the trooper from engaging in search and seizure activity. The sergeants mentioned that often searches are not approved because of potential liability concerns if the search is completed. They suggested that it is not often they have to "shut down" a trooper but, on occasion, it happens and it is often due to their knowledge of the potential legal repercussions.

Second, the sergeants reported they felt supervisory training was available and adequate, and provided them with the skills and knowledge to be effective supervisors. Several participants also mentioned that, from their perspective, the training system had improved over time and become more effective for soon-to-be supervisors. Importantly though, the sergeants articulated that there are varying types of supervisors in terms of their skill and ability to demonstrate best practices for supervision. The focus group participants suggested that they felt they had received enough training and that it adequately prepared them for their role as a supervisor; however, they suggested that other supervisors might benefit from additional training. Importantly, the sergeants emphasized that training alone is not sufficient to produce effective supervisors. It is crucial that the individual apply the training they received and that some individuals are not going to be changed into effective supervisors regardless of the amount of training provided by the OSHP.

Ability to Train Best Practices

While discussing training issues, participants were prompted to consider whether successful search and seizure practices were trainable or based more on instinct and innate skill. Seven participants (11%) addressed this topic by uniformly indicating that best search and seizure practices were trainable, but that the motivation to engage in criminal interdiction was not. That is, participants indicated that the OSHP could successfully train criminal interdiction methods, but would have more trouble influencing troopers to use those skills once acquired. The following comments more thoroughly describe this sentiment:

> **Participant:** You can train it. You can pound it into people's head that you look for this, but you can't make a person change from what they normally do unless they want to do it. So, if they don't want to get involved with cases, I know a lot of guys they say when they find stuff, they throw it away because they don't want to do a case on it. So, you can't make them want to do it if they don't want to do it.
> …
> **Participant:** It's definitely trainable. The more you see it, the more you're going to pick up on it. The problem is the people who don't see it; they just don't want to be bothered with seeing it.

Thus, while six participants (10%) commented that the skills surrounding criminal interdiction could be trained, they were not optimistic that additional training would lead to more criminal interdiction efforts by troopers. Nevertheless, when asked how they would encourage best search and seizure practices, collectively their answers always included some type of training component. That is, while participants agreed that training might not influence motivation, it was still important and, in some participants' views, needed to be improved. Comments from the sergeants' focus group echoed these sentiments by emphasizing that training is important but also that not everyone is capable of being trained to exhibit best practices. Both troopers and sergeants need internal motivation to be effective OSHP members, and training is useful when mixed with individuals who are internally motivated.

RECOMMENDATIONS

The previous sections detailed the topics discussed across the nine focus groups (eight focus groups of troopers and one focus group of sergeants) regarding best practices in search and seizure activities. This final section documents the recommendations from both troopers and sergeants to encourage best search and seizure practices across OSHP. During the focus groups, troopers and first-line supervisors were asked what changes they would make to improve criminal interdiction practices. To get participants to discuss their recommendations, participants were asked by the moderator to describe what changes they would make to establish and encourage best practices in search and seizure if they were appointed "Colonel for a day."

Trooper Recommendations

When the troopers were asked for their suggestions to improve best practices in search and seizure activities, forty-two participants (67%) across all eight focus groups made at least one substantive comment regarding what changes he/she would make if appointed "Colonel for a day." Their comments focused on improving criminal interdiction best practices by addressing the primary impediments discussed in previous sections. Therefore, the review of their recommendations is divided into three areas: 1) recommendations regarding the general impediments to best search and seizure practices; 2) recommendations regarding the availability and use of canines to facilitate drug interdiction; and 3) recommendations regarding changes to criminal interdiction training.

General Impediments and Recommendations

The focus group participants described departmental impediments, supervisory impediments, managerial impediments, and peer shortcomings in search and seizure activity. Specific recommendations were provided regarding departmental impediments, with some discussion of supervisory/managerial impediments; however, few participants offered suggestions in regard to improving the search and seizure practices of their peers. Within the theme of departmental impediments, sixteen participants (25%) mentioned numerous areas they would alter if they were "Colonel for a day."

First, the troopers suggested that if the department emphasized criminal interdiction and made it a priority, more troopers would take interest and engage in such activity. Most of these comments reflected the belief that a change in organizational attitude would benefit criminal interdiction. Participants expressed frustration that criminal interdiction was not emphasized with the same vivacity as traffic enforcement. They argued that troopers should be encouraged to gain experience in criminal interdiction and should be supported in their efforts to engage in these activities in the field.

Participants also believed that field supervisors play a significant role in motivating troopers to engage in criminal interdiction and, therefore, supervisory emphasis on criminal interdiction work would increase the number and quality of search and seizure activities. It

was believed that this change in attitudinal encouragement from field supervisors was necessary for any type of organizational change to filter down to the field.

Likewise, participants suggested it is important criminal interdiction be emphasized by middle management. One suggestion was to reduce the departmental emphasis on ticket writing and emphasize quality traffic stops. While many participants recognized that issuing traffic citations is an important part of their duties, they also suggested that it currently received too much emphasis and detracted from other important organizational goals. Simply put, troopers wanted recognition and support for their criminal interdiction work from the immediate and mid-level supervisors.

Related to this recommendation of organizational cultural change was a debate regarding the effectiveness and use of rewards to cultivate best search and seizure practices. Importantly, participants' perceptions on this issue were relatively mixed: some argued that a rewards program would motivate those troopers who typically would not participate in criminal interdiction work, while others suggested that such a program sends an inappropriate message to the troopers. That is, troopers should not engage in criminal interdiction for recognition or acknowledgement through a rewards program because this could be a potential incentive for troopers who may not be as conscientious in search and seizure activity. This type of behavior could potentially result in poor criminal interdiction results, officer safety issues, and/or infringements on citizens' civil liberties.

The second impediment to best search and seizure practices addressed by participants (with recommendations for change) was the amount and redundancy in the paperwork associated with these activities. Troopers agreeing to be "Colonel for a day" indicated that they would streamline the paperwork associated with criminal interdiction. They argued that streamlining the paperwork would encourage more troopers to engage in criminal interdiction activities. In particular, participants were concerned that small seizures of contraband evoked a disproportionate amount of paperwork. It was perceived that a reduction in paperwork would remove this as an impediment to search and seizure activities.

A third impediment noted by participants centered on the level of available manpower. Participants indicated that not having enough troopers in the field makes it difficult to engage in effective criminal interdiction work. For some would-be Colonels, the solution was obvious: hire more troopers. However, other participants were more realistic regarding the funding necessary to increase OSHP manpower. For example, some participants said that, rather than hiring more troopers, they would assign current troopers interested in criminal interdiction to positions which would allow them more flexibility to engage in these types of activities. They argued that this redeployment would likely increase the overall level of criminal interdiction work without hiring new troopers. For this initiative to be successful, the expectations surrounding productivity would need to be modified. For example, the number of traffic citations expected in a shift should be reduced for these troopers. This would encourage these troopers to make a focused effort on criminal interdiction without concerns of increasing their productivity statistics in other areas. A second recommendation was to reassign supervisory and managerial staff into the field to focus on criminal

interdiction. It was suggested that a redeployment of staff would increase the manpower in the field without an increase in overall staffing levels.

Related to the suggestions regarding redeployment, some troopers recommended reinstituting criminal interdiction teams. The majority of comments regarding criminal interdiction teams suggested that participants believed to be the most efficient organizational structure to support criminal interdiction work. Participants argued that troopers are able to learn and perform more effectively when they work in a team environment, and that teams would ensure that canine handlers had additional troopers available to execute searches. When the moderator asked participants to consider the potential costs associated with criminal interdiction teams (both financial and legal), respondents generally downplayed those concerns. They suggested that any financial costs associated with teams would be offset by the size and number of seizures as well as asset forfeiture money. Likewise, they argued that legal liability and risk management would be minimal. Troopers involved in criminal interdiction teams would be those currently engaged in best practices. These troopers would receive specialized training and would be knowledgeable in search and seizure case law.

The fourth set of recommendations regarding the reduction of departmental impediments to best search and seizure practices was directed toward changes in the quality of field supervision. First, participants were openly critical regarding their perceptions of the current quality and knowledge of field supervisors. Participants emphasized the importance of having properly trained supervisors to make better decisions in the field. Some participants argued that training would assist supervisors in making critical decisions, including whether or not to deploy canines. In addition, troopers indicated that supervisors often act as a mentor to troopers; consequently, effective training for supervisors is crucial for best practices in criminal interdiction work. Second, troopers recommended increased time on the road for supervisors to ensure that supervisors were available to assist in criminal interdiction work. Participants implied that getting supervisors into the field would give troopers an individual to consult when issues and/or questions develop during a traffic stop. Participants also indicated that having more supervisors in the field would assist in keeping their peers focused on their responsibilities and provide more accountability.

Canines

The availability and deployment of canines was a second area of focus for troopers' recommendations. As outlined earlier, focus group participants raised several concerns regarding canines, including the need for more canines and the reallocation of canines. Twenty-two of the participants (35%) made at least one substantive comment regarding canine related issues. Specifically, troopers suggested that more canines were needed to ensure that all districts have at least one canine available for criminal interdiction work. They argued that in order to encourage best practices in searches and seizures, more canines were necessary and any increased financial burden associated with additional canines would be offset by asset forfeiture money.

Other participants willing to be "Colonel for the day" indicated that they would change the distribution and deployment of canine handlers across shifts and jurisdictions. The troopers

expressed concern that the current shift allocation of canines limited other troopers' abilities to engage in successful criminal interdiction work because they could not gain access to a canine when needed. To address this concern, participants indicated that they would assign canine handlers to rotating shifts. They also suggested a more even distribution of canine handlers across jurisdictions to increase accessibility. In particular, it was suggested that districts with interstates must have access to canines to effectively engage in drug interdiction.

Training

A third area the troopers discussed when appointed "Colonel for the day" was in regard to training. Twenty-seven of the participants (43%) made at least one substantive comment regarding specific recommendations for improvements in criminal interdiction training. Troopers suggested that training be developed for criminal interdiction work. Furthermore, this training should utilize a team orientation in which new troopers would get experience in the field by pairing up with troopers who are experienced in criminal interdiction activities. In addition, the participants argued that learning occurs over time and new troopers should stay in training until they have sufficient criminal interdiction experience and are comfortable in performing interdiction work. Participants suggested that if training were a sufficiently long process, new troopers would have more exposure to and experience in best practices, the result being better equipped troopers who are ready to perform criminal interdiction in a safe and effective manner.

It was also recommended that criminal interdiction training be delivered by troopers from both within and outside the organization, and that the training be directly related to specific aspects of criminal interdiction, including identification of criminal indicators and detection of hidden compartments. Recommendations were made to bring in specialists that had intimate knowledge of the current trends in criminal interdiction. Participants also wanted training to continue over time as search and seizure laws changed. One recommendation was to have in-service trainings so that troopers would be current with new laws and trends in criminal interdiction. In addition, confiscated vehicles with hidden compartments should be brought into the training so new troopers could get more practical experience. Participants felt that this type of training would be more effective than the current method.

The message focus group participants were trying to express was clear: OSHP criminal interdiction training could be greatly enhanced with a more interactive, hands-on training curriculum. Recommendations for improvements in training from both troopers and supervisors centered on the necessity of ensuring hands-on and interactive training (e.g., incorporating specific training on hidden compartments, demonstrating criminal indicators in the field, etc.). In addition, the sergeants suggested training that would include role playing with current troopers who demonstrate best practices to give new troopers the chance to model effective behavior. By developing training that includes role playing and modeling best practices, the sergeants suggested that the overall skill-level for troopers would improve. Others suggested that a ride-along program with canine handlers might be an effective way to model good search and seizure practices. The sergeants added that a focus on developing interpersonal communication skills would be beneficial for road troopers.

Participants also made recommendations concerning which troopers should receive criminal interdiction training. Generally, participants commented that interdiction training should specifically target individual troopers who are interested in criminal interdiction in addition to new troopers in order to get them interested in criminal interdiction. Participants indicated that young troopers are more excited and have not been "burned out" by the job. By exposing them early in their career, it may create a genuine interest in criminal interdiction. However, the young trooper would need to have time and resources invested in him/her before they would be an effective criminal interdiction trooper. Importantly, training troopers who do not have an interest in search and seizure activity is not useful and is a waste of resources.

Finally, troopers mentioned the importance of a coach in the development of a trooper who exhibits best practices in criminal interdiction work. It was suggested that a good coach would be invaluable to the new trooper whereas a bad one could possibly hurt the trainee in the long run. Therefore, the trooper should be paired with a mentor who is eager to coach and has a prior record of being successful and effective in criminal interdiction.

Supervisory Recommendations

Identical to the troopers' focus groups, the sergeants were asked at the conclusion of the focus group to identify what issues they would address if they were "Colonel for a day." Three main topics were identified by the supervisors: administrative duties, organizational changes, and criminal interdiction teams.

First, and by a large margin, all the supervisors would like a reduction in the administrative duties and a streamlining of the paperwork so that they could spend more time interacting with the troopers and "supervising" their staff. Various recommendations were provided to alleviate this impediment, such as the addition of a fifth sergeant to each post which would allow the other four sergeants greater ability to "get out on the road" and assist their troopers, or the use of non-sworn personnel for administrative and data entry chores. Related to concerns with the amount of time spent in the post, the sergeants also suggested an educational process by which both those above and below them in the chain of command be further exposed to the daily work of a first-line supervisor. The participants suggested that the lieutenants above them and the troopers below them are not aware of the specifics of a sergeants' job. A greater understanding by both parties would decrease any misunderstandings and/or complaints about the effectiveness of the sergeants' job. This would allow the supervisors to interact more frequently with the troopers and encourage best practices in search and seizure.

Second, they echoed the troopers' sentiments that interdiction work needs to be a known priority within the organization from the command staff throughout the entire organization. This prioritization would alleviate the perception that there are conflicting goals within the organization and produce a more unified approach to search and seizure activities.

Finally, the sergeants suggested that if criminal interdiction teams were reinstated, it would be crucial to ensure all members have the desire to be involved and troopers are not selected

to the teams because they want to avoid other less desirable duties within the OSHP. The sergeants expressed concern that without clearly motivated and interested individuals, the teams would not be effective. Furthermore, the sergeants were unanimous in their opinion that the teams should not be created at the expense of troopers available for road duty. The general sense from the focus group was that teams could be an effective tool for the OSHP if they want to prioritize criminal interdiction, but manpower issues must be a consideration prior to forming the teams.

3. DEPARTMENT-WIDE SURVEY ON SEARCH & SEIZURE BEST PRACTICES

OVERVIEW

This section documents the second part of the three-pronged approach to researching OSHP's search and seizure activities—a survey of all troopers and sergeants with routine patrol and/or criminal interdiction responsibilities. Based on the qualitative findings from the focus groups, a quantitative survey was developed and distributed department-wide (see **Appendix C**). This survey was designed to capture information on topics similar to those detailed by focus group participants for the general population of troopers and field sergeants. Specifically, the survey queried respondents about the following: 1) perceptions regarding job-related priorities, and perceptions of their supervisors' attitudes regarding the same, 2) experience with and attitudes toward canines and their handlers for criminal interdiction purposes, 3) perceptions regarding any impediments to interdiction activities, 4) troopers' self-reported search and seizure activity and reasons for infrequent search activity, 5) perceptions regarding racial differences in search success rates, 6) experience with and attitudes toward criminal interdiction training, and 7) recommendations for improving interdiction work within the department. In addition, the survey requested basic demographic information from respondents (e.g., gender, race, education), training and criminal interdiction experience, and organizational information (e.g., cadet class number, and current post and district assignment).

This section is divided into two parts; the first reports the methodology used for the development and administration of the survey, and the second describes and compares the survey responses for troopers and sergeants. The first section contains **Table 3.1**, which reports the characteristics of the survey respondents, including demographic characteristics, self-reported stop information, and training experience. The latter section documents troopers' and sergeants' responses on each of the seven topics noted above. It includes a series of bar graphs (see **Figures 3.1-3.9**) to illustrate variation across themes and between troopers and sergeants. Each of the graphs corresponds to tables provided in **Appendix D** (see **Tables D.1-D.9**).

METHODOLOGY

Procedure

As indicated above, based on the findings from the focus groups, a survey was developed to be distributed department-wide. The survey was designed by the UC research team in direct consultation with OSHP research staff, and adheres to the standards of quantitative data collection routinely practiced in the social sciences. To ensure survey confidentiality (and increase the reliability and validity of responses), the survey was both voluntary and anonymous.

Once the survey was constructed, it was pilot tested by troopers selected by the research and development unit of OSHP to ensure that the research design was feasible, and the data collection instrument was both reliable and valid. Information volunteered from troopers during the pilot phase was used to determine if there were any difficulties with the survey

and gather suggestions for changes. After the pilot test was conducted, minor changes were made to the survey instrument.

The revised surveys, accompanied by cover letters explaining the purpose of the survey, were mailed from the UC research team to each individual post (see **Appendix C**). Commanders at each individual post were responsible for distributing the surveys and providing self-addressed envelopes addressed to the UC research team for the completed surveys. At no time were survey responses disclosed to any OSHP personnel. Once the surveys were received, members of the research team entered the information collected on the surveys into a quantitative database. These data were then corrected for errors. Statistical analyses (reported below) were performed at the officer level. The original intent of the survey was to analyze survey responses based on respondents' demographic information, different training levels and location within the organization (e.g., post and district). Due to the generally high level of missing data on these questions (documented below) coupled with the somewhat low response rate to the survey overall, these more specific analyses cannot be conducted with a reasonable assurance of reliability and validity.

Survey Respondents

Of approximately 1,270 eligible sworn officers (1,012 troopers and 258 sergeants) currently holding some form of patrol assignment, 641 (465 troopers and 176 sergeants, representing all ten OSHP districts) participated in the survey data collection effort. Specifically, the survey response rate for troopers and sergeants was 46.0% and 68.2%, respectively.

In addition to more substantive questions detailed below, the survey asked respondents for their race, gender, education, self-reported stop information based on 2006 activity, prior search and seizure training, and rank. **Table 3.1** reports descriptive statistics for these characteristics. The columns display mean, standard deviation, minimum and maximum for each of the variables. The final column indicates the percentage of missing data for that particular survey item. Importantly, the descriptive statistics are based on percentages calculated only for valid data.

As indicated in **Table 3.1**, the majority of survey respondents are male (92% of troopers, 95% of sergeants) and Caucasian (89% and 83%, respectively). Higher percentages of Blacks and Hispanics are represented in the sergeant sample than in the trooper sample (8.4% vs. 4.6% for Blacks, and 5.4% vs. 3.5% for Hispanics). Education level was measured on a scale of 1 to 5, where 1=high school, 2=less than 2 years college, 3=greater than 2 years college, 4=4 year degree, 5=graduate school. As is indicated in **Table 3.1**, the average education level is nearly identical for both troopers and sergeants and falls between less than 2 years of college and greater than 2 years of college.

Comparing the demographic characteristics of the survey respondents to the overall OSHP employee data, there are some similarities as well as some important differences. Examining troopers first, the survey sample includes a slightly higher percentage of males (92% v. 90%) than in the department in general. In addition, Caucasians are slightly overrepresented in the survey sample (89% v. 85%), while Blacks are significantly underrepresented (5% in the

sample v. 9% in department) and Hispanics are evenly represented. Finally, troopers who responded to the survey are more educated than the average trooper, as the employee data indicates approximately 75% of all troopers have high school degrees and only 16% have university degrees. The survey respondents' self-reported education information shows that 25% received university degrees and over 50% completed some college. Comparing sergeants from the survey sample with sergeants department-wide, we find that males are again slightly overrepresented in the survey sample (95% v. 93% in employee data). Racial comparisons, however, indicate that Caucasians are evenly represented, Blacks are somewhat underrepresented (11% in employee data v. 8%), and Hispanics are actually overrepresented in the survey sample (5.4% v. 4.2% in the employee data). Finally, similar to the trooper comparisons on education, sergeants who responded to the survey are better educated than the average sergeant, as the employee data indicate only 15% of sergeants have university degrees, and 21% of sergeant survey respondents indicated completing a four-year degree or higher.

Troopers were given the time period of the previous year (i.e., 2006) to approximate their discretionary search activity. The average number of discretionary searches reported by troopers for 2006 was 22.9, with a range of 0 to 200. Trooper respondents were also asked to estimate the percentage of racial groups searched. They reported on average that of the searches conducted, 62% were Caucasian, followed by 20% Black motorists, and 11% Hispanic motorists. Finally, the average search success rate reported by respondents (i.e., discretionary searches resulting in the discovery of contraband) ranged from 0 to 100 percent, with an average of 31% success across troopers. This average, however, does not take into account the number of searches troopers performed. That is, if several troopers only conducted a few searches but had seizures in every search, then their success rate would inflate the average search success rate because their rates are treated equally with troopers who conducted many searches, but had lower success rates. In order to factor in the number of searches performed when considering the search success rate, we took the sum of each individual's estimates of seizures[2] and divided by the total number of searches reported by all individual troopers. The total number of seizures estimated was 3,782 and the total number of searches reported was 9,254, which equals an average search success rate of 40.9%.

Finally, troopers and sergeants were asked about specialized interdiction training and courses attended. As is noted in **Table 3.1**, considerable missing data exists for self-reported stop and training information. Troopers reported attending on average 1.6 training courses conducted by OSHP. Nearly half of the trooper respondents indicated that they attended only one (28.9%) or two (20.2%) OSHP training courses. Troopers reported spending an average of 18 hours in training courses conducted by OSHP, with a wide range of 0 to 240 hours. Sergeants reported a higher average number (2.8) of OSHP criminal interdiction training courses. Indeed, over half of the sergeants reported attending one (34.3%) or two (24.5%) courses. The average number of OSHP training hours for sergeants (27.07) is also higher than troopers reported.

[2] Troopers were not asked for an approximate number of seizures, but rather a percentage of searches in which they made a seizure. Therefore, to calculate an approximate number of seizures we multiplied the percent of seizures estimated by respondents by the number of searches estimated by respondents.

Table 3.1 Characteristics and Experience of Survey Respondents (n=641)

	Mean	Stnd. Dev.	Min	Max	% Missing
TROOPERS (n=465)					
Demographic Characteristics					
Trooper Male (0,1)	0.92	0.27	0	1	6.7
Trooper Caucasian (0,1)	0.89	0.32	0	1	7.3
Trooper Education (1-5, High school-Grad. school)	2.58	1.13	1	5	6.5
Self-reported Stop Information					
Approximate # discretionary searches	22.85	34.06	0	200[3]	12.9
Approximate percentage searched Caucasian	62.62	29.50	0	100	20.4
Approximate percentage searched Black	19.95	15.34	0	60	27.7
Approximate percentage searched Hispanic	10.99	11.55	0	50	33.8
Approximate search success rate	31.25	32.71	0	100	18.9
Training					
OSHP Training Courses	1.56	2.18	0	20	15.9
OSHP Training Hours	18.24	24.44	0	240	24.9
Non-OSHP Training Courses	0.78	1.75	0	20	34.0
Non-OSHP Training Hours	14.61	52.71	0	700	48.0
SERGEANTS (n=176)					
Demographic Characteristics					
Sergeant Male (0,1)	0.95	0.23	0	1	4.0
Sergeant Caucasian (0,1)	0.83	0.38	0	1	5.1
Sergeant Education (1-5, HS – Graduate)	2.54	1.04	1	5	5.1
Training					
OSHP Training Courses	2.77	6.18	0	70	18.8
OSHP Training Hours	27.07	37.28	0	300	22.7
Non-OSHP Training Courses	1.38	4.04	0	40	38.6
Non-OSHP Training Hours	16.58	36.87	0	300	48.9

Respondents were also asked to report the average number of non-OSHP training courses. The average number of non-OSHP criminal interdiction courses for troopers was less than one, with the majority of troopers (63.8%) reporting no training courses outside of OSHP. Sergeants report slightly more non-OSHP training courses with an average of 1.4. Still, nearly half of the sergeants (49.1%) still reported completing no specialized criminal interdiction training courses outside of OSHP.

[3] The number of searches was recoded to a maximum of 200 so as not to skew the mean and standard deviation with extreme outliers.

Data Limitations

The use of quantitative methods such as survey research has several strengths and weaknesses that are important to consider (Babbie, 2004). First, survey research is an inexpensive method for capturing information on many different variables for a large population, without the disadvantage of being overly time-consuming. The ability to survey a large population increases the external validity (i.e., generalizability) of the findings.

There are, however, some important weaknesses inherent to survey research that should be noted. The first limitation is that of response rate. As noted above, 641 of approximately 1,270 eligible sworn officers (1,012 troopers and 258 sergeants) participated in the survey data collection effort. Thus, the overall response rate for this survey was 50.5%. As noted above, the response rate for sergeants (68.2%) was considerably higher than that of troopers (46.0%). The issue with the response rate is whether those troopers and sergeants who participated in the survey are representative of those who did not participate. A lower response rate can decrease the generalizability that is normally characteristic of survey research. As noted above, troopers and sergeants included in the sample are slightly more likely to be male, Caucasian, and better educated when compared to the characteristics of troopers and sergeants department-wide.

The second limitation is that surveys typically ask close-ended questions, which limits the amount of information that can be gathered. Unlike the richness of the qualitative focus group research, quantitative survey research is more limited in terms of the depth and detail of the information collected. As noted above, however, it compensates for this lack of depth with the breadth of information that can be explored. These weaknesses should not be misconstrued as rendering the findings incorrect or meaningless; rather, the findings should be viewed in light of these considerations to ensure that the results are correctly interpreted.

RESULTS

This section describes the findings from the trooper and sergeant surveys. As noted in the introduction, seven substantive areas of interest were included in the surveys: 1) perceptions regarding job related priorities, and perceptions of their supervisors' attitudes regarding the same, 2) experience with and attitudes toward canines and their handlers for criminal interdiction purposes, 3) perceptions regarding any impediments to interdiction activities, 4) troopers' self-reported search and seizure activity and reasons for infrequent search activity, 5) perceptions regarding racial differences in search success rates, 6) experience with and attitudes toward criminal interdiction training, and 7) recommendations for improving interdiction work within the department. In examining each of these topics, two comparisons are discussed. First, it is important to consider how different responses to the same question compare to each other. For example, how do troopers' opinions about the importance of citations as a department priority compare to their opinions about drug interdiction as a priority? Second, it is also instructive to compare troopers' and sergeants' responses on individual items. For example, how do troopers' opinions about the importance of citations as a department priority compare to sergeants' opinions about the same? A series of bar

graphs (see **Figures 3.1-3.9**) illustrate both types of comparisons: across themes as well as between troopers and sergeants. These graphs correspond to tables provided in **Appendix D** (see **Tables D.1-D.9**). The information reported in this section is intended to be strictly descriptive in nature.

Department Priorities

Troopers and sergeants were asked what they think the level of priority for each of the following nine tasks should be within the OSHP: 1) accident reduction, 2) calls for service, 3) citation writing, 4) commercial traffic enforcement, 5) crash investigation, 6) criminal interdiction, 7) drug interdiction, 8) OVI (operating a vehicle impaired), and 9) recovery of stolen vehicles. Respondents were also asked what they thought their supervisors believed the level of priority should be for each of these tasks. For troopers, this included their perceptions of their field sergeant, post commander, and district commander. Therefore, the survey questions about department priorities provide the opportunity to compare not only troopers' beliefs about department priorities across tasks, but also troopers' beliefs with their perceptions of supervisors' beliefs across tasks. **Figure 3.1** lists the nine tasks across the x-axis of the graph and compares troopers' self-reported responses with their perceptions of their three supervisors' beliefs. Respondents ranked the nine tasks on a scale of 1-5: 1=not a priority, 2=somewhat of priority, 3=priority, 4=high priority, 5=very high priority. **Figure 3.1** corresponds to the means reported in **Table D.1** provided in **Appendix D**.

Troopers reported that the tasks they believe should be the highest priority for the OSHP are (in descending order of priority):

1. Accident Reduction
2. OVI Enforcement
3. Crash Investigation
4. Calls for Service
5. Criminal Interdiction
6. Drug Interdiction
7. Recovery of Stolen Vehicles
8. Commercial Traffic Enforcement
9. Citation Writing

Furthermore, examining the percentages of troopers who reported particular tasks to be "high" or "very high" priority, we find that over 90% of responding troopers identified accident reduction and OVI enforcement in these categories. Similarly, 87% and 75% of troopers identified crash investigation and calls for service, respectively, as "high" or "very high" priorities. In contrast, only 29% of troopers responded that citation writing was a "high" or "very high" priority.

As illustrated in **Figure 3.1**, troopers reported that their priorities for particular tasks differed significantly from *their perceptions* of their sergeants, post commanders, and district commanders' priorities. Statistically significant differences between troopers' opinions about department priorities and their perceptions of their supervisors' priorities are evident across all OSHP tasks. The most notable differences, however, are:

- Troopers perceive that their supervisors (sergeant, post commander, and district commander) place significantly higher priority on citation writing and commercial traffic enforcement compared to themselves.
- Troopers perceive their sergeants and post commanders place significantly lower priority on criminal interdiction, drug interdiction, and recovery of stolen vehicles than themselves. Interestingly, troopers perceive that district commanders place nearly the same priority level on these three tasks as themselves – thus, the mismatch in the priority level of criminal and drug interdiction and recovery of stolen vehicles is between troopers and their first line supervisors, but not district commanders.

Figure 3.2 lists the nine tasks across the x-axis of the graph and compares sergeants' self-reported responses with their perceptions of their post and district commanders. Sergeants ranked the nine tasks on the same priority scale of 1-5 as troopers used. As noted above, respondents were asked about their own beliefs of what department priorities should be, as well as what they perceive their supervisors (post and district commanders) level of priority to be, for each of these tasks. Therefore, the survey questions about department priorities provide the opportunity to compare not only sergeants' beliefs about department priorities across tasks, but also sergeants' beliefs with their perceptions of supervisors' beliefs across tasks. **Figure 3.2** corresponds to the means reported in **Table D.2** provided in **Appendix D**.

Sergeants reported that the tasks they believe should be the highest priority for the OSHP are (in descending order of priority):

1. Accident Reduction
2. OVI Enforcement
3. Crash Investigation
4. Calls for Service
5. Criminal Interdiction
6. Drug Interdiction
7. Recovery of Stolen Vehicles
8. Commercial Traffic Enforcement
9. Citation Writing

Interestingly, troopers and sergeants rank all nine tasks in the same priority order, though they differ somewhat in the actual level of priority (i.e., the numeric values) assigned to each task. Furthermore, examining the percentages of sergeants who reported particular tasks to be "high" or "very high" priority, we find that over 95% of responding sergeants identified accident reduction and OVI enforcement in these categories. Similarly, 92% and 89% of sergeants identified crash investigation and calls for service, respectively, as "high" or "very high" priorities. That is, sergeants were even more likely to place high priority on these four tasks than troopers. Similar to troopers, however, the task that sergeants were least likely (33%) to identify as a "high" or "very high" priority was citation writing.

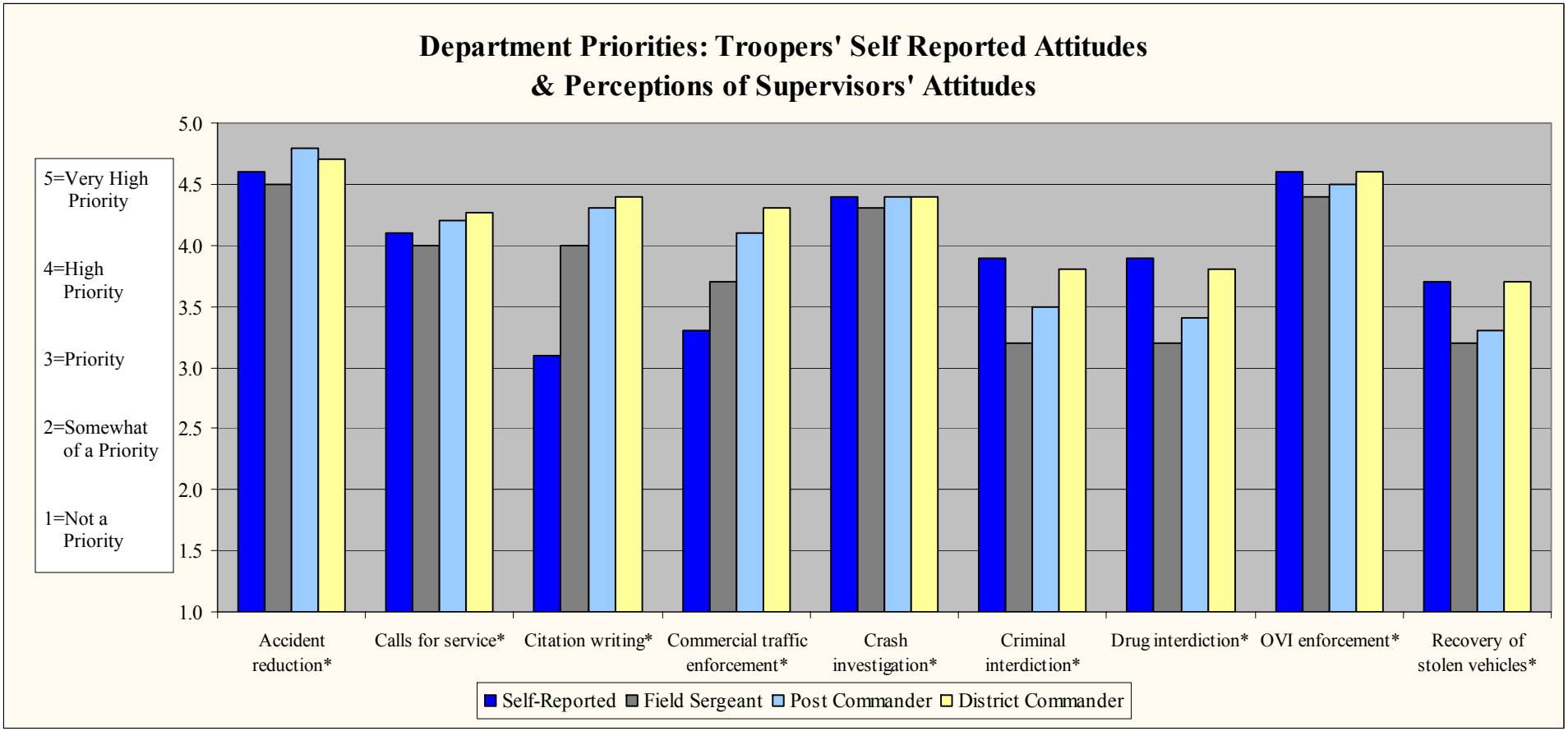
As demonstrated with troopers, sergeants also significantly differed in their reported priority levels for several tasks compared to their perceptions of their post and district commanders' priorities. Like troopers, sergeants also perceive their supervisors to be the ones emphasizing

citation writing and commercial traffic enforcement, not themselves. Additionally, sergeants displayed the same pattern as troopers with respect to criminal interdiction, drug interdiction, and recovery of stolen vehicles; that is, sergeants report a significantly higher priority level on these tasks than compared to their perceptions of their post commanders, but perceive that their district commanders' priority levels are similar to their own.

In addition to the comparisons noted above, the topic of department priorities provides the additional opportunity to compare troopers' perceptions of sergeants' attitudes with sergeants' actual reported attitudes. Unlike the topics to follow, the questions about department priorities asked troopers to provide their perceptions of their supervisors' attitudes about department priorities and then, in the sergeant survey, queried sergeants about their actual attitudes. Therefore, **Figure 3.3** lists the nine tasks across the x-axis of the graph and compares troopers' perceptions of sergeants' attitudes with their sergeants' actual self-reported responses. **Figure 3.3** corresponds to the means reported in **Table D.3** provided in **Appendix D**.

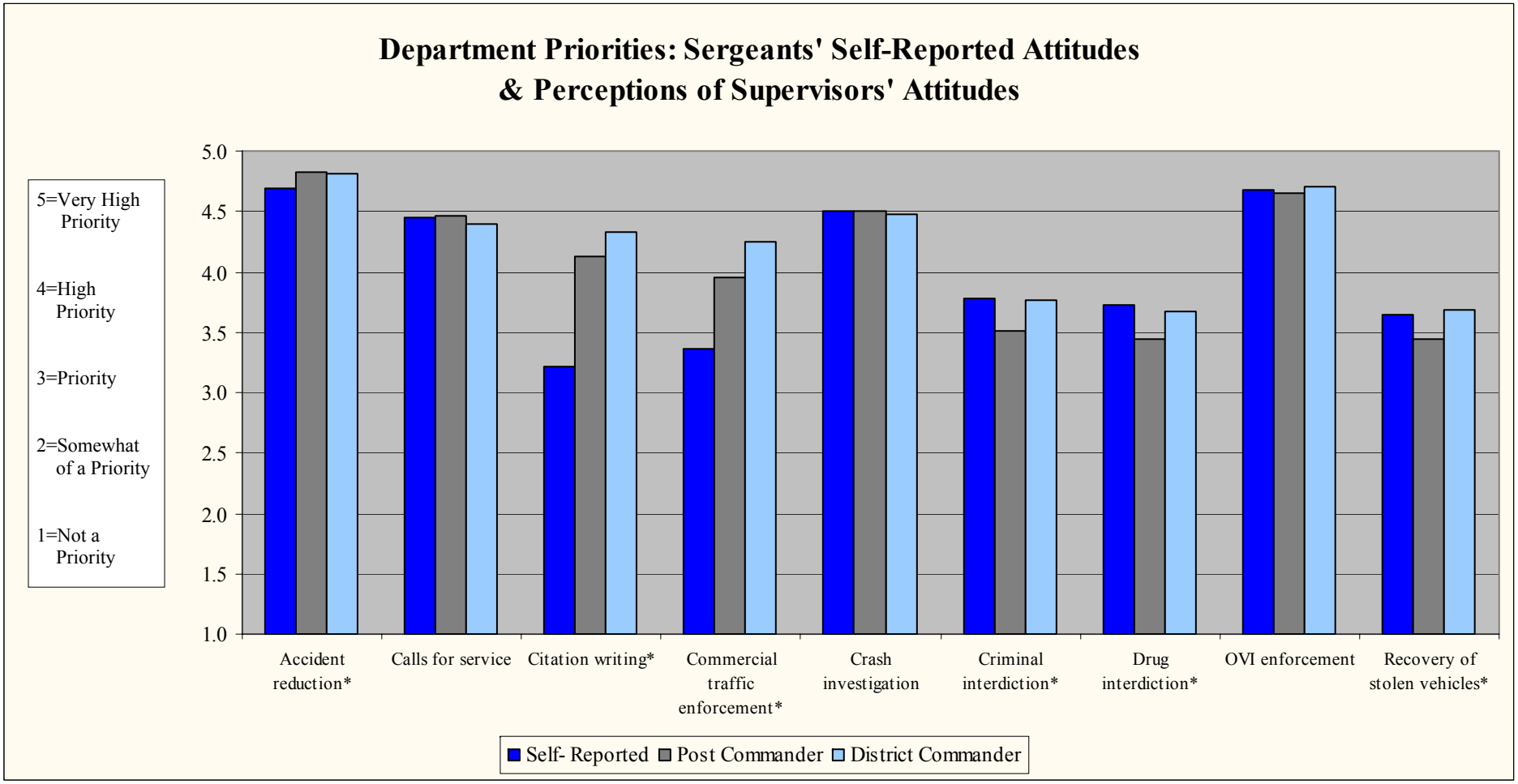
Although each comparison between troopers' perceptions of sergeants' attitudes and sergeants' self-reported attitudes is statistically significant, some differences are more substantive than others. For example, as noted above, troopers perceive that their sergeants place much greater emphasis on citation writing and commercial traffic enforcement than sergeants actually report placing on these tasks. Conversely, troopers perceive that criminal interdiction, drug interdiction, and recovery of stolen vehicles are lower priorities for sergeants than sergeants report for themselves. Of direct interest to this study, the mismatch between officers' perceptions of their sergeants' priorities and their sergeants' actual priorities centers on criminal and drug interdiction activities as well as citation writing. Throughout the focus group sessions, troopers reported that their sergeants did not support criminal interdiction work and were more concerned with citation writing. Results from these surveys suggest that, contrary to troopers' perceptions, sergeants' priorities actually correspond directly with troopers' priorities. The breakdown in communication between sergeants and troopers is not unusual in hierarchical, paramilitary organizations. Previous research has documented that officers' perceptions of their supervisors' priorities and expectations are often inaccurate. Research has also suggested that officers' perceptions of their supervisors' priorities affect the amount of time they spend on various activities, while their own attitudes about priorities are unrelated to their behavior (Engel & Worden, 2003). Therefore, officers are more likely to act based on their perceptions of their supervisors' preferences (rather than their own preference). If officers have an inaccurate perception of their supervisors' priorities, then both officers and supervisors are likely to be dissatisfied with their work. It is important to note that OSHP troopers participating in focus groups suggested that their sergeants' priorities focused more on citation writing compared to their own priorities. The survey responses from OSHP sergeants suggest this is not an accurate perception. Thus, there is a clear miscommunication between troopers and sergeants regarding work-related priorities.

Figure 3.1: Department Priorities: Troopers' Self Reported Attitudes & Perceptions of Supervisors' Attitudes



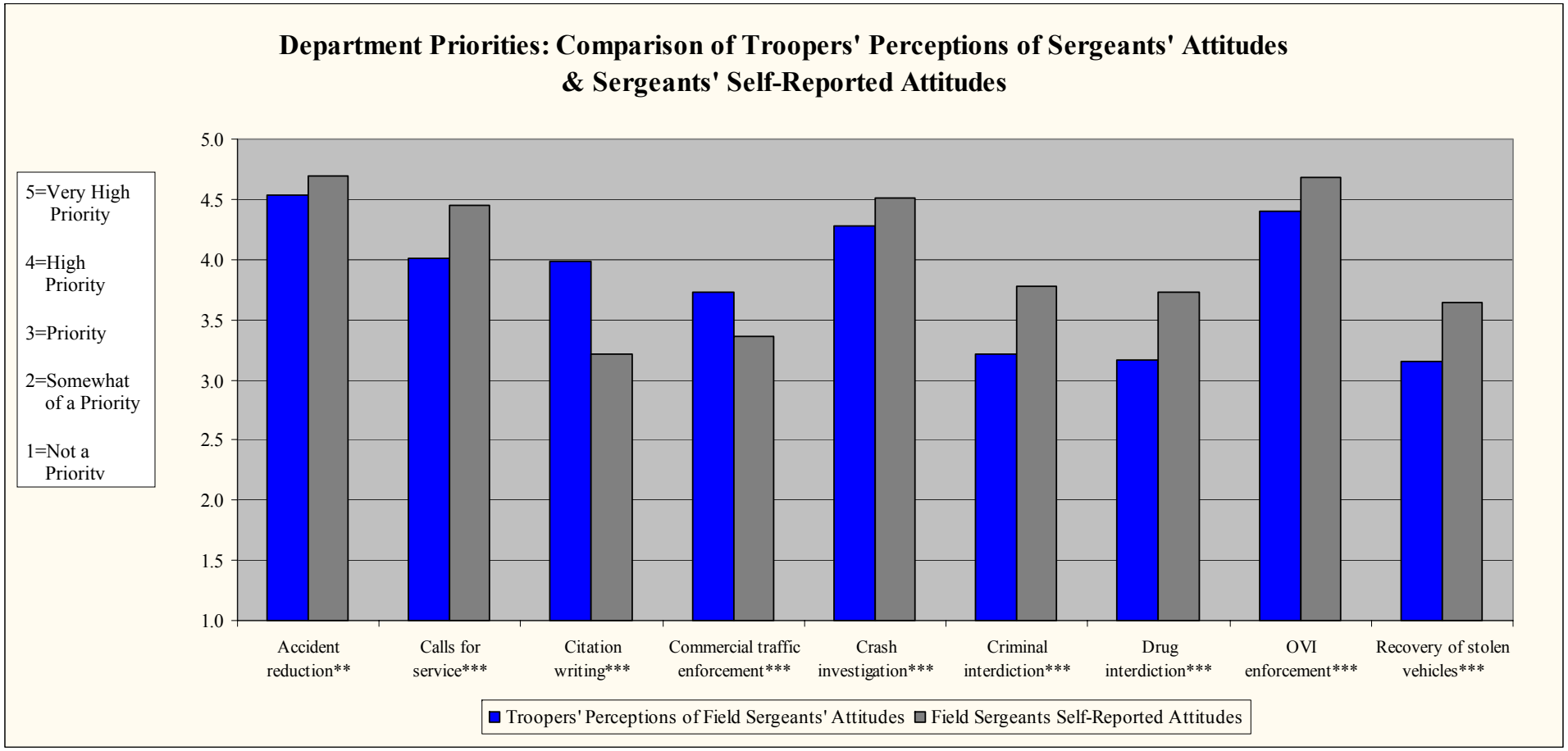
NOTE: Asterisks identify statistically significant t-test results at $p < .05$ or smaller.

Figure 3.2: Department Priorities: Sergeants' Self Reported Attitudes & Perceptions of Supervisors' Attitudes



NOTE: Asterisks identify statistically significant t-test results at $p < .05$ or smaller.

Figure 3.3: Department Priorities: Comparison of Troopers' Perception of Sergeants' Attitudes & Sergeants' Self-Reported Attitudes



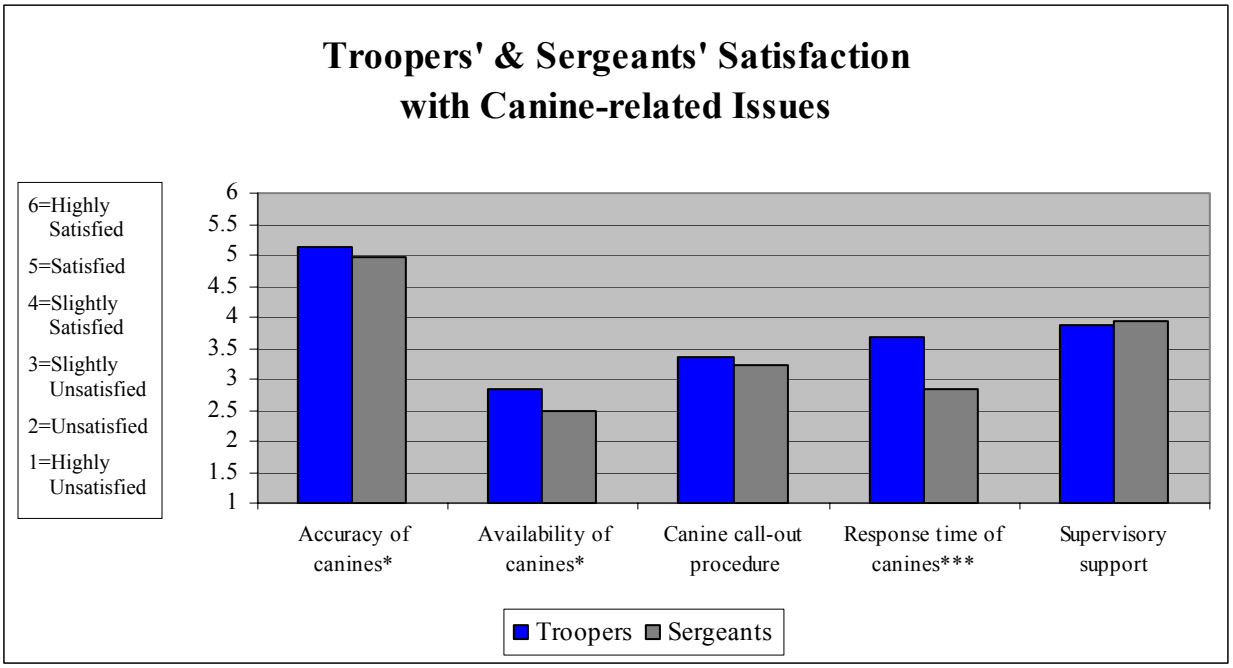
NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001

Canines

The next set of survey questions asked troopers about their experience with canines and canine handlers during 2006. The average number of times troopers reported requesting a canine during this one-year period was 6.1, with a range of 0 to 100 requests. Over 33% of troopers indicated that they had never requested a canine during 2006. Troopers reported that when they requested a canine, one arrived on the scene an average of 42.3% of time, but the arrival percentage again ranged from 0 to 100. As noted in **Section 2** on focus groups, there are several reasons that a canine might not come when requested, including supervisor refusal, issues with canine availability, or an assessment that a canine is not actually necessary or appropriate. Troopers indicated that the average wait time when they requested a canine was 21.5 minutes, although nearly 29% of respondents indicated waiting between 30 and 60 minutes.

Both troopers and sergeants were asked about their satisfaction with canine-related issues. **Figure 3.4** compares the responses of the two groups' reported satisfaction level on a scale of 1 to 6, where 1=highly unsatisfied, 2=unsatisfied, 3=slightly unsatisfied, 4=slightly satisfied, 5=satisfied, and 6=highly satisfied. The following aspects of canine usage are listed across the x-axis of the graph: accuracy of canines, availability of canines, canine call-out procedures, response time of canines, and supervisory support for canine usage. This graph corresponds to the means reported in **Table D.4** provided in **Appendix D**.

Figure 3.4: Troopers' & Sergeants' Satisfaction with Canine-related Issues



NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001

As shown in **Figure 3.4**, troopers and sergeants' responses were both high on the satisfactory scale with respect to canine accuracy, though sergeants were slightly less so. Specifically,

when collapsing all satisfied categories (categories 4 through 6), 96.0% of troopers reported being at least slightly satisfied with the accuracy of canines, while 94.8% of sergeants reported the same. Receiving the lowest average satisfaction level for troopers and sergeants was canine availability, with the average response falling between unsatisfied and slightly unsatisfied. Sergeants indicated slightly more dissatisfaction with the availability of canines. Again, examining the collapsed dichotomous categories of satisfied (4-6) and unsatisfied (1-3), we find that 66.7% of troopers and 74.1% of sergeants were at least slightly unsatisfied with the availability of canines. Sergeant satisfaction was at a similarly low level for canine response time. While troopers were slightly unsatisfied with this aspect of canine usage, they were higher on the satisfaction scale than sergeants. That is, examining the dichotomous categories of satisfied and unsatisfied, only 40.1% of troopers were at least slightly dissatisfied with canine response time, and 65.7% of sergeants reported being unsatisfied with this aspect of experience with canines.

Finally, no significant differences between troopers and sergeants were evident for canine call-out procedures and supervisory support for canine usage. On the former, troopers' and sergeants' responses averaged somewhere between slightly unsatisfied and slightly satisfied. Indeed, when the scale is dichotomized, 50.6% of troopers reported some level of dissatisfaction with the canine call out procedure. Examining the distribution of troopers' responses across the six-category satisfaction scale for this item, we find that approximately equivalent percentages of troopers recorded each response; thus, there is a lack of consensus among troopers on whether the canine call out procedure is satisfactory. For sergeants, a small majority (57.8%) report being unsatisfied to some degree with the call- out procedure. Regarding supervisory support for canine usage, both troopers' and sergeants' responses averaged near slightly satisfied. Specifically, examining a simple dichotomy of satisfied/unsatisfied, 65.2% of troopers and 66.1% of sergeants reported being satisfied with this canine-related issue.

Impediments to Interdiction Activities

The survey also questioned troopers and sergeants about impediments to engaging in criminal interdiction activities. Specifically, troopers and sergeants were asked how much of a problem each of a list of 23 factors was for participation in interdiction work. **Figure 3.5** lists these factors across the x-axis of the graph and compares the responses of the two groups on their assessments of how much of a problem each item was (based on a scale of 1-5, where 1= not a problem, 2=slight problem, 3=somewhat of a problem, 4= problem, and 5=significant problem). This graph corresponds to the means reported in **Table D.5** provided in **Appendix D**.

Troopers and sergeants identify the same six factors as the *most* significant impediments to interdiction activities:

1) Redundancy of paperwork
2) Amount of paperwork associated with seizures of small amounts of contraband
3) Canine availability on shifts
4) Canine availability at posts

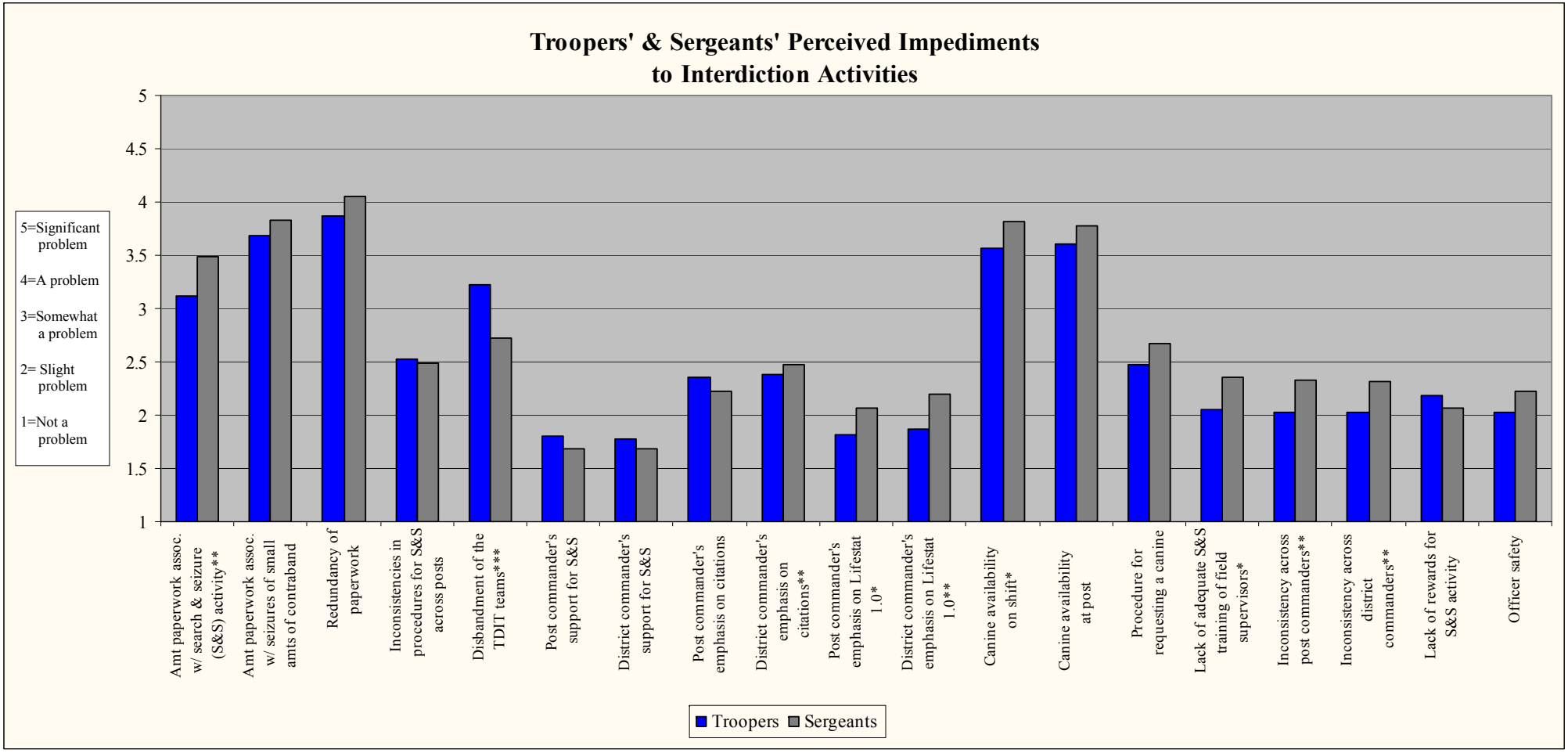
5) Amount of paperwork associated with search and seizure activities
6) Disbandment of TDIT teams

In contrast, the factors *least* likely to be identified as impediments to interdiction included: support for search and seizure activity by sergeants, post commanders, and district commanders, and emphasis on Lifestat 1.0 goals by sergeants, post commanders, and district commanders.

While there was much consistency across troopers and sergeants regarding their perceptions of impediments to interdiction activities, as noted in **Figure 3.5**, some of the differences between responses of troopers and sergeants were statistically significant.[4] Specifically, troopers were significantly more likely than sergeants to indicate that the disbandment of the TDIT teams is an impediment to interdiction activity. In contrast, sergeants were more likely than troopers to identify the following as problems for engaging in interdiction work: amount of paperwork associated with search and seizure activity, the post commander's emphasis on Lifestat 1.0, the district commander's emphasis on citations and Lifestat 1.0, canine availability on shift, and inconsistency across post and district commanders. Interestingly, sergeants were also more likely than troopers to identify the lack of search and seizure training of field supervisors (i.e., themselves) as an impediment to engaging in interdiction work.

[4] Note that the questions asked of troopers that were not asked of sergeants (i.e., sergeants' support for search and seizure activity, sergeants' emphasis on traffic citations, sergeants' emphasis on Lifestat 1.0 goals, and inconsistency in expectations across field supervisors) are not included in **Figure 3.5**. This information is available in **Table D.5** in **Appendix D**.

Figure 3.5: Troopers' & Sergeants' Perceived Impediments to Interdiction Activities



NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001

Reasons for Low Search Activity

Troopers were asked about whether they perform, on average, at least one discretionary search per month. Of the troopers that answered this question, 55.7% indicated that they do not conduct at least one discretionary search per month. The follow-up question to this asked those troopers who answered "no" to conducting at least one discretionary search per month about their reasons for this behavior. That is, the 177 respondents who indicated they did conduct at least one search per month were automatically excluded from answering this question. In contrast, all sergeants were asked about why their troopers might perform few discretionary searches. **Figure 3.6** lists these reasons across the x-axis of the graph and compares the two groups' assessments of how much they agreed or disagreed with each reason as an explanation for conducting few discretionary searches (on a scale of 1 to 6, where 1= strongly disagree, 2=disagree, 3=somewhat disagree, 4= somewhat agree, 5=agree, 6=strongly agree).[5] This graph corresponds to the means reported in **Table D.6** provided in **Appendix D**.

Turning first to troopers' responses, **Figure 3.6** illustrates that troopers, on average, do not generally agree with any of these factors as the reasons they conduct few discretionary searches. As is evident in the graph, several of the troopers' average responses hover in the area between "somewhat disagree" and "somewhat agree": creates additional paperwork; interest in other activities; discretionary searches likely to be challenged in court; concern about civil liability; and feeling that OSHP will not support me in litigation. Upon further inspection of the distribution of the troopers' responses to these items, there is a lack of consensus among troopers on the influence of these factors that leads to the average response evening out in the gray area of not strongly agreeing or disagreeing. For example, the factor "creates additional paperwork" has a mean of 3.34 on the agreement scale. Examining troopers' responses to this factor, we find that 20.3% of the respondents "strongly disagree," 22.0% "disagree," 5.0% "somewhat disagree," 20.7% "somewhat agree," 19.5% "agree," and 12.4% "strongly agree." That is, approximately equal percentages of troopers fall on either side of the agreement scale. Therefore, it is not that troopers are ambivalent about the influence of this factor on their search activity but, rather, that the troopers simply do not agree on its influence. Similar distributions are evident for each of the items listed above with the average response falling between 3 and 4 on the agreement scale. That is, some troopers agree or even strongly agree with a specific factor as a reason for not engaging in much discretionary search activity, while an approximately equivalent number of troopers disagree with the same factor as being an important reason they do not conduct many discretionary searches.

On the other hand, troopers disagree fairly consistently with the following factors as reasons for not engaging in discretionary search activity: it takes time away from more important tasks; there are insufficient rewards/benefits; not comfortable with paperwork associated with search and seizure; discretionary searches not supported by field sergeant, post commander, or district commander; unfamiliar with case law surrounding when a search can be

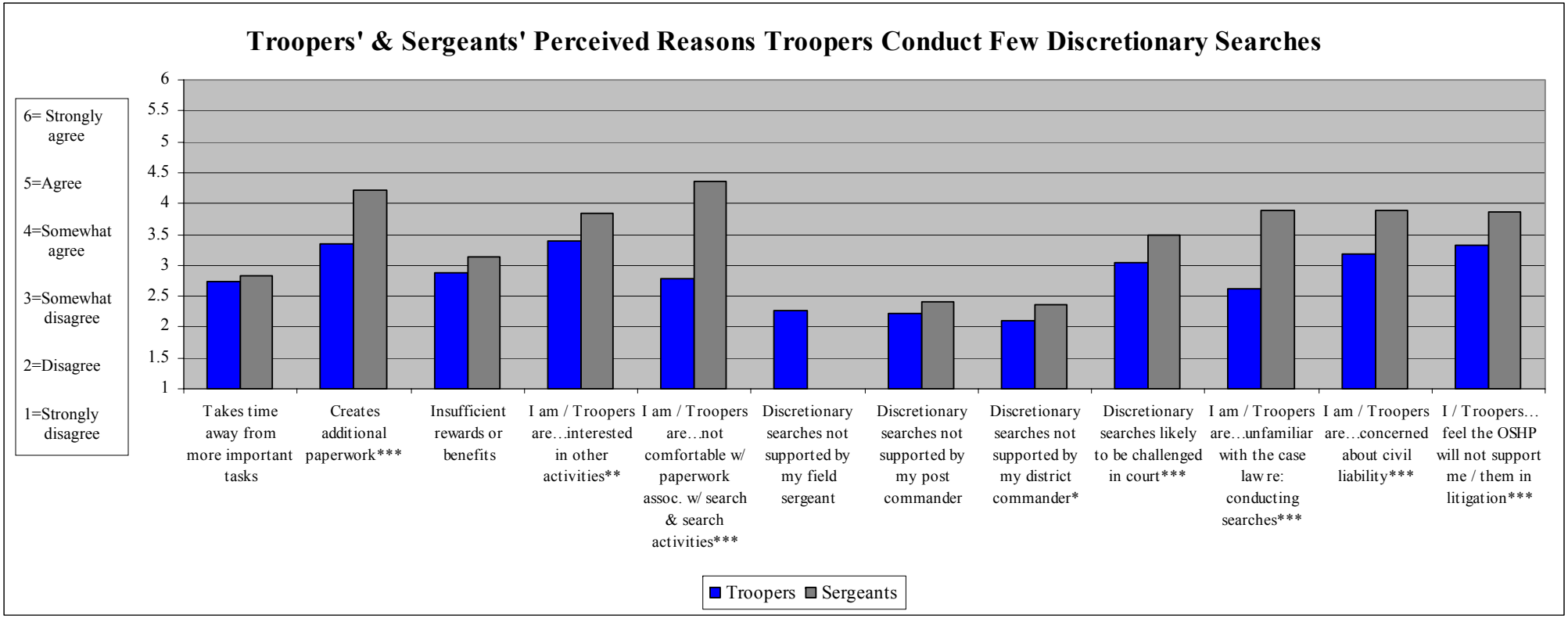
[5] Note that the response "discretionary searches not supported by my field sergeant" was only included on the trooper survey.

conducted. It appears these factors are not hindering troopers' ability to conduct discretionary searches. That is, they are simply non-issues for the average trooper.

An examination of sergeants' average responses in **Figure 3.6** yields some similarities to the troopers, as well as some differences. First, unlike troopers, sergeants' average responses are firmly in the agreement side of the scale for two of the factors: creates additional paperwork and troopers are not comfortable with the paperwork associated with search and seizure activity. That is, sergeants believe that these two factors are important reasons that troopers do not engage in much discretionary activity. As is evident in the graph, however, several of the sergeants' average responses also hover in the area between "somewhat disagree" and "somewhat agree": insufficient rewards/benefits; interest in other activities; discretionary searches likely to be challenged in court; troopers' unfamiliarity with case law; concern about civil liability; troopers feeling that OSHP will not support me in litigation. Upon further inspection of the distribution of sergeants' responses to these items, like the troopers there is a lack of consensus on the influence of these factors. This leads to the average response smoothing into not strongly agreeing or disagreeing. For example, the factor "discretionary searches are likely to be challenged in court" has a mean of 3.48 on the agreement scale. Examining sergeants' responses to this factor, we find that 4.6% of the respondents "strongly disagree," 27.0% "disagree," 14.9% "somewhat disagree," 28.7% "somewhat agree," 18.4% "agree," and 6.3% "strongly agree." Again, approximately equal percentages of sergeants fall on either the agree or disagree side of the scale. Therefore, it is not that sergeants are ambivalent about this factor's influence on their troopers' search activity but, rather, that the sergeants do not agree on its influence. Similar distributions are evident for each of the items whose average response falls between 3 and 4 on the agreement scale. Note, however, that the sergeants' responses tend more to the "agree" side of the scale when compared to troopers' responses.

Alternatively, sergeants disagree fairly consistently with the following factors as reasons for troopers not engaging in discretionary search activity: it takes time away from more important tasks; discretionary searches are not supported by the post and district commanders. Sergeants reported that these factors were not hindering troopers' ability to conduct discretionary searches. Sergeants were significantly more likely than troopers to agree with the following factors as reasons that troopers do not engage in high levels of discretionary search activity: creates additional paperwork; interest in other activities; troopers not comfortable with paperwork associated with search and seizure activity; discretionary searches likely to be challenged in court; troopers are unfamiliar with case law surrounding searches; troopers are concerned about civil liability; troopers feel the OSHP will not support them in litigation. Particularly notable is the size of the differences between troopers and sergeants on the influence of paperwork (amount and comfort with), familiarity with case law, and concerns about civil liability.

Figure 3.6: Troopers' & Sergeants' Perceived Reasons Troopers Conduct Few Discretionary Searches



NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001

Reasons for Lower Hispanic Search Success Rates

For discretionary searches conducted by OSHP troopers in 2005, differences exist in the discovery of contraband across racial/ethnic motorists. Of the Caucasian motorists searched, 66% were found in possession of contraband, compared to 64% of Black motorists searched, and only 26% of Hispanic motorists searched. Analyses of data based on the new search form (documented within this report) continue to demonstrate this disparity in discretionary searches. Specifically from June 2006 – April 2007, of the Caucasian motorists searched, 59% were found in possession of contraband, compared to 47% of Black motorists searched, and only 22% of Hispanic motorists searched. Troopers were queried about possible reasons for these ethnic disparities in search success rates. **Figure 3.7** lists these reasons across the x-axis of the graph and compares the responses of troopers and sergeants on their assessments of how much they agreed or disagreed with each reason as a possible explanation for lower Hispanic search success rates (based on a scale of 1-6, where 1=strongly disagree, 2=disagree, 3=somewhat disagree, 4=somewhat agree, 5=agree, and 6=strongly agree). This graph corresponds to the means reported in **Table D.7** provided in **Appendix D**.

Troopers and sergeants identified the same two factors as the most likely reasons for lower Hispanic search success rates:

1) Language barrier between Hispanic motorists and OSHP troopers.
2) Vehicles driven by Hispanic motorists often contain illegal immigrants.

Indeed, when the scale is dichotomized into agree (categories 4-6) and disagree (1-3), 93% of troopers and 97% of sergeants agree that the language barrier is an important factor that contributes to the lower Hispanic search success rate. Similarly, a large majority of troopers and sergeants (74%) agree to some degree that a viable explanation for the lower Hispanic search success rate is that vehicles driven by Hispanic motorists often contain illegal immigrants.

As is evident in the graph, three of the troopers' and sergeants' average responses hover in the area between "somewhat disagree" and "somewhat agree." These reasons are:

1) Hispanic motorists often do not know the owner of the vehicle.
2) OSHP training does not prepare officers for interpreting Hispanic motorists' behavior.
3) Hispanics often do not know the other occupants of the vehicle.

When the agreement scale is dichotomized as above, troopers' and sergeants' responses reveal approximately even splits between those that agree and disagree to some extent with these factors as reasons for lower Hispanic search success rates. Upon further inspection of the distribution of the troopers' and sergeants' responses to each of the 6 items in the scale, there is a lack of consensus among troopers and sergeants on the viability of these reasons to explain lower Hispanic search success rates. For example, the factor "Hispanic motorists

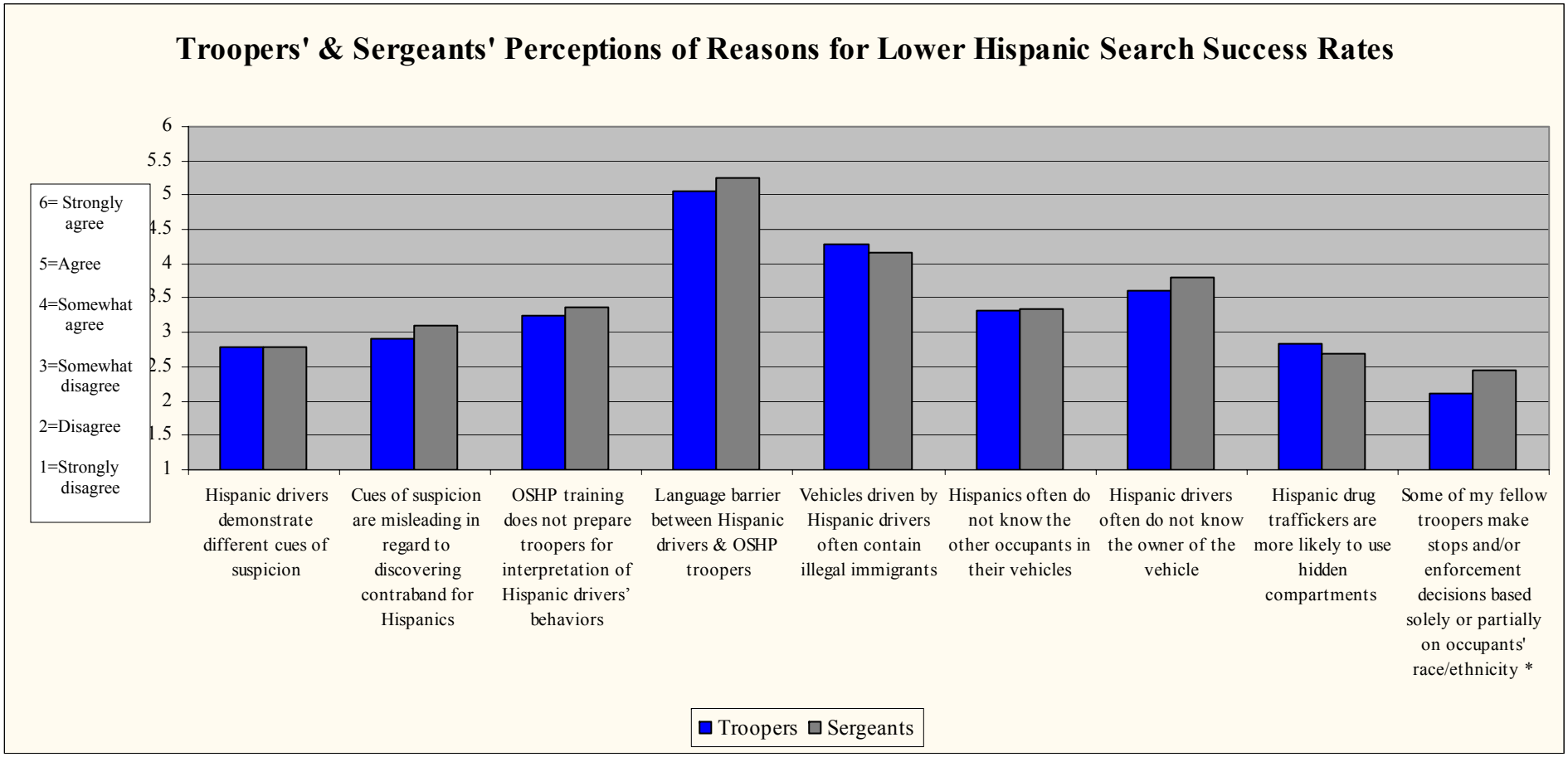
often don't know the owner of the vehicle" has a mean of 3.6 on the agreement scale. Examining troopers' responses to this factor, we find that 7.3% of the respondents "strongly disagree," 22.7% "disagree," 14.9% "somewhat disagree," 22.5% "somewhat agree," 22.7% "agree," and 9.7% "strongly agree." That is, approximately equal percentages of troopers fall on either the agree or disagree side of the scale. Therefore, it is not that troopers are ambivalent about the influence of this factor on lower Hispanic search success rates but, rather, that the troopers simply do not agree on its influence. Similar distributions are evident for the other items whose average response falls between 3 and 4 on the agreement scale ("OSHP training does not prepare officers for interpreting Hispanics' behavior" and "Hispanics often do not know the other occupants of the vehicle"). That is, some troopers agree or even strongly agree with a specific factor as an explanation for lower Hispanic search success rates, while an approximately equivalent number of troopers disagree with the same factor as being an important explanation. This results in the average response evening out in the gray area of not strongly agreeing or disagreeing.

In contrast, troopers and sergeants disagreed most strongly with the idea that the ethnic disparities in search success rates were a result of troopers making enforcement decisions based on the race/ethnicity of the occupants of the vehicle. Interestingly, however, this is also the only significant difference between trooper and sergeant responses. That is, while both troopers and sergeants disagree with the possibility of racial bias as a reason for lower Hispanic search success rates, troopers disagree more strongly (average=2.1) compared to their sergeants (average=2.5) with this possibility. Looking at a simple agree/disagree dichotomy, 82% of troopers disagree to some extent that lower Hispanic search success rates are a result of some troopers making race-based stops, while 76% of sergeants disagree with the same.

Other reasons for lower Hispanic search success rates that the majority of troopers and sergeants disagreed with include: Hispanic motorists demonstrate different cues of suspicion; cues of suspicion are misleading in regard to discovering contraband for Hispanics; Hispanic drug traffickers are more likely to use hidden compartments. Essentially, troopers and sergeants believed these reasons were non-factors in the racial disparity in search success rates.

Finally, the survey included an open-ended follow-up question that provided troopers and sergeants with an opportunity to write in additional reasons that might account for lower Hispanic search success rates. Once these responses were compared to the items already provided in the original survey question, however, there was no additional information provided from the open-ended question.

Figure 3.7: Troopers' & Sergeants' Perceptions of Reasons for Lower Hispanic Search Success Rates



NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001

Criminal Interdiction Training

Troopers and sergeants were also asked about their experiences with various aspects of OSHP interdiction training. **Figure 3.8** lists six training opportunities across the x-axis of the graph and compares the responses of troopers and sergeants on their assessments of how effective they thought each type of training for criminal interdiction work (based on a scale of 1 to 6, where 1= highly ineffective, 2=ineffective, 3=somewhat ineffective, 4=somewhat effective, 5=effective, and 6=highly effective). This graph corresponds to the means reported in **Table D.8** provided in **Appendix D**.

Across the board, both troopers and sergeants display fairly positive opinions about the effectiveness of various types of training, with most categories having at least an average rating of "slightly effective." Troopers and sergeants both identified OSHP specialized courses and training outside of OSHP as the most effective for criminal interdiction work. More specifically, when the effectiveness scale is dichotomized into simply effective (responses 4-6) and ineffective (responses 1-3), 89% and 84% of troopers indicated these two types of training are at least somewhat effective. Sergeants' opinions of OSHP specialized courses and training outside of OSHP are even more positive at 95% and 92%, respectively.

The types of training with slightly lower average effectiveness ratings were annual in-service training and training from field supervisors. Examining the simple effective/ineffective dichotomy, only 69% of troopers and 77% of sergeants rated in-service training as effective; similarly, 62% of troopers and 74% of sergeants ranked training from field supervisors as effective to some degree. When compared to OSHP specialized courses and training outside of OSHP, troopers and sergeants obviously do not feel as strongly about the effectiveness of in-service training and field supervisors' training. Nevertheless, as indicated above, the majority of troopers and sergeants have positive opinions about the effectiveness of all types of training. The only statistically significant difference between troopers and sergeants was perceptions of the effectiveness of training from field supervisors. Not surprisingly, sergeants have a significantly higher opinion of their effectiveness in training compared to troopers.

To supplement the close-ended questions querying troopers and sergeants about their satisfaction with various types of departmental interdiction training, the survey also used an open-ended question to provide respondents with the opportunity to suggest specific recommendations for improving interdiction training. Of the troopers and sergeants responding, 26% and 34% respectively made at least one recommendation about improving interdiction training.[6] These recommendations are organized by the following categories: 1) what and how to train, 2) who to train, 3) when, how often, and how much to train, 4) who

[6] In addition to suggesting specific ways to improve interdiction training, respondents also responded to this open-ended question with some suggestions that were not related to training but, rather, could be considered recommendations for improving the overall interdiction environment within the OSHP. These suggestions, however, were already included in the close-ended survey question regarding improving the frequency and quality of interdiction, the results of which are discussed in the next section.

should do the training, and 5) other training suggestions related to organizational structure and practices or policies.

The comments recorded from the 121 troopers responding with specific training recommendations were very similar to those gleaned during the focus groups. Most responses suggested that training should be more interactive than what is currently provided in the classroom setting. Specifically, 14% of respondents answering the open-ended question suggested that troopers need more ride-alongs during training, 12% requested more hands-on training, and 4% recommended that specific interdiction techniques be taught. Of the 59 sergeants who made training recommendations, 10% commented on specific tactics for what and how to train troopers, noting that they thought specialized courses in interdiction (5%) and using mock stops (5%) in training would be useful.

Regarding who to train, the same debate that emerged in the focus groups—whether to train all troopers or only those interested in interdiction—was evident in the recommendations provided by respondents. Specifically, of the 121 troopers who answered this open-ended question, 2% recommended training only troopers interested in interdiction, while 6% indicated the need to train all troopers in interdiction. Of the 59 sergeants who responded to this open-ended question, 3% recommended training only troopers interested in interdiction. No sergeants recommended across-the-board interdiction training for troopers. In addition to this debate, 3% of troopers and 2% of sergeants suggested that supervisors or field training officers should be better trained.

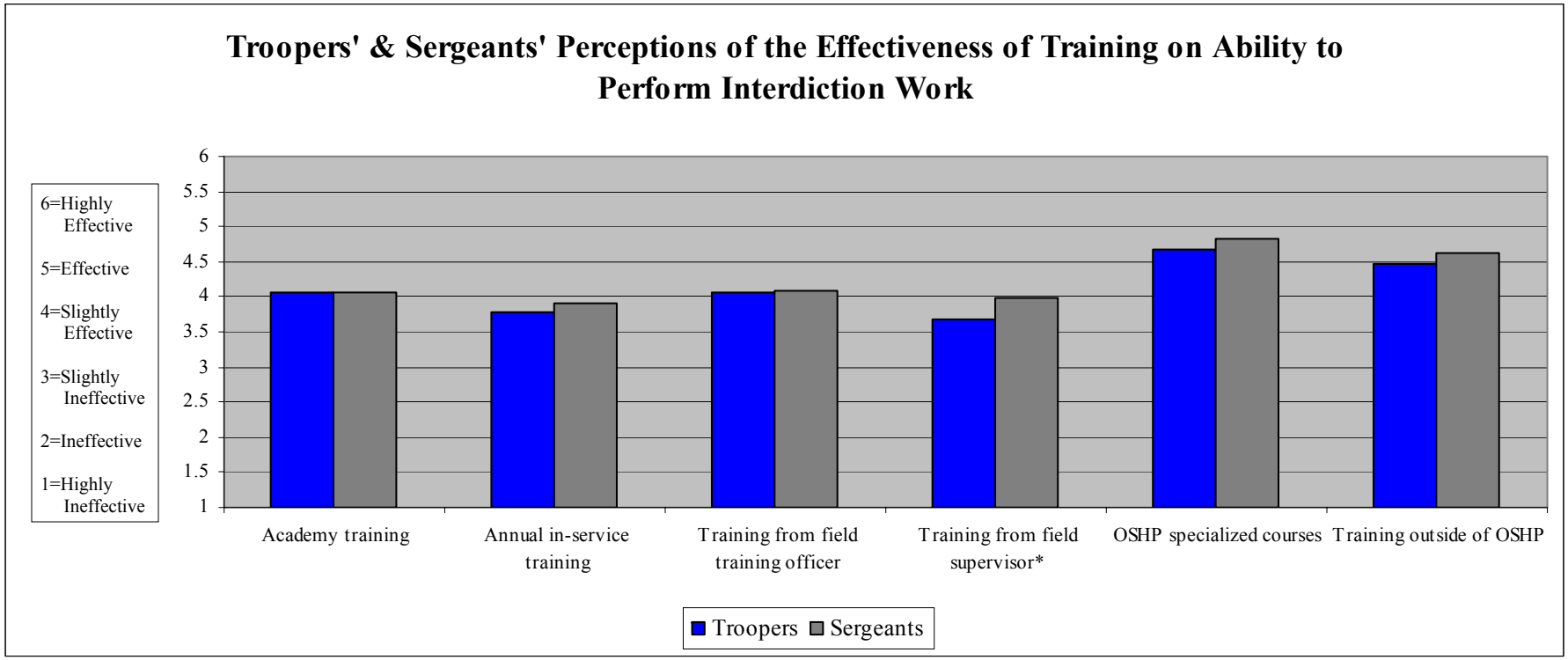
Troopers and sergeants also made several recommendations about increasing the frequency of available training. Specifically, 33% of the 121 troopers and 12% of the 59 sergeants who responded recommended more training or class offerings, while 8% of troopers and 36% of sergeants recommend more updates or in-service trainings. Thus, unlike the majority of focus group participants who believed criminal interdiction training was readily available, survey respondents indicated that more frequent training was necessary.

Regarding who should conduct interdiction training, troopers' and sergeants' responses touched on two topics. First, 8% of responding troopers and sergeants recommended that troopers need training outside of the OSHP department. Second, 12% of troopers and 14% of sergeants suggested that training needs to be taught by experienced and knowledgeable troopers.

Finally, a small percentage of the training recommendations provided by troopers and sergeants were related to suggested changes in organizational structure and practices or policies. The most common suggestion from responding troopers (4%) was to bring back the disbanded TDIT teams. Another 1% recommended instituting rewards for criminal interdiction. The most frequent suggestion from responding sergeants (3%) was to have one person at each post that focused on troopers' search and seizure questions. Finally, 2% of sergeants also recommended that troopers should carry a manual on search and seizure with them.

Collectively, troopers' and sergeants' responses to this open-ended question about how to improve interdiction training suggested that troopers are eager to learn more and take advantage of available training on interdiction practices. It is important to note, however, that the majority of respondents (66% of sergeants, 74% of troopers) did not provide written responses to this open-ended question. It cannot be determined if this is because they are satisfied with the current training situation and therefore had no recommendations, or if they simply did not provide written responses.

Figure 3.8: Troopers' & Sergeants' Perceptions of the Effectiveness of Training on Ability to Perform Interdiction Work



NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001

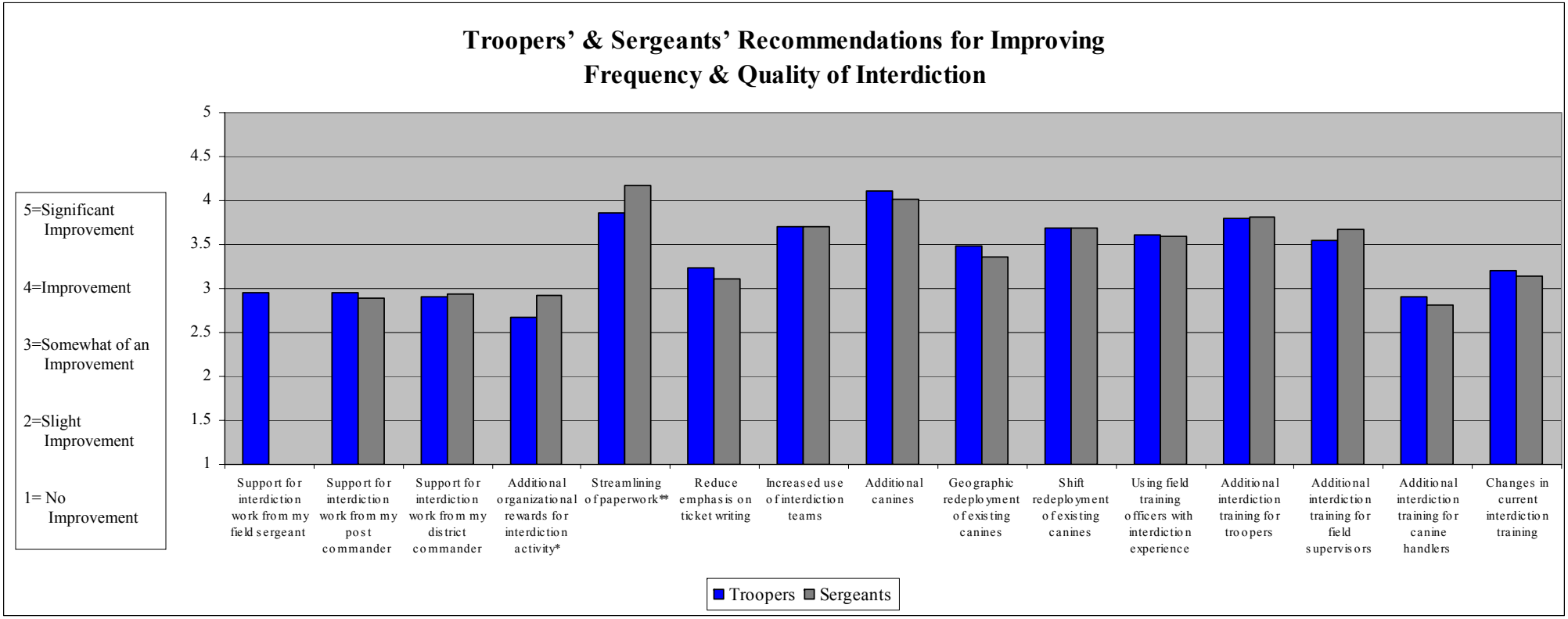
Recommendations for Improving Frequency & Quality of Interdiction

Finally, focus group participants offered many recommendations for improving the frequency and quality of interdiction work in the OSHP, providing a basis for the exploration of this topic in the survey. **Figure 3.9** displays fifteen of these recommendations across the x-axis of the graph and compares the degree to which troopers and sergeants thought each would improve interdiction work (based on a scale of 1-5, where 1=no improvement, 2=slight improvement, 3=somewhat of an improvement, 4= improvement, and 5=significant improvement).[7] This graph corresponds to the means reported in **Table D.9** provided in **Appendix D**.

Survey responses indicate that troopers and sergeants are most optimistic about the ability of additional canines and streamlining of paperwork to improve the frequency and quality of interdiction. Indeed, over 70% of troopers and sergeants indicated these factors would "improve" or "significantly improve" interdiction work. Over half of troopers and sergeants also suggested that interdiction work would be "improved" or "significantly improved" by a reduced emphasis on ticket writing, increased use of interdiction teams, geographic and shift redeployment of existing canines, using field training officers with interdiction experience, additional interdiction training for troopers and supervisors, and changes in current interdiction training. The only significant differences between troopers' and sergeants' responses are that sergeants were more likely than troopers to think that additional organizational rewards and streamlining of paperwork would improve the frequency and quality of interdiction work.

[7] It is important to note that the recommendation "support for interdiction work from my field sergeant" was only listed as a survey item on the trooper survey. It is included in the graph to allow a comparison of troopers' mean response on that item to be compared to other recommendations, but it cannot be compared to any sergeant data.

Figure 3.9: Troopers' & Sergeants' Recommendations for Improving Frequency & Quality of Interdiction



NOTE: Asterisks identify statistically significant t-test results. * $p < .05$ ** $p <. .01$ ***$p < .001$

SUMMARY

The previous section detailed the topics included in the department-wide survey of troopers and sergeants regarding best practices in search and seizure activities. This final section reviews and summarizes the highlights of the troopers' and sergeants' responses about the topics related to OSHP search and seizure practices. Again, the survey queried respondents about the following seven substantive areas: 1) perceptions regarding job related priorities, and perceptions of their supervisors' attitudes regarding the same, 2) experience with, and attitudes toward canines and their handlers for criminal interdiction purposes, 3) perceptions regarding any impediments to interdiction activities, 4) troopers' self-reported search and seizure activity and reasons for infrequent search activity, 5) perceptions regarding racial differences in search success rates, 6) experience with and attitudes toward criminal interdiction training, and 7) recommendations for improving interdiction work within the department.

The main findings from the trooper and sergeant survey are:

- ***Department Priorities***

  - Troopers and sergeants rank all nine departmental tasks in the same priority order. Although they differ somewhat in the actual level of priority, both troopers and sergeants believe the highest priorities for the OSHP are:

    1) Accident Reduction
    2) OVI Enforcement
    3) Crash Investigation
    4) Calls for Service
    5) Criminal Interdiction
    6) Drug Interdiction
    7) Recovery of Stolen Vehicles
    8) Commercial Traffic Enforcement
    9) Citation Writing

  - Troopers reported that their priorities for particular tasks differed significantly from *their perceptions* of their sergeants, post commanders, and district commanders' priorities. Most notably:

    - Troopers perceive that their supervisors (sergeant, post commander, and district commander) place significantly higher priority on citation writing and commercial traffic enforcement compared to themselves.
    - Troopers perceive their sergeants and post commanders as placing significantly lower priority on criminal interdiction, drug interdiction, and recovery of stolen vehicles than themselves.

  - Similarly, sergeants' self-reported priority levels also significantly differed for several tasks compared to their perceptions of their post and district commanders' priorities:

    - Sergeants perceive their supervisors to be the ones emphasizing citation writing and commercial traffic enforcement, not themselves.
    - Sergeants also reported having a significantly higher priority level for criminal interdiction, drug interdiction, and recovery of stolen vehicles than compared to their perceptions of their post commanders.

  - Comparisons between troopers' perceptions of sergeants' attitudes and sergeants' self-reported attitudes reveal important differences that relate directly to information gathered during the focus group sessions:

    - Troopers perceive that their sergeants place greater emphasis on citation writing and commercial traffic enforcement than sergeants actually report placing on these tasks.
    - Conversely, troopers perceive that criminal interdiction, drug interdiction, and recovery of stolen vehicles are lower priorities for sergeants than sergeants report for themselves.
    - Results from these surveys suggest that, contrary to troopers' perceptions, sergeants' priorities actually correspond directly with troopers' priorities.

- ***Canine-related Issues***

  - During 2006, troopers reported the average number of times they requested a canine was 6.1. Over 33% of troopers indicated that they had never requested a canine during 2006.

  - Troopers reported that when they requested a canine, one arrived on the scene an average of 42.3% of time.

  - Troopers indicated that the average wait time when they requested a canine was 21.5 minutes, although nearly 29% of respondents indicated waiting between 30 and 60 minutes.

  - Troopers and sergeants both reported a high degree of satisfaction with canine accuracy.

  - Receiving the lowest average satisfaction level for troopers and sergeants was canine availability: 66.7% of troopers and 74.1% of sergeants were at least slightly unsatisfied with the availability of canines.

  - Sergeant satisfaction was at a similarly low level for canine response time; while troopers were slightly unsatisfied with this aspect of canine usage, they were higher on the satisfaction scale than sergeants.

  - Troopers' responses were divided on whether the canine call-out procedure is satisfactory. For sergeants, a small majority (57.8%) report being unsatisfied to some degree with the call-out procedure.

- Regarding supervisory support for canine usage, both troopers' and sergeants' responses averaged near slightly satisfied.

- ***Impediments to Interdiction Activities***

  - Troopers and sergeants identify the same six factors as the *most* significant impediments to interdiction activities:

    1) Redundancy of paperwork
    2) Amount of paperwork associated with seizures of small amounts of contraband
    3) Canine availability on shifts
    4) Canine availability at posts
    5) Amount of paperwork associated with search and seizure activities
    6) Disbandment of TDIT teams

  - The factors *least* likely to be identified as impediments to interdiction included: support for search and seizure activity by sergeants, post commanders, and district commanders, and emphasis on Lifestat 1.0 goals by sergeants, post commanders, and district commanders.

  - Troopers were significantly more likely than sergeants to indicate that the disbandment of the TDIT teams is an impediment to interdiction activity.

  - Sergeants were significantly more likely than troopers to identify the following as problems for engaging in interdiction work: amount of paperwork associated with search and seizure activity; post commander's emphasis on Lifestat 1.0; district commander's emphasis on citations and Lifestat 1.0; canine availability on shift; inconsistency across post and district commanders; the lack of search and seizure training of field supervisors.

- ***Reasons for Low Search Activity***

  - Troopers who reported that they conduct less than one discretionary search per month indicated they did not generally agree with any of the reasons offered on the survey as explanations for this behavior.

  - On the other hand, troopers disagree consistently with the following factors as reasons for not engaging in discretionary search activity: it takes time away from more important tasks; there are insufficient rewards/benefits; not comfortable with paperwork associated with search and seizure; discretionary searches not supported by field sergeant, post commander, or district commander; unfamiliar with case law surrounding when a search can be conducted. These factors are simply non-issues for the average trooper's ability to conduct discretionary searches.

  - Sergeants indicated that they believe two reasons why their troopers might perform few discretionary searches are because they create additional paperwork

and troopers are not comfortable with the paperwork associated with search and seizure activity.

- Sergeants disagree with the following factors as reasons for troopers not engaging in discretionary search activity: it takes time away from more important tasks; discretionary searches are not supported by the post and district commanders. Sergeants reported that these factors were not hindering troopers' ability to conduct discretionary searches.

- ***Reasons for Lower Hispanic Search Success Rates***

  - Troopers and sergeants identified the same two factors as the most likely reasons for lower Hispanic search success rates:
    - Language barrier between Hispanic motorists and OSHP troopers.
    - Vehicles driven by Hispanic motorists often contain illegal immigrants.

  - Troopers and sergeants disagreed most strongly with the idea that the ethnic disparities in search success rates are because troopers make enforcement decisions based on the race/ethnicity of the occupants of the vehicle.

  - Other reasons for lower Hispanic search success rates that the majority of troopers and sergeants disagreed with include: Hispanic motorists demonstrate different cues of suspicion; cues of suspicion are misleading in regard to discovering contraband for Hispanics; Hispanic drug traffickers are more likely to use hidden compartments.

- ***Criminal Interdiction Training***

  - Across the board, both troopers and sergeants display fairly positive opinions about the effectiveness of various types of training.

  - Troopers and sergeants both identified OSHP specialized courses and training outside of OSHP as the most effective for criminal interdiction work.

  - The types of training with slightly lower average effectiveness ratings were annual in-service training and training from field supervisors.

  - Troopers and sergeants made a number of recommendations for improving interdiction training, including:
    - Training should be more interactive and hands-on (i.e., more ride-alongs, specific interdiction techniques taught, use of mock stops).
    - Some recommended training all troopers in interdiction techniques, while others suggested only training troopers interested in interdiction. A small percentage of troopers and sergeants suggested that supervisors or field training officers should be better trained.

- Troopers and sergeants also made several recommendations about increasing the frequency of available training.
- Training needs to be taught by experienced and knowledgeable troopers, and troopers need training outside of OSHP.
- Suggestions about changes in organizational structure and practices included bringing back the disbanded TDIT teams, instituting rewards for criminal interdiction, having troopers carry a search and seizure manual, and have one person at each post that focused on troopers' search and seizure questions.

- ***Recommendations for Improving the Frequency and Quality of Interdiction***

  - Troopers and sergeants are most optimistic about the ability of additional canines and streamlining of paperwork to improve the frequency and quality of interdiction.
  - Over half of troopers and sergeants also suggested that interdiction work would be "improved" or "significantly improved" by a reduced emphasis on ticket writing, increased use of interdiction teams, geographic and shift redeployment of existing canines, using field training officers with interdiction experience, additional interdiction training for troopers and supervisors, and changes in current interdiction training.

4. SEARCH DATA

OVERVIEW

As previously described, the goal of data collection for this research project was to accurately collect pertinent information regarding search and seizure activity of the OSHP. To achieve this end, a subcommittee consisting of OSHP personnel (i.e., sergeants, troopers, research and development staff) and UCPI personnel was formed to assess the pre-existing search form (2K) and recommend changes for a new form. The subcommittee had numerous meetings resulting in the development of a new search form, which was pilot tested prior to settling on a final version of the 2K that was used during the data collection. The redesigned 2K included information regarding: the location of the stop, the reason for the search, demographics of occupants searched, and contraband discovered, if applicable.

There were several noticeable changes to the 2K form. One major change in procedure was to collect information on all searches regardless of the reason for the search. Previously, the 2K form was only used to collect information on discretionary searches. Other changes included the addition of data collection fields for "criminal activity detected" and "illegal aliens." Criminal activity detected was included at the request of the OSHP personnel because they believed this might assist in better understanding searches that resulted in no seizures of contraband. For example, if an occupant displayed indicators of suspicion and a search was conducted without discovery of contraband, but some other form of criminal behavior was present (i.e., driving without a license), the criminal activity detected field would be selected. Similarly, in situations where illegal aliens were present, a data collection field would be selected regardless of the discovery of additional contraband. Again, this would assist in documenting occurrences when OSHP personnel were acting in an appropriate manner (i.e. following valid indicators of suspicion), but did not discover traditional forms of contraband (i.e., drugs, guns, etc.).

Unfortunately, it was discovered only at the final presentation of the data findings to OSHP command staff that the intended use of the illegal alien field was not clearly translated into training on the form and use of the form in the field. Specifically, the illegal alien data capture was only used for searches that uncovered "human trafficking" rather than the mere presence of undocumented aliens. Unfortunately, this miscommunication regarding the intended use and the actual use of this portion of the new data collection form significantly altered that data and therefore does not allow for analyses of how often undocumented aliens are searched due to valid indicators of suspicion related to their illegal status and not due to other forms of criminal activity.

Despite this misunderstanding between the UC research team and OSHP personnel, the new data collection form provided a tremendous amount of additional information regarding the different types and contexts surrounding searches conducted during traffic stops. This section documents these findings.

This section reports all recorded OSHP-initiated traffic stops resulting in a search during a ten-month period (June 12, 2006 to April 19, 2007) using the new data collection form. The data collected includes information regarding individual traffic stops, along with specific

information regarding the searches conducted during those stops. During this time period, 32,095 traffic stops were conducted that resulted in 52,855 individual searches of the drivers, passengers, and/or vehicles. For some traffic stops, more than one target (i.e., driver, passenger, or vehicle) was searched, resulting in a significantly larger number of individual searches compared to traffic stops involving searches. Some of the statistical analyses reported below are based on the population of traffic stops involving at least one search (i.e., 32,095 traffic stops), while additional analyses are based on the number of individual searches during these traffic stops (i.e., 52,855 searches). Some statistical analyses (i.e., calculations of search success rates) are only appropriate to conduct at the traffic stop level. In contrast, other analyses (e.g., demographic characteristics of the individual search targets) are better conducted at the search level. In this section, analyses of the 32,095 traffic stops involving at least one search are examined first, followed by analyses of the 52,855 individual searches. When appropriate, statistical analyses are conducted using both data levels.

TRAFFIC STOPS

This section describes 32,095 traffic stops that resulted in searches during the ten-month time period spanning from June 12, 2006 through April 19, 2007. First, temporal and geographic characteristics of the traffic stops are reported in **Figures 4.1 - 4.2**, followed by a monthly breakdown of stops by the type of search, which is reported in **Table 4.1**. Thereafter, the types of searches at the traffic stop level are presented by department and district in **Figure 4.3**. Further information regarding traffic stops that resulted in searches is available in **Appendix E** in **Tables E.1 – E.2**.

The remaining analyses at the traffic stop level are separated into mandatory and discretionary searches. That is, any traffic stop that resulted in a search for mandatory reasons (i.e., incident to arrest or administrative inventory) are reported separately from those traffic stops resulting in a discretionary search (i.e., searches based on troopers' discretion rather than mandated by departmental policy). The 1.0% of traffic stops that resulted in searches based solely on citizens' consent are excluded from further analyses.

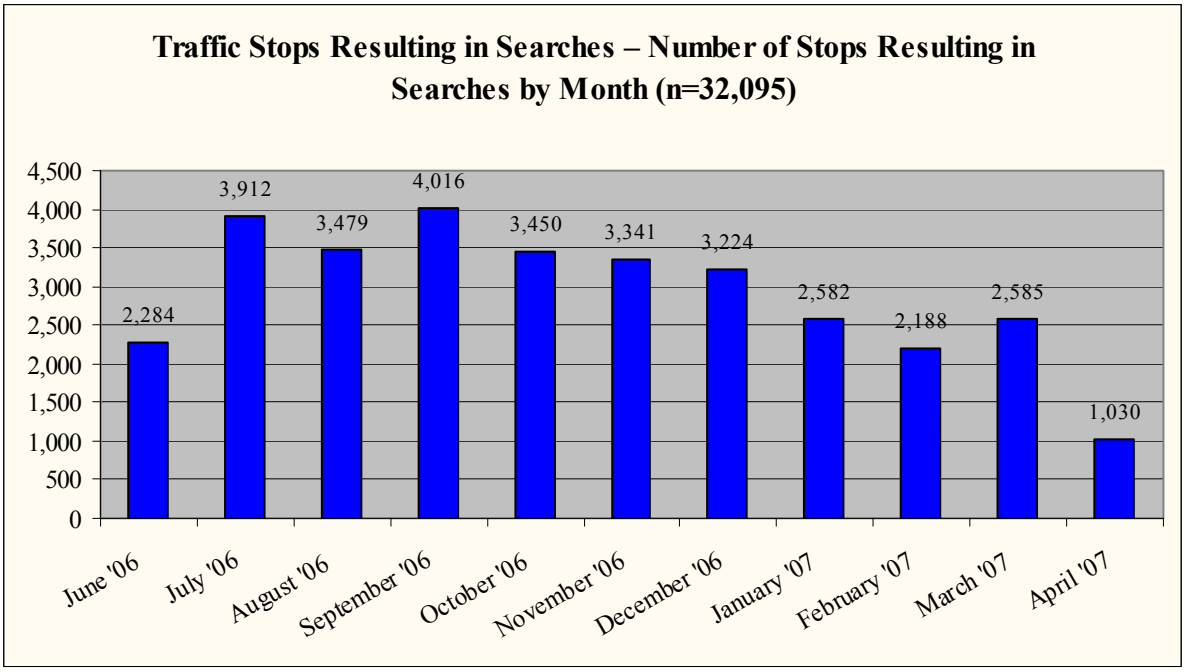
Figures 4.4 - 4.5 and **Tables 4.2 - 4.3** provide more specific information on all mandatory searches by detailing the specific types of mandatory reasons for the search, and the target of the mandatory search. All information is reported at the department and district levels, with the post level information available in **Appendix E** (**Tables E.3 – E.4**). Thereafter, discretionary searches are examined in **Figures 4.6 - 4.8** and **Tables 4.4 – 4.5.** The figures detail the number of traffic stops that resulted in discretionary searches, the reasons for those searches, and the target of the discretionary search. Further information regarding traffic stops that resulted in discretionary searches is available in **Appendix E** in **Tables E.5 – E.6**. Finally, traffic stops that resulted in discretionary searches are examined for their search success rates and racial/ethnic composition in **Figures 4. 9 – 4.13** and **Tables 4.6 – 4.9**. These figures and tables provide the discretionary search success rate by department and district, a racial/ethnic comparison of the search success rates, a comparison of mandatory and discretionary search success rates at the department and district levels, a racial/ethnic

breakdown of reasons for the search, the search success rate by reason for the search, and the contraband seized by race/ethnicity.

Traffic Stop Characteristics

Figure 4.1 reports the number of traffic stops by month for the study period. Due to the specific dates of the data collection, the number of traffic stops conducted during the months of June 2006 and April 2007 are considerably lower compared to other months. Of the months with data collection conducted throughout, September and July had the highest percent of traffic stops resulting in a search (12.5% and 12.2%, respectively). The remaining months of 2006 all represented slightly more than 10% of the data collected. In 2007, the percentage of traffic stops per month was lower and ranged between 6.8% in February to 8.1% in March. However, this is likely due to a slight change in the data collection methodology. Originally, the data collection was to be conducted from June 12, 2006 through December 12, 2006, but the use of the data collection form continued through mid-April, 2007. It was reported to the UC research team that some posts discontinued data collection on traffic stops resulting in a mandatory search after December 12, 2006, which would explain the slight reduction in the amount of data collected in 2007.

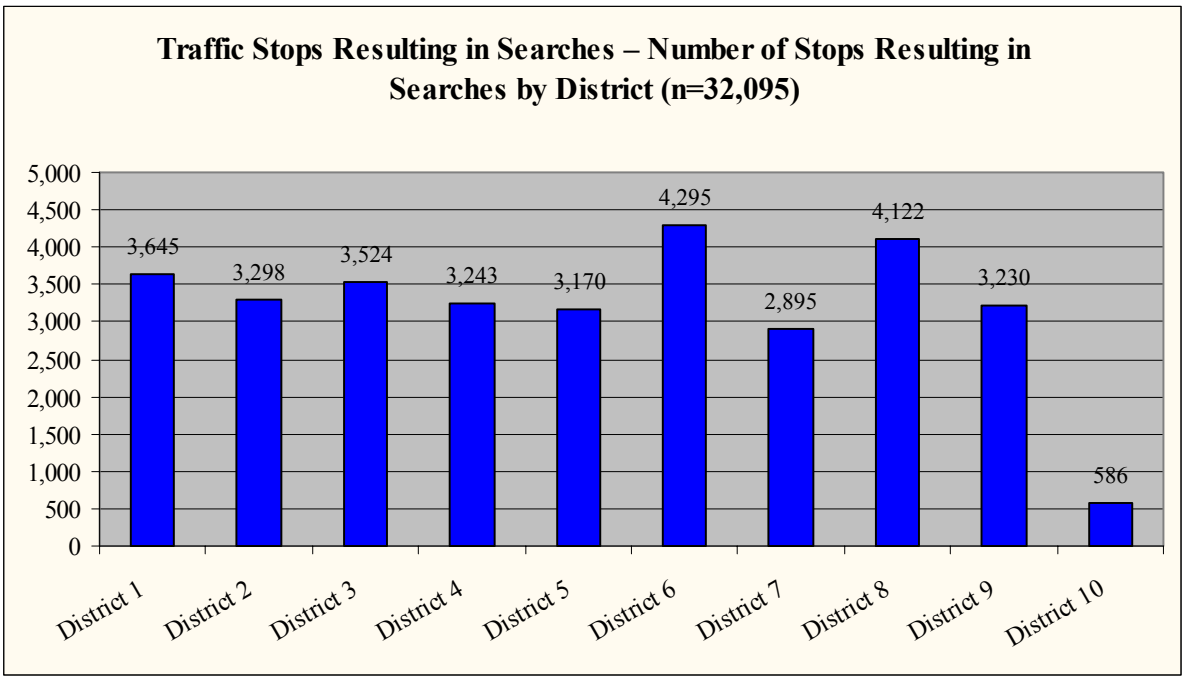
Figure 4.1: Traffic Stops Resulting in Searches – Number of Stops Resulting in Searches by Month



The majority of traffic stops resulting in searches occurred during weekdays (57.9%) and between the hours of midnight and 0600 (51.1%). Another 29.2% of the traffic stops resulting in searches occurred between 0600 and 1800, with the remaining 19.7% conducted between 1800 and 2400 hours.

The 32,095 traffic stops resulting in searches are displayed by district in **Figure 4.2**. Districts 6 & 8 reported the highest number of traffic stops resulting in searches (4,315 and 4,121 stops, respectively), while District 10 reported the fewest number of traffic stops resulting in searches (793 stops). The majority of districts reported between 3,000 and 4,000 traffic stops resulting in searches. Greater variation existed in the number of traffic stops resulting in searches reported across posts (see **Table E.1 in Appendix E** for more details). These differences are likely due to geographic, traffic, and organizational differences within each of these areas. For some posts, no traffic stops resulting in searches were reported across the entire ten-month study period.

Figure 4.2: Traffic Stops Resulting in Searches – Number of Stops Resulting in Searches by District



NOTE: Valid district information was not recorded for 87 stops.

Traffic stops resulting in searches were most commonly conducted throughout the department on state routes (28.3% of stops), followed by county roads (24.1%), interstates (20.2%), federal routes (16.4%), and city roads (11.1%). Six of the ten districts also reported state routes as the most common location for traffic stops resulting in searches. The specific percentages of traffic stops resulting in searches by roadway type across the department, districts and posts are available in **Table E.1 in Appendix E**.

As noted previously, the original time period for data collection was June 12, 2006 through December 12, 2006. The data collection, however, was extended at least through April 19, 2007, and the UC research team was granted access to these additional data. It was anticipated that the additional four months of data would only include information on traffic stops with discretionary searches as OSHP administrators discontinued the collection of data for traffic stops resulting in mandatory searches (i.e., incident to arrest or administrative inventory). As displayed in **Table 4.1**, however, the last four months of data collection do

include traffic stops resulting in mandatory searches, despite OSHP policy changes. Specifically, in the initial six months of data collection (June 12, 2006 – December 12, 2007), over 87% of the 21,674 traffic stops reported were based on mandatory searches. The data collected after December 12, 2006 also indicate that, contrary to OSHP administrative changes to the data collection system which were reported to the UC research team, OSHP personnel continued to collect information on traffic stops resulting in mandatory searches (83.7% of traffic stops).

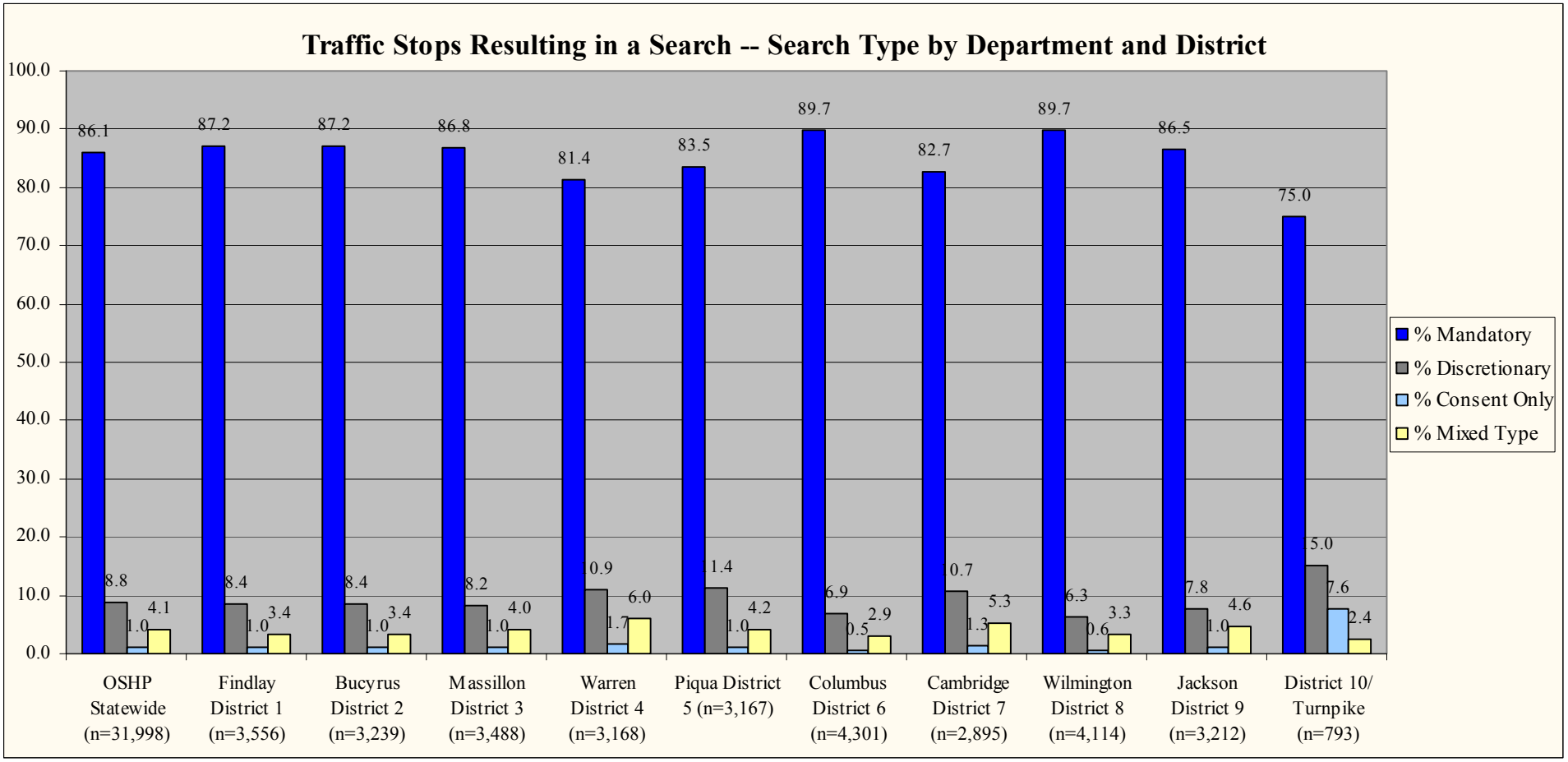
Table 4.1: Traffic Stops Resulting in Searches – Types of Searches*

	Total Stops w/ a Search	% All Mandatory	% All Discretionary	% Consent Only	% Mixed Type**
June 12, 2006 – December 12, 2006	**21,674**	**87.3%**	**7.9%**	**0.9%**	**3.3%**
December 13, 2006 – April 19, 2007	**10,324**	**83.7%**	**10.6%**	**1.2%**	**4.6%**

* Analyses exclude 97 traffic stops (0.3%) where the reason for the search was not identified.
** Mixed type indicates that the traffic stop reported multiple searches with different reasons for these searches and/or a single search with multiple reasons.

Figure 4.3 reports the number of traffic stops resulting in searches reported across all ten months, separated by search type, at the department, district, and post levels. Department-wide, 86.1% of the traffic stops resulting in searches were based on mandatory reasons (i.e., incident to arrest or administrative inventory). In contrast, 8.8% of traffic stops resulting in searches were conducted for discretionary reasons (i.e., frisks, plain feel, protective searches, plain smell, canine alert or some other type of probable cause). Only 1% of traffic stops resulting in searches were based solely on consent. Finally, 4.1% of the stops resulted in searches that were based on some combination of mandatory, discretionary, and/or consent reasons. At the district level, these patterns hold, with all ten districts reporting an overwhelming number of all searches conducted for mandatory reasons from a high of 89.7% in Districts 6 and 8 and a low of 75.0% in District 10. Across districts, the percent of discretionary searches ranges from a high of 15.0% in District 10 to a low of 6.3% in District 8. With the exception of District 10 (7.6%), all other districts reported less than 2% of all searches were based on consent. Greater variation existed in the types of searches reported across posts (see **Table E.2 in Appendix E** for more details).

Figure 4.3: Traffic Stops Resulting in Searches – Search Type by Department & District



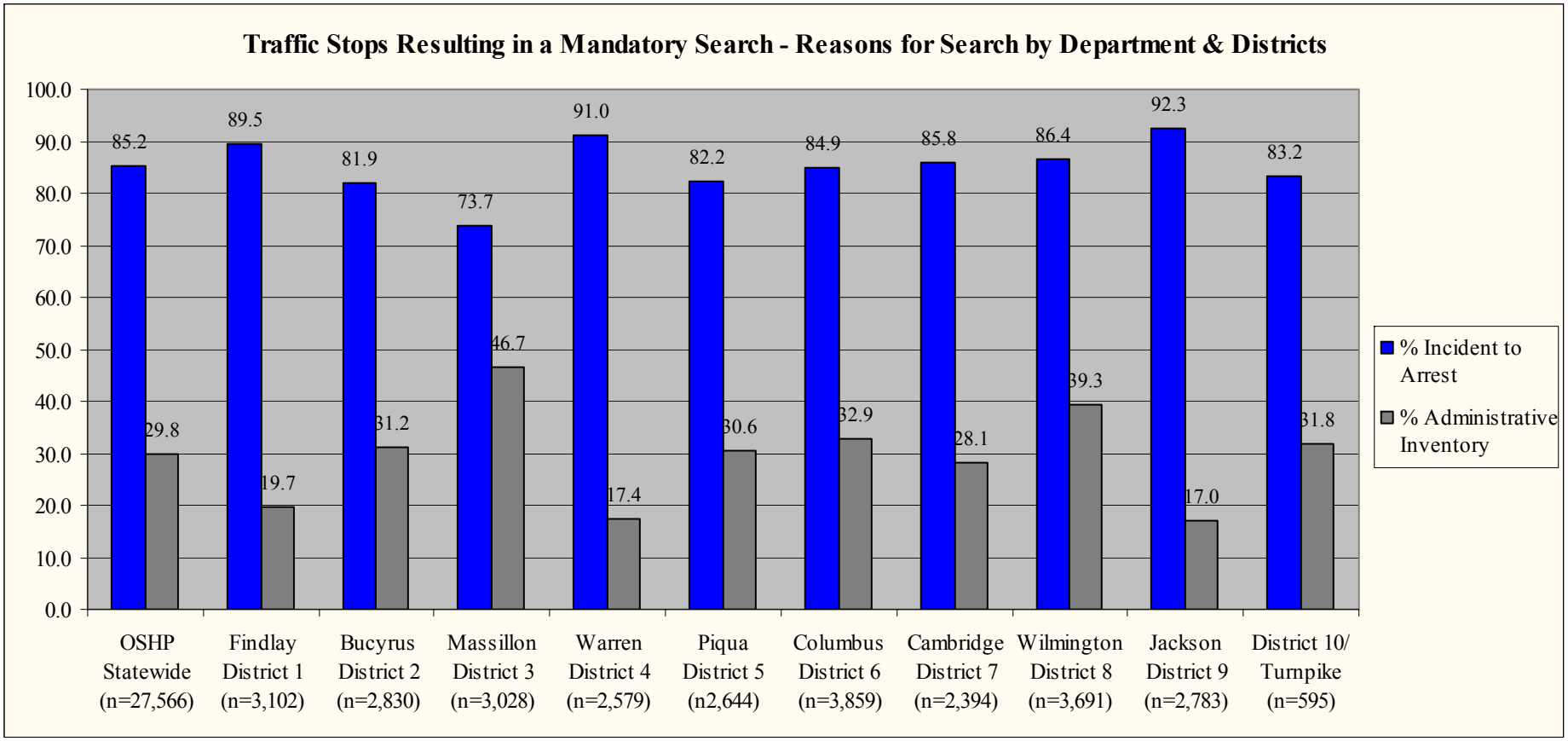
Traffic Stops Resulting in Mandatory Searches

This section reports analyses of traffic stops resulting in searches for mandatory reasons only (i.e., incident to arrest and administrative inventory). Given that these types of searches are conducted according to official policy and afford very little officer discretion, they must be considered conceptually distinct and analyzed separately from traffic stops involving discretionary searches. Consequently, conclusions based on the findings from this portion of the analyses must be made with the recognition that while officers have discretion regarding the initial traffic stop, they do not have discretion regarding if and when to conduct these types of searches, as they are required by departmental policy.

Figure 4.4 details the number of traffic stops that resulted in a mandatory search and the percent of those stops that were a result of either incident to arrest and/or administrative inventory at the department, district and post levels. The totals for incident to arrest and administrative inventory may exceed 100% because more than one reason may have been provided for the search. **Figure 4.4** reports a total of 27,566 traffic stops across the department resulting in mandatory searches conducted between June 12, 2006 and April 19, 2007. Districts 6 & 8 reported the highest number of traffic stops resulting in mandatory searches (3,859 and 3,691 stops, respectively), with District 10 reporting the fewest (595 stops). The majority of the districts reported between 2,000 and 3,000 traffic stops resulting in mandatory searches.

Of the 27,566 traffic stops that resulted in mandatory searches across the department, 85.2% were incident to arrest, whereas 29.8% were due to administrative inventories (totals exceed 100% because there could be multiple reasons for mandatory searches). At the district level, the percent of traffic stops resulting in mandatory searches based on incident to arrest ranged from a high of 92.3% in District 9 to a low of 73.7% in District 3. For administrative inventories, percentages ranged from a high of 46.7% in District 3 to a low of 17.0% in District 9. Greater variation existed in the reasons for search reported across posts (see **Table E.4 in Appendix E** for more details).

Figure 4.4: Traffic Stops Resulting in Mandatory Searches – Reasons for Search by Department & Districts



NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Figure 4.5 below further separates traffic stops resulting in mandatory searches by specific search target (i.e., driver, passenger and/or vehicle) across department and district. As shown, combination searches were the most common search target type for traffic stops resulting in mandatory searches across the department. That is, in 56.1% of the traffic stops resulting in mandatory searches, some combination of the driver, passenger, and/or vehicle were searched. The second most common search target was the driver, who was singularly searched 31.0% of the time, followed by searches of the vehicle in only 11.7% of cases. This pattern was also demonstrated at the district level, where nine of the ten districts reported combination searches as the most common search target for traffic stops resulting in a mandatory search, followed by eight of the ten districts reporting driver as the second most common search target. Greater variation existed in the search targets reported across posts (see **Table E.4 in Appendix E** for more details).

Figure 4.5: Traffic Stops Resulting in Mandatory Searches – Search Target by Department & District

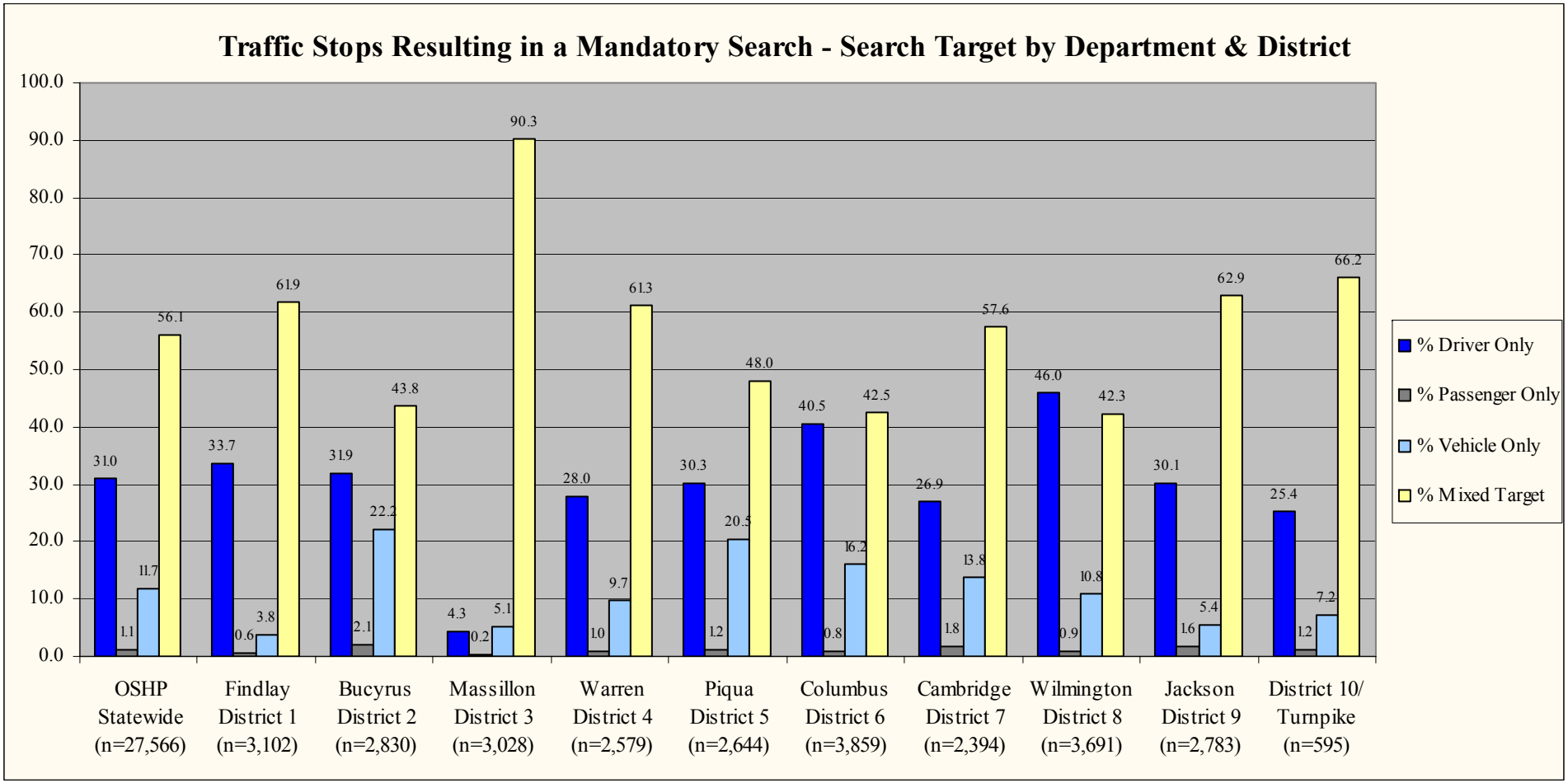


Table 4.2 reports the occupant characteristics for all traffic stops resulting in mandatory searches across all organizational units. The occupant information includes the average age, gender and race/ethnicity. In addition, the percents of missing data on these occupant characteristics are reported.[8] Note that the description of occupants' characteristics subjected to mandatory searches is not meant to examine officer bias. Troopers have limited discretion in these situations and, therefore, officer bias would likely play a limited (if any) role in observed racial/ethnic disparities in search decisions. Rather, the characteristics of occupants are noted for mandatory searches simply for comparison purposes to discretionary searches.

In the first column, the total number of traffic stops resulting in mandatory searches is provided across the department, districts, and posts. The second and third columns report the average age of the occupants and missing age information for occupants involved in mandatory searches. The middle four columns report the percent of occupants within vehicles that were only male, only female, or both male and female, along with the percent of missing information on occupant gender. The final six columns display the racial composition of occupants involved in traffic stops resulting in mandatory searches; specifically, they report the percent of occupants who were only Caucasian, only Black, only Hispanic or only "other." The "other" category includes Asian, Native American, and Middle Eastern occupants, along with those recorded as "unknown" on the traffic stop form. The final two columns report the percent of traffic stops resulting in mandatory searches that involved occupants of multiple races/ethnicities, and the percent of traffic stops that resulted in mandatory searches with missing information on the race/ethnicity of the occupants.[9]

Note that the percentages reported below are based on traffic <u>stops</u> that resulted in mandatory searches. The results should be interpreted as the percent of traffic stops that resulted in mandatory searches of drivers, passengers or vehicles that contained <u>all male occupants</u> or <u>all Caucasian occupants</u>, etc. This type of analysis (at the traffic stop level) is different from an analysis of the individual searches, which will be reported later in this section. Information collected at the stop level is directly comparable to other state law enforcement agencies that collect information at the stop level and only record the race/ethnicity of the driver. The UC research team knows of no other state law enforcement agencies that also capture information at the search target level (documented later within this report).

Table 4.2 below documents the following information regarding the occupants involved in traffic stops resulting in mandatory searches:

- Across the department, the average age of occupants was 32.9 years, with 7.9% missing data.

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[8] Importantly, these analyses were conducted using all search targets (i.e., drivers, occupants, and vehicles), which presents some challenges for interpreting the percent of missing data. For some mandatory searches of vehicles, occupants may not have been present, and therefore demographic information cannot be collected. These situations would contribute to the missing data rate. Mandatory searches of vehicles are included in the analyses, however, because demographic information on the occupants was captured in some cases.

[9] The multiple race category includes traffic stops of vehicles resulting in mandatory searches with at least two occupants of different races/ethnicities present in the vehicle; for example, a Hispanic driver and a Caucasian passenger.

- The average age of occupants ranged from a high of 35.5 years in District 10 to a low of 32.2 years in District 1.

- Across the department, 70.1% stops involved all male occupants, 21.8% were of all female occupants, and less than one percent contained both male and female occupants, with slightly more than 7% missing data.

- At the district level, stops with all male occupants varied from a high of 76.3% in District 10 to a low of 65.0% in District 5. Stops with all female occupants ranged from a high of 26.0% in District 3 to a low of 18.4% in District 7.

- Across the department, 77.8% stops involved all Caucasian occupants, compared to 9.9% with all Black occupants, 4.1% with all Hispanic occupants, 0.5% with all "other" occupants, and 0.5% with multiple race/ethnicity occupants, with slightly more than 7% missing data.

- At the district level, a similar pattern emerged regarding the race of the occupants, with the exception of District 10, where 23.2% of stops involved all Black occupants and 7.9% of stops involved all Hispanic occupants. These rates likely reflect demographic traffic patterns in the Cleveland area.

Table 4.2: Traffic Stops Resulting in Mandatory Searches – Occupant Characteristics by Department, Districts & Posts (p. 1 of 3)

	Total Stops w/ a Mand. Search	Ave. Age	% Age Missing	% All Male	% All Female	% Multiple Gender	% Gender Missing	% All Cauc.	% All Black	% All Hisp.	% All Other	% Multiple Race	% Race Missing
OSHP Statewide	27,566	32.9	7.9	70.1	21.8	0.9	7.2	77.8	9.9	4.1	0.5	0.5	7.2
Findlay District 1	3,102	32.2	1.7	72.0	25.3	1.0	1.7	81.5	10.2	5.7	0.5	0.3	1.8
Lima	439	31.5	0.0	72.2	27.1	0.7	0.0	78.8	16.9	3.6	0.5	0.2	0.0
Defiance	292	33.5	1.7	78.4	19.5	0.3	1.7	82.9	3.1	11.6	0.7	0.0	1.7
Findlay	488	31.0	4.1	71.7	23.0	1.2	4.1	75.0	11.9	8.6	0.4	0.0	4.1
Toledo	938	32.6	1.1	70.6	28.0	0.3	1.1	84.2	9.9	3.9	0.6	0.2	1.1
Van Wert	398	32.3	0.3	75.4	20.9	3.3	0.5	88.2	6.5	3.5	0.0	1.0	0.8
Walbridge	525	32.0	3.2	67.8	28.2	0.8	3.2	79.6	10.1	6.1	0.8	0.2	3.2
Other	22	33.0	0.0	86.4	9.1	4.5	0.0	68.2	13.6	9.1	4.5	4.5	0.0
Bucyrus District 2	2,830	33.2	9.8	66.8	22.7	0.7	9.8	72.2	11.4	5.6	0.3	0.8	9.7
Bucyrus	270	32.8	3.3	71.5	24.1	1.1	3.3	75.2	14.1	5.6	1.1	0.7	3.3
Sandusky	568	34.5	2.5	72.0	24.3	1.2	2.5	78.5	15.8	2.6	0.2	0.4	2.5
Norwalk	359	33.2	11.4	66.0	21.7	0.8	11.4	75.8	4.7	7.8	0.0	0.8	10.9
Marion	441	32.9	1.1	72.1	26.1	0.7	1.1	78.7	10.4	7.9	0.2	2.0	0.7
Mansfield	577	32.5	18.2	60.1	21.5	0.2	18.2	66.4	13.2	1.2	0.3	0.5	18.4
Fremont	601	33.0	17.1	62.2	20.0	0.7	17.1	64.2	8.2	9.7	0.2	0.7	17.1
Other	14	26.6	0.0	92.9	7.1	0.0	0.0	42.9	50.0	7.1	0.0	0.0	0.0
Massillon District 3	3,028	34.0	3.3	70.1	26.0	0.5	3.4	78.1	14.1	3.2	0.7	0.6	3.3
Ashland	358	32.3	2.0	74.6	22.6	0.8	2.0	77.1	19.0	1.7	0.0	0.6	1.7
Elyria	683	33.9	1.5	69.1	29.0	0.6	1.3	72.3	17.9	7.0	0.4	1.0	1.3
Medina	509	34.3	4.3	68.2	26.7	0.6	4.5	85.1	5.9	2.2	1.6	1.0	4.3
Massillon	1,212	34.5	2.9	70.6	26.1	0.3	3.0	78.6	15.8	1.7	0.7	0.3	2.9
Akron	1	27.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0
Wooster	254	33.5	10.6	67.7	20.9	0.8	10.6	78.7	5.1	4.7	0.4	0.4	10.6
Other	11	32.3	0.0	72.7	27.3	0.0	0.0	72.7	27.3	0.0	0.0	0.0	0.0
Warren District 4	2,579	32.4	9.5	68.1	21.1	1.2	9.5	78.4	10.1	1.7	0.0	0.2	9.5
Ashtabula	276	33.1	4.7	74.6	16.7	4.0	4.7	78.3	11.6	5.4	0.0	0.0	4.7
Lisbon	341	33.7	37.8	47.5	14.1	0.6	37.8	58.1	3.2	0.6	0.0	0.3	37.8
Chardon	379	33.3	15.6	64.9	18.5	1.1	15.6	72.0	8.4	3.4	0.0	0.5	15.6
Canfield	491	31.4	8.1	68.6	22.8	0.4	8.1	76.4	13.8	1.4	0.0	0.2	8.1
Ravenna	637	30.9	0.6	74.3	23.9	1.3	0.6	88.4	10.2	0.5	0.2	0.2	0.6
Warren	455	34.1	0.2	73.2	25.7	0.9	0.2	87.0	11.7	0.9	0.0	0.2	0.2
Other	0	--	--	--	--	--	--	--	--	--	--	--	--

Table 4.2: Traffic Stops Resulting in Mandatory Searches – Occupant Characteristics by Department, Districts & Posts (p. 2 of 3)

	Total Stops w/ a Mand. Search	Ave. Age	% Age Missing	% All Male	% All Female	% Multiple Gender	% Gender Missing	% All Cauc.	% All Black	% All Hisp.	% All Other	% Multiple Race	% Race Missing
OSHP Statewide	27,566	32.9	7.9	70.1	21.8	0.9	7.2	77.8	9.9	4.1	0.5	0.5	7.2
Piqua District 5	2,644	32.9	14.6	65.0	19.2	1.2	14.6	67.1	14.3	3.0	0.3	0.8	14.6
Wapakoneta	402	32.4	8.2	69.4	21.4	1.0	8.2	82.8	7.0	1.2	0.2	0.7	8.0
Springfield	643	32.8	28.8	58.0	12.6	0.6	28.8	52.6	13.5	4.0	0.2	0.9	28.8
Piqua	541	34.1	5.9	72.6	19.8	1.7	5.9	78.6	12.9	2.4	0.0	0.2	5.9
Dayton	764	32.5	2.9	70.4	25.4	1.3	2.9	67.8	23.0	3.9	0.9	1.4	2.9
Eaton	0	--	--	--	--	--	--	--	--	--	--	--	--
Marysville	291	31.8	39.2	45.4	13.4	2.1	39.2	54.0	5.2	1.7	0.0	0.0	39.2
Other	3	41.0	0.0	100.0	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0
Columbus District 6	3,859	32.7	11.2	71.9	20.3	0.4	7.4	76.3	8.1	7.1	0.8	0.4	7.4
Delaware	607	32.1	22.2	69.9	27.0	0.0	3.1	83.0	6.1	5.8	1.2	0.8	3.1
Lancaster	637	32.4	12.6	69.1	17.1	0.6	13.2	81.5	3.0	1.6	0.6	0.3	13.0
Columbus	25	29.5	0.0	68.0	32.0	0.0	0.0	60.0	28.0	8.0	4.0	0.0	0.0
Granville	817	33.1	2.4	72.5	24.6	0.5	2.4	83.8	9.7	3.5	0.0	0.5	2.4
West Jefferson	482	32.3	14.7	79.9	13.1	0.0	7.1	55.0	11.2	25.3	1.5	0.0	7.1
Mt. Gilead	644	33.5	18.9	63.8	16.9	0.3	18.9	68.8	9.3	2.2	0.6	0.2	18.9
Circleville	636	32.3	0.6	78.5	20.0	0.9	0.6	79.7	9.0	9.4	0.9	0.3	0.6
Col. Motorcycle	1	26.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0
Fairgrounds/Expo	0	--	--	--	--	--	--	--	--	--	--	--	--
Other	10	40.6	20.0	70.0	10.0	0.0	20.0	60.0	10.0	10.0	0.0	0.0	20.0
Cambridge District 7	2,394	33.2	13.6	66.7	18.4	1.2	13.7	77.1	5.7	2.3	0.1	1.0	13.7
St. Clairsville	407	32.8	8.4	71.5	18.9	1.2	8.4	79.4	6.1	1.2	0.0	4.9	8.4
Cambridge	352	34.3	17.6	65.1	15.6	1.1	18.2	73.3	5.1	2.6	0.3	0.6	18.2
Steubenville	334	33.2	11.4	62.9	52.1	0.6	11.4	80.8	7.5	0.3	0.0	0.0	11.4
Zanesville	234	33.8	8.1	72.2	17.5	1.7	8.5	81.6	6.0	3.0	0.4	0.4	8.5
New Philadelphia	564	33.8	22.2	64.2	13.1	0.5	22.2	69.5	3.4	5.0	0.0	0.0	22.2
Marietta	481	31.7	9.6	66.5	22.2	1.7	9.6	82.7	6.2	1.2	0.2	0.0	9.6
Other	22	34.7	9.1	72.7	9.1	9.1	9.1	63.6	27.3	0.0	0.0	0.0	9.1

Table 4.2: Traffic Stops Resulting in Mandatory Searches – Occupant Characteristics by Department, Districts & Posts (p. 3 of 3)

	Total Stops w/ a Mand. Search	Ave. Age	% Age Missing	% All Male	% All Female	% Multiple Gender	% Gender Missing	% All Cauc.	% All Black	% All Hisp.	% All Other	% Multiple Race	% Race Missing
OSHP Statewide	27,566	32.9	7.9	70.1	21.8	0.9	7.2	77.8	9.9	4.1	0.5	0.5	7.2
Wilmington District 8	3,691	32.4	7.4	71.6	20.9	0.6	6.9	79.0	8.3	4.7	0.9	0.2	6.9
Georgetown	519	35.6	19.3	66.7	13.5	0.6	19.3	76.9	2.1	1.5	0.0	0.2	19.3
Hamilton	611	31.1	3.6	71.7	23.6	1.3	3.4	66.4	16.4	12.6	1.1	0.0	3.4
Batavia	919	32.8	0.2	73.4	26.0	0.3	0.2	92.5	4.0	2.3	0.9	0.1	0.2
Wilmington	738	32.5	11.0	72.8	15.6	0.7	11.0	77.1	6.8	4.9	0.1	0.1	11.0
Xenia	541	29.9	9.6	71.3	22.0	0.4	6.3	75.0	13.9	2.2	2.0	0.6	6.3
Cincinnati	0	--	--	--	--	--	--	--	--	--	--	--	--
Lebanon	351	32.7	4.8	71.8	22.8	0.6	4.8	78.1	9.4	6.0	1.4	0.3	4.8
Other	12	28.8	0.0	75.0	25.0	0.0	0.0	91.7	8.3	0.0	0.0	0.0	0.0
Jackson District 9	2,783	32.8	2.4	74.7	22.9	1.1	1.3	92.7	4.3	1.1	0.2	0.3	1.3
Athens	399	31.1	0.0	76.9	21.6	1.5	0.0	94.5	4.8	0.0	0.8	0.0	0.0
Gallipolis	338	35.2	0.0	75.7	23.4	0.9	0.0	93.5	4.7	1.5	0.0	0.3	0.0
Jackson	273	34.7	0.7	80.2	18.3	0.7	0.7	96.7	2.2	0.0	0.4	0.0	0.7
Ironton	369	32.5	1.6	73.7	24.1	0.5	1.6	89.7	8.1	0.3	0.0	0.3	1.6
Chillicothe	490	32.4	10.0	74.5	20.8	1.0	3.7	91.0	3.9	0.8	0.0	0.6	3.7
Portsmouth	894	32.3	1.2	72.0	25.6	1.1	1.2	93.1	3.0	2.5	0.1	0.1	1.2
Other	20	33.7	0.0	75.0	15.0	10.0	0.0	70.0	20.0	0.0	0.0	10.0	0.0
District 10/Turnpike	595	35.5	1.2	76.3	19.3	3.2	1.2	65.4	23.2	7.9	1.5	0.7	1.3
Cleveland	0	--	--	--	--	--	--	--	--	--	--	--	--
Swanton	231	35.1	0.0	78.8	17.3	3.9	0.0	65.4	20.3	10.8	2.6	0.9	0.0
Milan	148	35.2	1.4	75.0	20.9	2.7	1.4	68.2	22.3	6.8	0.7	0.0	2.0
Hiram	216	36.0	2.3	74.5	20.4	2.8	2.3	63.4	26.9	5.6	0.9	0.9	2.3
Other	0	--	--	--	--	--	--	--	--	--	--	--	--

Table 4.3 reports the type of contraband discovered and criminal activity detected during traffic stops resulting in mandatory searches across the department and district levels. The first column displays the total number of traffic stops that resulted in mandatory searches at the department and district levels. The remaining columns report the percent of traffic stops that resulted in mandatory searches with the discovery of the following types of contraband: alcohol, currency, drugs (personal use quantity), drugs (trafficking quantity), fraudulent documents, human trafficking/illegal aliens, paraphernalia, stolen property, vehicle, weapons, or any other contraband. In addition, the percent of traffic stops resulting in mandatory searches where some form of additional criminal activity was present are reported.[10]

The overall search success rate of mandatory searches (i.e., the percent of searches that result in the discovery of any form of contraband) was 9.4%. That is, contraband was discovered in 9.4% of the traffic stops involving searches incident to arrest and/or inventory searches. As demonstrated in **Table 4.3**, there were slight differences in the rates of contraband seizures during mandatory searches across districts, ranging from a high of 14.1% in District 10 to a low of 6.7% in District 8. Note, however, that due to the mandatory nature of these searches, the likelihood of discovering contraband is not based on officer skill or criminal interdiction training. Therefore, the search success rates for mandatory searches are reported simply for descriptive purposes.

Across the department, the most common forms of contraband discovered in traffic stops resulting in a mandatory search included: 1) drugs for personal use (5.6% of stops), 2) drug paraphernalia (3.5% of stops), and 3) alcohol (1.7% of stops). The remaining types of contraband were discovered in less than one percent of the traffic stops involving mandatory searches. In addition, criminal activity (other than the discovery of contraband) was detected in 0.9% of the traffic stops resulting in mandatory searches. At the district level, similar patterns emerged regarding the types of contraband discovered. The percent of traffic stops resulting in mandatory searches where additional criminal activity was identified ranged from a low of 0.0% in Districts 4 & 9 to a high of 5.1% in District 5.

[10] Criminal activity detected during the traffic stop was included on the revised traffic stop form in an effort to address concerns raised during focus groups sessions. These concerns centered on the perception that ethnic disparities in search success rates may be due to the inability of the prior search form to capture situations where criminal activity was detected but contraband specifically was not discovered. This information will be more closely scrutinized when discretionary searches are directly examined.

Table 4.3: Traffic Stops Resulting in Mandatory Searches – Contraband Discovered & Criminal Activity Detected by Department and Districts

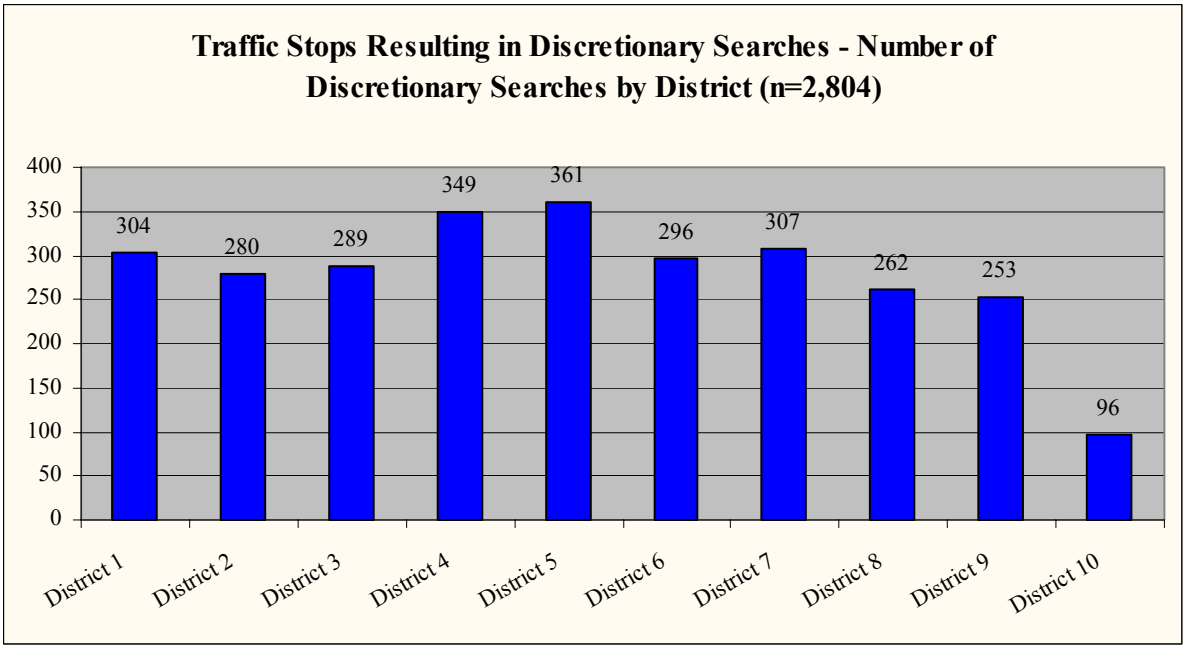
	Total Stops w/ a Mand. Search	% ANY contra. seized	% Alcoh.	% Curr.	% Drug Pers. Use	% Drug Traff.	% Fraud Doc.	% Human Traff.	% Para.	% Prop.	% Vehicle	% Weap.	% Other	% Crim. Activity
OSHP Statewide	27,566	9.4	1.7	0.1	5.6	0.2	0.1	0.0	3.5	0.2	0.5	0.5	0.2	0.9
Findlay District 1	3,102	10.9	3.3	0.0	6.0	0.2	0.1	0.0	3.4	0.2	0.4	0.5	0.3	0.1
Bucyrus District 2	2,830	9.2	1.7	0.0	5.5	0.2	0.0	0.0	3.6	0.2	0.4	0.4	0.2	1.1
Massillon District 3	3,028	7.4	0.8	0.0	4.7	0.2	0.2	0.0	2.9	0.1	0.4	0.3	0.3	1.3
Warren District 4	2,579	10.5	1.6	0.1	6.2	0.3	0.2	0.0	4.2	0.1	0.5	0.5	0.2	0.0
Piqua District 5	2,644	10.6	1.9	0.1	6.5	0.3	0.3	0.0	4.1	0.2	0.5	0.7	0.3	5.1
Columbus District 6	3,859	9.5	0.9	0.1	6.1	0.3	0.2	0.0	4.1	0.2	0.8	0.4	0.1	0.4
Cambridge District 7	2,394	10.2	2.7	0.3	5.1	0.3	0.3	0.0	4.1	0.3	0.0	0.6	0.2	0.3
Wilmington District 8	3,691	6.7	1.0	0.0	4.3	0.2	0.1	0.0	2.4	0.1	0.3	0.4	0.1	0.2
Jackson District 9	2,783	9.7	1.5	0.1	6.0	0.3	0.1	0.0	3.2	0.2	0.5	0.5	0.1	0.0
District 10/Turnpike	595	14.1	2.4	0.2	6.1	0.2	0.7	1.0	3.9	0.8	1.7	1.0	0.7	0.8

NOTE: Searches may report multiple types of contraband seized, thus the sum of contraband percentages may exceed 100%.

Traffic Stops Resulting in Discretionary Searches

This section describes 2,804 traffic stops that resulted in discretionary searches by OSHP personnel across the department, district, and post levels during the ten-month data collection period. Discretionary searches are defined as those not required by the OSHP policy or as a result of a citizen's consent, but are initiated by an OSHP member based on a legal reason. Specifically, discretionary searches include those that are based on frisk, plain feel, protective search, plain smell, other probable cause, or a canine alert. As displayed in **Figure 4.6**, 2,804 traffic stops were conducted by OSHP personnel across the department that resulted in at least one discretionary search. The districts conducted between 119 (District 10) and 360 (District 5) traffic stops that resulted in discretionary searches during the ten months of data collection.

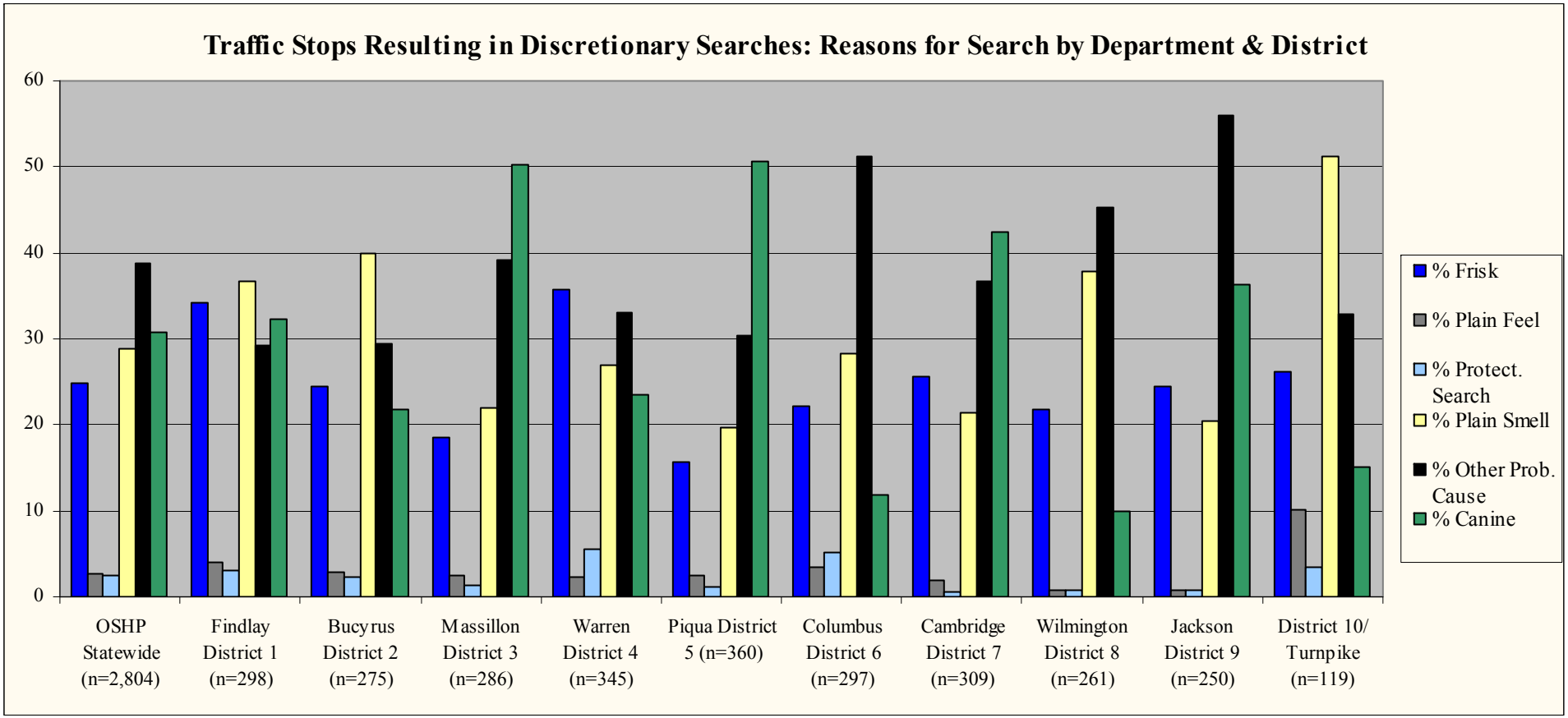
Figure 4.6: Traffic Stops Resulting in Discretionary Searches - Number of Discretionary Searches by District



NOTE: Seven discretionary searches were conducted without valid district information.

Figure 4.7 details the number of traffic stops that resulted in discretionary searches and the corresponding percent in each of the six previously listed categories. Of the 2,804 traffic stops that resulted in a discretionary search across the department, the most common reason was "other probable cause" (38.8% of stops), followed by canine alert (30.8%), plain smell (28.8%), and frisk (24.9%). At the district level, the patterns changed considerably. Only four of the ten districts (i.e., Districts 3, 6, 8 & 9) reported "other probable cause" as the most frequent reason for searches. Three districts (i.e., Districts 1, 2 & 10) indicated "plain smell" was the most common reason for discretionary searches, while Districts 5 & 7 identified "canine alert" as the most common. Finally, troopers in District 4 most often relied on frisk as the reason for the discretionary searches. For post level information please refer to **Table E.5 in Appendix E**.

Figure 4.7: Traffic Stops Resulting in Discretionary Searches - Reasons for Search by Department & District



NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Figure 4.8 displays the search target (i.e., driver, passenger, and/or vehicle) for traffic stops resulting in discretionary searches at the department and district level. The most common search target was a combination of drivers, passengers, and/or vehicles, which accounted for 63.1% of all traffic stops resulting in discretionary searches department-wide. Only drivers were the next most common search target for discretionary searches (26.2%), followed by only vehicles (8.2%) and only passengers (2.4%). At the district level, traffic stops that resulted in discretionary searches demonstrated similar patterns for search targets as displayed at the department level. For post level information please refer to **Table E.6 in Appendix E**.

Figure 4.8: Traffic Stops Resulting in Discretionary Searches – Search Target by Department & District

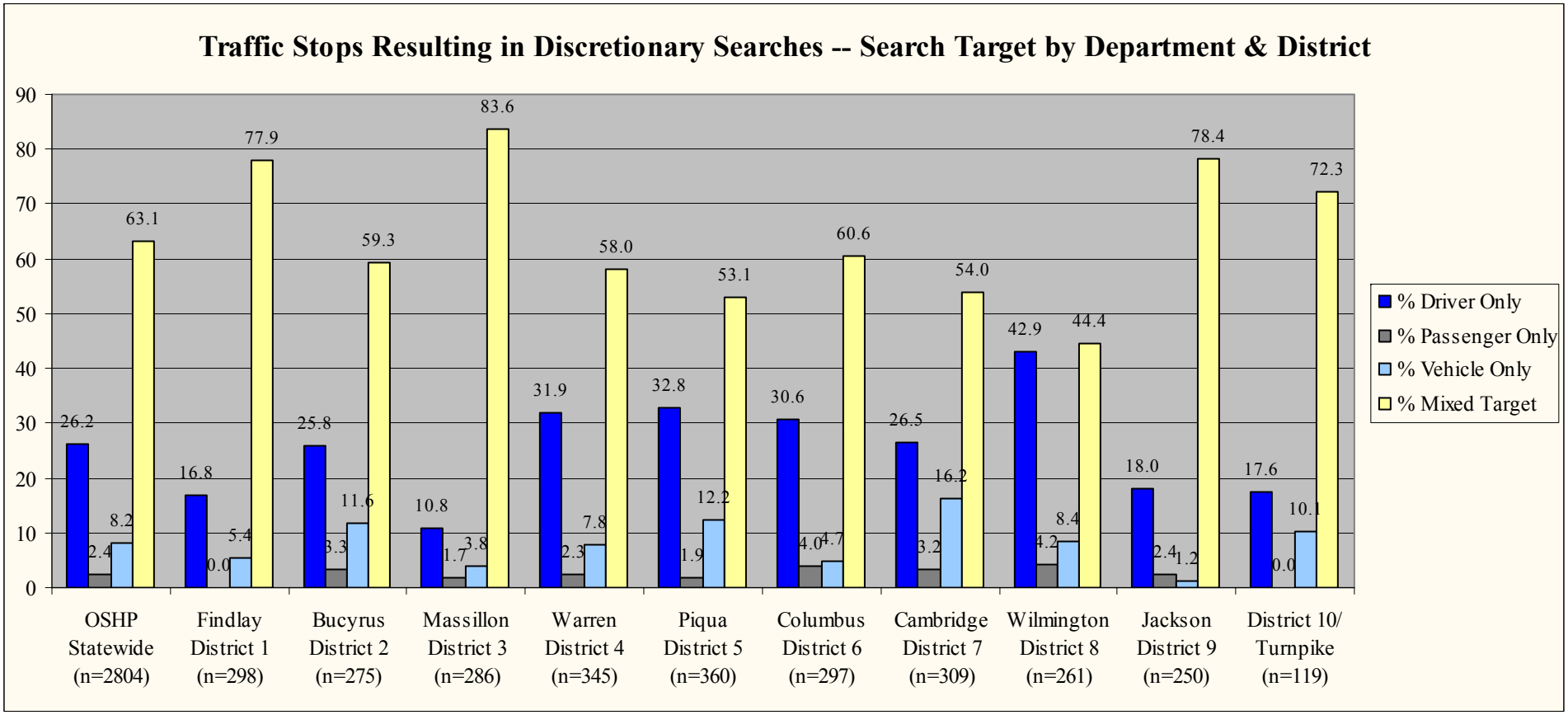


Table 4.4 reports the occupants' characteristics for all traffic stops that resulted in discretionary searches across all organizational units. The occupant information is separated into three categories: age, gender, and race/ethnicity of the occupants, with the percent missing information included for each category. As with mandatory searches, these analyses were conducted using all search targets (i.e., drivers, passengers, and vehicles). As opposed to mandatory searches, the missing data rates for occupants' age, gender, and race represents a better indication of the failure to actually capture information at the time of the search. As such, the rates of missing data should be lower for discretionary searches compared to mandatory searches.

The first column in **Table 4.4** reports the total number of traffic stops resulting in discretionary searches for the department, districts, and posts. The second column reports occupants' average age and the percent missing age. The middle four columns report the percent of occupants that were all male, all female, both male and female, and percent missing information on the gender. The final six columns display the racial/ethnic composition occupants involved in traffic stops resulting in discretionary searches, including all Caucasian, all Black, all Hispanic and all "other." The "other" category includes Asian, Native American, Middle Eastern, and "unknown race/ethnicity" occupants. The final two columns report the percent of stops with at least two occupants of different race/ethnicity, and percent missing racial/ethnic information.[11]

Table 4.4 below documents the following information regarding the occupants involved in traffic stops resulting in discretionary searches:

- Across the department, the average age of occupants was 29.4 years, with 5.9% missing data.

- At the district level, the average age of occupants ranged from a high of 31.3 years in District 5 to a low of 27.4 years in District 6.

- Across the department, 73.7% stops involved all male occupants, 10.9% were of all female occupants, and 9.5% contained both male and female occupants, with 5.9% missing data.

- At the district level, stops with all male occupants varied from a high of 82.2% in District 6 to a low of 65.0% in District 7. Stops with all female occupants ranged from a high of 14.0% in District 3 to a low of 7.1% in District 6. Stops with both male and female occupants ranged from a high of 20.4% in District 9 to a low of 6.9% in District 5.

[11] The multiple race category includes traffic stops of vehicles resulting in mandatory searches with at least two occupants of different races/ethnicities present in the vehicle; for example, a Hispanic driver and a Caucasian passenger.

- Across the department, 60.7% of stops involved all Caucasian occupants, compared to 21.1% with all Black occupants, 6.6% with all Hispanic occupants, 1.4% with all "other" occupants, and 4.3% with multiple race/ethnicity occupants, and 5.9% missing data.

- At the district level, there was considerable variation in racial percentages with District 10 reporting the lowest percent of traffic stops resulting in discretionary searches of all Caucasian occupants (39.5%) compared to the highest percent in District 6 (77.4%). The range for all Black occupants was 15.5% in District 6 to 32.2% in District 3; for Hispanics, the district levels range from a low of 0.0% in District 9 to a high of 15.1% in District 10. These rates are likely influenced by the racial/ethnic composition of motorists across the state.

Table 4.4: Traffic Stops Resulting in Discretionary Searches – Occupant Characteristics by Department, Districts & Posts (p. 1 of 3)

	Total Stops w/ a Disc. Search	Ave. Age	% Age Missing	% All Male	% All Female	% Multiple Gender	% Gender Missing	% All Cauc.	% All Black	% All Hisp.	% All Other	% Multiple Race	% Race Missing
OSHP Statewide	2,804	29.4	5.9	73.7	10.9	9.5	5.9	60.7	21.1	6.6	1.4	4.3	5.9
Findlay District 1	298	29.3	3.0	74.2	12.1	10.7	3.0	62.4	16.4	10.7	2.7	4.7	3.0
Lima	22	24.6	0.0	86.4	4.5	9.1	0.0	68.2	31.8	0.0	0.0	0.0	0.0
Defiance	27	29.7	3.7	74.1	22.2	0.0	3.7	88.9	0.0	3.7	3.7	3.7	0.0
Findlay	33	26.1	9.1	75.8	12.1	3.0	9.1	63.6	18.2	3.0	3.0	3.0	9.1
Toledo	25	23.8	0.0	64.0	28.0	8.0	0.0	84.0	12.0	4.0	0.0	0.0	0.0
Van Wert	64	28.9	4.7	70.3	14.1	10.9	4.7	81.3	9.4	1.6	0.0	3.1	4.7
Walbridge	31	27.4	0.0	80.6	12.9	6.5	0.0	61.3	22.6	12.9	0.0	3.2	0.0
Other	96	34.0	2.1	74.0	5.2	18.8	2.1	35.4	20.8	25.9	7.3	9.4	2.1
Bucyrus District 2	275	29.6	4.4	76.7	10.5	8.4	4.4	57.1	27.3	4.4	0.7	6.2	4.4
Bucyrus	71	29.6	0.0	83.1	14.1	2.8	0.0	60.6	31.0	4.2	0.0	4.2	0.0
Sandusky	52	27.9	3.8	78.8	7.7	9.6	3.8	63.5	19.2	5.8	1.9	5.8	3.8
Norwalk	14	29.3	7.1	85.7	7.1	0.0	7.1	78.6	14.3	0.0	0.0	0.0	7.1
Marion	35	28.6	2.9	77.1	5.7	14.3	2.9	65.7	20.0	2.9	0.0	8.6	2.9
Mansfield	57	32.5	1.8	71.9	14.0	12.3	1.8	52.6	38.6	0.0	1.8	5.3	1.8
Fremont	22	28.7	31.8	45.5	13.6	9.1	31.8	40.9	13.6	9.1	0.0	4.5	31.8
Other	24	28.8	0.0	87.5	4.2	8.3	0.0	33.3	45.8	4.2	0.0	16.7	0.0
Massillon District 3	286	28.8	3.1	75.9	14.0	7.0	3.1	51.0	32.2	7.7	2.4	3.5	3.1
Ashland	29	29.1	0.0	75.9	6.9	17.2	0.0	41.4	44.8	3.4	0.0	10.3	0.0
Elyria	14	29.0	7.1	71.4	14.3	7.1	7.1	57.1	28.6	0.0	0.0	7.1	7.1
Medina	48	28.2	8.3	70.8	18.8	2.1	8.3	50.0	31.3	8.3	0.0	2.1	8.3
Massillon	76	28.5	3.9	71.1	19.7	5.3	3.9	59.2	32.9	0.0	1.3	2.6	3.9
Akron	0	--	--	--	--	--	--	--	--	--	--	--	--
Wooster	41	28.6	0.0	78.0	2.4	19.5	0.0	63.4	19.5	7.3	2.4	7.3	0.0
Other	78	29.5	1.3	83.3	14.1	1.3	1.3	39.7	34.6	17.9	6.4	0.0	1.3
Warren District 4	345	30.6	7.2	72.2	13.3	7.2	7.2	67.2	19.1	2.6	0.6	3.2	7.2
Ashtabula	97	30.7	10.3	69.1	7.2	13.4	10.3	64.9	14.4	6.2	0.0	4.1	10.3
Lisbon	7	33.1	0.0	85.7	14.3	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0
Chardon	19	27.2	10.5	63.2	15.8	10.5	10.5	57.9	21.1	0.0	5.3	5.3	10.5
Canfield	55	29.9	16.4	76.4	3.6	3.6	16.4	49.1	30.9	1.8	1.8	0.0	16.4
Ravenna	101	30.7	1.0	71.3	25.7	2.0	1.0	86.1	8.9	1.0	0.0	3.0	1.0
Warren	64	31.5	3.1	76.6	10.9	9.4	3.1	57.8	34.4	0.0	0.0	4.7	3.1
Other	2	43.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	50.0

Table 4.4: Traffic Stops Resulting in Discretionary Searches – Occupant Characteristics by Department, Districts & Posts (p. 2 of 3)

	Total Stops w/ a Disc. Search	Ave. Age	% Age Missing	% All Male	% All Female	% Multiple Gender	% Gender Missing	% All Cauc.	% All Black	% All Hisp.	% All Other	% Multiple Race	% Race Missing
OSHP Statewide	2,804	29.4	5.9	73.7	10.9	9.5	5.9	60.7	21.1	6.6	1.4	4.3	5.9
Piqua District 5	360	31.3	7.2	75.3	10.6	6.9	7.2	47.5	25.3	15.0	1.7	3.3	7.2
Wapakoneta	34	27.6	0.0	79.4	11.8	8.8	0.0	82.4	14.7	0.0	2.9	0.0	0.0
Springfield	25	29.8	16.0	76.0	8.0	0.0	16.0	68.0	12.0	0.0	0.0	4.0	16.0
Piqua	37	32.6	0.0	89.2	8.1	2.7	0.0	45.9	40.5	10.8	2.7	0.0	0.0
Dayton	49	28.8	2.0	65.3	22.4	10.2	2.0	38.8	49.0	2.0	0.0	8.2	2.0
Eaton	0	--	--	--	--	--	--	--	--	--	--	--	--
Marysville	76	25.4	10.5	68.4	5.3	15.8	10.5	59.2	19.7	2.6	0.0	7.9	10.5
Other	139	36.4	9.4	77.7	10.1	2.9	9.4	32.4	20.9	33.8	2.9	0.7	9.4
Columbus District 6	297	27.4	2.7	82.2	7.1	8.4	2.4	77.4	15.5	2.0	0.7	2.0	2.4
Delaware	20	23.9	5.0	85.0	10.0	5.0	0.0	55.0	30.0	5.0	0.0	10.0	0.0
Lancaster	25	25.5	0.0	76.0	8.0	16.0	0.0	88.0	12.0	0.0	0.0	0.0	0.0
Columbus	4	26.0	0.0	100.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0
Granville	134	28.1	3.0	80.6	6.0	10.4	3.0	80.6	13.4	2.2	0.0	0.7	3.0
West Jefferson	18	30.7	5.6	88.9	5.6	0.0	5.6	77.8	11.1	5.6	0.0	0.0	5.6
Mt. Gilead	48	27.8	0.0	83.3	10.4	6.3	0.0	79.2	14.6	2.1	2.1	2.1	0.0
Circleville	46	26.2	2.2	84.8	6.5	6.5	2.2	76.1	17.4	0.0	0.0	4.3	2.2
Col. Motorcycle	0	--	--	--	--	--	--	--	--	--	--	--	--
Fairgrounds/Expo	0	--	--	--	--	--	--	--	--	--	--	--	--
Other	2	43.0	50.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	50.0
Cambridge District 7	309	28.8	16.2	65.0	9.1	9.7	16.2	56.0	16.5	5.2	1.0	5.2	16.2
St. Clairsville	27	26.7	3.7	63.0	29.6	3.7	3.7	74.1	18.5	0.0	0.0	3.7	3.7
Cambridge	71	28.8	8.5	80.3	5.6	5.6	8.5	64.8	21.1	4.2	0.0	1.4	8.5
Steubenville	53	30.3	24.5	54.7	11.3	9.4	24.5	43.4	24.5	1.9	1.9	3.8	24.5
Zanesville	37	27.0	2.7	73.0	8.1	16.2	2.7	64.9	13.5	8.1	2.7	8.1	2.7
New Philadelphia	21	28.7	14.3	71.4	9.5	4.8	14.3	71.4	4.8	9.5	0.0	0.0	14.3
Marietta	43	27.2	39.5	46.5	4.7	9.3	39.5	44.2	7.0	2.3	7.0	0.0	39.5
Other	57	31.1	15.8	63.2	5.3	15.8	15.8	45.6	15.8	10.5	1.8	10.5	15.8

Table 4.4: Traffic Stops Resulting in Discretionary Searches – Occupant Characteristics by Department, Districts & Posts (p. 3 of 3)

	Total Stops w/ a Disc. Search	Ave. Age	% Age Missing	% All Male	% All Female	% Multiple Gender	% Gender Missing	% All Cauc.	% All Black	% All Hisp.	% All Other	% Multiple Race	% Race Missing
OSHP Statewide	2,804	29.4	5.9	73.7	10.9	9.5	5.9	60.7	21.1	6.6	1.4	4.3	5.9
Wilmington District 8	261	28.3	6.9	75.9	9.2	8.0	6.9	67.8	17.6	5.4	0.8	1.5	6.9
Georgetown	28	33.7	7.1	71.4	3.6	17.9	7.1	67.9	25.0	0.0	0.0	0.0	7.1
Hamilton	61	27.1	8.2	77.0	4.9	9.8	8.2	65.6	16.4	8.2	1.6	0.0	8.2
Batavia	56	29.1	0.0	83.9	8.9	7.1	0.0	89.3	5.4	5.4	0.0	0.0	0.0
Wilmington	38	29.1	10.5	76.3	10.5	2.6	10.5	71.1	15.8	0.0	0.0	2.6	10.5
Xenia	28	24.4	3.6	82.1	7.1	7.1	3.6	50.0	35.7	0.0	3.6	7.1	3.6
Cincinnati	0	--	--	--	--	--	--	--	--	--	--	--	--
Lebanon	49	27.1	12.2	63.3	18.4	6.1	12.2	55.1	20.4	10.2	0.0	2.0	12.2
Other	1	41.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0
Jackson District 9	250	29.7	0.8	65.6	13.2	20.4	0.8	73.6	15.6	0.0	0.8	9.2	0.8
Athens	38	28.7	0.0	76.3	7.9	15.8	0.0	86.8	5.3	0.0	2.6	5.3	0.0
Gallipolis	30	31.2	0.0	56.7	20.0	23.3	0.0	80.0	16.7	0.0	0.0	3.3	0.0
Jackson	28	30.2	0.0	67.9	10.7	21.4	0.0	64.3	14.3	0.0	0.0	21.4	0.0
Ironton	48	30.4	2.1	64.6	16.7	16.7	2.1	70.8	22.9	0.0	0.0	4.2	2.1
Chillicothe	17	26.5	0.0	76.5	5.9	17.6	0.0	64.7	23.5	0.0	5.9	5.9	0.0
Portsmouth	29	31.9	3.4	69.0	17.2	10.3	3.4	72.4	10.3	0.0	0.0	13.8	3.4
Other	60	28.8	0.0	58.3	11.7	30.0	0.0	71.7	16.7	0.0	0.0	11.7	0.0
District 10/Turnpike	119	30.2	5.9	73.9	7.6	12.6	5.9	39.5	29.4	15.1	3.4	6.7	5.9
Cleveland	0	--	--	--	--	--	--	--	--	--	--	--	--
Swanton	29	29.4	0.0	75.9	10.3	13.8	0.0	34.5	20.7	37.9	0.0	6.9	0.0
Milan	50	29.3	10.0	68.0	10.0	12.0	10.0	26.0	44.0	6.0	6.0	8.0	10.0
Hiram	40	31.9	5.0	80.0	2.5	12.5	5.0	60.0	17.5	10.0	2.5	5.0	5.0
Other	0	--	--	--	--	--	--	--	--	--	--	--	--

Table 4.5 further reports the type of contraband discovered and criminal activity detected during traffic stops resulting in discretionary searches across the department and district levels. The first column displays the total number of traffic stops that resulted in discretionary searches at the department and district levels. The subsequent columns report the percent of traffic stops resulting in discretionary searches where the following types of contraband were discovered: alcohol, currency, drugs (personal use quantity), drugs (trafficking quantity), fraudulent documents, human trafficking/illegal aliens, paraphernalia, stolen property, vehicle, weapons, or any "other" contraband. In addition, criminal activity other than contraband discovered is also reported.

Across the department, the most common types of contraband discovered during traffic stops resulting in discretionary searches were: drugs – personal use (41.0% of stops), and drug paraphernalia (20.8% of stops). In 4.1% of the traffic stops that resulted in discretionary searches OSHP troopers noted that some form of criminal activity was detected other than contraband. These patterns were somewhat consistent at the district level. Drugs for personal use were the most frequent type of contraband seized across all districts, though the percentages varied from a high of 57.6% of stops in District 6 to a low of 28.9% in District 1. With regard to criminal activity, seven of the ten districts reported criminal activity in 1.0% to 4.0% of stops. Two districts (i.e., Districts 1 & 5) recorded criminal activity in 5.0% and 5.3% of the traffic stops that resulted in a discretionary search, respectively. In sharp contrast, District 3 identified criminal activity in 13.3% of all traffic stops resulting in discretionary searches.

Table 4.5: Traffic Stops Resulting in Discretionary Searches – Contraband Discovered & Criminal Activity Detected by Department, Districts & Posts

	Total Stops w/ a Disc. Search	% ANY contra. seizure	% Alco.	% Curr.	% Pers. Use	% Traff.	% Fraud Doc.	% Human Traff.	% Para.	% Prop.	% Vehicle	% Weap.	% Other	% Crim. Activity
OSHP Statewide	2,804	51.3	2.7	1.1	41.0	2.6	0.2	0.1	20.8	0.5	0.4	2.5	0.7	4.1
Findlay District 1	298	39.1	5.0	1.7	28.9	2.7	0.3	0.0	17.4	1.3	1.3	2.0	1.0	5.0
Bucyrus District 2	275	53.2	2.5	1.5	42.9	1.5	0.0	0.4	21.1	0.4	0.0	2.2	0.4	3.3
Massillon District 3	286	49.8	1.0	1.7	39.9	2.4	0.3	0.0	17.1	0.3	0.0	1.4	0.7	13.3
Warren District 4	345	50.1	2.0	0.9	40.0	2.9	0.6	0.0	19.7	0.0	1.2	3.2	0.3	2.0
Piqua District 5	360	43.5	1.7	0.8	36.1	3.6	0.0	0.3	18.6	0.3	0.3	2.5	0.8	5.3
Columbus District 6	297	66.2	0.3	0.0	57.6	2.0	0.0	0.0	37.0	0.3	0.3	2.7	0.7	3.7
Cambridge District 7	309	44.6	3.6	1.6	33.0	3.2	0.0	0.0	18.8	1.3	0.3	2.3	1.3	2.3
Wilmington District 8	261	61.8	6.9	0.0	49.0	0.8	0.8	0.0	20.7	0.0	0.0	1.9	0.4	1.5
Jackson District 9	250	60.9	2.0	2.8	49.2	5.2	0.0	0.4	20.0	0.4	0.4	3.6	0.8	1.6
District 10/Turnpike	119	42.7	2.5	0.0	32.8	0.0	0.0	0.0	13.4	0.0	0.0	4.2	0.0	1.7

NOTE: Searches may report multiple types of contraband seized, thus the sum of contraband percentages may exceed 100%.

Discretionary Search Success Rates

For discretionary searches, it is important to further examine the search success rates across racial/ethnic groups for any potential disparities. Note, however, that evidence of racial/ethnic disparities in search success rates (i.e., the percentage of stops with discretionary searches that result in the discovery of contraband) does not necessary imply that OSHP troopers are engaging in bias practices. Rather, the existence of racial/ethnic disparities in search success rates should lead police administrators to ask questions and seek answers regarding possible explanations for these disparate outcomes.

Figure 4.9 displays the search success rates (i.e., percentage of discretionary searches that resulted in the seizure of contraband) across districts. The average discretionary search success rate across the department was 51.3%. As displayed in **Figure 4.9**, the discretionary search success rates varied across the districts from a high of 66.2% in District 6 to a low of 39.1% in District 1.

Figure 4.9: Traffic Stops Resulting in Discretionary Searches - Discretionary Search Success Rate by District

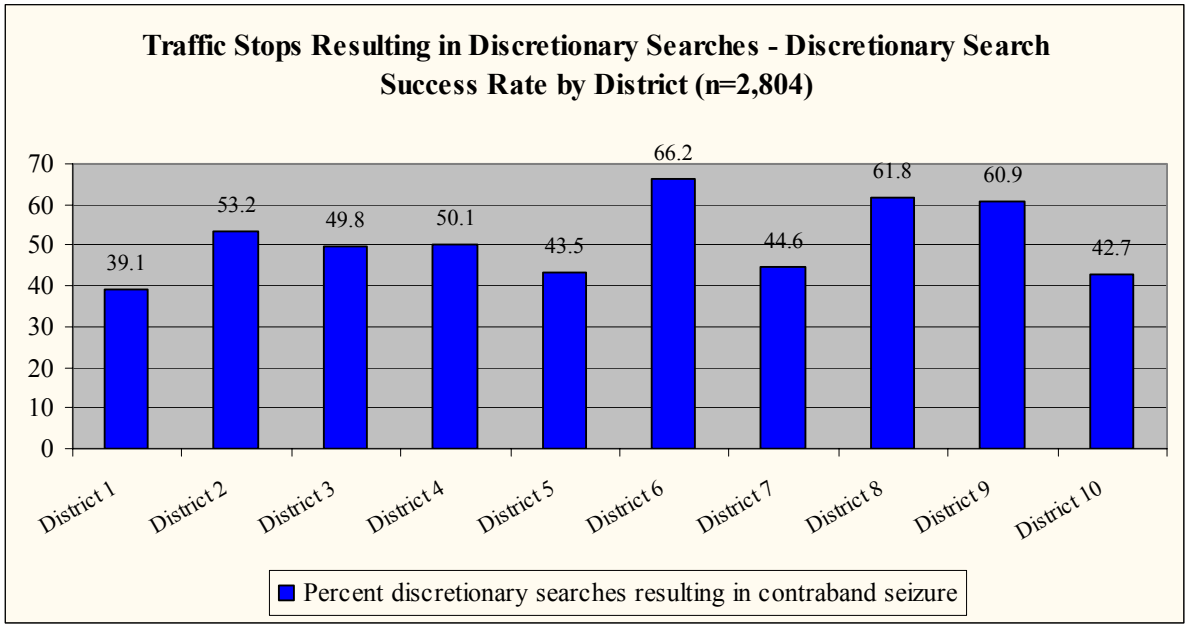


Table 4.6 below documents the percentage of traffic stops involving discretionary searches where contraband was discovered, across occupants' gender and racial/ethnic composition. As demonstrated, the search success rate for traffic stops involving discretionary searches of Hispanic occupants continues to be significantly lower compared to discretionary searches of Caucasian and Black occupants. That is, discretionary searches of Caucasian occupants are **2.6 times more likely** to result in seizures of contraband compared to discretionary searches of Hispanic motorists. Likewise, discretionary searches of Black occupants are **2.1 times more likely** to result in discovery of contraband compared to discretionary searches of Hispanic motorists. In addition, discretionary searches of occupants classified as "other"

(i.e., Asian, Native American, Middle Eastern, and unknown) are also significantly less likely to result in discovery of contraband compared to discretionary searches of Caucasian and Black occupants. Note, however, that there were no significant differences in search success rates by occupants' gender. That is, contraband was equally likely to be discovered during discretionary searches of males and females.

In an effort to better understand ethnic disparities in search success rates based on feedback gathered during focus group sessions and direct input from OSHP troopers knowledgeable about criminal interdiction, the search form included two additional items: 1) criminal activity detected, and 2) illegal alien status (hereafter UDA – undocumented alien). It was suggested that by some focus group participants that the documentation they were required to fill out after every search (2K form) could differentially affect searches of Hispanic motorists compared to searches of other racial/ethnic groups. That is, troopers suggested that not capturing criminal activity detected (apart from contraband discovered) and/or the illegal immigrant status of some occupants within the vehicle would suggest that searches of Hispanic motorists (based on valid cues of suspicion) were not fruitful. They argued that factors other than contraband seizures should be included in data collection regarding searches. Based on these comments, the 2K search form was altered to collect this additional information.

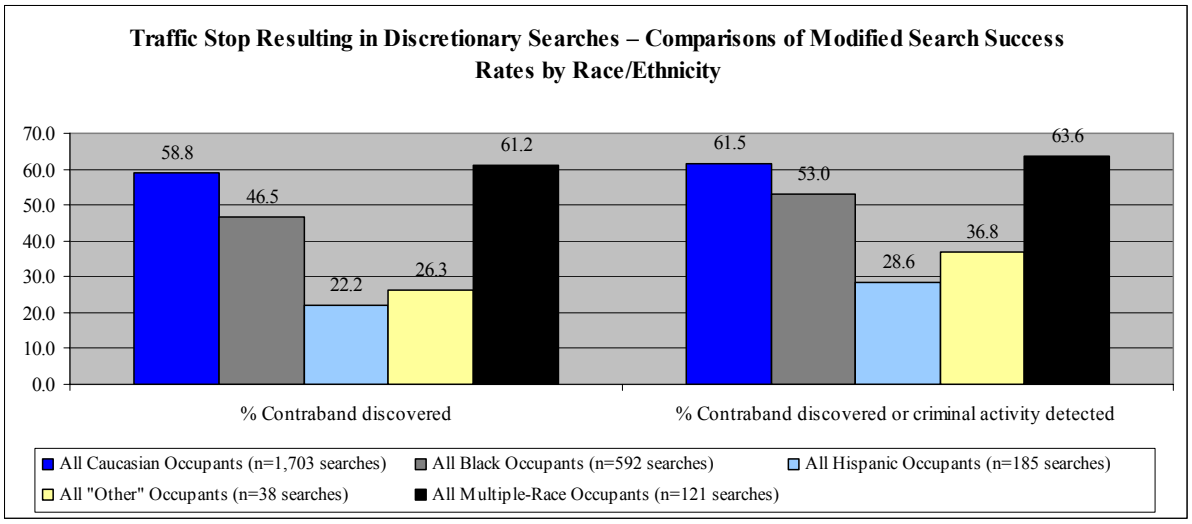
Unfortunately, there was miscommunication between the intention of including a field for UDA's (described above) and the actual collection of such information. During the final analyses and presentation to the OSHP Command Staff, it was revealed that the field for UDA's was only used when human trafficking was evident, rather than when an illegal individual(s) was discovered during a traffic stop. Thus, the information captured on the 2K does not reflect situations in which an UDA was stopped and searched, as was intended; rather this field represents only situations in which human trafficking was discovered. This disconnect between the intention and application of this field results in an inability to accurately assess the impact of UDAs on search activity and it remains an unanswered question in this research project. As a result, in subsequent analyses, the use of UDAs should be interpreted as only those cases in which human trafficking was present and not as an indication of illegal immigrants as was intended.

The analyses reported in **Table 4.6** and graphically displayed in **Figure 4.10** examine the possibility that discretionary searches of Hispanic motorists are more likely to result in criminal activity detected. In addition, a new search success rate combining the discovery of contraband with the detection of criminal activity is reported across racial/ethnic groups. As demonstrated, the inclusion of criminal activity detected did not significantly alter the findings. That is, the ethnic disparities in search success rates remain even after taking into consideration the concerns raised by troopers within the focus groups; however, this is only true for criminal activity detected, as the illegal aliens data collection field did not reflect the concerns raised by the troopers in the focus groups. One of the reasons that criminal activity detected had such a minimal impact on the overall findings was because these situations occurred very infrequently. Of the 2,804 traffic stops involving discretionary searches, only 116 stops (4.1%) were considered to involve criminal activity (other than contraband).

Table 4.6: Traffic Stop Resulting in Discretionary Searches – Comparison of Modified Search Success Rates by Race/Ethnicity

Race/Ethnicity of Occupants	Total Stops with Discretionary Searches	% Contraband Discovered	% Criminal Activity Detected	% Contraband discovered or criminal activity detected
All Occupants	2,804	51.3	4.1	55.2
All Caucasian Occupants	1,703	58.8	2.9	61.5
All Black Occupants	592	46.5	6.8	53.0
All Hispanic Occupants	185	22.2	6.5	28.6
All Other Occupants	38	26.3	10.5	36.8
All Mixed Occupants	121	61.2	2.5	63.6
All Male Occupants	2,067	52.1	4.0	55.9
All Female Occupants	305	52.1	4.6	56.1
Multiple Occupants	267	62.5	4.5	67.0

Figure 4.10: Traffic Stop Resulting in Discretionary Searches – Comparisons of Modified Search Success Rates by Race/Ethnicity



Another method of evaluation across racial/ethnic groups is to compare search success rates of discretionary searches to mandatory searches. Given that officers have limited discretion in mandatory search situations, one might expect that if the same racial/ethnic disparities in search success rates of mandatory searches are apparent, officer bias may be a less likely explanation of the disparities found for discretionary searches. That is, if the same disparities are noted in the search success rates of mandatory searches, it lends credibility to the argument that alternatives other than officers' racial/ethnic bias are responsible for the patterns detected in discretionary searches. The results (reported in **Table 4.7** below) do not, however, support this position. While some racial/ethnic differences in search success rates do exist for mandatory searches, the difference between the percent of mandatory searches resulting in discovery of contraband for Caucasians (9.3%) is not significantly different

compared to the percent of mandatory searches resulting in the discovery of contraband for Hispanics (8.6%). Therefore, this specific analysis does not provide empirical support for the hypothesis that there is something inherently unique about searches of Hispanic motorists (whether discretionary or mandatory) that might lead to an alternative explanation of the racial/ethnic disparities.

Table 4.7: Traffic Stops Resulting in Searches - Comparison of Search Success Rates across Discretionary and Mandatory Searches by Race/Ethnicity

Race/Ethnicity of Occupants	Total Stops with Discretionary Searches	% Discretionary Searches with Contraband Discovered	Total Stops with Mandatory Searches	% Mandatory Searches with Contraband Discovered
All Occupants	2,804	51.3	27,566	9.4
All Caucasian Occupants	1,703	58.8	21,443	9.3
All Black Occupants	592	46.5	2,741	13.2
All Hispanic Occupants	185	22.2	1,142	8.6
All Other Occupants	38	26.3	134	3.7
All Mixed Occupants	121	61.2	134	32.8
All Male Occupants	2,067	52.1	19,319	11.3
All Female Occupants	305	52.1	6,021	7.3
Multiple Occupants	267	62.5	248	42.3

Further examination of the types of searches by racial/ethnic group was conducted in an effort to better understand the consistent ethnic disparities in search success rates. Specifically, **Table 4.8** below documents the different reasons for searches across the department by racial/ethnic group. The results demonstrate significantly different reasons for initiation of discretionary searches across racial/ethnic groups. In **Table 4.8**, the percent within each racial/ethnic group are reported for each search reason. The first column reports the percentage of all stops involving Caucasian occupants for each search type. For example, 19.9% of discretionary searches involving Caucasian motorists were based on canine alerts, compared to 69.7% of the discretionary searches involving Hispanic motorists.

Table 4.8: Traffic Stops Resulting in Discretionary Searches – Reason for the Search by Race/Ethnicity

Reason for the Search	% Caucasian	% Black	% Hispanic	% Other	% Multiple Race/Ethnicity
Frisk	25.7	24.2	33.5	31.6	36.4
Plain Feel	3.0	3.4	0.5	0.0	3.3
Protective Search	2.6	1.2	1.1	5.3	2.5
Plain Smell	31.0	30.2	10.3	18.4	31.4
Other Prob. Cause	44.6	32.6	15.7	26.3	31.4
Canine	19.9	38.5	69.7	55.3	47.9

NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

For additional clarity, these findings are graphically displayed in **Figure 4.11**. As this figure demonstrates, searches involving Caucasian and Black occupants were statistically significantly more likely to be based on plain feel, plain smell, and other probable cause reasons compared to Hispanics. In contrast, Hispanic occupants were significantly more likely than Caucasian and Black motorists to be searched based on frisks and canine alerts. These differences are particularly important because as previously demonstrated, the search success rates across these racial/ethnic groups vary dramatically. It appears that the discretionary searches of Hispanic motorists are significantly more likely to be the result of frisk and canine alerts, and also significantly less likely to result in contraband seizures when compared to discretionary searches of Caucasian and Black occupants. Occupants of "other" races/ethnicities (e.g., Asian, Native American, Middle Eastern and unknown) follow patterns similar to Hispanic occupants. That is, occupants of "other" races/ethnicities are also significantly more likely to be searched based on frisks and canine alerts compared to Caucasian and Black motorists, while also significantly less likely to be found in possession of contraband.

Figure 4.11: Traffic Stops Resulting in Discretionary Searches - Reason for the Search by Race/Ethnicity

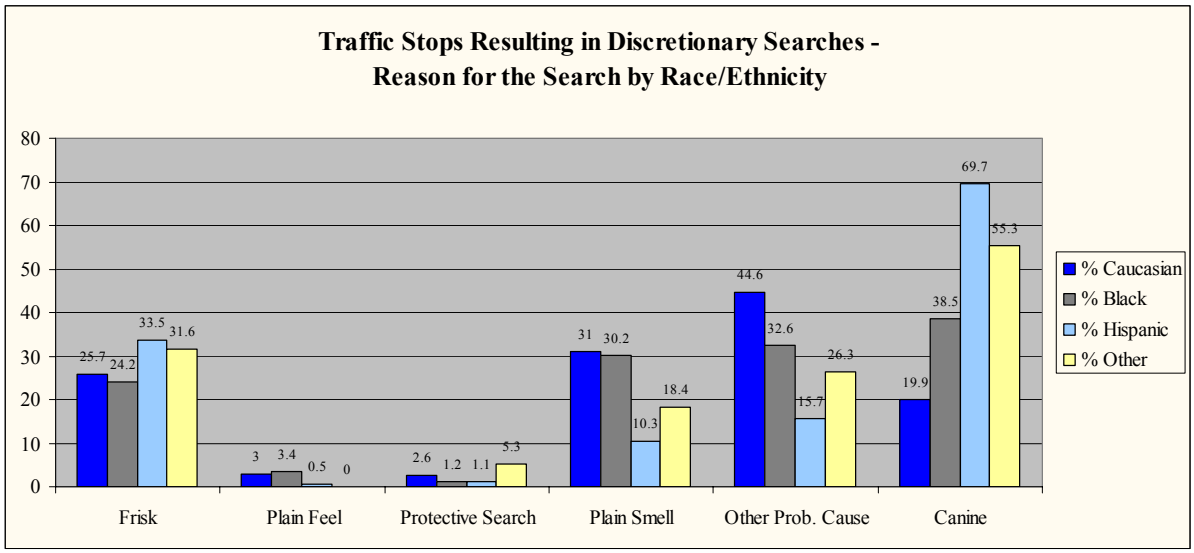
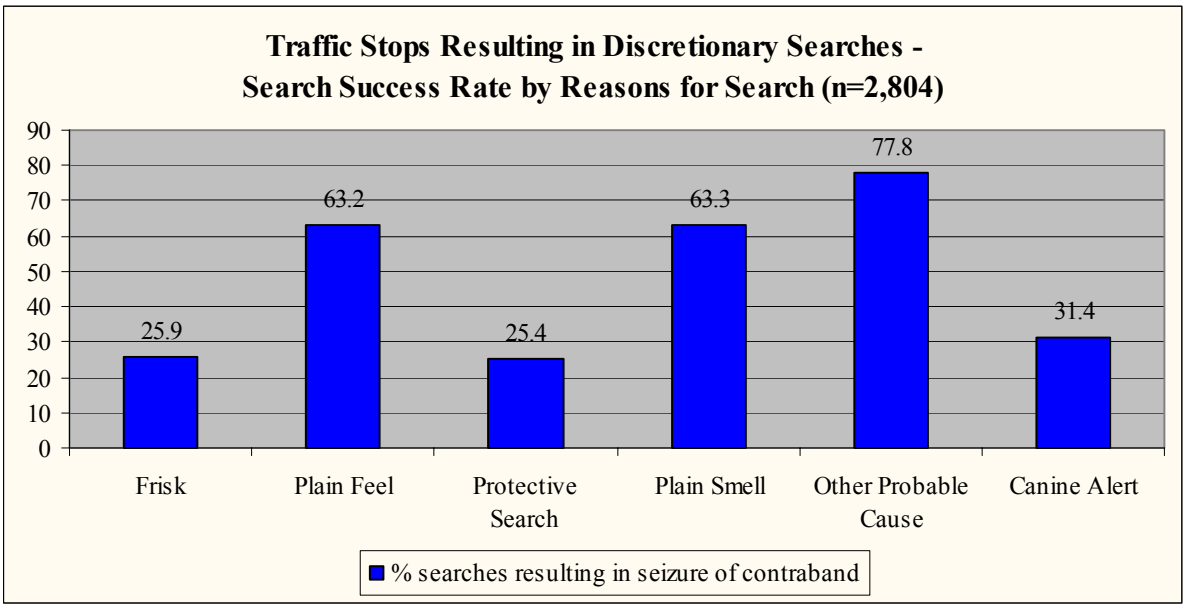


Figure 4.12 displays the search success rates across the different reasons for discretionary searches. As noted above, the overall departmental search success rate for traffic stops resulting in discretionary searches was 51.3%. As displayed in **Figure 4.12**, however, considerable variation in search success rates is evident across the different reasons for discretionary searches. Specifically, the highest search success rate (77.8%) is for searches initiated due to "other probable cause" reasons. Plain feel (63.2%) and plain smell (63.3%) discretionary searches also result in high search success rates. Considerably lower search success rates are evident for discretionary searches conducted based on frisk (25.9%), protective search (25.4%), and canine alert (31.4%).

Figure 4.12: Traffic Stops Resulting in Discretionary Searches - Search Success Rate by Reasons for Search



It is unclear why the discovery of contraband for searches involving canine alerts is much lower compared to searches involving other probable cause, plain smell, and plain feel. It is possible that although the canine alert may be valid, contraband simply was not seized for a variety of reasons. Based on informal discussions with OSHP troopers these reasons may include the following:

- The drugs were recently removed: While contraband may not be discovered, the canine has correctly identified the odor or drugs. Sometimes the citizen will also admit to have recently carried contraband in the vehicle; thus, corroborating the canine alert. This information, however, is not captured on the form.
- The canine alerted to residue: Due to paperwork constraints, it is possible that these instances go undocumented; thus, resulting in a canine alert, but no contraband.
- The drugs were disguised: The contraband may be disguised as another object (i.e., candy, medicine, etc.) and therefore, Trooper s fail to notice and seize the contraband. Such a scenario could be reduced with focused training to identifying current methods used to disguise drugs.

- Use of a hidden compartment: The contraband is well hidden in a compartment not discovered by the OSHP trooper. Again, more focused training may help address this scenario.

Finally, it is possible that the alerts are simply not valid, and more training for canines and handlers is needed. This explanation was refuted during informal discussions with OSHP personnel who argued that the canines are a valuable tool and do not possess the sole responsibility of discovering contraband. Other legitimate reasons for this discrepancy may exist, but are simply unknown to the research team.

It is also instructive to further examine the types of contraband seized by racial/ethnic group. As shown in **Table 4.9** below, there are significant racial/ethnic differences in types of contraband discovered. The columns list the percent of stops with occupants of each racial group found in possession of the types of contraband listed in the rows. For example, 47.9% of stops involving Caucasian motorists resulted in the seizure of quantities of drugs for personal use, compared to only 8.6% of stops involving Hispanic motorists. Again, racial and ethnic differences in the percentage of traffic stops resulting in different forms of contraband seizures emerged. Traffic stops involving discretionary searches of Caucasian occupants were significantly more likely to result in seizures of smaller quantities of drugs for personal use, drug paraphernalia, alcohol, and weapons compared to traffic stops involving discretionary searches of Hispanic occupants. In contrast, Hispanic occupants were significantly more likely to be found in possession of larger quantities of drugs for trafficking purposes, currency, and have their vehicles seized, compared to Caucasian motorists. Traffic stops involving all Black occupants, and occupants of "other" racial /ethnic groups (i.e., Asian, Native American, Middle Eastern and unknown) were generally in between the percentages reported for Caucasians and Hispanics.

Table 4.9: Traffic Stops Resulting in Discretionary Searches – Contraband Seized by Race/Ethnicity

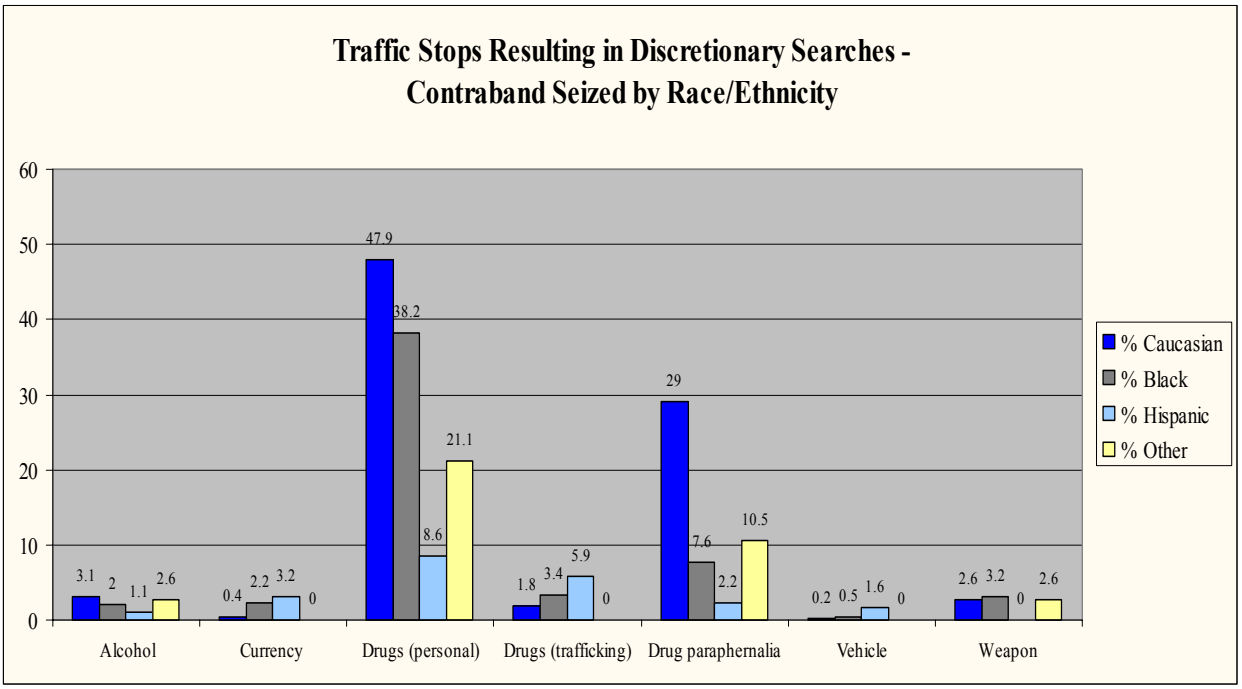
Type of Contraband	% Caucasian	% Black	% Hispanic	% Other	% Multiple Race/Ethnicity
Alcohol	3.1	2.0	1.1	2.6	1.7
Currency	0.4	2.2	3.2	0.0	5.0
Drugs (personal)	47.9	38.2	8.6	21.1	49.6
Drugs (trafficking)	1.8	3.4	5.9	0.0	8.3
Fraudulent doc.	0.0	0.3	1.6	0.0	0.8
Illegal alien	0.1	0.0	0.5	0.0	0.8
Drug paraphernalia	29.0	7.6	2.2	10.5	19.8
Property	0.4	0.3	0.5	0.0	1.7
Vehicle	0.2	0.5	1.6	0.0	0.0
Weapon	2.6	3.2	0.0	2.6	2.5
Other contraband	0.5	1.4	0.0	0.0	1.7

NOTE: Searches may report multiple types of contraband seized, thus the sum of contraband percentages may exceed 100%.

It must be noted that although Hispanic occupants were significantly more likely to be found in possession of larger quantities of drugs for trafficking purposes and currency, and more

likely to have their vehicles seized, the actually percentage of traffic stops where these types of seizures occurred was significantly lower compared to the percentage of stops of Caucasian occupants that resulted in seizures of drugs for personal use, drug paraphernalia, alcohol, and weapons. That is, significant differences in the types of seizures were evident across groups – nonetheless, stops involving Hispanic occupants were significantly less likely to result in seizures of contraband compared to stops involving searches of Caucasian and Black occupants. The most frequent types of contraband seizures are also graphically displayed in **Figure 4.13** for ease of interpretation.

Figure 4.13: Traffic Stops Resulting in Discretionary Searches - Contraband Seized by Race/Ethnicity



In summary, it appears that the current trends in discretionary searches include some racial/ethnic disparities that cannot be explained by additional forms of criminal activity or illegal alien status. Traffic stops involving discretionary searches of Hispanic motorists are significantly more likely to be based on frisks and canine alerts compared to traffic stops involving discretionary searches of Caucasian and Black motorists. These discretionary searches during traffic stops with Hispanic occupants are 2.6 and 2.1 times less likely to result in seizures of contraband compared to traffic stops involving Caucasian and Black occupants. When contraband is seized, Hispanic occupants are 3.2 times more likely than Caucasian and Black motorists to be found in possession of large quantities of drugs for trafficking purposes and currency. Discussions from the focus groups suggested that searches of Hispanic motorists might be less fruitful in terms of contraband seizures because troopers were more likely to search if there was a language barrier (for officer safety reasons). This might explain the elevated searches based on frisk for both the Hispanic and "other" racial/ethnic category. The elevated percentage of Hispanics searched based on canine alerts, however, is not as easily explained. Conversations during focus groups suggested that the lower search success rates for Hispanics might be due to inexperienced

troopers using only one or two indicators of suspicion and/or simply becoming more suspicious of Hispanic motorists. It was recommended that training be changed to address this possibility. These analyses suggest, however, that canine handlers themselves – though the most experienced in criminal interdiction – may be the driving force behind the lower search success rates for Hispanics. Thus, it appears that OSHP troopers (and in particular canine handlers) are engaging in a trade off between accuracy of searches (in terms of contraband seized) with the specific types and quantities of contraband found. This apparent trade-off between the percentage of successful searches and the types/quantity of contraband seized must be carefully considered by OSHP administrators.

SEARCHES

This section describes 52,855 individual searches that were initiated during the 32,095 traffic stops involving searches during the ten-month time period spanning from June 12, 2006 through April 19, 2007. The number of individual searches exceeds the number of stops involving searches because multiple searches (e.g., driver, passenger, vehicle) were captured on the revised search form.

Initially, the number and type of searches at the department and district level are reported in **Figures 4.14 - 4.16**. Further information regarding searches at the post level is provided in **Appendix E** in **Table E.7**. The remaining analyses at the search level are separated into those conducted for mandatory and discretionary reasons. That is, searches conducted for mandatory reasons (i.e., incident to arrest or administrative inventory) are reported separately from those searches that were conducted for discretionary reasons (i.e., searches based on troopers' discretion rather than mandated by departmental policy). As in the analyses of traffic stops resulting in searches, all searches that were conducted as a result of occupants' consent solely (1.3%) are excluded from further analyses because of their infrequency.

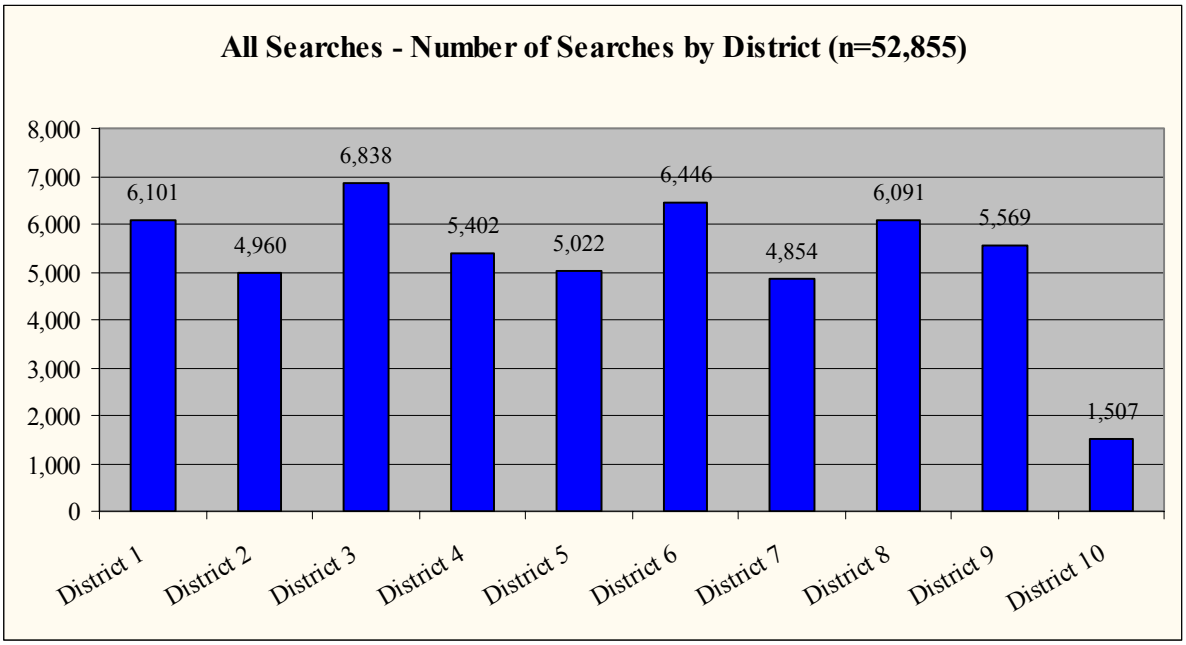
Figures 4.17 - 4.18 and **Table 4.10** provide more specific information on all mandatory searches by detailing the specific mandatory reasons for searches, targets of searches, and the types of contraband discovered. Information is reported at the department and district level with the post level information available in **Appendix E** in **Tables E.8 – E.9**. Thereafter, discretionary searches are examined in **Figures 4.19 - 4.23** and **Table 4.11**. These tables and figures report the specific discretionary reasons for searches, targets of searches, and types of contraband discovered resulting from discretionary searches. Again, information is reported at the department and district levels with the post level information available in **Appendix E** in **Tables E.10 – E.11**. Finally, the section concludes with analyses of occupants' characteristics for discretionary searches involving drivers or passengers in **Figure 4.22** and **Table 4.12**, and the reasons for the search in **Figure 4.23**.

Search Characteristics

During the 10-months time period spanning June 2006 to April 2007, OSHP troopers conducted 52,855 searches during 32,095 traffic stops. The 52,855 individual searches are displayed by district in **Figure 4.14**. Districts 3 and 6 reported the highest number of searches (6,838 and 6,446 searches, respectively), while District 10 reported the fewest

number of searches (1,507 searches). The majority of districts reported between 4,800 and 6,100 searches. Greater variation existed in the number of searches reported across posts (see **Table E.7** in **Appendix E** for more details). For some posts, no searches were reported across the entire ten-month study period. These differences are likely due to geographic, traffic, and organizational differences within each of these areas.

Figure 4.14: All Searches - Number of Searches by District



NOTE: Valid district information was not recorded for 65 searches.

Figure 4.15 reports the types of searches conducted across the department from June 2006-April 2007. Of the 52,855 searches conducted department-wide, 82.3% of all searches were conducted for a mandatory reason, 12.5% were based on a discretionary reason, 1.3% occurred due to occupant consent. Less than 4% of searches were missing data on the reason for the search. Greater variation existed in the number of searches reported across posts (see **Table E.7** in **Appendix E** for more details).

Figure 4.15: All Searches - Search Type by Department

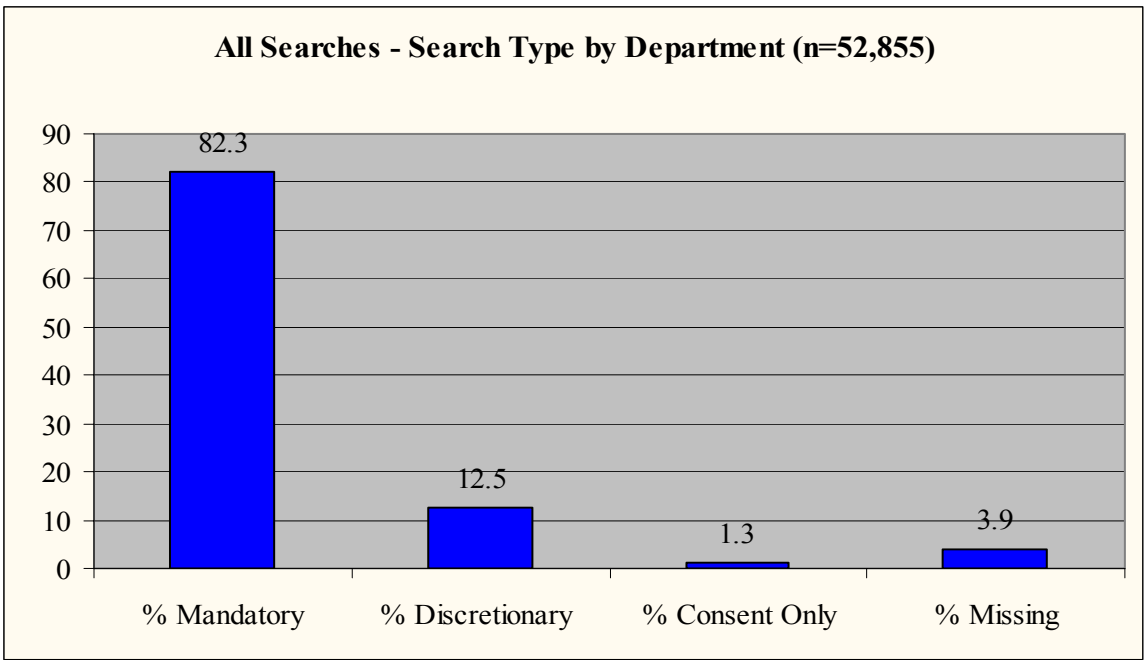
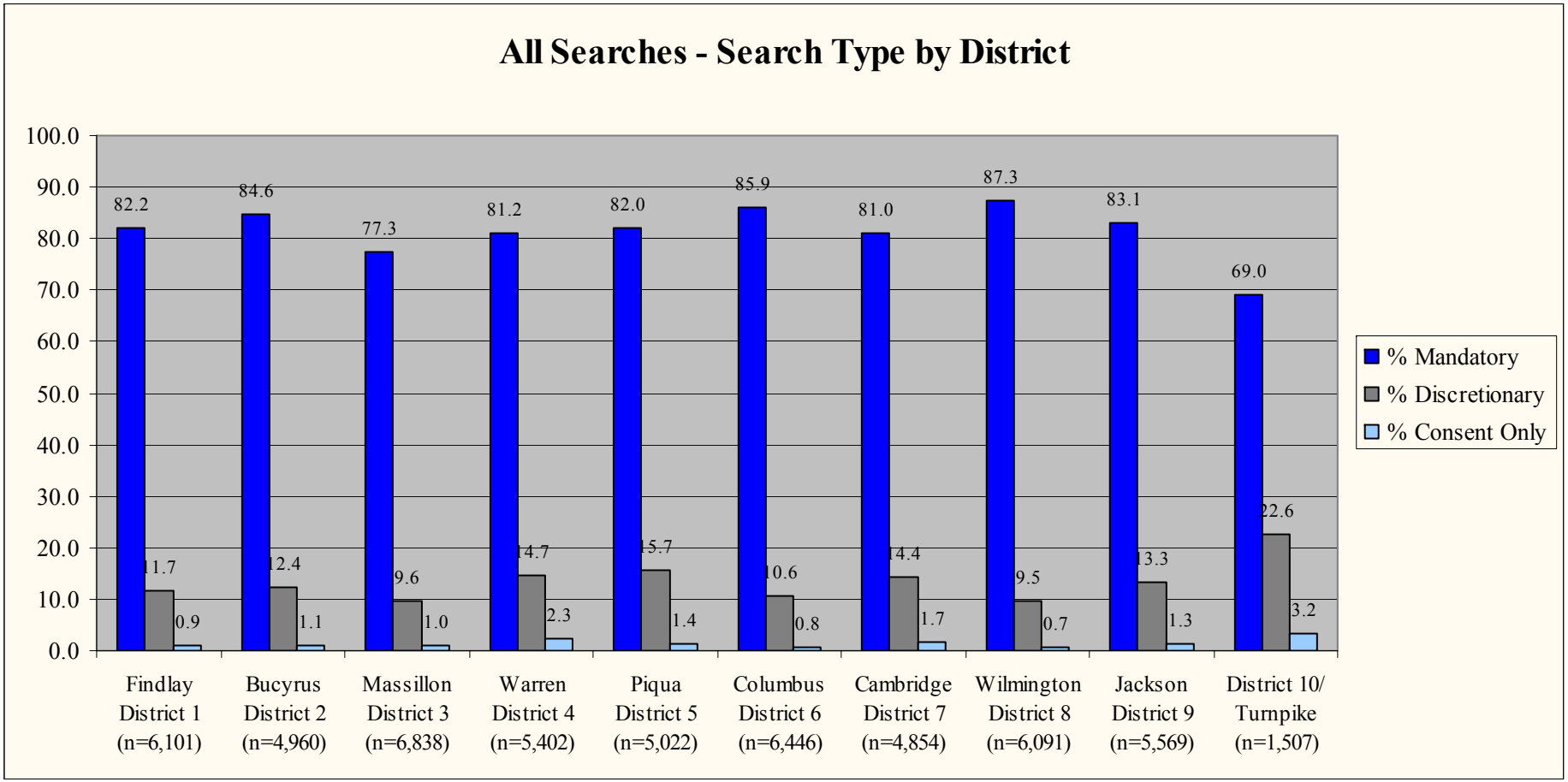


Figure 4.16 reports the types of searches conducted across districts. At the district level, searches conducted for mandatory reasons accounted for the overwhelming majority of all searches and ranged from a high of 87.3% in District 8 to a low of 69.0% in District 10. Similarly, rates of discretionary searches varied across district levels. For example, District 10 reported the highest discretionary search rate (22.6%), while Districts 8 and 3 only conducted searches as a result of a discretionary reason in 9.5% and 9.6% of the time, respectively. Searches based on consent only were very infrequent, falling consistent in the one percent range across districts, with the exception of District 10 which reported that consensual searches were conducted in 3.2% of all searches. Please refer to **Table E.7** in **Appendix E** for specific information about post-level searches and missing data rates at all organizational levels.

Figure 4.16: All Searches - Search Type by District



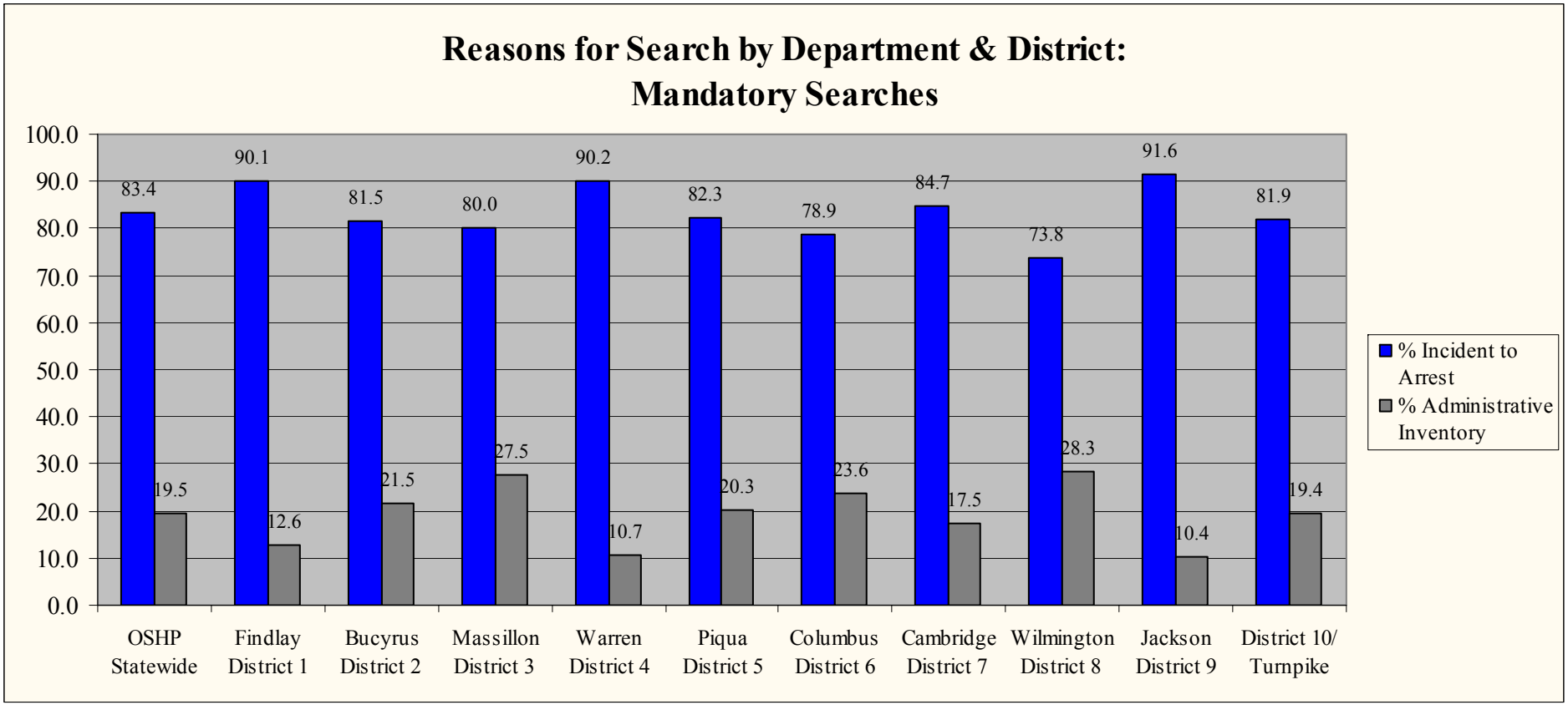
Mandatory Searches

This section reports analyses of searches for mandatory reasons only (i.e., incident to arrest or administrative inventory). Given that these types of searches are conducted according to official policy and afford very little officer discretion, they must be considered conceptually distinct and analyzed separately from discretionary searches. Consequently, conclusions based on the findings from this portion of the analyses must be made with the recognition that while officers have discretion regarding the initial traffic stop, they do not have discretion regarding if and when to conduct these types of searches, as they are required by departmental policy.

Figure 4.17 reports all searches that were initiated across the department due to mandatory reasons and separates those searches by specific type of search (i.e., incident to arrest and/or administrative inventory). A total of 43,515 searches for mandatory reasons were conducted across the department during the data collection period. Of these, mandatory searches were conducted based on incident to arrest (83.4%) or administrative inventory (19.5%). That the percent totals exceed 100% because searches could be based on multiple reasons.

At the district level, the percent of mandatory searches ranges from a high of 91.6% in District 9 to a low of 73.8% in District 8. In the case of administrative inventory at the district level, mandatory searches ranged from a high of 28.3% in District 8 to a low of 10.4% in District 9. For post level information, please refer to **Table E.8** in **Appendix E** for the percent mandatory searches due to incident to arrest and administrative inventory.

Figure 4.17: All Mandatory Searches - Reasons for Search by Department & District



NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Figure 4.18 displays all mandatory searches and separates them by specific search target (i.e., driver, passenger and/or vehicle) at the department and district level. Across the department, 43,515 mandatory searches were conducted. At the district level, apart from District 10 which conducted noticeably fewer mandatory searches, most districts ranged between 4,000 and 5,000 mandatory searches over the ten month data collection period. The results for District 10 are not surprising, as this district had fewer traffic stops resulting in a search and searches overall. District 6 conducted the most mandatory searches (5,534) while District 5 reported the fewest number of mandatory searches (4,118) outside of District 10.

Across the department, the majority of mandatory searches were conducted on drivers (53.6%), with slightly less focused on the vehicle (43.7%), and significantly fewer on passengers (2.7%). At the district level, the same pattern evident at the department level is consistent here, with the exception of District 3, with drivers being searched due to a mandatory reason most often in District 8 (60.5%) and least often in District 3 (42.5%). In all districts except District 3, vehicles were the second most common search target. Within mandatory searches of vehicles only, District 2 searched vehicles the most often (45.0%) while District 8 searched vehicles least often (37.6%). District 3 was an anomaly as they conducted mandatory searches of vehicles more frequently than any other search target (56.0%). Passengers were consistently the least searched target when considering mandatory searches, although District 10 did perform 6.5% of their mandatory searches on passengers. Further analyses at the post level are available in **Table E.9** in **Appendix E**.

Figure 4.18: All Mandatory Searches - Search Target by Department & District

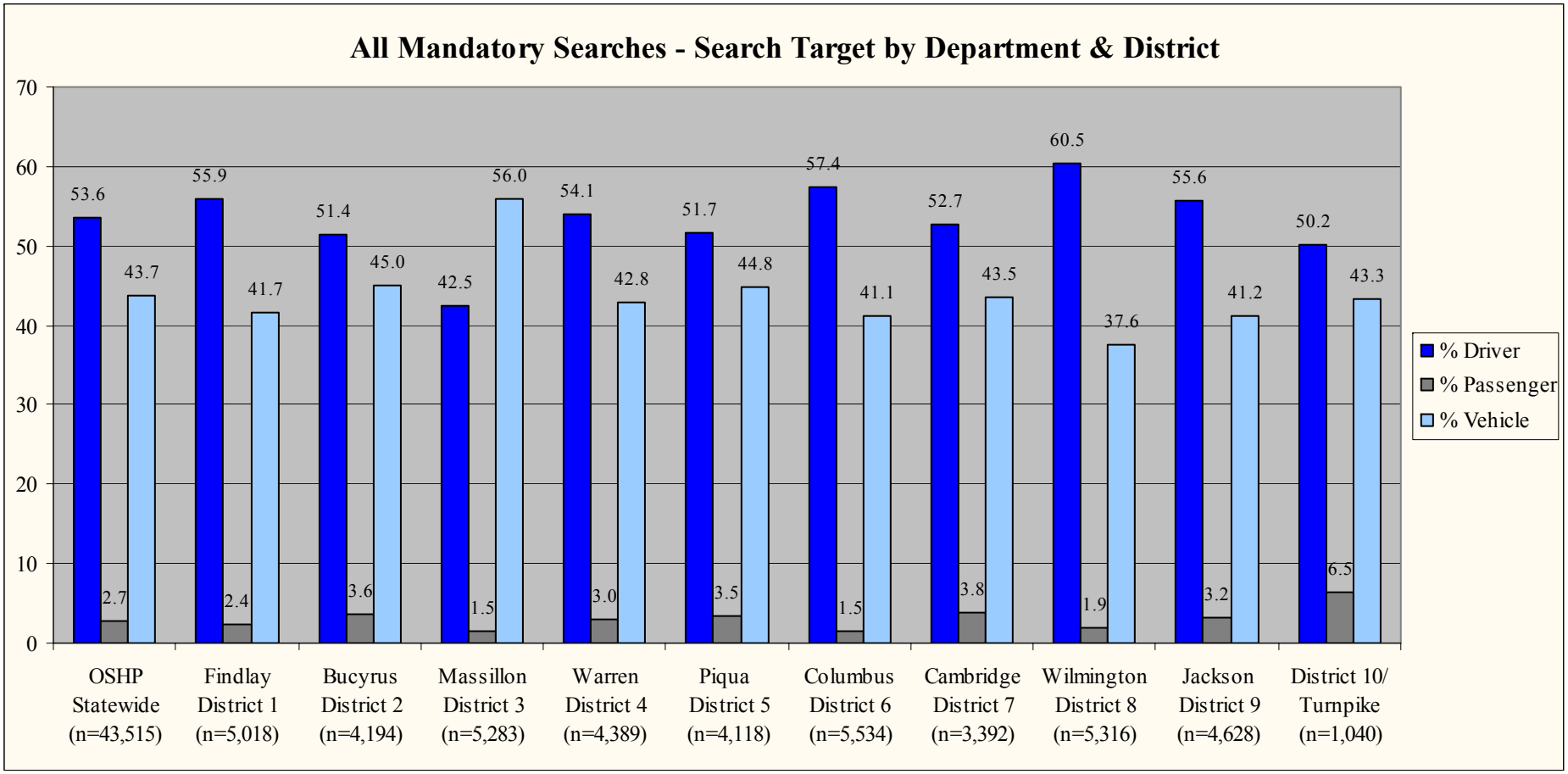


Table 4.10 reports the type of contraband discovered and criminal activity detected during all mandatory searches conducted across the department and district levels. The first column displays the total number of mandatory searches that occurred at the department and district levels. The remaining columns report the percent of mandatory searches with the discovery of the following types of contraband: alcohol, currency, drugs (personal use quantity), drugs (trafficking quantity) trafficking, fraudulent documents, human trafficking/illegal aliens, paraphernalia, stolen property, vehicle, weapons, or any other contraband. In addition, the percent of mandatory searches where some form of additional criminal activity was present are reported.

Across the department, the most common forms of contraband discovered during mandatory searches included: 1) drugs for personal use (4.4% of mandatory searches), paraphernalia (2.6%), and alcohol (1.1%). The remaining types of contraband were discovered in less than one percent of the mandatory searches conducted department-wide. In addition, criminal activity (other than the discovery of contraband) was detected in 0.8% of all mandatory searches. At the district level, similar patterns emerged regarding the types of contraband discovered, with drugs for personal use the most common type of contraband discovered, followed by paraphernalia and alcohol. The percent of mandatory searches that identified additional criminal activity ranged from a high of 4.0% in District 5 to a low of 0.0% in District 9.

Table 4.10: All Mandatory Searches – Contraband Discovered & Criminal Activity Detected By Department and Districts

	All Mandatory Searches	% Alco.	% Curr.	% Pers. Use	% Traff.	% Fraud Doc.	% Human Traff.	% Para.	% Prop.	% Vehicle	% Weap.	% Other	% Crim. Activity
OSHP Statewide	43,513	1.1	0.1	4.4	0.2	0.1	0.0	2.6	0.1	0.3	0.3	0.1	0.8
Findlay District 1	5,018	2.1	0.0	4.7	0.1	0.0	0.0	2.4	0.1	0.2	0.3	0.2	0.2
Bucyrus District 2	4,194	1.2	0.1	4.8	0.2	0.0	0.0	2.8	0.1	0.2	0.3	0.1	1.1
Massillon District 3	5,283	0.5	0.1	3.3	0.1	0.1	0.0	1.9	0.1	0.3	0.2	0.2	1.5
Warren District 4	4,389	0.9	0.1	4.4	0.3	0.1	0.0	2.9	0.0	0.3	0.3	0.1	0.1
Piqua District 5	4,118	1.3	0.1	5.0	0.3	0.2	0.0	3.0	0.1	0.4	0.5	0.2	4.0
Columbus District 6	5,534	0.7	0.1	5.1	0.3	0.1	0.0	3.2	0.2	0.5	0.3	0.1	0.3
Cambridge District 7	3,932	1.9	0.2	4.2	0.2	0.2	0.1	2.9	0.2	0.0	0.4	0.2	0.3
Wilmington District 8	5,316	0.8	0.0	3.5	0.1	0.0	0.0	1.9	0.1	0.3	0.2	0.1	0.3
Jackson District 9	4,628	1.0	0.2	4.9	0.3	0.0	0.0	2.4	0.1	0.3	0.3	0.1	0.0
District 10/Turnpike	1,040	1.5	0.2	4.0	0.1	0.9	1.0	2.6	0.5	1.1	0.8	0.4	0.7

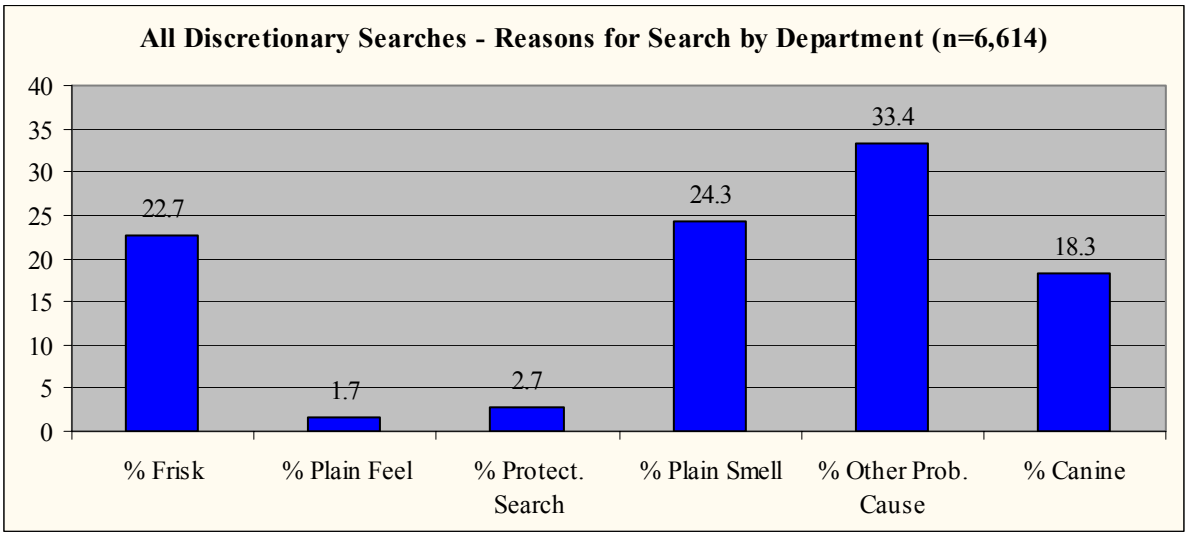
NOTE: Searches may report multiple types of contraband seized, thus the sum of contraband percentages may exceed 100%.

Discretionary Searches

This section describes all discretionary searches conducted by OSHP personnel across the department, district and post levels. Discretionary searches are defined as searches that are initiated by the OSHP member based on their discretion and a legal reason to conduct the search, as opposed to being required by OSHP policy or based on occupant's consent. Specifically, discretionary reasons include frisk, plain feel, protective search, plain smell, other probable cause, and canine alert.

Figure 4.19 details the number and type of discretionary searches department-wide. Across the department, 6,614 discretionary searches were conducted during 2,804 traffic stops. Of these, the most common search reasons were "other" probable cause (33.4% of discretionary searches), followed by plain smell (24.3%), frisk (22.7%), and canine alert (18.3%). The remaining two types of discretionary searches were infrequently used – protective search (2.7%) and plain feel (1.7%).

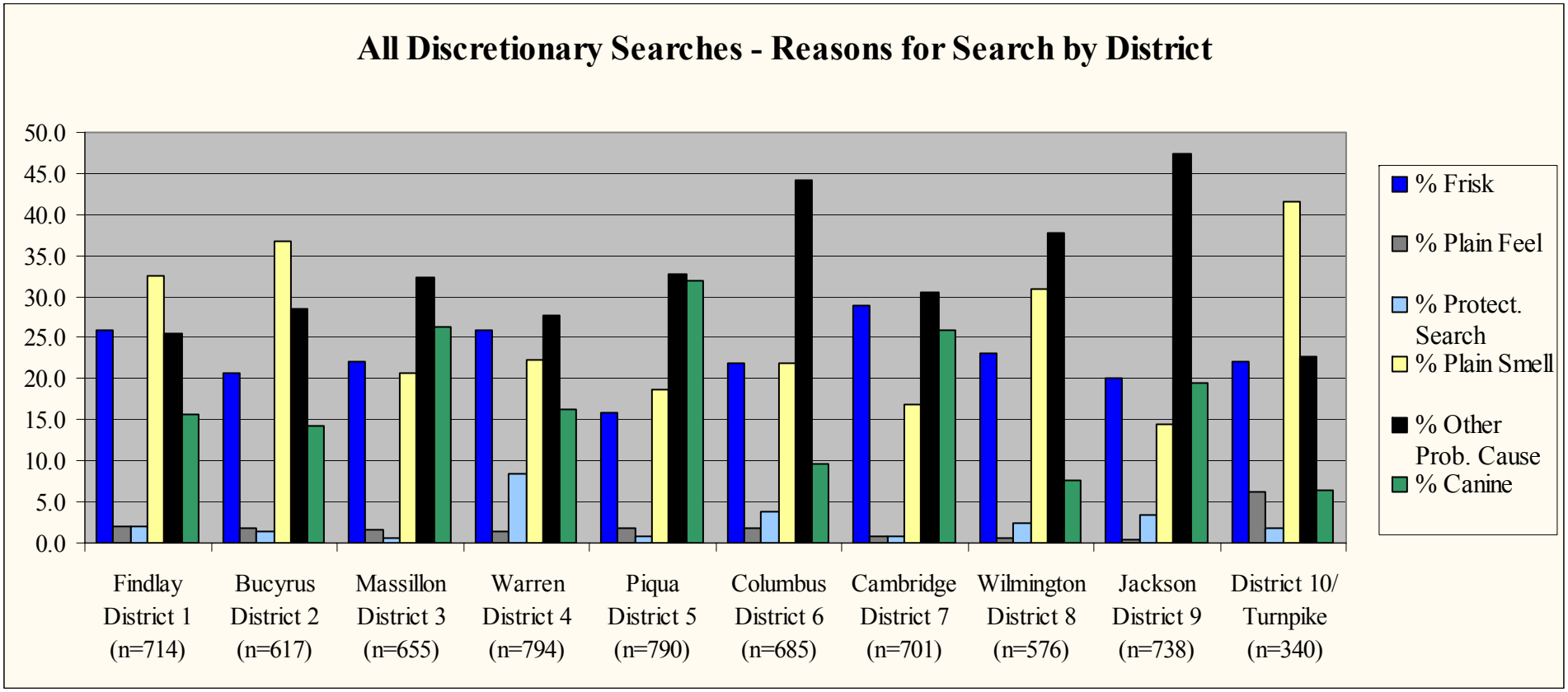
Figure 4.19: All Discretionary Searches - Reasons for Search by Department



NOTE: Discretionary searches may be based on multiple search reasons, thus the sum may exceed 100%.

Figure 4.20 shows that, at the district level, the pattern regarding the search reason was more varied. Seven of the ten districts reported "other" probable cause as the most common reason for a discretionary search, but overall this rate ranged from a high of 47.4 in District 9 to a low of 22.6% in District 10. At the department level, plain smell was the second most common reason for the search, but at the district level, in three districts it was the most common and in six others it ranked third or fourth. Plain smell ranged from a high of 41.5% in District 10 to a low of 14.4% in District 9. The third most common reason for a discretionary search at the department level, frisk, was actually ranked second most common in five of the districts and ranged from a high of 29.0% in District 7 to a low of 15.9% in District 5. Finally, canine alert was predominantly the fourth most commonly used discretionary search reason and ranged from a high of 32.0% in District 5 to a low of 6.5% in District 10. Further variation is evident at the post level and reported in **Table E.10** in **Appendix E**.

Figure 4.20: All Discretionary Searches - Reasons for Search by District



NOTE: Discretionary searches may be based on multiple search reasons, thus the sum may exceed 100%.

Figure 4.20 displays the search target (i.e., driver, passenger, and/or vehicle) of all OSHP discretionary searches at the department and district level. At the department level, 6,614 discretionary searches were conducted. At the district level, nine of ten districts conducted between 550 and 800 discretionary searches of occupants and their vehicles, with District 10 conducting the fewest discretionary searches (340).

Across the department, of the 6,614 discretionary searches, 40.5% were conducted on drivers, 35.7% on vehicles and 23.8% on passengers. Similar to the department-level trend, at the district level, nine of the ten districts reported that discretionary searches were most commonly conducted on drivers, followed closely by vehicles, and finally passengers. District 3 was the lone exception where discretionary searches of vehicles were the most common (45.6%) followed by drivers (36.3) and passengers (18.0%). For information regarding the search targets of discretionary searches at the post level, please refer to **Table E.11** in **Appendix E**.

Figure 4.21: All Discretionary Searches - Search Target by Department & District

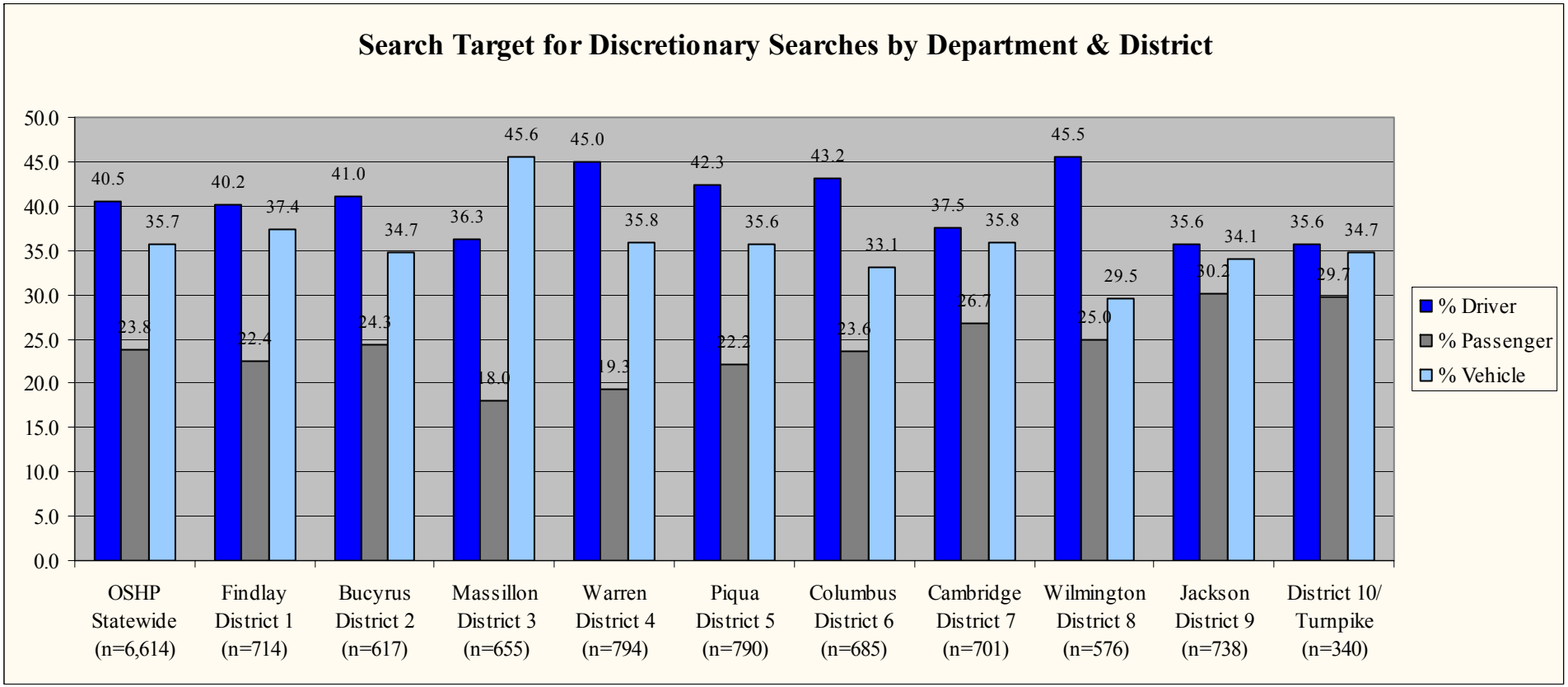


Table 4.11 reports the type of contraband discovered and criminal activity detected during discretionary searches across the department and district levels. The first column displays the total number of discretionary searches conducted at the department and district levels. The subsequent columns report the percent of discretionary searches where the following types of contraband were discovered: alcohol, currency, (personal use quantity), drugs (trafficking quantity), fraudulent documents, human trafficking/illegal aliens, paraphernalia, stolen property, vehicle, weapons, or any other contraband. In addition, criminal activity other than contraband discovered is reported.

Across the department, the most common types of contraband discovered during discretionary searches were: drugs – personal use (26.6%) and drug paraphernalia (13.7%). Drug trafficking (2.2%), weapons (1.7%) and alcohol (1.6%) also contributed to overall contraband seizures, while the rest of the categories occurred infrequently. In 3.2% of all discretionary searches OSHP troopers noted that some form of criminal activity was detected other than contraband.

These patterns were somewhat consistent at the district level. Specifically, drugs for personal use were the most frequent type of contraband seized as a result of discretionary searches, though the percent varied from a high of 33.3% in District 6 to a low of 18.2% in District 10. The other common types of contraband discovered at the district level included paraphernalia, drugs associated with trafficking, weapons, and alcohol.
With regard to criminal activity, six of the ten districts reported criminal activity in 2.0% to 5.0% of discretionary searches. One district, District 3, recorded criminal activity detected in 8.4% of discretionary searches, while Districts 8, 9, and 10 recorded criminal activity in less than 2% of discretionary searches.

The overall search success rate should not be calculated at the search level. Rather, this information is provided at the stop level on pages 133-140 within this report. Note that at the search level, it is not appropriate to do analyses that examine the overall search success rate. The following simple example will illustrate:

- 2 traffic stops involving 6 searches (each stop included a search of the vehicle, driver, and passenger).
- Contraband is discovered in one of the two traffic stops in the vehicle only.
- If the search success rate is measured at the stop level: 1 seizure / 2 stops with searches = 50% search success rate.
- In contrast, at the search level: 1 seizure / 6 searches = 16.7% search success rate.

As this example demonstrates, search success rates must be examined with information across multiple searches within a given traffic stop. Search success rate analyses conducted at the individual search level for these data would provide an inaccurate assessment of the productivity of searches conducted by OSHP personnel.

Table 4.11: All Discretionary Searches – Contraband Discovered & Criminal Activity Detected By Department, Districts & Posts

	All Discretionary Searches	% Alco.	% Curr.	% Pers. Use	% Traff.	% Fraud Doc.	% Human Traff.	% Para.	% Prop.	% Vehicle	% Weap.	% Other	% Crim. Activity
OSHP Statewide	6,614	1.6	0.7	26.6	2.2	0.1	0.1	13.7	0.3	0.3	1.7	0.5	3.2
Findlay District 1	714	2.5	0.8	18.9	1.8	0.0	0.0	12.6	0.6	1.0	1.7	0.6	3.4
Bucyrus District 2	617	1.6	0.8	31.1	1.5	0.0	0.2	15.1	0.2	0.0	1.5	0.2	2.9
Massillon District 3	655	0.6	0.8	27.9	3.4	0.2	0.2	13.0	0.3	0.2	1.1	0.3	8.4
Warren District 4	794	1.1	0.6	24.3	2.1	0.3	0.0	11.7	0.0	0.9	2.6	0.3	2.3
Piqua District 5	790	1.4	0.6	26.2	3.3	0.3	0.1	12.3	0.4	0.3	1.4	0.9	4.4
Columbus District 6	685	0.4	0.0	33.3	1.0	0.1	0.0	20.9	0.3	0.3	1.6	0.6	2.9
Cambridge District 7	701	2.6	0.7	23.7	2.1	0.0	0.0	14.3	1.1	0.1	1.9	1.0	2.1
Wilmington District 8	576	4.3	0.0	31.9	1.2	0.5	0.0	14.8	0.2	0.0	1.4	0.5	1.2
Jackson District 9	738	0.8	1.9	28.6	3.7	0.0	0.3	12.1	0.0	0.0	1.6	0.4	1.5
District 10/Turnpike	340	1.5	0.0	18.2	0.9	0.0	0.0	8.5	0.0	0.3	2.4	0.0	1.8

NOTE: Searches may report multiple types of contraband seized, thus the sum of contraband percentages may exceed 100%.

Occupants' Characteristics

For the following analyses, only discretionary searches of drivers and passengers are examined (i.e., searches based on incident to arrest, inventory, and solely consent are eliminated). **Table 4.12** reports occupants' characteristics for all 4,251 discretionary searches of drivers or passengers, across organizational units. Searches of vehicles are excluded from these analyses. Occupants' information is separated into three categories: age, gender, and race/ethnicity.

In the first column, the number of searches of drivers and passengers is provided across the department, districts, and posts. The second column reports the average age of searched citizens, followed by percent male. The final seven columns display the racial composition of searched citizens; specifically, the percent of occupants who were Caucasian, Black, Hispanic, Asian, Middle Eastern, Native American, and unknown.

Table 4.12 below documents the following information on discretionary searches of drivers and passengers:

- Across the department, the average age of occupants searched was 28.6 years, and ranged only slightly from a high of 29.1 years in District 10 to a low of 27.0 years in District 8.

- Across the department, 80.2% of searches were of male occupants and 19.8% were of female occupants. The percentage of male occupants searched ranged from a high of 83.8% in District 6 to a low of 73.7% in District 9.

- Of the drivers and passengers searched department-wide, 68.4% were Caucasian, 24.0% Black, 6.1% Hispanic, 0.5% Asian, 0.5% Middle Eastern, 0.1% Native American, and 0.4% unknown.

- At the district level, a similar pattern emerged regarding the race of the occupants. District 6 had the highest proportion of searches of Caucasian occupants (78.8%), while District 10 had the lowest proportion (43.2%). Searches of Black occupants also varied across districts, from a high in District 10 of 35.6% to a low in District 1 of 17.7%. For searches of Hispanic occupants, District 10 again had the highest proportion (18.5%), while District 9 had the lowest rate (1.2%).

- Variation in the percentages of racial/ethnic occupants searched across organizational units is to be expected given likely differences in traffic patterns, demographic residential patterns, and organizational deployment of resources.

For additional clarity, the findings regarding racial/ethnic characteristics of drivers and passengers searched are also graphically displayed in **Figure 4.22**.

Table 4.12: All Discretionary Searches of Drivers & Passengers Only – Occupant Characteristics by Department, Districts & Posts (p. 1 of 3)

	# Disc. Searches	Ave. Age	% Male	% Cauc.	% Black	% Hisp.	% Asian	% Middle Eastern	% Native Amer.	% Unknown
OSHP Statewide	4,251	28.6	80.2	68.4	24.0	6.1	0.5	0.5	0.1	0.4
Findlay District 1	447	28.6	79.6	68.2	17.7	11.2	0.9	1.8	0.0	0.2
Lima	27	23.0	85.2	59.3	40.7	0.0	0.0	0.0	0.0	0.0
Defiance	32	27.6	78.1	93.8	3.1	3.1	0.0	0.0	0.0	0.0
Findlay	38	29.1	78.9	65.8	23.7	7.9	0.0	2.6	0.0	0.0
Toledo	35	22.7	65.7	91.4	5.7	2.9	0.0	0.0	0.0	0.0
Van Wert	133	27.9	78.2	83.5	10.5	4.5	1.5	0.0	0.0	0.0
Walbridge	56	26.3	76.8	64.3	25.0	10.7	0.0	0.0	0.0	0.0
Other	126	33.1	85.7	43.7	22.2	26.2	1.6	5.6	0.0	0.8
Bucyrus District 2	403	28.5	83.1	62.3	31.5	4.5	0.0	0.5	0.0	1.2
Bucyrus	108	28.4	82.4	63.9	27.8	4.6	0.0	0.9	0.0	2.8
Sandusky	88	26.8	85.2	67.0	26.1	5.7	0.0	1.1	0.0	0.0
Norwalk	18	27.6	94.4	88.9	-	11.1	0.0	0.0	0.0	0.0
Marion	58	28.3	74.1	69.0	29.3	1.7	0.0	0.0	0.0	0.0
Mansfield	69	31.0	84.1	59.4	36.2	1.4	0.0	0.0	0.0	2.9
Fremont	27	30.0	81.5	51.9	37.0	11.1	0.0	0.0	0.0	0.0
Other	35	28.3	88.6	34.3	62.9	2.9	0.0	0.0	0.0	0.0
Massillon District 3	356	28.5	79.8	61.8	30.1	5.9	1.4	0.3	0.0	0.6
Ashland	63	29.0	84.1	54.0	41.3	4.8	0.0	0.0	0.0	0.0
Elyria	22	29.7	90.9	59.1	40.9	0.0	0.0	0.0	0.0	0.0
Medina	64	25.9	79.7	70.3	17.2	10.9	0.0	0.0	0.0	1.6
Massillon	110	29.4	74.5	66.4	30.0	0.9	0.9	0.9	0.0	0.9
Akron	0	-	-	-	-	-	-	-	-	-
Wooster	63	28.0	85.7	65.1	25.4	6.3	3.2	0.0	0.0	0.0
Other	34	29.9	70.8	41.2	35.3	17.6	5.9	0.0	0.0	0.0
Warren District 4	510	29.0	80.0	73.9	22.7	2.5	0.2	0.0	0.2	0.4
Ashtabula	170	29.8	82.4	73.5	21.2	4.7	0.0	0.0	0.0	0.6
Lisbon	8	31.4	87.5	8.0	0.0	0.0	0.0	0.0	0.0	0.0
Chardon	30	28.6	66.7	80.0	20.0	0.0	0.0	0.0	0.0	0.0
Canfield	89	29.4	83.1	68.5	27.0	2.2	1.1	0.0	0.0	1.1
Ravenna	118	30.4	72.9	83.9	13.6	1.7	0.0	0.0	1.8	0.0
Warren	94	29.8	85.1	63.8	36.2	0.0	0.0	0.0	0.0	0.0
Other	1	43.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0

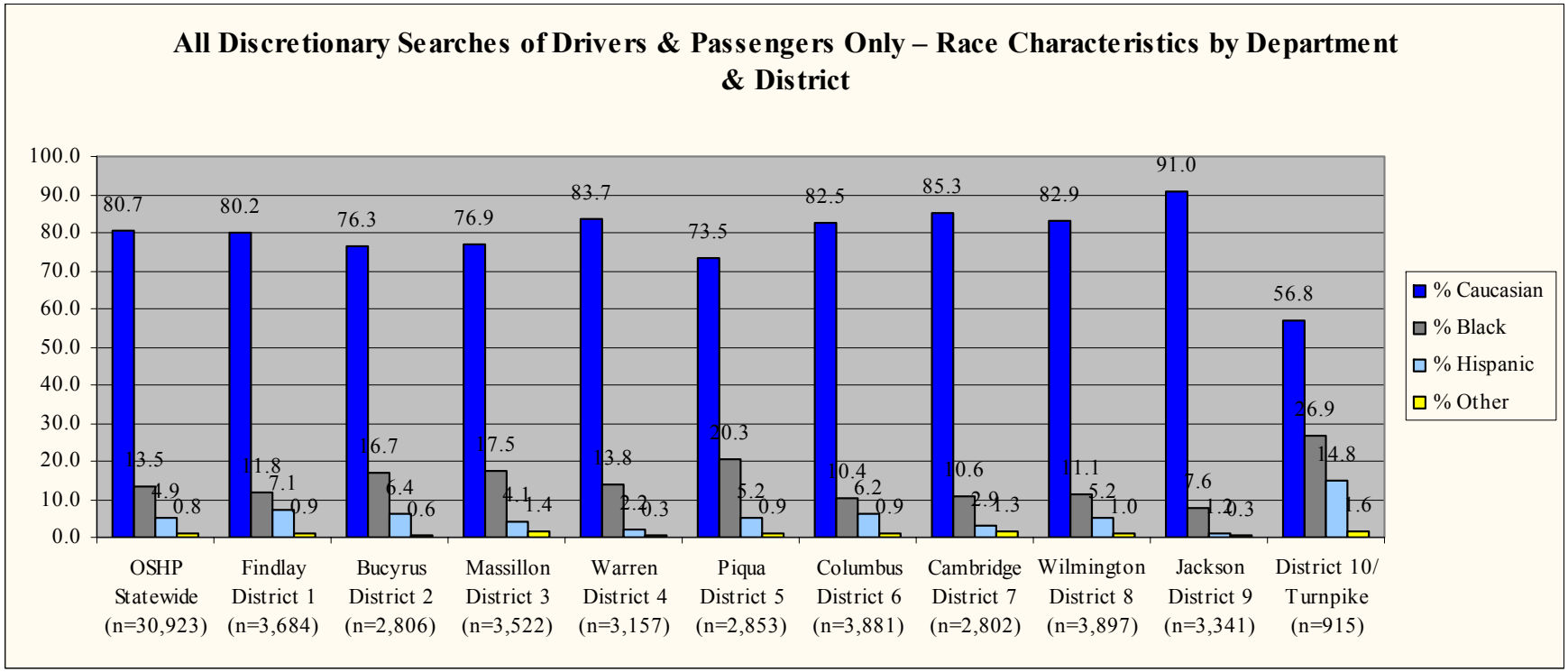
Table 4.12: All Discretionary Searches of Drivers & Passengers Only – Occupant Characteristics by Department, Districts & Posts (p. 2 of 3)

	# Disc. Searches	Ave. Age	% Male	% Cauc.	% Black	% Hisp.	% Asian	% Middle Eastern	% Native Amer.	% Unknown
OSHP Statewide	4,251	28.6	80.2	68.4	24.0	6.1	0.5	0.5	0.1	0.4
Piqua District 5	509	29.0	81.7	59.3	28.7	10.4	1.4	0.0	0.2	0.0
Wapakoneta	45	25.4	86.7	82.2	17.8	0.0	0.0	0.0	0.0	0.0
Springfield	49	28.0	77.6	67.3	28.6	4.1	0.0	0.0	0.0	0.0
Piqua	53	29.6	83.0	62.3	32.1	1.9	3.8	0.0	0.0	0.0
Dayton	80	26.8	72.5	47.5	5.0	1.3	1.3	0.0	0.0	0.0
Eaton	0	-	-	-	-	-	-	-	-	-
Marysville	154	25.8	81.2	74.7	23.4	1.3	0.6	0.0	0.0	0.0
Other	128	35.6	87.5	35.9	24.2	36.7	2.3	0.0	0.8	0.0
Columbus District 6	458	27.4	83.8	78.8	18.1	2.8	0.2	0.0	0.0	0.0
Delaware	41	24.5	85.4	63.4	31.7	4.9	0.0	0.0	0.0	0.0
Lancaster	54	25.5	75.9	87.0	7.4	5.6	0.0	0.0	0.0	0.0
Columbus	3	28.0	100.0	33.3	66.7	0.0	0.0	0.0	0.0	0.0
Granville	203	28.4	82.8	82.8	15.3	2.0	0.0	0.0	0.0	0.0
West Jefferson	18	27.5	94.4	72.2	22.2	5.6	0.0	0.0	0.0	0.0
Mt. Gilead	80	27.7	86.3	77.5	17.5	3.8	1.3	0.0	0.0	0.0
Circleville	59	27.0	86.4	74.6	25.4	0.0	0.0	0.0	0.0	0.0
Col. Motorcycle	0	-	-	-	-	-	-	-	-	-
Fairgrounds/Expo	0	-	-	-	-	-	-	-	-	-
Other	0	-	-	-	-	-	-	-	-	-
Cambridge District 7	450	28.8	78.2	72.4	21.1	4.4	0.7	0.7	0.0	0.7
St. Clairsville	34	28.0	73.5	76.5	17.6	0.0	0.0	0.0	0.0	5.9
Cambridge	167	28.3	75.4	74.9	23.4	1.8	0.0	0.0	0.0	0.0
Steubenville	55	31.1	78.2	61.8	32.7	1.8	3.6	0.0	0.0	0.0
Zanesville	46	28.1	84.8	73.9	15.2	4.3	0.0	4.3	0.0	2.2
New Philadelphia	23	28.1	87.0	87.0	4.3	8.7	0.0	0.0	0.0	0.0
Marietta	58	26.6	75.9	81.0	15.5	3.4	0.0	0.0	0.0	0.0
Other	67	31.0	82.1	59.7	22.4	14.9	1.5	0.0	1.5	0.0

Table 4.12: All Discretionary Searches of Drivers & Passengers Only – Occupant Characteristics by Department, Districts & Posts (p. 3 of 3)

	# Disc. Searches	Ave. Age	% Male	% Cauc.	% Black	% Hisp.	% Asian	% Middle Eastern	% Native Amer.	% Unknown
OSHP Statewide	4,251	28.6	80.2	68.4	24.0	6.1	0.5	0.5	0.1	0.4
Wilmington District 8	406	27.0	80.5	72.4	20.9	5.9	0.2	0.2	0.0	0.2
Georgetown	45	30.2	77.8	82.2	17.8	0.0	0.0	0.0	0.0	0.0
Hamilton	105	25.9	84.8	62.9	26.7	9.5	0.0	1.0	0.0	0.0
Batavia	66	27.7	83.3	86.4	4.5	9.1	0.0	0.0	0.0	0.0
Wilmington	56	28.3	80.4	85.7	12.5	0.0	0.0	0.0	0.0	1.8
Xenia	59	24.5	78.0	71.2	27.1	0.0	1.7	0.0	0.0	0.0
Cincinnati	0	-	-	-	-	-	-	-	-	-
Lebanon	74	26.8	75.7	59.5	31.1	9.5	0.0	0.0	0.0	0.0
Other	1	41.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0
Jackson District 9	486	29.0	73.7	77.4	20.8	1.2	0.0	0.2	0.2	0.2
Athens	79	27.1	77.2	86.1	10.1	2.5	0.0	0.0	1.3	0.0
Gallipolis	61	31.6	65.6	83.6	16.4	0.0	0.0	0.0	0.0	0.0
Jackson	60	28.5	76.7	75.0	21.7	1.7	0.0	0.0	0.0	1.7
Ironton	80	27.9	78.8	80.0	20.0	0.0	0.0	0.0	0.0	0.0
Chillicothe	33	27.9	78.8	72.7	24.2	0.0	0.0	3.0	0.0	0.0
Portsmouth	57	30.8	78.9	71.9	28.1	0.0	0.0	0.0	0.0	0.0
Other	116	29.5	66.4	71.6	25.9	2.6	0.0	0.0	0.0	0.0
District 10/Turnpike	222	29.1	83.3	43.2	35.6	18.5	0.5	2.3	0.0	0.0
Cleveland	0	-	-	-	-	-	-	-	-	-
Swanton	48	28.9	83.3	29.2	22.9	47.9	0.0	0.0	0.0	0.0
Milan	82	28.4	82.9	37.8	50.0	7.3	1.2	3.7	0.0	0.0
Hiram	92	29.8	83.7	55.4	29.3	13.0	0.0	2.2	0.0	0.0
Other	0	-	-	-	-	-	-	-	-	-

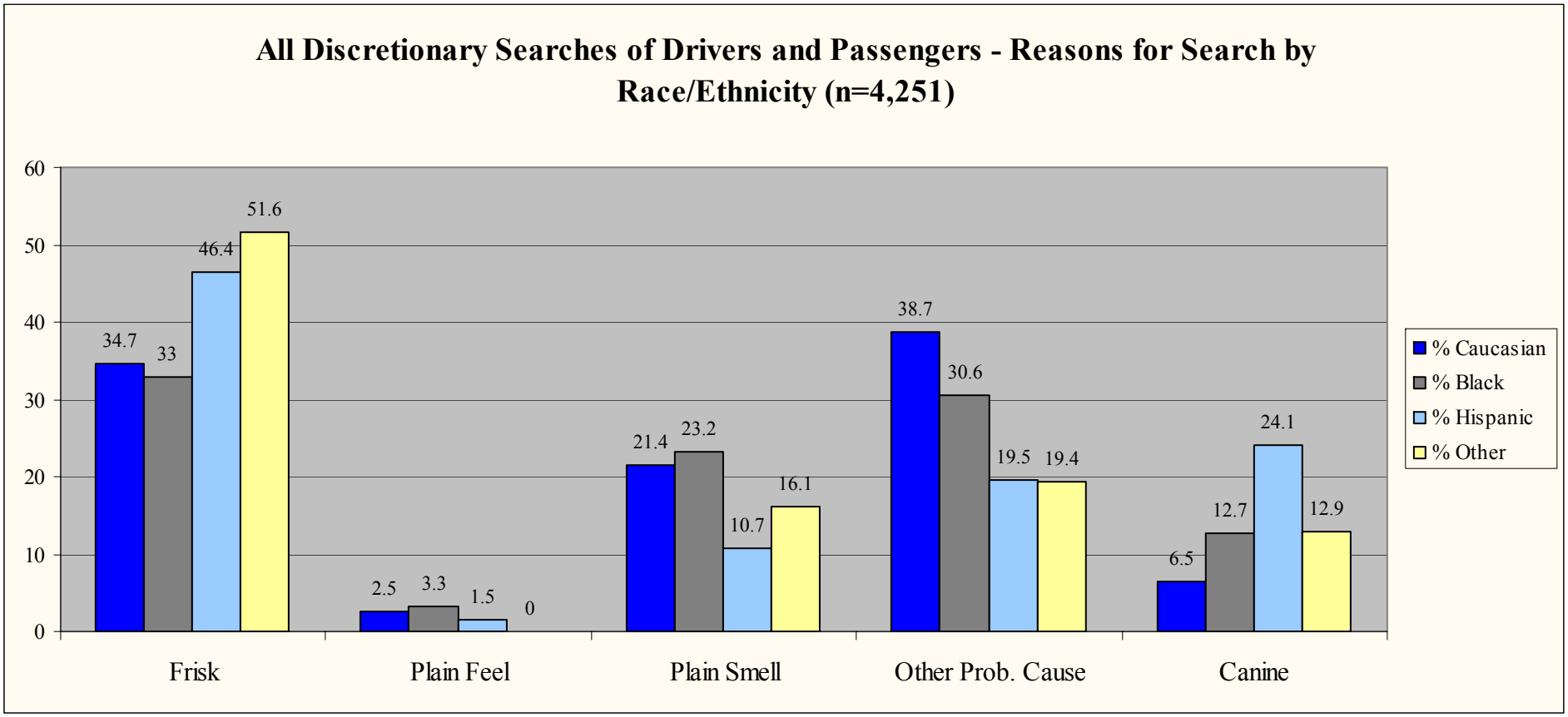
Figure 4.22: All Discretionary Searches of Drivers & Passengers Only – Race Characteristics by Department & District



In addition to the previous analyses conducted at the stop level (pages 122-133), it is instructive to examine racial/ethnic patterns in reasons for searches at the individual search level. As **Figure 4.23** below demonstrates, across the department, there are significant racial/ethnic differences in the reasons for searches.

Again, as demonstrated with analyses at the stop level, examination of the types of searches in **Figure 4.23** reveal consistent differences across racial/ethnic groups. Of the drivers and passengers searched for discretionary reasons, a significantly larger percentage of Hispanics were searched based on frisk and canine alerts compared to Caucasians. As previously noted, this pattern is concerning in that searches of Hispanic motorists are significantly less likely to result in contraband seizures compared to Caucasians.

Figure 4.23: All Discretionary Searches of Drivers & Passengers – Reasons for Search by Race/Ethnicity



SUMMARY

This section reported on the search and seizure activity of the OSHP between June 12, 2006 and April 19, 2007, during which 32,095 traffic stops were conducted resulting in 52,855 individual searches of the drivers, passengers, and/or vehicles. For some traffic stops, more than one target (i.e., driver, passenger, or vehicle) was searched, resulting in a significantly larger number of individual searches compared to traffic stops involving searches. As a result, some of the analyses were conducted at the stop level while others occurred at the search level. Each level of analysis is summarized below:

The primary findings of these analyses are:

- ***Traffic Stops Resulting in Searches***

    - 32,095 traffic stops that resulted in searches occurred between June 12, 2006 through April 19, 2007 with September and July reflecting the busiest months (12.5% and 12.2%, respectively)

    - Districts 6 & 8 reported the highest number of traffic stops resulting in searches (4,315 and 4,121 stops, respectively), while District 10 reported the fewest (793 stops)

    - Traffic stops resulting in searches were most commonly conducted throughout the department on state routes (28.3% of stops), county roads (24.1%), and interstates (20.2%)

    - Department-wide, traffic stops resulting in searches were based on:

        - Mandatory reasons 86.1% of the time (i.e., incident to arrest or administrative inventory)
        - Discretionary reasons 8.8% of the time (i.e., frisks, plain feel, protective searches, plain smell, canine alert or some other type of probable cause)
        - Consent only in 1% of the cases
        - A combination of mandatory, discretionary, and/or consent reasons in the remaining 4.1% of cases

- ***Traffic Stops Resulting in Mandatory Searches***

    - 27,566 traffic stops resulting in mandatory searches were conducted between June 12, 2006 and April 19, 2007 across the department, with Districts 6 & 8 reporting the highest number of traffic stops resulting in mandatory searches (3,859 and 3,691 stops, respectively), and District 10 reporting the fewest (595 stops)

- 85.2% of the traffic stops resulting in mandatory searches were incident to arrest, whereas 29.8% were due to administrative inventories

- In 56.1% of the traffic stops resulting in mandatory searches, some combination of the driver, passenger, and/or vehicle were searched, whereas drivers only were searched 31.0% of the time, followed by searches of the vehicle in only 11.7% of cases

- Across the department:

  - The average age of occupants was 32.9 years, with 7.9% missing data
  - 70.1% of stops involved all male occupants, 21.8% were of all female occupants, and less than one percent contained both male and female occupants, with slightly more than 7% missing data
  - 77.8% stops involved all Caucasian occupants, compared to 9.9% with all Black occupants, 4.1% with all Hispanic occupants, 0.5% with all "other" occupants, and 0.5% with multiple race/ethnicity occupants, with slightly more than 7% missing data.

- The overall search success rate of mandatory searches (i.e., the percent of searches that result in the discovery of any form of contraband) was 9.4% with the following types accounting for the largest amount:

  - Drugs for personal use (5.6% of stops)
  - Drug paraphernalia (3.5% of stops)
  - Alcohol (1.7% of stops)

- ***Traffic Stops Resulting in Discretionary Searches***

  - 2,804 traffic stops were conducted by OSHP personnel across the department that resulted in at least one discretionary search and ranged between a high of 360 in District 5 to a low of 119 in District 10

  - The most common reasons for the search were:

    - "Other probable cause" (38.8% of stops)
    - Canine alert (30.8%)
    - Plain smell (28.8%)
    - Frisk (24.9%)

  - A combination of drivers, passengers, and/or vehicles accounted for 63.1% of all traffic stops resulting in discretionary searches department-wide, followed by:

    - Drivers only (26.2%)
    - Vehicles only (8.2%)

    - Passengers only (2.4%)

- Across the department:

    - The average age of occupants was 29.4 years, with 5.9% missing data
    - 73.7% of stops involved all male occupants, 10.9% were of all female occupants, and 9.5% contained both male and female occupants, with 5.9% missing data
    - 60.7% of stops involved all Caucasian occupants, compared to 21.1% with all Black occupants, 6.6% with all Hispanic occupants, 1.4% with all "other" occupants, 4.3% with multiple race/ethnicity occupants, and 5.9% missing data.

- Overall, 51.3% of the traffic stops resulting in discretionary searches discovered contraband, specifically:

    - Drugs – personal use (41.0% of stops)
    - Drug paraphernalia (20.8% of stops)
    - 4.1% noted that some form of criminal activity was detected other than contraband

- ***Discretionary Search Success Rates***

    - Based on 2,804 traffic stops resulting in discretionary searches, 51.3% of the stops culminated in the discovery of contraband

    - Including criminal activity detected improved the search success rate to 55.2%

    - Discretionary searches of Hispanic occupants continue to be less successful when compared to discretionary searches of Caucasian and Black occupants. Specifically, discretionary searches of Caucasian occupants are **2.6 times more likely** to result in seizures of contraband compared to discretionary searches of Hispanic motorists. Likewise, discretionary searches of Black occupants are **2.1 times more likely** to result in discovery of contraband compared to discretionary searches of Hispanic motorists.

    - There were no significant differences in search success rates by occupants' gender

    - There were no significant differences between Caucasians and Hispanics in search success rates for traffic stops resulting in **mandatory** searches

    - The most frequently cited reason for discretionary searches of Hispanic occupants was canine alert (69.7%), which is substantially larger than the comparable percent for Caucasian occupants (19.9%)

- The highest search success rate (77.8%) is for searches initiated due to "other probable cause" reasons, followed by:

  - Plain smell (63.3%)
  - Plain feel (63.2%)
  - Canine alert (31.4%)
  - Frisk (25.9%)
  - Protective search (25.4%)

- The low search success rate for searches involving canine alerts could be as a result of the following reasons:
  - Artifact of the data collection effort
  - Drugs were removed recently
  - Canine alerted to residue
  - Drugs were disguised
  - Use of a hidden compartments

- 47.9% of stops involving Caucasian motorists resulted in the seizure of quantities of drugs for personal use, compared to only 8.6% of stops involving Hispanic motorists

- Thus, Hispanic occupants were more likely to be searched and less likely to be found with contraband; however, when contraband is discovered it is likely to be larger in quantity

- ***Searches***

  - 52,855 individual searches were conducted between June 12, 2006 and April 19, 2007 with Districts 3 & 6 reporting the highest number of searches (6,838 and 6,446 searches, respectively), and District 10 reporting the fewest number (1,507)

  - Reasons for the search were separated into the following categories with less than 4% missing information:

    - 82.3% of all searches were conducted for a mandatory reason
    - 12.5% were based on a discretionary reason
    - 1.3% occurred due to occupant consent

- ***Mandatory Searches***

  - 43,515 searches for mandatory reasons were conducted across the department. Of these,

    - Incident to arrest accounted for 83.4%
    - Administrative inventory represented 19.5%

- District level variation was apparent and ranged from a high of 5,534 in District 6 to a low of 1,507 in District 10.

- Across the department:

  - The majority of mandatory searches were conducted on drivers (53.6%)
  - Slightly less focused on the vehicle (43.7%)
  - Significantly fewer on passengers (2.7%)

- Contraband seized from mandatory searches included:

  - Drugs for personal use in 4.4% of the cases
  - Paraphernalia in 2.6% of the cases
  - Alcohol in 1.1% of the cases

- ***Discretionary Searches***

  - 6,614 discretionary searches were conducted during 2,804 traffic stops

  - Nine of ten districts conducted between 550 and 800 discretionary searches of occupants and their vehicles, with District 10 conducting the fewest discretionary searches (340)

  - The most common reasons for the search were:

    - "Other" probable cause (33.4%)
    - Plain smell (24.3%)
    - Frisk (22.7%)
    - Canine alert (18.3%)

  - The search target of these searches was:

    - Drivers (40.5%)
    - Vehicles (35.7%)
    - Passengers (23.8%)

  - Drugs for personal use (26.6%) and drug paraphernalia (13.7%) were the most common types of contraband seized

  - Across the department, occupants searched for discretionary reasons had the following demographics:

    - The average age of occupants searched was 28.6 years

- 80.2% of searches were of male occupants and 19.8% were of female occupants
- 68.4% were Caucasian, 24.0% Black, 6.1% Hispanic, 0.5% Asian, 0.5% Middle Eastern, 0.1% Native American, and 0.4% unknown.

- A significantly larger percentage of Hispanics were searched based on frisk and canine alerts compared to Caucasians

5. CONCLUSION

SUMMARY

A number of studies nationwide have evaluated the traffic stop behaviors of law enforcement officials with regard to the equal treatment of motorists and reported patterns of differential treatment in police stops and post-stop outcomes for minority drivers. The racial and ethnic disparities reported are particularly dramatic when examining search and seizure rates. Studies examining state police agencies in particular have consistently reported that although minority motorists are stopped and searched at higher rates compared to Caucasian motorists, contraband is less likely to be discovered during these searches, particularly searches of Hispanics (for review, see Engel & Calnon, 2004).

To address these issues of nationwide importance, the University of Cincinnati Policing Institute (UCPI) was awarded a grant from the Ohio Office of Criminal Justice Services and the Ohio State Highway Patrol totaling $118,259 ($88,694 requested Byrne Grant and $29,595 University of Cincinnati cash match). The purpose of this project was to engage in research with members of the OSHP in order to provide a better understanding of their patterns and practices related to search and seizure activities during traffic stops. Specifically, the goal of this research was to gather information regarding the "best practices" of OSHP troopers for searches and seizures in an effort to better understand racial/ethnic disparities in OSHP searches and seizures. To achieve this goal, the research methodology incorporated both qualitative and quantitative elements in three interrelated stages, which include: 1) focus groups with OSHP troopers, 2) a survey of all troopers with routine patrol and/or criminal interdiction responsibilities, and 3) comparisons of data generated from the focus groups and survey results with actual search and seizure activity by troopers.

FOCUS GROUPS

Eight focus group interviews were conducted in February 2006 with a total of 63 troopers and sergeants employed by the OSHP; an additional 10 sergeants were interviewed in a separate focus group in September 2006. Participation in the focus groups was based on productivity, accuracy, and professionalism in search and seizure related activities. All participants read and signed an informed consent form prior to involvement in the focus groups. Focus groups can provide rich and insightful data on the topic of interest, but they do have limitations, including: 1) concerns of groupthink, 2) external validity (i.e., generalizability), and 3) reliability[12]. While these considerations are important, care was taken to ensure that the information recorded was reflective of the participants' perspective, and an inter-rater reliability score of 96.1% reflected the accuracy of the information.

[12] Please refer to "Understanding Best Search and Seizure Practices: Interim Report" for a full explanation of these limitations (Engel et al., 2007).

During the focus groups, all comments were taped, then subsequently transcribed and coded to identify common themes. The content analysis produced several themes, including: 1) cues of suspicion prior to and during the stop, including the accuracy of such cues and the importance of considering the totality of circumstances; 2) the types of investigative techniques used by troopers; 3) factors contributing to successful searches, with a specific focus on searches of minorities; 4) general impediments to effective search and seizure practices; 5) the utility of and access to canine officers, 6) training and its effectiveness in search and seizure success, and 7) recommendations for change suggested by the participants.

Indicators of Suspicion

In general, 90% of the participants made at least one substantive comment regarding the importance of indicators of suspicion. This theme was further separated into indicators identified prior to the stop and those occurring once the stop has been initiated. When queried about indicators prior to the stop, 81% of the participants made at least one substantive comment on driving indicators, occupant indicators, vehicle indicators, or the participants' perceived accuracy of the indicators. In general, the participants emphasized the importance of multiple indicators and reported an increase in suspicion as the number of indicators increased.

Once the stop has been initiated, the participants detailed four areas of focus: 1) verbal cues of the occupants, 2) physical behaviors of the occupants, 3) vehicle characteristics, and 4) the accuracy of these indicators. Similar to cues of suspicion prior to the stop, the participants described how the existence of more indicators improved their accuracy.

Investigative Techniques

The participants identified three main themes regarding investigation techniques: 1) pre-interviewing strategies, 2) interviewing techniques, 3) and the use of consent. For example, some suggested that the marked vehicle or separating occupants are useful pre-interview strategies, while others suggested engaging the occupants in causal conversation is a common interviewing technique. Consent is infrequently used as a tool for criminal interdiction.

Understanding Racial/Ethnic Differences in Search Success Rates

In general, when asked about their perceptions of racial/ethnic differences, the participants suggested that the use of demographic indicators as cues of suspicion is best viewed as inconclusive. That is, the perceived accuracy and frequency of the cues of suspicion previously identified varied based on motorists' level of criminal experience, along with their race, age, and sex.

When asked specifically about Hispanic search success rates, the participants suggested six reasons as to why this might be the case:

1. Inaccurate cues of suspicion, such as a display of nervousness that is unique to Hispanics
2. Training may be partially responsible for troopers' ability to distinguish between accurate and inaccurate cues for Hispanics
3. A language barrier, which may raise a troopers' suspicion based on miscommunication
4. The documentation required for every search (2K form) may differentially affect searches of Hispanic motorists compared to searches of other racial/ethnic groups; for example, those of undocumented status
5. Inability of Hispanic motorists to identify the owner of the vehicle may raise the troopers' suspicion and increase the likelihood of a search
6. The possibility that Hispanic motorists involved in drug trafficking often use hidden compartments that make it difficult to locate contraband during a search.

General Impediments to Best Search and Seizure Practices

Participants were also asked about any impediments to search and seizure activities and their answers were subdivided into four related areas: 1) departmental impediments, 2) field supervisory impediments, 3) managerial impediments, and 4) peers. Departmental impediments include a perceived "overemphasis" from the OSHP on producing traffic citations, the amount of paperwork associated with search and seizure activity, and the disbandment of the TDIT teams.

Apart from departmental impediments, field supervisory impediments include a perceived lack of support for criminal interdiction from the sergeants, suggesting further training of supervisors was necessary. Others suggested that the perceived focus on ticket writing and lack of support for criminal interdiction activities stem from the managerial level. Finally, participants commented on their peers' behavior by suggesting that peer motivation varies by trooper, with some troopers expressing lazy and/or apathetic attitudes toward criminal interdiction work. The participants also suggested that differences in criminal interdiction activity result from their own high level of self motivation toward criminal interdiction work, which in and of itself is rewarding and challenging, compared to regular patrol, which is characterized as boring.

Canines

In general, participants believed that canines were an effective and accurate tool for drug interdiction and an important resource for the agency. Notwithstanding their effectiveness, participants agreed on the need for more canines, as they are not currently geographically or temporally spread evenly across the department. Others suggested that the call-out procedure needs to be reviewed to ensure that canines are available and used in the most appropriate manner.

Training

Overall, the opinions regarding the quality and availability of training was mixed, with some participants expressing negative opinions and others countering with positive comments. The most common suggestion for improving training was to incorporate an interactive, hands-on training style with greater opportunities to ride-along with canine handlers. There was a general consensus among the participants that academy training was not adequate for criminal interdiction, leading to the perceived need for specialized training; however, the opinions were mixed as to the appropriate time for such training.

Recommendations

The troopers made several suggestions for increasing the departmental emphasis on criminal interdiction activity:

1. Attitudinal change from the field supervisors towards criminal interdiction work
2. Emphasis from middle management on the importance of criminal interdiction
3. Streamline the paperwork, particularly for small amounts of contraband.
4. Redeployment of troopers
5. Re-institution of the TDIT
6. Further training for first-line supervisors to improve their knowledge regarding criminal interdiction activity
7. Increased number of canines
8. Re-deployment of existing canines
9. Development of a more hands-on, interactive training curriculum

The information gathered from the focus groups assisted greatly in the development of the department-wide survey. Many of the issues discussed in the focus groups were addressed in the survey to determine if similar opinions regarding search and seizure activity were present department-wide.

DEPARTMENT-WIDE SURVEY ON SEARCH & SEIZURE BEST PRACTICES

Based on the findings from the focus groups, a survey was developed and distributed department-wide. The survey was designed by the UC research team in direct consultation with OSHP research staff, and adheres to the standards of quantitative data collection routinely practiced in the social sciences. To ensure survey confidentiality (and increase the reliability and validity of responses), the survey was both voluntary and anonymous. Two surveys were developed: 1) for all troopers with road duties, and 2) all sergeants. The surveys, accompanied by cover letters explaining the purpose of the survey, were mailed from the UC research team to each individual post (see **Appendix C**). Commanders at each individual post were responsible for distributing the surveys and providing self-addressed envelopes addressed to the UC research team for the completed surveys. At no time were survey responses disclosed to any OSHP personnel.

Of approximately 1,270 eligible sworn officers (1,012 troopers and 258 sergeants) currently holding some form of patrol assignment, 641 (465 troopers and 176 sergeants, representing all ten OSHP districts) participated in the survey data collection effort. Specifically, the survey response rate for troopers and sergeants was 46.0% and 68.2%, respectively, with an overall response rate of 50.5%. This rate is somewhat low for a survey of this type, and all findings from the survey should be interpreted with the response rate in mind. In general, when comparing the survey demographics of the troopers to those of the whole department, there are slight differences:

- A higher percentage of males responded to the survey
- Slightly more Caucasians responded to the survey
- Slightly less Blacks responded
- Troopers with more education responded more frequently than those with less education

When comparing sergeants to the whole department:

- A higher percentage of males responded to the survey
- Equal representation of Caucasians
- Blacks are slightly underrepresented
- Hispanics are slightly overrepresented
- Sergeants with more education were more likely to respond

The surveys were constructed to tap into the following themes:

1. Perceptions regarding job-related priorities and perceptions of their supervisors' attitudes regarding the same
2. Experience with and attitudes toward canines and their handlers for criminal interdiction purposes
3. Perceptions regarding any impediments to interdiction activities
4. Troopers' self-reported search and seizure activity and reasons for infrequent search activity
5. Perceptions regarding racial differences in search success rates
6. Experience with and attitudes toward criminal interdiction training
7. Recommendations for improving interdiction work within the department

Department Priorities

- Troopers and sergeants rank all nine departmental tasks in the same priority order. Although they differ somewhat in the actual level of priority, both troopers and sergeants believe the highest priorities for the OSHP are:

1) Accident Reduction
2) OVI Enforcement
3) Crash Investigation
4) Calls for Service
5) Criminal Interdiction
6) Drug Interdiction
7) Recovery of Stolen Vehicles
8) Commercial Traffic Enforcement
9) Citation Writing

- Troopers reported that their priorities for particular tasks differed significantly from *their perceptions* of their sergeants, post commanders, and district commanders' priorities.

- Similarly, sergeants' self-reported priority levels also significantly differed for several tasks compared to their perceptions of their post and district commanders' priorities.

- Comparisons between troopers' perceptions of sergeants' attitudes and sergeants' self-reported attitudes reveal important differences, particularly in terms of emphasis on citation writing, that relate directly to information gathered during the focus group sessions.

Canine-related Issues

- During 2006, troopers reported the average number of times they requested a canine was 6.1. Over 33% of troopers indicated that they had never requested a canine during 2006.

- Troopers reported that when they requested a canine, one arrived on the scene an average of 42.3% of time.

- Troopers indicated that the average wait time when they requested a canine was 21.5 minutes, although nearly 29% of respondents indicated waiting between 30 and 60 minutes.

- Troopers and sergeants both reported a high degree of satisfaction with canine accuracy.

- Receiving the lowest average satisfaction level for troopers and sergeants was canine availability: 66.7% of troopers and 74.1% of sergeants were at least slightly unsatisfied with the availability of canines.

- Sergeant satisfaction was at a similarly low level for canine response time; while troopers were slightly unsatisfied with this aspect of canine usage, they were higher on the satisfaction scale than sergeants.

- Troopers' responses were divided on whether the canine call-out procedure is satisfactory. For sergeants, a small majority (57.8%) report being unsatisfied to some degree with the call-out procedure.

- Regarding supervisory support for canine usage, both troopers' and sergeants' responses averaged near slightly satisfied.

Impediments to Interdiction Activities

- Troopers and sergeants identify the same six factors as the *most* significant impediments to interdiction activities:

  1) Redundancy of paperwork
  2) Amount of paperwork associated with seizures of small amounts of contraband
  3) Canine availability on shifts
  4) Canine availability at posts
  5) Amount of paperwork associated with search and seizure activities
  6) Disbandment of TDIT teams

- The factors *least* likely to be identified as impediments to interdiction included: support for search and seizure activity by sergeants, post commanders, and district commanders, and emphasis on Lifestat 1.0 goals by sergeants, post commanders, and district commanders.

- Troopers were significantly more likely than sergeants to indicate that the disbandment of the TDIT teams is an impediment to interdiction activity.

- Sergeants were significantly more likely than troopers to identify the following as problems for engaging in interdiction work: amount of paperwork associated with search and seizure activity; post commander's emphasis on Lifestat 1.0; district commander's emphasis on citations and Lifestat 1.0; canine availability on shift; inconsistency across post and district commanders; the lack of search and seizure training of field supervisors.

Reasons for Low Search Activity

- Troopers who reported that they conduct less than one discretionary search per month indicated they did not generally agree with any of the reasons offered on the survey as explanations for this behavior.

- On the other hand, troopers disagree consistently with the following factors as reasons for not engaging in discretionary search activity: it takes time away from more important tasks; there are insufficient rewards/benefits; not comfortable with paperwork associated with search and seizure; discretionary searches not supported by field sergeant, post commander, or district commander; and unfamiliar with case law surrounding when a search can be conducted. These factors are simply non-issues for the average trooper's ability to conduct discretionary searches.

- Sergeants indicated that they believe two reasons why their troopers might perform few discretionary searches are because they create additional paperwork

and troopers are not comfortable with the paperwork associated with search and seizure activity.

- Sergeants disagree with the following factors as reasons for troopers not engaging in discretionary search activity: it takes time away from more important tasks; discretionary searches are not supported by the post and district commanders. Sergeants reported that these factors were not hindering troopers' ability to conduct discretionary searches.

Reasons for Lower Hispanic Search Success Rates

- Troopers and sergeants identified the same two factors as the most likely reasons for lower Hispanic search success rates:
  - Language barrier between Hispanic motorists and OSHP troopers
  - Vehicles driven by Hispanic motorists often contain illegal immigrants

- Troopers and sergeants disagreed most strongly with the idea that the ethnic disparities in search success rates are because troopers make enforcement decisions based on the race/ethnicity of the occupants of the vehicle.

- Other reasons for lower Hispanic search success rates that the majority of troopers and sergeants disagreed with include: Hispanic motorists demonstrate different cues of suspicion; cues of suspicion are misleading in regard to discovering contraband for Hispanics; Hispanic drug traffickers are more likely to use hidden compartments.

Criminal Interdiction Training

- Across the board, both troopers and sergeants display fairly positive opinions about the effectiveness of various types of training.

- Troopers and sergeants both identified OSHP specialized courses and training outside of OSHP as the most effective for criminal interdiction work.

- The types of training with slightly lower average effectiveness ratings were annual in-service training and training from field supervisors.

- Troopers and sergeants made a number of recommendations for improving interdiction training, including:
  - Training should be more interactive and hands-on (i.e., more ride-alongs, specific interdiction techniques taught, use of mock stops).
  - Some recommended training all troopers in interdiction techniques, while others suggested only training troopers interested in interdiction. A small percentage of troopers and sergeants suggested that supervisors or field training officers should be better trained.

- Troopers and sergeants also made several recommendations about increasing the frequency of available training.
- Training needs to be taught by experienced and knowledgeable troopers, and troopers need training outside of OSHP.
- Suggestions about changes in organizational structure and practices included bringing back the disbanded TDIT teams, instituting rewards for criminal interdiction, having troopers carry a search and seizure manual, and have one person at each post that focused on troopers' search and seizure questions.

Recommendations for Improving the Frequency and Quality of Interdiction

- Troopers and sergeants are most optimistic about the ability of additional canines and streamlining of paperwork to improve the frequency and quality of interdiction.
- Over half of troopers and sergeants also suggested that interdiction work would be "improved" or "significantly improved" by a reduced emphasis on ticket writing, increased use of interdiction teams, geographic and shift redeployment of existing canines, using field training officers with interdiction experience, additional interdiction training for troopers and supervisors, and changes in current interdiction training.

SEARCH DATA

The final component of the research project involved collecting information on searches that occurred between June 12, 2006 and April 19, 2007. These analyses were then used in conjunction with the information gathered from the focus groups and department-wide survey. During this time period, 32,095 traffic stops were conducted that resulted in 52,855 individual searches of the drivers, passengers, and/or vehicles. For some traffic stops, more than one target (i.e., driver, passenger, or vehicle) was searched, resulting in a significantly larger number of individual searches compared to traffic stops involving searches. Some of the statistical analyses reported below are based on the population of traffic stops involving at least one search (i.e., 32,095 traffic stops), while additional analyses are based on the number of individual searches during these traffic stops (i.e., 52,855 searches). The main findings of these analyses are presented in seven sub-sections: 1) traffic stops resulting in searches, 2) traffic stops resulting in mandatory searches, 3) traffic stops resulting in discretionary searches, 4) discretionary search success rates, 5) searches, 6) mandatory searches, and 7) discretionary searches.

Traffic Stops Resulting in Searches

- 32,095 traffic stops that resulted in searches occurred between June 12, 2006 and April 19, 2007, with September and July reflecting the busiest months (12.5% and 12.2%, respectively)

- Traffic stops resulting in searches were most commonly conducted throughout the department on state routes (28.3% of stops), county roads (24.1%), and interstates (20.2%)

- Department-wide, traffic stops resulting in searches were based on:

  - Mandatory reasons 86.1% of the time (i.e., incident to arrest or administrative inventory)
  - Discretionary reasons 8.8% of the time (i.e., frisks, plain feel, protective searches, plain smell, canine alert or some other type of probable cause)
  - Consent only in 1% of cases
  - A combination of mandatory, discretionary, and/or consent reasons in the remaining 4.1% of cases

Traffic Stops Resulting in Mandatory Searches

- 27,566 traffic stops resulting in mandatory searches were conducted between June 12, 2006 and April 19, 2007 across the department.

  - 85.2% of the traffic stops resulting in mandatory searches were incident to arrest
  - 29.8% were due to administrative inventories
  - 56.1% of the traffic stops resulting in mandatory searches resulted in some combination of the driver, passenger, and/or vehicle being searched
  - Drivers only were searched 31.0% of the time
  - Vehicles only were searched in in 11.7% of cases

- Across the department:

  - The average age of occupants was 32.9 years, with 7.9% missing data
  - 70.1% of stops involved all male occupants, 21.8% were of all female occupants, and less than one percent contained both male and female occupants, with slightly more than 7% missing data
  - 77.8% stops involved all Caucasian occupants, compared to 9.9% with all Black occupants, 4.1% with all Hispanic occupants, 0.5% with all "other" occupants, 0.5% with multiple race/ethnicity occupants, and slightly more than 7% missing data

- The overall search success rate of mandatory searches (i.e., the percent of searches that result in the discovery of any form of contraband) was 9.4% with the following types accounting for the largest amount:

  - Drugs for personal use (5.6% of stops)
  - Drug paraphernalia (3.5% of stops)
  - Alcohol (1.7% of stops)

Traffic Stops Resulting in Discretionary Searches

- 2,804 traffic stops resulted in at least one discretionary search

- The most common reasons for the search were:

  - "Other probable cause" (38.8% of stops)
  - Canine alert (30.8% of stops)
  - Plain smell (28.8% of stops)
  - Frisk (24.9% of stops)

- A combination of drivers, passengers, and/or vehicles accounted for 63.1% of all traffic stops resulting in discretionary searches, followed by:

  - Drivers only (26.2%)
  - Vehicles only (8.2%)
  - Passengers only (2.4%)

- Across the department:

  - The average age of occupants was 29.4 years, with 5.9% missing data
  - 73.7% of stops involved all male occupants, 10.9% were of all female occupants, and 9.5% contained both male and female occupants, with 5.9% missing data
  - 60.7% of stops involved all Caucasian occupants, compared to 21.1% with all Black occupants, 6.6% with all Hispanic occupants, 1.4% with all "other" occupants, 4.3% with multiple race/ethnicity occupants, and 5.9% missing data

- Overall, 51.3% of the traffic stops resulting in discretionary searches discovered contraband, specifically:

  - Drugs for personal use (41.0% of stops)
  - Drug paraphernalia (20.8% of stops)
  - Some form of criminal activity, other than contraband, was detected in 4.1% of stops

Discretionary Search Success Rates

- Based on 2,804 traffic stops resulting in discretionary searches, 51.3% of the stops culminated in the discovery of contraband

- Including criminal activity detected improved the search success rate to 55.2%

- Discretionary searches of Hispanic occupants continue to be less successful when compared to discretionary searches of Caucasian and Black occupants. Specifically, discretionary searches of Caucasian occupants are **2.6 times more likely** to result in seizures of contraband compared to discretionary searches of Hispanic motorists. Likewise, discretionary searches of Black occupants are **2.1 times more likely** to result in discovery of contraband compared to discretionary searches of Hispanic motorists.

- There were no significant differences in search success rates by occupants' gender

- There were no significant differences between Caucasians and Hispanics in search success rates for traffic stops resulting in **mandatory** searches

- The majority of reasons for the discretionary search of Hispanic occupants were due to a canine alert (69.7%), which is substantially larger than the comparable percent for Caucasian occupants (19.9%)

- The highest search success rate (77.8%) is for searches initiated due to "other probable cause" reasons followed by:

    - Plain smell (63.3%)
    - Plain feel (63.2%)
    - Canine alert (31.4%)
    - Frisk (25.9%)
    - Protective search (25.4%)

- The low search success rate for searches involving canine alerts could be as a result of the following reasons:

    - An artifact of the data collection effort
    - Drugs were removed recently
    - Canine alerted to residue
    - Drugs were disguised
    - Use of a hidden compartments

- 47.9% of stops involving Caucasian motorists resulted in the seizure of quantities of drugs for personal use, compared to only 8.6% of stops involving Hispanic motorists

- Hispanic occupants were more likely to be searched and less likely to be found with contraband; however, when contraband is discovered it is likely to be larger in quantity

Searches

- 52,855 individual searches were conducted between June 12, 2006 and April 19, 2007, with the reasons for the search separated into the following categories:

  - 82.3% of all searches were conducted for a mandatory reason
  - 12.5% were based on a discretionary reason
  - 1.3% occurred due to occupant consent

Mandatory Searches

- 43,515 searches for mandatory reasons were conducted across the department. Of these:

  - Incident to arrest accounted for 83.4%
  - Administrative inventory represented 19.5%

- Across the department:

  - The majority of mandatory searches were conducted on drivers (53.6%)
  - Slightly less focused on the vehicle (43.7%)
  - Significantly fewer on passengers (2.7%)

- Contraband seized from mandatory searches included:

  - Drugs for personal use in 4.4% of the cases
  - Paraphernalia in 2.6% of the cases
  - Alcohol in 1.1% of the cases

Discretionary Searches

- 6,614 discretionary searches were conducted during 2,804 traffic stops and the most common reasons for the search were:

  - "Other" probable cause (33.4%)
  - Plain smell (24.3%)
  - Frisk (22.7%)
  - Canine alert (18.3%)

- The search target of these searches was:

  - Drivers (40.5%)
  - Vehicles (35.7%)
  - Passengers (23.8%)

- Drugs for personal use (26.6%) and drug paraphernalia (13.7%) were the most common types of contraband seized

- Across the department, occupants searched for discretionary reasons had the following demographics:

  - The average age of occupants searched was 28.6 years
  - 80.2% of searches were of male occupants and 19.8% were of female occupants
  - 68.4% were Caucasian, 24.0% Black, 6.1% Hispanic, 0.5% Asian, 0.5% Middle Eastern, 0.1% Native American, and 0.4% unknown.

- A significantly larger percentage of Hispanics were searched based on frisk and canine alerts compared to Caucasians

RECOMMENDATIONS

Based on the findings from the three data sources documented above (i.e., focus groups, surveys, and search form data analyses), the following section provides a series of recommendations for consideration by OSHP administrators. These recommendations are divided into the following categories: 1) training, 2) data collection, 3) field supervision, and 4) administrative / policy.

Training

The feedback from OSHP Troopers and Sergeants in both the focus group setting and the department-wide survey were rather consistent regarding the perceived training needs for criminal interdiction. Troopers consistently noted that it would be helpful to have training that was more interactive and incorporated a direct learning component with "hands-on" criminal interdiction work. Given the consistency of this request, it is the recommendation of the UC research team that current criminal interdiction training be modified to include a more interactive component rather than strictly classroom / lecture format. This training might include simulation scenarios, vehicles with hidden compartments, road-side interrogation training, and time in the field using the techniques learned in the classroom.

Troopers also consistently requested more advanced criminal interdiction training designed specifically for Troopers with interest beyond the introductory level. More advanced training might be the best way to incorporate a more interactive style, and provide additional opportunities for field based training. Finally, it is recommended that OSHP administrators consider more training of interested troopers by riding along with canine handlers or troopers currently active in criminal interdiction activities. Note, however, that the feasibility of this type of additional learning opportunity will likely be based on deployment considerations that are beyond the purview of the research team.

It was strongly recommended within the focus group sessions that field supervisors be given more advanced criminal interdiction training. Troopers believed that field supervisors were

not knowledgeable about criminal interdiction techniques and issues of legality regarding these techniques. Responses from the department wide survey demonstrated fewer concerns regarding training and knowledge of field supervisors. Nevertheless, both members of the focus groups and survey respondents recommended additional criminal interdiction training for field supervisors. The UC research team also recommends that field supervisors receive specialized criminal interdiction training.

The final recommendation for changes in training relates to issues surrounding traffic stops with Hispanic motorists. Given the language barrier that often exists, it is recommended that troopers be given training in survival Spanish. Further, it is recommended that OSHP develop training curricula that directly addresses cultural and racial differences, and the impact that these differences may have on the accuracy of indicators of suspicion and/or deception.

Data Collection

Based on the findings from the official data collected during all traffic stops involving searches, it is strongly recommended that data collection continue for all traffic stops resulting in searches, regardless of whether or not contraband is seized. It is further recommended that some version of the revised form be utilized, rather than reverting back to use of the original 2K form. Data collection that captures more information and captures that information for all searches (regardless of contraband seizures) will be critical to better understand the circumstances surrounding racial/ethnic disparities in search success rates. First, it is impossible to calculate search success rates without capturing information on all searches. Second, the additional information captured on the revised form allows for more sophisticated analyses designed to better understand different types of searches and outcomes. It is only with these more refined analyses that potential problems can be identified and targeted for interventions, if necessary.

The need for data collection, however, must be balanced with the burden of that collection on OSHP personnel. As noted in the focus groups with sergeants, there was much frustration among supervisors regarding the auditing process for search and seizure activities recorded on the new search form. Based on the time consuming nature of the data auditing process, it is recommended that this process be amended if data collection is to continue to reduce the administrative burden placed on sergeants. In an effort to further balance the need for data collection with the workload burden, it is recommended that data collected on administrative inventories be eliminated from future data collection efforts.

Despite the initial findings that criminal activity detected did not significantly alter the racial/ethnic disparities in search success rates (as suggested by focus group participants), the UC research team believes this is important information and recommends the continued collection of this data field. Further, it is recommended that consistent instructions for the collection of this information be disseminated across the department, as some districts clearly used this data collection field more than others. Further, it is strongly recommended that data collection for traffic stop searches gather information on whether or not the occupants within the vehicle are undocumented aliens, as originally intended by the search form

subcommittee. As noted previously, the inclusion of "illegal aliens" was originally intended to address issues concerning the searching of Hispanic motorists based on cues of suspicion that ultimately were linked to nervousness about illegal immigrant status rather than possession of contraband or other forms of illegal activities. Unfortunately, the form and directions for completion of the form were altered based on concerns of "human trafficking." This change resulted in the inability to produce information regarding the mere presence of illegal immigrants during traffic stops. This information is critical for a more complete understanding of the racial/ethnic disparities in search success rates (based on contraband seizures). Therefore, it is strongly recommended that future data collection on traffic stop searches include the capture of this critical information.

Field Supervision

As noted previously, concerns were raised during focus groups regarding the training of first line supervisors in criminal interdiction techniques and case law. Information gathered through the department wide survey, however demonstrated additional issues for consideration at the field supervisory level. For example, troopers perceive that their sergeants place much greater emphasis on citation writing and commercial traffic enforcement than sergeants actually report placing on these tasks. Conversely, troopers perceive that criminal interdiction, drug interdiction, and recovery of stolen vehicles are lower priorities for sergeants than sergeants report for themselves. Of direct interest to this study, the mismatch between officers' perceptions of their sergeants' priorities and their sergeants' actual priorities centers on criminal and drug interdiction activities as well as citation writing. Throughout the focus group sessions, troopers reported that their sergeants did not support criminal interdiction work and were more concerned with citation writing. Results from these surveys suggest that, contrary to troopers' perceptions, sergeants' priorities actually correspond directly with troopers' priorities. The clear miscommunication between sergeants and troopers regarding work-related priorities needs to be addressed. If troopers have an inaccurate perception of their supervisors' priorities, then both officers and supervisors are likely to be dissatisfied with their work. New leadership training currently planned by the OSHP should address better communication of departmental priorities between sergeants and troopers.

Administrative / Policy

There were a number of issues raised during the course of the research that suggested a streamlining of the paperwork surrounding searches & seizures is necessary. The UC research team recommends a complete review and potential overhaul of the existing data collection system. Troopers and sergeants consistently indicated that the paperwork associated with criminal interdiction activities was time consuming and redundant. Many troopers recommended a streamlined approach for data capture, and the UC research team concurs with this assessment.

It was also recommended by both focus group participants and survey respondents that OSHP administrators reconsider the use of criminal interdiction teams. While there are many potential benefits to the use of criminal interdiction teams, there are also potential problems

that must be considered. The UC research team recommends that the establishment of criminal interdiction teams be considered by a committee within OSHP that, after thoroughly researching the issue, provides recommendations to OSHP administrators. That is, the UC research team does not recommend that criminal interdiction teams be reestablished, but rather that OSHP consider the prospect internally.

It is further recommended (based on considerable feedback from the focus groups and surveys) that the geographic and shift deployment of canine handlers be reviewed and altered if deemed appropriate. It is also recommended that the canine program be expanded (if fiscally possible). If expansion of the canine unit is not fiscally possible at this time, it is recommended that OSHP reconsider the manner in which this unit is currently deployed, and determine whether alternative deployment patterns could be created to better use the available resources. Also, it is recommended that the call-out procedures for canine handlers be modified for more efficient use of resources and that these modified procedures be used consistently across districts. Prior to the possible expansion and/or redeployment of the canine handlers, however, OSHP supervisors should examine the possible reasons for the lower rates of contraband discovery of discretionary searches based on canine alerts, and the differential use of canines for traffic stops involving Hispanic motorists.

Finally, a larger discussion regarding the apparent current trade-off that exists between search success rates (i.e., percent of searches that result in contraband seizures) and types/amounts of contraband seizures should be conducted. OSHP sworn and non-sworn personnel have indicated to the UC research team that it is OSHP's policy that a "successful" search is a "legal" search. That is, there is more concern regarding the legality of searches than whether or not searches result in contraband seizures. It will be important for OSHP administrators to continue to emphasize this policy while simultaneously seeking to understand the reasons behind the racial / ethnic disparities evident in seizures of contraband.

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7. APPENDICES

A. FOCUS GROUPS CONSENT FORM

College of Education, Criminal Justice, and Human Services

Division of Criminal Justice
University of Cincinnati
PO Box 210389
Cincinnati, Ohio 45221-0389

600 Dyer Hall, Clifton Avenue
Phone (513) 556-5827
Fax (513) 556-3303
Web www.uc.edu/criminaljustice

Consent to Participate in a Research Study

Research Director: Robin Engel, Ph.D.
(513) 556-5850, robin.engel@uc.edu

Search and Seizure: Best Practices

Before agreeing to participate in this study, it is important that the following explanation of the proposed procedures be read and understood. The information below describes the purpose, procedures, risks, and benefits of the study. It also explains your right to withdraw from the study at any time. It is important to understand that no guarantee or assurance can be made as to the results of the study.

The purpose of this research project is to identify "best practices" within the Ohio State Highway Patrol by determining what suspicious indicators used by troopers during traffic stops to develop reasonable suspicion are the most and least effective at detecting the criminal activities of motorists. Your supervisors have identified you for participation in this study due to your effectiveness in criminal interdiction. You will be one of approximately 80 - 100 troopers taking part in focus group discussions as part of this study. This focus group discussion will require your participation for approximately two (2) hours.

This research project will involve approximately 8-10 separate focus group discussion sessions, each with a different set of 8 to 10 troopers. The focus groups will be facilitated by Dr. Robin Engel and her staff and will discuss the following topics:

- Types of verbal and nonverbal indicators used to determine suspiciousness.
- Vehicle characteristics used to determine suspiciousness.
- Behavioral indicators used to determine suspiciousness.
- Verbal, nonverbal, and behavioral cues that are poor indicators of suspiciousness.
- Types of searches that are least successful in discovering illegal contraband.
- Relevancy of current search and seizure training.
- Perceptions of peers', supervisors', citizens', and the courts' attitudes about search and seizure.

The discussions of these topics will be audio taped and the research staff will also take written notes. You may request that the focus group session not be audio taped. The information gained from these focus groups will help identify effective search and seizure practices. A department-wide survey of troopers to determine the extent to which they engage in these practices will also be conducted based, in part, on the information gathered during the focus group sessions.

While the research team will not disclose the specific statements made by any participant in these focus groups, we must inform you of certain risks involved in participating. We cannot protect the identity of those who attended the focus groups as each of you: has been selected by your chain of command, will complete department reimbursement paperwork, and will be known to the other focus group participants. Also, it may be possible that your identity will be revealed indirectly through specific demographic characteristics, for example, being the only female trooper from a specific station to attend a focus group. Likewise, we cannot prevent the other focus group members from disclosing statements that were made during the focus group discussions. Therefore, we ask that the other participants maintain confidentiality about what is said in the focus groups but we are unable to guarantee this confidentiality. We can guarantee that we will not violate your confidentiality.

The information collected from these focus groups in the form of audiotapes and notes made by the members of the research team will remain confidential. The audiotapes and researcher notes will be kept in a locked file cabinet in Dr. Engel's office at the University of Cincinnati and only she and her staff will have access to these materials. The audiotapes and notes will be transcribed into written form that will not identify any of the participants by name. After these materials are transcribed, the audiotapes will be destroyed through incineration and the written notes will be shredded. Only the final report, free of any individual identifier information, will be accessible by the Commissioner of the Ohio State Highway Patrol or anyone he officially designates.

While you will receive no special direct benefit from your participation in this study, your participation will help improve the effectiveness of the Ohio State Highway Patrol and other law enforcement agencies in the detection and seizure of illegal contraband being transported on public roadways.

The information gained from these focus groups may be published in official department reports, training documents, and academic publications; however, no information will be provided that would permit the identification of any specific trooper. Your identity will remain confidential unless disclosure is required by law, such as mandatory reporting of child abuse, elder abuse, or immediate danger to self or others.

You may choose not to participate in this study at any time. If you choose not to participate the research team will not disclose this decision to the Ohio State Highway Patrol.

Again, your participation in this study is voluntary and you may refuse to participate, or may discontinue participation AT ANY TIME, without penalty or loss of benefits to which you

are otherwise entitled. You also have the right to refrain from answering specific questions during the focus group discussions. The researchers have the right to withdraw you from the study AT ANY TIME. Your withdrawal from the study may be for reasons related solely to you (for example, not following study-related directions) or because the entire study has been terminated.

If you have any other questions about this study, you may contact Dr. Robin Engel at robin.engel@uc.edu or (513) 556-5850. If you have any questions about your rights as a research participant, you may contact the Chair of the Institutional Review Board – Social and Behavioral Sciences, University of Cincinnati, at (513) 558-5784.

Nothing in this consent form waives any legal right you may have, nor does it release the researcher, the Ohio State Highway Patrol, the University of Cincinnati, or its agents from liability for negligence.

I HAVE READ THE INFORMATION PROVIDED ABOVE. I VOLUNTARILY AGREE

TO PARTICIPATE IN THIS STUDY. I WILL RECEIVE A COPY OF THIS CONSENT

FORM FOR MY INFORMATION.

_____ _____

Participant Signature Date

B. FOCUS GROUPS QUESTIONNAIRE

Participant # _____

Please complete the information below by circling the appropriate response.

1. In which focus group are you participating?

AM Tuesday, 02/21/06 AM Thursday, 02/22/06 AM Friday, 02/24/06 AM Tuesday, 02/28/06

PM Tuesday, 02/21/06 PM Thursday, 02/22/06 PM Friday, 02/24/06 PM Tuesday, 02/28/06

2. Approximately how many mandatory vehicle searches resulting from traffic stops have you conducted in the past year?

_____

3. Approximately how many of these searches resulted in the discovery of illegal contraband (e.g., drugs, illegal weapons, stolen property, large quantities of cash, etc.)

_____

4. Approximately how many discretionary vehicle searches resulting from traffic stops have you conducted in the past year?

_____

5. Approximately how many of these searches resulted in the discovery of illegal contraband (e.g., drugs, illegal weapons, stolen property, large quantities of cash, etc.)

_____

6. Please list the types of specialized training and approximate number of hours of training you have received (if any) in the area of highway criminal interdiction or drug interdiction. (Use back if necessary.)

Title and/or Type of Training	# Hours	Sponsoring Agency

C. TROOPER & SERGEANT SURVEYS

College of Education, Criminal Justice, and Human Services

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600 Dyer Hall, Clifton Avenue
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Fax (513) 556-3303
Web www.uc.edu/criminaljustice

Dear Ohio State Highway Patrol Trooper:

Your participation is requested in a survey being conducted by the Division of Criminal Justice at the University of Cincinnati and the Ohio State Highway Patrol to identify the most effective practices in highway criminal interdiction. This survey is being conducted to provide a better understanding of troopers' decisions to search vehicles and their occupants during traffic stops in order to determine which suspicion cues are the most accurate indicators of criminal activity. It is hoped that this research will identify "best practices" currently being used by OSHP troopers when determining when to search for weapons, evidence, or other contraband. All responses will be analyzed by researchers at the University of Cincinnati Policing Institute.

The attached survey will ask specific questions about your attitudes regarding indicators of suspiciousness discovered during traffic stops that would lead you to conduct a search of a vehicle or its occupants. In an effort to increase the confidentiality of your specific responses, no information is requested that will directly reveal your identity (such as your name or employee identification number), and no participant's answer to any of the following questions will be released. Please do not write your name or employee identification number anywhere on this survey or the attached envelope.

Your participation in this survey is voluntary, all of the information you provide is confidential, and the survey itself is anonymous. You may choose not to participate in this survey or, if you do elect to complete this survey, you may refuse to answer any questions that you wish. If you choose not to complete this survey, please simply seal your blank or partially answered survey questionnaire in the provided self-addressed, pre-paid envelope and drop in the Outgoing US Mail collection box provided by the division.

If you choose to participate in this survey, please seal the completed questionnaire in the provided self-addressed, pre-paid envelope and drop in the Outgoing US Mail collection box provided by the division. Completion of the survey questionnaire indicates your consent to the above conditions. If you have any other questions about this survey, you may contact Dr. Robin Engel at robin.engel@uc.edu or (513) 556-5850. Likewise, if you have any questions about your rights as a research participant, you may contact the Chair of the Institutional Review Board – Social and Behavioral Sciences, University of Cincinnati, at (513) 558-5784.

Search & Seizure Best Practices - OSHP Trooper Survey

Directions: Please indicate only one answer per question unless otherwise instructed. Once you have completed the survey, please place it in the accompanying envelope, seal it, and place it in the collection box at your post. We appreciate your cooperation.
Please return by April 1st, 2007.

Questions 1 - 3 below ask about the traffic stops you conducted during 2006 when there was a discretionary search involved. A discretionary search is one which is not required by division policy. Please consider your discretionary search activity for the **entire year of 2006** when answering these questions.

1. Approximately how many discretionary searches of occupants and/or vehicles did you initiate during 2006? _____ Discretionary Searches

2. When you think of the people you searched last year, what percent would you estimate involved:
   _____ % Caucasian Drivers
   _____ % Black Drivers
   _____ % Hispanic Drivers

3. Approximately what percent of the discretionary searches you conducted in 2006 resulted in the discovery and seizure of contraband? _____ % of Searches

Questions 4 - 7 below ask about your perceptions of your job and how much of a priority a number of tasks are for the OSHP.

4. Please identify what **you** think the level of **priority** should be for the OSHP for the following tasks:

	Not a Priority	Somewhat of a Priority	Priority	High Priority	Very High Priority
a. Accident reduction	☐	☐	☐	☐	☐
b. Calls for service	☐	☐	☐	☐	☐
c. Citation writing	☐	☐	☐	☐	☐
d. Commercial traffic enforcement	☐	☐	☐	☐	☐
e. Crash investigation	☐	☐	☐	☐	☐
f. Criminal interdiction	☐	☐	☐	☐	☐
g. Drug interdiction	☐	☐	☐	☐	☐
h. OVI enforcement	☐	☐	☐	☐	☐
i. Recovery of stolen vehicles	☐	☐	☐	☐	☐

5. Now consider the view of **the Field Sergeant that supervises you most often.** What do you think this Sergeant believes the level of priority should be for the OSHP in regard to the following tasks:

	Not a Priority	Somewhat of a Priority	Priority	High Priority	Very High Priority
a. Accident reduction	☐	☐	☐	☐	☐
b. Calls for service	☐	☐	☐	☐	☐
c. Citation writing	☐	☐	☐	☐	☐
d. Commercial traffic enforcement	☐	☐	☐	☐	☐
e. Crash investigation	☐	☐	☐	☐	☐
f. Criminal interdiction	☐	☐	☐	☐	☐
g. Drug interdiction	☐	☐	☐	☐	☐
h. OVI enforcement	☐	☐	☐	☐	☐
i. Recovery of stolen vehicles	☐	☐	☐	☐	☐

6. Now consider of the view of your Post Commander. What do you think your Post Commander believes the level of priority should be for the OSHP in regard to the following tasks:

	Not a Priority	Somewhat of a Priority	Priority	High Priority	Very High Priority
a. Accident reduction	◻	◻	◻	◻	◻
b. Calls for service	◻	◻	◻	◻	◻
c. Citation writing	◻	◻	◻	◻	◻
d. Commercial traffic enforcement	◻	◻	◻	◻	◻
e. Crash investigation	◻	◻	◻	◻	◻
f. Criminal interdiction	◻	◻	◻	◻	◻
g. Drug interdiction	◻	◻	◻	◻	◻
h. OVI enforcement	◻	◻	◻	◻	◻
i. Recovery of stolen vehicles	◻	◻	◻	◻	◻

7. Now consider of the view of your District Commander. What do you think your District Commander believes the level of priority should be for the OSHP in regard to the following tasks:

	Not a Priority	Somewhat of a Priority	Priority	High Priority	Very High Priority
a. Accident reduction	◻	◻	◻	◻	◻
b. Calls for service	◻	◻	◻	◻	◻
c. Citation writing	◻	◻	◻	◻	◻
d. Commercial traffic enforcement	◻	◻	◻	◻	◻
e. Crash investigation	◻	◻	◻	◻	◻
f. Criminal interdiction	◻	◻	◻	◻	◻
g. Drug interdiction	◻	◻	◻	◻	◻
h. OVI enforcement	◻	◻	◻	◻	◻
i. Recovery of stolen vehicles	◻	◻	◻	◻	◻

Questions 8 – 10 ask your opinion about the availability of canines when you make a stop (if you are a canine handler, please skip to **Question 12**).

8. In 2006, how many times did you ask for the assistance of a canine at the scene of a traffic stop? _____ # of times

9. When requested, approximately what percent of the time did a canine actually arrive on scene? _____ % of time when canine arrived on scene

10. What is the average amount of time (in minutes) that you wait for a canine to arrive after your call to request a canine? _____ minutes

11. In your opinion, how **satisfied** are you with the following list of canine-related issues:

	Highly Unsatisfied	Unsatisfied	Slightly Unsatisfied	Slightly Satisfied	Satisfied	Highly Satisfied
a. Accuracy of canines	◻	◻	◻	◻	◻	◻
b. Availability of canines	◻	◻	◻	◻	◻	◻
c. Call-out procedure	◻	◻	◻	◻	◻	◻
d. Response time of canines	◻	◻	◻	◻	◻	◻
e. Supervisory support for canine usage	◻	◻	◻	◻	◻	◻

12. We would now like you to think about **how much of a problem** (i.e., concern, limitation, or impediment) each of the following items are for engaging in interdiction activities:

	Not a Problem	Slight Problem	Somewhat of a Problem	A Problem	Significant Problem
a. Amount of paperwork associated with search & seizure activity	□	□	□	□	□
b. Amount of paperwork associated with seizures of small amounts of contraband	□	□	□	□	□
c. Redundancy of paperwork	□	□	□	□	□
d. Inconsistencies in procedures for search & seizure activity across posts	□	□	□	□	□
e. Disbandment of the TDIT teams	□	□	□	□	□
f. Support for search & seizure activity …. by your field sergeant (that supervises you most frequently)	□	□	□	□	□
g. …by your post commander	□	□	□	□	□
h. …by your district commander	□	□	□	□	□
i. Emphasis on traffic citations … by your field sergeant (that supervises you most frequently)	□	□	□	□	□
j. …by your post commander	□	□	□	□	□
k. …by your district commander	□	□	□	□	□
l. Emphasis on LifeStat 1.0's goals … by your field sergeant (that supervises you most frequently)	□	□	□	□	□
m. …by your post commander	□	□	□	□	□
n. …by your district commander	□	□	□	□	□
o. Canine availability on shift	□	□	□	□	□
p. Canine availability at post	□	□	□	□	□
q. Procedure for requesting a canine	□	□	□	□	□
r. Lack of adequate training of field supervisors in search & seizure activity	□	□	□	□	□
s. Inconsistencies in expectations for search & seizure activity across …field supervisors	□	□	□	□	□
t. …post commanders	□	□	□	□	□
u. …district commanders	□	□	□	□	□
v. Lack of rewards for search & seizure activity	□	□	□	□	□
w. Officer safety	□	□	□	□	□

13. Do you perform, on average, at least one discretionary search per month? □ Yes □ No

14. <u>If you perform on average, at least one discretionary search per month, please skip to **Question 15**.</u> If you do **<u>not</u>** perform on average, at least one discretionary search per month, please indicate how much you agree or disagree with each of the following statement regarding your search and seizure activities:

	Strongly Disagree	Disagree	Somewhat Disagree	Somewhat Agree	Agree	Strongly Agree
I perform on average, less than one discretionary search per month because …						
a. It takes time away from more important tasks.	□	□	□	□	□	□
b. It creates additional paperwork.	□	□	□	□	□	□
c. There are insufficient rewards or benefits.	□	□	□	□	□	□
d. I am interested in other activities.	□	□	□	□	□	□

Continued on next page…..

	Strongly Disagree	Disagree	Somewhat Disagree	Somewhat Agree	Agree	Strongly Agree
I perform on average, less than one discretionary search per month because …						
e. I am not comfortable with the paperwork associated with search and search activities.	☐	☐	☐	☐	☐	☐
f. Discretionary searches are not supported by my field sergeant (that supervises you most frequently).	☐	☐	☐	☐	☐	☐
g. Discretionary searches are not supported by my post commander.	☐	☐	☐	☐	☐	☐
h. Discretionary searches are not supported by my district commander.	☐	☐	☐	☐	☐	☐
i. Discretionary searches are likely to be challenged in court.	☐	☐	☐	☐	☐	☐
j. I am unfamiliar with the case law surrounding when a search can be conducted.	☐	☐	☐	☐	☐	☐
k. I am concerned about civil liability.	☐	☐	☐	☐	☐	☐
l. I feel the OSHP will not support me in litigation.	☐	☐	☐	☐	☐	☐

In 2005, of the discretionary searches conducted by OSHP troopers, differences exist in the discovery of contraband across racial/ethnic motorists. Of the Caucasian drivers searched, 66% were found in possession of contraband, compared to 64% of Black drivers searched, and only 26% of Hispanic drivers searched. When answering **Questions 15 - 16**, we would like you to think about only Hispanic drivers and why this difference in search success rates may exist.

15. Please tell us the extent to which you **agree** with the following statements:

	Strongly Disagree	Disagree	Somewhat Disagree	Somewhat Agree	Agree	Strongly Agree
a. Hispanic drivers demonstrate different cues of suspicion when compared to other race/ethnic groups.	☐	☐	☐	☐	☐	☐
b. Cues of suspicion associated with Hispanic drivers are misleading in regard to discovering contraband.	☐	☐	☐	☐	☐	☐
c. OSHP training does not prepare troopers for proper interpretation of Hispanic drivers' behaviors.	☐	☐	☐	☐	☐	☐
d. There is a language barrier between Hispanic drivers and OSHP troopers.	☐	☐	☐	☐	☐	☐
e. Vehicles driven by Hispanic drivers often contain illegal immigrants.	☐	☐	☐	☐	☐	☐
f. Hispanic drivers often do not know the other occupants in their vehicles.	☐	☐	☐	☐	☐	☐
g. Hispanic drivers often do not know the owner of the vehicle.	☐	☐	☐	☐	☐	☐
h. Hispanic drug traffickers are more likely to use hidden compartments than drug traffickers of other race/ethnic groups.	☐	☐	☐	☐	☐	☐
i. Some of my fellow troopers make traffic stops and/or other enforcement decisions based solely or partially on the race/ethnicity of the occupants of the vehicle.	☐	☐	☐	☐	☐	☐

16. Are there any other factors that might explain why fewer searches of Hispanic drivers result in the discovery of contraband?

_____

_____

17. This question asks about your experiences with OSHP interdiction training. Please indicate the degree to which each item was **effective** for your ability to learn how to perform interdiction work:

	Not Applicable	Highly Ineffective	Ineffective	Slightly Ineffective	Slightly Effective	Effective	Highly Effective
a. Academy training	☐	☐	☐	☐	☐	☐	☐
b. Annual in-service training	☐	☐	☐	☐	☐	☐	☐
c. Training from field training officer	☐	☐	☐	☐	☐	☐	☐
d. Training from field supervisor	☐	☐	☐	☐	☐	☐	☐
e. OSHP specialized courses	☐	☐	☐	☐	☐	☐	☐
f. Training outside of OSHP	☐	☐	☐	☐	☐	☐	☐

18. Do you have any specific recommendations for improving interdiction training?

_____

_____

_____

19. This question asks about things that may help to improve criminal interdiction work by OSHP officers. Please mark the response that best represents the degree to which you believe each item would **improve the frequency and quality of interdiction work**.

	No Improvement	Slight Improvement	Somewhat of an Improvement	Improvement	Significant Improvement
a. Support for interdiction work from my field sergeant (that supervises me most frequently)	☐	☐	☐	☐	☐
b. Support for interdiction work from my post commander	☐	☐	☐	☐	☐
c. Support for interdiction work from my district commander	☐	☐	☐	☐	☐
d. Additional organizational rewards for interdiction activity	☐	☐	☐	☐	☐
e. Streamlining of paperwork	☐	☐	☐	☐	☐
f. Reduce emphasis on ticket writing	☐	☐	☐	☐	☐
g. Increased use of interdiction teams	☐	☐	☐	☐	☐
h. Additional canines	☐	☐	☐	☐	☐
i. Geographic redeployment of existing canines	☐	☐	☐	☐	☐
j. Shift redeployment of existing canines	☐	☐	☐	☐	☐
k. Using field training officers with interdiction experience	☐	☐	☐	☐	☐
l. Additional interdiction training for troopers	☐	☐	☐	☐	☐
m. Additional interdiction training for field supervisors	☐	☐	☐	☐	☐
n. Additional interdiction training for canine handlers	☐	☐	☐	☐	☐
o. Changes in current interdiction training	☐	☐	☐	☐	☐

Demographic Information: Now we would like to ask you some questions about yourself. These questions have been included for purposes of statistical comparisons. All results will be combined into large groups. **No individual participant of this research will be identified, and no participant's answer to any of the following questions will be released.**

20. What is your gender? □ Male □ Female

21. What is your racial or ethnic background?
□ Caucasian □ Black □ Hispanic □ Other

22. What is the highest grade or year of school that you have completed? (Check only one)
□ High school graduate
□ Less than 2 years of College
□ Greater than 2 years of College
□ College Graduate, 4 Year Degree
□ Graduate Degree Courses

23. Are you a fluent speaker of a foreign language? □ Yes □ No

If Yes, please identify the language(s) you speak: _____

24. What Post / District are you currently assigned to? _____ Post _____ District

25. What is your cadet class number? _____

26. How many specialized courses in interdiction techniques have you attended since OSHP Academy training?

_____ Number of OSHP interdiction courses attended

_____ Number of courses attended at other agencies

27. Please provide an approximate number of hours spent attending these specialized courses in interdiction techniques (Again, do not include your OSHP Academy training):

_____ OSHP training hours

_____ Other agencies training hours

28. Please list any interdiction / canine teams on which you have served.

_____

_____

Thank you! We understand how busy you are, and sincerely appreciate your cooperation. Please place your completed survey into the accompanying envelope, seal it, and place it in the collection box at your post. **Please return by April 1st, 2007.**

College of Education, Criminal Justice, and Human Services

Division of Criminal Justice
University of Cincinnati
PO Box 210389
Cincinnati, Ohio 45221-0389

600 Dyer Hall, Clifton Avenue
Phone (513) 556-5827
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Dear Ohio State Highway Patrol Sergeant:

Your participation is requested in a survey being conducted by the Division of Criminal Justice at the University of Cincinnati and the Ohio State Highway Patrol to identify the most effective practices in highway criminal interdiction. This survey is being conducted to provide a better understanding of troopers' decisions to search vehicles and their occupants during traffic stops in order to determine which suspicion cues are the most accurate indicators of criminal activity. It is hoped that this research will identify "best practices" currently being used by OSHP troopers when determining when to search for weapons, evidence, or other contraband. All responses will be analyzed by researchers at the University of Cincinnati Policing Institute.

The attached survey will ask specific questions about your attitudes regarding indicators of suspiciousness discovered during traffic stops that would lead you to conduct a search of a vehicle or its occupants. In an effort to increase the confidentiality of your specific responses, no information is requested that will directly reveal your identity (such as your name or employee identification number), and no participant's answer to any of the following questions will be released. Please do not write your name or employee identification number anywhere on this survey or the attached envelope.

Your participation in this survey is voluntary, all of the information you provide is confidential, and the survey itself is anonymous. You may choose not to participate in this survey or, if you do elect to complete this survey, you may refuse to answer any questions that you wish. If you choose not to complete this survey, please simply seal your blank or partially answered survey questionnaire in the provided self-addressed, pre-paid envelope and drop in the Outgoing US Mail collection box provided by the division.

If you choose to participate in this survey, please seal the completed questionnaire in the provided self-addressed, pre-paid envelope and drop in the Outgoing US Mail collection box provided by the division. Completion of the survey questionnaire indicates your consent to the above conditions. If you have any other questions about this survey, you may contact Dr. Robin Engel at robin.engel@uc.edu or (513) 556-5850. Likewise, if you have any questions about your rights as a research participant, you may contact the Chair of the Institutional Review Board – Social and Behavioral Sciences, University of Cincinnati, at (513) 558-5784.

Search & Seizure Best Practices - OSHP Sergeant Survey

Directions: Please indicate only one answer per question unless otherwise instructed. Once you have completed the survey, please place it in the accompanying envelope, seal it, and place it in the collection box at your post. We appreciate your cooperation.
Please return by April 1st, 2007.

Questions 1 - 3 below ask about your perceptions of your job and how much of a priority a number of tasks are for the OSHP.

1. Please identify what **you** think the level of **priority** should be for the OSHP for the following tasks:

	Not a Priority	Somewhat of a Priority	Priority	High Priority	Very High Priority
a. Accident reduction	□	□	□	□	□
b. Calls for service	□	□	□	□	□
c. Citation writing	□	□	□	□	□
d. Commercial traffic enforcement	□	□	□	□	□
e. Crash investigation	□	□	□	□	□
f. Criminal interdiction	□	□	□	□	□
g. Drug interdiction	□	□	□	□	□
h. OVI enforcement	□	□	□	□	□
i. Recovery of stolen vehicles	□	□	□	□	□

2. Now consider of the view of your Post Commander. What do you think your Post Commander believes the level of priority should be for the OSHP in regard to the following tasks:

	Not a Priority	Somewhat of a Priority	Priority	High Priority	Very High Priority
a. Accident reduction	□	□	□	□	□
b. Calls for service	□	□	□	□	□
c. Citation writing	□	□	□	□	□
d. Commercial traffic enforcement	□	□	□	□	□
e. Crash investigation	□	□	□	□	□
f. Criminal interdiction	□	□	□	□	□
g. Drug interdiction	□	□	□	□	□
h. OVI enforcement	□	□	□	□	□
i. Recovery of stolen vehicles	□	□	□	□	□

3. Now consider of the view of your District Commander. What do you think your District Commander believes the level of priority should be for the OSHP in regard to the following tasks:

	Not a Priority	Somewhat of a Priority	Priority	High Priority	Very High Priority
a. Accident reduction	□	□	□	□	□
b. Calls for service	□	□	□	□	□
c. Citation writing	□	□	□	□	□
d. Commercial traffic enforcement	□	□	□	□	□
e. Crash investigation	□	□	□	□	□
f. Criminal interdiction	□	□	□	□	□
g. Drug interdiction	□	□	□	□	□
h. OVI enforcement	□	□	□	□	□
i. Recovery of stolen vehicles	□	□	□	□	□

4. We would now like you to think about **how much of a problem, in general,** each of the following items are **for the Troopers you supervise** when engaging in interdiction activities:

	Not a Problem	Slight Problem	Somewhat of a Problem	A Problem	Significant Problem
a. Amount of paperwork associated with search & seizure activity	☐	☐	☐	☐	☐
b. Amount of paperwork associated with seizures of small amounts of contraband	☐	☐	☐	☐	☐
c. Redundancy of paperwork	☐	☐	☐	☐	☐
d. Inconsistencies in procedures for search & seizure activity across posts	☐	☐	☐	☐	☐
e. Disbandment of the TDIT teams	☐	☐	☐	☐	☐
f. Support for search & seizure activity by your post commander	☐	☐	☐	☐	☐
g. Support for search & seizure activity by your district commander	☐	☐	☐	☐	☐
h. Emphasis on traffic citations by your post commander	☐	☐	☐	☐	☐
i. Emphasis on traffic citations by your district commander	☐	☐	☐	☐	☐
j. Emphasis on LifeStat 1.0's goals … by you (as their field supervisor)	☐	☐	☐	☐	☐
k. …by your post commander	☐	☐	☐	☐	☐
l. …by your district commander	☐	☐	☐	☐	☐
m. Canine availability on shift	☐	☐	☐	☐	☐
n. Canine availability at post	☐	☐	☐	☐	☐
o. Procedure for requesting a canine	☐	☐	☐	☐	☐
p. Lack of adequate training of field supervisors in search & seizure activity	☐	☐	☐	☐	☐
q. Inconsistencies in expectations for search & seizure activity across post commanders	☐	☐	☐	☐	☐
r. Inconsistencies in expectations for search & seizure activity across district commanders	☐	☐	☐	☐	☐
s. Lack of rewards for search & seizure activity	☐	☐	☐	☐	☐
t. Officer safety	☐	☐	☐	☐	☐

5. Please indicate how much you agree or disagree with each of the following statement regarding **your Troopers'** search and seizure activities:

	Strongly Disagree	Disagree	Somewhat Disagree	Somewhat Agree	Agree	Strongly Agree
Troopers perform few discretionary searches because …						
a. it takes time away from more important tasks.	◻	◻	◻	◻	◻	◻
b. it creates additional paperwork.	◻	◻	◻	◻	◻	◻
c. there are insufficient rewards or benefits.	◻	◻	◻	◻	◻	◻
d. they are interested in other activities.	◻	◻	◻	◻	◻	◻
e. they are not comfortable with the paperwork associated with search and search activities.	◻	◻	◻	◻	◻	◻
f. discretionary searches are not supported by their post commander.	◻	◻	◻	◻	◻	◻
g. discretionary searches are not supported by their district commander.	◻	◻	◻	◻	◻	◻
h. discretionary searches are likely to be challenged in court.	◻	◻	◻	◻	◻	◻
i. they are unfamiliar with the case law surrounding when a search can be conducted.	◻	◻	◻	◻	◻	◻
j. they are concerned about civil liability.	◻	◻	◻	◻	◻	◻
k. they feel the OSHP will not support them in litigation.	◻	◻	◻	◻	◻	◻

6. In your opinion, how **satisfied** are you with the following list of canine-related issues:

	Highly Unsatisfied	Unsatisfied	Slightly Unsatisfied	Slightly Satisfied	Satisfied	Highly Satisfied
a. Accuracy of canines	◻	◻	◻	◻	◻	◻
b. Availability of canines	◻	◻	◻	◻	◻	◻
c. Call-out procedure	◻	◻	◻	◻	◻	◻
d. Response time of canines	◻	◻	◻	◻	◻	◻
e. Supervisory support for canine usage (excluding yourself)	◻	◻	◻	◻	◻	◻

7. This question asks about your experiences with OSHP interdiction training. Please indicate the degree to which each item was **effective** for your Troopers' ability to learn how to perform interdiction work:

	Not Applicable	Highly Ineffective	Ineffective	Slightly Ineffective	Slightly Effective	Effective	Highly Effective
a. Academy training	◻	◻	◻	◻	◻	◻	◻
b. Annual in-service training	◻	◻	◻	◻	◻	◻	◻
c. Training from field training officer	◻	◻	◻	◻	◻	◻	◻
d. Training from field supervisor	◻	◻	◻	◻	◻	◻	◻
e. OSHP specialized courses	◻	◻	◻	◻	◻	◻	◻
f. Training outside of OSHP	◻	◻	◻	◻	◻	◻	◻

8. Do you have any specific recommendations for improving interdiction training?

_____

_____

_____

_____

9. This question asks about things that may help to improve criminal interdiction work by OSHP officers. Please mark the response that best represents the degree to which you believe each item would **improve the frequency and quality of interdiction work**.

	No Improvement	Slight Improvement	Somewhat of an Improvement	Improvement	Significant Improvement
a. Support for interdiction work from post commander	◻	◻	◻	◻	◻
b. Support for interdiction work from district commander	◻	◻	◻	◻	◻
c. Additional organizational rewards for interdiction activity	◻	◻	◻	◻	◻
d. Streamlining of paperwork	◻	◻	◻	◻	◻
e. Reduce emphasis on ticket writing	◻	◻	◻	◻	◻
f. Increased use of interdiction teams	◻	◻	◻	◻	◻
g. Additional canines	◻	◻	◻	◻	◻
h. Geographic redeployment of existing canines	◻	◻	◻	◻	◻
i. Shift redeployment of existing canines	◻	◻	◻	◻	◻
j. Using field training officers with interdiction experience	◻	◻	◻	◻	◻
k. Additional interdiction training for troopers	◻	◻	◻	◻	◻
l. Additional interdiction training for field supervisors	◻	◻	◻	◻	◻
m. Additional interdiction training for canine handlers	◻	◻	◻	◻	◻
n. Changes in current interdiction training	◻	◻	◻	◻	◻

In 2005, of the discretionary searches conducted by OSHP troopers, differences exist in the discovery of contraband across racial/ethnic motorists. Of the Caucasian drivers searched, 66% were found in possession of contraband, compared to 64% of Black drivers searched, and 26% of Hispanic drivers searched. When answering **Questions 10 and 11**, we would like you to think about only Hispanic drivers and why this difference in search success rates may exist.

10. Please tell us the extent to which you **agree** with the following statements:

	Strongly Disagree	Disagree	Somewhat Disagree	Somewhat Agree	Agree	Strongly Agree
a. Hispanic drivers demonstrate different cues of suspicion when compared to other race/ethnic groups.	☐	☐	☐	☐	☐	☐
b. Cues of suspicion associated with Hispanic drivers are misleading in regard to discovering contraband.	☐	☐	☐	☐	☐	☐
c. OSHP training does not prepare troopers for proper interpretation of Hispanic drivers' behaviors.	☐	☐	☐	☐	☐	☐
d. There is a language barrier between Hispanic drivers and OSHP troopers.	☐	☐	☐	☐	☐	☐
e. Vehicles driven by Hispanic drivers often contain illegal immigrants.	☐	☐	☐	☐	☐	☐
f. Hispanic drivers often do not know the other occupants in their vehicles.	☐	☐	☐	☐	☐	☐
g. Hispanic drivers often do not know the owner of the vehicle.	☐	☐	☐	☐	☐	☐
h. Hispanic drug traffickers are more likely to use hidden compartments than drug traffickers of other race/ethnic groups.	☐	☐	☐	☐	☐	☐
i. Some Troopers make traffic stops and/or other enforcement decisions based solely or partially on the race/ethnicity of the occupants of the vehicle.	☐	☐	☐	☐	☐	☐

11. Are there any other factors that might explain why fewer searches of Hispanic drivers result in the discovery of contraband?

_____

_____

_____

_____

_____

Continued on other side

Demographic Information: Now we would like to ask you some questions about yourself. These questions have been included for purposes of statistical comparisons. All results will be combined into large groups.

12. What is your gender? □ Male □ Female

13. What is your racial or ethnic background?

□ Caucasian □ Black □ Hispanic □ Other

14. What is the highest grade or year of school that you have completed? (Check only one)

□ High school graduate
□ Less than 2 years of College
□ Greater than 2 years of College
□ College Graduate, 4 Year Degree
□ Graduate Degree Courses

15. Are you a fluent speaker of a foreign language? □ Yes □ No

If Yes, please identify the language(s) you speak:_____

16. What Post and/or District are you currently assigned to? _____ Post _____ District

17. What is your cadet class number? _____

18. How many specialized courses in interdiction techniques have you attended since OSHP Academy training?

_____ Number of OSHP interdiction courses attended

_____ Number of courses attended at other agencies

19. Please provide an approximate number of hours spent attending these specialized courses in interdiction techniques (Again, do not include your OSHP Academy training):

_____ OSHP training hours

_____ Other agencies training hours

20. Please list any interdiction / canine teams on which you have served.

_____

_____

Thank you! We understand how busy you are, and sincerely appreciate your cooperation. Please place your completed survey into the accompanying envelop, seal it, and place it in the collection box at your post. **Please return by April 1st, 2007.**

D. SURVEY TABLES

NOTE: Tables in this appendix correspond to text and graphs from **Section 3**.

Table D.1: Department Priorities: Troopers' Self Reported Attitudes & Perceptions of Supervisors' Attitudes

	Self-Reported	Field Sergeant	Post Commander	District Commander
Accident reduction	4.60	4.53*	4.77***	4.73***
Calls for service	4.10	4.01*	4.20*	4.27***
Citation writing	3.05	3.98***	4.28***	4.44***
Commercial traffic enforcement	3.28	3.73***	4.12***	4.31***
Crash investigation	4.40	4.28***	4.39	4.43
Criminal interdiction	3.87	3.21***	3.45***	3.78
Drug interdiction	3.85	3.16***	3.43***	3.77
OVI enforcement	4.58	4.40***	4.51*	4.57
Recovery of stolen vehicles	3.70	3.15***	3.33***	3.67

NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001
Scale 1-5: 1=Not a priority, 2=Somewhat of a Priority, 3=Priority, 4=High Priority, 5=Very High Priority

Table D.2: Department Priorities: Sergeants' Self Reported Attitudes & Perceptions of Supervisors' Attitudes

	Self-Reported	Post Commander	District Commander
Accident reduction	4.69	4.82**	4.81**
Calls for service	4.45	4.46	4.40
Citation writing	3.22	4.13***	4.33***
Commercial traffic enforcement	3.36	3.95***	4.25***
Crash investigation	4.51	4.51	4.47
Criminal interdiction	3.78	3.51***	3.76
Drug interdiction	3.73	3.44***	3.67
OVI enforcement	4.68	4.65	4.70
Recovery of stolen vehicles	3.64	3.44**	3.68

NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001
Scale 1-5: 1=Not a priority, 2=Somewhat of a Priority, 3=Priority, 4=High Priority, 5=Very High Priority

Table D.3: Department Priorities: Comparison of Troopers' Perceptions of Field Sergeants' Attitudes & Sergeants' Self-Reported Attitudes

	Troopers' Perceptions of Field Sergeants' Attitudes	Field Sergeants Self-Reported Attitudes
Accident reduction	4.5**	4.7
Calls for service	4.0***	4.5
Citation writing	4.0***	3.2
Commercial traffic enforcement	3.7***	3.4
Crash investigation	4.3***	4.5
Criminal interdiction	3.2***	3.8
Drug interdiction	3.2***	3.7
OVI enforcement	4.4***	4.7
Recovery of stolen vehicles	3.2***	3.6

NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001
Scale 1-5: 1=Not a priority, 2=Somewhat of a Priority, 3=Priority, 4=High Priority, 5=Very High Priority

Table D.4: Troopers' & Sergeants' Satisfaction with Canine-related Issues

	Troopers	Sergeants
Accuracy of canines	5.14*	4.96
Availability of canines	2.83*	2.50
Canine call-out procedure	3.35	3.21
Response time of canines	3.69***	2.85
Supervisory support	3.88	3.94

NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001
Scale 1-6: 1=Highly unsatisfied, 2=Unsatisfied, 3=Slightly unsatisfied, 4=Slightly satisfied, 5=Satisfied, 6=Highly satisfied

Table D.5: Troopers' & Sergeants' Perceived Impediments to Interdiction Activities

	Troopers	Sergeants
Amount of paperwork associated with search & seizure activity	3.12**	3.49
Amount of paperwork associated with seizures of small amounts of contraband	3.68	3.83
Redundancy of paperwork	3.87	4.05
Inconsistencies in procedures for search & seizure across posts	2.52	2.49
Disbandment of the TDIT teams	3.23***	2.73
Support for search & seizure activity…		
By your field sergeant	1.88	---
By your post commander	1.80	1.69
By your district commander	1.78	1.68
Emphasis on traffic citations…		
By your field sergeant	2.20	---
By your post commander	2.36	2.23
By your district commander	2.38**	2.48
Emphasis on LifeStat 1.0's goals…		
By your field sergeant	1.68	---
By your post commander	1.82*	2.06
By your district commander	1.87**	2.20
Canine availability on shift	3.56*	3.82
Canine availability at post	3.60	3.78
Procedure for requesting a canine	2.47	2.67
Lack of adequate training of field supervisors in search & seizure activity	2.05**	2.35
Inconsistencies in expectations for search & seizure activity across…		
Field supervisors	2.08	---
Post commanders	2.02**	2.33
District commanders	2.02**	2.32
Lack of rewards for search & seizure activity	2.19	2.07
Officer safety	2.03	2.23

NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001
Scale 1-5: 1=Not a problem, 2=Slight problem, 3=Somewhat of a problem, 4=A problem, 5=Significant problem

Table D.6: Troopers' & Sergeants' Perceived Reasons Troopers Conduct Few Discretionary Searches

	Troopers	Sergeants
It takes time away from more important tasks.	2.73	2.82
It creates additional paperwork.	3.34***	4.21
There are insufficient rewards or benefits.	2.88	3.14
I am / Troopers are…interested in other activities.	3.40**	3.84
I am / Troopers are…not comfortable with the paperwork associated with search and search activities.	2.79***	4.35
Discretionary searches are not supported by my field sergeant (that supervises you most frequently).	2.27	---
Discretionary searches are not supported by my post commander.	2.21	2.40
Discretionary searches are not supported by my district commander.	2.11*	2.37
Discretionary searches are likely to be challenged in court.	3.05***	3.48
I am / Troopers are…unfamiliar with the case law surrounding when a search can be conducted.	2.61***	3.88
I am / Troopers are…concerned about civil liability.	3.18***	3.89
I / Troopers…feel the OSHP will not support me / them in litigation.	3.33***	3.87

NOTE: Asterisks identify statistically significant t-test results. * $p < .05$ ** $p <. .01$ ***$p < .001$
Scale 1-6: 1=Strongly disagree, 2=Disagree, 3=Somewhat disagree, 4=Somewhat agree, 5=Agree, 6=Strongly agree

Table D.7: Troopers' & Sergeants' Perceptions of Reasons for Lower Hispanic Search Success Rates

	Troopers	Sergeants
Hispanic drivers demonstrate different cues of suspicion when compared to other race/ethnic groups.	2.78	2.79
Cues of suspicion associated with Hispanic drivers are misleading in regard to discovering contraband.	2.92	3.10
OSHP training does not prepare troopers for proper interpretation of Hispanic drivers' behaviors.	3.25	3.36
There is a language barrier between Hispanic drivers and OSHP troopers.	5.07	5.24
Vehicles driven by Hispanic drivers often contain illegal immigrants.	4.28	4.17
Hispanic drivers often do not know the other occupants in their vehicles.	3.31	3.34
Hispanic drivers often do not know the owner of the vehicle.	3.60	3.81
Hispanic drug traffickers are more likely to use hidden compartments than drug traffickers of other race/ethnic groups.	2.83	2.69
Some of my fellow troopers make traffic stops and/or other enforcement decisions based solely or partially on the race/ethnicity of the occupants of the vehicle.	2.12*	2.44

NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001
Scale 1-6: 1=Strongly disagree, 2=Disagree, 3=Somewhat disagree, 4=Somewhat agree, 5=Agree, 6=Strongly agree

Table D.8: Troopers' & Sergeants' Perceptions of the Effectiveness of Training on Ability to Perform Interdiction Work

	Troopers	Sergeants
Academy training	4.05	4.05
Annual in-service training	3.77	3.91
Training from field training officer	4.07	4.09
Training from field supervisor	3.67*	3.98
OSHP specialized courses	4.67	4.82
Training outside of OSHP	4.48	4.61

NOTE: Asterisks identify statistically significant t-test results. * p < .05 ** p <. .01 ***p < .001
Scale 1-6: 1=Highly ineffective, 2=Ineffective, 3=Slightly ineffective, 4=Slightly effective, 5=Effective, 6=Highly effective

Table D.9: Troopers' & Sergeants' Recommendations for Improving Frequency & Quality of Interdiction

	Troopers	Sergeants
Support for interdiction work from my field sergeant (that supervises me most frequently)	2.95	---
Support for interdiction work from my post commander	2.96	2.89
Support for interdiction work from my district commander	2.91	2.94
Additional organizational rewards for interdiction activity	2.67*	2.92
Streamlining of paperwork	3.86**	4.17
Reduce emphasis on ticket writing	3.23	3.11
Increased use of interdiction teams	3.70	3.71
Additional canines	4.11	4.02
Geographic redeployment of existing canines	3.49	3.36
Shift redeployment of existing canines	3.68	3.68
Using field training officers with interdiction experience	3.61	3.60
Additional interdiction training for troopers	3.79	3.82
Additional interdiction training for field supervisors	3.54	3.67
Additional interdiction training for canine handlers	2.91	2.82
Changes in current interdiction training	3.20	3.14

NOTE: Asterisks identify statistically significant t-test results. * $p < .05$ ** $p <. .01$ ***$p < .001$
Scale 1-5: 1=No improvement, 2=Slight improvement, 3=Somewhat of an improvement, 4=Improvement, 5=Significant improvement

E. SEARCH DATA TABLES

NOTE: Tables in this appendix correspond to text and graphs from **Section 4**.

Table E.1: Traffic Stops Resulting in Searches – Location of Stop by Department, District & Post (p. 1 of 3)

	Total Stops w/ a Search	% Interstate	% Federal Route	% State Route	% County Road	% City Road
OSHP Statewide	32,095	20.2	16.4	28.3	24.1	11.1
Findlay District 1	3,563	19.8	11.8	22.9	28.2	17.3
Lima	468	8.3	2.1	27.8	25.0	36.8
Defiance	332	0.3	25.3	29.2	31.3	13.9
Findlay	545	22.0	8.1	16.9	14.3	38.7
Toledo	980	13.5	11.8	21.6	49.9	3.2
Van Wert	515	0.0	25.4	25.4	26.2	22.9
Walbridge	582	49.5	5.5	25.3	13.9	5.8
Other	141	89.4	2.8	4.3	0.7	2.8
Bucyrus District 2	3,249	5.3	20.8	30.4	23.9	19.5
Bucyrus	377	8.2	30.0	26.3	9.8	25.7
Sandusky	644	0.9	17.5	46.6	17.7	17.2
Norwalk	386	0.0	30.1	30.6	29.5	9.8
Marion	501	2.4	19.0	38.3	16.6	23.8
Mansfield	648	15.0	9.3	19.9	37.5	18.4
Fremont	647	0.8	25.0	22.3	28.7	23.2
Other	46	47.8	39.1	10.9	0.0	2.2
Massillon District 3	3,504	28.7	9.5	20.3	36.5	5.1
Ashland	414	39.4	24.4	11.8	12.1	12.3
Elyria	719	3.8	4.6	36.2	41.6	13.9
Medina	598	50.0	9.4	14.7	25.4	0.5
Massillon	1,350	28.0	7.6	14.4	49.9	0.1
Akron	1	100.0	0.0	0.0	0.0	0.0
Wooster	314	10.2	12.4	37.9	32.8	6.7
Other	108	96.3	0.9	1.9	0.9	0.0
Warren District 4	3,189	12.4	11.4	45.1	28.9	2.1
Ashtabula	454	21.8	19.2	31.7	22.7	4.6
Lisbon	357	0.3	14.8	50.1	31.7	3.1
Chardon	420	15.0	16.9	44.5	21.9	1.7
Canfield	632	19.8	8.1	28.6	41.5	2.1
Ravenna	793	11.5	3.9	60.9	23.0	0.8
Warren	531	3.0	13.4	49.9	32.2	1.5
Other	2	100.0	0.0	0.0	0.0	0.0

Table E.1: Traffic Stops Resulting in Searches – Location of Stop by Department, District & Post (p. 2 of 3)

	Total Stops w/ a Search	% Interstate	% Federal Route	% State Route	% County Road	% City Road
OSHP Statewide	32,095	20.2	16.4	28.3	24.1	11.1
Piqua District 5	3,174	30.1	13.6	21.1	23.7	11.6
Wapakoneta	450	20.4	17.6	30.9	22.2	8.9
Springfield	694	13.5	9.9	17.6	35.9	23.1
Piqua	629	54.4	1.4	21.8	18.9	3.5
Dayton	843	32.9	8.4	20.3	26.6	11.9
Eaton	0	--	--	--	--	--
Marysville	403	0.5	49.5	24.3	14.6	10.9
Other	155	94.8	2.6	1.3	0.6	0.6
Columbus District 6	4,315	17.6	21.0	25.2	18.3	17.8
Delaware	650	20.0	29.4	18.3	20.6	11.7
Lancaster	697	2.3	31.0	25.8	32.0	8.9
Columbus	29	79.3	0.0	10.3	0.0	10.3
Granville	993	17.3	4.8	41.2	15.9	20.7
West Jefferson	505	22.2	13.3	10.1	15.2	39.2
Mt. Gilead	724	27.2	12.8	34.0	24.4	1.5
Circleville	703	14.5	41.0	11.2	3.1	30.2
Col. Motorcycle	1	0.0	0.0	0.0	0.0	100.0
Fairgrounds/Expo	0	--	--	--	--	--
Other	13	46.2	38.5	7.7	0.0	7.7
Cambridge District 7	2,903	22.6	15.3	37.6	17.2	7.3
St. Clairsville	456	21.9	20.6	40.1	12.7	4.6
Cambridge	498	42.8	9.6	31.7	14.9	1.0
Steubenville	406	1.7	28.1	44.1	18.0	8.1
Zanesville	286	21.7	16.8	28.3	23.4	9.8
New Philadelphia	602	19.1	15.9	35.0	26.2	3.7
Marietta	564	14.9	6.6	48.9	11.9	17.7
Other	91	83.5	7.7	4.4	2.2	2.2

Table E.1: Traffic Stops Resulting in Searches – Location of Stop by Department, District & Post (p. 3 of 3)

	Total Stops w/ a Search	% Interstate	% Federal Route	% State Route	% County Road	% City Road
OSHP Statewide	32,095	20.2	16.4	28.3	24.1	11.1
Wilmington District 8	4,121	26.1	14.7	29.7	23.2	6.3
Georgetown	575	0.9	30.6	35.7	28.3	4.5
Hamilton	699	36.8	3.6	38.1	19.7	1.9
Batavia	988	29.6	5.1	45.4	18.6	1.3
Wilmington	814	12.7	22.4	22.7	22.1	20.1
Xenia	601	36.9	22.3	6.5	31.3	3.0
Cincinnati	0	--	--	--	--	--
Lebanon	431	44.1	9.0	17.6	23.2	6.0
Other	13	53.8	7.7	15.4	23.1	0.0
Jackson District 9	3,219	0.2	32.6	32.7	22.8	11.7
Athens	468	0.0	37.8	26.3	19.2	16.7
Gallipolis	384	0.0	15.4	54.9	23.7	5.7
Jackson	318	0.0	23.3	52.2	14.5	10.1
Ironton	459	0.0	40.5	20.9	29.8	8.7
Chillicothe	539	0.0	34.5	31.9	22.8	10.8
Portsmouth	961	0.3	32.5	28.1	24.2	14.9
Other	90	2.2	61.1	17.8	14.4	4.4
District 10/Turnpike	793	94.5	1.3	1.8	0.9	1.6
Cleveland	0	--	--	--	--	--
Swanton	278	91.4	2.9	0.7	1.1	4.0
Milan	231	95.2	0.9	2.6	0.9	0.4
Hiram	284	96.8	0.0	2.1	0.7	0.4
Other	0	--	--	--	--	--

Table E.2: Traffic Stops Resulting in Searches – Search Type by Department, District & Post (p. 1 of 2)

	Total Searches	% Mandatory	% Discretionary	% Consent Only	% Missing
OSHP Statewide	52,855	82.3	12.5	1.3	3.9
Findlay District 1	6,101	82.2	11.7	0.9	5.1
Lima	824	92.7	5.2	0.4	1.7
Defiance	572	82.0	9.1	0.3	8.6
Findlay	1,058	90.4	7.3	0.6	1.8
Toledo	1,288	85.6	4.3	0.5	9.6
Van Wert	1,093	78.3	18.0	1.5	2.2
Walbridge	941	86.9	7.4	0.4	5.2
Other	325	16.3	67.4	6.2	10.2
Bucyrus District 2	4,960	84.6	12.4	1.1	1.9
Bucyrus	647	70.6	25.7	2.9	0.8
Sandusky	1,021	85.6	13.7	0.3	0.4
Norwalk	584	94.5	4.8	0.7	0.0
Marion	785	80.5	11.5	1.5	6.5
Mansfield	768	85.0	12.1	0.3	2.6
Fremont	1,072	93.4	4.7	1.0	0.9
Other	83	30.1	60.2	4.8	4.8
Massillon District 3	6,838	77.3	9.6	1.0	12.1
Ashland	781	79.0	11.8	1.8	7.4
Elyria	1,427	87.3	3.0	0.1	9.6
Medina	1,169	77.9	9.3	1.6	11.1
Massillon	2,618	78.6	7.0	0.4	14.1
Akron	2	100.0	0.0	0.0	0.0
Wooster	612	68.5	18.1	2.1	11.3
Other	229	13.5	51.1	5.7	29.7
Warren District 4	5,402	81.2	14.7	2.3	1.8
Ashtabula	932	62.6	28.9	8.3	0.3
Lisbon	472	94.3	3.4	0.8	1.5
Chardon	787	90.7	6.7	0.8	1.8
Canfield	1,119	81.5	15.3	1.8	1.4
Ravenna	1,030	78.5	15.3	0.6	5.5
Warren	1,060	87.4	11.8	0.8	0.0
Other	2	0.0	100.0	0.0	0.0
Piqua District 5	5,022	82.0	15.7	1.4	0.9
Wapakoneta	640	87.5	11.4	0.5	0.6
Springfield	1,168	93.1	6.2	0.4	0.3
Piqua	1,151	87.7	9.4	2.3	0.5
Dayton	1,101	88.1	10.1	0.8	1.0
Eaton	0	--	--	--	--
Marysville	737	64.6	31.8	2.8	0.8
Other	225	6.7	85.3	1.8	6.2

NOTE: Traffic stops may report multiple search reasons, thus the sum of search type percentages may exceed 100%.

Table E.2: Traffic Stops Resulting in Searches – Search Type by Department, District & Post (p. 2 of 2)

	Total Searches	% Mandatory	% Discretionary	% Consent Only	% Missing
OSHP Statewide	52,855	82.3	12.5	1.3	3.9
Columbus District 6	6,446	85.9	10.6	0.8	2.7
Delaware	950	91.7	6.3	0.7	1.3
Lancaster	1,213	85.8	6.8	1.2	6.2
Columbus	30	86.7	13.3	0.0	0.0
Granville	1,503	77.8	21.0	1.1	0.2
West Jefferson	539	94.4	5.0	0.2	0.4
Mt. Gilead	1,184	87.8	9.5	0.1	2.7
Circleville	1,009	85.7	8.1	1.0	5.2
Col. Motorcycle	1	100.0	0.0	0.0	0.0
Fairgrounds/Expo	0	--	--	--	--
Other	17	76.5	17.6	0.0	5.9
Cambridge District 7	4,854	81.0	14.4	1.7	2.9
St. Clairsville	696	88.5	7.2	0.9	3.4
Cambridge	947	71.6	22.9	3.3	2.2
Steubenville	635	81.4	17.3	0.9	0.3
Zanesville	501	69.7	14.2	1.4	14.8
New Philadelphia	957	93.7	4.7	0.8	0.7
Marietta	977	86.4	11.9	1.5	0.2
Other	141	22.0	65.2	5.7	7.1
Wilmington District 8	6,091	87.3	9.5	0.7	2.6
Georgetown	959	90.2	8.3	0.5	0.9
Hamilton	979	85.0	13.6	0.5	0.9
Batavia	1,473	84.4	6.8	0.3	8.6
Wilmington	1,099	90.8	7.6	1.6	0.0
Xenia	922	90.6	7.9	0.9	0.9
Cincinnati	0	--	--	--	--
Lebanon	643	82.1	16.5	0.5	0.9
Other	16	93.8	6.3	0.0	0.0
Jackson District 9	5,569	83.1	13.3	1.3	2.4
Athens	732	82.8	14.5	2.6	0.1
Gallipolis	600	87.5	12.2	0.3	0.0
Jackson	581	84.0	15.5	0.5	0.0
Ironton	786	79.3	19.0	1.0	0.8
Chillicothe	753	89.0	8.1	2.4	0.5
Portsmouth	1,894	88.1	4.5	1.1	6.3
Other	223	21.5	77.6	0.4	0.4
District 10/Turnpike	1,507	69.0	22.6	3.2	5.2
Cleveland	0	--	--	--	--
Swanton	607	78.3	13.3	3.6	4.8
Milan	404	57.2	34.7	5.0	3.2
Hiram	496	67.3	24.0	1.2	7.5
Other	0	--	--	--	--

NOTE: Traffic stops may report multiple search reasons, thus the sum of search type percentages may exceed 100%.

Table E.3: Traffic Stops Resulting in Mandatory Searches – Reason for Search by Department, Districts & Posts (p. 1 of 2)

	Total Stops w/ a Mand. Search	% Incident to Arrest	% Administrative Inventory
OSHP Statewide	27,566	85.2	29.8
Findlay District 1	3,102	89.5	19.7
Lima	439	97.7	8.2
Defiance	292	94.6	23.3
Findlay	488	94.5	24.4
Toledo	938	83.6	23.0
Van Wert	398	92.7	20.4
Walbridge	525	88.4	16.4
Other	22	95.5	22.7
Bucyrus District 2	2,830	81.9	31.2
Bucyrus	270	97.4	13.0
Sandusky	568	78.0	32.7
Norwalk	359	77.4	40.7
Marion	441	83.2	25.2
Mansfield	577	78.0	40.0
Fremont	601	83.9	28.5
Other	14	100.0	14.3
Massillon District 3	3,028	73.7	46.7
Ashland	358	77.1	55.3
Elyria	683	81.4	33.4
Medina	509	75.2	39.3
Massillon	1,212	68.7	54.8
Akron	1	100.0	100.0
Wooster	254	68.1	47.2
Other	11	90.9	27.3
Warren District 4	2,579	91.0	17.4
Ashtabula	276	96.0	22.8
Lisbon	341	60.7	45.2
Chardon	379	82.6	31.1
Canfield	491	97.6	11.0
Ravenna	637	98.7	8.8
Warren	455	99.8	1.1
Other	0	--	--
Piqua District 5	2,644	82.2	30.6
Wapakoneta	402	82.6	25.1
Springfield	643	73.3	35.6
Piqua	541	92.2	33.3
Dayton	764	90.4	18.1
Eaton	0	--	--
Marysville	291	61.2	55.0
Other	3	100.0	0.0

NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Table E.3: Traffic Stops Resulting in Mandatory Searches – Reason for Search by Department, Districts & Posts (p. 2 of 2)

	Total Stops w/ a Mand. Search	% Incident to Arrest	% Administrative Inventory
OSHP Statewide	27,566	85.2	29.8
Columbus District 6	3,859	84.9	32.9
Delaware	607	75.9	48.9
Lancaster	637	75.0	41.6
Columbus	25	96.0	8.0
Granville	817	97.9	13.2
West Jefferson	482	78.0	33.4
Mt. Gilead	644	78.1	54.0
Circleville	636	98.6	13.1
Col. Motorcycle	1	100.0	0.0
Fairgrounds/Expo	0	--	--
Other	10	80.0	40.0
Cambridge District 7	2,394	85.8	28.1
St. Clairsville	407	91.4	20.4
Cambridge	352	84.1	33.5
Steubenville	334	89.8	12.9
Zanesville	234	79.5	45.3
New Philadelphia	564	78.4	36.7
Marietta	481	90.6	23.9
Other	22	95.5	4.5
Wilmington District 8	3,691	86.4	39.3
Georgetown	519	80.5	49.3
Hamilton	611	95.4	19.8
Batavia	919	76.2	49.0
Wilmington	738	89.0	29.1
Xenia	541	90.0	52.7
Cincinnati	0	--	--
Lebanon	351	94.9	35.0
Other	12	100.0	8.3
Jackson District 9	2,783	92.3	17.0
Athens	399	100.0	3.0
Gallipolis	338	87.0	19.8
Jackson	273	95.2	15.0
Ironton	369	94.3	13.6
Chillicothe	490	89.0	28.6
Portsmouth	894	90.7	18.2
Other	20	100.0	0.0
District 10/Turnpike	595	83.2	31.8
Cleveland	0	--	--
Swanton	231	84.8	15.2
Milan	148	90.5	34.5
Hiram	216	76.4	47.7
Other	0	--	--

NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Table E.4: Traffic Stops Resulting in Mandatory Searches – Search Target by Department, District & Post (p. 1 of 2)

	Total Stops w/ a Mand. Search	% Driver Only	% Passenger Only	% Vehicle Only	% Mixed Target
OSHP Statewide	27,566	31.0	1.1	11.7	56.1
Findlay District 1	3,102	33.7	0.6	3.8	61.9
Lima	439	25.1	0.0	0.7	74.3
Defiance	292	25.3	2.4	3.1	69.2
Findlay	488	4.5	0.4	5.1	90.0
Toledo	938	66.2	0.4	4.5	28.9
Van Wert	398	3.0	0.8	4.0	92.2
Walbridge	525	39.0	0.4	4.2	56.4
Other	22	9.1	4.5	0.0	86.4
Bucyrus District 2	2,830	31.9	2.1	22.2	43.8
Bucyrus	270	36.7	1.9	5.6	55.9
Sandusky	568	28.0	1.8	22.9	47.4
Norwalk	359	27.3	1.9	22.6	48.2
Marion	441	42.2	2.7	9.5	45.6
Mansfield	577	41.6	1.6	44.4	12.5
Fremont	601	19.3	2.5	17.1	61.1
Other	14	42.9	7.1	0.0	50.0
Massillon District 3	3,028	4.3	0.2	5.1	90.3
Ashland	358	12.8	0.3	7.5	79.3
Elyria	683	1.3	0.0	1.6	97.1
Medina	509	3.1	0.8	4.3	91.7
Massillon	1,212	3.3	0.1	5.6	91.0
Akron	1	0.0	0.0	0.0	100.0
Wooster	254	7.9	0.4	10.6	81.1
Other	11	0.0	0.0	100.0	0.0
Warren District 4	2,579	28.0	1.0	9.7	61.3
Ashtabula	276	9.8	1.1	5.1	84.1
Lisbon	341	32.3	0.9	38.1	28.7
Chardon	379	1.8	0.3	15.6	82.3
Canfield	491	21.8	2.0	8.1	68.0
Ravenna	637	73.2	1.6	0.9	24.3
Warren	455	1.1	0.2	0.0	98.7
Other	0	--	--	--	--
Piqua District 5	2,644	30.3	1.2	20.5	48.0
Wapakoneta	402	45.0	1.0	18.2	35.8
Springfield	643	8.9	0.5	28.8	61.9
Piqua	541	7.6	0.2	18.3	73.9
Dayton	764	66.1	3.0	9.0	21.9
Eaton	0	--	--	--	--
Marysville	291	5.8	0.7	39.5	54.0
Other	3	33.3	0.0	0.0	66.6

Table E.4: Traffic Stops Resulting in Mandatory Searches – Search Target by Department, District & Post (p. 2 of 2)

	Total Stops w/ a Mand. Search	% Driver Only	% Passenger Only	% Vehicle Only	% Mixed Target
OSHP Statewide	27,566	31.0	1.1	11.7	56.1
Columbus District 6	3,859	40.5	0.8	16.2	42.5
Delaware	607	35.4	1.0	22.6	41.0
Lancaster	637	16.2	0.8	15.7	67.3
Columbus	25	88.0	4.0	4.0	4.0
Granville	817	59.5	0.6	2.4	37.5
West Jefferson	482	45.4	0.6	49.0	5.0
Mt. Gilead	644	21.3	0.6	18.9	59.2
Circleville	636	58.8	0.9	1.1	39.2
Col. Motorcycle	1	100.0	0.0	0.0	0.0
Fairgrounds/Expo	0	--	--	--	--
Other	10	40.0	20.0	30.0	10.0
Cambridge District 7	2,394	26.9	1.8	13.8	57.6
St. Clairsville	407	41.5	2.5	8.4	47.7
Cambridge	352	16.5	2.0	18.2	63.4
Steubenville	334	38.0	1.2	11.4	49.4
Zanesville	234	24.4	0.9	8.5	66.2
New Philadelphia	564	19.7	0.9	22.2	57.3
Marietta	481	22.7	2.7	9.6	65.1
Other	22	59.1	4.5	13.6	22.7
Wilmington District 8	3,691	46.0	0.9	10.8	42.3
Georgetown	519	18.3	0.6	20.4	60.7
Hamilton	611	62.5	1.5	4.6	31.4
Batavia	919	42.0	0.7	11.3	46.0
Wilmington	738	56.0	1.1	12.2	30.8
Xenia	541	43.3	0.0	10.0	46.8
Cincinnati	0	--	--	--	--
Lebanon	351	51.0	1.7	4.8	42.5
Other	12	83.3	0.0	0.0	16.7
Jackson District 9	2,783	30.1	1.6	5.4	62.9
Athens	399	53.9	1.3	0.0	44.9
Gallipolis	338	36.7	1.8	13.0	48.5
Jackson	273	20.5	2.9	4.8	71.8
Ironton	369	33.1	3.3	6.0	57.7
Chillicothe	490	55.9	0.8	12.2	31.0
Portsmouth	894	4.6	0.8	1.3	93.3
Other	20	30.0	10.0	0.0	60.0
District 10/Turnpike	595	25.4	1.2	7.2	66.2
Cleveland	0	--	--	--	--
Swanton	231	22.2	0.0	6.1	91.8
Milan	148	47.3	3.4	4.1	45.3
Hiram	216	35.2	0.9	10.6	53.2
Other	0	--	--	--	--

Table E.5: Traffic Stops Resulting in Discretionary Searches – Reason for Search by Department, Districts & Posts (p. 1 of 2)

	Total Stops w/ a Disc. Search	% Frisk	% Plain Feel	% Protect. Search	% Plain Smell	% Other Prob. Cause	% Canine
OSHP Statewide	2,804	24.9	2.7	2.4	28.8	38.8	30.8
Findlay District 1	298	34.2	4.0	3.0	36.6	29.2	32.2
Lima	22	13.6	0.0	9.1	54.5	9.1	22.7
Defiance	27	25.9	0.0	14.8	22.2	55.6	0.0
Findlay	33	12.1	3.0	3.0	33.3	54.5	18.2
Toledo	25	12.0	4.0	4.0	60.0	60.0	4.0
Van Wert	64	1.6	7.8	1.6	75.0	23.4	9.4
Walbridge	31	29.0	12.9	0.0	32.3	41.9	3.2
Other	96	78.1	1.0	0.0	7.3	9.4	80.2
Bucyrus District 2	275	24.4	2.9	2.2	40.0	29.5	21.8
Bucyrus	71	22.5	4.2	0.0	31.0	43.7	26.8
Sandusky	52	15.4	0.0	5.8	61.5	26.9	0.0
Norwalk	14	71.4	0.0	0.0	7.1	42.9	0.0
Marion	35	14.3	2.9	2.9	28.6	42.9	34.3
Mansfield	57	38.6	7.0	1.8	42.1	15.8	19.3
Fremont	2	0.0	0.0	0.0	68.2	9.1	22.7
Other	24	25.0	0.0	4.2	25.0	16.7	54.2
Massillon District 3	286	18.5	2.4	1.4	22.0	39.2	50.3
Ashland	29	27.6	3.4	0.0	27.6	28.6	27.6
Elyria	14	7.1	0.0	0.0	42.9	50.0	14.3
Medina	49	25.0	0.0	0.0	25.0	35.4	41.7
Massillon	76	18.4	7.9	5.3	28.9	46.1	28.9
Akron	0	--	--	--	--	--	--
Wooster	41	34.1	0.0	0.0	31.7	34.1	53.7
Other*	79	5.1	0.0	0.0	2.6	28.2	89.7
Warren District 4	345	35.7	2.3	5.5	27.0	33.0	23.5
Ashtabula	97	40.2	3.1	7.2	28.9	26.8	44.3
Lisbon	7	28.6	0.0	14.3	57.1	42.9	14.3
Chardon	19	0.0	5.3	0.0	52.6	36.8	21.1
Canfield	55	18.2	0.0	3.6	23.6	49.1	30.9
Ravenna	101	66.3	2.0	7.9	13.9	16.8	5.0
Warren	64	7.8	3.1	1.6	37.5	53.1	14.1
Other	2	0.0	0.0	0.0	0.0	0.0	100.0
Piqua District 5	360	15.6	2.5	1.1	19.7	30.3	50.6
Wapakoneta	34	5.9	5.9	0.0	35.3	32.4	38.2
Springfield	25	28.0	0.0	0.0	32.0	48.0	4.0
Piqua	37	29.7	10.8	2.7	40.5	24.3	27.0
Dayton	49	28.6	2.0	6.1	38.8	40.8	8.2
Eaton	0	--	--	--	--	--	--
Marysville	76	18.4	2.6	0.0	14.5	63.2	34.2
Other	139	5.8	0.0	0.0	4.3	6.5	92.1

NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Table E.5: Traffic Stops Resulting in Discretionary Searches – Reason for Search by Department, Districts & Posts (p. 2 of 2)

	Total Stops w/ a Disc. Search	% Frisk	% Plain Feel	% Protect. Search	% Plain Smell	% Other Prob. Cause	% Canine
OSHP Statewide	2,804	24.9	2.7	2.4	28.8	38.8	30.8
Columbus District 6	297	22.2	3.4	5.1	28.3	51.2	11.8
Delaware	20	45.0	5.0	0.0	60.0	10.0	10.0
Lancaster	25	24.0	4.0	16.0	44.0	52.0	4.0
Columbus	4	25.0	0.0	0.0	50.0	25.0	0.0
Granville	134	7.5	2.2	4.5	18.7	67.9	17.9
West Jefferson	18	22.2	0.0	0.0	38.9	38.9	0.0
Mt. Gilead	48	58.3	10.4	8.3	33.3	16.7	0.0
Circleville	46	17.4	0.0	2.2	19.6	65.2	17.4
Col. Motorcycle	0	--	--	--	--	--	--
Fairgrounds/Expo	0	--	--	--	--	--	--
Other	2	0.0	0.0	0.0	100.0	0.0	0.0
Cambridge District 7	309	25.6	1.9	0.6	21.4	36.6	42.4
St. Clairsville	27	7.4	0.0	0.0	25.9	44.4	40.7
Cambridge	71	22.5	0.0	0.0	25.4	59.2	31.0
Steubenville	53	9.4	1.9	0.0	32.1	22.6	52.8
Zanesville	37	37.8	8.1	2.7	10.8	40.5	21.6
New Philadelphia	21	14.3	4.8	4.8	28.6	52.4	19.0
Marietta	43	37.2	0.0	0.0	20.9	32.6	51.2
Other	57	40.4	1.8	0.0	8.8	12.3	63.2
Wilmington District 8	261	21.8	0.8	0.8	37.9	45.2	10.0
Georgetown	28	14.3	3.5	0.0	46.4	39.3	7.1
Hamilton	61	18.0	0.0	0.0	39.3	42.6	9.8
Batavia	53	5.4	0.0	0.0	46.4	75.0	1.8
Wilmington	38	34.2	0.0	0.0	15.8	34.2	28.9
Xenia	28	0.0	3.6	0.0	60.7	53.6	0.0
Cincinnati	0	--	--	--	--	--	--
Lebanon	49	53.1	0.0	4.1	26.5	22.4	10.2
Other	1	0.0	0.0	0.0	0.0	0.0	100.0
Jackson District 9	250	24.4	0.8	0.8	20.4	56.0	36.4
Athens	38	15.8	0.0	0.0	23.7	68.4	28.9
Gallipolis	30	10.0	0.0	0.0	26.7	46.7	23.3
Jackson	28	32.1	3.6	3.6	32.1	50.0	17.9
Ironton	48	8.3	2.1	0.0	33.3	47.9	20.8
Chillicothe	17	17.6	0.0	5.9	29.4	23.5	47.1
Portsmouth	29	6.9	0.0	0.0	13.8	75.9	3.4
Other	60	56.7	0.0	0.0	0.0	61.7	81.7
District 10/Turnpike	119	26.1	10.1	3.4	51.3	32.8	15.1
Cleveland	0	--	--	--	--	--	--
Swanton	29	3.4	0.0	0.0	34.5	69.0	44.8
Milan	50	26.0	14.0	6.0	68.0	12.0	8.0
Hiram	40	42.5	12.5	2.5	42.5	32.5	2.5
Other	0	--	--	--	--	--	--

NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Table E.6: Traffic Stops Resulting in Discretionary Searches – Search Target by Department, District & Post (p. 1 of 2)

	Total Stops w/ a Disc. Search	% Driver Only	% Passenger Only	% Vehicle Only	% Mixed Target
OSHP Statewide	2,804	26.2	2.4	8.2	63.1
Findlay District 1	298	16.8	0.0	5.4	77.9
Lima	22	18.2	0.0	13.6	68.2
Defiance	27	33.3	0.0	3.7	63.0
Findlay	33	3.0	0.0	15.2	81.8
Toledo	25	32.0	0.0	0.0	68.0
Van Wert	64	4.7	0.0	6.3	89.1
Walbridge	31	64.5	0.0	0.0	35.5
Other	96	5.2	0.0	3.1	91.7
Bucyrus District 2	275	25.8	3.3	11.6	59.3
Bucyrus	71	26.8	1.4	4.2	67.6
Sandusky	52	15.4	3.8	7.7	73.1
Norwalk	14	64.3	0.0	21.4	14.3
Marion	35	20.0	2.9	5.7	71.4
Mansfield	57	33.3	7.0	21.1	38.6
Fremont	22	9.1	0.0	31.8	59.1
Other	24	29.2	4.2	4.2	62.5
Massillon District 3	286	10.8	1.7	3.8	83.6
Ashland	29	17.2	0.0	0.0	82.8
Elyria	14	14.3	7.1	7.1	71.4
Medina	48	18.8	4.2	8.3	68.8
Massillon	76	18.4	2.6	6.6	72.4
Akron	0	--	--	--	--
Wooster	41	0.0	0.0	0.0	100.0
Other	78	1.3	0.0	1.3	97.4
Warren District 4	345	31.9	2.3	7.8	58.0
Ashtabula	97	10.3	0.0	10.3	79.4
Lisbon	7	14.3	14.3	0.0	71.4
Chardon	19	5.3	0.0	10.5	84.2
Canfield	55	10.9	3.6	16.4	69.1
Ravenna	101	67.3	3.0	3.0	26.7
Warren	64	35.9	3.1	3.1	57.8
Other	2	50.0	0.0	50.0	0.0
Piqua District 5	360	32.8	1.9	12.2	53.1
Wapakoneta	34	26.5	2.9	17.6	52.9
Springfield	25	36.0	4.0	16.0	44.0
Piqua	37	8.1	5.4	24.3	62.2
Dayton	49	38.8	6.1	2.0	53.1
Eaton	0	--	--	--	--
Marysville	76	3.9	0.0	11.8	84.2
Other	139	54.0	0.0	10.8	35.3

Table E.6: Traffic Stops Resulting in Discretionary Searches – Search Target by Department, District & Post (p. 2 of 2)

	Total Stops w/ a Disc. Search	% Driver Only	% Passenger Only	% Vehicle Only	% Mixed Target
OSHP Statewide	2,804	26.2	2.4	8.2	63.1
Columbus District 6	297	30.6	4.0	4.7	60.6
Delaware	20	30.0	15.0	10.0	45.0
Lancaster	25	0.0	0.0	0.0	100.0
Columbus	4	75.0	0.0	25.0	0.0
Granville	134	24.6	0.7	3.0	71.6
West Jefferson	18	50.0	0.0	27.8	22.2
Mt. Gilead	48	41.7	0.0	6.3	52.1
Circleville	46	43.5	10.9	2.2	43.5
Col. Motorcycle	0	--	--	--	--
Fairgrounds/Expo	0	--	--	--	--
Other	2	0.0	0.0	50.0	50.0
Cambridge District 7	309	26.5	3.2	16.2	54.0
St. Clairsville	27	48.1	14.8	3.7	33.3
Cambridge	71	26.8	1.4	8.5	63.4
Steubenville	53	13.2	0.0	24.5	62.3
Zanesville	37	29.7	2.7	2.7	64.9
New Philadelphia	21	19.0	9.5	14.3	57.1
Marietta	43	9.3	2.3	39.5	48.8
Other	57	42.1	1.8	15.8	40.4
Wilmington District 8	261	42.9	4.2	8.4	44.4
Georgetown	28	17.9	7.1	10.7	64.3
Hamilton	61	41.0	1.6	9.8	47.5
Batavia	56	35.7	0.0	3.6	60.7
Wilmington	38	52.6	10.5	10.5	26.3
Xenia	28	53.6	3.6	3.6	39.3
Cincinnati	0	--	--	--	--
Lebanon	49	53.1	6.1	12.2	28.6
Other	1	100.0	0.0	0.0	0.0
Jackson District 9	250	18.0	2.4	1.2	78.4
Athens	38	31.6	5.3	2.6	60.5
Gallipolis	30	40.0	3.3	0.0	56.7
Jackson	28	3.6	0.0	0.0	96.4
Ironton	48	10.4	2.1	2.1	85.4
Chillicothe	17	29.4	5.9	0.0	64.7
Portsmouth	29	13.8	3.4	3.4	79.3
Other	60	10.0	0.0	0.0	90.0
District 10/Turnpike	119	17.6	0.0	10.1	72.3
Cleveland	0	--	--	--	--
Swanton	29	0.0	0.0	6.9	93.1
Milan	50	16.0	0.0	16.0	68.0
Hiram	40	32.5	0.0	5.0	62.5
Other	0	--	--	--	--

Table E.7: All Searches – Search Type by Department, District & Post (p. 1 of 2)

	Total Searches	% Mandatory	% Discretionary	% Consent Only	% Missing
OSHP Statewide	52,855	82.3	12.5	1.3	3.9
Findlay District 1	6,101	82.2	11.7	0.9	5.1
Lima	824	92.7	5.2	0.4	1.7
Defiance	572	82.0	9.1	0.3	8.6
Findlay	1,058	90.4	7.3	0.6	1.8
Toledo	1,288	85.6	4.3	0.5	9.6
Van Wert	1,093	78.3	18.0	1.5	2.2
Walbridge	941	86.9	7.4	0.4	5.2
Other	325	16.3	67.4	6.2	10.2
Bucyrus District 2	4,960	84.6	12.4	1.1	1.9
Bucyrus	647	70.6	25.7	2.9	0.8
Sandusky	1,021	85.6	13.7	0.3	0.4
Norwalk	584	94.5	4.8	0.7	0.0
Marion	785	80.5	11.5	1.5	6.5
Mansfield	768	85.0	12.1	0.3	2.6
Fremont	1,072	93.4	4.7	1.0	0.9
Other	83	30.1	60.2	4.8	4.8
Massillon District 3	6,838	77.3	9.6	1.0	12.1
Ashland	781	79.0	11.8	1.8	7.4
Elyria	1,427	87.3	3.0	0.1	9.6
Medina	1,169	77.9	9.3	1.6	11.1
Massillon	2,618	78.6	7.0	0.4	14.1
Akron	2	100.0	0.0	0.0	0.0
Wooster	612	68.5	18.1	2.1	11.3
Other	229	13.5	51.1	5.7	29.7
Warren District 4	5,402	81.2	14.7	2.3	1.8
Ashtabula	932	62.6	28.9	8.3	0.3
Lisbon	472	94.3	3.4	0.8	1.5
Chardon	787	90.7	6.7	0.8	1.8
Canfield	1,119	81.5	15.3	1.8	1.4
Ravenna	1,030	78.5	15.3	0.6	5.5
Warren	1,060	87.4	11.8	0.8	0.0
Other	2	0.0	100.0	0.0	0.0
Piqua District 5	5,022	82.0	15.7	1.4	0.9
Wapakoneta	640	87.5	11.4	0.5	0.6
Springfield	1,168	93.1	6.2	0.4	0.3
Piqua	1,151	87.7	9.4	2.3	0.5
Dayton	1,101	88.1	10.1	0.8	1.0
Eaton	0	--	--	--	--
Marysville	737	64.6	31.8	2.8	0.8
Other	225	6.7	85.3	1.8	6.2

NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Table E.7: All Searches – Search Type by Department, District & Post (p. 2 of 2)

	Total Searches	% Mandatory	% Discretionary	% Consent Only	% Missing
OSHP Statewide	52,855	82.3	12.5	1.3	3.9
Columbus District 6	6,446	85.9	10.6	0.8	2.7
Delaware	950	91.7	6.3	0.7	1.3
Lancaster	1,213	85.8	6.8	1.2	6.2
Columbus	30	86.7	13.3	0.0	0.0
Granville	1,503	77.8	21.0	1.1	0.2
West Jefferson	539	94.4	5.0	0.2	0.4
Mt. Gilead	1,184	87.8	9.5	0.1	2.7
Circleville	1,009	85.7	8.1	1.0	5.2
Col. Motorcycle	1	100.0	0.0	0.0	0.0
Fairgrounds/Expo	0	--	--	--	--
Other	17	76.5	17.6	0.0	5.9
Cambridge District 7	4,854	81.0	14.4	1.7	2.9
St. Clairsville	696	88.5	7.2	0.9	3.4
Cambridge	947	71.6	22.9	3.3	2.2
Steubenville	635	81.4	17.3	0.9	0.3
Zanesville	501	69.7	14.2	1.4	14.8
New Philadelphia	957	93.7	4.7	0.8	0.7
Marietta	977	86.4	11.9	1.5	0.2
Other	141	22.0	65.2	5.7	7.1
Wilmington District 8	6,091	87.3	9.5	0.7	2.6
Georgetown	959	90.2	8.3	0.5	0.9
Hamilton	979	85.0	13.6	0.5	0.9
Batavia	1,473	84.4	6.8	0.3	8.6
Wilmington	1,099	90.8	7.6	1.6	0.0
Xenia	922	90.6	7.9	0.9	0.9
Cincinnati	0	--	--	--	--
Lebanon	643	82.1	16.5	0.5	0.9
Other	16	93.8	6.3	0.0	0.0
Jackson District 9	5,569	83.1	13.3	1.3	2.4
Athens	732	82.8	14.5	2.6	0.1
Gallipolis	600	87.5	12.2	0.3	0.0
Jackson	581	84.0	15.5	0.5	0.0
Ironton	786	79.3	19.0	1.0	0.8
Chillicothe	753	89.0	8.1	2.4	0.5
Portsmouth	1,894	88.1	4.5	1.1	6.3
Other	223	21.5	77.6	0.4	0.4
District 10/Turnpike	1,507	69.0	22.6	3.2	5.2
Cleveland	0	--	--	--	--
Swanton	607	78.3	13.3	3.6	4.8
Milan	404	57.2	34.7	5.0	3.2
Hiram	496	67.3	24.0	1.2	7.5
Other	0	--	--	--	--

NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Table E.8: All Mandatory Searches – Reason for Search by Department, Districts & Posts (p. 1 of 2)

	All Mandatory Searches	% Incident to Arrest	% Administrative Inventory
OSHP Statewide	43,515	83.4	19.5
Findlay District 1	5,018	90.1	12.6
Lima	764	97.6	4.8
Defiance	469	86.6	14.7
Findlay	956	93.7	13.2
Toledo	1,102	81.0	19.6
Van Wert	856	93.2	10.7
Walbridge	818	89.9	10.8
Other	53	92.5	9.4
Bucyrus District 2	4,194	81.5	21.5
Bucyrus	457	92.3	8.8
Sandusky	874	78.6	21.9
Norwalk	552	74.8	26.6
Marion	632	84.7	17.7
Mansfield	653	73.6	36.1
Fremont	1,001	85.8	17.4
Other	25	92.0	8.0
Massillon District 3	5,283	80.0	27.5
Ashland	617	84.4	32.7
Elyria	1,246	86.6	18.6
Medina	911	80.0	22.8
Massillon	2,057	75.6	33.3
Akron	2	50.0	50.0
Wooster	419	73.7	28.9
Other	31	96.8	9.7
Warren District 4	4,389	90.2	10.7
Ashtabula	583	90.1	12.2
Lisbon	445	64.9	35.1
Chardon	714	83.2	17.1
Canfield	912	95.5	6.5
Ravenna	809	93.7	7.0
Warren	926	99.5	0.5
Other	0	--	--
Piqua District 5	4,118	82.3	20.3
Wapakoneta	560	82.0	18.8
Springfield	1,087	78.7	21.7
Piqua	1,010	88.5	18.3
Dayton	970	86.8	14.8
Eaton	0	--	--
Marysville	476	68.3	34.2
Other	15	93.3	6.7

NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Table E.8: All Mandatory Searches – Reason for Search by Department, Districts & Posts (p. 2 of 2)

	All Mandatory Searches	% Incident to Arrest	% Administrative Inventory
OSHP Statewide	43,515	83.4	19.5
Columbus District 6	5,534	78.9	23.6
Delaware	871	65.9	35.1
Lancaster	1,041	77.0	26.3
Columbus	26	92.3	7.7
Granville	1,169	90.7	9.7
West Jefferson	509	76.8	31.8
Mt. Gilead	1,039	68.3	34.5
Circleville	865	91.4	9.8
Col. Motorcycle	1	100.0	0.0
Fairgrounds/Expo	0	--	--
Other	13	84.6	30.8
Cambridge District 7	3,932	84.7	17.5
St. Clairsville	616	89.4	14.1
Cambridge	678	82.4	18.6
Steubenville	517	91.9	8.3
Zanesville	349	69.6	30.9
New Philadelphia	897	80.8	23.2
Marietta	844	88.4	13.9
Other	31	96.8	3.2
Wilmington District 8	5,316	73.8	28.3
Georgetown	865	79.1	30.4
Hamilton	832	85.5	15.5
Batavia	1,243	64.0	36.4
Wilmington	998	78.6	22.3
Xenia	835	64.1	36.2
Cincinnati	0	--	--
Lebanon	528	75.4	25.0
Other	15	93.3	6.7
Jackson District 9	4,628	91.6	10.4
Athens	606	98.5	2.0
Gallipolis	525	87.0	13.0
Jackson	488	96.1	8.4
Ironton	623	92.5	8.3
Chillicothe	670	80.1	20.9
Portsmouth	1,668	93.1	9.9
Other	48	100.0	2.1
District 10/Turnpike	1,040	81.9	19.4
Cleveland	0	--	--
Swanton	475	92.4	7.6
Milan	231	81.0	22.5
Hiram	334	67.7	34.1
Other	0	--	--

NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Table E.9: All Mandatory Searches – Search Target by Department, District & Post (p. 1 of 2)

	All Mandatory Searches	% Driver	% Passenger	% Vehicle
OSHP Statewide	43,515	53.6	2.7	43.7
Findlay District 1	5,018	55.9	2.4	41.7
Lima	764	55.9	1.3	42.8
Defiance	469	52.0	2.6	45.4
Findlay	956	48.3	2.0	49.7
Toledo	1,102	71.1	1.0	27.9
Van Wert	856	46.0	4.9	49.1
Walbridge	818	57.6	2.4	40.0
Other	53	47.2	15.1	37.7
Bucyrus District 2	4,194	51.4	3.6	45.0
Bucyrus	457	57.5	4.4	38.1
Sandusky	874	50.2	3.2	46.6
Norwalk	552	50.4	3.3	46.4
Marion	632	57.4	4.7	37.8
Mansfield	653	45.9	3.1	51.0
Fremont	1,001	49.4	3.4	47.3
Other	25	68.0	8.0	24.0
Massillon District 3	5,283	42.5	1.5	56.0
Ashland	617	45.9	2.1	52.0
Elyria	1,246	44.5	0.6	54.8
Medina	911	42.7	1.4	55.9
Massillon	2,057	40.3	1.5	58.3
Akron	2	0.0	50.0	50.0
Wooster	419	41.8	2.1	56.1
Other	31	51.6	12.9	35.5
Warren District 4	4,389	54.1	3.0	42.8
Ashtabula	583	47.2	6.7	46.1
Lisbon	445	46.5	1.8	51.7
Chardon	714	44.0	2.0	54.1
Canfield	912	52.7	3.1	44.2
Ravenna	809	79.1	3.7	17.2
Warren	926	49.6	1.5	48.9
Other	0	--	--	--
Piqua District 5	4,118	51.7	3.5	44.8
Wapakoneta	560	59.1	1.6	39.3
Springfield	1,087	42.6	2.5	54.9
Piqua	1,010	46.0	3.2	50.8
Dayton	970	69.5	6.1	24.4
Eaton	0	--	--	--
Marysville	476	39.1	2.9	58.0
Other	15	60.0	33.3	6.7

Table E.9: All Mandatory Searches – Search Target by Department, District & Post (p. 2 of 2)

	All Mandatory Searches	% Driver	% Passenger	% Vehicle
OSHP Statewide	43,515	53.6	2.7	43.7
Columbus District 6	5,534	57.4	1.5	41.1
Delaware	871	53.6	1.0	45.4
Lancaster	1,041	46.7	1.3	52.0
Columbus	26	88.5	3.8	7.7
Granville	1,169	69.6	1.7	28.7
West Jefferson	509	47.7	1.0	51.3
Mt. Gilead	1,039	49.4	0.9	49.8
Circleville	865	71.9	2.5	25.5
Col. Motorcycle	1	100.0	0.0	0.0
Fairgrounds/Expo	0	--	--	--
Other	13	46.2	23.1	30.8
Cambridge District 7	3,392	52.7	3.8	43.5
St. Clairsville	616	59.6	5.5	34.9
Cambridge	678	47.8	4.7	47.5
Steubenville	517	58.4	2.3	39.3
Zanesville	349	53.3	3.2	43.6
New Philadelphia	897	48.7	1.3	49.9
Marietta	844	51.7	5.1	43.2
Other	31	67.7	12.9	19.4
Wilmington District 8	5,316	60.5	1.9	37.6
Georgetown	865	48.9	1.4	49.7
Hamilton	832	70.0	3.5	26.6
Batavia	1,243	56.0	1.1	42.9
Wilmington	998	65.3	2.5	32.2
Xenia	835	60.5	1.1	38.4
Cincinnati	0	--	--	--
Lebanon	528	65.3	2.1	32.6
Other	15	80.0	6.7	13.3
Jackson District 9	4,628	55.6	3.2	41.2
Athens	606	67.8	2.5	29.7
Gallipolis	525	57.0	2.7	40.4
Jackson	488	52.7	2.9	44.5
Ironton	623	58.6	3.9	37.6
Chillicothe	670	66.0	2.8	31.2
Portsmouth	1,668	46.5	3.2	50.2
Other	48	52.1	16.7	31.3
District 10/Turnpike	1,040	50.2	6.5	43.3
Cleveland	0	--	--	--
Swanton	475	42.5	8.8	48.6
Milan	231	61.5	6.1	32.5
Hiram	334	53.3	3.6	43.1
Other	0	--	--	--

Table E.10: All Discretionary Searches – Reason for Search by Department, Districts & Posts (p. 1 of 2)

	All Discretionary Searches	% Frisk	% Plain Feel	% Protect. Search	% Plain Smell	% Other Prob. Cause	% Canine
OSHP Statewide	6,614	22.7	1.7	2.7	24.3	33.4	18.3
Findlay District 1	714	25.9	2.1	2.0	32.5	25.5	15.7
Lima	43	9.3	0.0	4.7	55.8	18.6	14.0
Defiance	52	13.5	0.0	11.5	26.9	48.1	0.0
Findlay	77	15.6	1.3	1.3	22.1	45.5	16.9
Toledo	56	10.7	3.6	5.4	53.6	50.0	3.6
Van Wert	197	4.6	3.6	0.5	62.9	25.4	4.1
Walbridge	70	37.1	5.7	1.4	20.0	34.3	1.4
Other	219	55.3	0.5	0.0	4.1	5.5	37.4
Bucyrus District 2	617	20.7	1.8	1.5	36.8	28.5	14.3
Bucyrus	166	22.9	1.8	0.0	21.7	40.4	14.5
Sandusky	140	9.3	0.0	2.9	62.9	24.3	0.7
Norwalk	28	57.1	0.0	0.0	7.1	42.9	0.0
Marion	90	13.3	2.2	1.1	27.8	35.6	30.0
Mansfield	93	39.8	6.5	1.1	30.1	16.1	14.0
Fremont	50	0.0	0.0	4.0	68.0	18.0	14.0
Other	50	24.0	0.0	2.0	28.0	14.0	32.0
Massillon District 3	655	22.0	1.7	0.6	20.6	32.4	26.4
Ashland	92	27.2	2.2	0.0	19.6	41.3	12.0
Elyria	43	14.0	0.0	0.0	46.5	25.6	16.3
Medina	109	31.2	0.0	0.0	18.3	28.4	22.9
Massillon	183	23.0	4..9	2.2	22.4	39.3	13.7
Akron	0	--	--	--	--	--	--
Wooster	111	24.3	0.0	0.0	28.8	27.0	26.1
Other	117	8.5	0.0	0.0	3.4	25.6	65.0
Warren District 4	794	25.9	1.5	8.4	22.2	27.8	16.2
Ashtabula	269	28.3	1.5	2.6	21.6	25.3	23.0
Lisbon	16	18.8	0.0	18.8	31.3	31.3	6.3
Chardon	53	9.4	5.7	1.9	39.6	28.3	15.1
Canfield	171	24.0	0.0	15.8	14.0	32.2	15.2
Ravenna	158	48.1	1.9	16.5	13.9	15.8	7.6
Warren	125	4.0	1.6	2.4	36.8	42.4	14.4
Other	2	0.0	0.0	0.0	0.0	0.0	100.0
Piqua District 5	790	15.9	1.9	0.9	18.7	32.8	32.0
Wapakoneta	73	6.8	2.7	0.0	34.2	26.0	37.0
Springfield	72	25.0	1.4	0.0	30.6	38.9	4.2
Piqua	108	22.2	5.6	2.8	29.6	27.8	13.0
Dayton	111	30.6	0.9	3.6	29.7	29.7	5.4
Eaton	0	--	--	--	--	--	--
Marysville	234	15.4	1.3	0.0	11.5	58.1	17.5
Other	192	4.7	1.0	0.0	4.7	6.8	84.4

NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Table E.10: All Discretionary Searches – Reason for Search by Department, Districts & Posts (p. 2 of 2)

	All Discretionary Searches	% Frisk	% Plain Feel	% Protect. Search	% Plain Smell	% Other Prob. Cause	% Canine
OSHP Statewide	6,614	22.7	1.7	2.7	24.3	33.4	18.3
Columbus District 6	685	21.9	1.9	3.8	21.8	44.1	9.6
Delaware	60	41.7	3.3	1.7	36.7	16.7	3.3
Lancaster	82	26.8	1.2	4.9	26.8	40.2	4.9
Columbus	4	25.0	0.0	0.0	50.0	25.0	0.0
Granville	315	10.5	1.0	3.5	13.3	57.8	14.0
West Jefferson	27	29.6	0.0	0.0	40.7	29.6	0.0
Mt. Gilead	112	44.6	6.3	5.4	27.7	17.9	0.9
Circleville	82	13.4	0.0	4.9	20.7	57.3	18.3
Col. Motorcycle	0	--	--	--	--	--	--
Fairgrounds/Expo	0	--	--	--	--	--	--
Other	3	0.0	0.0	0.0	66.7	33.3	0.0
Cambridge District 7	701	29.0	0.9	0.9	16.8	30.5	26.0
St. Clairsville	50	10.0	0.0	0.0	22.0	38.0	38.0
Cambridge	217	45.2	0.0	0.5	12.9	32.7	12.4
Steubenville	110	6.4	0.9	0.0	30.9	24.5	38.2
Zanesville	71	26.8	4.2	1.4	14.1	46.5	12.7
New Philadelphia	45	8.9	2.2	2.2	28.9	51.1	13.3
Marietta	116	31.9	0.0	2.6	14.7	24.1	28.4
Other	92	35.9	1.1	0.0	5.4	14.1	50.0
Wilmington District 8	576	23.1	0.7	2.4	30.9	37.8	7.6
Georgetown	80	8.8	2.5	6.3	32.5	38.8	11.3
Hamilton	133	24.1	0.0	0.8	35.3	35.3	5.3
Batavia	100	5.0	0.0	0.0	42.0	60.0	1.0
Wilmington	83	30.1	0.0	7.2	14.5	31.3	19.3
Xenia	73	23.3	1.4	0.0	32.9	45.2	0.0
Cincinnati	0	--	--	--	--	--	--
Lebanon	106	44.3	0.9	1.9	25.5	19.8	9.4
Other	1	0.0	0.0	0.0	0.0	0.0	100.0
Jackson District 9	738	20.1	0.4	3.4	14.4	47.4	19.5
Athens	106	22.6	0.0	0.9	19.8	46.2	17.0
Gallipolis	73	13.7	0.0	0.0	16.4	53.4	16.4
Jackson	90	28.9	2.2	1.1	22.2	36.7	8.9
Ironton	149	4.7	0.7	11.4	24.8	42.3	17.4
Chillicothe	61	11.5	0.0	9.8	18.0	29.5	32.8
Portsmouth	86	11.6	0.0	0.0	5.8	76.7	7.0
Other	173	37.0	0.0	0.0	0.0	47.4	31.2
District 10/Turnpike	340	22.1	6.2	1.8	41.5	22.6	6.5
Cleveland	0	--	--	--	--	--	--
Swanton	81	1.2	0.0	0.0	30.9	50.6	17.3
Milan	140	17.9	10.0	3.6	57.9	8.6	2.9
Hiram	119	41.2	5.9	0.8	29.4	20.2	3.4
Other	0	--	--	--	--	--	--

NOTE: Traffic stops may report multiple search reasons, thus the sum of search percentages may exceed 100%.

Table E.11: All Discretionary Searches – Search Target by Department, District & Post (p. 1 of 2)

	All Discretionary Searches	% Driver	% Passenger	% Vehicle
OSHP Statewide	6,614	40.5	23.8	35.7
Findlay District 1	714	40.2	22.4	37.4
Lima	43	46.5	16.3	37.2
Defiance	52	42.3	19.2	38.5
Findlay	77	33.8	15.6	50.6
Toledo	56	46.4	16.1	37.5
Van Wert	197	36.0	31.5	32.5
Walbridge	70	55.7	24.3	20.0
Other	219	37.9	19.6	42.5
Bucyrus District 2	617	41.0	24.3	34.7
Bucyrus	166	45.2	19.9	34.9
Sandusky	140	37.1	25.7	37.1
Norwalk	28	46.4	17.9	35.7
Marion	90	37.8	26.7	35.6
Mansfield	93	40.9	33.3	25.8
Fremont	50	38.0	16.0	46.0
Other	50	44.0	26.0	30.0
Massillon District 3	655	36.3	18.0	45.6
Ashland	92	42.4	26.1	31.5
Elyria	43	39.5	11.6	48.8
Medina	109	34.9	23.9	41.3
Massillon	183	42.6	17.5	39.9
Akron	0	--	--	--
Wooster	111	37.8	18.9	43.2
Other	117	20.5	8.5	70.9
Warren District 4	794	45.0	19.3	35.8
Ashtabula	269	38.3	24.9	36.8
Lisbon	16	37.5	12.5	50.0
Chardon	53	47.2	9.4	43.4
Canfield	171	38.6	13.5	48.0
Ravenna	158	59.5	15.2	25.3
Warren	125	49.6	25.6	24.8
Other	2	50.0	0.0	50.0
Piqua District 5	790	42.3	22.2	35.6
Wapakoneta	73	39.7	21.9	38.4
Springfield	72	41.7	26.4	31.9
Piqua	108	27.8	21.3	50.9
Dayton	111	49.5	22.5	27.9
Eaton	0	--	--	--
Marysville	234	32.1	33.8	34.2
Other	192	59.9	6.8	33.3

Table E.11: All Discretionary Searches – Search Target by Department, District & Post (p. 2 of 2)

	All Discretionary Searches	% Driver	% Passenger	% Vehicle
OSHP Statewide	6,614	40.5	23.8	35.7
Columbus District 6	685	43.2	23.6	33.1
Delaware	60	35.0	33.3	31.7
Lancaster	82	36.6	29.3	34.1
Columbus	4	75.0	0.0	25.0
Granville	315	43.8	20.6	35.6
West Jefferson	27	40.7	25.9	33.3
Mt. Gilead	112	46.4	25.0	28.6
Circleville	82	50.0	22.0	28.0
Col. Motorcycle	0	--	--	--
Fairgrounds/Expo	0	--	--	--
Other	3	0.0	0.0	100.0
Cambridge District 7	701	37.5	26.7	35.8
St. Clairsville	50	46.0	22.0	32.0
Cambridge	217	33.2	43.8	23.0
Steubenville	110	37.3	12.7	50.0
Zanesville	71	46.5	18.3	35.2
New Philadelphia	45	37.8	13.3	48.9
Marietta	116	25.0	25.0	50.0
Other	92	52.2	20.7	27.2
Wilmington District 8	576	45.5	25.0	29.5
Georgetown	80	36.3	20.0	43.8
Hamilton	133	46.6	32.3	21.1
Batavia	100	52.0	14.0	34.0
Wilmington	83	48.2	19.3	32.5
Xenia	73	43.8	37.0	19.2
Cincinnati	0	--	--	--
Lebanon	106	43.4	26.4	30.2
Other	1	100.0	0.0	0.0
Jackson District 9	738	35.6	30.2	34.1
Athens	106	35.8	38.7	25.5
Gallipolis	73	43.8	39.7	16.4
Jackson	90	37.8	28.9	33.3
Ironton	149	32.9	20.8	46.3
Chillicothe	61	34.4	19.7	45.9
Portsmouth	86	34.9	31.4	33.7
Other	173	34.1	32.9	32.9
District 10/Turnpike	340	35.6	29.7	34.7
Cleveland	0	--	--	--
Swanton	81	35.8	23.5	40.7
Milan	140	34.3	24.3	41.4
Hiram	119	37.0	40.3	22.7
Other	0	--	--	--