

MARICOPA COUNTY SHERIFF'S OFFICE

Bureau of Internal Oversight

Audits and Inspections Unit



March 2018 Traffic Stop Data Inspection

Inspection Report# BI2018-0036

Background:

The Audits and Inspections Unit (AIU) of the Bureau of Internal Oversight (BIO) inspects Traffic Stop Data collected in the TraCS system on a monthly basis. The purpose for the inspection is to ensure compliance with Office policies and to promote proper supervision. A total of 35 traffic stops are selected each month for review. To achieve inspection results the inspector will utilize the TraCS system, JWI, I-Net Viewer, Body-Worn Camera video, (www.Evidence.com), and Communication Recordings. These entries will be uniformly inspected utilizing a matrix developed by the Bureau of Internal Oversight. Additionally, a JWI inquiry will be made on all deputies involved in the traffic stop to determine if a license and/or warrants check was run during the stop. The following procedures and Briefing Boards will be used in the (BIO) Matrix, which include but are not limited to EA-3, EA-11, EB-1, EB-2 EB-11, GJ-3, GJ-4 GJ-35, GF-3, CP-1 CP-2, CP-5 CP-8, CP-8.1.A & .5, Briefing Board Numbers 09-31, 13-31 14-12, 14-28, 14-33 14-66, 14-67, 14-68, 15-01, 15-04

Matrix Procedures:

- Verify all information on traffic stop data forms match , respectively
- Verify all information on traffic stop data forms match CAD
- Verify all information on traffic stop data forms match Body-Worn Camera video
- Determine if all license and warrant checks were documented
- Determine if the name of any individuals from a license and/or warrant check (including subject's surname) are documented
- Confirm the name, serial number, and unit of all involved are documented
- Verify the license plate state and number are documented
- Confirm the total number of occupants are documented
- Verify the pre-stop and post-stop subjective perceived race, ethnicity, and gender of the driver and any passengers are documented
- Determine if contact was made with any passengers, the nature of the contact, and the reasons for such contact are documented
- Confirm if the reason for the stop was recorded with a description of the traffic or equipment violation observed, if any, prior to contact with the occupants, and any indicators of criminal activity developed before or during the stop
- Verify the time the stop began, time any citations were issued, time releases were made without citation, time any arrest were made, and time the stops/detentions were concluded and documented
- Confirm whether any inquiry as to immigration status was conducted and whether ICE/CBP was contacted, and if so, the facts supporting the inquiry or contact with ICE/CBP, the time Supervisor approval was sought, the time ICE/CBP was contacted, the time it took to complete the immigration status investigation or receive a response from ICE/CBP, and whether ICE/CBP ultimately took custody of the individual and documented
- Determine whether any individual was asked to consent to a search (and the response), whether a probable cause search was performed on any individual, or whether a pat-and-frisk search was performed on any individual and documented
- Verify if any contraband or evidence was seized from any individual, and if the nature of the contraband or evidence seized was documented
- Confirm the final disposition of the stop, including whether a citation was issued or an arrest was made or a cite and release was made
- Confirm the city location of stop was documented on traffic stop data forms

- Verify a receipt contained a signature or acknowledgment that the subject was served and if not there was a documented reason
- Verify video was available
- Determine if video recorded the Traffic Stop in its entirety
- Review incident video footage to ensure deputies adhere to all MCSO Policies

Criteria:

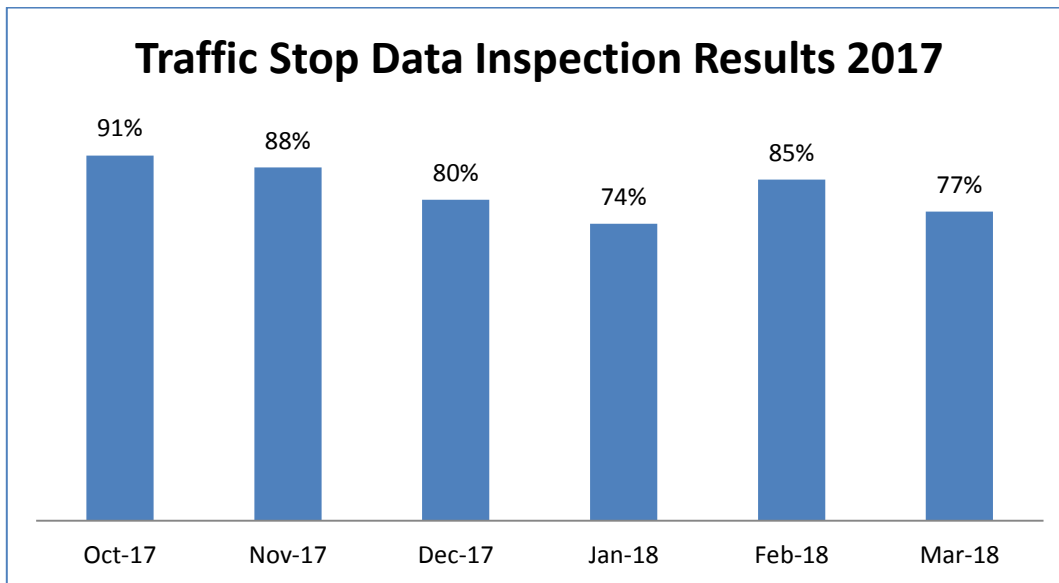
- MCSO Policy
- MCSO Policy EB-1, Traffic Enforcement, Violator Contracts, and Citation Issuance
- MCSO Policy EB-2, Traffic Stop Data Collection
- MCSO Policy GJ-35 Body Worn Cameras

Conditions:

The MCSO reviewed 35 out of 1,103 traffic stops made during the month of March 2018. Additionally, 10 of the 35 were selected for Body-Worn Camera review. These traffic stops included 0 DUI's (692's), 0 Reckless Driving (693's), and 0 Aggressive Driving (693R's).

Results:

- 77% or 27 out 35 traffic stops had no deficiencies (30 ÷ 35 = 0.7 or 77%).
- The overall results were an 8% decrease in compliance from the February 2018 inspection.



The inspector found the following potential deficiencies during the inspection:

<u>Dist/Div:</u>	<u>Incident Number:</u>	<u>Sworn Employee Name:</u>	<u>Supervisor</u>	<u>Commander</u>	<u>Deficiency:</u>
District 2	MC18047281	Deputy	Sergeant	Captain	Incorrect vehicle number on VSCF

<u>Dist/Div:</u>	<u>Incident Number:</u>	<u>Sworn Employee Name:</u>	<u>Supervisor</u>	<u>Commander</u>	<u>Deficiency:</u>
District 3	MC18066857	Deputy	Sergeant	Captain	Wants/Warrants check was not completed on driver

<u>Dist/Div:</u>	<u>Incident Number:</u>	<u>Sworn Employee Name:</u>	<u>Supervisor</u>	<u>Commander</u>	<u>Deficiency:</u>
District 4	MC18048567	Deputy	Sergeant	Captain	Stop location on VSCF does not match CAD
District 4	MC18057534	Deputy	Sergeant	Captain	Stop location on VSCF does not match CAD

<u>Dist/Div:</u>	<u>Incident Number:</u>	<u>Sworn Employee Name:</u>	<u>Supervisor</u>	<u>Commander</u>	<u>Deficiency:</u>
District 6	MC18051414	Deputy	Sergeant	Captain	Assisting Deputy and BWC Log not completed
District 6	MC18053391	Deputy	Sergeant	Captain	Stop location of NSCF does not match CAD. Wants/Warrants check was not completed on driver
District 6	MC18064269	Deputy	Sergeant	Captain	Signature not obtained on property receipt

<u>Dist/Div:</u>	<u>Incident Number:</u>	<u>Sworn Employee Name:</u>	<u>Supervisor</u>	<u>Commander</u>	<u>Deficiency:</u>
Lakes	MC18066345	Deputy	Sergeant	Captain	Stop location on VSCF does not match CAD

Recommendations:

The data from the MCSO Contact Forms is utilized in the EIS process of completing the ASU statistical analysis of traffic stops. These analyses occur monthly, quarterly and annually and having accurate information on the Contact Forms will reduce erroneous data in the ASU analysis. Therefore, any errors found by the supervisor during their reviews and discussions should be corrected. Any errors found from an inspection should be corrected. An example from above would be as follows: if a Deputy did not input the names of the driver and passenger contacted during a traffic stop, he would go back to the Contact Form and add the data.

Supervisors are urged to discuss with their employees the policy requirement to complete a license and warrant check (27/29) on the driver of every traffic stop. They are also encouraged to discuss the correct method on how to complete the action in CAD as there have been multiple occasions of deputies only completing a 10/27 (entering DL# in 27/29 screen of CAD instead of name/DOB).

Assisting Deputies and Supervisors arriving at traffic stops are reminded of the requirement to complete the “Assisting Deputy & Body-Worn Camera Log.”

A total of 8 BIO Action Forms are due from the potential deficiencies detailed above. One BIO form per Deputy or deficient Bureau is requested (not per deficiency).

Date Inspection Started: 4/16/2018
Date Completed: 4/20/2018
Timeframe Inspected: March 1 – 31, 2018
Assigned Inspector(s): Sgt. B. Allmon S1036

I have reviewed this inspection report.

Larry Kratzer S1520
Lieutenant Larry Kratzer S1520
Commander, Audits & Inspections Unit
Bureau of Internal Oversight

04/23/2018
Date