



Seattle Office of
Inspector General

Analysis of SPD Prioritization Traffic Stops Policy

September 29, 2026

Executive Summary

After the protests of 2020 and the tragic recurrence of fatal traffic stops around the country, often involving Black motorists, the Office of Inspector General (OIG) began work to reduce the likelihood of such tragic events by focusing on decreasing opportunities for officers and motorists to have unnecessary interactions. OIG sent a letter to the Seattle Police Department (SPD) Chief of Police in May 2021, proposing a collaborative effort to consider specific low-risk, minor traffic violations as insufficient grounds to stop a vehicle.¹ OIG worked with stakeholders and SPD to identify recommended changes to policy. In January 2022, SPD agreed with the OIG recommendations and issued a directive prohibiting officers from initiating a traffic stop for certain low-level traffic violations.² The intent of such deprioritization policies is to seek reduction in racial disparities in traffic enforcement, reduce disproportionalities affecting individuals who are unable to meet the financial requirements set forth by law, strengthen trust between the police and the community, and increase personal safety for community members and officers.^{3,4} This report examines crime differences associated with the policy change, with particular attention to driving under the influence (DUI) and drug-related offenses. The findings show that:

- DUI rates were declining before the policy change and continued to decline afterward at nearly the same rate. The overall trajectory of DUI offenses remained unchanged, with no meaningful shift in direction or pace following the policy change.
- Drug offense rates were declining before the policy change and began trending upward afterward. This shift reflects a gradual return to pre-pandemic enforcement patterns following a period of legal changes around drug possession laws in Washington State, rather than a direct effect of the policy.⁵
- Deprioritizing certain low-risk infractions was not associated with a decline in DUI or drug offense arrest rates. Both outcomes were higher after the policy was implemented.
- The absence of measurable declines in DUI and drug offense rates indicates that deprioritizing minor violations did not negatively impact officers' ability to identify certain serious traffic offenses. These findings are consistent with the broader literature suggesting that limiting non-safety related traffic stops does not compromise law enforcement's ability to address serious public safety concerns.

¹ [OIG Letter to SPD. RE: Minor Traffic Offenses.](#)

² SPD Blotter, [SPD Updates Traffic Stop Guidelines, Letter to OIG Traffic Stops.](#)

³ "We know there are also reasons for concern that these violations may disproportionately fall on those who are unable to meet the financial requirements set forth by law." [Letter to OIG Traffic Stops.](#)

⁴ Federal Bureau of Investigation (FBI) [Officers Killed and Assaulted in the Line of Duty in 2025.](#)

⁵ On February 25, 2021, the Washington Supreme Court declared Washington's strict liability drug possession statute unconstitutional in *State v. Blake*. On July 25, 2021 the Senate Bill 5476 reduced possession of a controlled substance to a misdemeanor.

Introduction

Traffic violations range from minor infractions to serious crimes. Minor infractions are non-moving offenses related to equipment or administrative violations, such as driving with a loose or missing bumper, defective windshield wipers, or expired vehicle registration.⁶

In many jurisdictions, officers may use minor traffic violations as a basis to investigate more serious crimes. This practice is known as a pretextual traffic stop. Washington law prohibits pretextual stops; officers may not rely on a minor violation to investigate someone for an unrelated crime.⁷ Evidence of an unrelated crime discovered after the stop may still be investigated in Washington and commonly occurs when individuals are arrested for driving while intoxicated or with a suspended license.⁸

Empirical evidence shows that removing police from enforcement of minor traffic infractions produces measurable benefits for the community.⁹ Traffic safety improves when officers focus on unsafe driving behavior rather than non-moving violations. Data from other jurisdictions that have deprioritized equipment and administrative infractions shows increased DUI arrests, reduced traffic crashes, and lowered racial disparities in enforcement, with no associated rise in crime.^{10,11}

Public safety and community trust improve when minor traffic stops are reduced. Most traffic stops and searches do not result in an arrest, yet the frequency of minor stops and their disparate impact on communities of color diminish trust in institutions such as police departments and prosecutors' offices, which rely on the public's cooperation to address crime.¹² Racial disparities decrease when minor traffic stops decline. Police traffic stops increase racial disparities; Black drivers are more likely than white drivers to be pulled over in cities across the country.¹³ Black and Latino drivers are searched approximately twice as often as white drivers, despite white drivers being equally likely as Black drivers to be found with drugs or weapons.¹⁴

Opponents argue deprioritization policies limit officers' ability to identify more serious offenses that may emerge during routine encounters, including DUIs and firearm-related offenses, by reducing opportunities to conduct vehicle searches for contraband or other evidence.¹⁵ Traffic stops are also

⁶ Vera Institute, [Sensible Traffic Ordinances for Public Safety \(STOPS\)](#).

⁷ [State v. Ladson](#), 138 Wash. 2d 343, 979 P.2d 833 (1999); Washington State Constitution [Art. I §7](#).

⁸ Office of Police Accountability (OPA), [What if I am Driving and the Police Pull Me Over?](#)

⁹ Vera Institute, [For Safety and Justice, Enact Policies to Limit Non-Safety-Related Traffic Stops](#).

¹⁰ Fliss, M. D., Baumgartner, F., Delamater, P., Marshall, S., Poole, C., & Robinson, W. (2020). Re-prioritizing traffic stops to reduce motor vehicle crash outcomes and racial disparities. *Injury epidemiology*, 7(1), 3.

¹¹ Condon, T. (2022) After a Poor Start, CT's Anti-Racial Profiling Effort Is Making Progress, Connecticut Mirror.

¹² Urban Institute, [Police Traffic Stops Have Little to Do with Public Safety](#).

¹³ Pierson, E., Simoiu, C., Overgoor, J., Corbett-Davies, S., Jenson, D., Shoemaker, A., ... & Goel, S. (2020). A large-scale analysis of racial disparities in police stops across the United States. *Nature human behaviour*, 4(7), 736-745. Available at: [1706.05678](#).

¹⁴ Baumgartner, F. R., Epp, D. A., & Shoub, K. (2018). *Suspect citizens: What 20 million traffic stops tell us about policing and race*. Cambridge University Press.

¹⁵ My Northwest, [Reducing traffic stops: Bill proposes warnings by mail, targeted enforcement for safer roads](#).

identified as a source of firearm recoveries, and limiting them is described as reducing the number of seized weapons and increasing firearm-related offenses. The deprioritization of traffic stops is further described as limiting officers' ability to identify individuals involved in serious or unrelated criminal behavior. Some arrests for non-traffic offenses originate from minor violations, and these encounters are viewed as opportunities for officers to apprehend suspects connected to break-ins, assaults, drug activity, or other crimes.¹⁶

Seattle Deprioritization

In 2021, after the tragic deaths of both motorists and police officers throughout the US, OIG identified that changes in policy to deprioritize civil and non-dangerous traffic violations were appropriate for the City of Seattle (the City). Inspector General Judge wrote to the SPD Chief of Police highlighting the inherently dangerous nature of traffic stops for both community and officers and the impact these stops have on public trust. She requested that SPD eliminate routine traffic stops for various civil, non-dangerous violations.¹⁷ OIG worked with SPD and other stakeholders, including the Seattle Department of Transportation (SDOT), Public Health Seattle-King County, the Washington State Criminal Justice Training Commission, the ACLU of Washington, and the Washington Defender Association, to identify non-moving violations to deprioritize in Seattle.

In January 2022, OIG recommended SPD deprioritize five offenses: 1) vehicle registration; 2) temporary registration permits; 3) display of registration plates; 4) certain equipment violations (e.g., single head and taillight violations, window tinting, vehicle exhaust); and 5) failing to wear a bicycle helmet.¹⁸ SPD issued a directive in 2022 prohibiting officers from initiating a traffic stop for the following offenses:

- Expired or missing vehicle registration. License tabs expired. (Title: License and plates required) – Seattle Municipal Code 11.22.070.
- Issues with the display of registration plates. No front license plate, a vehicle must have a rear license plate. (Title: Vehicle license plates displayed) – Seattle Municipal Code 11.22.080.
- Technical violations of Seattle Municipal Code 11.84.140, such as items hanging from the rear-view mirror and cracks in the windshield. Actual visual obstruction, such as snow, fog, non-transparent material, or shattered windshields, will be enforced. (Title: Windshield obstruction) – Seattle Municipal Code 11.84.140.
- Bicycle helmet violations (KCHC 9.10).

¹⁶ My Northwest, [New equity policy bars Seattle Police from some traffic stops, opens door to more car theft.](#)

¹⁷ [OIG Letter to SPD. RE: Minor Traffic Offenses.](#)

¹⁸ [OIG Letter to SPD. RE: Request to Deprioritize First Phase Violations.](#)

The policy was codified in July 2023 but does not include language related to usage of bicycle helmets.^{19,20}

Traffic Stops

This report evaluates whether the deprioritization of non-criminal and low-risk traffic violations by SPD has influenced crime outcomes in the City. Particularly, it examines changes in DUI arrests and drug-related offenses, and whether the City has experienced any substantial shifts following the implementation of the policy.

SPD documents traffic stops in two ways. Most officers use paper tickets sent to Seattle Municipal Court (SMC) for processing, while some use an electronic ticketing system. At the time of this report, SPD does not have access to paper ticket information, as it is Seattle Municipal Court data.²¹

Figure 1 shows a proxy measure of traffic stops that combines officer-initiated traffic stops.²² Although the measure is not identical to the violations deprioritized by the policy, it represents the closest observable activity that reflect officer-initiated discretionary stops. After the second half of 2021, the average number of traffic stops has been stable, with a subtle increase toward the end of 2024. The lowest average number of traffic stops was registered in 2022, right after the deprioritization policy was implemented.

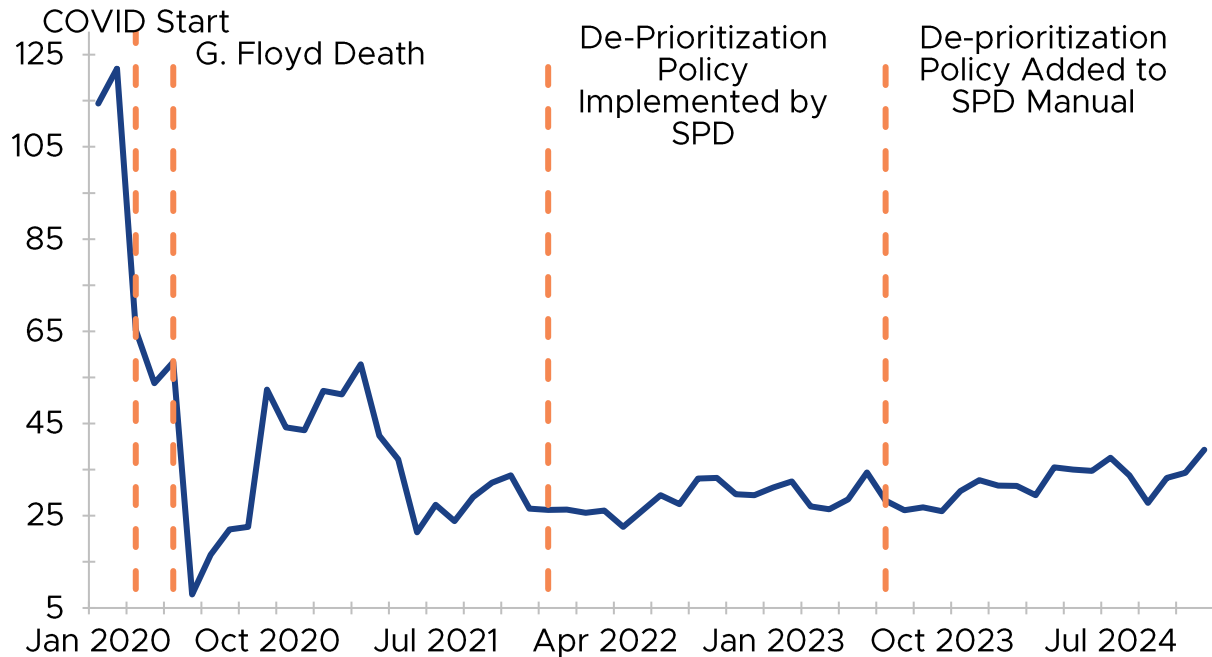
¹⁹ SPD Blotter, [SPD Updates Traffic Stop Guidelines](#).

²⁰ SPD Manual Policy 16.232.

²¹ OIG, [Safer Traffic Stops Workgroup Memorandum](#).

²² A traffic stop proxy measure was needed to assess compliance with the policy. See variable definition in Appendix B.

Figure 1. Daily Average Traffic Stops Between January 2020 and December 2024



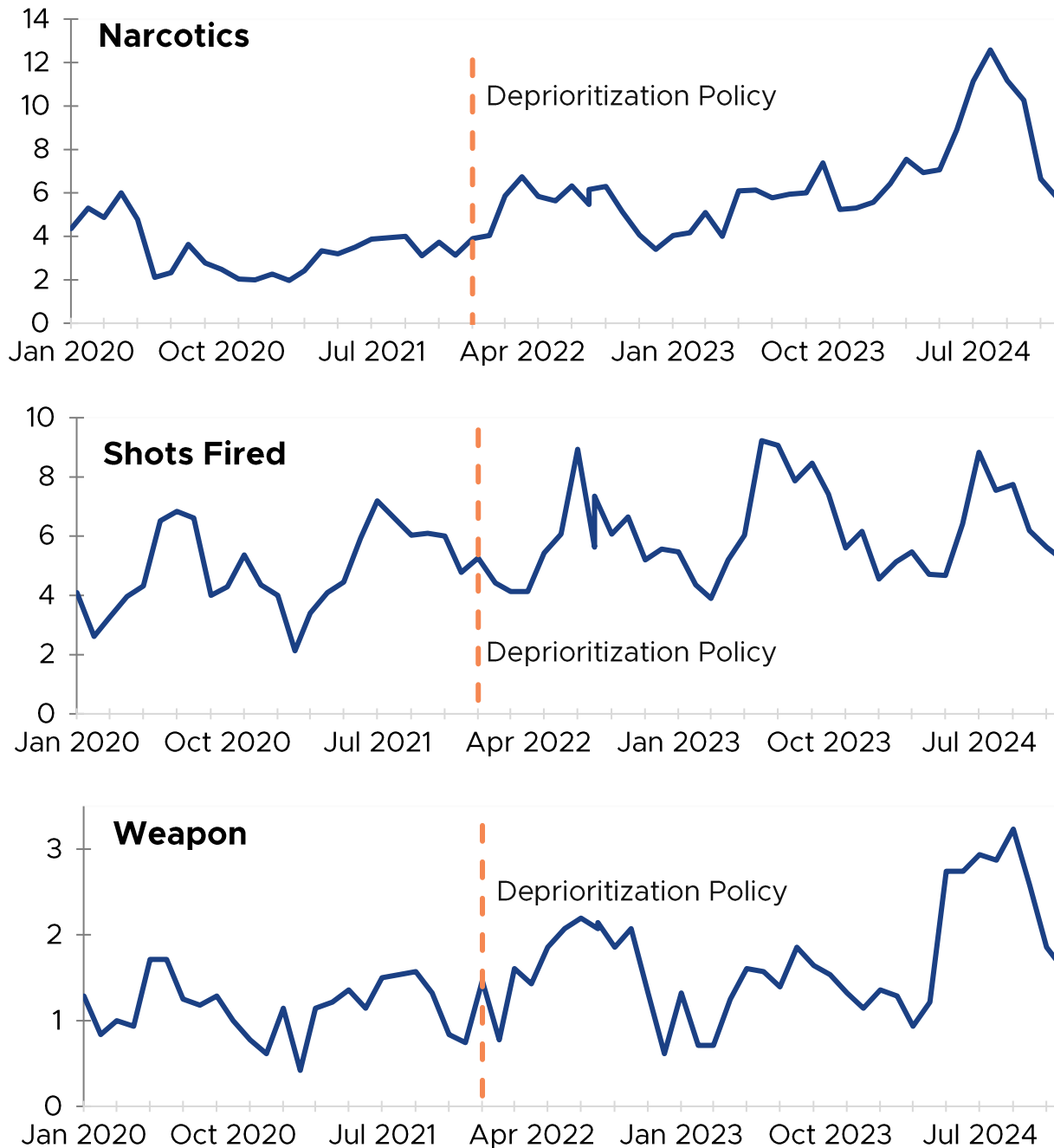
Source: SPD Data Analytics Platform (DAP). The proxy measure follows the methodology from Leasure, P., et al. (2023). Measure includes suspicious vehicles, suspicious stops, moving violations, and traffic stops. See details in Appendix C.

911 Calls Made by the Public

Public-initiated 911 calls provide a metric of alleged crime that is independent of officer-initiated enforcement. These calls offer a way to assess whether crime patterns changed during the period when the deprioritization policy was implemented.

Figure 2 shows daily average number of 911 calls over time. Overall, calls have gradually increased across the period analyzed, but there is no shift that appears to align with implementation of the policy. Except for calls related to narcotics, there is a decline immediately after the implementation, but this pattern is consistent with seasonal fluctuations rather than a policy change.

Figure 2. Daily Average Calls Between January 2020 and December 2024



Source: SPD DAP.

Note: Narcotics violations (loiter, use, sale), shots heard in progress and weapon – gun and deadly weapon (no threats or assault).

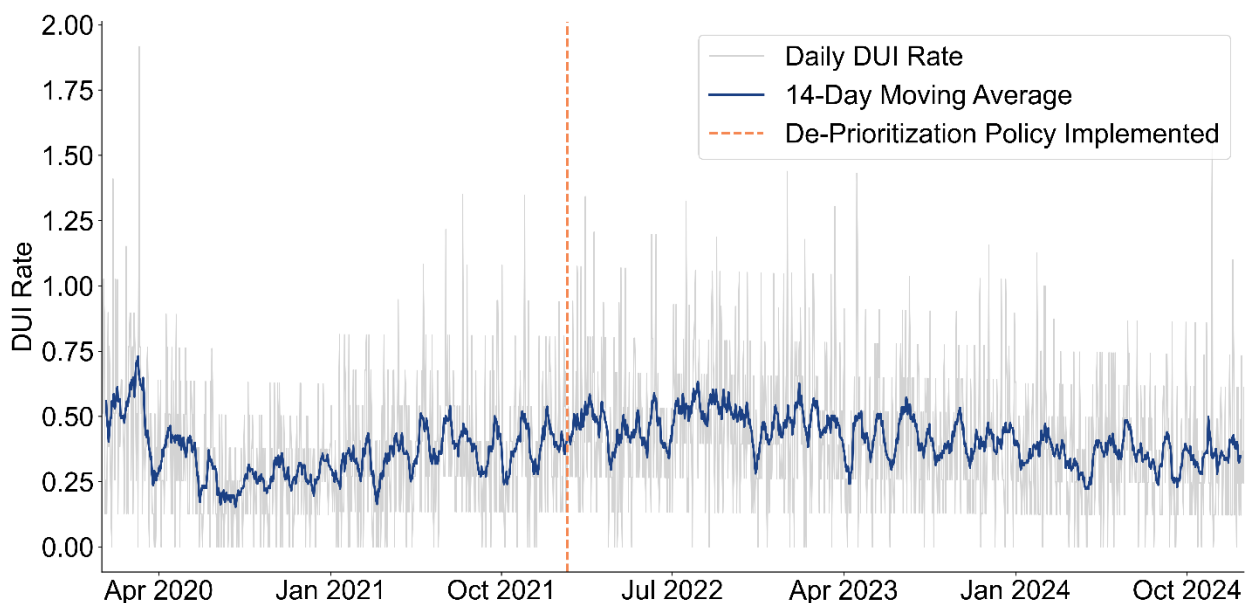


Crime

Driving Under the Influence

Figure 3 shows the daily rate of DUI incidents.²³ Except for early 2020, the number of DUI incidents remained stable throughout the timeline. Implementation of the policy does not show any visible effect on the number and pattern of DUI incidents. Rates fluctuate from day to day, but the overall trend before and after the policy is consistent, and there is no noticeable increase or decrease at the policy start date.

Figure 3. Daily DUI Rates Between January 2020 and December 2024



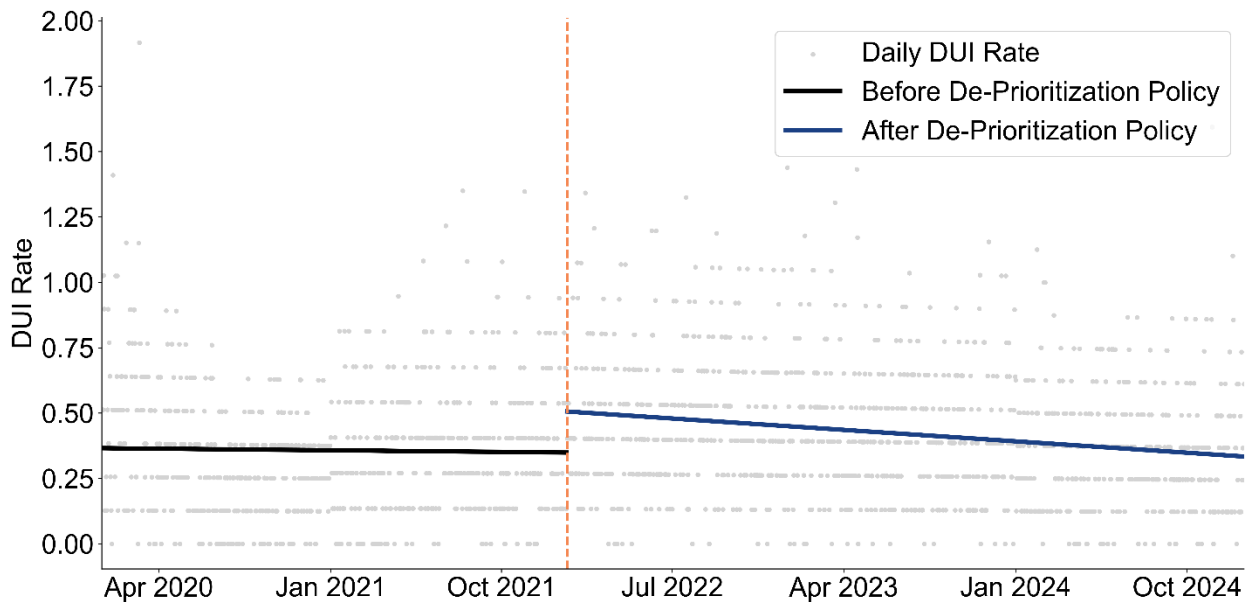
Source: DUI incidents counts were retrieved from SPD open data portal.

The pre-and-post policy trend lines follow nearly identical trajectories. The overall occurrence of DUI incidents remained unchanged after the implementation of the policy. Although a slight increase in the daily DUI rate coincided with the start of the deprioritization policy, this increase was not sustained. DUIs continued to decline after the policy was implemented at nearly the same rate as before. There is no visible shift in the slope of the trend at the date the policy was

²³In this report, the terms “DUI incident” and “drug incident” refer to an officer filing a report documenting that an offense occurred.

implemented, and the pattern observed before the policy continues in the same direction afterward.²⁴

Figure 4. DUI Trends Pre and Post Deprioritization Policy



Source: DUI incidents counts were retrieved from SPD open data portal.

There is no evidence that the deprioritization policy affected DUI rates. DUI rates were higher after the policy was implemented. This suggests that prohibiting officers from initiating a traffic stop for offenses such as expired or missing vehicle registration, issues with the display of registration plates or minor technical violations, did not reduce officers' ability to identify and arrest individuals driving under the influence.²⁵

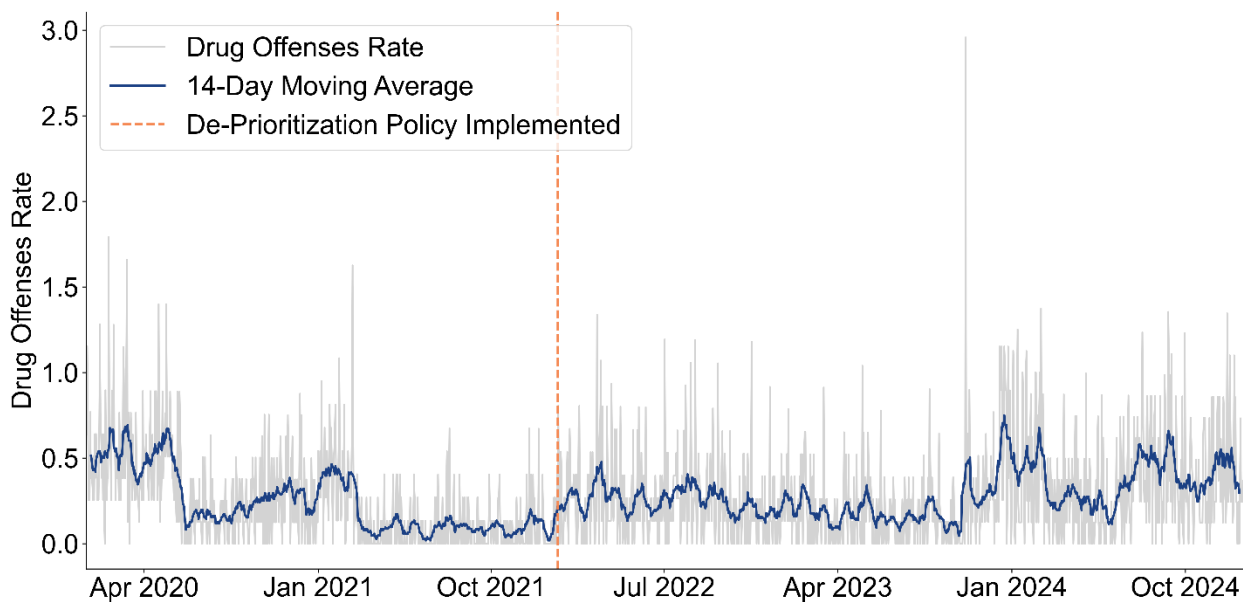
²⁴ Part of this analysis follows and expands on the methodology described in Leasure, Peter, Hunter M. Boehme, and Robert J. Kaminski. "Examining the Impact of Seattle Police Department's Traffic Stop Restriction Policy on Driving Under the Influence and Drug Crime Incidents." Ohio State Legal Studies Research Paper 766 (2023). The analysis used multiple approaches, full model specifications are provided in Appendix C.

²⁵ The analysis used multiple approaches, full model specifications are provided in Appendix C.

Drug Crimes

The same descriptive and modeling framework was applied to drug-related incidents to determine whether similar effects were caused by the policy. Figure 5 shows the daily rate of drug incidents. Drug incidents decreased during the initial COVID-19 pandemic months and remained low before the deprioritization policy implementation. A temporary but sharp decrease in drug incidents in early 2021 reflects a period during which drug possession laws in Washington State were under legal revision. A small increase in drug incidents was observed during the period in which the policy was implemented. Rates returned to pre-pandemic levels after October 2023.

Figure 5. Daily Drug Rates Between January 2020 and December 2024

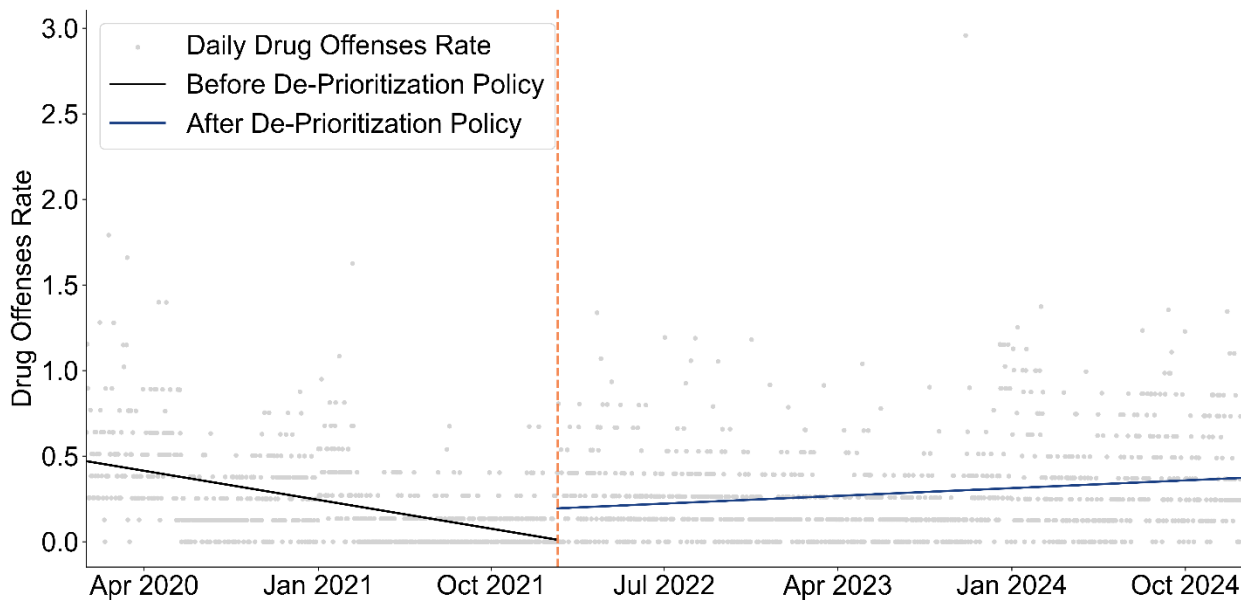


Source: Drug incidents counts were retrieved from SPD open data portal. Drug incidents: drug/narcotic violations including drug equipment violations.

Figure 6 shows the pre-and-post policy trend lines for drug incidents. Unlike DUI offenses, where pre and post trends followed nearly identical trajectories, drug incidents show a visible change in direction after the deprioritization policy was implemented. Drug incidents were declining before the policy and began trending upward after. There is no evidence this shift was caused by the policy; the trend reflects a gradual return to pre-pandemic enforcement patterns following the resolution of the legal uncertainty around drug possession laws in the state.

There is no indication the deprioritization policy negatively affected the ability to detect and arrest individuals for drug offenses. Drug incident rates continued to rise after the policy was implemented, consistent with a gradual return to pre-pandemic enforcement patterns.²⁶

Figure 6. Drug Trends Pre and Post Deprioritization Policy



Source: Drug incidents counts were retrieved from SPD open data portal.

Policy Implications and Conclusions

There is no evidence in the data suggesting deprioritization of certain low-risk traffic violations resulted in a crime increase. Public-initiated 911 calls have increased over time, but the increase does not show a relationship to the policy implementation. Although 911 calls related to weapons (no threats or assault) and narcotics (loitering, use, sale) declined immediately after the policy date, the pattern does not appear related to the policy itself. DUI and drug incidents did not decline after the implementation of the policy, with daily fluctuations following consistent patterns before and after the policy change date.

Consistent with empirical evidence, limiting non-safety related traffic stops can be done without compromising public safety. The absence of measurable declines in DUI and drug-related incidents or 911 calls, indicates that deprioritizing minor non-safety related violations did not undermine officers' ability to identify and address these serious offenses—both DUI and drug incident rates were higher after the policy was implemented. This suggests that redirecting officer attention away from minor infractions toward more safety-relevant encounters may have strengthened rather than

²⁶ The analysis used multiple approaches, full model specifications are provided in the Appendix C.

weakened enforcement capacity. This aligns with the policy goal of reducing disproportionalities affecting individuals who are unable to meet the financial requirements set forth by law, and strengthening trust between police and the community.

Opponents have argued that reducing low-risk traffic stops would narrow opportunities to detect impaired drivers, uncover contraband, or intervene in other offenses that emerge during routine encounters. The evidence suggests the opposite occurred. DUI and drug incidents rates increased following the policy implementation, consistent with the interpretation that officers were able to focus on traffic events that more directly endanger public safety. Stopping someone for expired or missing registration and stopping someone for erratic driving are fundamentally different actions. Evidence suggests that deprioritizing the former did not compromise the latter.

In 2023, OIG recommended that SPD define a process to access SMC traffic citation data and to better document traffic stops moving forward.²⁷ At the time of this report, there remains no standardized collection of traffic stops data. This limits the ability to fully evaluate how the policy affects enforcement patterns. While the proxy measure captures similar discretionary enforcement behaviors, the categories are not identical to the violations and may include stops not related to the policy. As a result, the observed decline followed by a steady trend provides only indirect evidence of policy compliance and may either overstate or understate real changes in the de-prioritized stops. These conclusions should therefore be interpreted with caution, and future data collection efforts that directly document deprioritized stops categories would substantially strengthen the ability to evaluate this matter.

²⁷ See specific recommendations in the [Safer Traffic Stops Workgroup Memo](#). Recommendations based on individuals and organizations from the following: Fines and Fees Justice Center; Seattle Department of Transportation; SPD; Seattle Office for Civil Rights; Vera Institute of Justice; ACLU – Washington; Seattle City Council; University of Washington; and Community Police Commission.

Appendix A

Timeline of OIG Work on Traffic Stops

- **May 2021.** OIG sent a letter to SPD proposing a collaborative effort to consider specific low-risk, minor traffic violations as insufficient grounds to stop a vehicle.
- **July 2021.** OIG met with SPD New Technologies unit to discuss gaps in data collection related to traffic stops
- **August 2021.** SPD Chief of Police approved a policy change requiring all traffic stops to be documented in the record management system.
- **December 2021.** OIG convened a Traffic Stops Roundtable with representatives from 14 stakeholder organizations to discuss deprioritizing low-level, non-dangerous traffic offenses, culminating in a list recommended of offenses for the SPD to deprioritize.
- **January 2022.** SPD Chief of Police approved a policy change recategorizing five violations as secondary offenses:
 1. Registration of vehicles;
 2. Temporary registration permits;
 3. Display of registration plates;
 4. Equipment violations (e.g. single head and taillight violations, window tinting, vehicle exhaust); and
 5. Bicycle helmets.
- **October 2023.** OIG convened stakeholders for a roundtable discussion to coalesce the small group sessions and generate recommendations. Recommendations were grouped in the following topics:²⁸
 - Data collection
 - Deprioritization
 - Grant found

²⁸ [OIG Safer Traffic Stops Workgroup Memoranda](#)

Appendix B

Data Sources

911 Calls: Initial description of narcotics, shots fired and weapon monthly counts were retrieved from SPD DAP. Narcotics violations (loiter, use, sale), shots heard in progress and weapon – gun and deadly weapon (no threats or assault).

Drug rate: Drug rate is the daily number of drug crimes divided by daily population estimates and multiplied by 100,000. Drug crimes counts were retrieved from SPD open data portal.²⁹

DUI rate: DUI rate is the daily number of DUI criminal offenses divided by daily population estimates and multiplied by 100,000. DUI criminal offense counts were retrieved from SPD open data portal.³⁰

Gasoline: Volume-weighted average of the cash price at the pump for various grades. Weekly all grade gasoline prices by region were retrieved from the U.S. Energy Information Administration.³¹

Officer rate: Daily and monthly officers' estimates divided by daily population estimates multiplied by 1,000. Yearly number of full time male and female officers was retrieved from FBI's Crime Data Explorer.³²

Population: Data was collected from the Washington State Office of Financial Management and U.S. Census Bureau.³³

Speed: Average daily speed was a combination of peak and off-peak speed. Peak speed was the absolute worst portion of the morning and afternoon commute times. Off-peak speed was the low point between the morning and afternoon commute times periods. Annual data was retrieved from INRIX.³⁴

Traffic stops proxy measure: Monthly counts of officers initiating on view suspicious stops, suspicious vehicles, moving violations and traffic stops were retrieved from SPD DAP. Measure is the summation of monthly counts divided by the numbers of days of the corresponding month.

Unemployment rate: Percentage of total labor force that is jobless, available to work, and has actively looked for work in the past four weeks. Monthly not seasonally adjusted unemployment rate retrieved from the U.S. Bureau of Labor and Statistics.³⁵

Weather: Average daily and monthly temperature and total daily and monthly precipitation was retrieved from the National Weather Service.³⁶

²⁹ [SPD crime data: 2008-Present.](#)

³⁰ [SPD crime data: 2008-Present.](#)

³¹ [U.S. Energy Information Administration.](#)

³² [Federal Bureau of Investigation's Crime Data Explorer.](#)

³³ [Citywide Growth Graphs Population, Households, Housing Units](#) and [U.S. Census Bureau.](#)

³⁴ [INRIX.](#)

³⁵ [U.S. Bureau of Labor and Statistics.](#)

³⁶ [The National Weather Service](#)



Appendix C

Analysis

Variable	Pre-Policy	Post-Policy	% Change
DUI Rate	0.369	0.412	11.6%
Narcotics Violations Rate	0.251	0.282	12.1%
Officer Rate	1.579	1.331	-15.7%
Speed	40.361	35.050	-13.2%
Gasoline Price	\$3.35	\$4.68	39.6%
Unemployment Rate	6.760	4.014	-40.6%
Average Temperature	52.687	53.604	1.7%
Total Precipitation	0.092	0.084	-7.7%

Augmented Dickey-Fuller Test

Series	ADF Statistics	p-value	Lags Used	Conclusion
DUI Rate	-11.1762	0.000	6	Stationary
DUI Count	-11.4176	0.000	6	Stationary
Drug Crime Rate	-7.8017	0.000	6	Stationary
Drug Crime Count	-7.6539	0.000	6	Stationary

Augmented Dickey-Fuller test results with a maximum of 6 lags. The null hypothesis is that the series contains a unit root. Rejection of the null hypothesis at $p < 0.05$ indicates stationary.

OLS Models (DUI Rate)

	Model 1	Model 2	Model 3	Model 4
Const	0.5148*** (0.0337)	0.4505*** (0.0344)	0.5476*** (0.0713)	-0.0681 (0.4444)
Time	-0.0002*** (0.0001)	-0.0002*** (0.0001)	-0.0003*** (0.0001)	-0.0004*** (0.0001)
Deprioritization Policy	0.1069*** (0.0260)	0.1061*** (0.0258)	0.1596*** (0.0317)	0.1546*** (0.0331)
Post-Policy Trend	-0.00001 (0.0001)	-0.00001 (0.0001)	0.0001* (0.0001)	0.0004** (0.0002)
Covid	-0.1563*** (0.0242)	-0.1557*** (0.0239)	-0.1582*** (0.0236)	-0.1462*** (0.0322)
Tuesday		-0.0575*** (0.0168)	-0.0573*** (0.0168)	-0.0572*** (0.0168)
Wednesday		0.0154 (0.0178)	0.0153 (0.0177)	0.0154 (0.0177)
Thursday		0.0244 (0.0179)	0.0235 (0.0178)	0.0237 (0.0178)
Friday		0.0467** (0.0191)	0.0463** (0.0190)	0.0463** (0.0190)
Saturday		0.2148*** (0.0215)	0.2142*** (0.0215)	0.2143*** (0.0215)
Sunday		0.1999*** (0.0225)	0.1997*** (0.0225)	0.1997*** (0.0225)
Average Temperature			0.0002 (0.0005)	-0.00001 (0.0006)
Total Precipitation			-0.0251 (0.0229)	-0.0266 (0.0230)

Gas Price			-0.0228*	-0.0066
			(0.0131)	(0.0169)
Unemployment Rate			0.0049*	0.0039
			(0.0029)	(0.0029)
Speed				0.0220
				(0.0217)
Officer Rate				-0.1587
				(0.2854)
R-squared	0.0661	0.2042	0.21	0.2113
R-squared Adj.	0.0640	0.1998	0.2039	0.2043
N	1827	1827	1827	1827

Coefficients reported with standard errors in parentheses. All models estimated using Ordinary Least Squares with Heteroscedasticity and Autocorrelation Consistent (HAC) standard errors (7 lags). * $p < .1$, ** $p < .05$, *** $p < .01$.

All models include an interrupted time series structure including a linear time trend, a policy intervention dummy coded 1 from January 14, 2022 onward, and a post-intervention trend variable. A COVID-19 dummy variable was included to control for the impact of pandemic-related disruptions on daily crime incidents. The dummy was coded 1 from March 15, 2020, through June 30, 2021. Dates correspond to Washington State's stay-at-home order to the gradual lifting of restrictions and return to baseline mobility patterns in the City.

Variance inflation factor (VIF) diagnostics indicated collinearity among economic and other control variables in Models 3 and 4. The structural collinearity observed in the interrupted time series components (time, deprioritization policy and post-policy trend) is expected by construction and does not affect estimation. Models 1 and 2 are therefore the preferred specifications.

Negative Binomial (DUI Counts)

	Model 1	Model 2	Model 3	Model 4
Const	0.000005*** (0.000)	0.000004*** (0.000)	0.000006*** (0.000)	0.000001*** (0.000)
Time	0.9997** (0.000)	0.9997*** (0.000)	0.9993*** (0.000)	0.9989*** (0.000)
Deprioritization Policy	1.2784*** (0.081)	1.2991*** (0.082)	1.5049*** (0.116)	1.4733*** (0.117)
Post-Policy Trend	0.9999 (0.000)	0.9999 (0.000)	1.0003* (0.000)	1.0011** (0.001)
Covid	0.6750*** (0.039)	0.6898*** (0.039)	0.6858*** (0.038)	0.7258*** (0.056)
Tuesday		0.8140*** (0.046)	0.8180*** (0.047)	0.8168*** (0.046)
Wednesday		1.046 (0.056)	1.0477 (0.056)	1.048 (0.056)
Thursday		1.0693 (0.056)	1.07 (0.056)	1.0704 (0.056)
Friday		1.1417** (0.063)	1.1431** (0.062)	1.1423** (0.062)
Saturday		1.6375*** (0.084)	1.6408*** (0.083)	1.6403*** (0.083)
Sunday		1.5710*** (0.083)	1.5742*** (0.083)	1.5730*** (0.083)
Average Temperature			1.0007 (0.001)	1.0001 (0.001)
Total Precipitation			0.9265 (0.061)	0.9263 (0.062)

Gas Price			0.9349*	0.9824
			(0.033)	(0.043)
Unemployment Rate			1.0119	1.0092
			(0.008)	(0.008)
Speed				1.0917
				(0.06)
Officer Rate				0.4545
				(0.35)
AIC	8240.53	8177.61	8181.75	8184.62
N	1827	1827	1827	1827

Coefficients reported as Incidence Rate Ratios (IRR) with delta-method standard errors in parentheses. All models estimated using Negative Binomial regression with population as offset and HAC standard errors (7 lags). IRRs above 1.0 indicate an increase in expected daily counts, below 1.0 indicate a decrease. * $p < .1$, ** $p < .05$, *** $p < .01$.

OLS Models (Drug Crimes Rate)

	Model1	Model2	Model3	Model4
Const	0.5335*** (0.0387)	0.4802*** (0.0393)	1.2439*** (0.0843)	2.7443*** (0.6316)
Time	-0.0006*** (0.0001)	-0.0006*** (0.0001)	-0.0009*** (0.0001)	-0.0006*** (0.0001)
Deprioritization Policy	0.1346*** (0.0252)	0.1349*** (0.0251)	0.2503*** (0.0285)	0.2819*** (0.0307)
Post-Policy Trend	0.0008*** (0.0001)	0.0008*** (0.0001)	0.0012*** (0.0001)	0.0006** (0.0003)
Covid	-0.0661** (0.0302)	-0.0647** (0.0301)	0.0105 (0.0279)	-0.0619 (0.0411)
Blake Decision	-0.0690*** (0.0232)	-0.0694*** (0.0233)	-0.0863*** (0.0320)	-0.0961*** (0.0351)
Tuesday		0.0463*** (0.0177)	0.0468*** (0.0175)	0.0468*** (0.0175)
Wednesday		0.1060*** (0.0220)	0.1062*** (0.0220)	0.1060*** (0.0219)
Thursday		0.1201*** (0.0204)	0.1193*** (0.0202)	0.1188*** (0.0202)
Friday		0.0967*** (0.0214)	0.0961*** (0.0213)	0.0955*** (0.0213)
Saturday		0.0347* (0.0182)	0.0339* (0.0182)	0.0334* (0.0182)
Sunday		-0.0428*** (0.0155)	-0.0432*** (0.0155)	-0.0433*** (0.0155)
Average Temperature			0.0002 (0.0006)	0.0006 (0.0006)

Total Precipitation			-0.0436**	-0.0433**
			(0.0194)	(0.0195)
Gas Price			-0.1534***	-0.1720***
			(0.0161)	(0.0213)
Unemployment Rate			-0.0193***	-0.0186***
			(0.0032)	(0.0035)
Speed				-0.0826***
				(0.0311)
Officer Rate				1.0892***
				(0.4018)
R-squared	0.1315	0.1719	0.2313	0.2366
R-squared Adj.	0.1291	0.1668	0.2249	0.2294
N	1827	1827	1827	1827

Coefficients reported with standard errors in parentheses. All models estimated using Ordinary Least Squares with Heteroscedasticity and Autocorrelation Consistent (HAC) standard errors (7 lags). * $p < .1$, ** $p < .05$, *** $p < .01$. A dummy variable was included to control for the Washington State Blake decision (February 25, 2021 to July 25, 2021), during which felony drug possession was ruled unconstitutional, resulting in a reduction in reported drug crime incidents.

Negative Binomial Non-Zero Subsample (Drug Crimes Counts)

	Model 1	Model 2	Model 3	Model 4
Const	0.000006*** 0.0000	0.000005*** 0.0000	0.00003*** 0.0000	0.0038*** (0.0065)
Time	0.9987*** (0.0002)	0.9986*** (0.0002)	0.9979*** (0.0002)	0.9987*** (0.0004)
Deprioritization Policy	1.3902*** (0.1489)	1.3984*** (0.1511)	1.8930*** (0.2199)	2.1621*** (0.2879)
Post-Policy Trend	1.0017*** (0.0002)	1.0017*** (0.0002)	1.0027*** (0.0003)	1.001 (0.0006)
Covid	0.9006 (0.0702)	0.9231 (0.0697)	1.0976 (0.0835)	0.8937 (0.0938)
Blake Decision	0.8018*** (0.0674)	0.7969*** (0.0649)	0.7480** (0.1000)	0.7339** (0.1090)
Tuesday		1.1431** (0.0726)	1.1296** (0.0693)	1.1284** (0.0692)
Wednesday		1.3828*** (0.0934)	1.3703*** (0.0884)	1.3643*** (0.0875)
Thursday		1.4196*** (0.0836)	1.4092*** (0.0791)	1.4044*** (0.0782)
Friday		1.3201*** (0.0893)	1.3267*** (0.0917)	1.3248*** (0.0919)
Saturday		1.1366* (0.0749)	1.1325* (0.0724)	1.1307* (0.0715)
Sunday		0.8431*** (0.0523)	0.8556*** (0.0518)	0.8555** (0.0520)
Average Temperature			0.9997 (0.0020)	1.0016 (0.0020)

Total Precipitation	0.8355***	0.8306***		
	(0.0575)	(0.0561)		
Gas Price	0.6907***	0.6399***		
	(0.0390)	(0.0525)		
Unemployment Rate	0.9597***	0.9625**		
	(0.0139)	(0.0180)		
Speed		0.7770***		
		(0.0629)		
Officer Rate		24.0752***		
		(26.1794)		
AIC	5970.92	5955.08	5936.06	5936.15
N	1383	1383	1383	1383

Coefficients reported as IRR with delta-method standard errors in parentheses. Models estimated using Negative Binomial regression on non-zero days only (days with at least one reported drug crime incident) to address excess zeros identified in pre-estimation diagnostics. Population included as offset. HAC standard errors (7 lags). IRRs above 1.0 indicate an increase in expected daily counts, below 1.0 indicate a decrease. * p<.1, ** p<.05, ***p<.01.

Appendix D

Seattle Police Department Response

Thank you as always for the hard work of you and your team. We appreciate the collaboration and insight of OIG and the work and analysis that goes into these audits. When initiated, this policy revision was a large source of consternation with the line officers. They did believe and some still do, having these tools in place allows them an opportunity to enforce traffic laws more effectively, which may lead to the enforcement of more serious offenses, related to DUI, Firearms Violations, Drug Offenses and Warrant enforcement. However, the data in your analysis does not support this assertion. We do recognize that there are gaps with information gathering from SMC and our internal processes. We can commit to looking into the feasibility of changing our systems to ensure that we are doing our best to modify our processes and work with SMC and data analytics to provide more consistent data collection.

- Initiate a formal data-sharing agreement or develop a technical pipeline with SMC to provide SPD with timely access to all paper citation records.
- Ensure the agreement includes protocols for data security, privacy, and regular updates.
- Convene a joint SPD-SMC technical working group to design and test the data pipeline.
- Review the feasibility of officers recording the exact statutory citation (e.g., Seattle Municipal Code 11.22.070 for expired registration) at the point of entry for every stop, not just a general category.
- Provide regular training on the policy's goals and procedures, emphasizing equity and alternatives to minor stops.
- Set a timeline for closing the 2023 OIG recommendation, with periodic reporting on progress.
- Once direct data collection is in place, consider a follow-up evaluation to replace proxy-measure findings with confirmed compliance data.

Thank you again for your ongoing work and partnership.