

MARICOPA COUNTY SHERIFF'S OFFICE

Bureau of Internal Oversight

Audits and Inspections Unit



July 2017 Traffic Stop Data Inspection

Inspection Report# BI2017-0102

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 promote proper supervision. A total of 35 traffic stops are selected each month for review. To achieve inspection results the auditor will utilize the TraCS system, JWI, I-Net Viewer, body 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 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:

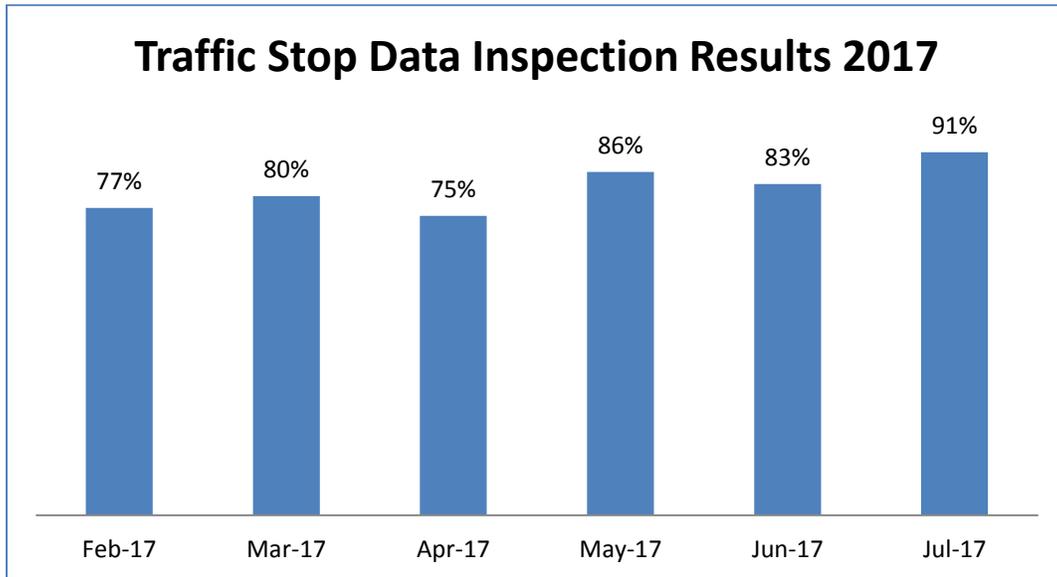
- MCSO Policy
- MCSO Policy EB-1, Traffic Enforcement, Violator Contracts, and Citation Issuance
- MCSO Policy EB-2, Traffic Stop Data Collection
- MCSO Policy GJ-35 Body Worn Cameras

Conditions:

The MCSO reviewed 35 out of 1674 traffic stops made during the month of July 2017. Additionally, 10 of the 35 were selected for body camera review. These traffic stops included 0 DUI's (692's), 0 Reckless Driving (693's), and 0 Aggressive Driving (693R's).

Results:

- 91% or 32 out 35 traffic stops had no deficiencies ($32 \div 35 = 0.914$ or 91%).
- The overall results were an 8% increase in compliance from the June 2017 inspection.



The inspector found the following potential deficiencies during the inspection:

<u>Dist/Div:</u>	<u>Incident Number:</u>	<u>Sworn Employee:</u>	<u>Supervisor</u>	<u>Commander</u>	<u>Deficiency:</u>
District 4	MC17163844	Deputy	Sergeant	Captain	Deputy failed to complete wants/warrant check (10-29)
District 4	MC17183302	Deputy	Sergeant	Captain	BWC not activated upon decision to make traffic stop

<u>Dist/Div:</u>	<u>Incident Number:</u>	<u>Sworn Employee Name:</u>	<u>Supervisor</u>	<u>Commander</u>	<u>Deficiency:</u>
District 7	MC17177331	Deputy	Sergeant	Captain	Deputy does not identify post stop ethnicity of two passengers and labeled Unk-Vision Obstructed on form. BWC shows occupants removed from the vehicle and are visible.

Recommendations:

Any deficiency found in the MCSO Contact Form needs to be corrected. 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.

Post stop perceived race – As stated in the Melendres Order, post stop perceived race/ethnicity is based on the deputy’s best perceptions. BIO recommends deputies consider a reasonable person standard when using their best perception to decide on the persons’ race/ethnicity. If the deputy has any question about making a choice that reflects the best reasonable person standard, he/she should consult his/her supervisor for assistance.

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).

A total of 2 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: August 21, 2017
 Date Completed: August 24, 2017
 Timeframe Inspected: August 21 – 24, 2017
 Assigned Inspector(s): Sgt. B. Allmon S1036

I have reviewed this inspection report.

Capt. B. Roska #878

8/24/2017

Captain Barry Roska S0878
 Commander
 Bureau of Internal Oversight

Date

Tr. Skinner #898

8/24/2017

Chief Russ Skinner S0898
 Bureau Chief
 Compliance Bureau

Date