Township of Cheltenham
Police Department

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CHELTENHAM TOWNSHIP POLICE DEPARTMENT
ANNUAL TRAFFIC STOP DATA REPORT
JANUARY 1, 2020 THROUGH DECEMBER 31, 2020

In a measure to increase transparency to our residents and visitors, the Cheltenham Township Police Department is publishing this annual report regarding traffic stops made by members of our department. This year, we have undertaken the most thorough and complete evaluation of our traffic stop statistics to date.

While there is no set guideline or benchmark for these statistics, we are nonetheless proving them for public review. In this report, we are providing the total number of stops and outcomes, as well as a breakdown of these stops by gender, race, ethnicity, and residence.

As one can imagine, statistics for calendar year 2020 may not accurately reflect current trends, due to the unprecedented COVID-19 pandemic and periods of civil unrest that occurred throughout 2020.

AVERAGE DAILY TRAFFIC COUNT (PennDOT)

The first statistic we are providing are average daily traffic counts for the various roadways in Cheltenham Township, per PennDOT. These statistics show the number of vehicles which travel the various roadways DAILY.

| ROADWAY	AVERAGE DAILY COUNT (VEHICLES)
OLD YORK RD	28,000
309 BETWEEN EASTON & OGONTZ	51,000
CHELTENHAM AVE	34,000
TOWNSHIP LINE RD	20,000
CHURCH RD	16,000
NEW SECOND STREET	12,000
LIMEKILN PIKE	10,000
WASHINGTON LANE	24,000
OAK LANE RD	5,800

Put into perspective, each day more vehicles travel along State Route 309 between Easton Rd and Ogontz Ave than there are total residents in Cheltenham Township by a factor of almost **1.5x**.

POPULATION STATISTICS FOR CHELTENHAM TOWNSHIP AND SURROUNDING AREAS (2010 CENSUS)

The next statistic we are providing is the racial composition of Cheltenham Township as well as several areas which border Cheltenham Township. This data is included with the caveat that the most recent 2020 census data has not yet been released by the Census Bureau, and this 10 year-old data may not accurately reflect the current demographic

makeup of Cheltenham Township and surrounding communities. This data may be useful to help paint an accurate picture of the motoring public that traverses the roadways of Cheltenham Township; however it is important to note that nearly 81% of the drivers stopped in 2020 do not reside in Cheltenham Township. Furthermore, the census data cannot be broken down to coincide with driving age, so this data may not be accurate when estimating the demographic composition of drivers. Included is a total population of the 12 ZIP codes that include and surround Cheltenham Township, as well as the demographic composition of the Cheltenham School District. As shown here, our region is quite diverse, with demographic compositions ranging widely. Cheltenham Ave, the longest, most heavily travelled contiguous roadway in the Township, borders a section of Philadelphia whose population is 82-94% Black, while Township Line Rd borders Jenkintown whose population is 85% White.

ZIP Code	Total Population	Black	White	Asian	Hispanic
Cheltenham Schools	4,525	55%	29%	6%	3%
Cheltenham Township	36,793	33%	57%	8%	2%
19012 (Cheltenham)	6,702	31%	49%	10%	7%
19027 (Elkins Park)	19,999	34%	49%	6%	5%
19038 (Glenside)	30,940	13%	77%	3%	4%
19095 (Wyncote)	7,014	33%	51%	6%	5%
19150 (Philadelphia)	22,492	94%	2%	1%	1%
19138 (Philadelphia)	32,399	92%	3%	1%	2%
19126 (Philadelphia)	15,863	82%	5%	4%	5%
19120 (Philadelphia)	74,971	50%	6%	11%	31%
19111 (Philadelphia)	68,263	23%	44%	10%	20%
19046 (Jenkintown)	17,478	6%	85%	3%	4%
19031 (Flourtown)	4,653	4%	88%	3%	3%
19075 (Oreland)	7,710	8%	81%	3%	5%
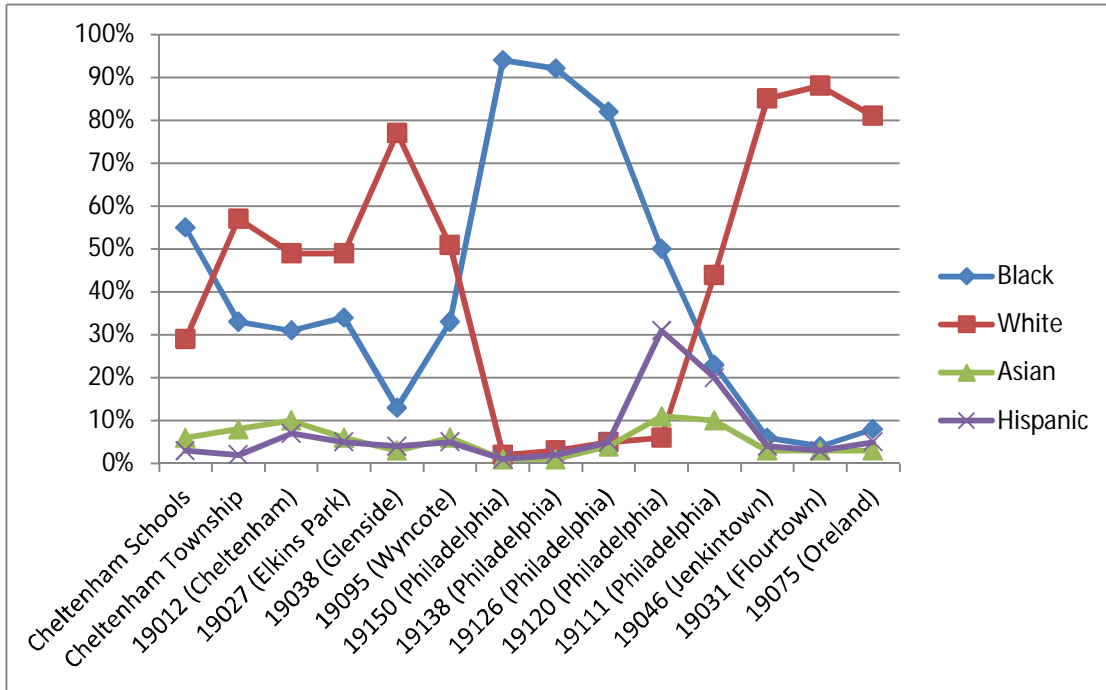
DEMOGRAPHICS OF INDIVIDUALS WHO REQUESTED POLICE ASSISTANCE (2020)

The next statistic we are providing, are the demographics of individuals who called the Cheltenham Police for assistance in 2020. We are including this statistic as it also shows an accurate representation of the demographics of those whom the members of the Cheltenham Township Police Department come in contact with on a daily basis.

Race	Percentage
White	41.70%
Black	50.00%
Hispanic	4.40%
All Others	3.90%

VEHICLE CRASH DATA

An additional metric that can be useful in determining the demographic composition of the driving public is to look at the demographics of persons involved in vehicle crashes. Police interaction in vehicle crashes is purely reactionary by nature, as the Police are called after the crash occurs. Based on this premise, it can be assumed that the population of those involved in vehicle crashes is a representative sample of the entire driving population for an area. For calendar year 2020, the Cheltenham Township Police Department interacted with 1,872 individuals who were involved in vehicle crashes (anywhere from 1 to 6 drivers per crash). Below are the breakdowns by residence and race.

Crashes By Residence

Driver's Residence	% of all Crashes	Number of Drivers
Resident	18.40%	344
Non-Resident	81.60%	1,528

Crashes By Race

Race	% of all Crashes	Number of Drivers
White	27.90%	523
Black	57.90%	1085
Hispanic	6.30%	118
All Others	7.80%	146

Crashes By Race and Gender

| Race and Gender	% of all Crashes	Number of Drivers
White Male	17.10%	321
White Female	10.80%	202
Black Male	30.10%	564
Black Female	27.80%	521
Hispanic Male	4.20%	78
Hispanic Female	2.10%	40
All Others	7.80%	146

TRAFFIC STOP DATA OVERVIEW

For the calendar year 2020, members of the Cheltenham Township Police Department conducted 1,600 traffic stops for various violations of the Vehicle Code, both moving violations (speeding, stop sign violations, traffic light violations, etc) as well as equipment violations (expired registration, uninsured vehicle, etc). This data does not account for traffic citations issued as the result of vehicle crashes.

STOPS BY PATROL SECTOR

The Cheltenham Township Police Department divides Cheltenham Township into (12) distinct geographic Patrol Sectors for incident tracking and duty assignment purposes. The first statistic we are providing is the number of stops by Sector. 1,004 of these stops (63%) occurred in Patrol Sectors in the south half of Cheltenham Township that borders Philadelphia. This is due to the fact that traffic volumes are higher in the southern portion of the township due to the location of commercial districts and highways such as Route 309. Nearly 20% of the total stops occur in one sector alone (E sector), which is roughly bounded by Ogontz Ave, Cheltenham Ave, and Washington Lane. A map

showing the geographic locations of these Patrol Sectors is included at the end of this report.

Sector	Number of Stops	Percentage
A	102	6.40%
B	119	7.40%
C	48	3.00%
D	143	8.90%
E	295	18.40%
F	215	13.40%
G	107	6.70%
H	129	8.10%
I	70	4.40%
J	72	4.50%
K	155	9.70%
L	139	8.70%
Outside Township	6	3.80%
Total	1600	100%
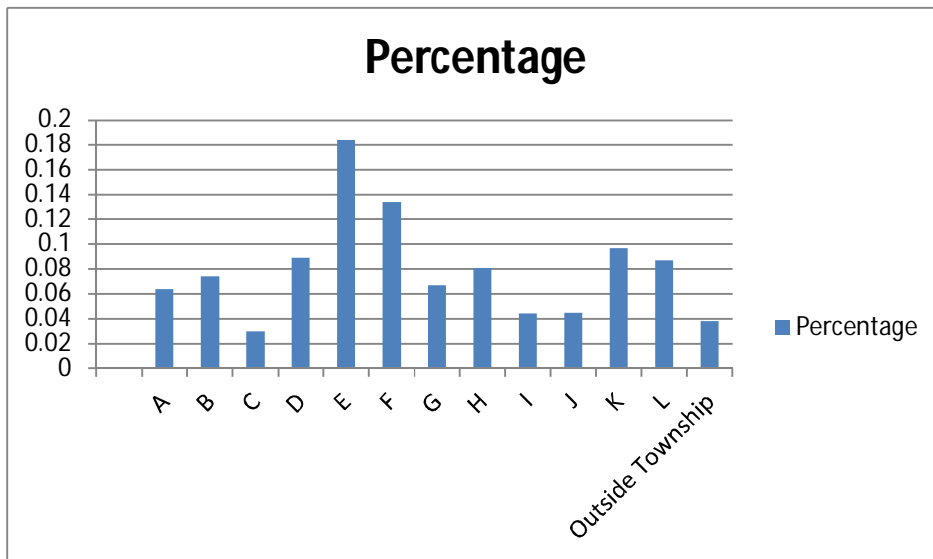
RESIDENCE

The following data represents the driver's residence (Cheltenham Township resident or non-resident) and traffic stop outcome (citation or warning) for all traffic stops completed by the Cheltenham Township

Police Department. This data shows that the vast majority (80.7%) of drivers stopped by the Cheltenham Township Police Department are NOT residents of Cheltenham Township.

Driver's Residence	% of all Stops			% Cited			% Warned	
Resident	19.3%	309		42.1%	130		57.9%	179
Non-Resident	80.7%	1,291		44.6%	576		55.4%	715

GENDER

The following data represents the driver's gender and traffic stop outcome (citation or warning) for all traffic stops completed by the Cheltenham Township Police Department.

Gender	% of all Stops			% Cited			% Warned	
Male	65.10%	1,041		43.70%	455		56.30%	586
Female	34.90%	559		44.90%	251		55.10%	308

RACE

The following data represents the driver's race and traffic stop outcome (citation or warning) for all traffic stops completed by the Cheltenham Township Police Department.

Race	% of all Stops			% Cited			% Warned	
White	24.30%	388		42.80%	166		57.20%	222
Black	61.50%	984		43.60%	429		56.40%	555
Hispanic	8.40%	135		44.40%	60		55.60%	75
All Others	5.80%	93		54.80%	51		45.20%	42

RACE AND GENDER

The following data represents the driver's race AND gender and traffic stop outcome (citation or warning) for all traffic stops completed by the Cheltenham Township Police Department.

Race and Gender	% of all Stops			% Cited			% Warned	
White Male	16.30%	260		41.90%	109		58.10%	151
White Female	8.00%	128		44.50%	57		55.50%	71
Black Male	39.40%	631		42.60%	269		57.40%	362
Black Female	22.10%	353		45.30%	160		54.70%	193
Hispanic Male	5.80%	93		49.40%	46		50.60%	47
Hispanic Female	2.60%	42		33.30%	14		66.60%	28
All Others	5.80%	93		54.80%	51		45.20%	42

TRAFFIC STOPS RESULTING IN SEARCHES

The following data represents the number of traffic stops that resulted in a search of the driver's vehicle, broken down by race and gender of the driver.

Race and Gender	Number of Stops	Number of Searches	Percent Resulting in Search
White Male	260	11	4.20%
White Female	128	4	3.10%
Black Male	631	33	5.20%
Black Female	353	3	0.80%
Hispanic Male	93	5	5.40%
Hispanic Female	42	1	2.40%
All Others	93	1	1.10%
TOTAL	1600	58	3.60%

VEIL OF DARKNESS TEST

One metric used by researchers in an attempt to determine if racial profiling might exist in Police stops is known as the 'Veil of Darkness Test', in which the racial proportions of daytime stops are compared to the racial proportions of nighttime stops. The theory of this test is that it is much more difficult to determine the race of the driver pre-stop at nighttime. Information regarding the 'Veil of Darkness Test' and its meaning can be found here: https://news.stanford.edu/2020/05/05/veil-darkness-reduces-racial-bias-traffic-stops/ . Typically, a stop rate for a particular race that is 10-15% higher during daylight hours than nighttime hours can be a sign of racial profiling.

Race and Gender	Traffic Stops 7a-7p		Traffic Stops 7p-7a	
	Number	Percentage	Number	Percentage
White Male	170	17.70%	90	14.10%
White Female	87	9.00%	41	6.40%
Black Male	349	36.20%	282	44.30%
Black Female	206	21.40%	147	23.10%
Hispanic Male	61	6.30%	32	5.00%
Hispanic Female	24	2.50%	18	2.80%
All Others	66	6.90%	27	4.20%
TOTAL	963		637	
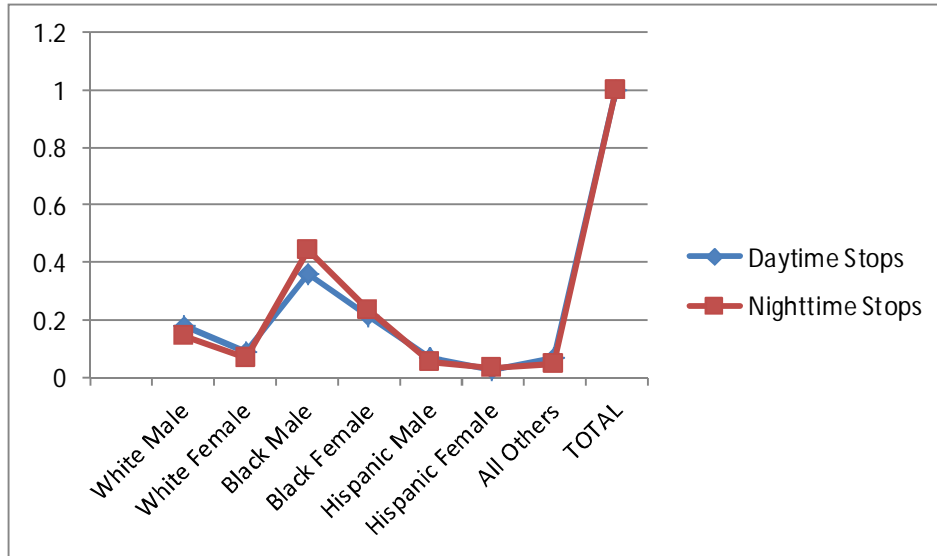
COMPARISON OF STOPS TO CRASHES

As stated earlier in this report, the population of individuals involved in vehicle crashes can be useful in providing a representative sample of the driving public for a particular region. As shown below, the proportion of drivers involved in crashes to drivers stopped by the Cheltenham Police is fairly constant when evaluated by race and residence.

Stop to Crash Ratio by Race

Race	% of all Stops	Number of Stops		% of Crashes	Number of Crash Drivers		% Difference
White	24.30%	388		27.90%	523		3.60%
Black	61.50%	984		57.90%	1085		3.60%
Hispanic	8.40%	135		6.30%	118		2.10%
All Others	5.80%	93		7.80%	146		2.00%

Stop to Crash Ratio by Residence

Driver's Residence	% of all Crashes	Number of Crash Drivers		% of Stops	Number of Stops	% Difference
Resident	18.40%	344		19.30%	309	0.90%
Non-Resident	81.60%	1,528		80.70%	1,291	0.90%

Stop to Crash Ratio by Sex and Race

Race and Gender	Number of Stops	Percent of Stops	Number of Crash Drivers	Percent of Crashes
White Male	260	16.30%	321	17.10%
White Female	128	8.00%	202	10.80%
Black Male	631	39.40%	564	30.10%
Black Female	353	22.10%	521	27.80%
Hispanic Male	93	5.80%	78	4.20%
Hispanic Female	42	2.60%	40	2.10%
All Others	93	5.80%	146	7.80%
TOTAL	1600	100.00%	1872	100.00%
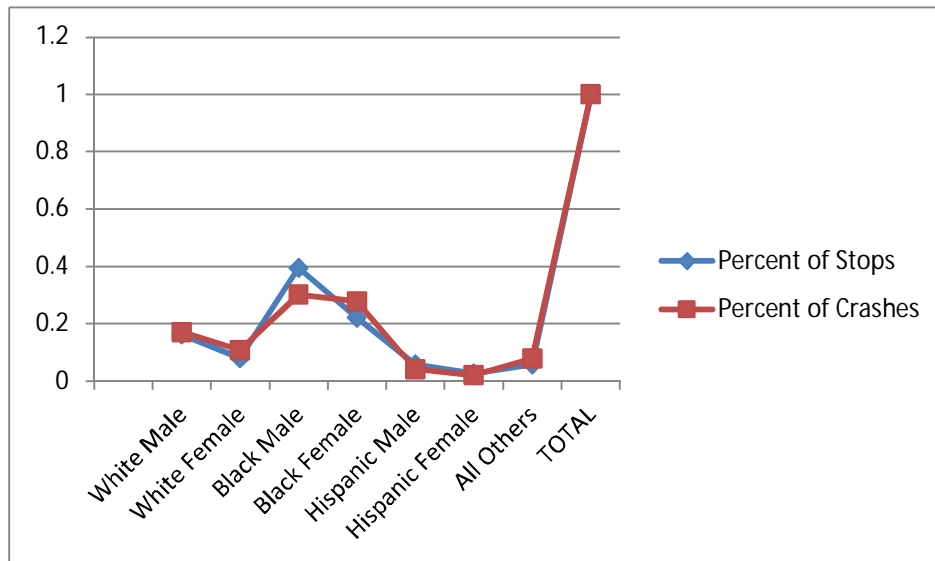
ANALYSIS

As previously stated, analysis of this data is quite difficult, as there is no standard or benchmark for these statistics. Common sense would dictate that the statistics should mirror the census data for our Township, however this philosophy does not take into account the fact that 80.7% of the drivers stopped are <u>NOT</u> residents of Cheltenham Township, and therefore would not accurately reflect Cheltenham's census data. Nonetheless, despite not being required to do so, the Cheltenham Township Police Department collects this data and monitors for trends which may develop which would require intervention.

There are several points which should be emphasized. The first is that the majority of individuals who call the Police in Cheltenham Township are people of color. Second, the ratio of traffic stops that resulted in warnings versus citations remains relatively constant across all races and genders. Third, the percentage of traffic stops that resulted in a search of the vehicle remains relatively consistent across all races and genders, with none of the search rates falling outside of one standard deviation (1.77%) above the average for all races. Fourth, the 'Veil of Darkness Test' reveals that the breakdown of traffic stops by race indicates that the rate of stop for persons of color actually increases at night, when the race of the driver is much more difficult to determine. People of color are stopped at a lower rate during daylight hours, when the driver's race is easier to determine. This runs contrary to the established metric which would indicate racial profiling. Fifth, the proportions of stops by race and residence statistically reflect the proportions of drivers who are involved in vehicle crashes in Cheltenham Township. This is important to note, as the demographics of drivers involved in vehicle crashes provides the most valuable insight into the demographics of the driving public.

The Cheltenham Township Police Department is an Accredited Law Enforcement Agency, which means that we always follow the industry's best practices. Our Officers are closely supervised and receive annual training regarding our prohibition of bias-based policing. Our policy on the prohibition of bias-based policing may be found here:

https://www.cheltenhamtownship.org/files/documents/document16902
1652072216.pdf

Questions regarding this report may be directed to:

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MAP OF CHELTENHAM TOWNSHIP
MONTGOMERY COUNTY, PENNA
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