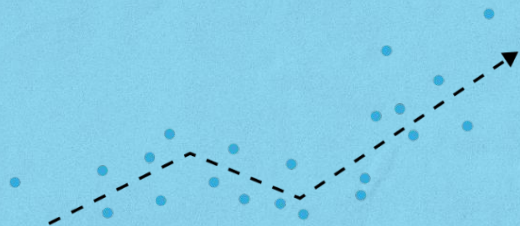


Contact Cards in Cincinnati

A Review of Racial Bias in Police Stops, 2009–2025



Campaign Zero



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MEET THE TEAM



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INFORMED BY THE WINS

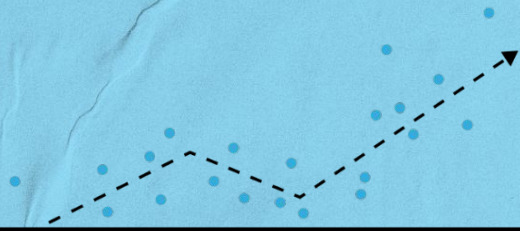
At Campaign Zero, we've spent the past decade **changing dozens of laws and hundreds of policies** to end police violence and mass incarceration across cities and states nationwide.

We've learned how systems and structures enable law enforcement to operate without accountability—and we're applying those lessons here.

We operate over 20+ campaigns nationally and locally, in coalition with community members, legislators, policy-makers, and activists, **learning daily how to reshape systems to protect and honor life.**

North Star

13. This Collaborative Agreement is founded on three principles. First, the social conflict necessitating this Agreement arises out of a cultural context much broader than police community relationships. Second, many conflicts can be addressed through careful analysis based on detailed information and a willingness to explore a wide range of alternatives. This is called problem solving. Third, achieving mutually agreeable solutions to the above mentioned goals described by the citizens of Cincinnati is the criteria for success. Consequently, this Agreement is outcome oriented, putting great emphasis on objective measures of police-citizen relations and police effectiveness. Only through comprehensive measurement can we determine if progress is being made and whether the means for reaching mutually agreeable solutions to these goals are working. This is one form of accountability. Though problem solving is described first and outcome accountability is described last these two principles are woven into the entire plan.



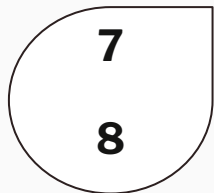
Cincinnati Police Contact Cards

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1. Methodology and Racial Demographics
2. Police Stops Over Time
 - Pedestrian vs. Motor Vehicle Stops
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5. Time of Day
6. Stop Characteristics
 - Initial Reason for Stops
 - Stop Outcomes
 - Searches
 - Use of Force
7. Demographics of People Stopped
 - Age
 - Gender
8. Individual Officer Analysis
9. Conclusion
10. What we still don't know

Icon Reference

Throughout this presentation, you will see the following icon in the top right corner.



The number inside the icon is a reference for what page number the information appears in the Contact Cards Report.

In the example above, you would refer to pages 7 and 8.

Collaborative Agreement History

- April 2026 marked the 25th anniversary of the police killing of Timothy Thomas.
- Thomas, a 19-year-old young man, had become a father only 5 months before his death.
- Thomas was the 15th Black man killed by CPD from 1995-2001 – **his death prompted the community to take to the street and demand accountability.**

Collaborative Agreement History

- Following community protests and sustained pressure, the city entered into a Collaborative Agreement focused on police training, department policies, and investigations of police use of force.
- One of the ongoing requirements is for police to **fill out a Contact Card every time they stop a member of the public.**

Contact Cards

→ Each contact card includes numerous data points, including:

- ◆ Name
- ◆ Age
- ◆ Gender
- ◆ Race
- ◆ Location
- ◆ Time of day
- ◆ Outcomes of the stop (whether the officer used force, searched, or arrested the person)

Contact Card

Field Tracking Number: 24-105418
Date: 04/03/2024 19:43

Contact Card

CAD No	CPD240403001265	Interview Date/Time	04/03/2024 19:43
Agency	CINCINNATI POLICE	Officer	[REDACTED]
Location	READING RD / E LIBERTY ST	Officer Assignment	DISTRICT 1
City, State, Zip	CI NC, OH 45219	Supervisor	
Type of Contact	MOTOR VEHICLE	Supervisor Assignment	Case No
Routing Request			
Number of Occupants			
Interview Notes	tint scale with white powder straw with white powder cite nta READING RD / E LIBERTY ST CPD240403001265		

Individual Information:

Subject Code	DRIVER
Sex	MALE
Race	BLACK
Ethnicity	NOT OF HISPANIC ORIGIN
DOB	07/02/1988
Age	35
Age Range	26-35
Reason for Stop	EQUIPMENT VIOLATION
If Other Explain	
Search	PROPERTY PERSON
Duration of Stop	
Duration of Frisk	5
Alert(s)	
Legal Basis for Search/Frisk	Consent Odor (Alcohol/Drugs) Plain View Other Probable Cause
If Other Explain	
Contraband	DRUGS/ALCOHOL/PARAPH.
If Other Explain	
Action Taken	CITATION TRAFFIC CITATION MISD.
If Other Explain	
Citizen Attitude	
If Other Explain	

CINCINNATI POLICE DEPT

Page 1 of 2

Printed For:
August 16, 2024 - 13:52

3.4x

**Cincinnati Police officers
stopped Black people 3.4x
more often than White
people.**

In 2025

5.4x

**Black pedestrians were
stopped 5.4x more often
than White pedestrians.**

In 2025

3.2x

**Black people were stopped
in vehicles 3.2x more often
than White people.**

In 2025

Additional Disparities

Every step of the process – from where and when police stopped people, to who got stopped, searched, subjected to use of force, and arrested – was racially biased against Black people.

Once stopped by police, Black people are:

- **2.1x** more likely to be searched than White people.
- **1.9x** more likely to have force used against them than White people.
- **1.8x** more likely to be arrested than White people.

Neighborhood Demographics

Neighborhood demographics, not crime rates, predict racial disparities in policing.

In majority White neighborhoods:

- Black pedestrians are stopped by Cincinnati Police **4.5x** more often than White people.
- Black motorists experience discretionary traffic stops **5.5x** more often than White motorists.

The more White the neighborhood, the more likely it is for a Black person to be stopped there.
Crime rates do not explain this trend.

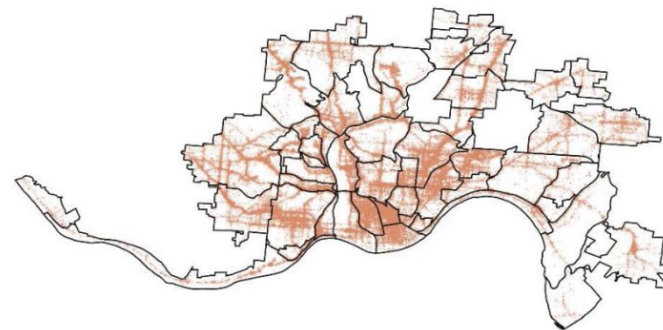
Methodology Overview

7

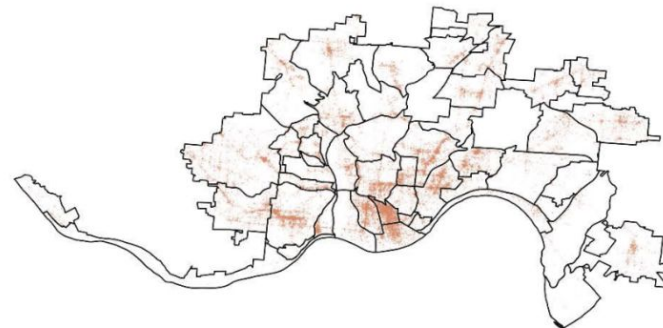
- Data from 2009 – 2025 (17 years)
 - ◆ 520,216 stops in total in Hamilton County
- Filtered contact data to stops within Cincinnati city bounds only
 - ◆ 472,666 stops analyzed in the report
- Geocoding methods to complete missing coordinates

FIGURE 1 — Contact Card Stop Locations, Motor Vehicle Stops vs. Pedestrian Stops (2009-2025)

Motor vehicle stops (n = 403,037)



Pedestrian stops (n = 56,176)



Limitations

- Report relies on police-recorded data
- Missing data or fields
- Data entry errors
- No unique identifier for people stopped
 - ◆ Date of birth is the closest available proxy
 - ◆ The exact number of *unique* individuals stopped cannot be determined
 - Multiple people can share the same date of birth
 - The same person may be stopped more than once over the 17-year study period
 - ◆ Does not affect patterns, which are analyzed at the stop level

Racial Demographics in Cincinnati

In 2025, the total population was 315,000.

- White people: 49%
- Black people: 36.5%
- Hispanic/Latino: 6.1%
- Asian: 2.1%
- Indigenous: 0.2%

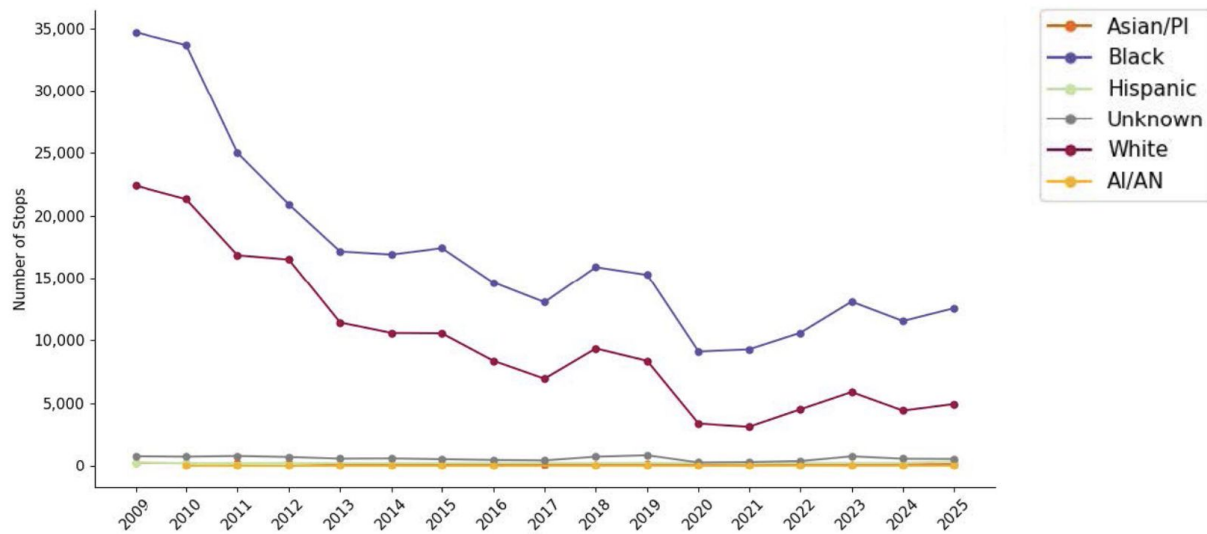
Why do we focus on Black and White residents?

- Small stop counts for other racial groups
- Disparities are most pronounced between these two groups

**This narrow focus should not be interpreted as minimizing disparities experienced by other communities.*

Racial Disparities in Police Stops Over Time

FIGURE 2 — Police Stops by Race (2009-2025)



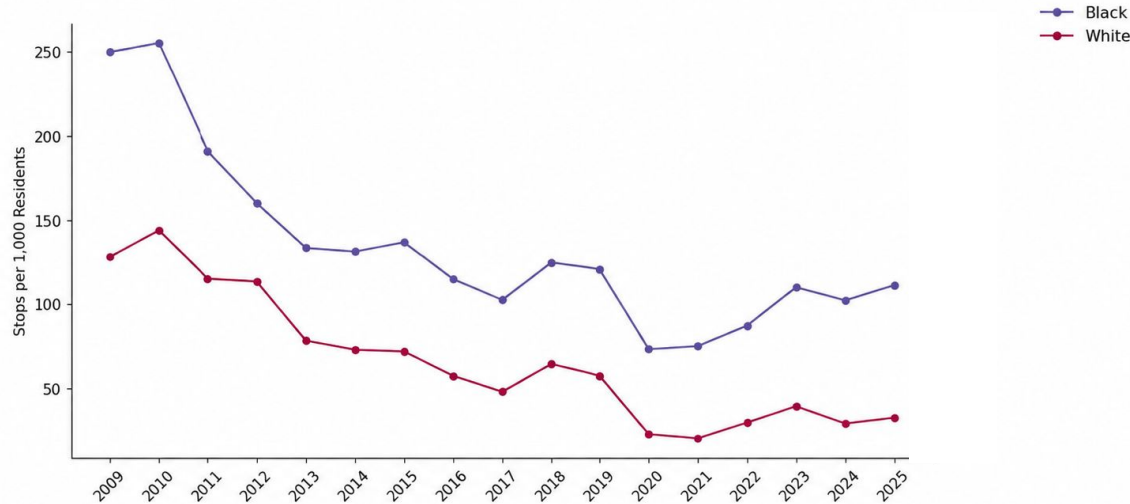
→ The total number of police stops has **fallen** dramatically since 2009

→ Black people have consistently been stopped most each year, despite comprising a minority of the city's population

8 Stop rates are expressed per 1,000 residents to account for differences in population size across racial groups. Without this adjustment, a group with a larger population would naturally have more stops in raw numbers, even if individuals within that group were no more likely to be stopped than anyone else. The figure of 1,000 is a conventional scaling choice for city-level statistics, as stop rates per person are small fractions and multiplying by 1,000 produces more readable numbers (e.g. 12 stops per 1,000 residents instead of 0.012 stops per resident).

Racial Disparities in Police Stops Over Time

FIGURE 3 — Police Stop Rate per 1,000 Residents and Racial Disparity (2009-2025)



Stop rates are calculated as the number of police stops per 1,000 residents of each racial group. Disparity ratios are calculated as the Black stop rate divided by the White stop rate for each year. Population estimates are drawn from the U.S. Census Bureau American Community Survey (ACS) 5-year estimates for each year from 2009–2024. For 2025, 2024 ACS estimates were applied, as 2025 figures have not yet been published.

Stop rate calculates how often residents are stopped, adjusted for population

Formula

Black Stop Rate per 1,000 =

$$\left(\frac{\# \text{ Black Stops}}{\# \text{ Black People}} \right) \times 1,000 \text{ people}$$

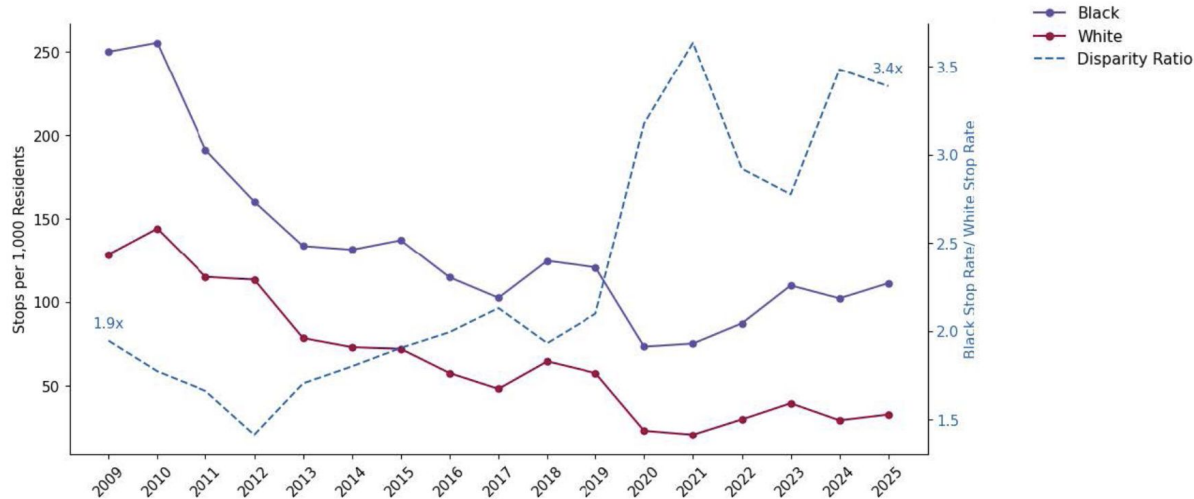
Example 2025:

$$12,760 / 114,741 \times 1,000 = 111.2$$

In 2025, CPD officers stopped **111.2** Black people **per 1,000 Black people**

Racial Disparities in Police Stops Over Time

FIGURE 3 — Police Stop Rate per 1,000 Residents and Racial Disparity (2009-2025)



Stop rates are calculated as the number of police stops per 1,000 residents of each racial group. Disparity ratios are calculated as the Black stop rate divided by the White stop rate for each year. Population estimates are drawn from the U.S. Census Bureau American Community Survey (ACS) 5-year estimates for each year from 2009–2024. For 2025, 2024 ACS estimates were applied, as 2025 figures have not yet been published.

Racial Disparity compares how often Black residents are stopped relative to White residents

Formula

Black Stop Rate per 1,000 /
White Stop Rate per 1,000

Example 2025:

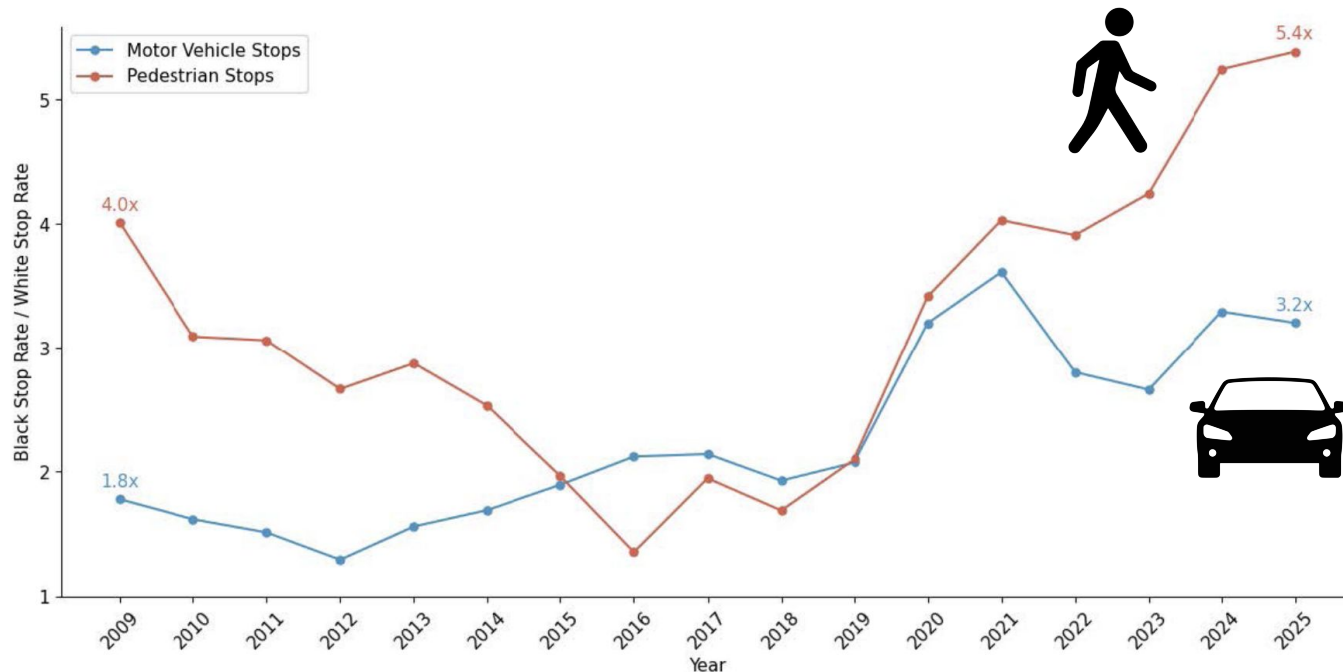
$$111.2 / 32.8 = 3.4x$$

In 2025, CPD officers stopped Black people **3.4x** more often than White people

Pedestrian vs. Motor Vehicle Stops

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FIGURE 5 — Racial Disparity in Police Stops (2009-2025)



In 2025:

- Black pedestrians were stopped **5.4x** more often than White pedestrians.
- Black people were stopped in vehicles **3.2x** more often than White people.

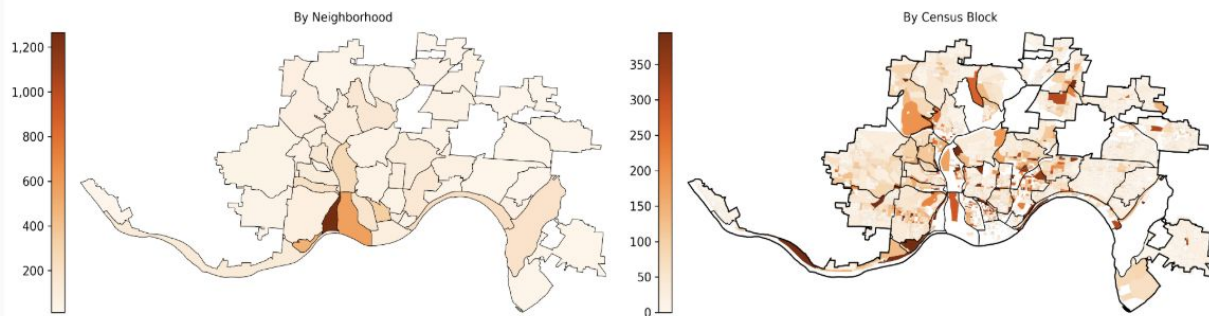
Disparity ratios are calculated as the Black stop rate per 1,000 residents divided by the White stop rate per 1,000 residents. A ratio of 1.0 indicates no racial disparity; values above 1.0 indicate that Black residents are stopped at a higher rate than White residents. Stop rates are derived using the U.S. Census Bureau American Community Survey (ACS) 5-year population estimates for each year from 2009–2024. For 2025, 2024 ACS estimates were applied, as 2025 figures have not yet been published.

Geographic Distribution of Police Stops



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FIGURE 6 — Motor Vehicle Stops: Annual Police Stop Rate per 1,000 Residents by Neighborhood and Census Block, Motor Vehicle Stops (2009-2025)



Left: Average annual stops per 1,000 residents by neighborhood. Right: Average annual stops per 1,000 residents by census block. Each panel has its own color scale, capped at the 99th percentile, so that a small number of areas with unusually high stop rates do not compress variation elsewhere into a single pale color. Areas above the cap appear in the darkest color.

Highest neighborhood stop rates

- Lower Price Hill (1,931)
- Queensgate (572)
- Sedamsville (486)
- Over-the-Rhine (344)
- Camp Washington (269)
- East End (225)

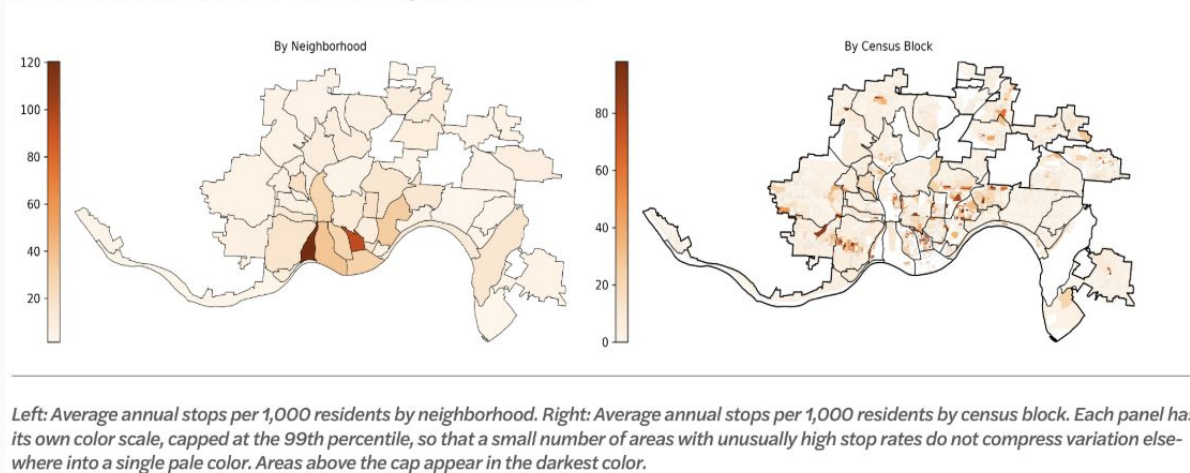
High stop rates are concentrated in a small number of predominantly lower-income neighborhoods in Cincinnati's west side and urban core

Geographic Distribution of Police Stops



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FIGURE 7 — Pedestrian Stops: Annual Police Stop Rate per 1,000 Residents by Neighborhood and Census Block, Motor Vehicle Stops (2009-2025)



- High pedestrian stop rates are concentrated in Queensgate, Lower Price Hill and the urban core
- Clusters in Downtown (Central Business District), Over-the-Rhine, and nearby areas

The geographic pattern for pedestrians is similar to motor vehicle stops but more spatially concentrated.

This pattern suggests pedestrian enforcement is more **localized**, occurring in specific streets or areas rather than across broader corridors.

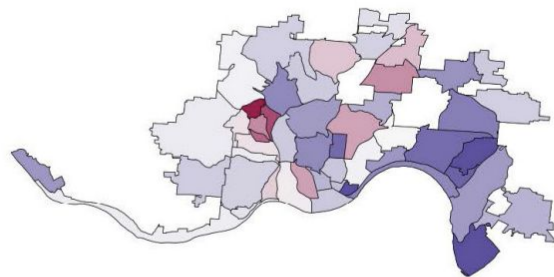
Geographic Disparities by Race



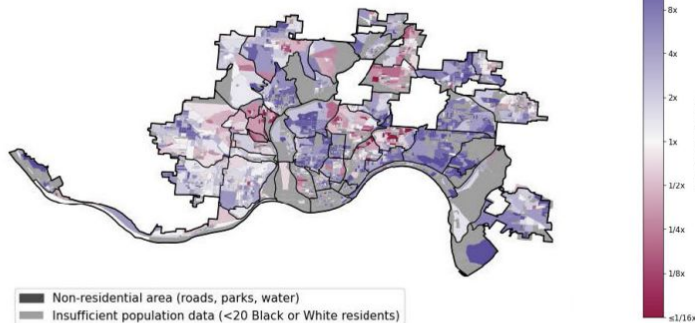
15

FIGURE 8 — Black-to-White Stop Rate Disparity by Neighborhood and Census Block, Motor Vehicle Stops (2009-2025)

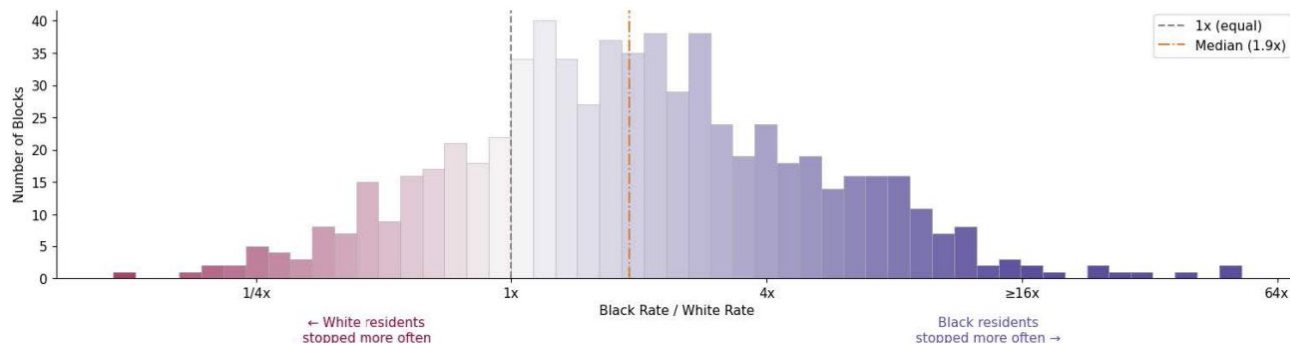
Neighborhood Level Disparity — Motor Vehicle Stops



Census Block Level Disparity — Motor Vehicle Stops



Distribution of Block-Level Black-to-White Stop Rate Disparity — Motor Vehicle Stops

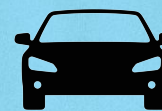


→ Purple shading, indicating Black residents are stopped at higher rates than White residents, covers most of the city

→ The median Black-to-White stop rate disparity for motor vehicle stops across all census blocks is **1.9x**

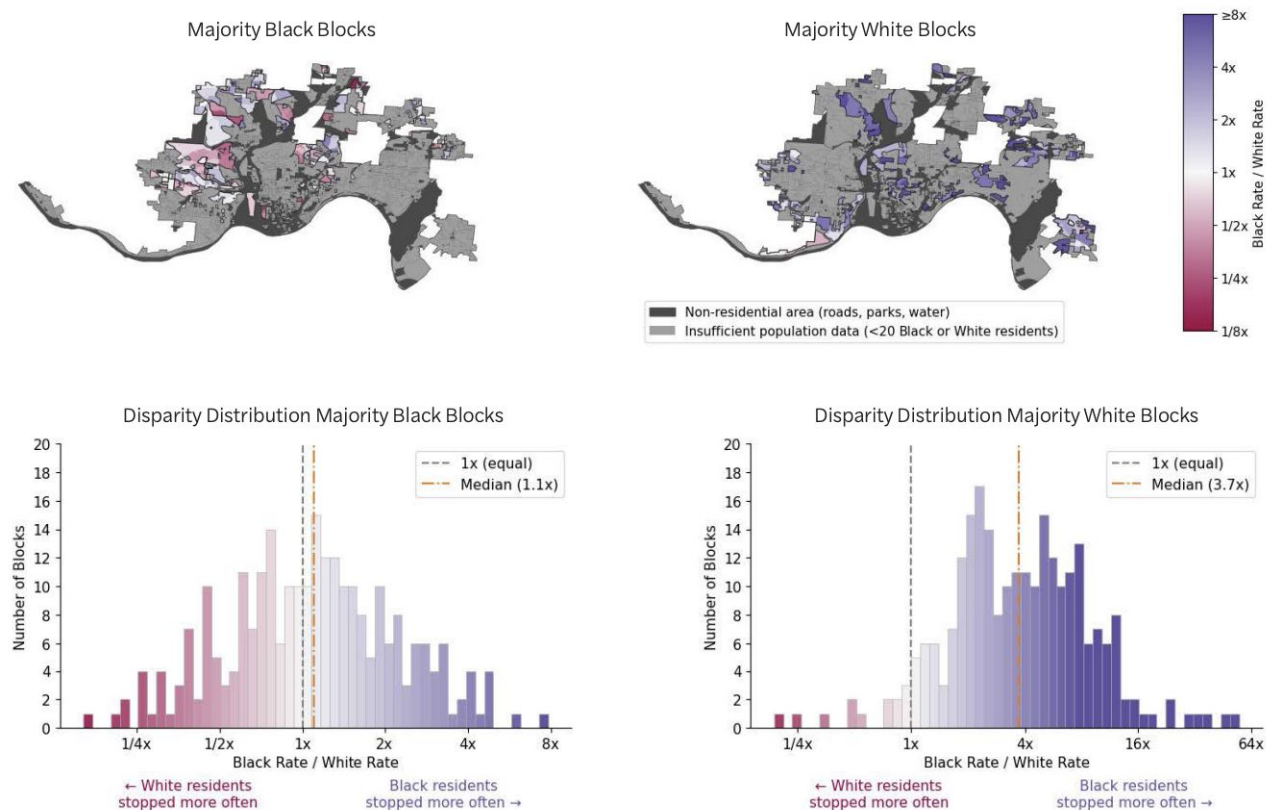
**Excludes census blocks with fewer than 20 Black or White residents for statistical reliability*

Geographic Disparities by Race



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FIGURE 9 — Black-to-White Stop Rate Disparity by Block Racial Majority, Motor Vehicle Stops (2009–2025)



- In **majority Black** census blocks, the median disparity is **1.1x**, very close to equal stop rates for Black and White residents
- In **majority White** census blocks, the median disparity is significantly higher at **3.7x**
 - ◆ The distribution is significantly skewed to the right
 - ◆ Black residents are stopped at higher rates in parts of the city where they are a minority

**Excludes census blocks with fewer than 20 Black or White residents for statistical reliability*

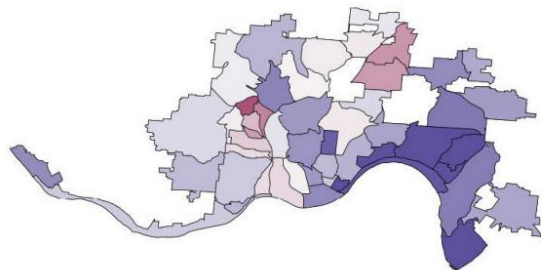
Geographic Disparities by Race



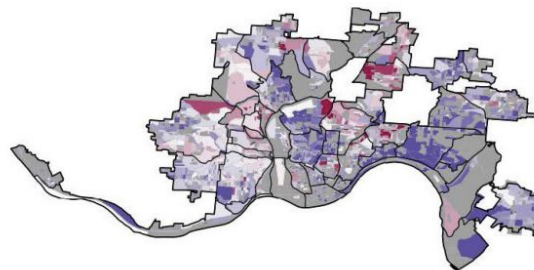
17

FIGURE 10 — Black-to-White Stop Rate Disparity by Neighborhood and Census Block, Pedestrian Stops (2009-2025)

Neighborhood Level Disparity — Pedestrian Stops



Census Block Level Disparity — Pedestrian Stops

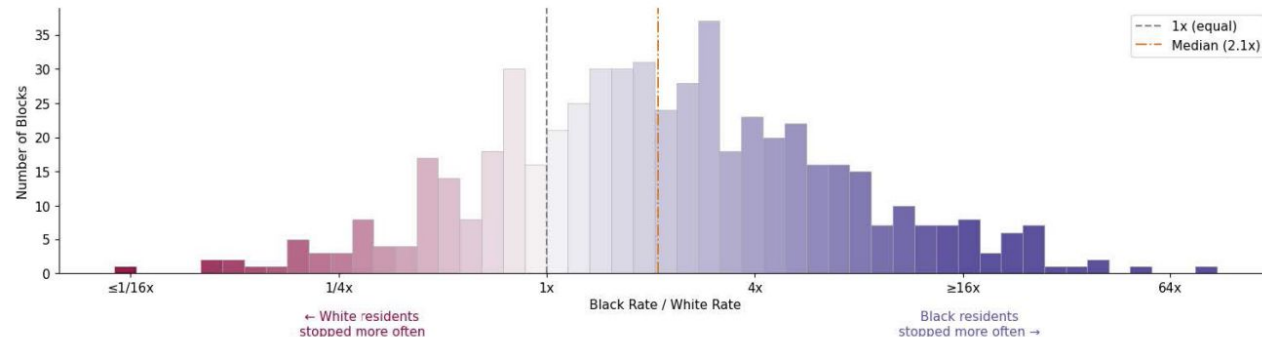


■ Non-residential area (roads, parks, water)
■ Insufficient population data (<20 Black or White residents)

Black Rate / White Rate

≥16x
8x
4x
2x
1x
1/2x
1/4x
1/8x
≤1/16x

Distribution of Block-Level Black-to-White Stop Rate Disparity — Pedestrian Stops



- In pedestrian stops, racial disparities are widespread and more pronounced than in motor vehicle stops
- The median block-level disparity is higher (**2.1x**)
- The distribution is even more skewed to the right (Black residents stopped more often) than in motor vehicle stops

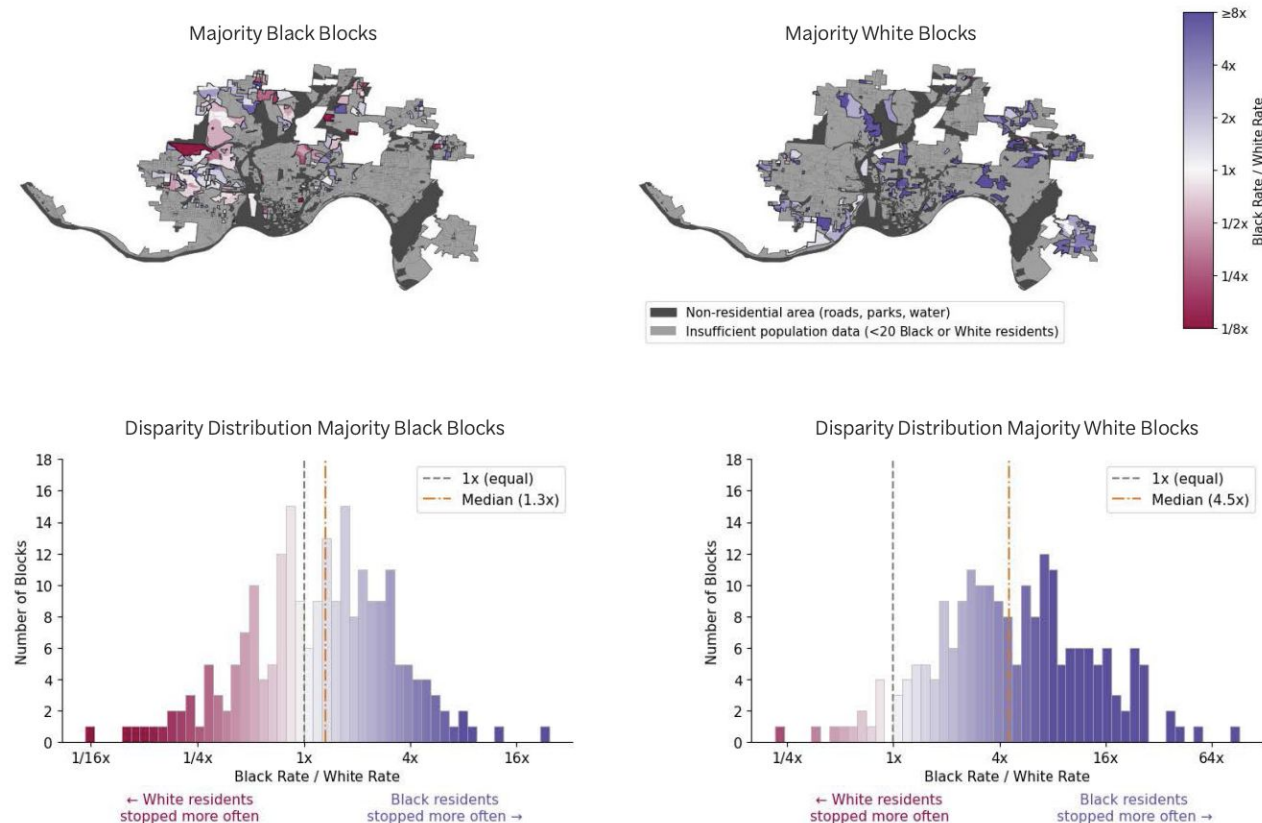
**Excludes census blocks with fewer than 20 Black or White residents for statistical reliability*

Geographic Disparities by Race



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FIGURE 11 — Black-to-White Stop Rate Disparity by Block Racial Majority, Pedestrian Stops (2009 – 2025)



→ In **majority Black** census blocks, the median disparity for pedestrians is somewhat higher (**1.3x**) but still close to parity

→ In census blocks that are **majority White**, the distribution is almost entirely purple, with virtually no blocks where White residents are stopped at equal rates

◆ The disparities stretch to substantially high levels

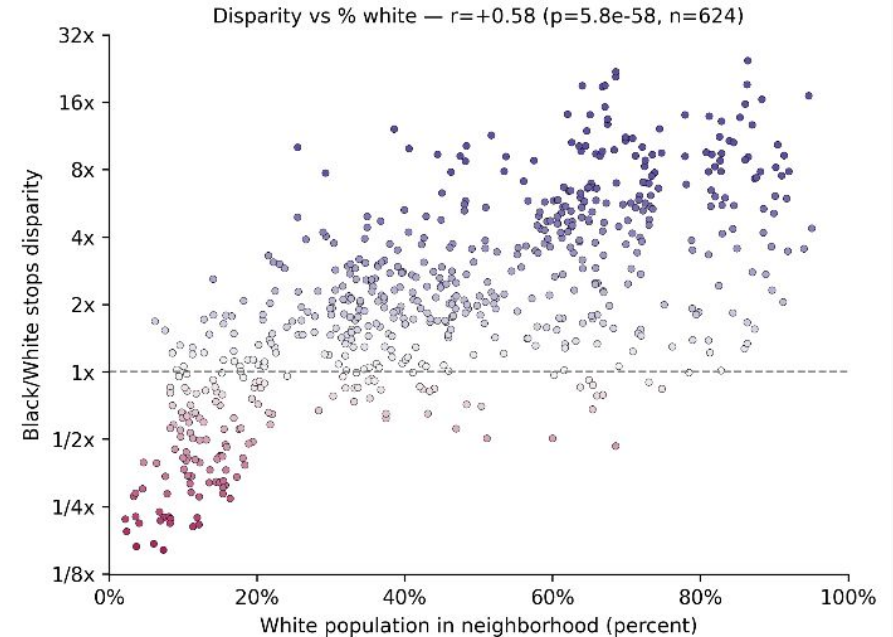
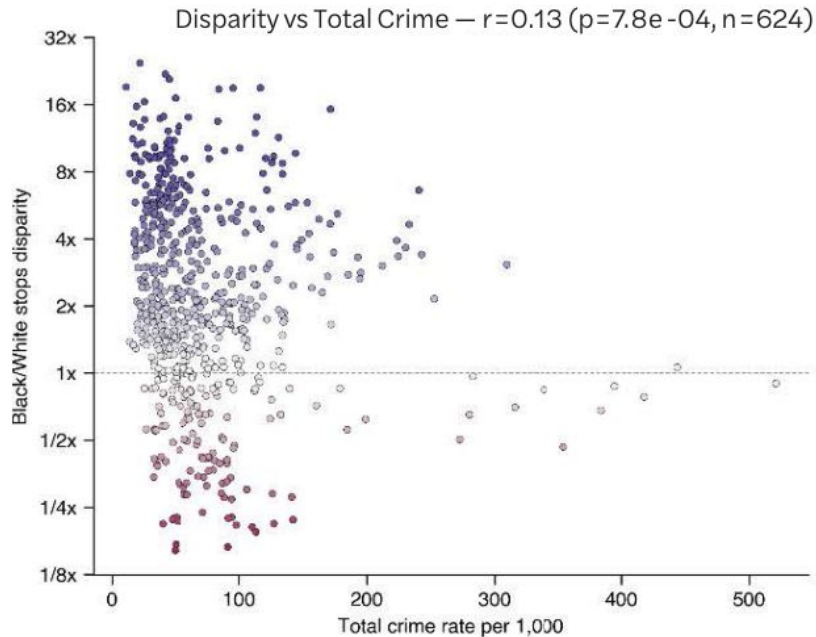
**Excludes census blocks with fewer than 20 Black or White residents for statistical reliability*

Crime Rates and Police Stops

19

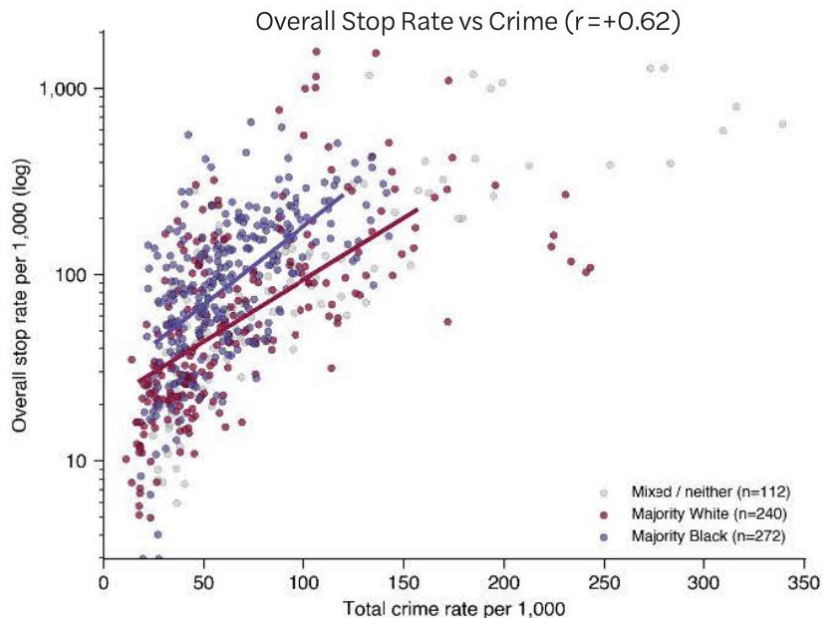
FIGURE 12 — Black-to-White Stop Rate Disparity vs Total Crime and Neighborhood Percent White (2010–2025)

Total Stops — Cincinnati (2010 – 2025), nbhd-year, pop_black/white ≥ 100



Crime Rates and Police Stops

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- The data does not support the “police go where crime is” explanation
- Crime rates show a weak correlation with police stop racial disparities
- The racial composition of a neighborhood is strongly and positively associated with stop disparity
- Racial composition is the dominant predictor in both motor vehicle and pedestrian stops
 - ◆ The effect is largest for pedestrian stops

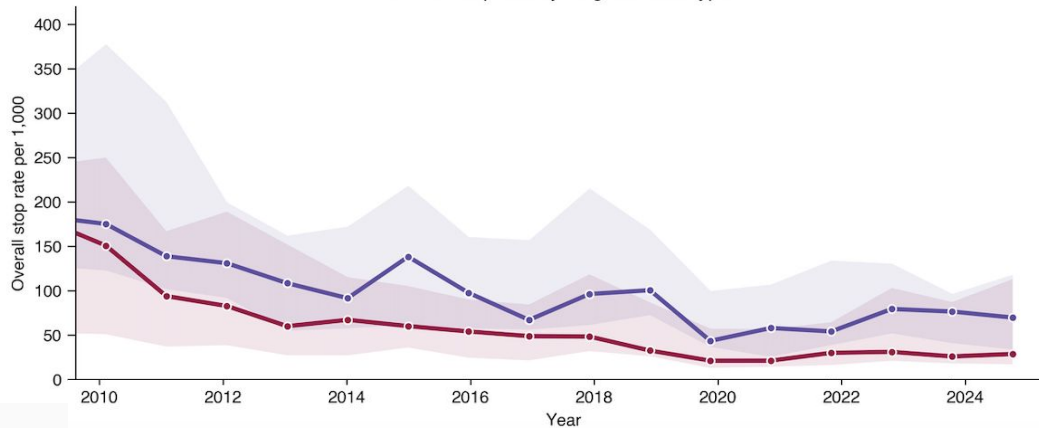
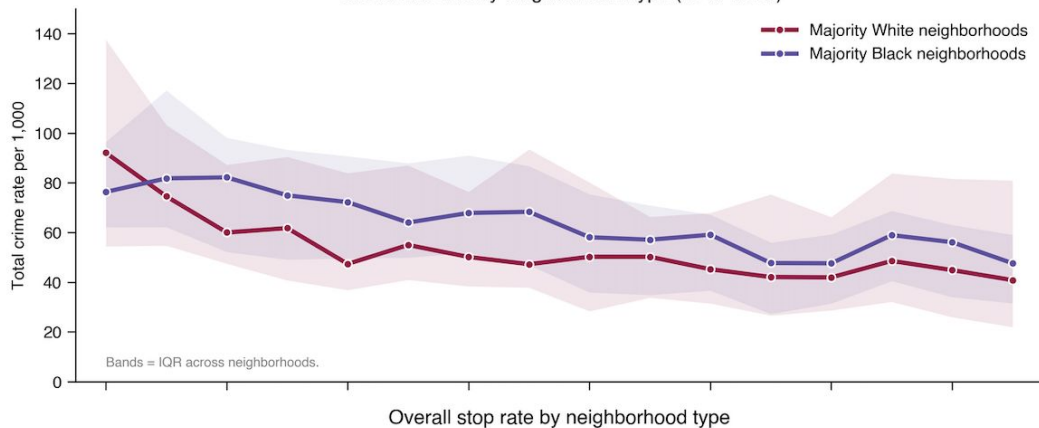
TABLE 2 — Effect of Neighborhood Racial Composition On Stop Disparity, By Stop Type

STOP TYPE	EFFECT	95% CONFIDENCE INTERVALS
All Stops	+0.79	[+0.64, +0.94]
Traffic Stops	+0.78	[+0.63, +0.94]
Pedestrian Stops	+0.85	[+0.69, +1.04]

The more White the neighborhood, the more likely it is for a Black person to be stopped there.

Crime Rates and Police Stops

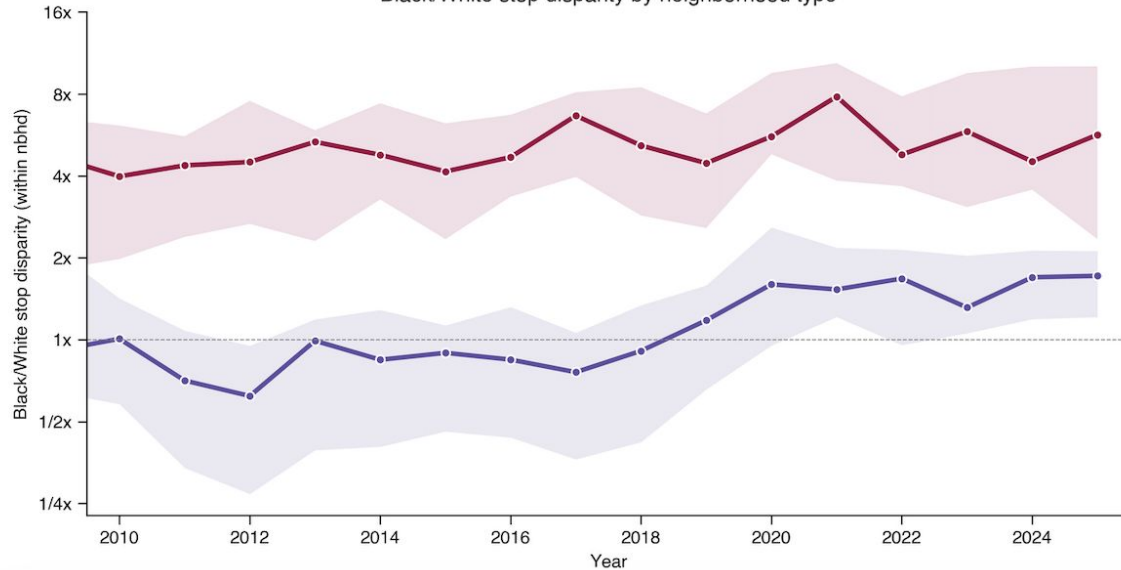
Total crime rate by neighborhood type (2010-2025)



- As **crime** has gone **down** over the years, so have **stop rates** overall, in both **majority Black** and **majority White** neighborhoods.
- Crime rates are very similar when comparing all **majority Black** to all **majority White** neighborhoods.
- Stop rates (regardless of the race of the people stopped) are also similar, but slightly higher in **majority Black** neighborhoods.

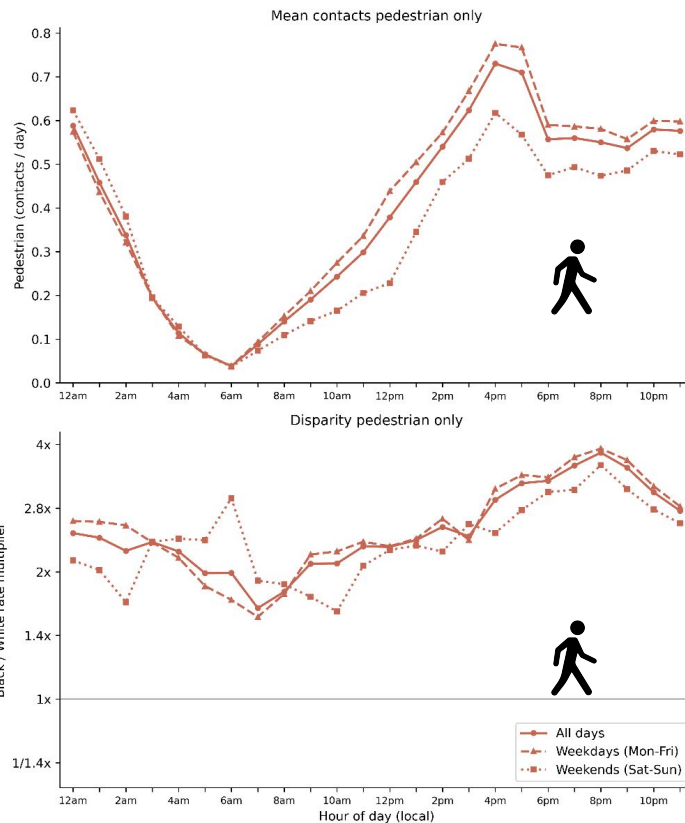
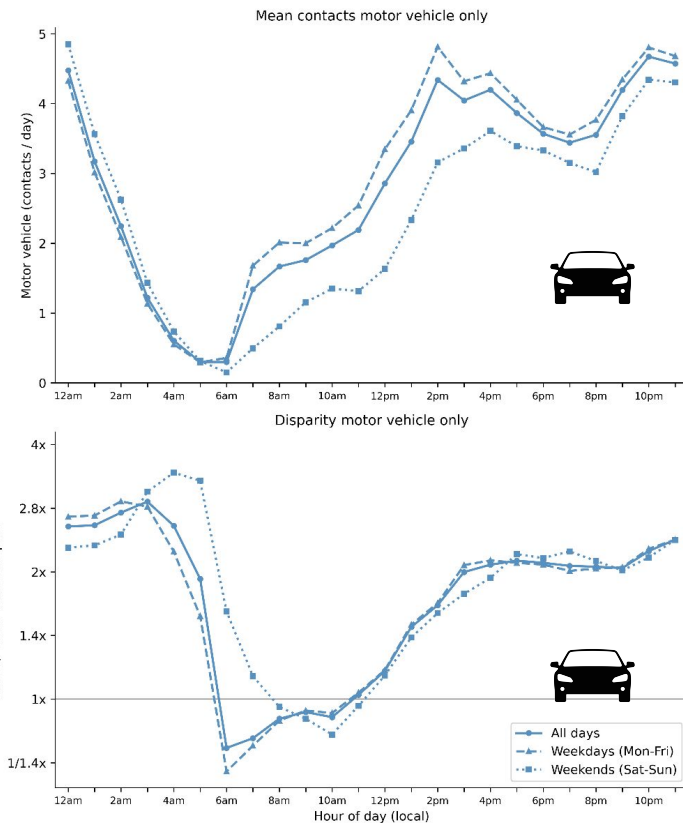
Crime Rates and Police Stops

Black/White stop disparity by neighborhood type



- However, in **majority White neighborhoods**, Black people are stopped roughly **5x** more than White people.
- On average over all years, there is no disparity in **majority Black** neighborhoods.

Mean Contacts and Racial Disparity by Time of Day and Stop Type
Cincinnati (2009-2023)



The hours with the most police stops are not the hours with the most racial disparity.

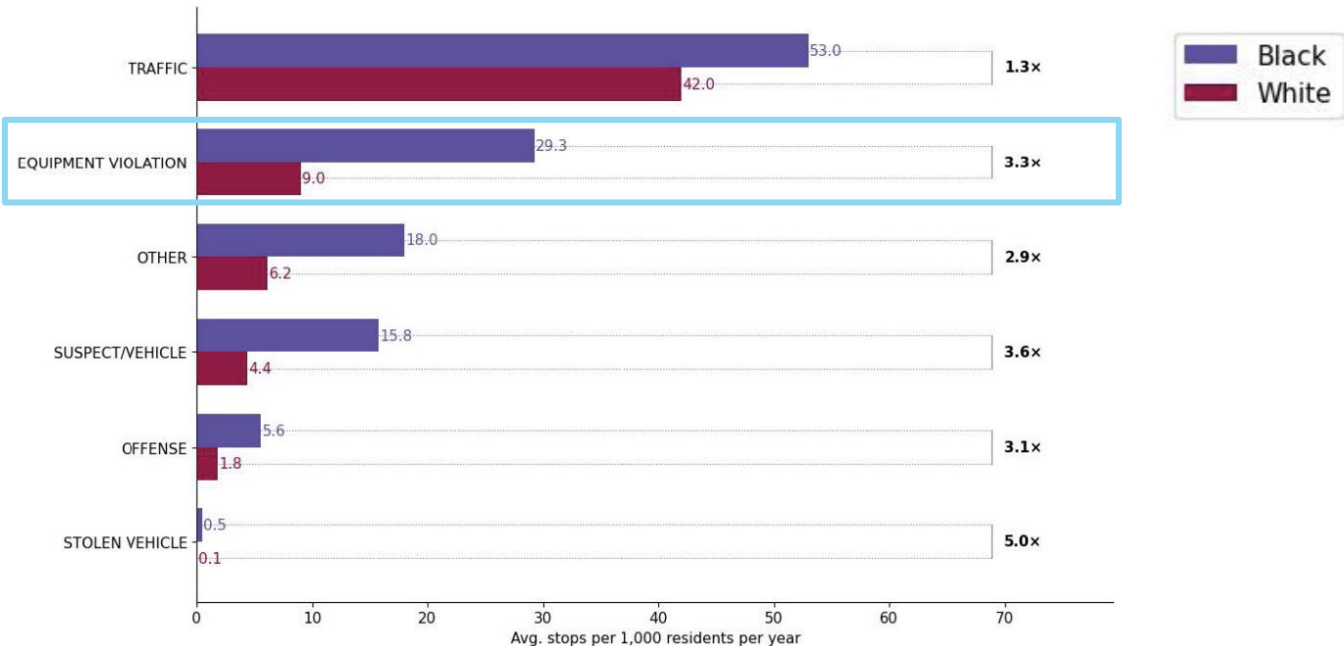
For both motor vehicle and pedestrian stops, disparity peaks roughly 4 hours after contact intensity peaks.

- ◆ This suggests that the type or context of enforcement at different hours may be what drives the racial gap.

Initial Reason for Police Stops

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FIGURE 15 — Initial Stop Reason By Race, Average Annual Rate per 1,000 Residents (2009-2025)



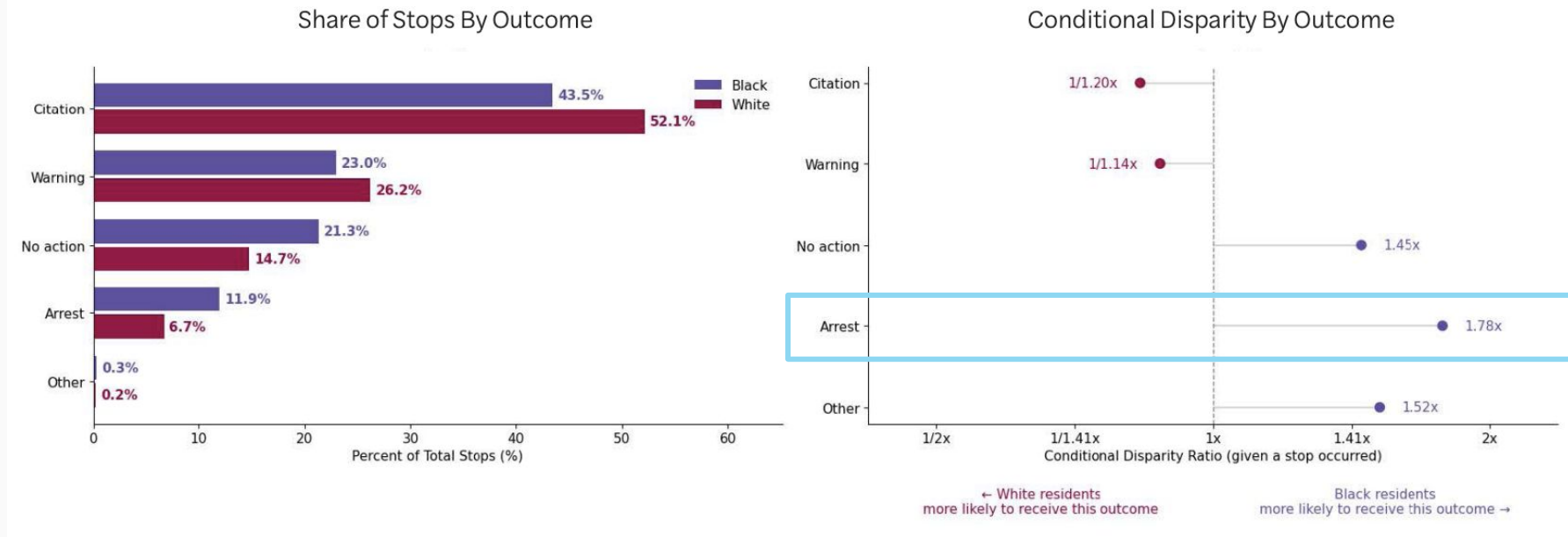
A **discretionary** stop is one where a driver is not a public safety threat, but the legal basis exists for a stop

- Racial disparities are larger for discretionary stops (e.g. equipment violation)
- Black residents are **2.5x** more likely to experience a non-moving violation stop, rising to **5.6x** in majority White neighborhoods.

Police Stop Outcomes

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FIGURE 16 — Stop Outcomes By Race, Conditional on Being Stopped (2009-2025)

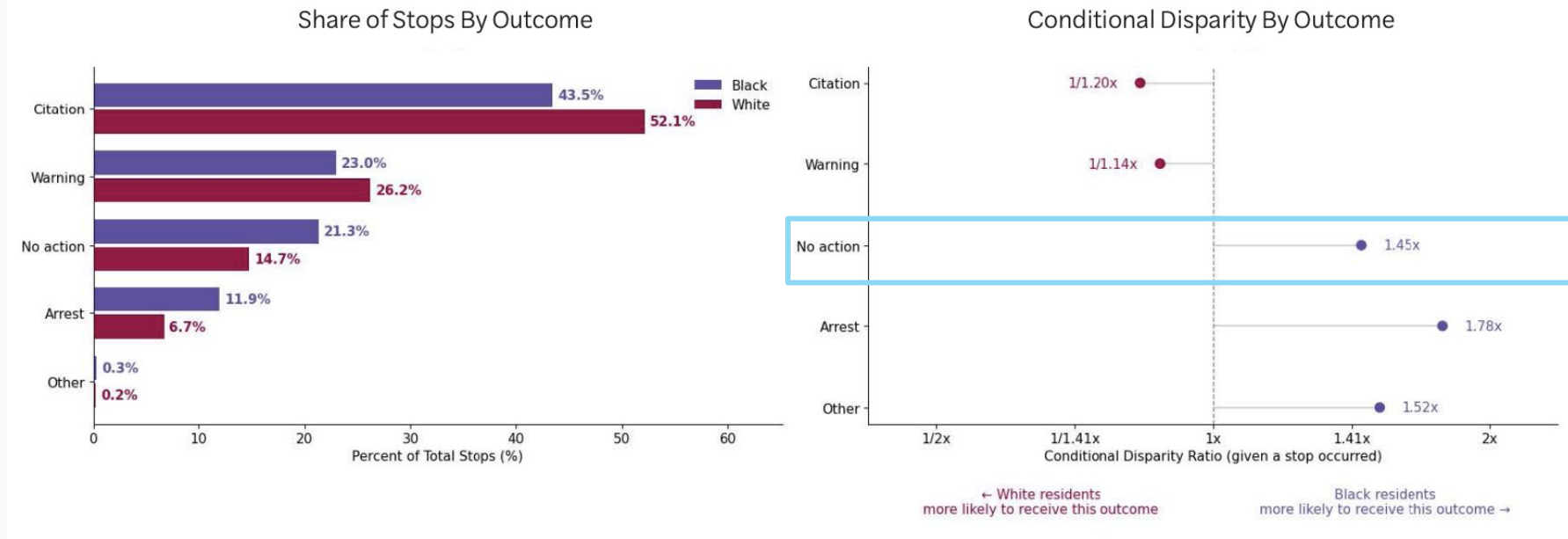


- Once stopped, Black residents are **1.78x** (11.9% vs. 6.7%) more likely than White residents to be arrested.
- Conditional on a stop occurring, Black residents are more likely to experience more **punitive** outcomes (arrests), while White residents are more likely to receive less severe ones (citations, warnings)

Police Stop Outcomes

25

FIGURE 16 — Stop Outcomes By Race, Conditional on Being Stopped (2009-2025)

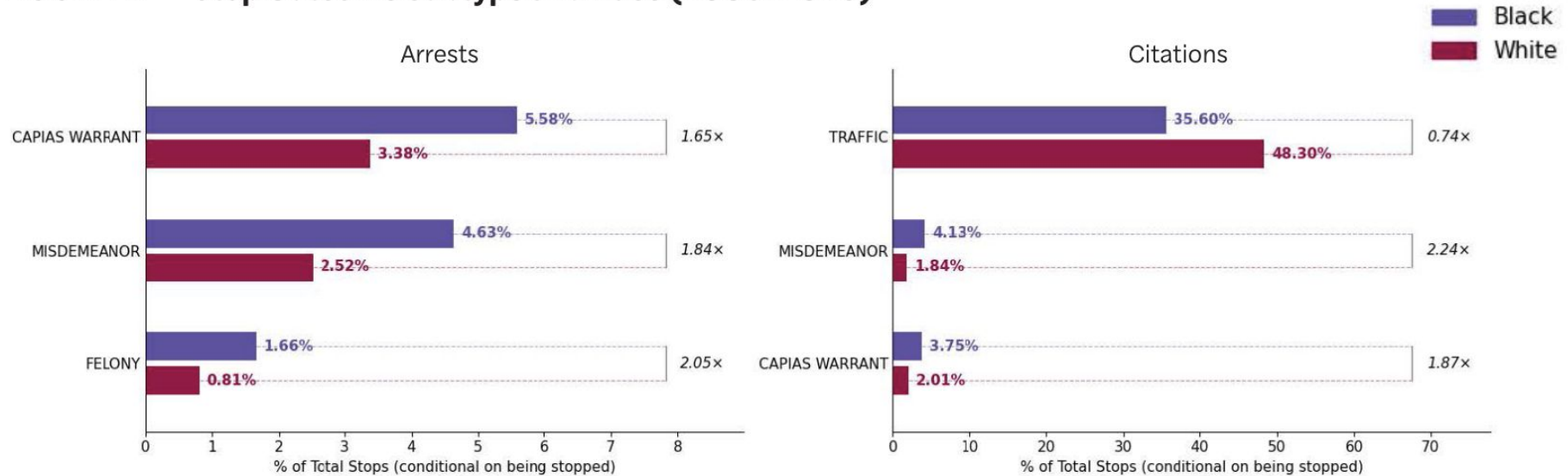


→ In Cincinnati, Black residents are not only stopped more often, they are also 1.45 times more likely to experience a stop that results in no action.

Police Stop Outcomes - Subtypes

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FIGURE 17 — Stop Outcome Subtype and Race (2009-2025)



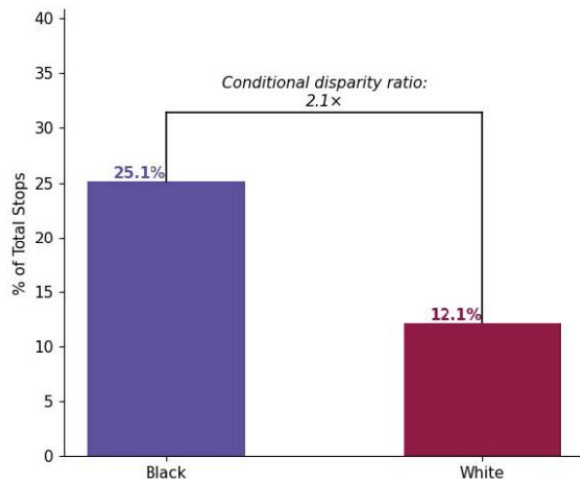
→ After being stopped, Black residents are more likely than White residents to be arrested across all categories in the data: misdemeanors (1.84x), capias warrants (1.65x), and felonies (2.05x).

→ White residents are 1.35x more likely to receive traffic citations — the most common and generally less severe outcome

→ Black residents are more likely to receive misdemeanor (2.24x) and capias warrant citations (1.87x)

Searches During a Police Stop

FIGURE 18 — Search by Race, Conditional on Being Stopped (2009-2025) →



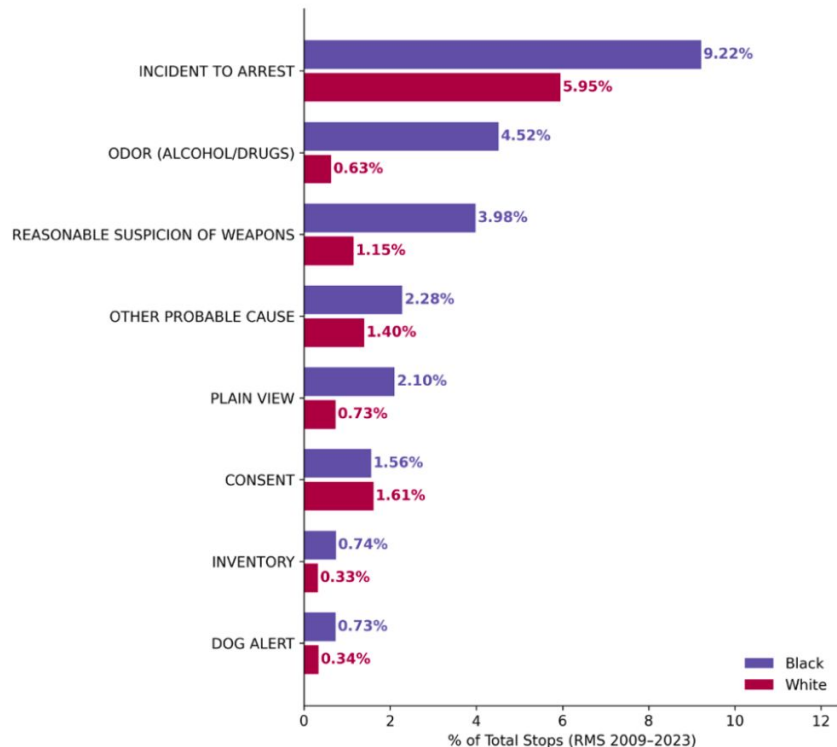
One in four stops (25.1%) of Black residents results in a search, compared to one in eight stops (12.1%) of White residents

→ Even after adjusting for the disparities observed in the likelihood of being stopped, Black residents are **2.1x** more likely than White residents to be searched.

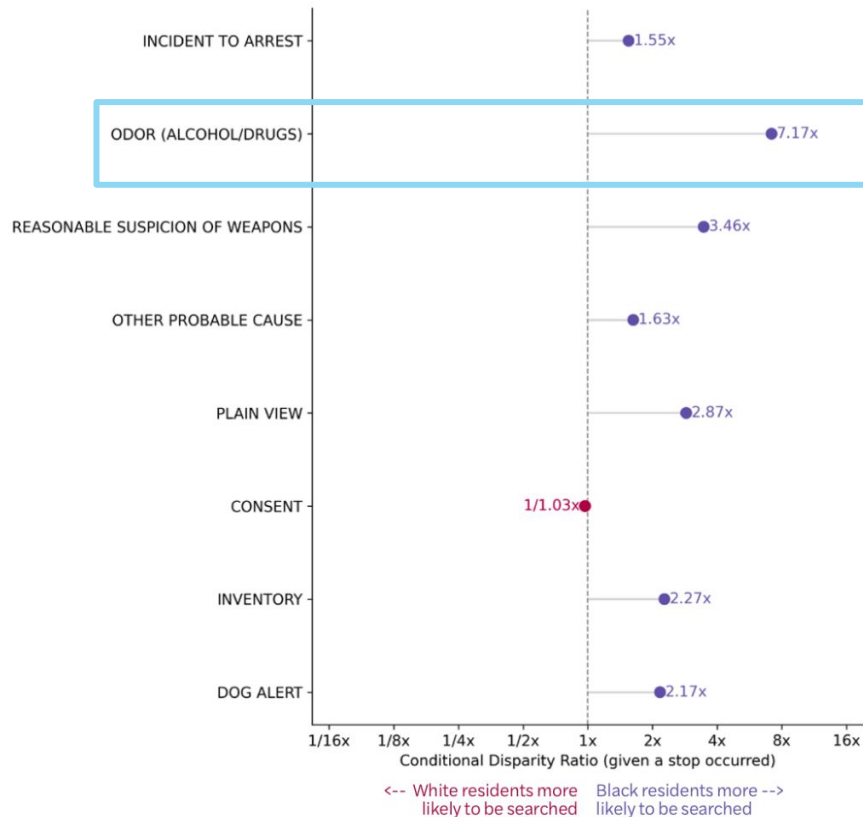
Searches During a Police Stop

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Conditional Search Rate By Type



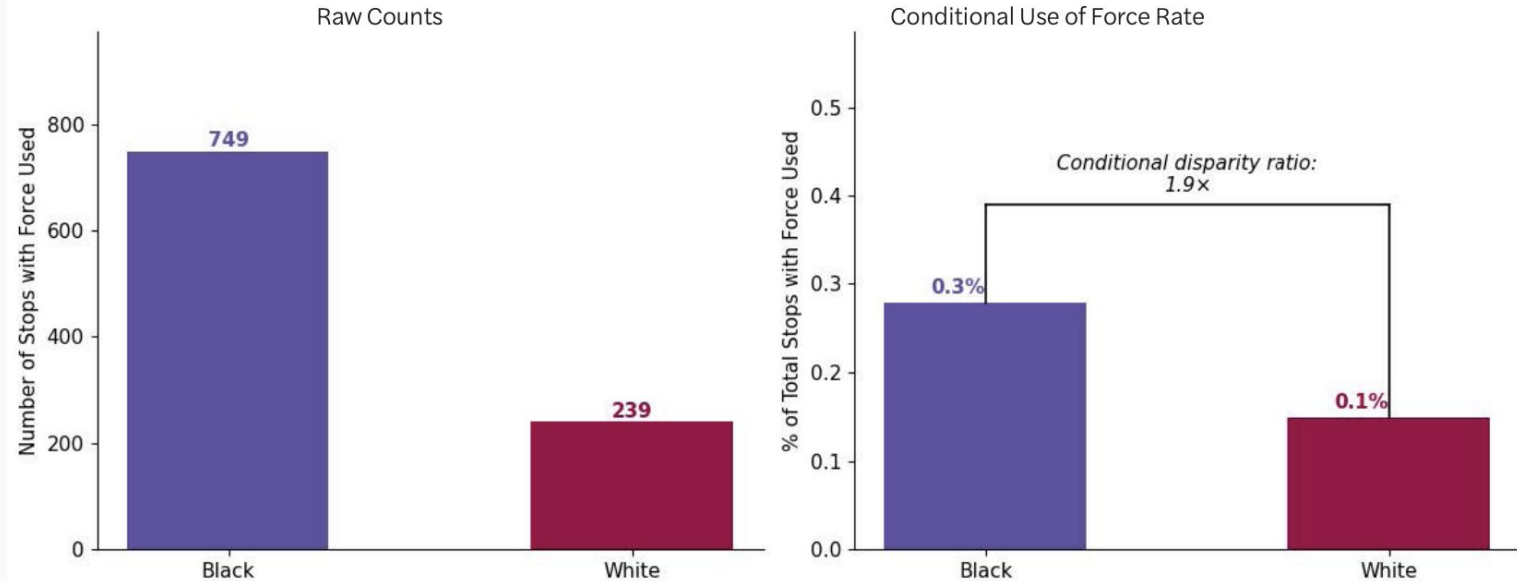
Conditional Disparity By Search Type



Use of Force During a Police Stop

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FIGURE 20 — Use of Force By Race (2009-2025)

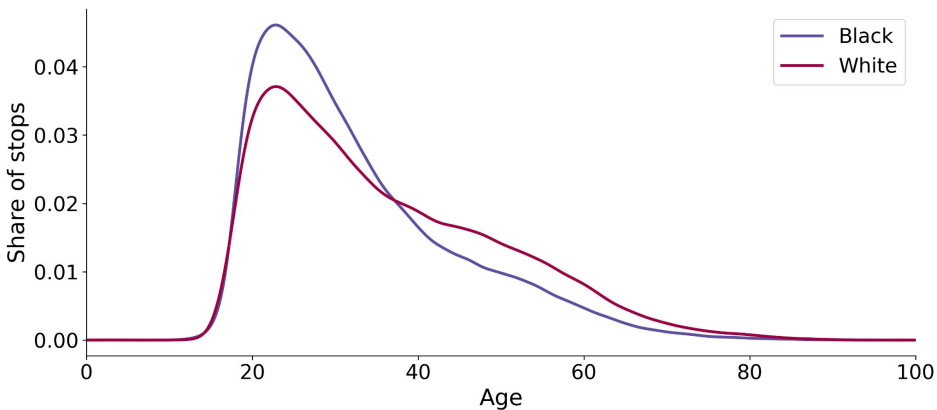


- Not only are Black residents stopped far more often, but once they are stopped, Black residents are nearly twice as likely (1.9x) as White residents to experience force

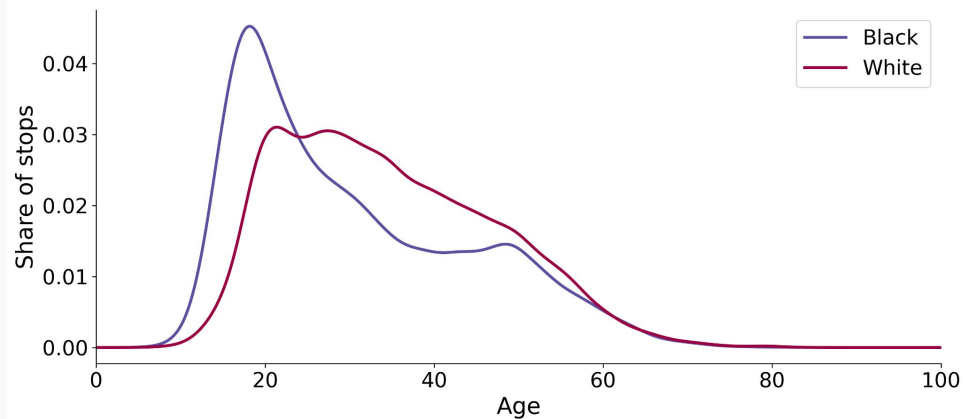
Age of People Stopped by Police

29

Age Distribution of Motor Vehicle Stops by Race (2009-2025)



Age Distribution of Pedestrian Stops by Race (2009-2025)

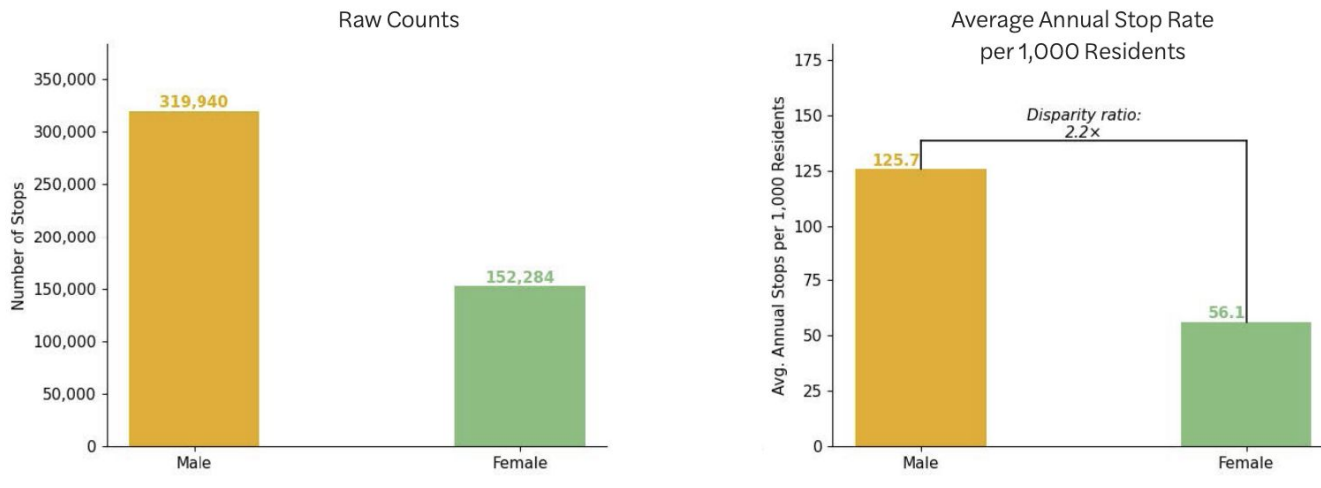


- Arrests nationally are concentrated among young adults but in Cincinnati, this age concentration is far sharper for Black residents than for White residents
- Police stops of White people are spread more evenly across age groups, with a notably larger share of people in their 40s, 50s, and 60s, whereas police stops of Black people are heavily concentrated among **teenagers and young adults**
- This effect is more pronounced for pedestrian stops

Gender of People Stopped by Police

30

FIGURE 23 — Police Stops By Gender (2009-2025)

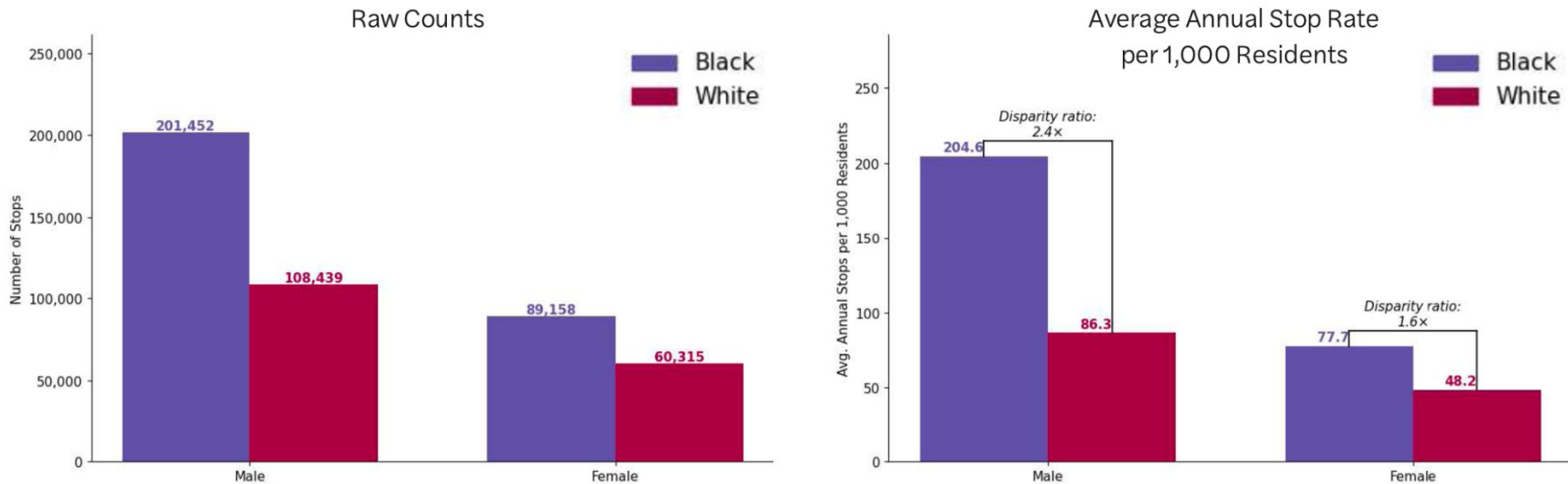


- Police stops in Cincinnati are heavily skewed toward men
- Men are stopped at an average annual rate of 125.7 per 1,000 residents, compared to 56.1 per 1,000 for women
 - ◆ Men in Cincinnati are **2.2x** more likely to be stopped than women

Gender and Race of People Stopped by Police

30

FIGURE 24 — Police Stops By Race and Gender (2009-2025)



- Black women are stopped much more often than White women (77.7 vs. 48.2) and only somewhat less often than White men (77.7 vs. 86.3)
 - ◆ The racial gap among women is larger than the gender gap between Black women and White men
- Black men are stopped at the highest rate of any group at 204.8 per 1,000 residents.

Individual Analysis – Officers

- Statistics calculated at the beat level
- Data from 2020–2025 to increase the likelihood officers are still active in the police force
- Includes only officers with at least 100 stops to increase statistical reliability

Note: Cincinnati Police provided us non-public beat boundaries on June 11th, allowing us to update the report analysis, which utilized district boundaries.

Officer	Personnel ID	Years	Total Stops	Black Stops	White Stops	% Black	Black Rate/1k	White Rate/1k	Disparity Ratio
KNAPP, CHARLES F. III	22694	2020–2022	209	202	7	96.7	9.23	0.42	21.73
WALLACE, JASON A.	31177	2020–2025	263	253	10	96.2	5.75	0.31	18.68
KRESS, ZACHARY A.	34090	2020–2025	359	338	12	94.2	7.88	0.43	18.23
KEMME, JOSEPH D	35796	2020–2025	299	281	14	94.0	9.54	0.55	17.51
CRONIN, SARAH M.	35783	2020–2025	214	195	13	91.1	8.79	0.578	15.21
CLARK, NICHOLAS W.	33220	2020–2025	277	263	11	94.9	7.89	0.58	14.92
LANE, TYLER A.	32274	2020–2025	461	440	21	95.4	11.20	0.76	14.74
SARCHET, CALEB P.	32261	2020–2025	136	124	11	91.2	7.08	0.50	14.11
ORKIES III, WILLIAM F.	34968	2020–2025	267	253	10	94.8	6.13	0.44	14.02
CORTEZ, CARLOS X.	37254	2022–2025	142	126	16	88.7	8.32	0.65	12.74

How to read the chart: Officer Knapp stopped Black residents at 22x the rate of White residents.

Individual Analysis – Supervisors

- Statistics calculated at the beat level
- Data from 2020–2025 to increase the likelihood officers are still active in the police force
- Includes only officers with at least 100 stops to increase statistical reliability

Note: Cincinnati Police provided us non-public beat boundaries on June 11th, allowing us to update the report analysis, which utilized district boundaries.

Supervisor	Personnel ID	Years	Total Stops	Black Stops	White Stops	% Black	Black Rate/1k	White Rate/1k	Disparity Ratio
DAVIS, JAMES	13156	2020–2024	966	900	54	93.2	26.22	2.20	11.93
SULTON, CHRISTOPHER	13237	2021–2024	122	112	8	91.8	3.65	0.36	10.12
LANTER, TIMOTHY	24423	2020–2024	146	131	13	89.7	3.60	0.49	7.38
ZUCKER, JEFFREY	10477	2021–2023	104	87	13	83.6	3.82	0.81	4.69
PUTNICK, LUKE M	18768	2020–2023	160	135	21	84.4	4.75	1.08	4.40
HUDEPOHL, MICHAEL	13187	2020–2020	124	94	22	75.8	10.34	3.03	3.41
KINNEY, WILLIAM	22442	2020–2023	118	88	27	74.6	3.99	1.21	3.30
DOWNING, DANIEL	20986	2020–2023	175	135	38	77.1	3.09	0.98	3.14
HEINE, SHANNON	13175	2020–2021	115	79	32	68.7	4.89	1.76	2.77
SCHUTTE, MARK	21832	2020–2024	123	65	51	52.8	4.08	1.57	2.59

How to read the chart: Officers under the command of James Davis stopped Black residents at 12x the rate of White residents.

Conclusion

Overall, Cincinnati Police Department data from 2009–2025 shows:

- Once stopped by Cincinnati Police officers, **Black people are:**
 - **2.1x more likely to be searched than White people.**
 - **1.9x more likely to have force used against them than White people.**
 - **1.8x more likely to be arrested than White people.**
- In majority White neighborhoods, **Black pedestrians are stopped by Cincinnati Police 4.5x more often** than White people.
- The **more White** the neighborhood, **the more likely it is for a Black person to be stopped there.** Crime rates do not explain this trend.

What We Still Don't Know

- How do officer **deployment** patterns shape neighborhood stop disparities?
 - ◆ Police officer beat/district assignment not available in the data
- How do department **policies, leadership changes**, and **policing practices** influence disparities over time?
- What factors contributed to the **near-parity** observed in 2012 (motor vehicle stops) and 2016 (pedestrian stops)?
- Is there a relationship between police **staffing** levels and changes in racial disparities over time?

ContactCards.org

1. Overview of the Findings
2. Read the Report, Report Addenda, and Download the Data
3. Interactive Maps
 - ◆ View stops at the street level and trends across neighborhoods
4. Officer Lookup
 - ◆ View statistics for each officer who filled out a contact card from 2009-2025
5. Policy Recommendations
 - ◆ Nine policy recs to improve data transparency and address racial disparities
6. Contact City Officials

Report Addenda

Following requests from city officials and community leaders, we performed the following additional analyses:

1. Report Addendum
 - ◆ Includes additional analyses excluding interstates, benchmarking off 911 calls and daytime worker populations, examining poverty rate, and results for “two or more races” census responses.
2. Task Force Addendum
 - ◆ Task force stops account for roughly 3% of all stops but have the highest disparities observed in the data. The three task forces with the highest disparities are **Violent Crimes (28x)**, **Crime Gun Intelligence Center (CGIC, 17.3x)**, and **Place-Based Investigations of Violent Offender Territories (PIVOT, 17x)**.
3. Review of Other Contact Card Reports
 - ◆ Reviews from University of Cincinnati, the RAND Corporation, and local journalists

Interstates



1

- 403,037 motor vehicle stops in dataset
- **47,838 (11.9%) were on interstates**
 - ◆ 47,442 (99.2%) were resolvable to correct GPS coordinates

Interstate stops, correct geocode (n=47,442)

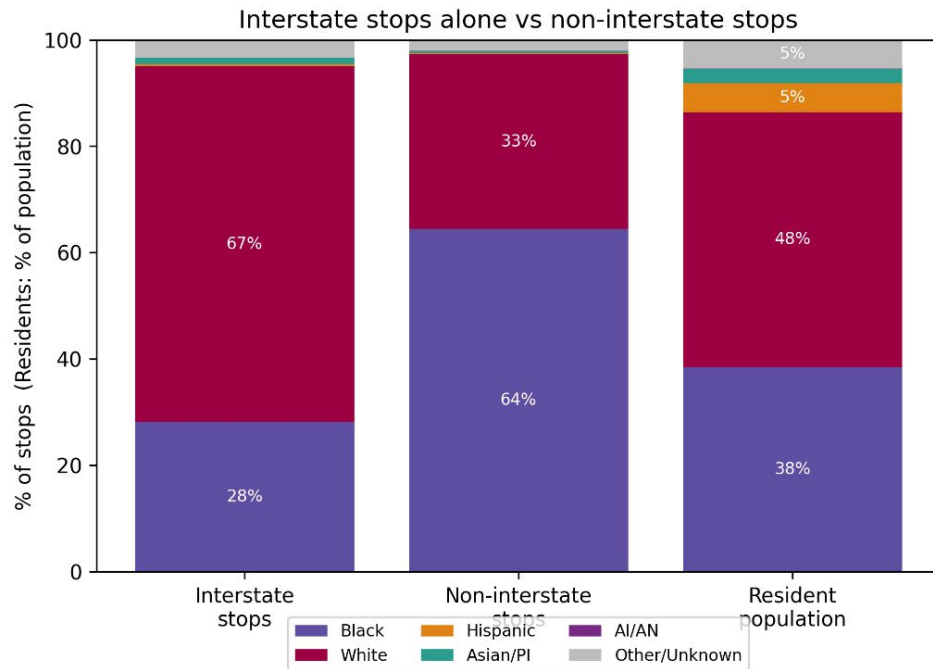


Interstates

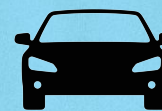


1

- 403,037 motor vehicle stops in dataset
- **47,838 (11.9%) were on interstates**
 - ◆ 47,442 (99.2%) were resolvable to correct GPS coordinates
- On interstates, **more White people are stopped (67%) than Black people (28%)**
- This is the opposite of **non-interstate motor vehicle stops (33% White vs 64% Black)**.

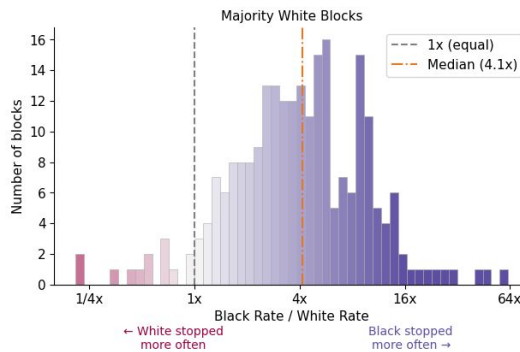
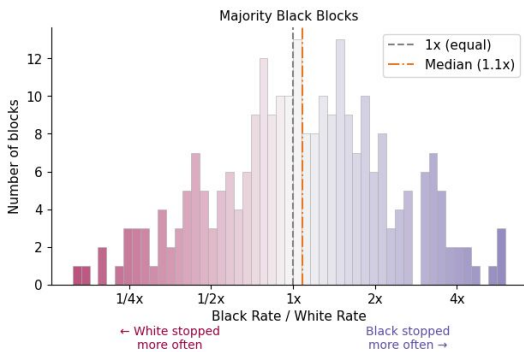
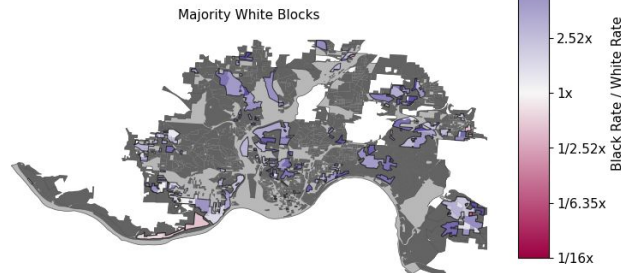
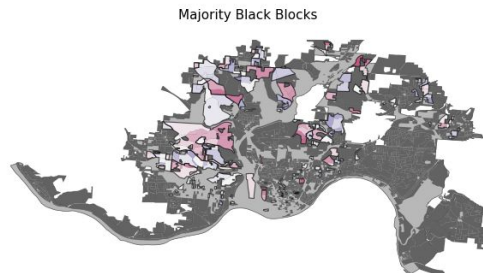


Interstates



1-5

Disparity by block racial majority — Motor-Vehicle Stops (interstate-excluded)



- Because interstates are only 11.9% of motor vehicle stops, there is little change when redoing the neighborhood analysis with interstate stops excluded.
- Because more White people than Black people are stopped on interstates, Black/White disparity goes up slightly.
- Disparities in main report (interstates included):

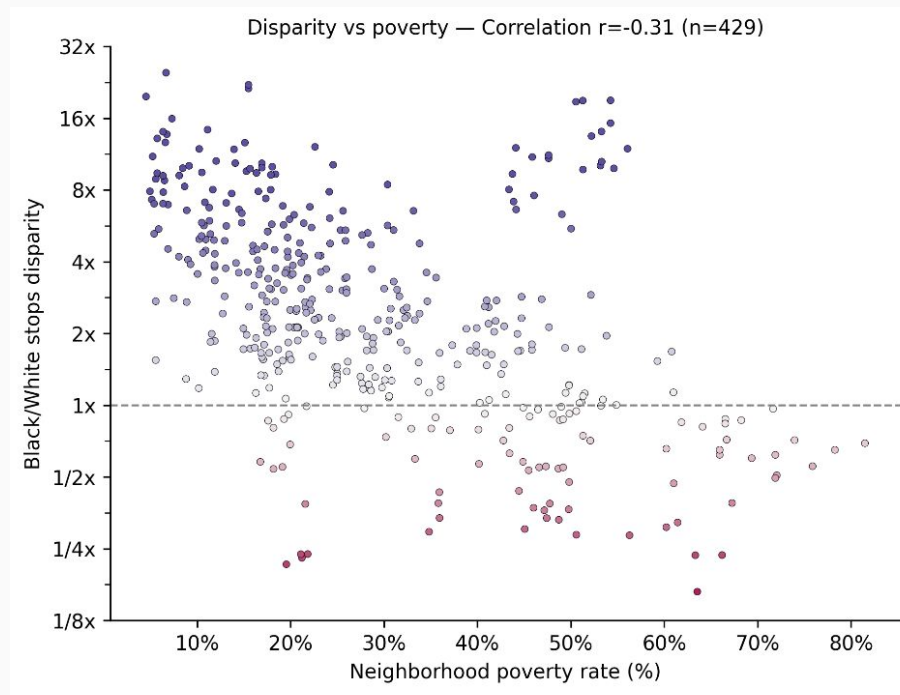
- ◆ Majority Black Blocks 1.0x
- ◆ Majority White Blocks 3.9x

**Excludes census blocks with fewer than 20 Black or White residents for statistical reliability*

Poverty Rate

6-
7

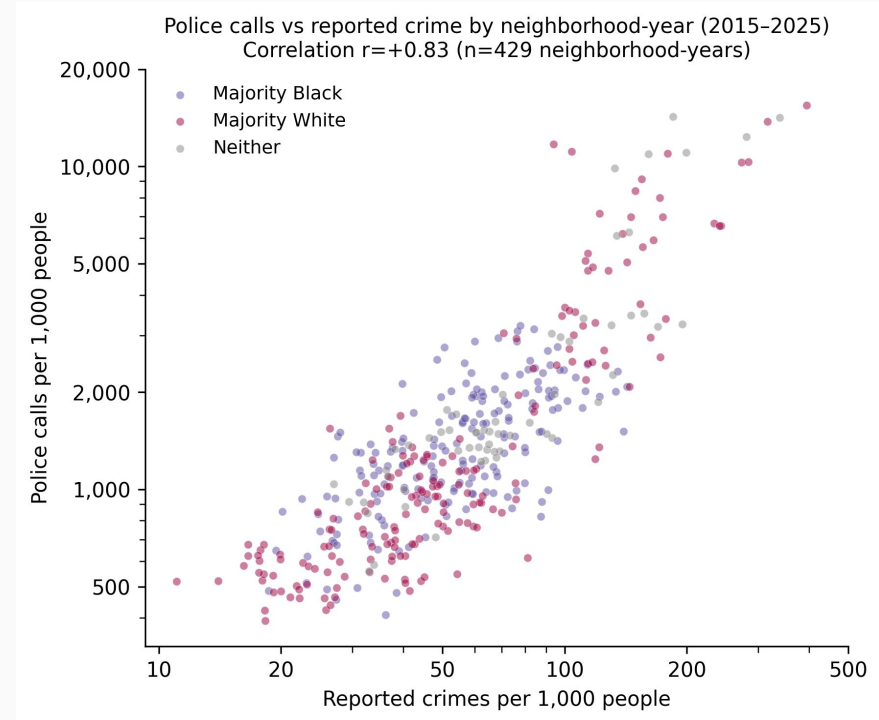
- **Poverty rate has a moderate correlation with disparity** ($r=-0.31$)
 - ◆ This is a **bigger correlation** to disparity **than crime rates** ($r=-0.11$)
 - ◆ This is a **smaller correlation** to disparity **than percent white** ($r=+0.59$)
- When adding poverty rate into our statistical model alongside crime rates and percent white, **percent white is still the best predictor of disparity.**
- Crime and poverty rate both give **no additional predictive power** when percent white is a factor.



Calls for Service (911 Calls)

8-
9

- 72.3% of the contact cards can be linked to the calls for service database.
 - ◆ Of those, **7.8% contact cards are traceable to a 911 call.**
- **911 calls and crime rates are very highly correlated ($r=+0.83$)**
- **911 calls are not correlated with how White the neighborhood is ($r=+0.00$)**
- Swapping 911 calls for crime rate in the statistical model, the same results hold:
 - ◆ **percent white is still the best predictor of disparity**
 - ◆ **911 calls don't add predictive power over percent white**



People Who Identify as Multiple Races/Ethnicities

10-11

- Race/ethnicity options differ.
- **Contact cards**
 - ◆ Only one race selectable
 - ◆ Hispanic is a race option
- **Census**
 - ◆ Multiple races selectable
 - ◆ Hispanic is a selectable ethnicity on top of race
- Census Hispanic and multiple race inclusion/exclusion **should be done consistently for all races**
- Alternative inclusion schemes **increase Black/White disparities** compared to the main report

Using 2020 Decennial data on 2020 stop counts:

Definition for Black and White	Black population	Black population change vs report	White population	White population change vs report	Black stops/1k	White stops/1k	Black/White Stop Disparity	vs in report
Alone, not Hispanic (in report)	124,654	—	145,100	—	73.1	23.2	3.15x	—
Alone plus Hispanic	125,443	+789	147,532	+2,432	72.6	22.8	3.18x	+1.0%
Alone plus Hispanic plus multiple race	134,093	+9,439	163,367	+18,267	67.9	20.6	3.30x	+4.7%

Using 2024 ACS data on 2024 stop counts:

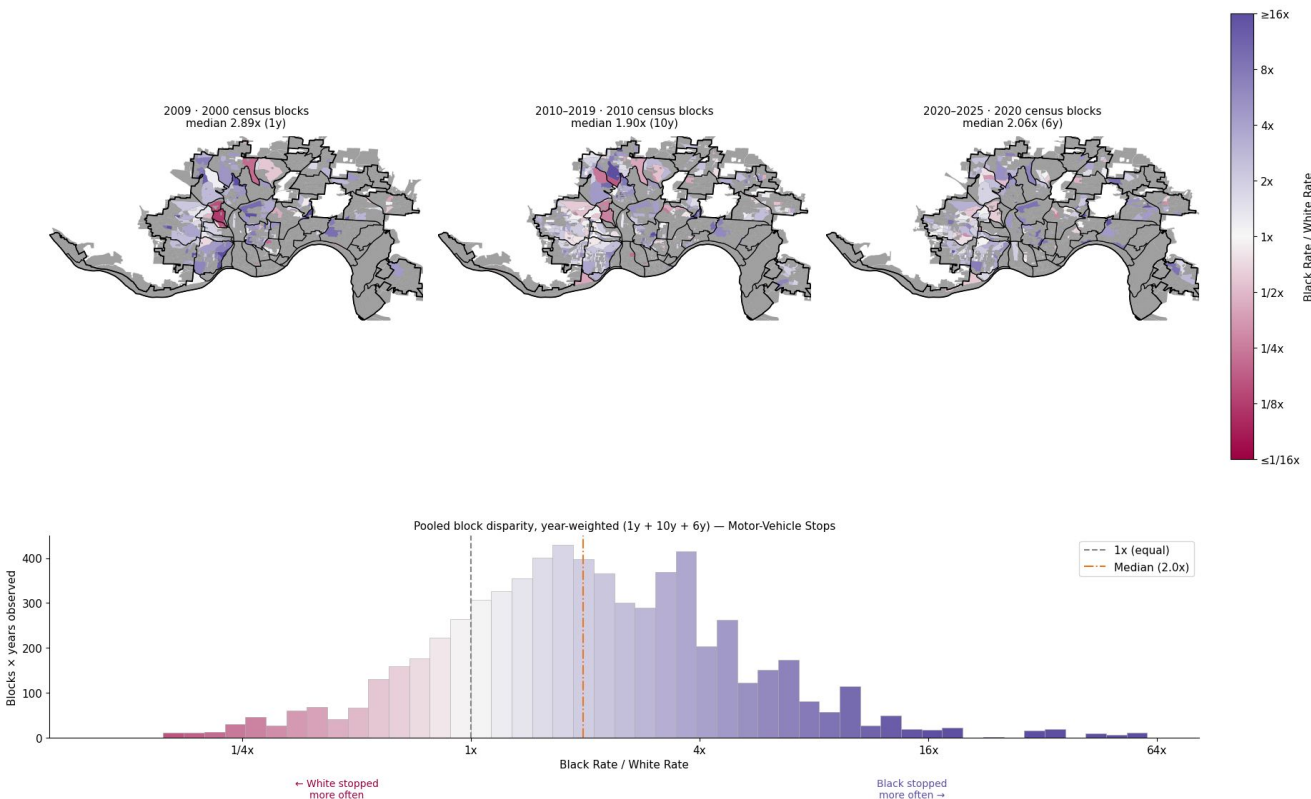
Definition for Black and White	Black population	Black population change vs report	White population	White population change vs report	Black stops/1k	White stops/1k	Black/White Stop Disparity	vs in report
Alone, not Hispanic (in report)	112,931	—	149,930	—	102.1	29.3	3.48x	—
Alone plus Hispanic	113,535	+604	152,591	+2,661	101.6	28.8	3.53x	+1.2%
Alone plus Hispanic plus multiple race	125,982	+13,051	176,662	+26,732	91.6	24.9	3.68x	+5.6%

Census Populations: Using all Years vs 2020 Data



12-
16

Cincinnati Black/White Motor-Vehicle Stops disparity — vintage-matched blocks, interstate-excluded



- In the report, we used the 2020 Census block boundaries for consistency.
- Here we used the all available decennial Census block boundaries available at the time for each year in the data.
- Because blocks change every 10 years, we get 3 maps (2000, 2010, and 2020 blocks).
- Median block disparities are similar to the main report's.
- Motor vehicle stop disparity 1.9x → 2.0x
- Pedestrian : 2.1x → 2.0x

Excludes census blocks with fewer than 20 Black or White residents, **and less than 5 stops, for statistical reliability*

Alternative Benchmarks

17-20

→ 911 exposure adjusted

- ◆ Residential population weighted by rates of 911 calls
 - ◆ Disparities adjust downward
- In 2025:

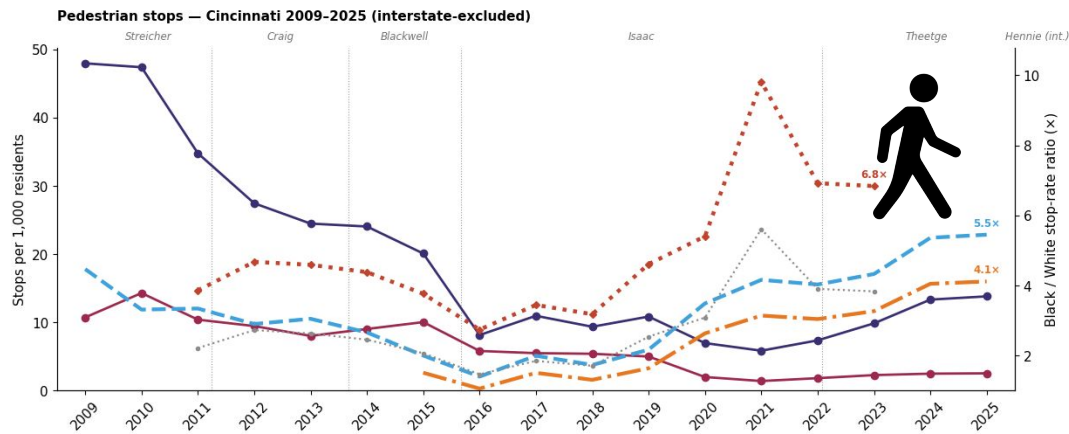
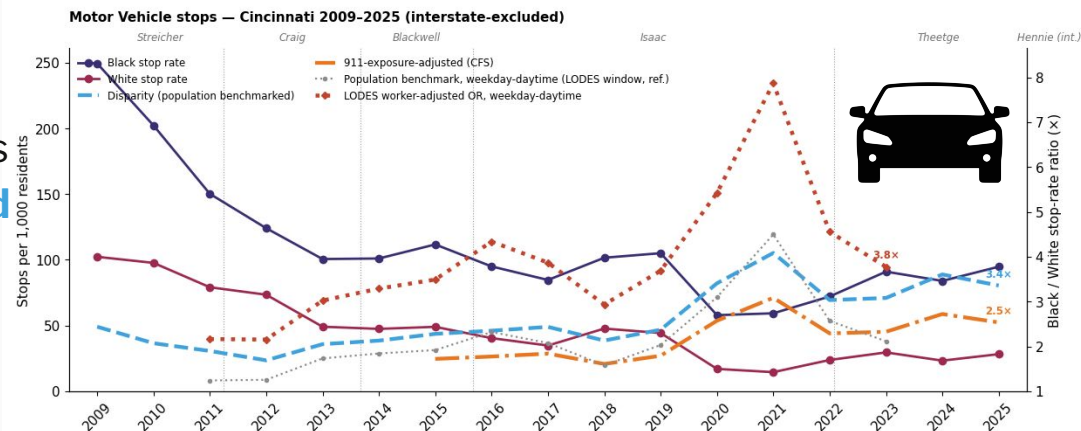
- Traffic 3.4x → 2.5x
- Pedestrian 5.5x → 4.1x

→ Workforce population adjusted

- ◆ Residential population adjusted by surveys of workplace+home locations
 - ◆ Disparities adjust upward
- In 2023:

- Traffic 2.1x → 3.8x
- Pedestrian 3.8x → 6.8x

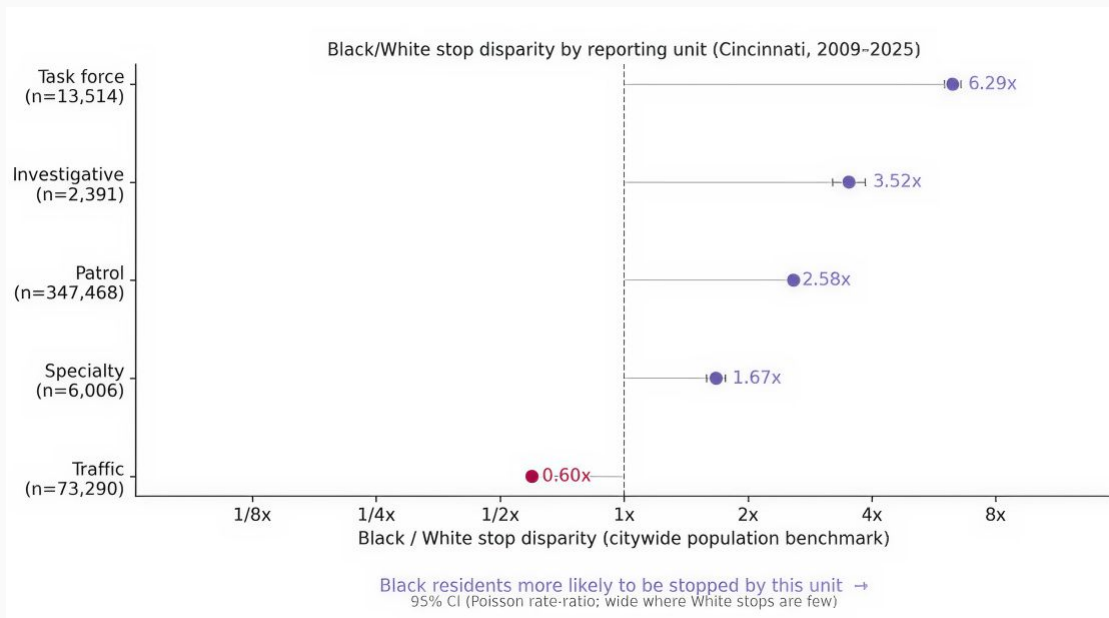
Black/White stop rates and disparity under three benchmarks — population, 911-exposure (CFS), LODES worker-adjusted (weekday daytime)



Task Forces: disparities by unit

2-3

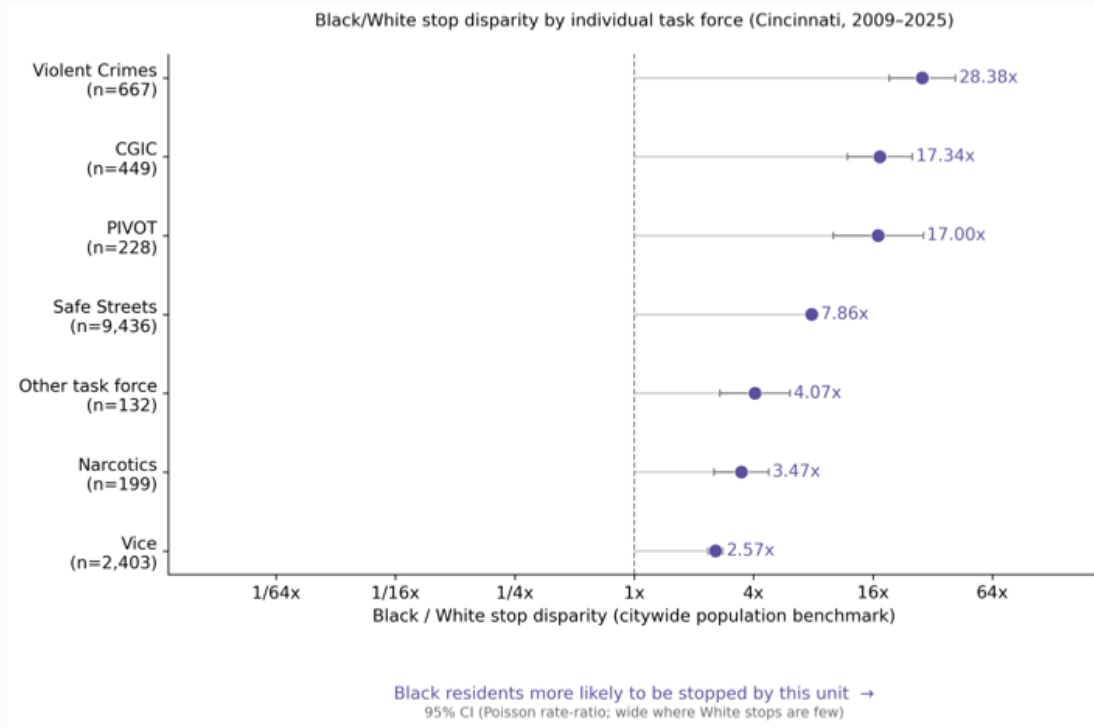
- Stops by a task force are **3.05% of all stops** (n=442,669).
- Task forces stop **Black people 6.29x more than White people**



Task Forces: disparities by unit

2-
3

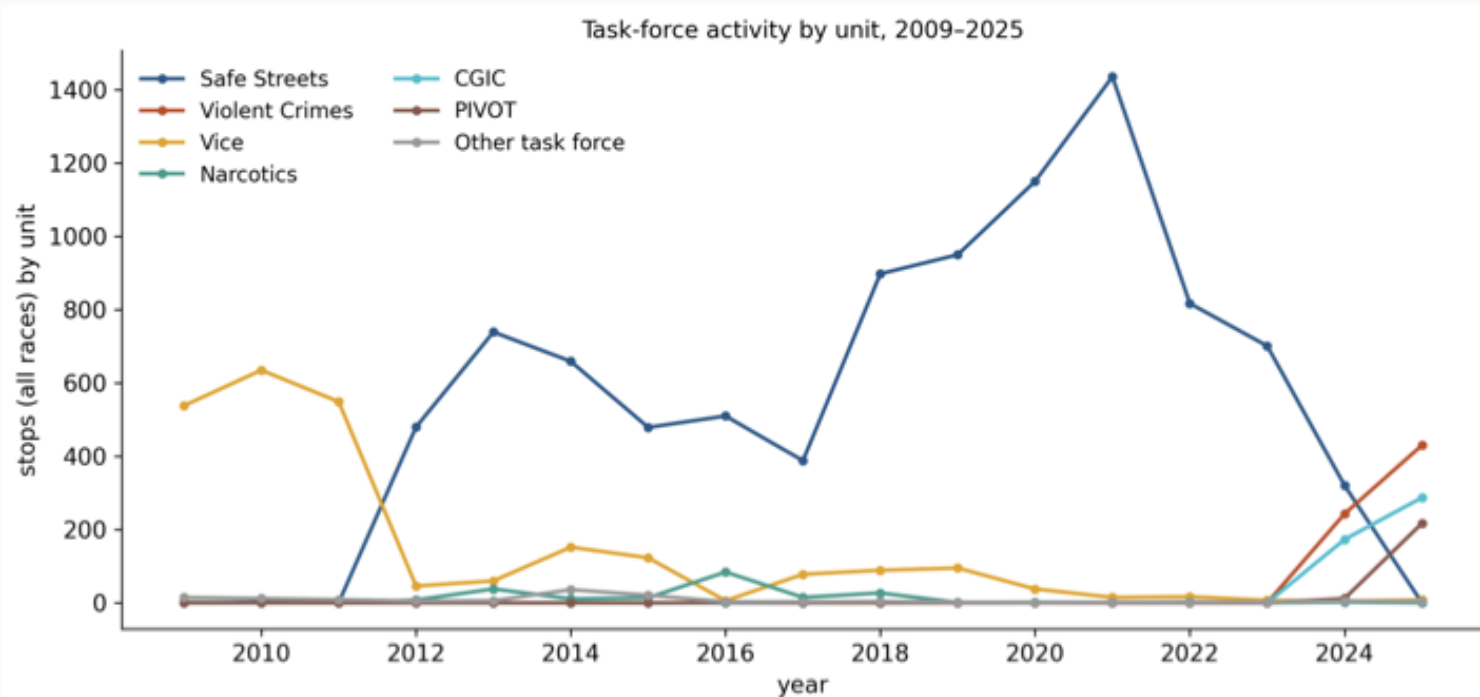
- Stops by a task force are **3.05% of all stops** (n=442,669).
- Task forces stop **Black people 6.29x more than White people**
- Violent Crimes (28.4x), CGIC (17.3x), PIVOT (17x) are highest



Task Forces: stops per year

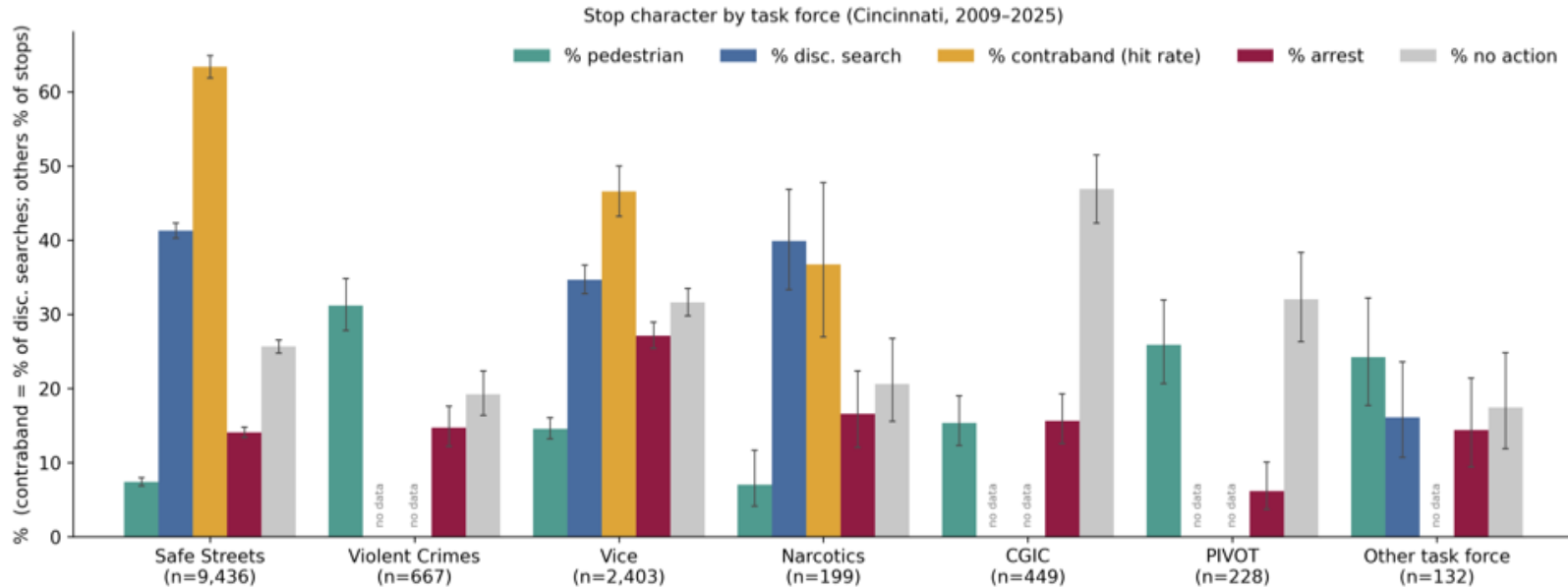
4

→ Task force stop activity varies by year.



Task Forces: outcomes by unit

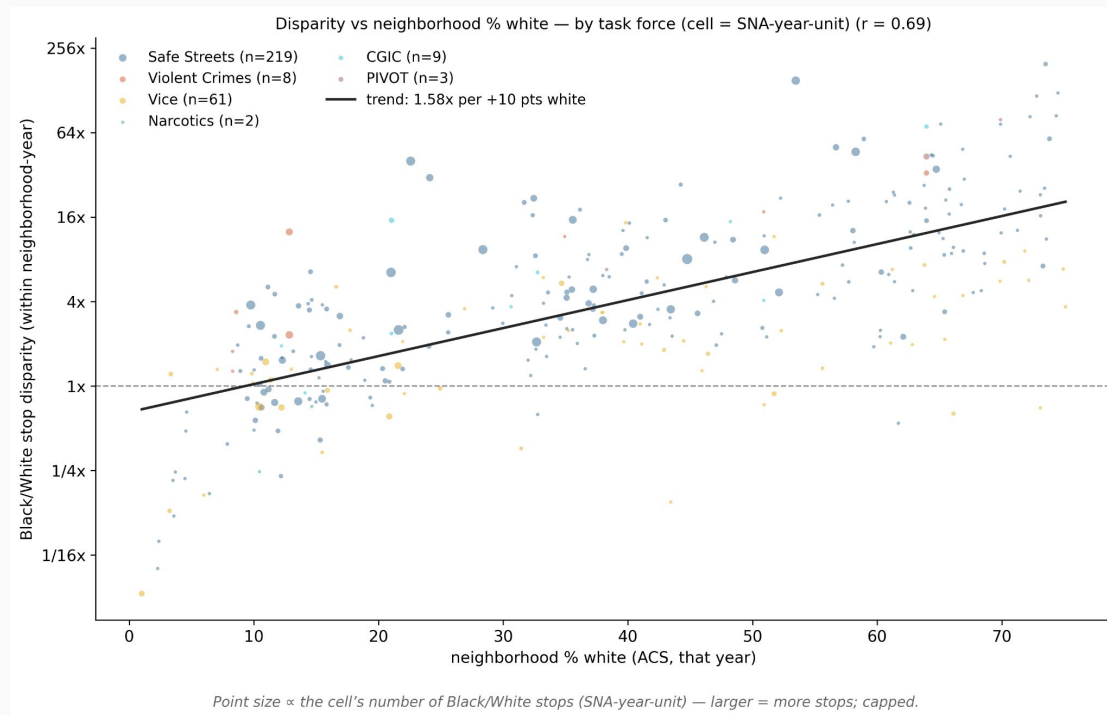
- Task forces have the highest rates of: discretionary searches, rates of contraband recovery, and arrests. All 3 vary widely based on the task force.



Task Forces: disparities by neighborhood racial population

6-
7

- Each point is a neighborhood and a year, and its size is based on how many stops there were.
- **Task forces stop Black people with increasing disproportionality the Whiter the neighborhood is**, mirroring this trend in the report from looking at the dataset taken as a whole.



Task Forces: maps by reporting unit category

8-
14

Task force — 13,696 stops (Cincinnati, 2009-2025)



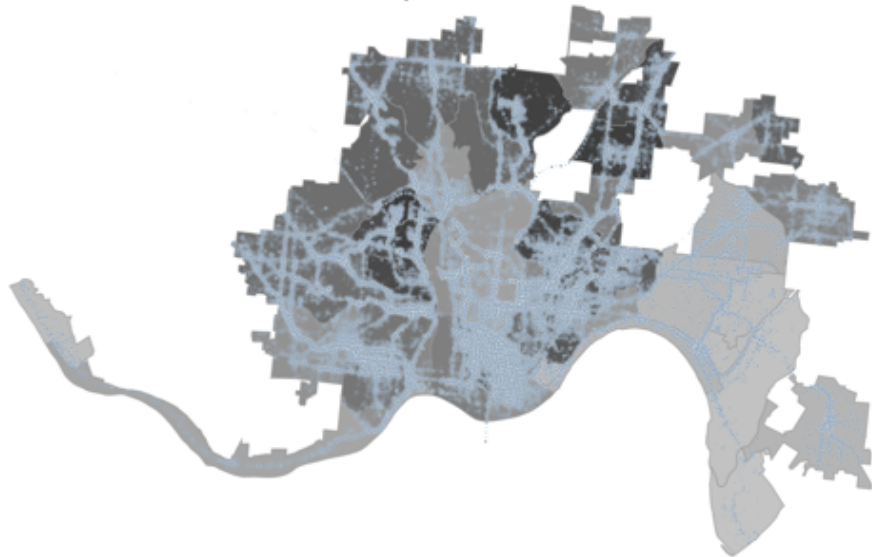
Investigative — 2,431 stops (Cincinnati, 2009-2025)



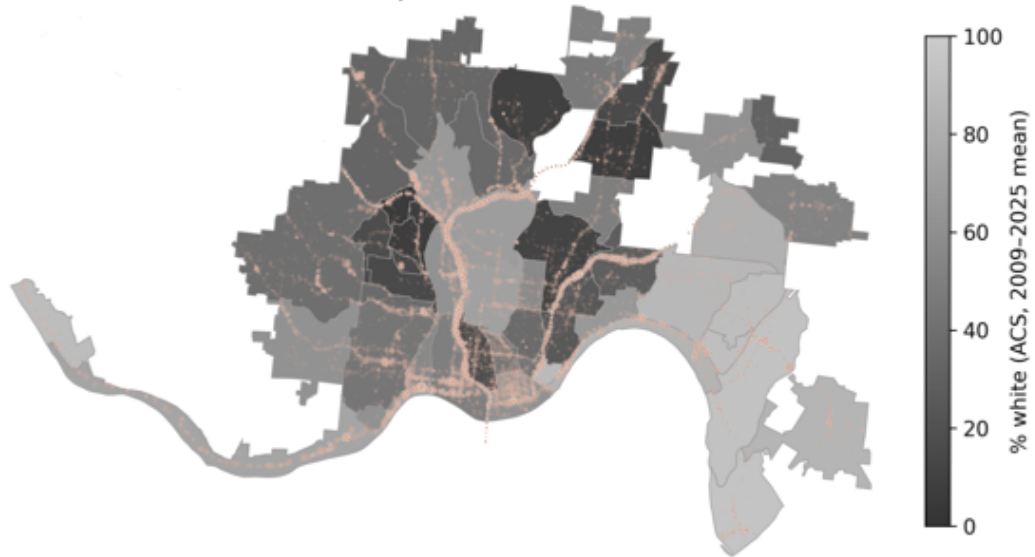
Task Forces: maps by reporting unit category

8-
14

Patrol — 355,964 stops (Cincinnati, 2009-2025)



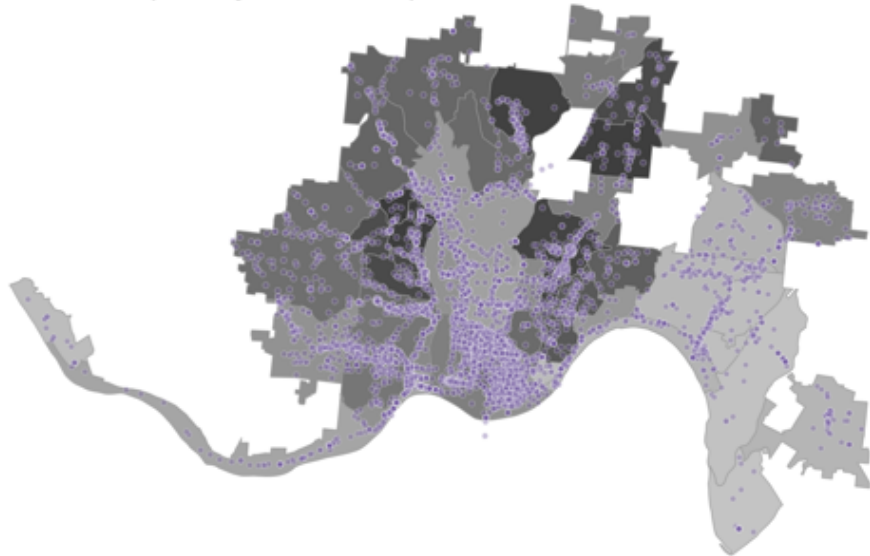
Traffic — 77,044 stops (Cincinnati, 2009-2025)



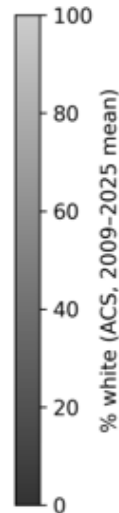
Task Forces: maps by reporting unit category

8-14

Specialty — 6,209 stops (Cincinnati, 2009-2025)



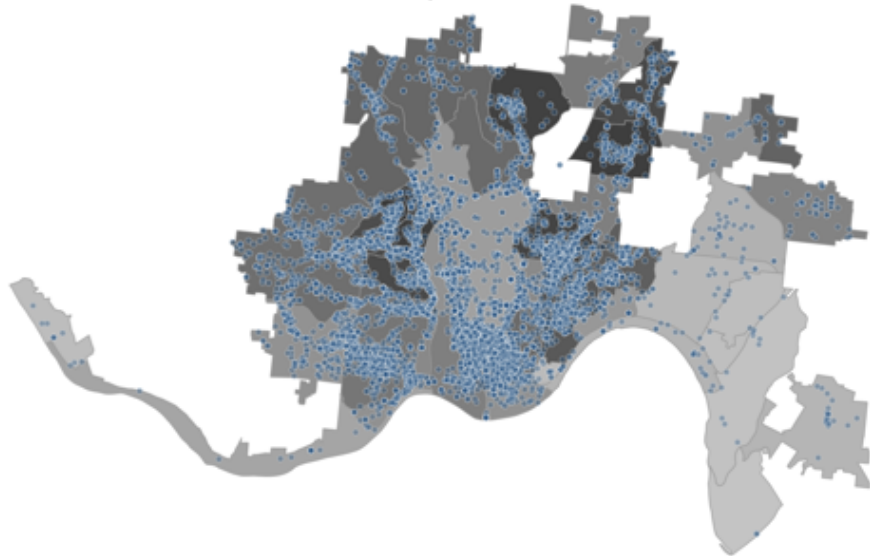
Admin/other — 17,322 stops (Cincinnati, 2009-2025)



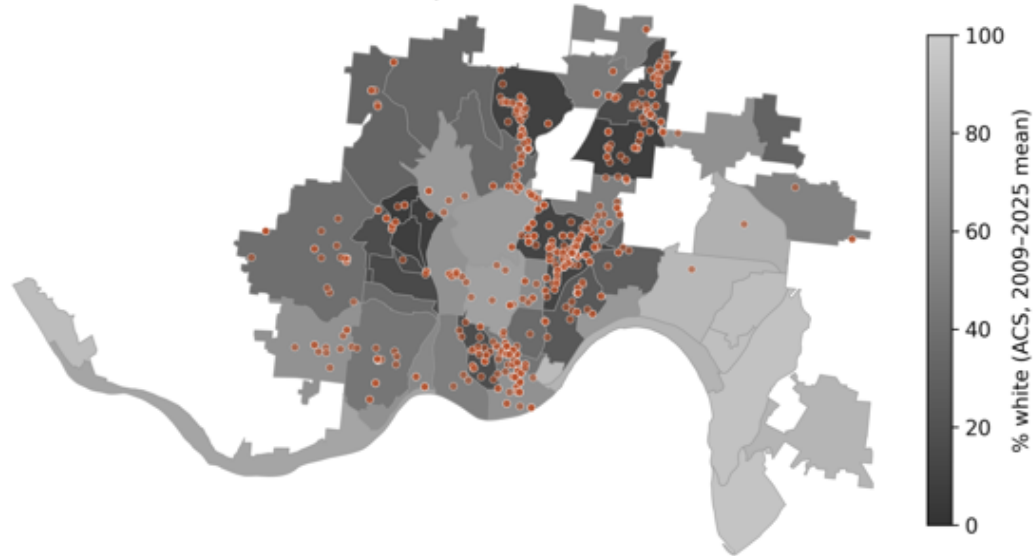
Task Forces: maps by task force

8-
14

Safe Streets — 9,529 stops (Cincinnati, 2009–2025)



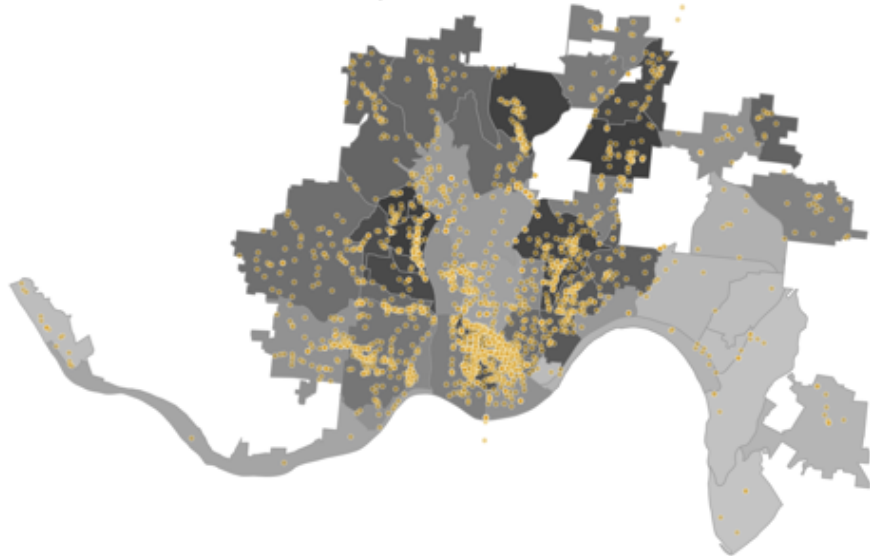
Violent Crimes — 676 stops (Cincinnati, 2009–2025)



Task Forces: maps by task force

8-
14

Vice — 2,461 stops (Cincinnati, 2009-2025)



Narcotics — 208 stops (Cincinnati, 2009-2025)



Task Forces: maps by task force

8-
14

CGIC — 460 stops (Cincinnati, 2009-2025)



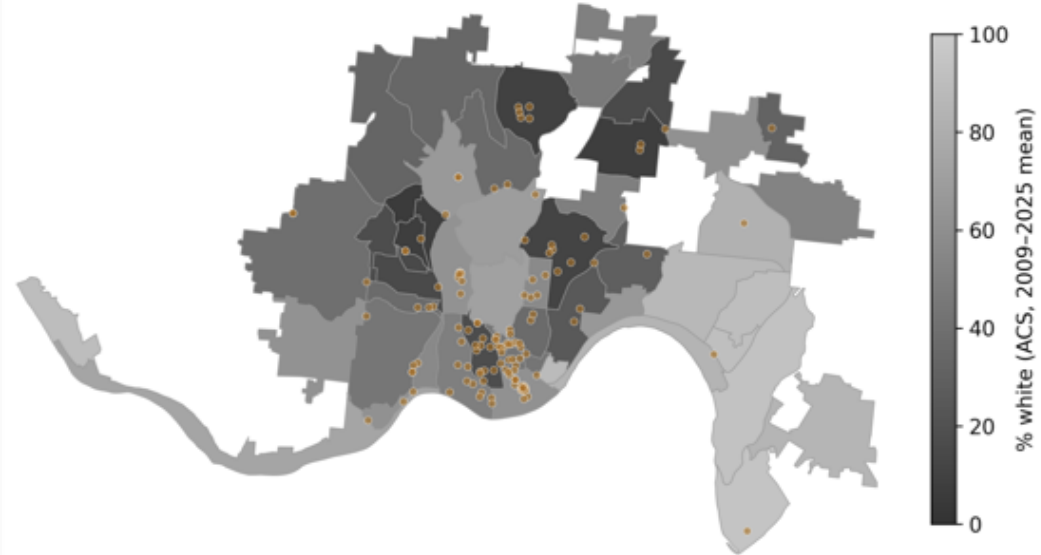
PIVOT — 230 stops (Cincinnati, 2009-2025)



Task Forces: maps by task force

8-
14

Other task force — 132 stops (Cincinnati, 2009-2025)





THANKS!

Contact us:

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www.ContactCards.org

www.CampaignZero.org