



# OLEPS

OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS

## Third Report The Effects of Peña-Flores on Municipal Police Departments October 2015

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## Table of Contents

	<b>Page</b>
<b>Introduction</b>	<b>1</b>
<b>Survey Methods and Data</b>	<b>2</b>
Original Sample	2
Additional Sample	5
<b>Results</b>	<b>8</b>
Motor Vehicle Stops	8
Consent to Search Requests Granted	13
Consent to Search Requests Denied	18
Vehicles Towed	22
Search Warrant Requests	26
Probable Cause Vehicle Searches	31
<b>Study Limitations</b>	<b>36</b>
<b>Conclusion</b>	<b>38</b>
<b>Appendix One:</b> Phase I Survey	42
<b>Appendix Two:</b> Department Data	46

# THE EFFECTS OF PEÑA-FLORES ON MUNICIPAL POLICE DEPARTMENTS: VOLUME 3

## OFFICE OF LAW ENFORCEMENT PROFESSIONAL STANDARDS

### Introduction

Many law enforcement officials believe that State v. Peña-Flores, 198 N.J. 6 (2009),<sup>1</sup> had the practical effect of altering the requirements for searches in relation to automobile stops. This decision explained the level of exigent circumstances needed to conduct a search under the automobile exception rule. In response to this decision, the New Jersey State Police (State Police) amended its policies and procedures governing motor vehicle stops to discourage troopers from using the automobile exception in situations where troopers had previously relied upon that exception to the warrant requirement. In the wake of this change, the State Police experienced a surge in the number of consent searches where probable cause existed, while the number of consent searches based upon the lower “reasonable articulable suspicion” standard required by State v. Carty, 170 N.J. 632 (2002), remained very small.

The use of probable cause-based consent searches in lieu of the automobile exception transformed the overall appearance of State Police activity. However, less was known about the impact on municipal and specialized police departments.

Pursuant to a New Jersey Supreme Court Order in a case in which the State had asked the Court to overturn Peña-Flores, State v. Shannon, 210 N.J. 225 (2012), the Office of Law Enforcement Professional Standards (OLEPS) was tasked with collecting data that might capture the effects of Peña-Flores on policing. The Court’s Order specifically requested data on “(a) the total number of motor vehicle stops, (b) the number of warrantless probable cause searches conducted, consent searches requested, consent searches conducted, and vehicles impounded – both before and after Peña-Flores – and (c) other relevant information.” 210 N.J. at 227-228.

This report is the third report to assess the effects of Peña-Flores. This report details the volume of and trends in police activity across the State. Specifically, this report comments on the effects of the Peña-Flores decision on post stop enforcement activities in a sample of police departments, examining trends from 2008-2014. This report also includes analysis of an additional 34 departments which provided data.

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<sup>1</sup> State v. Peña-Flores, 198 N.J. 6 (2009), is hereafter referred to as Peña-Flores. This decision served to further define the exigent circumstances under which a search of a vehicle could be conducted without securing a search warrant under the automobile exception when there was probable cause to believe that a crime had been (or will be) committed.

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## Survey Methods and Data

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There are approximately 550 law enforcement departments/agencies in New Jersey. The majority of these departments are municipal departments, 42 are county agencies, 19 are college/university departments, and 12 are specialty agencies (i.e., park police, fish and wildlife, human services, etc.). Geographically, Bergen County and Monmouth County have the highest concentration of law enforcement agencies; 13.07% of all New Jersey police agencies are in Bergen County and 8.71% are in Monmouth County. Along with the State Police, these 550 agencies are responsible for maintaining general order in the State. However, the nature of policing activities differs from department to department. For example, the State Police primarily handle motor vehicle stops, while other departments in New Jersey may perform more order maintenance policing. Regardless of policing activities, Peña-Flores should have had an impact on all departments in the State.

As detailed in the first report on Peña-Flores,<sup>2</sup> a two phase sampling process was used to determine the sample of departments to be used in this study. This process first involved surveying all 550 law enforcement departments in the State regarding the availability and accessibility of data (see Appendix One). After establishing which departments had the required data available, OLEPS requested data from 106 departments. Data were received from 103 departments in the first report. This report analyzes data provided by the 103 original departments and an additional 34 departments which provided data on their own.

### *Sample Time Frame*

In order to truly understand the effects of Peña-Flores, it was necessary to review data for at least a year after the decision, to ensure that all police departments had an appropriate amount of time to create policies in line with the ruling, to learn the policies, and to implement them. As such, this report analyzes data from 2008 to 2014.

Given the differences between police departments in terms of activity levels, resources, and staffing, the data request needed to be manageable. As such, data on motor vehicle stops were requested for a one month period in April. April was chosen because the likelihood of winter weather conditions is fairly low and the driver population should remain relatively stable across the state. During winter months, the nature of policing may be impacted by weather while during summer months the driving populations of certain municipalities can more than double. Thus, OLEPS examined motor vehicle stop data for the month of April from 2008 to 2014.

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### Original Sample

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Of the 106 departments contacted in 2012, 103 returned data to OLEPS. This original sample represents about 19% of all departments in the State of New Jersey. The completeness and accuracy of the data vary from department to department, but these 103 departments provided at least some data to OLEPS. Thus, the response rate is 96.2%<sup>3</sup> and the geographic distribution of these departments is essentially identical to the distribution of departments selected for the

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<sup>2</sup>Available on OLEPS' website: <http://www.nj.gov/oag/oleps/pdfs/OLEPS-Report-Effects-of-Pena-Flores-on-Mun-PDs-10.12.pdf>

<sup>3</sup> Calculated according to AAPOR Response Rate 1.

final sample. Most counties have fewer than 10 departments in the sample, except for Middlesex, Monmouth, and Morris counties, with each having closer to 15 departments in the sample.

**Table One: Geographic Distribution of Original Sample**

<b>County</b>	<b>Number of Departments</b>
<b>Atlantic</b>	0
<b>Bergen</b>	4
<b>Burlington</b>	7
<b>Camden</b>	8
<b>Cape May</b>	0
<b>Cumberland</b>	1
<b>Essex</b>	4
<b>Gloucester</b>	0
<b>Hudson</b>	6
<b>Hunterdon</b>	4
<b>Mercer</b>	4
<b>Middlesex</b>	14
<b>Monmouth</b>	15
<b>Morris</b>	17
<b>Ocean</b>	3
<b>Passaic</b>	1
<b>Salem</b>	4
<b>Somerset</b>	3
<b>Sussex</b>	3
<b>Union</b>	5
<b>Warren</b>	0
<b>Total</b>	<b>103</b>

The 103 departments that returned data service approximately 1.9 million of the 8.7 million residents in New Jersey, about 22% of the state population. Ideally, the sample would have encompassed a larger portion of the state, but the sample size was restricted due to data availability. On average, each department serves 19,553 residents of New Jersey. However, some departments serve areas as small as 699 residents and others as large as 98,576 residents.

Since departments vary in the number of residents served, the number of law enforcement officers in each department also varies. This characteristic can have a large impact on the number of activities conducted by a department. A department with 100 officers can conduct many more motor vehicle stops than a department with 20 officers.

As of 2011, the original sample of departments ranged in size from two to 245<sup>4</sup> law enforcement employees, and had an average of 48 staff members in 2011. These employees include both sworn law enforcement officers and citizens. Looking at the totals for sworn law enforcement, the sizes ranged from two to 192 officers, with an average of 40 sworn officers. These averages are slight decreases from the data in 2010. These departments are much smaller than the State Police, which employs 4,004 employees in 2011, 2,741 of whom were sworn officers.

### *Urban v. Rural*

Compiled by the State Police, the Uniform Crime Report, "Crime in New Jersey"<sup>5</sup> classifies municipalities in the State of New Jersey as "rural," "suburban," or "urban center." As noted in this publication, municipality classifications were "compiled by the Department of Community Affairs, Division of State and Regional Planning, [and the] Bureau of Statewide Planning." The definitions of each classification are:

- Urban center                      Densely populated with extensive development.
- Suburban                            Predominantly single family residential, within a short distance of an urban area.
- Rural                                    Scattered small communities and isolated single family dwellings.

These categorizations are based solely on the number of residents, density, and the area of municipality. As such, there are some areas classified by the UCR as "urban center" that may not typically be thought of as urban. While sandwiched between two major metropolitan areas, New York City and Philadelphia, New Jersey does have some areas that are identified as "major urban"<sup>6</sup> areas. Moreover, the municipalities in New Jersey known as the "Urban 15"<sup>7</sup> are those areas which are defined as the most urban based on population and density characteristics. Of these areas, only four were selected for the final sample. Interestingly, most of the areas defined as "major urban" or the "Urban 15" did not respond to the Phase I survey. The lack of response from urban departments may result from the type of policing in these areas. Generally, policing in urban areas does not involve many motor vehicle stops compared to other enforcement activities and to other municipal departments in the state.

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<sup>4</sup> The number of police employees was taken from the 2011 Uniform Crime Report. Uniform Crime Report, 2011, *available at* <http://www.fbi.gov/about-us/cjis/ucr/crime-in-the-u.s/2010/crime-in-the-u.s.-2011/offenses-known-to-law-enforcement>.

<sup>5</sup> 2012 Uniform Crime Report, "Crime in New Jersey", available at <http://www.njsp.org/info/ucr2012/index.html>.

<sup>6</sup> Camden City, Elizabeth City, Jersey City, Newark City, Paterson City, and Trenton City.

<sup>7</sup> The Urban 15 are: Bayonne City, Camden City, Clifton City, Toms River Township, East Orange City, Elizabeth City, Irvington Town, Jersey City, Newark City, Passaic City, Paterson City, Trenton City, Union City, Vineland City, and Woodbridge Township.

**Table Two: Municipal Classification of Original Departments**

	<b>Number of Departments</b>
<b>Rural</b>	19
<b>Suburban</b>	53
<b>Urban Center</b>	26
<b>Other</b>	5
<b>Total</b>	<b>103</b>

Roughly half of all departments that submitted data to OLEPS were from areas identified as "Suburban" by the classification system. Roughly a quarter of responses were from departments in "Urban Center" areas. There were five departments not classified as rural, suburban, or urban centers. These departments were specialty departments at colleges or universities or county departments, covering areas that may be classified as all categories.

### **Additional Sample**

As the data collection process began for 2013, a sample data request was forwarded from county prosecutors to all police departments within their jurisdiction. This sample request was meant to serve as notification to prosecutors that some of their departments might be contacted by OLEPS. However, several departments sent data for April 2013 without being formally contacted by OLEPS, presumably based on the sample data request. There were an additional 34 departments that submitted data. Eight counties are represented in the additional departments. One department is from Warren County, which was not represented in the original sample. However, Gloucester and Cape May counties are still not represented in this sample.

With the additional departments, the overall sample is 137 departments, and represents a quarter of all departments in New Jersey. Generally, the additional sample only contributed a one or two department increase in the totals for each county. However, Essex and Somerset counties increased in total number of departments by 10 and 12 respectively, because of the additional departments.

**Table Three: Geographic Distribution of Additional Sample and Totals**

<b>County</b>	<b>Additional Departments</b>	<b>Total Number of Departments</b>
Atlantic	0	0
Bergen	0	4
Burlington	0	7
Camden	1	9
Cape May	0	0
Cumberland	0	1
Essex	10	14
Gloucester	0	0
Hudson	0	6
Hunterdon	2	6
Mercer	3	7
Middlesex	1	15
Monmouth	0	15
Morris	2	19
Ocean	0	3
Passaic	0	1
Salem	0	4
Somerset	12	15
Sussex	2	5
Union	0	5
Warren	1	1
<b>Total</b>	<b>34</b>	<b>137</b>

The 137 departments service about 3.3 million residents of New Jersey, about 37% of the population of New Jersey. On average, each department services 24,313 residents. The smallest population any one department services is still 699, but the largest population is now 783,969 residents.

Because the 34 additional departments were, on average, smaller than the original sample, the total average of all departments is lower. For all law enforcement employees, the average was 48, with no less than two and no more than 245 employees in each department. The numbers for sworn law enforcement officers decreased to an average of 40 officers, with a minimum of two and maximum of 192 in any one department.



**Table Four: Municipal Classification of Additional Departments and Totals**

	<b>Additional Departments</b>	<b>Total</b>
<b>Rural</b>	3	22
<b>Suburban</b>	20	73
<b>Urban Center</b>	10	36
<b>Other</b>	1	6
<b>Total</b>	<b>34</b>	<b>137</b>

Using the UCR's classification system, almost 60% of the 34 additional departments are identified as "Suburban" areas. Roughly a third of the additional departments are considered "Urban Center" areas and 10% are "Rural". There was only one department that was unable to be classified.

The addition of these departments increased the percentage of "Suburban" and "Urban Center" areas represented in the total sample. "Suburban" areas still represent the majority of departments in the final sample. It is worth noting that Essex and Somerset counties contributed the most to the "Suburban" departments, making up 14 out of the 20 additional suburban departments.

The 137 total departments that provided data on motor vehicle stops and enforcement activities are a sample of all police departments in New Jersey. Their reported activities will be used to extrapolate the overall effects of Peña-Flores on policing.

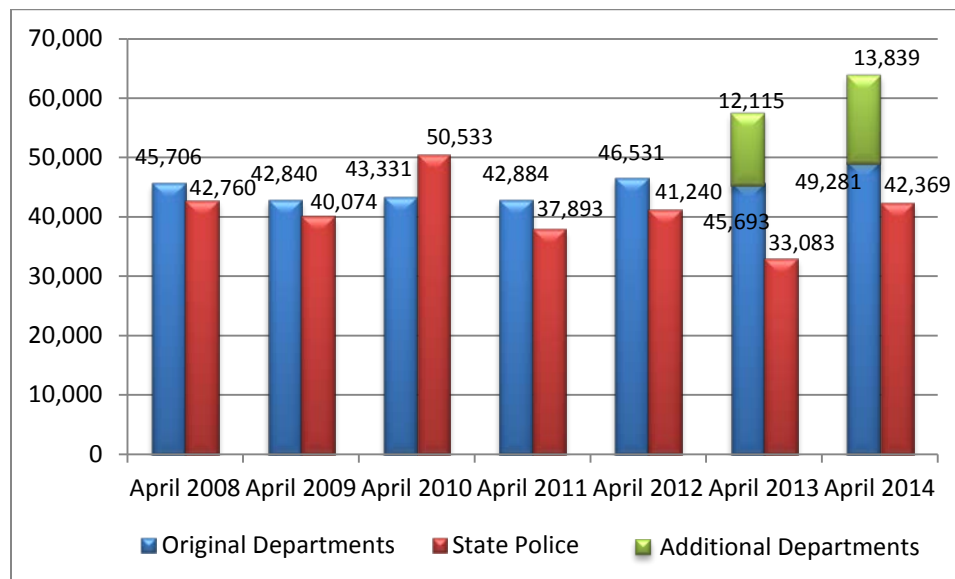
## Results

Throughout the results, the bulk of the discussion will focus on the trends of the original sample. The additional sample will be discussed separately, as the available data are only from the current year. Each enforcement activity requested by the Court is covered in the sections that follow. Results are presented for the overall volume of municipal departments and the State Police, by municipal urban classifications, and by county.<sup>8</sup>

### Motor Vehicle Stops

The final sample of departments made a total of 342,220 motor vehicle stops in the month of April for 2008-2014. In the original sample, no department conducted more than about 2,000 stops in any month.<sup>9</sup> In the same time period, the State Police conducted a total of 287,972 motor vehicle stops, making over 33,000 stops most months.

**Figure One: Motor Vehicle Stops across Reporting Periods**  
April 2008 – April 2014



Results

Figure One depicts the number of motor vehicle stops across reporting periods. “Original Departments” refer to the 103 municipal, local, and specialty departments that make up the initial sample. The “Additional Departments” refer to the 34 additional departments that submitted data beginning in April 2013.

<sup>8</sup> This report discusses enforcement activities at the aggregate level. For data on each individual department, see Appendix Two.

<sup>9</sup> In the Second Report, one department was reported as conducting over 7,000 motor vehicle stops in April 2013. However, this number was misreported to OLEPS. The actual number of stops was closer to 1,000. This report reflects updated numbers of stops to reflect this correction.

The total number of stops for the original departments remains roughly the same each year, with the highest number of stops made in April 2014.<sup>10</sup> There are 75 police departments in the final sample that experienced an increase in the number of stops conducted in April 2014. The extent of this increase ranged from two to nearly 500 stops. On average, the increase was about 146 stops. Of the 60 departments which experienced a decrease in motor vehicle stops, the decrease ranged from one stop to about 600 stops. On average, the decrease was about 93 motor vehicle stops. In contrast, the total number of motor vehicle stops made by the State Police fluctuates from year to year, decreasing by about 8,000 stops in April 2013 and increasing by about 9,000 stops in April 2014. Discussions of changes in law enforcement activities, like consent searches, should be done with the total number of motor vehicle stops in mind. If there was a dramatic increase in the total number of motor vehicle stops, the numbers of law enforcement activities would be expected to increase regardless of any changes to rules and regulations.

### *External Factors*

There are several external factors that can affect departments and, in turn, law enforcement activities, like the number of motor vehicle stops. For example, in 2008, the US economy began an unprecedented decline, bottoming out in March 2009.<sup>11</sup> The number of motor vehicle stops appears to parallel the economic decline. Several departments indicated that they experienced a reduction in law enforcement personnel at some point between 2008 and 2013. Departments indicated that they underwent budget cuts that reduced the number of officers they could retain. Additionally, and even before such layoffs, many departments were not given funding to hire new officers; if a department had a number of retirements, no new officers were hired to fill these vacancies. The reduced manpower of departments would likely impact the number of motor vehicle stops made; a force with 30 officers on road duty can likely make more stops than a force with 10. For some departments, the reduction of even one officer can be felt as some departments only employ a small number of officers.

The UCR provides data on the number of employees in a given department, and specifically, the number of sworn law enforcement officers. The majority of departments in the sample who report to the UCR,<sup>12</sup> experienced a reduction in sworn personnel between 2008 and 2010. From 2010 to 2011, there were 44 departments in the sample that experienced a reduction in personnel. Although most departments experienced a decline for only one year, about 23 did experience a decline two years in a row.

The State Police have been dealing with the effects of a high rate of attrition in recent years. Roughly 25 years ago, State Police embarked on an aggressive recruitment effort to bring in 1,000 troopers in as many days. State Police policies permit retirement after 25 years of service and require retirement at the age of 55. The retirements of these 1,000 troopers began during the economic decline. The result was State Police's inability to immediately replace these retiring troopers. Until State Police completes training of new troopers, the activity levels of the State Police will likely continue to decline.

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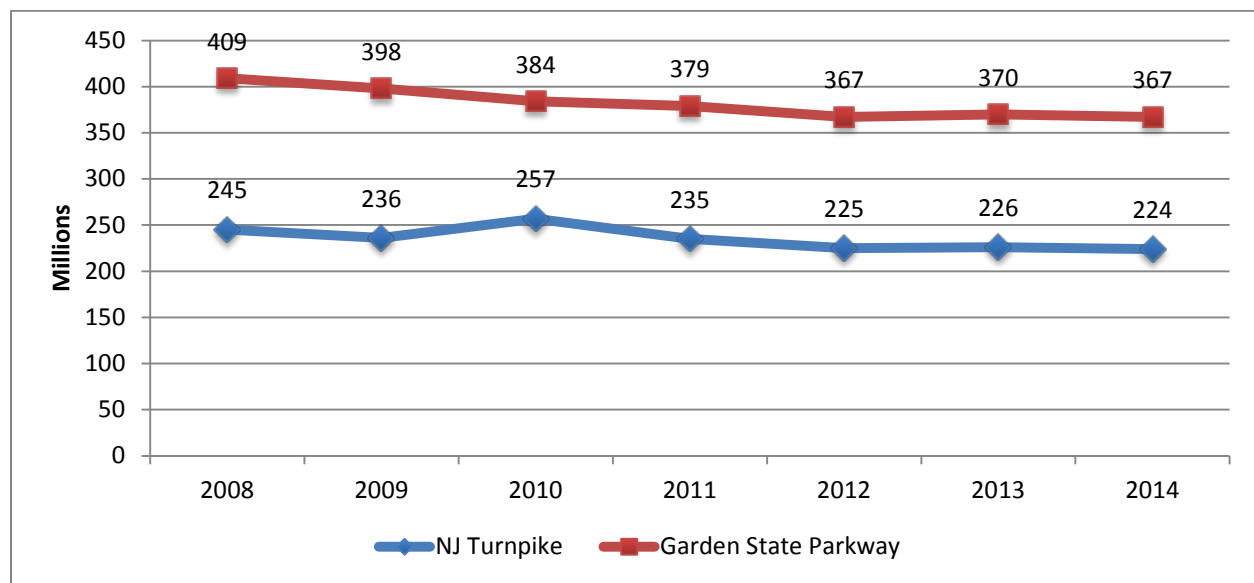
<sup>10</sup> Trends are discussed in text but not depicted graphically because increases or decreases may be the result of increases in reporting or changes in the accuracy of reporting.

<sup>11</sup> Stark, Betsy, Tracking the Dow One Year After Rock Bottom (2010), available at <http://abcnews.go.com/Business/year-ago-today-dow-hit-bottom-recession/story?id=10046578>.

<sup>12</sup> The Uniform Crime Report, 2011, 2010, 2009, 2008, Table 78 - Full-time Law Enforcement Employees, by State by City, 2011 available at, <http://www.fbi.gov/about-us/cjis/ucr/crime-in-the-u.s./2011/crime-in-the-u.s.-2011/police-employee/city-agency>.

Additionally, the economy can also affect citizen behaviors. The number of motor vehicle stops is also influenced by the number of drivers on the road. As a result of the economic recession, layoffs, and the cost of gas, many people may have turned to carpooling and public transportation, reducing the number of vehicles eligible to be stopped by law enforcement. In fact, the New Jersey Turnpike Authority has reported a decline in the annual number of motorists travelling on both the New Jersey Turnpike and the Garden State Parkway since 2008<sup>13</sup> (see Figure Two). While these roads may not be reflective of the entire state, they are two of the most trafficked roads in the state. Additionally, motor vehicle stops made by the State Police on these roads account for roughly 40% of all stops in a given year.

**Figure Two: Reported Number of Motor Vehicles**  
2008- 2014



Policing activities can vary dramatically based on location. Policing in urban areas generally involves fewer motor vehicle stops than suburban areas since suburban and rural areas tend to have roads with less traffic and congestion. Additionally, urban areas may involve more foot patrols, increasing contact between individual officers and citizens. As shown in Table Five A, the original departments identified by the UCR as suburban conducted the most stops, roughly half of those for a given month. Rural departments had the fewest motor vehicle stops conducted while urban areas had slightly more than rural but less than suburban departments. Compared to the previous year, all categories of departments experienced an increase in the number of stops reported. Suburban departments increased by roughly 2,800 stops, 11.49%. Rural departments experienced a slightly smaller increase, 722 stops or 8.63%. Urban departments experienced the slightest increase in the current reporting period, 182 stops,

<sup>13</sup>New Jersey Turnpike Authority Financial Statements December 31, 2012 and 2011 *available at* <http://www.nj.gov/turnpike/documents/Audited-Financial-Statements-2012.pdf>.  
Financial Statements (Turnpike Revenue Bond Resolution Basis) and Supplementary Information *available at* <http://www.state.nj.us/turnpike/documents/2009AuditedFinancialStatements.pdf>.

1.54%. In contrast, the State Police primarily patrol areas that would not be classified as urban. While the State Police does have a strong presence in some urban areas (i.e., Camden and Irvington), it is also the primary law enforcement agency on several heavily trafficked roadways in the state.

**Table Five A: Motor Vehicle Stops by Municipal Classification  
[Original Departments]**  
April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>All Departments</b>	45,706	42,840	43,331	42,884	46,531	45,693	49,281	<b>316,266</b>
<b>Rural</b>	7,865	6,797	7,439	7,076	7,724	8,362	9,084	<b>54,347</b>
<b>Suburban</b>	24,752	23,695	23,406	22,516	26,400	24,805	27,654	<b>173,228</b>
<b>Urban</b>	12,105	11,310	11,793	12,586	11,655	11,819	12,001	<b>83,269</b>
<b>State Police</b>	42,760	40,074	50,553	37,893	41,240	33,083	42,369	<b>287,972</b>

Stops made by additional departments generally follow the same pattern as the original departments in terms of municipal classification. As shown in Table Five B, rural departments had the fewest number of stops in April 2014 and urban departments had more stops than rural, but fewer than suburban departments. Accounting for about 80% of stops, suburban departments in the additional sample represent the majority in terms of municipal classification. Compared to 2013, the number of stops made by all categories of departments increased. The largest increase was noted among rural departments while the smallest was among urban departments.

**Table Five B: Motor Vehicle Stops by Municipal Classification  
[Additional Departments]**  
April 2008 – April 2014

	2013	2014	Total
<b>All Departments</b>	12,115	13,839	<b>25,954</b>
<b>Rural</b>	331	904	<b>1,235</b>
<b>Suburban</b>	8,431	8,928	<b>17,359</b>
<b>Urban</b>	3,033	3,244	<b>6,277</b>

In addition to municipal classifications, location within the state can impact the number of motor vehicle stops. As noted earlier, Middlesex, Monmouth, and Morris counties had the highest number of departments in the original sample. As expected then, these counties also had the highest concentration of motor vehicle stops, accounting for roughly 48% of stops in the original sample. Middlesex County alone, with 14 departments, represented roughly 23% of all motor vehicle stops. In contrast, Passaic County, which had only one department respond, had the fewest number of stops. Cumberland County reported a total of 7,008 stops from only one department. These examples show that while largely represented counties such as

Middlesex, Monmouth, and Morris have high numbers of stops, there are counties with a fewer number of departments represented that also have relatively high numbers of stops.

**Table Six A: Motor Vehicle Stops by County  
[Original Departments]**

April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>Atlantic</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Bergen</b>	1,187	1,163	1,031	840	1,066	975	1,020	<b>7,282</b>
<b>Burlington</b>	4,003	3,724	2,890	3,649	3,976	4,214	4,306	<b>26,762</b>
<b>Camden</b>	3,272	3,178	3,055	3,602	3,988	2,850	3,410	<b>23,355</b>
<b>Cape May</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Cumberland</b>	961	1,299	1,353	1,489	1,018	888	562	<b>7,570</b>
<b>Essex</b>	644	734	824	875	1,052	833	945	<b>5,907</b>
<b>Gloucester</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Hudson</b>	2,290	2,265	2,538	2,305	1,832	2,067	2,509	<b>15,806</b>
<b>Hunterdon</b>	855	594	1,074	936	1,412	1,428	1,658	<b>7,957</b>
<b>Mercer</b>	2,167	1,807	2,233	2,036	2,261	2,257	2,241	<b>15,002</b>
<b>Middlesex</b>	10,306	8,854	8,420	8,837	11,534	10,573	11,372	<b>69,896</b>
<b>Monmouth</b>	4,891	4,663	4,935	4,807	4,540	5,181	5,329	<b>34,346</b>
<b>Morris</b>	7,814	6,982	6,793	6,387	6,147	6,693	7,304	<b>48,120</b>
<b>Ocean</b>	2,352	2,391	2,610	1,488	1,789	1,860	2,280	<b>14,770</b>
<b>Passaic</b>	182	168	153	175	226	308	234	<b>1,446</b>
<b>Salem</b>	956	850	723	716	705	1,016	700	<b>5,666</b>
<b>Somerset</b>	1,709	1,807	2,066	1,888	1,861	1,785	2,347	<b>13,463</b>
<b>Sussex</b>	510	672	796	754	986	929	1,451	<b>6,098</b>
<b>Union</b>	1,607	1,689	1,837	2,100	2,138	1,836	1,613	<b>12,820</b>
<b>Warren</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Total</b>	<b>45,706</b>	<b>42,840</b>	<b>43,331</b>	<b>42,884</b>	<b>46,531</b>	<b>45,693</b>	<b>49,281</b>	<b>316,266</b>

In the sample of additional departments, Essex and Somerset counties had the highest number of departments provide data. In 2013 and 2014, Somerset County police departments accounted for about 45% of all stops from the additional sample. Essex County was also a large proportion, 30%, of the total motor vehicle stops. In the additional data, Hunterdon County had the fewest number of stops in a given month. Warren County, one of the only counties not represented in the original sample, is represented in the additional sample with one department that made 300 stops in April 2013 and 342 stops in April 2014. Notably, the number of motor vehicle stops reported by Mercer County increased over 100% in 2014. Two of the departments reporting from Mercer County in 2014 are responsible for this increase, both increasing by 250 stops in 2014.

**Table Six B: Motor Vehicle Stops by County  
[Additional Departments]**

April 2008 – April 2014

	2013	2014	Total
<b>Atlantic</b>	--	--	<b>0</b>
<b>Bergen</b>	--	--	<b>0</b>
<b>Burlington</b>	--	--	<b>0</b>
<b>Camden</b>	262	732	<b>994</b>
<b>Cape May</b>	--	--	<b>0</b>
<b>Cumberland</b>	--	--	-
<b>Essex</b>	4,223	4,188	<b>8,411</b>
<b>Gloucester</b>	--	--	<b>0</b>
<b>Hudson</b>	--	--	-
<b>Hunterdon</b>	236	247	<b>483</b>
<b>Mercer</b>	433	879	<b>1,312</b>
<b>Middlesex</b>	266	258	<b>524</b>
<b>Monmouth</b>	--	--	-
<b>Morris</b>	527	489	<b>1,016</b>
<b>Ocean</b>	--	--	-
<b>Passaic</b>	--	--	-
<b>Salem</b>	--	--	-
<b>Somerset</b>	5,537	6,098	<b>11,635</b>
<b>Sussex</b>	331	606	<b>937</b>
<b>Union</b>	--	--	-
<b>Warren</b>	300	342	<b>642</b>
<b>Total</b>	<b>12,115</b>	<b>13,839</b>	<b>29,954</b>

### Consent Requests Granted

The number of consent requests conducted by local law enforcement was expected to increase in the wake of Peña-Flores in February 2009. This decision detailed the exigent circumstances when a vehicle search could be conducted without securing a search warrant under the automobile exception with probable cause. This decision made consent searches the predominant form of automobile searches and increased the use of probable cause based consent to search requests.

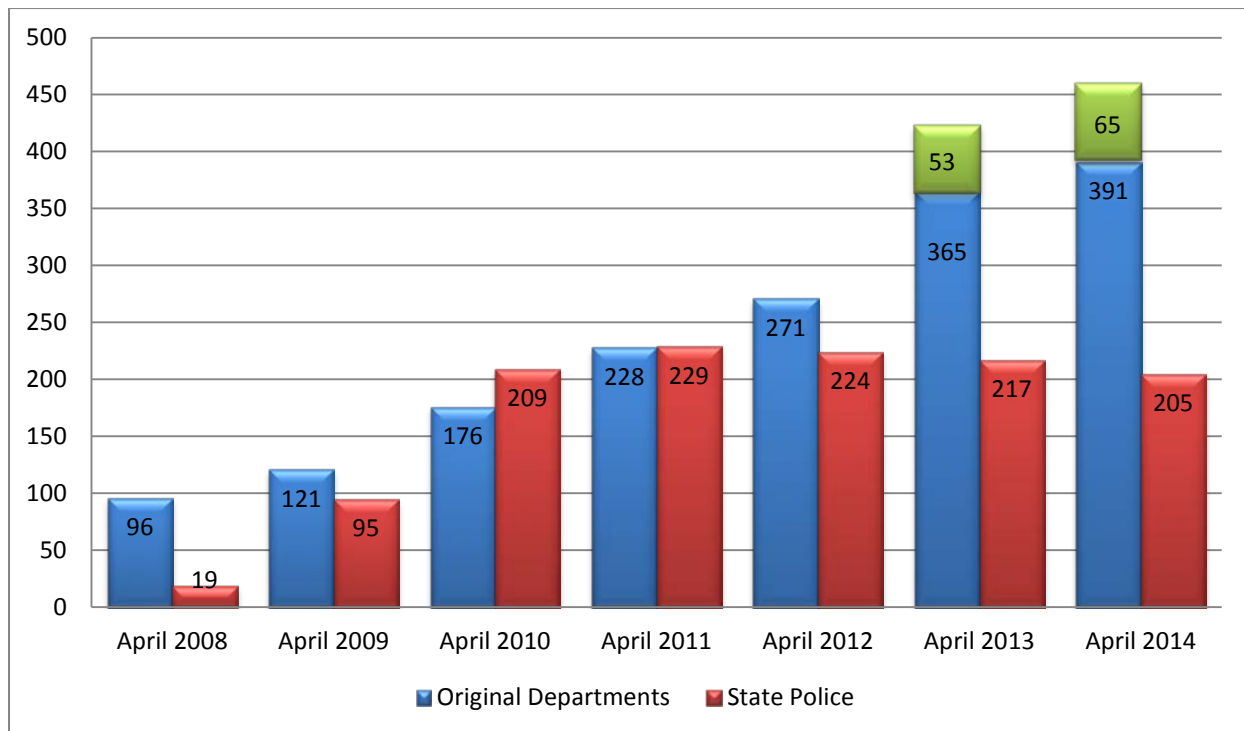
Consent requests were a relatively rare occurrence for the municipal police departments. Most departments only had a handful in the months selected for review. In April 2008, prior to the Peña-Flores decision, the number of consent to search requests was low. There were only 96 consent searches granted in the original 103 municipal police departments in the sample and only 19 for the State Police. April 2009 was only two months after Peña-Flores, but the effect on police activity was immediate, consent searches increased to 121 for the original municipal departments and 95 for the State Police. A dramatic increase in consent searches granted

appears in April 2010; the number of consent requests for the State Police more than doubled while the number for the original municipal departments had a 45% increase. This increase in consent requests in 2010 may be evidence of the time needed to implement the changes in law enforcement practice resulting from the decision. The decision likely required training for officers and changes to policies and procedures. Additionally, the effects of Peña-Flores likely developed sometime between April 2009 and 2010, a period for which data were not collected.

For the original departments in the sample, there was a steady increase from April 2008 to April 2014, where the original sample reported 391 granted consent searches. The additional departments reported 65 granted consent searches in April 2014. While the number of granted consent to search requests increased by almost 100 stops from April 2012 to April 2013, this increase cannot be attributed to a true increase in activity. Instead, this increase is more likely, at least in part, affected by reporting rather than the true number of events. As a result of the 2012 data request, many departments improved their records of motor vehicle stops, to facilitate such data requests. Thus, while overall, there is a steady, but small, increase in the number of granted consent searches, the largest increase for 2013, is not likely a true reflection of activity.

**Figure Three: Consent Searches Granted**

April 2008 – April 2014



The State Police report similar patterns of consent requests. However, their number of consent searches peaked in April 2011. The number has declined, slightly, to 205 consent searches granted in April 2014, but is still much higher than the numbers before Peña-Flores.



Pursuant to conversations with local law enforcement officers in 2012, consent requests are not especially common. The numbers reinforce this. Given that there were 103 departments in the original sample, on average there were only 1.07 consent searches granted per department for April 2008, 1.30 for April 2009, 1.85 for April 2010, 2.37 for April 2011, 2.85 for April 2012, 3.61 for April 2013, and 3.83 for April 2014. The total number of granted consent searches represents less than 1% of the number of motor vehicle stops reported. For the additional departments, there were 1.56 consent searches granted per department for April 2013 and 1.91 for April 2014, even fewer than the original sample. In April 2014, the highest number reported for granted consent requests was 31. The majority of departments reported five or fewer granted consent requests for April 2014. In fact, 50 departments reported zero granted consent requests for April 2014. Thus, the 456 consent searches reported for the original sample and additional sample are really conducted by 89 departments; an average of 5.12 consent requests per department. Consent requests then, do not occur with great frequency for any municipal departments or the State Police in a given month.

As was the case for motor vehicle stops, the majority of granted consent requests occurred in jurisdictions described as suburban. Both rural and urban departments generally had gradual increases of granted consent requests from April 2008 to April 2013. However, for April 2014, the number of granted consent requests increased 80% in rural departments and increased about 24% for urban departments. Suburban departments increased from 2008 to 2013, jumping nearly 100 stops from 2012 to 2013. However, the number of granted consent requests declined by 10% in April 2014. Granted consent requests also increased for the State Police from 2008 to 2013, and declined slightly in April 2014. In general, in the sampled departments, the number of granted consent searches increased, as predicted in the wake of Peña-Flores. However, the increase appears delayed in municipal departments compared to State Police, which experienced a dramatic increase in 2010, the year immediately after Peña-Flores.

**Table Seven A: Granted Consent Requests by Municipal Classification**  
**[Original Departments]**  
 April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>All Departments</b>	96	121	176	228	271	365	391	<b>1,648</b>
<b>Rural</b>	29	41	36	53	45	46	83	<b>333</b>
<b>Suburban</b>	49	55	76	111	164	260	234	<b>949</b>
<b>Urban</b>	17	24	56	58	58	58	72	<b>343</b>
<b>State Police</b>	<b>19</b>	<b>95</b>	<b>209</b>	<b>229</b>	<b>224</b>	<b>217</b>	<b>205</b>	<b>1,198</b>

Consistent with the original sample, in April 2014, the majority of granted consent requests in the additional sample were from suburban departments. Suburban departments comprised 69% of granted consent requests. Departments in urban areas also contributed to the total number of granted consent requests, but there was only one granted consent request from a rural department.

**Table Seven B: Granted Consent Requests by Municipal Classification  
[Additional Departments]**

April 2008 – April 2014

	2013	2014	Total
<b>All Departments</b>	53	65	<b>118</b>
<b>Rural</b>	0	1	<b>1</b>
<b>Suburban</b>	34	45	<b>79</b>
<b>Urban</b>	19	19	<b>38</b>

At the county level, Middlesex County had the highest number of granted consent requests. Given that Middlesex also had the highest number of motor vehicle stops, the highest number of granted consent requests is expected. Also expected are the high numbers of granted consent requests from both Monmouth and Morris counties, for similar reasons. Both counties had about 15 departments contributing data and had some of the highest numbers of motor vehicle stops. However, Cumberland County, which had data from only one police department, had the fourth highest number of granted consent requests. The department providing data for this county is an “urban center” according to the UCR and is actually one of the Urban 15 communities in the state. The high number of granted consent searches is unexpected then, given the differences in policing in urban areas. However, upon inspection of the community served by the department, the area is not “urban” as one might classify Camden or Jersey City as urban. The area is primarily residential and has a few roads that could be classified as local highways. The police force in this area is the 4<sup>th</sup> largest in the sample with 168 total law enforcement employees. The area is situated between Philadelphia and several shore towns and may be a drive-through town for non-traditional routes to the shore. This would explain the high number of motor vehicle stops and granted consent to search requests.

Similar to Cumberland, Mercer and Ocean counties had unexpectedly high numbers of granted consent requests compared to the number of departments they represented. Mercer had four departments provide data, but had 83 granted consent requests. On average, there were about 20.75 granted consent searches per department. Ocean County, representing three departments, averaged about 21 granted consent searches per department. However, when compared to other counties with a similar number of departments, such as Sussex and Salem, averages are much lower, around five granted consent searches per department. Ocean County’s high number of consent requests (and motor vehicle stops) may be the result of proximity to the shore. April is not generally considered “peak season” for shore towns, but the towns may experience a surge in motorists on particularly nice days. The departments represented in Mercer County were classified as “rural” areas, but after researching the areas these departments were located in, there were several local highways where numerous motor vehicle stops and consent searches could have been conducted.

Hudson County had one of the lowest numbers of granted consent searches, but represented six departments in the sample. This may reflect the urbanicity of Hudson County; five of the six departments are classified as “urban center” by the UCR. These departments may engage in a smaller number of motor vehicle stops, and thus, even fewer that involve consent to search requests. However, this number may seem low when considering the number of highly trafficked roadways in Hudson County that connect New Jersey and New York.

**Table Eight A: Granted Consent Requests by County**  
**[Original Departments]**  
 April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>Atlantic</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Bergen</b>	0	0	5	3	2	16	17	<b>43</b>
<b>Burlington</b>	5	11	8	10	19	33	39	<b>125</b>
<b>Camden</b>	17	15	9	16	21	30	42	<b>150</b>
<b>Cape May</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Cumberland</b>	15	9	38	38	33	6	12	<b>151</b>
<b>Essex</b>	1	3	2	0	5	7	5	<b>23</b>
<b>Gloucester</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Hudson</b>	0	0	0	2	0	1	0	<b>3</b>
<b>Hunterdon</b>	10	7	21	20	16	9	11	<b>94</b>
<b>Mercer</b>	13	9	7	22	17	15	24	<b>107</b>
<b>Middlesex</b>	2	14	25	38	61	89	84	<b>313</b>
<b>Monmouth</b>	13	8	15	25	38	67	58	<b>224</b>
<b>Morris</b>	9	19	25	26	32	43	47	<b>201</b>
<b>Ocean</b>	1	17	9	7	10	20	24	<b>88</b>
<b>Passaic</b>	0	0	0	0	0	0	0	<b>0</b>
<b>Salem</b>	1	1	0	2	7	17	19	<b>47</b>
<b>Somerset</b>	7	4	8	11	5	3	4	<b>42</b>
<b>Sussex</b>	0	0	2	2	2	3	1	<b>10</b>
<b>Union</b>	2	4	2	6	3	6	4	<b>27</b>
<b>Warren</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Total</b>	<b>96</b>	<b>121</b>	<b>176</b>	<b>228</b>	<b>271</b>	<b>361</b>	<b>391</b>	<b>1,644</b>

Since Essex and Somerset counties had the highest number of motor vehicle stops in the additional sample, not surprisingly, both have a high number of granted consent requests. On average, Essex County had an average of 1.8 granted consent search requests per department, while Somerset had 2.5 per department. However, Mercer county, which provided an additional three departments, averaged 3.33 granted consent requests per department.

**Table Eight B: Granted Consent Requests by County  
[Additional Departments]**  
April 2008 – April 2014

	2013	2014	Total
<b>Atlantic</b>	--	--	<b>0</b>
<b>Bergen</b>	--	--	<b>0</b>
<b>Burlington</b>	--	--	<b>0</b>
<b>Camden</b>	0	2	<b>2</b>
<b>Cape May</b>	--	--	<b>0</b>
<b>Cumberland</b>	--	--	<b>0</b>
<b>Essex</b>	12	18	<b>30</b>
<b>Gloucester</b>	--	--	<b>0</b>
<b>Hudson</b>	--	--	<b>0</b>
<b>Hunterdon</b>	1	0	<b>1</b>
<b>Mercer</b>	5	10	<b>15</b>
<b>Middlesex</b>	2	2	<b>4</b>
<b>Monmouth</b>	--	--	<b>0</b>
<b>Morris</b>	2	1	<b>3</b>
<b>Ocean</b>	--	--	<b>0</b>
<b>Passaic</b>	--	--	<b>0</b>
<b>Salem</b>	--	--	<b>0</b>
<b>Somerset</b>	25	30	<b>55</b>
<b>Sussex</b>	0	1	<b>1</b>
<b>Union</b>	--	--	<b>0</b>
<b>Warren</b>	6	1	<b>7</b>
<b>Total</b>	<b>53</b>	<b>65</b>	<b>118</b>

### Consent Requests Denied

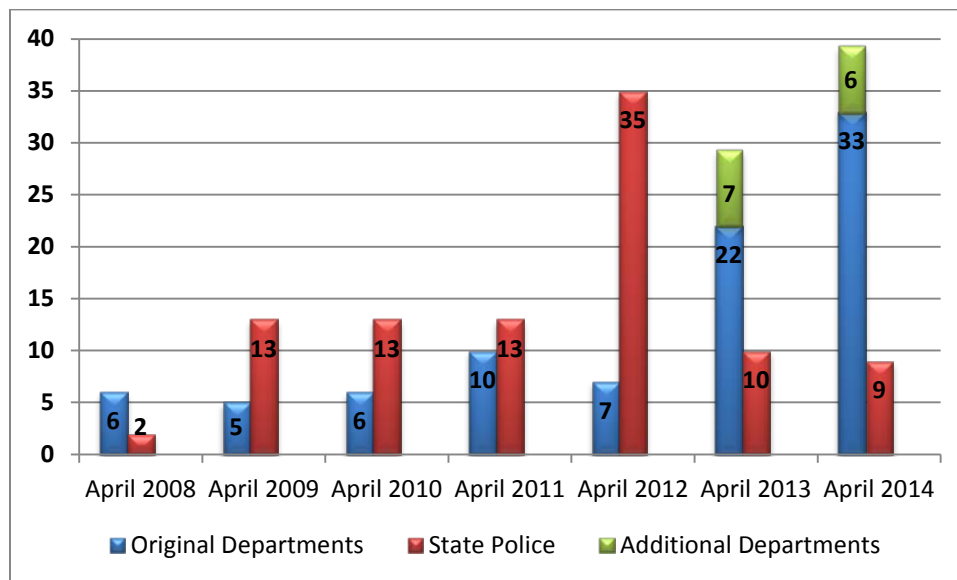
While granted consent searches were fairly uncommon according to the data, denied consent searches were even more uncommon. Many departments indicated that they did not regularly keep track of denied consent requests; consent to search forms were only filed for granted consent requests. Additionally, many departments indicated that in the face of a denied consent, it was rare to apply for a search warrant, which could indicate de-policing. Rather than spend the several hours to apply for a search warrant and tow a vehicle, officers may have been willing to allow motorists to leave without further investigation.

Figure Four depicts denied consent requests from April 2008 to April 2013. Generally, the number of denied consent requests for both State Police and municipal departments remained constant from 2008 to 2011, with the State Police usually reporting higher numbers than municipal departments. In April 2012, State Police experienced a dramatic increase in denied consent requests, but decreased to average numbers in April 2013. The public's opinion of law enforcement officers can impact the outcomes of motor vehicle stops. If there is a generally

negative perception of State Police especially, citizens might be more inclined to be uncooperative. This is a possible explanation in the 40 denied consent searches in April 2012. In April 2013, the sample of original departments had a large increase in the number of denied consent requests. This increase, as with the number of granted consent requests, is likely due to improvements in record keeping, but the exact cause is unclear. In April 2014, the high number of denied consent requests continued for the original departments, there were 33 denied consent request reported. In the sample of additional departments, there were six denied consent requests in April 2014.

**Figure Four: Consent Searches Denied**

April 2008 – April 2014



Given that most municipal departments indicated that they had no way of tracking consent requests which were denied, these numbers are unlikely to be an accurate representation of the number of denied consent to search requests. In most instances, when a driver denies a consent to search request, the officer does not fill out a consent form. Additionally, municipal departments may not have the same policies and procedures as the State Police, which require supervisory approval for a consent request and require this request to be radioed through communication, making it easier to record these activities.

There were more consent requests granted in suburban areas than in rural and urban areas. The same pattern was observed for denied consent requests in the original sample. Rural areas had the next largest number of denied consent searches. The number of denied consent requests increased for all municipal classifications in 2014. The largest increase was noted for urban departments, which increased from three to 10 denied consent to search requests. Again, these numbers are not necessarily indicative of the actual volume of consent searches that were denied, but may reflect the reporting and recording of denied consent searches.

**Table Nine A: Denied Consent Requests by Municipal Classification**

**[Original Departments]**

April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>All</b>	6	5	6	10	7	22	33	<b>89</b>
<b>Departments</b>								
<b>Rural</b>	2	1	0	2	3	4	6	<b>18</b>
<b>Suburban</b>	4	4	4	8	4	14	16	<b>54</b>
<b>Urban</b>	0	0	0	0	0	3	10	<b>13</b>
<b>State Police</b>	2	13	13	13	35	10	9	<b>95</b>

In the additional sample of departments, there were six denied consent requests in April 2014, all of which occurred in departments in suburban areas. Urban and rural departments did not report any denied consent to search requests in April 2014.

**Table Nine B: Denied Consent Requests by Municipal Classification**  
**[Additional Departments]**

April 2008 – April 2014

	2013	2014	Total
<b>All Departments</b>	7	6	<b>13</b>
<b>Rural</b>	1	0	<b>1</b>
<b>Suburban</b>	4	6	<b>10</b>
<b>Urban</b>	2	0	<b>2</b>

On average, there was less than one denied consent request per county for the entire time period under study. In previous years, the county distribution of denied consent requests resembled the distribution of granted consent requests. However, in the current year, differences emerge. Cumberland county reported the highest number of denied consent requests, 10. This number was reported by one department. In other counties, such as Morris or Middlesex, the number of denied consent requests is a product of several police departments, averaging .4 and .2 denied consent requests per department, respectively. There are three counties that reported zero denied consent to search requests for every month in the sample. The very low numbers of denied consent requests may reflect inaccurate records or that the officers failed to report and record the number of denied consent requests. However, it is important to note that data were requested for one month for each year. It is possible that the low numbers are, at least, partially influenced by data selection. Overall though, there does appear to be a slight increase in the number of denied consent requests, with a peak in 2013. This could be an indication that departments are beginning to keep better records of denied consent requests.

**Table Ten A: Denied Consent Requests by County**  
**[Original Departments]**  
 April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>Atlantic</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Bergen</b>	0	0	1	0	1	2	1	<b>5</b>
<b>Burlington</b>	0	0	0	1	0	0	0	<b>1</b>
<b>Camden</b>	0	0	2	0	0	0	2	<b>4</b>
<b>Cape May</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Cumberland</b>	0	0	0	0	0	0	10	<b>10</b>
<b>Essex</b>	0	0	1	0	0	0	0	<b>1</b>
<b>Gloucester</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Hudson</b>	0	0	0	0	0	0	0	<b>0</b>
<b>Hunterdon</b>	0	0	0	0	0	2	1	<b>3</b>
<b>Mercer</b>	0	0	0	0	0	1	5	<b>6</b>
<b>Middlesex</b>	2	0	0	1	1	7	3	<b>14</b>
<b>Monmouth</b>	0	0	1	4	2	5	3	<b>15</b>
<b>Morris</b>	3	3	1	3	3	3	7	<b>23</b>
<b>Ocean</b>	0	1	0	0	0	0	0	<b>1</b>
<b>Passaic</b>	0	0	0	0	0	0	0	<b>0</b>
<b>Salem</b>	0	0	0	0	0	0	1	<b>1</b>
<b>Somerset</b>	1	1	0	0	0	1	0	<b>3</b>
<b>Sussex</b>	0	0	0	0	0	0	0	<b>0</b>
<b>Union</b>	0	0	0	1	0	1	0	<b>2</b>
<b>Warren</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Total</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>10</b>	<b>7</b>	<b>22</b>	<b>33</b>	<b>89</b>

Similarly, the average number of denied consent requests by county is below one for the additional sample. Predictably, because of the high number of motor vehicle stops from Essex and Somerset, these two counties had the most denied consent requests in the sample. Worth noting is that Sussex does report one denied consent search in the additional sample, when in the original sample, it had none for all months reported.

**Table Ten B: Denied Consent Requests by County  
[Additional Departments]**  
April 2008 – April 2014

	2013	2014	Total
<b>Atlantic</b>	--	--	<b>0</b>
<b>Bergen</b>	--	--	<b>0</b>
<b>Burlington</b>	--	--	<b>0</b>
<b>Camden</b>	0	0	<b>0</b>
<b>Cape May</b>	--	--	<b>0</b>
<b>Cumberland</b>	--	--	<b>0</b>
<b>Essex</b>	3	2	<b>5</b>
<b>Gloucester</b>	--	--	<b>0</b>
<b>Hudson</b>	--	--	<b>0</b>
<b>Hunterdon</b>	1	0	<b>1</b>
<b>Mercer</b>	0	0	<b>0</b>
<b>Middlesex</b>	0	0	<b>0</b>
<b>Monmouth</b>	--	--	<b>0</b>
<b>Morris</b>	0	2	<b>2</b>
<b>Ocean</b>	--	--	<b>0</b>
<b>Passaic</b>	--	--	<b>0</b>
<b>Salem</b>	--	--	<b>0</b>
<b>Somerset</b>	2	2	<b>4</b>
<b>Sussex</b>	1	0	<b>1</b>
<b>Union</b>	--	--	<b>0</b>
<b>Warren</b>	0	0	<b>0</b>
<b>Total</b>	<b>7</b>	<b>6</b>	<b>13</b>

### Vehicles Towed

In the event that a consent request is denied, a law enforcement officer may request a search warrant and tow the vehicle back to the station. Even if stations did not keep track of all consent requests that were denied, a record of all vehicles towed in connection with a motor vehicle stop might more fully illustrate denied consent searches. Departments were asked to provide the number of vehicles towed in connection with a motor vehicle stop.

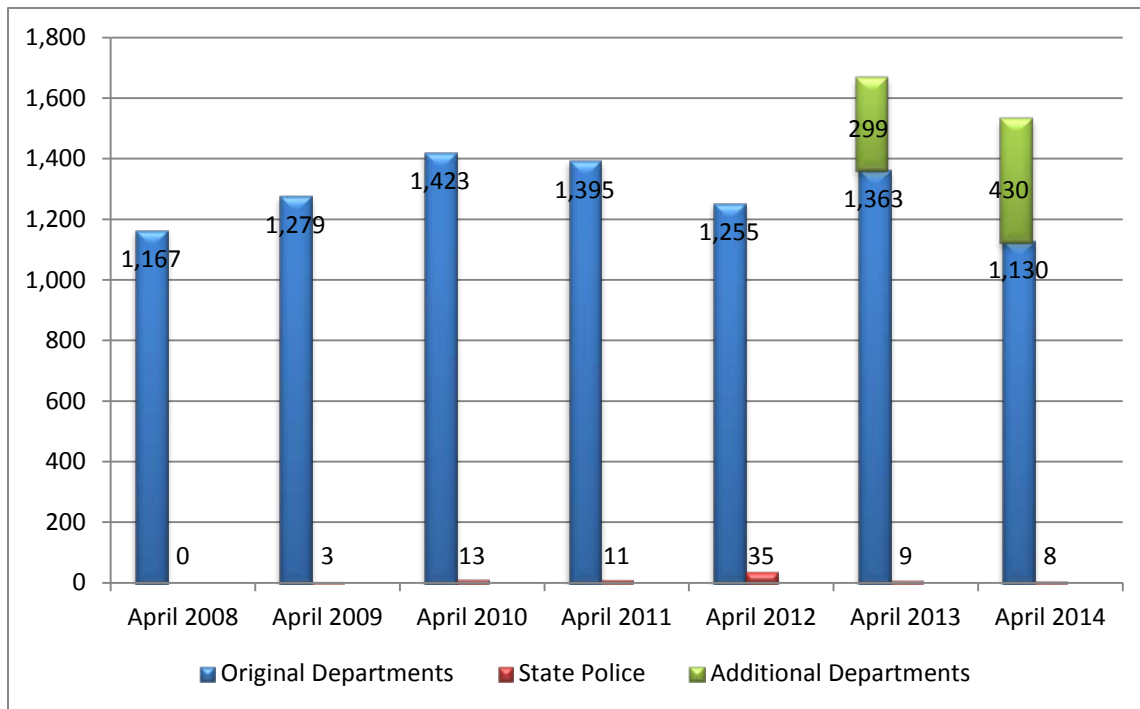
There was great disparity in the reported number of vehicles towed. Some departments indicated that they had no vehicles towed while others indicated that they had hundreds of vehicles towed. This discrepancy is the result of the vehicles towed as the result of DWI's and accidents. Some departments were able to separate the number of vehicles towed based on the reason for the tow: DWI, accident, arrest, etc. These departments likely had fewer tows reported, as they separated out DWI tows and only reported those that were likely to involve a consent to search request (as requested and the focus of the survey). As such, the reported



numbers of vehicles towed is a gross overestimation of the number of vehicles that may have been towed following a denied consent to search request.

**Figure Five: Vehicles Towed**

April 2008 – April 2014



The numbers presented for vehicles towed did increase in 2010, 2011 and 2013, but overall have been relatively consistent. These numbers were collected in an attempt to capture instances where a consent request was denied and a vehicle was towed back to the station to await a search warrant. Unfortunately, many departments were not able to separate the reasons for a vehicle tow. For those departments that were able to separate this information, the majority of vehicle tows relating to a motor vehicle stop were due to suspected DWI. Thus, the numbers presented here cannot be taken as an indication of the number of vehicles towed as the result of a denied consent search.

Generally, the protocol for keeping track of vehicle tows was more rudimentary than the systems for managing motor vehicle stops. Most departments had a "tow log" to keep track of vehicles towed. In some instances this was actually a book or Excel file that listed each tow that occurred. In other departments this amounted to a folder filled with "tow sheets" that detailed each tow.

Other departments did have the ability to query databases for tows that occurred during the time period requested and to filter out those that were unlikely to stem from a denial of consent (*i.e.*, filtering out DWIs, stolen vehicles). For these departments, the number of vehicles towed was much lower (*i.e.*, less than 10 in most cases and less than 5 in many). Based on the reported numbers of motor vehicles stopped and the number of vehicles towed, it is estimated

that roughly half of the municipal departments were able to separate the reasons for vehicle tows, giving a slightly more accurate picture of tows that might have resulted from a denied consent.

In contrast to the municipal departments, the number of vehicles towed for the State Police represent all vehicle tows following a denied consent to search request. Given that only a little more than half of all denied consent to search requests resulted in a tow, it is expected that the number of tows for municipal departments should be low, reinforcing the understanding that the numbers reported are misestimates.

**Table Eleven A: Vehicles Towed by Municipal Classification  
[Original Departments]**  
April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>All Departments</b>	1,167	1,279	1,423	1,395	1,255	1,363	1,130	<b>9,012</b>
<b>Rural</b>	158	141	123	178	136	130	140	<b>1,006</b>
<b>Suburban</b>	298	338	451	420	438	607	495	<b>3,047</b>
<b>Urban</b>	681	752	792	746	630	582	438	<b>4,621</b>
<b>State Police</b>	0	3	13	11	35	9	8	<b>79</b>

As expected, there were more vehicles towed in urban areas where there are more cars that could be towed for a variety of reasons (i.e., road construction, illegal parking, etc.). However, April 2013 and 2014 are the only month recorded that had more towed vehicles in suburban areas than urban. Compared to the State Police, municipal departments towed a much higher number of motor vehicles. Again, the numbers of vehicles towed by non-State Police departments reflect all vehicles towed, not just those where a consent to search request was involved.

**Table Eleven B: Vehicles Towed by Municipal Classification  
[Additional Departments]**  
April 2008 – April 2014

	2013	2014	Total
<b>All Departments</b>	299	430	<b>729</b>
<b>Rural</b>	4	19	<b>23</b>
<b>Suburban</b>	134	216	<b>350</b>
<b>Urban</b>	131	136	<b>267</b>

In the additional sample, the number of vehicles towed was evenly distributed between suburban and urban areas; suburban having a slightly higher number. Rural departments had a small contribution in April 2013 and 2014 compared to suburban and urban departments.

Overall, the additional departments reported 729 towed vehicles in April 2014. As stated before, these numbers are not a good indication of the number of towed vehicles as a result of denied consent requests.

County-wise, Middlesex, Hudson, and Cumberland counties reported the highest total number of vehicles towed. Middlesex's total of 2,117 likely results from the 15 departments that reported tows in the county while Hudson County's total of 1,477 more likely results from the urban communities served by the departments that responded. Cumberland's one department reported a total of 1,060, also likely due to the fact that it represents an urban area.

**Table Twelve A: Vehicles Towed by County**  
**[Original Departments]**  
 April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>Atlantic</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Bergen</b>	9	21	15	9	30	20	12	<b>116</b>
<b>Burlington</b>	52	44	55	59	47	96	41	<b>394</b>
<b>Camden</b>	107	153	130	171	163	154	161	<b>1,039</b>
<b>Cape May</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Cumberland</b>	183	215	195	153	169	125	20	<b>1,060</b>
<b>Essex</b>	17	22	25	22	17	13	16	<b>132</b>
<b>Gloucester</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Hudson</b>	187	178	313	210	193	211	185	<b>1,477</b>
<b>Hunterdon</b>	32	18	17	19	28	2	11	<b>127</b>
<b>Mercer</b>	32	44	41	68	42	43	61	<b>331</b>
<b>Middlesex</b>	247	278	263	346	292	376	315	<b>2,117</b>
<b>Monmouth</b>	65	56	79	85	73	96	118	<b>572</b>
<b>Morris</b>	88	88	98	69	73	79	74	<b>569</b>
<b>Ocean</b>	44	59	81	67	44	54	26	<b>375</b>
<b>Passaic</b>	1	6	3	3	0	3	10	<b>26</b>
<b>Salem</b>	12	10	7	9	7	7	12	<b>64</b>
<b>Somerset</b>	3	21	3	11	8	12	21	<b>79</b>
<b>Sussex</b>	9	16	9	14	8	9	14	<b>79</b>
<b>Union</b>	79	50	89	80	61	63	33	<b>455</b>
<b>Warren</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Total</b>	<b>1,167</b>	<b>1,279</b>	<b>1,423</b>	<b>1,395</b>	<b>1,255</b>	<b>1,362</b>	<b>1,130</b>	<b>9,011</b>

The counties in the additional sample with the highest number of towed vehicles are Essex and Somerset. As with several other indicators, such as motor vehicle stops, these two counties represent the majority of the additional departments. However, several other counties do report vehicles towed. Morris County, which is represented by data from two departments, reported slightly more than 50 towed vehicles. However, as noted elsewhere, these numbers are likely

inflated and not true representations of the number of vehicles towed following a denied consent request.

**Table Twelve B: Vehicles Towed by County  
[Additional Departments]**

April 2008 – April 2014

	2013	2014	Total
<b>Atlantic</b>	--	--	<b>0</b>
<b>Bergen</b>	--	--	<b>0</b>
<b>Burlington</b>	--	--	<b>0</b>
<b>Camden</b>	7	12	<b>19</b>
<b>Cape May</b>	--	--	<b>0</b>
<b>Cumberland</b>	--	--	<b>0</b>
<b>Essex</b>	128	177	<b>305</b>
<b>Gloucester</b>	--	--	<b>0</b>
<b>Hudson</b>	--	--	<b>0</b>
<b>Hunterdon</b>	12	4	<b>16</b>
<b>Mercer</b>	18	29	<b>47</b>
<b>Middlesex</b>	13	8	<b>21</b>
<b>Monmouth</b>	--	--	<b>0</b>
<b>Morris</b>	36	17	<b>53</b>
<b>Ocean</b>	--	--	<b>0</b>
<b>Passaic</b>	--	--	<b>0</b>
<b>Salem</b>	--	--	<b>0</b>
<b>Somerset</b>	78	168	<b>246</b>
<b>Sussex</b>	4	15	<b>19</b>
<b>Union</b>	--	--	<b>0</b>
<b>Warren</b>	3	0	<b>3</b>
<b>Total</b>	<b>299</b>	<b>430</b>	<b>729</b>

### **Search Warrant Requests**

Information on the number of search warrants requested during a motor vehicle stop was difficult to obtain. First, the event is relatively rare. Even for the State Police, which conducts thousands of motor vehicle stops a month, there are only a few applications for a search warrant during a motor vehicle stop. Additionally, many departments indicated that they did not keep records of search warrants. Rather, these records were maintained at the local courthouse. The only way for these departments to know if a search warrant was applied for would be to read the narratives of each motor vehicle stop.

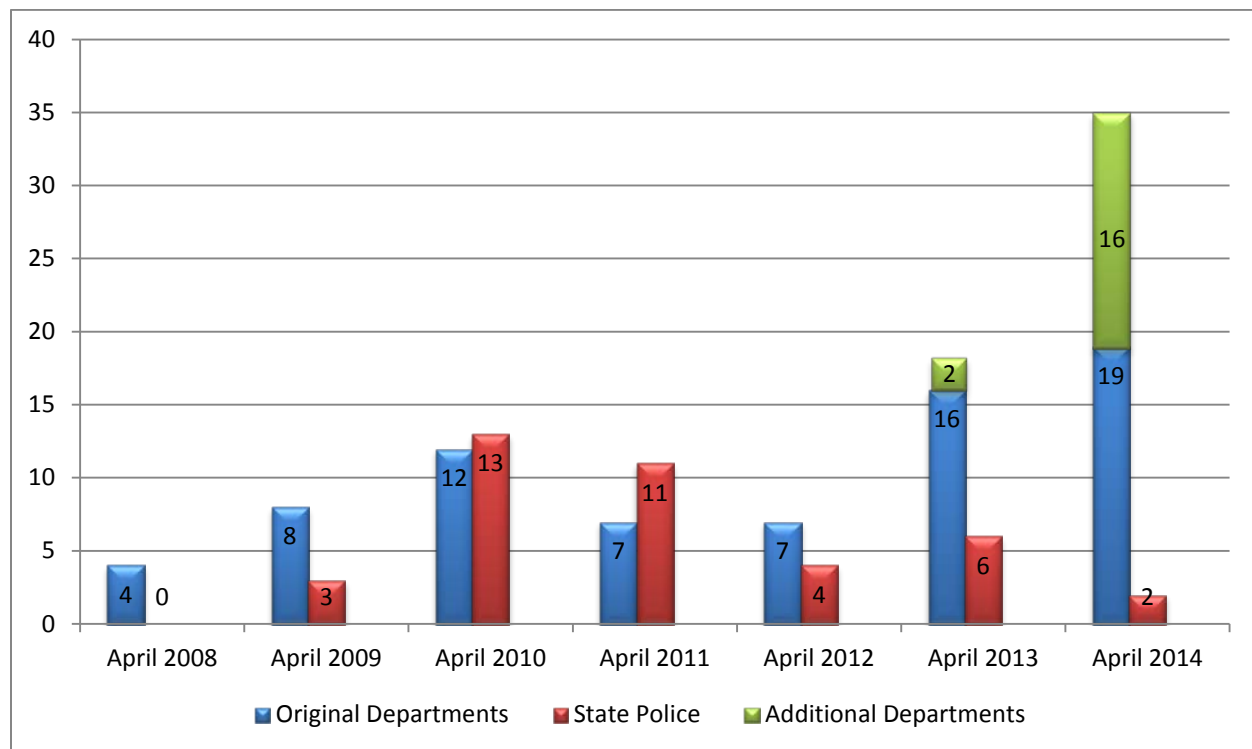
For the original departments, the total number of search warrant requests was less than 15 in each month, except in April 2013 and 2014. Despite the low volume, there was an increase in the number of search warrant requests for both the State Police and municipal departments in

April 2010, a year after the Peña-Flores decision. However, the number of search warrant requests decreased for both State Police and municipal departments after April 2010 until April 2013, when the original departments experienced high numbers of search warrant requests. This number could possibly stem from more accurate record keeping. However, compared to the thousands of motor vehicles stops during the month, the number of search warrant requests remains an extremely small number. Also, the decrease after April 2010 never dropped to pre-Peña-Flores levels. Generally, these numbers suggest an initial boom in search warrants as a result of the decision. The decrease following April 2010 could result from familiarity with the process of applying for a search warrant. It is possible that officers/troopers understood the time and resources necessary to obtain a search warrant and chose not to follow through with the procedure. This could also be evidence of a lack of probable cause. The type of consent to search request for each department (*i.e.*, probable cause or reasonable articulable suspicion) is not known. If all consent to search requests were based on RAS rather than PC, it is unlikely that there would be any search warrant applications. Additionally, this could be evidence of a lack of familiarity with probable cause consent to search requests and the guidelines regarding their use.

In April 2014, the State Police reported two search warrant requests during motor vehicle stops.<sup>14</sup> Neither of these requests were made telephonically.

**Figure Six: Search Warrant Requests**

April 2008 – April 2014



<sup>14</sup> The Second Report on the Effects of Pena-Flores reported 32 search warrant requests for April 2013 and 19 for April 2012. These numbers were corrected in the current report.

Consistent with the patterns of consent to search requests for the original sample, search warrant requests were relatively rare in urban areas and much more common in suburban and just slightly more in rural areas. Suburban areas had the highest number of search warrant requests, 21, more than the number of denied consent requests reported. The six search warrant requests in rural areas are similar to the number of denied consent searches in rural areas, also six. Urban departments reported 10 denied consent requests and only one search warrant request in 2014. Logically then, the data do not indicate the number of search warrant requests that are made following a denied consent to search request, as expected. Instead, the two measures, denied consent requests and search warrant requests, should be understood as separate measurements of department activity.

State Police data indicates that there were only two search warrant requests following denied consent to search requests in April 2014. From State Police data, we know that not all denied consent to search requests generate a search warrant. While there were nine denied consents in April 2014 for the State Police and only two search warrant requests, not all denied consents result in a search warrant request, and not all search warrant requests stem from denied consents only.

**Table Thirteen A: Search Warrant Requests by Municipal Classification  
[Original Departments]**  
April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>All Departments</b>	4	8	12	7	7	16	19	<b>73</b>
<b>Rural</b>	1	4	3	4	1	2	6	<b>21</b>
<b>Suburban</b>	3	2	6	3	6	9	21	<b>41</b>
<b>Urban</b>	0	2	3	0	0	5	1	<b>11</b>
<b>State Police</b>	0	3	13	11	4	6	2	<b>39</b>

Search warrant requests were also rare in the additional sample. A total of 16 were reported for the 34 departments in April 2014. Seven requests were reported by urban departments and six requests by suburban departments. The higher number reported for April 2014 may merely reflect an increase in reporting of search warrant requests rather than an increase in actual activity.

**Table Thirteen B: Search Warrant Requests by Municipal Classification  
[Additional Departments]**

April 2008 – April 2014

	2013	2014	Total
<b>All Departments</b>	2	16	<b>18</b>
<b>Rural</b>	0	1	<b>1</b>
<b>Suburban</b>	1	6	<b>7</b>
<b>Urban</b>	0	7	<b>7</b>

In September 2011, Burlington County instituted a pilot telephonic warrant system. The pilot program lasted through March 2012. Both State Police and municipal police departments used the program; however, the State Police only requested seven warrants while municipal departments requested 34.<sup>15</sup> In the event that a motorist denied consent to search and a search warrant was applied for, the process was conducted over the phone. A judge was contacted via telephone and notified of the evidence to support the warrant request. Judges either granted or denied the warrant based on these circumstances. Though the pilot program officially ended in March 2012, telephonic warrants were still being processed in April 2013.

Speaking to a department in Burlington County, which had the benefit of a telephonic warrant system, there were not many requests for these search warrants. The department indicated that the system had improved during the pilot program and noted that the most recent application for a telephonic warrant resulted in a stop length of less than an hour (June 2012). However, concern was expressed regarding judicial preference of the handling of paperwork. Typically, officers work a 12 hour shift and then are off duty. For those officers who work overnight and apply for a warrant, they would need to be paid overtime in order to turn in the appropriate paperwork in person when the judge reported to work in the morning. It was suggested that judges allow other officers to turn in the paperwork to alleviate the financial burden caused by the need for overtime. The department indicated that they could understand why other departments in counties without such a system would be unwilling to apply for a search warrant considering the amount of time such a request takes, even with the telephonic warrant system.

As noted above, the number of search warrant requests made was relatively low. Disaggregating this data by county reveals that Monmouth, Middlesex, and Morris counties had the highest numbers of search warrant requests. Expectedly, Monmouth County's 13 search warrant requests came from data for 15 departments. In contrast, Hunterdon County had the fourth greatest number, reporting a total of eight search warrant requests, with only four departments providing data. While Burlington County was the only county with the telephonic warrant system, there were only six search warrant requests reported for any of the departments in the county, most of which were made in April 2014. There were a total of seven Burlington County municipal police departments in the sample. In this county, the effect of Peña-Flores is unlikely to be seen until late 2011, since these departments had to wait for the development of the pilot program, which officially ended in March 2012.

<sup>15</sup> Superior Court of New Jersey Burlington Vicinage, *Telephonic Search Warrants (Peña-Flores) Pilot Program*, (2012).

**Table Fourteen A: Search Warrant Requests by County**  
**[Original Departments]**  
 April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>Atlantic</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Bergen</b>	0	0	1	0	0	2	1	<b>4</b>
<b>Burlington</b>	0	0	0	0	0	2	4	<b>6</b>
<b>Camden</b>	0	0	2	0	2	0	0	<b>4</b>
<b>Cape May</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Cumberland</b>	0	0	0	0	0	0	0	<b>0</b>
<b>Essex</b>	0	0	0	0	0	0	0	<b>0</b>
<b>Gloucester</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Hudson</b>	0	0	1	0	0	1	0	<b>2</b>
<b>Hunterdon</b>	1	0	1	3	1	0	1	<b>8</b>
<b>Mercer</b>	0	0	0	0	0	0	6	<b>6</b>
<b>Middlesex</b>	0	1	2	2	1	2	1	<b>9</b>
<b>Monmouth</b>	2	0	3	1	2	2	3	<b>13</b>
<b>Morris</b>	0	3	0	0	1	3	2	<b>9</b>
<b>Ocean</b>	0	2	0	0	0	0	0	<b>2</b>
<b>Passaic</b>	0	0	0	0	0	0	0	<b>0</b>
<b>Salem</b>	0	0	1	0	0	0	0	<b>1</b>
<b>Somerset</b>	1	1	0	0	0	1	0	<b>3</b>
<b>Sussex</b>	0	0	1	1	0	0	0	<b>2</b>
<b>Union</b>	0	1	0	0	0	2	1	<b>4</b>
<b>Warren</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Total</b>	<b>4</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>19</b>	<b>73</b>

In April 2014, there was a noticeable jump in the number of search warrant requests reported for the additional departments, from two in April 2013 to 16 in April 2014. Half of the search warrant requests were reported by Essex County, where 10 departments provided data. Additionally, the 12 departments in Somerset County reported five search warrant requests in 2014. Again, it is unknown whether this increase is the result of increases in activity or merely increased reporting.



**Table Fourteen B: Search Warrant Requests by County  
[Additional Departments]**

April 2008 – April 2014

	2013	2014	Total
<b>Atlantic</b>	--	--	<b>0</b>
<b>Bergen</b>	--	--	<b>0</b>
<b>Burlington</b>	--	--	<b>0</b>
<b>Camden</b>	0	0	<b>0</b>
<b>Cape May</b>	--	--	<b>0</b>
<b>Cumberland</b>	--	--	<b>0</b>
<b>Essex</b>	1	8	<b>9</b>
<b>Gloucester</b>	--	--	<b>0</b>
<b>Hudson</b>	--	--	<b>0</b>
<b>Hunterdon</b>	0	0	<b>0</b>
<b>Mercer</b>	0	1	<b>1</b>
<b>Middlesex</b>	0	0	<b>0</b>
<b>Monmouth</b>	--	--	<b>0</b>
<b>Morris</b>	0	0	<b>0</b>
<b>Ocean</b>	--	--	<b>0</b>
<b>Passaic</b>	--	--	<b>0</b>
<b>Salem</b>	--	--	<b>0</b>
<b>Somerset</b>	1	5	<b>6</b>
<b>Sussex</b>	0	1	<b>1</b>
<b>Union</b>	--	--	<b>0</b>
<b>Warren</b>	0	1	<b>1</b>
<b>Total</b>	<b>2</b>	<b>16</b>	<b>18</b>

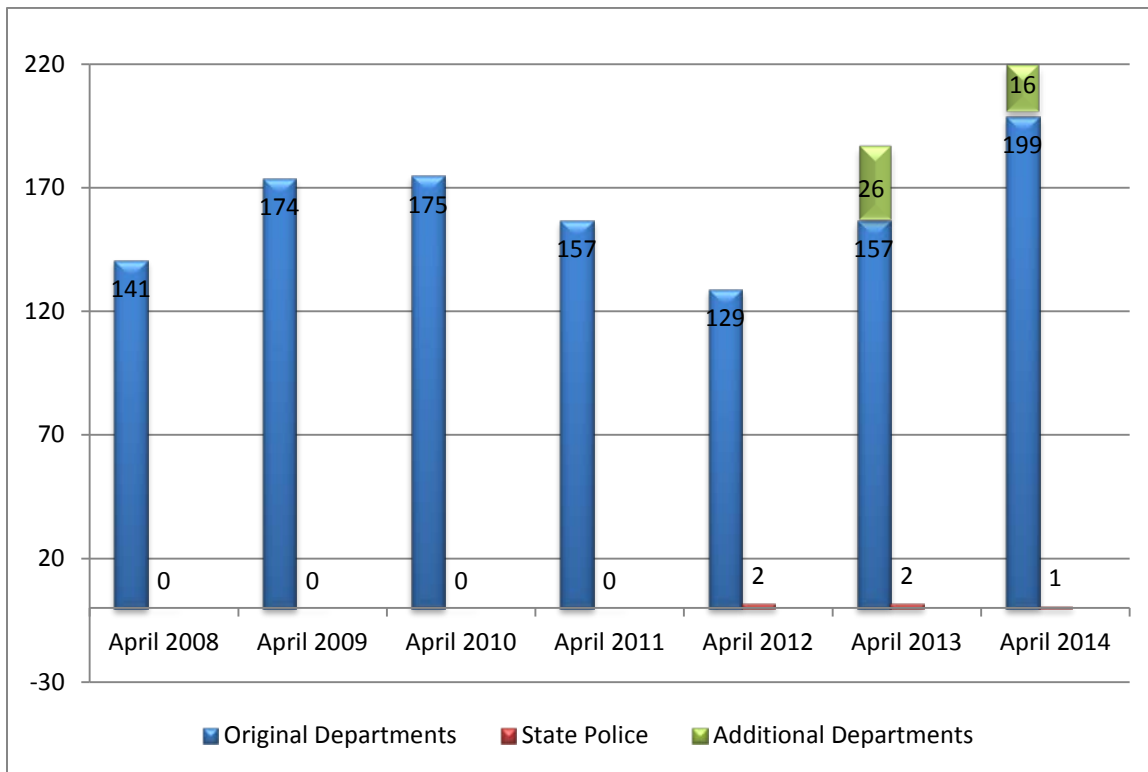
### Probable Cause Vehicle Searches

Probable cause vehicle searches, post-Peña-Flores, refer to probable cause seizures (plain view, open container, credential searches). These searches/seizures were not and are not routinely recorded in data management systems by either municipal police departments or the State Police. These searches are often recorded in the narratives of motor vehicle stops, which are not searchable without reading through all of the reports.

In general, most municipal departments did have a record of PC searches. Only about a third of all the departments indicated that they either had zero PC searches or did not provide the data to OLEPS. However, of those that did provide data, most departments indicated that only a few of these searches occurred. On average, there were two or fewer PC searches for each department. However, some departments did report over 15 PC Searches. It is likely that these are the departments that accurately reported these searches. These departments were also those which had more motor vehicle stops than the majority of other departments.

### Figure Seven: Probable Cause Vehicle Searches

April 2008 – April 2014



The total number of PC searches reported has decreased for the original sample, from April 2008 to April 2012. Since then, the number of probable cause vehicle searches has increased to a high of 199 for April 2014. While Peña-Flores did limit the automobile exception standards, the effects of this decision may not have been apparent in April 2009, less than two months after the decision. It is conceivable that it took a year to impact actual policy and procedures.

Prior to April 2012, the State Police was unable to separate out the number of PC searches from other motor vehicle stops. From 2012, however, with advances in recording systems, this information was able to be reported to OLEPS. From April 2012 to April 2013, there was a decrease in the number of PC searches conducted by the State Police. The number of PC searches is much greater than for the municipal departments, but the State Police also conducts a much higher number of motor vehicle stops in general than any municipal department. The additional sample of departments reported 16 PC searches in April 2014.

**Table Fifteen A: Probable Cause Vehicle Searches by Municipal Classification  
[Original Departments]**  
April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>All Departments</b>	141	174	175	157	129	157	199	<b>1,132</b>
<b>Rural</b>	23	29	38	24	21	11	6	<b>152</b>
<b>Suburban</b>	96	122	95	84	59	82	110	<b>648</b>
<b>Urban</b>	20	21	40	47	49	64	82	<b>323</b>
<b>State Police</b>	--	--	--	--	2	2	1	<b>5</b>

Consistent with motor vehicle stops in general, there are more PC searches in suburban departments than urban and rural departments. This pattern most likely results from differences in the volume of motor vehicle stops in these areas. Interestingly, urban departments did not follow the overall pattern of decreases in the number of PC searches after April 2010. Rather, urban departments show a steady increase in the number of PC searches from 2008 to 2014, while rural departments generally declined and suburban departments fluctuated, but increasing in the most recent years.

**Table Fifteen B: Probable Cause Vehicle Searches by Municipal Classification  
[Additional Departments]**  
April 2008 – April 2014

	2013	2014	Total
<b>All Departments</b>	26	16	<b>42</b>
<b>Rural</b>	0	0	<b>0</b>
<b>Suburban</b>	7	10	<b>17</b>
<b>Urban</b>	19	6	<b>25</b>

Probable cause vehicle searches conducted by departments in the additional sample were inconsistent with the original data; urban areas reported the most PC searches overall. The urban departments represented over 70% of PC searches in April 2013 but only 37% in April 2014.

Departments in most counties, for the original sample, reported the number of automobile exception searches, with the exception of Passaic County. Monmouth, Camden, Middlesex, and Morris counties reported the highest number of PC searches. The data for Camden County are based on 8 departments, only one of which consistently reported no data for probable cause vehicle searches. Camden County had the fifth highest number of motor vehicle stops, and so the high number of PC searches is not entirely unexpected. Again, the numbers reflected are likely an underestimate given the data recording limitations of most police departments.

**Table Sixteen A: Probable Cause Vehicle Searches by County**  
**[Original Departments]**  
 April 2008 – April 2014

	2008	2009	2010	2011	2012	2013	2014	Total
<b>Atlantic</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Bergen</b>	2	3	3	1	1	5	1	<b>16</b>
<b>Burlington</b>	11	22	12	11	4	18	16	<b>94</b>
<b>Camden</b>	14	29	12	23	42	40	34	<b>194</b>
<b>Cape May</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Cumberland</b>	0	0	0	0	0	9	7	<b>16</b>
<b>Essex</b>	5	5	6	4	5	1	2	<b>28</b>
<b>Gloucester</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Hudson</b>	1	1	0	4	1	0	2	<b>9</b>
<b>Hunterdon</b>	7	0	23	11	10	2	2	<b>55</b>
<b>Mercer</b>	2	7	8	4	3	2	4	<b>30</b>
<b>Middlesex</b>	20	18	27	21	11	26	35	<b>158</b>
<b>Monmouth</b>	44	39	44	24	18	8	63	<b>240</b>
<b>Morris</b>	19	28	22	28	13	17	17	<b>144</b>
<b>Ocean</b>	8	14	3	6	4	13	1	<b>49</b>
<b>Passaic</b>	0	0	0	0	0	0	0	<b>0</b>
<b>Salem</b>	2	3	2	3	1	5	0	<b>16</b>
<b>Somerset</b>	2	0	0	0	0	1	2	<b>5</b>
<b>Sussex</b>	2	0	2	1	2	0	0	<b>7</b>
<b>Union</b>	2	5	11	16	14	10	13	<b>71</b>
<b>Warren</b>	--	--	--	--	--	--	--	<b>0</b>
<b>Total</b>	<b>141</b>	<b>174</b>	<b>175</b>	<b>157</b>	<b>129</b>	<b>157</b>	<b>199</b>	<b>1,132</b>

Sussex County was the only county in the additional sample that did not report any PC searches. Of the rest of the counties, like most of the reported data, Essex and Somerset reported the majority of PC searches conducted in April 2014. Combined, these counties have 27 of the 42 PC searches.

**Table Sixteen B: Probable Cause Vehicle Searches by County  
[Additional Departments]**

April 2008 – April 2014

	<b>2013</b>	<b>2014</b>	<b>Total</b>
<b>Atlantic</b>	--	--	<b>0</b>
<b>Bergen</b>	--	--	<b>0</b>
<b>Burlington</b>	--	--	<b>0</b>
<b>Camden</b>	2	1	<b>3</b>
<b>Cape May</b>	--	--	<b>0</b>
<b>Cumberland</b>	--	--	<b>0</b>
<b>Essex</b>	11	6	<b>17</b>
<b>Gloucester</b>	--	--	<b>0</b>
<b>Hudson</b>	--	--	<b>0</b>
<b>Hunterdon</b>	1	0	<b>1</b>
<b>Mercer</b>	1	0	<b>1</b>
<b>Middlesex</b>	1	0	<b>1</b>
<b>Monmouth</b>	--	--	<b>0</b>
<b>Morris</b>	3	4	<b>7</b>
<b>Ocean</b>	--	--	<b>0</b>
<b>Passaic</b>	--	--	<b>0</b>
<b>Salem</b>	--	--	<b>0</b>
<b>Somerset</b>	7	3	<b>10</b>
<b>Sussex</b>	0	0	<b>0</b>
<b>Union</b>	--	--	<b>0</b>
<b>Warren</b>	0	2	<b>2</b>
<b>Total</b>	<b>26</b>	<b>16</b>	<b>42</b>

## Study Limitations

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The data in this project are subject to a few limitations. These limitations are not necessarily unique to this project; some are inherent in survey research. Additionally, these limitations are not meant to discredit the findings of the survey, but rather to provide further explanation and context for the results.

First, in distributing the Phase I preliminary survey, OLEPS was required to rely on NJSACOP and county prosecutors to forward the survey information to municipal departments; no database of e-mail addresses was available to OLEPS directly. Second, while all departments have an e-mail address, survey researchers have noted several issues conducting e-mail surveys. For some respondents, the message may be automatically filtered to a SPAM or Bulk mail folder, not reaching the intended recipient. Variation in equipment and technology (speed of computer and internet) can make it difficult for some respondents to receive and complete the survey.

Second, municipal departments are generally funded through the communities in which they serve. Some communities may provide more funding for technology and record keeping than others. This means that the equipment/database/process used to store information on motor vehicle stops was not the same across departments. Some departments had county dispatch systems that housed most stop information while other departments had in-house systems. Additionally, many departments have experienced changes in procedures for recording data, namely, upgrades to new and more complete data systems. The variation in records systems made it difficult for some departments to obtain the data requested. Some departments were able to query their databases and pull stops with the specific enforcement activities. However, other departments had to pull hard copies of reports and read through all reports for motor vehicle stops in the requested reporting periods. The records management systems used by the State Police required a large amount of time, money, and resources to implement. It would be unlikely for municipal departments to implement systems as comprehensive as those utilized by the State Police without the assistance of a grant.

Third, and related to the second limitation, departments vary regarding what information is recorded and maintained. Most departments did not keep a record of denied consent to search requests. The general policy was to request consent, and when a motorist granted consent, to complete a consent to search form. It was uncommon for departments to produce a consent form where consent was denied.

Fourth, only 246 of over 550 departments responded to Phase I of this project. Of those, only 106 indicated that they kept records of the events discussed in this report. The data collection and records management practices of half of the departments in the State of New Jersey are unknown. Noticeably, many of the larger (urban) departments within the state did not respond to the survey. It is entirely possible that the remaining departments would present a different picture of enforcements and motor vehicle stops. With that, the departments that did respond are from areas across the entire state and represent urban, suburban, and rural departments. The results then, are theoretically, representative of all departments in the state.

Fifth, the data requests for this reporting period were misinterpreted. Rather than encouraging departments to work with OLEPS if contacted, some departments received the message that

they were required to submit data to OLEPS, even though such data had not been requested from them. This resulted in an additional 34 departments submitting data to OLEPS. This data has been incorporated into this report; however, it cannot be added to the original sample, as that would inflate the results. Additionally, the addition of these 34 departments changes the composition of the original sample, which was designed to be representative and indicative of the rural, urban, and suburban areas.

## Conclusion

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Although there are some limitations, the data were in line with expectations. Overall, after the Peña-Flores decision, there was a noticeable increase in consent to search requests for both municipal departments and the State Police; even with only a slight increase in the number of motor vehicle stops.

To fully understand the results presented here, context is necessary. In 2008 and 2009, the United States and New Jersey experienced an unprecedented economic downturn. The economy bottomed in 2009, with companies, organizations, and governments experiencing great strain and stress in their budgets. Many municipal departments experienced tightening of their budgets which forced some to lay off officers and that caused many more departments to be unable to hire new officers in the wake of attrition. The budgetary constraints also affected the ability of departments to replace any aging equipment or systems. While the results do indicate an increase in the number of consent searches post Peña-Flores, the increase would have likely been greater, had departments not experienced such restrictions. Without hiring new officers or replacing those who had retired, many departments experienced declines in the number of motor vehicle stops they were able to conduct, and hence enforcement activities (*i.e.*, consent to search requests). In the available data, the municipal police departments generally conducted a higher number of motor vehicle stops in 2014, than any other year. The State Police, on the other hand, reported their highest numbers in 2010.

Conclusions regarding other enforcement activities are limited because of the restrictions in data availability. The number of consent requests that were granted appear to increase across reporting periods, suggesting an increase in use over time. While this may be an increase in use, it is likely more reflective of an increase in the quality of record keeping and reporting. A similar pattern was noted for denied consent requests; consistent increase in the number reported since 2008. Denied consent requests do fluctuate each reporting period, but have increased since 2012.

As noted in the previous report, the reported number of vehicles towed does not accurately reflect the number of tows following denied consent to search requests. Rather, the number reported by the majority of departments include all vehicles towed, those from DWIs, accidents, and other reasons.

Search warrant requests do appear to increase following Peña-Flores, but their overall pattern appears to be more fluctuation than steady increase, especially when comparing municipal and State Police numbers. The State Police reported inconsistent increases in the number of search warrant requests from 2011 to 2014. Municipal departments showed more fluctuation during this time period, but did indicate an increase for 2014.

Finally, probable cause vehicle searches did appear to decline following the Peña-Flores decision, as expected. Even though the State Police data are only available for two years, the pattern seems also to be decreasing.

Overall, the activities conducted by municipal departments from the original and additional samples represent a fraction of volume handled by the State Police, especially in reference to consent to search requests. The nature of policing in municipal departments is generally more

Conclusion



varied than the State Police; few municipal departments in the state would be likely to indicate that traffic enforcement represents the bulk of their activity. Additionally, the State Police employ a much larger number of troopers than most municipal departments; it would be difficult to find a department that came close to State Police numbers. Nonetheless, it does appear that Peña-Flores did affect both the State Police and municipal police departments as expected, increasing the use of consent to search requests.

Thank you to the following police organizations for assisting OLEPS by providing data on motor vehicle stops and enforcement activities.

Aberdeen Township	Franklin Township	Metuchen
Allenhurst	Frenchtown Borough	Middlesex Borough
Andover Township	Garwood	Milltown
Bayonne	Glen Ridge	Monmouth Beach
Bedminster	Gloucester City	Monmouth University
Belleville	Gloucester Township	Monroe Township
Belmar Police	Green Brook	Montclair
Berlin Township	Guttenberg Police	Montgomery
Bernards Township	Haddon Township	Montville Township
Bernardsville	Hamburg Police	Morris County Park
Bloomfield	Hanover Township	Morris Township
Boonton	Harding Township	Mount Arlington
Boonton Township	Hardyston Township	Mount Olive Township
Bound Brook	Harrison	Mountain Lakes
Bradley Beach	Hawthorne	Neptune City
Branchburg	High Bridge	New Brunswick
Brielle	Highland Park	New Jersey State Police
Brookdale Community	Hightstown	Newton
College	Hillsborough	North Brunswick
Burlington Township	Hoboken	North Caldwell
Butler	Hopewell	Ogdensburg
Caldwell	Hudson County Sheriff	Parsippany-Troy Hills
Cedar Grove Township	Lake Como	Peapack & Gladstone
Chatham Borough	Lakehurst	Pemberton Borough
Chester Township	Lakewood	Pennington Borough
Chesterfield Township	Lambertville	Penns Grove
Clark	Laurel Springs	Pennsauken Township
Clinton Township	Lawrence Township	Pennsville Township
Deal	Linden	Pequannock Township
Dunellen	Lindenwold	Phillipsburg
East Brunswick	Livingston	Piscataway
East Windsor	Lodi	Princeton University
Eastampton Twp.	Long Hill Township	Rahway
Elmer Borough	Manalapan Township	Raritan Borough
Essex County Sheriff	Manchester Township	Readington Township
Essex Fells	Manville	River Vale
Evesham Township	Maplewood	Robbinsville Police
Fairfield	Marlboro Township	Rockaway Borough
Fanwood	Mendham Borough	Rutgers University-
Florham Park		

Newark  
Rutgers University- New  
Brunswick  
Salem City  
Sea Bright  
Somerdale  
South Bound Brook  
South Brunswick

South River  
Spotswood  
Tewksbury Township  
Union City  
Upper Saddle River  
Vineland  
Voorhees  
Warren

Watchung  
West Long Branch  
West Orange  
Westampton  
Willingboro  
Woodbridge Township  
Wyckoff

## Appendix One: Phase I Survey

### Survey of New Jersey Chiefs of Police

Name of your Department \*

Full Name

First Name

Last Name

Which of the following best describes the area your department primarily serves? \*

- Urban
- Suburban
- Rural

Does your department keep records of the number of motor vehicle stops made? \*

- Yes
- No

Do these records go back to 2008?

- Yes
- No
- No Records Kept

Where are these records kept?

- CAD
- Patrol Logs
- Other
- Police Reports
- No Records Kept

If other, please type response below:

Does your department keep records of the number of automobile exception searches made? \*

- Yes
- No

Do these records go back to 2008?

- Yes
- No
- No Records Kept

Where are these records kept?

- CAD  
 Police Reports  
 Patrol Logs  
 No Records Kept  
 Other

If other, please type response below:

Does your department keep records of the number of consent search requests made? \*

- Yes  
 No

Do these records go back to 2008?

- Yes                       No                       No Records Kept

Where are these records kept?

- CAD                       Police Reports                       Patrol Logs                       No Records Kept  
 Other

If other, please type response below:

Do you have copies of consent search request forms (electronically or on paper)? \*

- Yes  
 No

Does your department keep records of the number of consent search requests granted? \*

- Yes  
 No

Do these records go back to 2008?

- Yes                       No                       No Records Kept

Where are these records kept?

- CAD                       Police Reports                       Patrol Logs                       No Records Kept  
 Other

If other, please type response below:

Does your department keep records of the number of warrants requested in connection with an automobile stop? \*

- Yes
- No

Do these records go back to 2008?

- Yes
- No
- No Records Kept

Where are these records kept?

- CAD
- Police Reports
- Patrol Logs
- No Records Kept
- Other

If other, please type response below:

Does your department keep records of the number of telephonic warrants requested in connection with an automobile stop? \*

- Yes
- No

Do these records go back to 2008?

- Yes
- No
- No Records Kept

Where are these records kept?

- CAD
- Police Reports
- Patrol Logs
- No Records Kept
- Other

If other, please type response below:

Does your department keep records of the number of vehicles towed in connection with an automobile stop? \*

- Yes
- No

Do these records go back to 2008?

- Yes
- No
- No Records Kept

Where are these records kept?

- CAD
- Police Reports
- Patrol Logs
- No Records Kept
- Other

If other, please type response below:

Who would be the appropriate contact person regarding the records mentioned in this survey? \*

First Name

Last Name

Phone Number \*

Area Code

Phone Number

## Appendix Two: Municipal Department Data

### Department 1

	April						
	2008	2009	2010	2011	2012	2013	2014
Motor Vehicle Stops	0	491	464	343	346	527	310
Consent Searches Granted	0	1	0	0	0	0	2
Consent Searches Denied	0	0	0	0	0	0	0
Vehicles Towed	0	2	6	1	0	0	1
Search Warrant Requests	0	0	0	0	0	0	0
PC Searches	0	2	1	0	0	0	0

### Department 2

	April						
	2008	2009	2010	2011	2012	2013	2014
Motor Vehicle Stops	28	30	34	38	34	193	198
Consent Searches Granted	1	1	1	2	1	0	4
Consent Searches Denied	0	0	1	1	0	0	0
Vehicles Towed	0	0	0	0	0	0	3
Search Warrant Requests	0	0	1	1	0	0	0
PC Searches	0	0	0	0	0	0	3

### Department 3

	April						
	2008	2009	2010	2011	2012	2013	2014
Motor Vehicle Stops	103	240	156	149	108	45	335
Consent Searches Granted	0	0	0	0	2	2	0
Consent Searches Denied	0	0	0	1	0	0	0
Vehicles Towed	7	10	4	3	5	2	0
Search Warrant Requests	0	0	0	1	0	0	0
PC Searches	2	0	2	1	2	0	0

### Department 4

	April						
	2008	2009	2010	2011	2012	2013	2014
Motor Vehicle Stops	749	478	997	1127	678	648	812
Consent Searches Granted	0	0	0	0	0	1	0
Consent Searches Denied	0	0	0	0	0	0	0
Vehicles Towed	10	9	6	10	5	14	12
Search Warrant Requests	0	0	0	0	0	0	0
PC Searches	1	0	0	3	1	0	0



**Department 5**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	100	101	145	56	76	241	138
<b>Consent Searches Granted</b>	0	0	0	0	0	1	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	3	1	3	4	2	6	39
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	1	0

**Department 6**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	0	211	263	193	119	185	249
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	8	8	7	6	17	22
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	1	1	1	1	5	2

**Department 7**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	60	367	128	154	214	193	430
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	2	20	3	9	8	9	21
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 8**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	590	215	274	290	222	174	80
<b>Consent Searches Granted</b>	0	0	0	0	1	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	8	4	5	7	12	6	8
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	2	0	0	4	4	1	2

**Department 9**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	398	456	477	421	283	210	439
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	13	13	15	6	19	5	4
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	2	0	1	1	1	0	0

**Department 10**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	155	56	34	44	68	81	20
<b>Consent Searches Granted</b>	0	0	1	0	1	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	0	0	0	0	0	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	1	0	0	0	0

**Department 11**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	875	794	548	817	827	648	696
<b>Consent Searches Granted</b>	0	0	0	1	4	2	3
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	2	2	4	2	6	3
<b>Search Warrant Requests</b>	0	0	0	0	0	2	0
<b>PC Searches</b>	2	2	0	1	3	12	14

**Department 12**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	571	432	616	486	435	314	211
<b>Consent Searches Granted</b>	0	3	8	5	2	2	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	4	5	5	4	1	0	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	2	5	6	3	0	1

**Department 13**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	250	162	139	203	435	301	375
<b>Consent Searches Granted</b>	0	0	0	0	0	3	2
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	7	4	2	2	6	5	7
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	2	2	2	2	3	0	0

**Department 14**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	252	143	113	224	149	109	177
<b>Consent Searches Granted</b>	0	0	0	2	0	1	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	1	0	0	2	0	1	1
<b>Search Warrant Requests</b>	0	0	0	0	0	1	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 15**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	313	223	328	370	515	463	507
<b>Consent Searches Granted</b>	0	0	0	1	1	10	12
<b>Consent Searches Denied</b>	0	0	0	0	2	1	0
<b>Vehicles Towed</b>	4	5	2	6	12	13	4
<b>Search Warrant Requests</b>	0	2	0	0	0	1	0
<b>PC Searches</b>	0	0	1	0	0	0	0

**Department 16**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	371	443	322	363	237	186	183
<b>Consent Searches Granted</b>	4	10	1	2	0	0	5
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	0	0	10	2	0	6
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	1	6	0	1	0	0	0

**Department 17**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	232	326	293	413	593	422	346
<b>Consent Searches Granted</b>	0	1	0	2	2	1	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	6	3	11	17	17	14	15
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	1	2	4	3	0	0

**Department 18**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	0	0	562	541	896	848	819
<b>Consent Searches Granted</b>	0	0	15	9	11	5	5
<b>Consent Searches Denied</b>	0	0	0	1	1	2	0
<b>Vehicles Towed</b>	0	0	5	8	7	0	0
<b>Search Warrant Requests</b>	0	0	0	3	1	0	0
<b>PC Searches</b>	0	0	21	10	10	2	1

**Department 19**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	98	496	523	460	454	276	352
<b>Consent Searches Granted</b>	1	0	3	2	1	3	3
<b>Consent Searches Denied</b>	0	1	0	1	0	1	1
<b>Vehicles Towed</b>	2	6	12	27	11	5	9
<b>Search Warrant Requests</b>	1	0	0	0	1	0	2
<b>PC Searches</b>	0	0	0	0	1	0	2

**Department 20**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	0	0	0	0	1,643	1,633	1,460
<b>Consent Searches Granted</b>	0	0	0	3	20	29	24
<b>Consent Searches Denied</b>	0	0	0	1	1	0	2
<b>Vehicles Towed</b>	0	0	45	45	50	60	39
<b>Search Warrant Requests</b>	0	0	0	0	0	0	-
<b>PC Searches</b>	0	0	0	0	0	0	-

**Department 21**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	99	193	159	371	759	230	360
<b>Consent Searches Granted</b>	0	0	0	0	0	0	3
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	4	5	6	5	7	13	4
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	6	0

**Department 22**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	245	281	249	244	264	226	279
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	6	1	2	2	0	1	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 23**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	124	168	132	254	125	120	192
<b>Consent Searches Granted</b>	0	3	0	0	1	1	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	3	3	4	0	2	3	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	3	2	3	1	2	1	2

**Department 24**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	1,028	1,105	789	1,282	1,564	2,064	2038
<b>Consent Searches Granted</b>	1	0	6	7	12	22	13
<b>Consent Searches Denied</b>	0	0	0	1	0	0	0
<b>Vehicles Towed</b>	3	13	16	18	14	21	2
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	8	12	11	8	0	0	0

**Department 25**

	April						
	2008	2009	2010	2011	2012	2013	2013
<b>Motor Vehicle Stops</b>	540	536	570	686	630	684	479
<b>Consent Searches Granted</b>	1	0	1	2	0	0	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	27	11	30	22	13	17	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	1	0	0	1

**Department 26**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	489	610	298	453	364	379	385
<b>Consent Searches Granted</b>	0	1	0	2	2	2	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	1
<b>Vehicles Towed</b>	1	1	8	7	2	4	1
<b>Search Warrant Requests</b>	0	0	0	0	0	0	1
<b>PC Searches</b>	0	0	0	0	0	0	1

**Department 27**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	89	54	130	102	189	183	170
<b>Consent Searches Granted</b>	0	0	1	1	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	1	0	0	1	1	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 28**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	202	219	278	253	311	157	258
<b>Consent Searches Granted</b>	0	2	1	1	1	2	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	4	7	5	3	3	4	4
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	1	0	1	1	7

**Department 29**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	172	318	425	332	361	328	353
<b>Consent Searches Granted</b>	0	0	0	0	3	3	2
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	5	10	11	14	5	1	8
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	1	0	1	0	0	0

**Department 30**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	180	87	129	105	120	129	90
<b>Consent Searches Granted</b>	0	0	0	0	1	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	6	5	2	8	12	9	4
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	9	4	4	14	27	1	1

**Department 31**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	1,065	956	901	833	1,681	622	1,119
<b>Consent Searches Granted</b>	17	15	9	11	16	9	18
<b>Consent Searches Denied</b>	0	0	0	0	0	0	2
<b>Vehicles Towed</b>	0	18	10	19	23	26	64
<b>Search Warrant Requests</b>	0	0	0	0	1	0	0
<b>PC Searches</b>	0	21	4	7	13	5	7

**Department 32**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	111	76	69	108	130	162	177
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	22	14	18	17	22	20	7
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 33**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	122	110	128	273	109	105	212
<b>Consent Searches Granted</b>	0	0	1	2	0	0	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	1	5	3	11	2	7	7
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 34**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	929	593	584	444	356	505	858
<b>Consent Searches Granted</b>	0	0	2	0	4	1	2
<b>Consent Searches Denied</b>	0	1	0	0	0	0	1
<b>Vehicles Towed</b>	8	8	9	12	4	7	19
<b>Search Warrant Requests</b>	0	1	0	0	0	0	0
<b>PC Searches</b>	2	5	3	3	0	3	1

**Department 35**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	182	226	249	316	98	100	220
<b>Consent Searches Granted</b>	1	1	4	4	2	1	4
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	0	0	0	0	1	3
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	3	5	5	5	2	0	0

**Department 36**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	174	207	220	133	122	146	141
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	2	6	9	1	7	16	12
<b>Search Warrant Requests</b>	0	0	1	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0



**Department 37**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	182	168	153	175	226	308	234
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	1	6	3	3	0	3	10
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 38**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	487	685	512	410	505	634	401
<b>Consent Searches Granted</b>	0	1	0	0	1	1	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	28	22	17	18	20	0	10
<b>Search Warrant Requests</b>	0	0	2	0	0	0	0
<b>PC Searches</b>	0	0	2	0	0	1	0

**Department 39**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	1,125	1,066	1,181	739	868	916	1,080
<b>Consent Searches Granted</b>	6	3	6	7	3	3	1
<b>Consent Searches Denied</b>	1	1	0	0	0	1	0
<b>Vehicles Towed</b>	1	1	0	0	0	1	0
<b>Search Warrant Requests</b>	1	1	0	0	0	1	0
<b>PC Searches</b>	0	0	0	0	0	1	2

**Department 40**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	560	731	660	339	359	337	356
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	138	136	238	147	123	95	21
<b>Search Warrant Requests</b>	0	0	0	0	0	1	0
<b>PC Searches</b>	0	0	0	0	0	0	1

**Department 41**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	803	604	633	938	956	849	1,009
<b>Consent Searches Granted</b>	9	3	0	9	3	2	4
<b>Consent Searches Denied</b>	0	0	0	0	0	1	1
<b>Vehicles Towed</b>	1	0	2	3	0	9	14
<b>Search Warrant Requests</b>	0	0	0	0	0	0	1
<b>PC Searches</b>	0	0	3	2	2	2	1

**Department 42**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	191	218	73	117	113	355	345
<b>Consent Searches Granted</b>	0	0	0	2	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	5	3	35	26	33	40	27
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	1	0	1	0	0	1

**Department 43**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	45	67	2	9	35	62	99
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	0	0	0	0	0	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 44**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	144	103	90	196	273	192	201
<b>Consent Searches Granted</b>	0	9	0	2	3	4	5
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	5	5	7	11	4	1	2
<b>Search Warrant Requests</b>	0	1	0	0	0	0	0
<b>PC Searches</b>	8	13	3	4	4	3	0

**Department 45**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	384	669	1,356	450	631	446	787
<b>Consent Searches Granted</b>	0	2	2	0	3	9	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	20	33	63	39	29	27	5
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	6	0

**Department 46**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	80	37	35	192	182	102	69
<b>Consent Searches Granted</b>	0	0	0	0	0	1	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	8	3	3	7	10	12	1
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	5	1

**Department 47**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	524	493	701	536	636	448	522
<b>Consent Searches Granted</b>	0	2	4	6	3	6	6
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	1	1	0	0	1	10
<b>Search Warrant Requests</b>	0	0	0	0	0	0	1
<b>PC Searches</b>	0	0	1	2	0	0	2

**Department 48**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	354	550	467	578	508	403	367
<b>Consent Searches Granted</b>	0	0	0	1	0	2	1
<b>Consent Searches Denied</b>	0	0	0	0	0	1	0
<b>Vehicles Towed</b>	27	24	36	31	23	14	4
<b>Search Warrant Requests</b>	0	1	0	0	0	2	1
<b>PC Searches</b>	2	4	8	11	10	9	5

**Department 49**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	1	0	3	20	13	47	104
<b>Consent Searches Granted</b>	0	0	0	0	0	1	2
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	0	0	0	0	1	4
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 50**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	312	240	207	278	303	215	154
<b>Consent Searches Granted</b>	0	0	0	1	0	0	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	-
<b>Vehicles Towed</b>	5	11	6	6	21	5	1
<b>Search Warrant Requests</b>	0	0	0	0	0	0	-
<b>PC Searches</b>	1	3	0	0	0	1	-

**Department 51**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	485	369	393	324	301	318	662
<b>Consent Searches Granted</b>	0	1	2	1	1	2	3
<b>Consent Searches Denied</b>	0	0	0	0	0	0	3
<b>Vehicles Towed</b>	1	1	1	1	1	1	2
<b>Search Warrant Requests</b>	0	0	0	0	1	0	0
<b>PC Searches</b>	2	2	1	1	1	0	0

**Department 52**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	1,568	1,285	978	853	570	848	1,115
<b>Consent Searches Granted</b>	6	1	2	1	2	0	5
<b>Consent Searches Denied</b>	0	0	0	0	0	0	1
<b>Vehicles Towed</b>	1	1	3	0	1	1	7
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	2	4	5	4	1	0	0

**Department 53**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	1,824	1,619	1,164	842	885	1,222	1,292
<b>Consent Searches Granted</b>	1	6	7	5	4	7	19
<b>Consent Searches Denied</b>	0	1	0	0	0	0	-
<b>Vehicles Towed</b>	19	21	11	17	11	26	19
<b>Search Warrant Requests</b>	0	1	0	0	0	0	0
<b>PC Searches</b>	0	1	0	2	0	4	1

**Department 54**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	792	539	760	1,047	1,074	1,233	1,260
<b>Consent Searches Granted</b>	3	0	5	8	9	12	12
<b>Consent Searches Denied</b>	0	0	0	0	0	0	1
<b>Vehicles Towed</b>	13	1	3	10	2	0	1
<b>Search Warrant Requests</b>	0	0	0	0	0	0	1
<b>PC Searches</b>	20	8	7	2	1	0	1

**Department 55**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	251	222	261	227	141	176	155
<b>Consent Searches Granted</b>	0	0	0	0	1	2	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	1	0	2	1	2	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 56**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	811	759	752	426	666	447	532
<b>Consent Searches Granted</b>	0	1	0	0	0	3	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	4	20	8	2	21	0	6
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	1	0	0	3	0

**Department 57**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	428	392	302	233	279	251	253
<b>Consent Searches Granted</b>	0	0	3	2	0	3	2
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	6	6	10	0	13	22	24
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 58**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	406	153	411	772	422	264	233
<b>Consent Searches Granted</b>	0	0	2	6	7	6	5
<b>Consent Searches Denied</b>	0	0	0	1	0	0	0
<b>Vehicles Towed</b>	11	12	19	23	15	8	3
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	8	9	5	14	6	0	0

**Department 59**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	60	127	304	124	184	141	203
<b>Consent Searches Granted</b>	0	0	0	1	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	1	1	0	4	4	2	1
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	1	2	0	0	0

**Department 60**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	74	8	12	4	8	18	17
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	0	0	0	0	0	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 61**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	787	718	431	767	906	780	1,018
<b>Consent Searches Granted</b>	1	1	2	3	8	8	2
<b>Consent Searches Denied</b>	0	0	0	0	0	1	0
<b>Vehicles Towed</b>	9	4	6	13	11	18	4
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	3	0	0	0	1	0	0

**Department 62**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	524	374	757	995	779	676	837
<b>Consent Searches Granted</b>	1	1	2	4	2	0	3
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	0	0	2	0	2	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	2	0	0	0	0	0	0

**Department 63**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	276	324	211	197	140	382	382
<b>Consent Searches Granted</b>	1	1	0	0	3	2	6
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	1	4	3	5	1	7	2
<b>Search Warrant Requests</b>	0	0	0	0	0	1	0
<b>PC Searches</b>	1	6	0	4	0	4	1

**Department 64**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	128	141	130	88	112	286	260
<b>Consent Searches Granted</b>	0	0	0	0	0	0	5
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	1	0	0	0	1	2	1
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	1	0	0	0	0	0	5

**Department 65**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	999	903	713	756	745	661	1,000
<b>Consent Searches Granted</b>	0	0	0	2	1	6	4
<b>Consent Searches Denied</b>	0	0	0	0	0	1	1
<b>Vehicles Towed</b>	3	1	5	1	8	0	17
<b>Search Warrant Requests</b>	0	0	0	0	0	0	1
<b>PC Searches</b>	0	0	0	0	0	0	2

**Department 66**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	212	101	193	148	174	295	239
<b>Consent Searches Granted</b>	0	1	1	1	0	0	2
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	0	3	1	0	2	1
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 67**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	1,115	1,118	869	848	915	1,152	1,121
<b>Consent Searches Granted</b>	6	8	7	5	8	8	4
<b>Consent Searches Denied</b>	1	0	0	0	0	0	1
<b>Vehicles Towed</b>	22	11	25	10	18	16	5
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	7	6	6	4	2	3	2

**Department 68**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	196	109	147	112	110	45	243
<b>Consent Searches Granted</b>	0	1	0	0	1	0	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	4	4	4	2	4	4	5
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	1	0	0	2	0	1	0



**Department 69**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	418	312	336	566	673	661	564
<b>Consent Searches Granted</b>	2	5	3	11	23	49	31
<b>Consent Searches Denied</b>	2	0	0	1	1	3	0
<b>Vehicles Towed</b>	18	19	19	21	18	51	36
<b>Search Warrant Requests</b>	1	0	2	0	1	1	0
<b>PC Searches</b>	15	21	19	7	5	3	55

**Department 70**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	1,401	695	1,026	1,260	330	492	907
<b>Consent Searches Granted</b>	0	0	0	1	1	1	2
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	96	115	101	162	60	61	41
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	4	1	8	1	0	0	5

**Department 71**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	285	322	512	332	769	779	904
<b>Consent Searches Granted</b>	0	0	1	0	0	1	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	1	1	2	0	1	0	7
<b>Search Warrant Requests</b>	0	0	1	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 72**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	1,561	1,264	1,299	1,393	2,073	1,543	1,691
<b>Consent Searches Granted</b>	0	0	0	4	4	4	2
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	36	18	19	26	43	28	33
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	1	0	0	1

**Department 73**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	646	628	791	611	586	589	676
<b>Consent Searches Granted</b>	0	0	0	0	0	0	1
<b>Consent Searches Denied</b>	0	1	0	0	0	0	0
<b>Vehicles Towed</b>	8	13	3	3	1	3	7
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	1	0

**Department 74**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	281	225	266	176	136	596	359
<b>Consent Searches Granted</b>	0	1	0	0	3	2	3
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	7	3	2	0	5	6	4
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 75**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	335	158	103	188	169	596	123
<b>Consent Searches Granted</b>	0	0	0	0	0	2	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	0	0	0	0	6	9
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 76**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	1,091	1,176	750	1,479	1,072	862	822
<b>Consent Searches Granted</b>	0	0	0	0	0	15	18
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	62	72	68	88	77	73	48
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	22	22

**Department 77**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	235	219	182	182	166	402	264
<b>Consent Searches Granted</b>	1	1	1	1	7	15	16
<b>Consent Searches Denied</b>	0	0	0	0	0	0	1
<b>Vehicles Towed</b>	0	1	0	0	0	3	3
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	1	3	1	1	0	5	0

**Department 78**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	356	543	620	599	851	711	108
<b>Consent Searches Granted</b>	0	2	0	2	4	4	0
<b>Consent Searches Denied</b>	0	0	0	0	0	1	0
<b>Vehicles Towed</b>	21	28	21	9	14	10	4
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	1	2	0	2	4	3	0

**Department 79**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	786	956	690	516	539	410	512
<b>Consent Searches Granted</b>	1	3	1	4	1	10	13
<b>Consent Searches Denied</b>	0	0	0	1	0	2	0
<b>Vehicles Towed</b>	1	0	0	2	0	8	16
<b>Search Warrant Requests</b>	0	0	0	1	0	0	1
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 80**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	3	5	3	1	0	0	0
<b>Consent Searches Granted</b>	0	0	1	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	0	0	0	0	0	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 81**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	279	58	229	170	96	170	163
<b>Consent Searches Granted</b>	1	1	0	0	0	1	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	15	5	7	7	5	14	10
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 82**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	764	533	378	287	325	330	590
<b>Consent Searches Granted</b>	10	7	5	10	5	4	6
<b>Consent Searches Denied</b>	2	0	0	0	0	0	1
<b>Vehicles Towed</b>	32	14	9	10	20	1	11
<b>Search Warrant Requests</b>	1	0	1	0	0	1	1
<b>PC Searches</b>	6	0	0	0	0	0	1

**Department 83**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	479	489	249	203	184	282	161
<b>Consent Searches Granted</b>	0	0	0	1	0	2	-
<b>Consent Searches Denied</b>	0	0	0	0	0	0	-
<b>Vehicles Towed</b>	0	1	0	0	0	4	2
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	-

**Department 84**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	837	705	896	561	669	960	710
<b>Consent Searches Granted</b>	4	4	2	7	11	7	14
<b>Consent Searches Denied</b>	0	0	0	0	0	0	4
<b>Vehicles Towed</b>	31	43	38	65	42	33	37
<b>Search Warrant Requests</b>	0	0	0	0	0	0	4
<b>PC Searches</b>	2	7	4	0	1	0	1

**Department 85**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	414	297	277	184	155	208	100
<b>Consent Searches Granted</b>	1	0	1	1	2	2	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	9	6	9	4	5	6	2
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	1	0	1	1	1	2	4

**Department 86**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	98	86	128	86	131	84	25
<b>Consent Searches Granted</b>	1	0	2	0	1	0	0
<b>Consent Searches Denied</b>	0	0	1	0	0	0	0
<b>Vehicles Towed</b>	2	5	8	6	4	4	1
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	1	0	0	0	0

**Department 87**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	537	524	313	366	320	187	152
<b>Consent Searches Granted</b>	0	1	4	4	2	1	2
<b>Consent Searches Denied</b>	0	0	1	0	0	1	1
<b>Vehicles Towed</b>	23	40	14	19	14	0	29
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	2	1	0	1	0	0	0

**Department 88**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	141	192	132	102	106	63	34
<b>Consent Searches Granted</b>	0	0	0	1	0	2	3
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	6	8	4	7	7	3	0
<b>Search Warrant Requests</b>	0	0	1	0	0	0	0
<b>PC Searches</b>	1	0	1	2	1	0	0

**Department 89**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	199	163	341	209	240	239	123
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	3	6	11	5	4	4	5
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	3	4	9	4	4	1	0

**Department 90**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	148	179	397	302	199	245	377
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	29	40	32	35	27	16	19
<b>Search Warrant Requests</b>	0	0	0	0	1	0	0
<b>PC Searches</b>	3	2	3	0	1	2	0

**Department 91**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	902	909	828	622	993	788	981
<b>Consent Searches Granted</b>	0	1	5	2	3	2	2
<b>Consent Searches Denied</b>	0	0	0	1	1	1	0
<b>Vehicles Towed</b>	5	2	8	16	11	104	28
<b>Search Warrant Requests</b>	0	0	0	1	1	0	*2
<b>PC Searches</b>	2	0	4	0	2	4	0

\* = Telephonic

**Department 92**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	442	502	279	469	394	489	406
<b>Consent Searches Granted</b>	0	2	6	3	0	0	1
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	16	21	4	12	7	0	9
<b>Search Warrant Requests</b>	0	1	0	0	0	0	0
<b>PC Searches</b>	0	2	6	3	0	4	1

**Department 93**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	481	613	555	571	745	318	356
<b>Consent Searches Granted</b>	0	0	0	2	0	4	5
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	14	17	12	7	26	12	12
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	1	4	0	0	1	1	0

**Department 94**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	2	7	4	6	2	67	79
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	0	3	3	1	0	0	0
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	1	0	2	1	0	0	0

**Department 95**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	505	555	519	481	430	419	678
<b>Consent Searches Granted</b>	0	0	0	0	0	0	0
<b>Consent Searches Denied</b>	0	0	0	0	0	0	0
<b>Vehicles Towed</b>	10	10	7	9	3	26	106
<b>Search Warrant Requests</b>	0	0	0	0	0	0	0
<b>PC Searches</b>	0	0	0	0	0	0	0

**Department 96**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	122	190	304	169	243	208	357
<b>Consent Searches Granted</b>	0	0	1	1	1	8	10
<b>Consent Searches Denied</b>	0	0	1	0	0	1	1
<b>Vehicles Towed</b>	0	4	5	2	3	4	9
<b>Search Warrant Requests</b>	0	0	1	0	0	1	1
<b>PC Searches</b>	0	0	2	1	1	4	1

**Department 97**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	961	1,299	1,353	1,489	1,018	888	562
<b>Consent Searches Granted</b>	15	9	38	38	33	6	12
<b>Consent Searches Denied</b>	0	0	0	0	0	0	10
<b>Vehicles Towed</b>	183	215	195	153	169	125	20
<b>Search Warrant Requests</b>	0	0	0	0	0	0	-
<b>PC Searches</b>	0	0	0	0	0	9	7

**Department 98**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	707	532	577	478	602	628	580
<b>Consent Searches Granted</b>	0	0	0	5	4	4	3
<b>Consent Searches Denied</b>	0	0	2	0	0	0	0
<b>Vehicles Towed</b>	2	7	7	7	8	0	0
<b>Search Warrant Requests</b>	0	0	2	0	0	0	0
<b>PC Searches</b>	2	1	0	1	0	0	1

**Department 99**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	366	317	251	343	273	277	411
<b>Consent Searches Granted</b>	0	0	0	0	0	1	1
<b>Consent Searches Denied</b>	0	0	0	0	0	1	0
<b>Vehicles Towed</b>	3	2	2	0	0	5	4
<b>Search Warrant Requests</b>	0	0	0	0	0	1	0
<b>PC Searches</b>	0	0	0	0	0	2	0

**Department 100**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	682	604	629	411	337	247	441
<b>Consent Searches Granted</b>	0	0	1	0	0	0	3
<b>Consent Searches Denied</b>	0	0	0	0	0	0	-
<b>Vehicles Towed</b>	38	21	29	22	17	25	20
<b>Search Warrant Requests</b>	0	0	0	0	0	0	-
<b>PC Searches</b>	0	2	1	1	1	0	1



**Department 101**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	667	360	177	229	116	243	229
<b>Consent Searches Granted</b>	0	0	0	0	0	7	9
<b>Consent Searches Denied</b>	0	0	0	0	0	-	-
<b>Vehicles Towed</b>	0	0	0	0	0	25	2
<b>Search Warrant Requests</b>	0	0	0	0	0	0	4
<b>PC Searches</b>	0	0	0	0	0	-	1

**Department 102**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	1,277	684	1,022	1,032	1,719	2,337	2,470
<b>Consent Searches Granted</b>	0	4	2	4	14	17	24
<b>Consent Searches Denied</b>	0	0	0	0	0	2	0
<b>Vehicles Towed</b>	0	1	0	1	1	55	61
<b>Search Warrant Requests</b>	0	0	0	0	0	2	0
<b>PC Searches</b>	0	1	1	1	1	17	26

**Department 103**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	274	244	271	190	336	270	348
<b>Consent Searches Granted</b>	0	0	4	0	1	6	6
<b>Consent Searches Denied</b>	0	0	0	0	1	1	0
<b>Vehicles Towed</b>	4	5	4	1	6	7	-
<b>Search Warrant Requests</b>	0	0	0	0	0	1	-
<b>PC Searches</b>	1	0	1	0	0	0	-

**Department 104**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	266	258
<b>Consent Searches Granted</b>	.	.	.	.	.	2	2
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	13	8
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	1	0

**Department 105**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	262	732
<b>Consent Searches Granted</b>	.	.	.	.	.	0	2
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	7	12
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	2	1

**Department 106**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	0	298
<b>Consent Searches Granted</b>	.	.	.	.	.	0	0
<b>Consent Searches Denied</b>	.	.	.	.	.	1	0
<b>Vehicles Towed</b>	.	.	.	.	.	-	4
<b>Search Warrant Requests</b>	.	.	.	.	.	-	0
<b>PC Searches</b>	.	.	.	.	.	-	2

**Department 107**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	240	213
<b>Consent Searches Granted</b>	.	.	.	.	.	0	0
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	18	9
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	2	1

**Department 108**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	994	1,029
<b>Consent Searches Granted</b>	.	.	.	.	.	6	4
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	4	0
<b>Search Warrant Requests</b>	.	.	.	.	.	1	0
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 109**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	391	380
<b>Consent Searches Granted</b>	.	.	.	.	.	1	2
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	0	4
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	0	1

**Department 110**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	321	284
<b>Consent Searches Granted</b>	.	.	.	.	.	0	1
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	30	14
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	3	2

**Department 111**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	206	205
<b>Consent Searches Granted</b>	.	.	.	.	.	2	0
<b>Consent Searches Denied</b>	.	.	.	.	.	0	2
<b>Vehicles Towed</b>	.	.	.	.	.	6	3
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	0	2

**Department 112**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	956	948
<b>Consent Searches Granted</b>	.	.	.	.	.	6	7
<b>Consent Searches Denied</b>	.	.	.	.	.	0	1
<b>Vehicles Towed</b>	.	.	.	.	.	6	11
<b>Search Warrant Requests</b>	.	.	.	.	.	0	2
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 113**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	350	502
<b>Consent Searches Granted</b>	.	.	.	.	.	1	0
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	5	6
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	1	1

**Department 114**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	.	250
<b>Consent Searches Granted</b>	.	.	.	.	.	3	9
<b>Consent Searches Denied</b>	.	.	.	.	.	0	-
<b>Vehicles Towed</b>	.	.	.	.	.	2	13
<b>Search Warrant Requests</b>	.	.	.	.	.	0	1
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 115**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	319	542
<b>Consent Searches Granted</b>	.	.	.	.	.	2	7
<b>Consent Searches Denied</b>	.	.	.	.	.	0	1
<b>Vehicles Towed</b>	.	.	.	.	.	15	10
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	0	1

**Department 116**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	1,114	914
<b>Consent Searches Granted</b>	.	.	.	.	.	1	0
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	38	115
<b>Search Warrant Requests</b>	.	.	.	.	.	0	2
<b>PC Searches</b>	.	.	.	.	.	1	2

**Department 117**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	128	97
<b>Consent Searches Granted</b>	.	.	.	.	.	0	0
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	3	0
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 118**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	198	520
<b>Consent Searches Granted</b>	.	.	.	.	.	0	0
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	2	12
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 119**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	66	132
<b>Consent Searches Granted</b>	.	.	.	.	.	1	0
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	1	2
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	1	0

**Department 120**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	274	556
<b>Consent Searches Granted</b>	.	.	.	.	.	2	1
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	15	16
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	1	0

**Department 121**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	170	115
<b>Consent Searches Granted</b>	.	.	.	.	.	0	0
<b>Consent Searches Denied</b>	.	.	.	.	.	1	0
<b>Vehicles Towed</b>	.	.	.	.	.	11	2
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 122**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	626	425
<b>Consent Searches Granted</b>	.	.	.	.	.	1	0
<b>Consent Searches Denied</b>	.	.	.	.	.	1	0
<b>Vehicles Towed</b>	.	.	.	.	.	7	4
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 123**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	114	246
<b>Consent Searches Granted</b>	.	.	.	.	.	1	0
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	4	3
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	1	0

**Department 124**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	478	245
<b>Consent Searches Granted</b>	.	.	.	.	.	4	0
<b>Consent Searches Denied</b>	.	.	.	.	.	2	0
<b>Vehicles Towed</b>	.	.	.	.	.	21	4
<b>Search Warrant Requests</b>	.	.	.	.	.	0	1
<b>PC Searches</b>	.	.	.	.	.	3	0

**Department 125**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	704	564
<b>Consent Searches Granted</b>	.	.	.	.	.	2	1
<b>Consent Searches Denied</b>	.	.	.	.	.	0	1
<b>Vehicles Towed</b>	.	.	.	.	.	6	16
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	2	0

**Department 126**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	171	181
<b>Consent Searches Granted</b>	.	.	.	.	.	0	1
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	0	0
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 127**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	133	86
<b>Consent Searches Granted</b>	.	.	.	.	.	0	1
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	2	3
<b>Search Warrant Requests</b>	.	.	.	.	.	0	1
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 128**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	318	366
<b>Consent Searches Granted</b>	.	.	.	.	.	0	3
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	0	5
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 129**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	159	73
<b>Consent Searches Granted</b>	.	.	.	.	.	0	0
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	1	0
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 130**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	242	235
<b>Consent Searches Granted</b>	.	.	.	.	.	2	3
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	1	4
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	1	0

**Department 131**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	310	407
<b>Consent Searches Granted</b>	.	.	.	.	.	3	4
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	18	15
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	3	-

**Department 132**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	479	545
<b>Consent Searches Granted</b>	.	.	.	.	.	3	5
<b>Consent Searches Denied</b>	.	.	.	.	.	1	1
<b>Vehicles Towed</b>	.	.	.	.	.	2	2
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	1	0



**Department 133**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	491	633
<b>Consent Searches Granted</b>	.	.	.	.	.	2	2
<b>Consent Searches Denied</b>	.	.	.	.	.	1	0
<b>Vehicles Towed</b>	.	.	.	.	.	2	5
<b>Search Warrant Requests</b>	.	.	.	.	.	0	1
<b>PC Searches</b>	.	.	.	.	.	0	-

**Department 134**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	515	721
<b>Consent Searches Granted</b>	.	.	.	.	.	1	3
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	10	2
<b>Search Warrant Requests</b>	.	.	.	.	.	0	0
<b>PC Searches</b>	.	.	.	.	.	0	3

**Department 135**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	320	513
<b>Consent Searches Granted</b>	.	.	.	.	.	0	0
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	30	59
<b>Search Warrant Requests</b>	.	.	.	.	.	1	2
<b>PC Searches</b>	.	.	.	.	.	0	0

**Department 136**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	500	282
<b>Consent Searches Granted</b>	.	.	.	.	.	1	6
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	16	67
<b>Search Warrant Requests</b>	.	.	.	.	.	0	5
<b>PC Searches</b>	.	.	.	.	.	3	-

**Department 137**

	April						
	2008	2009	2010	2011	2012	2013	2014
<b>Motor Vehicle Stops</b>	.	.	.	.	.	300	342
<b>Consent Searches Granted</b>	.	.	.	.	.	6	1
<b>Consent Searches Denied</b>	.	.	.	.	.	0	0
<b>Vehicles Towed</b>	.	.	.	.	.	3	0
<b>Search Warrant Requests</b>	.	.	.	.	.	0	1
<b>PC Searches</b>	.	.	.	.	.	0	2