Illinois Traffic Stop Statistics Act

Report for the Year 2004

Submitted by:

Northwestern University Center for Public Safety

To:

Illinois Department of Transportation

Alexander Weiss, Ph.D. Project Director
Aviva Grumet-Morris Research Assistant
July 1, 2005

Table of Contents

Executive Summary

On July 17, 2003 Governor Rod Blagojevich signed Senate Bill 30 that is designed to end the practice of racial profiling by assessing the extent to which race is used as a factor in police stops and searches. Under this act police officers in Illinois are required to collect data on every traffic stop. This data must, in turn, be collected and analyzed by the Illinois Department of Transportation (IDOT).

The time period for this collection began on January 1, 2004 and will end on December 31, 2007. All law enforcement agencies must submit data to IDOT no later than March 1 of the year following the collection period (i.e., March 2005, 2006, 2007, and 2008). Further, IDOT is required to accomplish two tasks related to this legislation:

- Provide a standardized law enforcement compilation form on its website, or other appropriate methods.
- Analyze the data and submit a report to the Governor, the General Assembly, and law enforcement agencies no later than July 1, of each year.

The bill indicated that IDOT may contract with an outside agency to analyze the data. The Northwestern University Center for Public Safety was the outside agency chosen to complete this task. The Northwestern University Center for Public Safety was established in 1936. It is the preeminent institution for executive education for public safety officials. The center has taken a key role in the study of racial profiling both in Illinois and throughout the United States.

In partnership with IDOT, the Center for Public Safety performed a number of tasks:

- Worked with IDOT and law enforcement agencies to design data collection instruments and technologies.
- Worked with IDOT to develop training materials for the data collection, and when indicated provided training to law enforcement personnel.
- Met with appropriate law enforcement groups and officials throughout Illinois to discuss the data collection and analysis procedures.
- Met with appropriate community groups to discuss data collection and analysis.
- Coordinated data collection with agencies and IDOT to ensure data reliability and compliance.
- Conducted periodic interim analyses of data to ensure reliability.
- Worked with IDOT to complete the analysis and prepare the required reports.

The process of developing and implementing this data and analytical system has been quite challenging for all of the stakeholders, but the results are impressive. Illinois now has a meaningful and orderly process to collect this important information. This year's report will help to inform policy-makers, community leaders and citizens throughout the state. Most importantly, it will provide an important benchmark upon which to measure

future performance, and will provide a useful tool for agencies to track performance by officer, beat or district. Unlike other states in which data collection was often viewed as a method to punish or embarrass law enforcement agencies, the Illinois system will provide a method for serious community-based introspection and will increase police accountability. This system will go a long way to ensure that communities have the tools they need to deal with this serious issue.

This report describes our analysis for stops made in 2004. It is the first of four annual reports. The report includes several components including:

- A list of agencies that failed to submit traffic stop data
- A detailed description of our methodological approach
- A statewide analysis and an analysis for each law enforcement agency in the state
- Data used to support our construction of agency benchmarks

Methodology

The study of racial profiling is a relatively new discipline. While the methodology is still developing, there is general consensus as to reliable and rigorous approaches. We sought to answer two key questions:

- To what extent, if any, does race influence an officer's decision to stop a vehicle?
- To what extent, if any, does race influence the disposition of the stop
    - Was a citation issued**?**
    - Was the vehicle subject to a consent search?

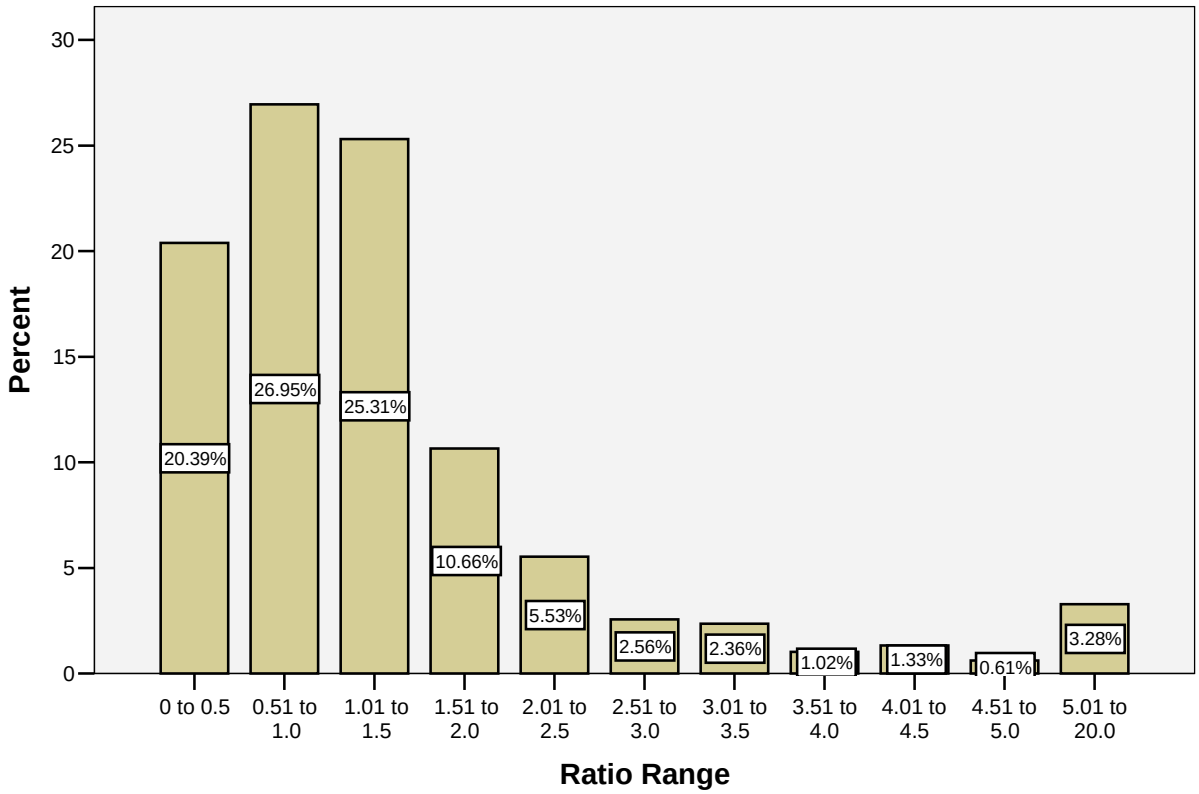
To answer the first question we used two tests. First we compared the percentage of minority drivers stopped in a community with our estimate of the driving population of a community. We then constructed a ratio of those percentages. For example, if 25% of an agency stops were with minority drivers, and the agency's estimated minority driving population was 20% the ratio would be 1.25. In this analysis a ratio of 1 would indicate that the likelihood of a minority driver being stopped was equal to their presence in the driving population.

In Illinois we estimated the minority driving population to be 2,764,823 (or 28.24 % of the driving population). The estimate was constructed as follows:

- African-American 1,350,925
- Native American/ Alaskan 14,306
- Asian/Pacific Islander 341,269
- Hispanic 1,058,323

There were 817,644 stops of minority drivers (32.77% of all stops). Thus the ratio for the state is 1.15 (32.77/28.48).

Table of Ratio Ranges



The reliability of the ratio analysis is based on two important assumptions. First, it assumes that officers actually know the race of the driver prior to making a stop. In many cases officers probably cannot make such a determination. Secondly, it assumes that the estimated minority driving population is, in fact, an accurate indicator. We know from our experience in Illinois and from numerous other studies that using a population based estimator may introduce some error.

On this dimension the statewide data is informative. The statewide ratio (1.15) is slightly less than a similarly constructed ratio in Missouri (1.17). One half of the Illinois agencies have ratios less than 1, and 70% have ratios less than 1.4. The above table illustrates the distribution of ratios for the statewide data.

We then examined the *reason for the stop* across races. The rationale behind this test is the hypothesis that if race is not a factor in the stop decisions these percentages should be similar across races. Of particular interest is the use of equipment violations as a pretext for the stop. Again, this test assumes that the officer can tell the race of the driver prior to the stop. However, unlike the ratio test, this analysis does not rely on a benchmark. It examines the entire universe of stops.

The table below illustrates distribution for the 2004 data.

	White	**Minority**
Stops	1676043	817644
Equipment	285429 17%	141633 17%
License/registration	149261 9%	101621 13%
Moving Violation	1238122 74%	560191 69%

The percentages indicate the distribution in each column (i.e. each racial category). For example, 17% of the stops of white drivers were based on equipment violations.

The second part of our analysis focused on post-stop activities. In some sense these tests are more instructive because they illustrate what officers do when they have determined the race of the driver. For every stop there were three *possible outcomes*: citation, written warning, or a verbal warning.

The next table indicates the *outcome* of the stop. It is organized like the first table.

	White	**Minority**
Stops	1661796	814415
Citation	1005659 60%	553837 68%
Verbal Warning	244483 15%	134450 16%
Written Warning	411654 25%	134450 16%

The final table indicates the distribution of *consent searches* of vehicles by race. Consent searches are those in which there is no other legal or procedural justification for the search. These searches are based on a request by the officer to search the vehicle, and are highly discretionary.

	Stops	Consent Searches
White	1676043	14782 .88%
Minority	817644	18579 2.27%

Results

- The Illinois Traffic Stop Study is arguably the largest and most comprehensive study of its type undertaken to date. It includes state, municipal, and county agencies, as well as college and university police, railroad police, and other agencies. Compliance has been quite good. We have received data from 978 agencies. However, in spite of significant effort on the part of IDOT, some fifty law enforcement agencies failed to provide the data as required by law. The state law enabling this traffic study did not establish a penalty for failure to comply.
  The following agencies did not submit data for 2004:

Albany Police
Amtrak Police
Ashley Police
Bath Police
Beckmeyer Police
Benedictine Police
Burnham Police
Capital Airport Police
Cissna Park Police
Coffeen Police
Cypress Police
Dongola Police
Donnellson Police
Downs Police
Durand Police
East St Louis Park District Police
Enfield Police
Fillmore Police
Ford Heights Police
Governors State University Police
Greater Peoria Airport Police
Gridley Police
Illinois Central College Police
Junction City Police
Lake Bloomington Police
Leaf River Police
Loyola University Police
Ludlow Police
Mackinaw Police
Maple Park Police
Maquon Police
Mazon Police
McNabb Police
Mendon Police
Morton College Police
Mt Auburn Police
New Haven Police
Old Shawnteetown Police
Olmsted Police
Oreana Police
Panama Police
Rend Lake College Police
Rockford Airport Police
Spillertown Police
Spring Bay Police
St. Francisville Police
Strasburg Police
Terminal Railroad Association Police
Thebes Police
Thompsonville Police
Toulon Police
Valier Police
Wilsonville Police
Woodland Police

- In most communities the proportion of minorities stopped is only slightly higher than one would expect based on our estimate of the driving population. The statewide ratio is, for example 1.15. Moreover, about half of the agencies have ratios less than one. Large agencies like the Chicago Police Department and the Illinois State Police look quite favorable on this dimension.
- There is little evidence to suggest that minor traffic violations are being used disproportionately against minority drivers in order to conduct pretextual traffic stops.
- Even though it is preferable to make assessments on a local or regional basis, our analysis of the statewide data does not suggest that race plays a key role in the decision to stop motorists in Illinois.
- Data about the outcome of stops (whether the driver was cited or warned) does not suggest a statewide pattern of racial bias. This measure is, however, problematic. Some observers suggest, for example, that if minorities are less likely to be cited than whites is it may indicate that the stops were not justified in the first place (i.e. there was no legitimate traffic violation). At the same time, if minorities are more likely to be cited it might indicate that they are being treated more harshly than whites. In Illinois outcome is about the same across races. One notable exception is that undocumented Hispanics may be more likely to be cited than warned because they are likely to be driving without a license. In most communities officers must cite this type of violator.
- The most troublesome area of the 2004 analysis is consent searches. While the number of consent searches is relatively small (1.3% of all stops) there is nonetheless, a rather large disparity in the consent search data. In many communities minority drivers are two to three times as likely (statewide 2.6 times as likely) to be the subject of a consent search (i.e. a consent search of their vehicle). This disparity is, coincidently, very much like that which is found in communities throughout the country. Consent searches remain a very critical issue for many law enforcement agencies. The California Highway Patrol, for example, recently suspended the use of this strategy.

Conclusion

Even though the process of implementing the Traffic Stop Study Act was somewhat contentious, the tenor of the discourse in the law enforcement community has become much more favorable. Many law enforcement agencies have embraced this process and have begun to use this data to inform management decision-making. For the first time law enforcement agencies in Illinois are gathering information about every traffic stop, not just those in which a citation was issued. Agencies have begun to use the data to identify opportunities for changes in policy and training. Some agencies in the northern suburbs of Chicago, for example, have been carefully reviewing policy and procedure on consent searches.

Racial profiling is a complex issue. We can never really know what an officer was thinking when they made a traffic stop. We can however, use the kind of data gathered for this study as a tool to inform the community. It can be a useful instrument to help frame this important discussion and can provide a framework for accountability and community participation.

Illinois Traffic Stops Statistics Study
2004 Annual Report

Introduction

On July 17, 2003 Governor Rod Blagojevich signed Senate Bill 30 that is designed to end the practice of racial profiling by assessing the extent to which race is used as a factor in police stops and searches. Under this act police officers in Illinois are be required to collect data on every traffic stop. This data must, in turn, be collected and analyzed by the Illinois Department of Transportation (IDOT).

The time period for this collection began on January 1, 2004 and will end on December 31, 2007. All law enforcement agencies must submit data to IDOT no later than March 1 of the year following the collection period (i.e., March 2005, 2006, 2007, and 2008). Further, IDOT is required to accomplish two tasks related to this legislation:

- Provide a standardized law enforcement compilation form on its website.
- Analyze the data and submit a report to the Governor, the General Assembly, and law enforcement agencies no later than July 1, of each year.

The Bill indicated that IDOT could contract with an outside agency to analyze the data. The Northwestern University Center for Public Safety was chosen to complete this task.

In partnership with IDOT the Center for Public Safety performed a number of tasks:

- Worked with IDOT and law enforcement agencies to design data collection instruments and technologies.
- Worked with IDOT to develop training materials for the data collection, and when indicated provided training to law enforcement personnel.
- Met with appropriate law enforcement groups and officials throughout Illinois to discuss the data collection and analysis procedures.
- Met with appropriate community groups to discuss data collection and analysis.
- Coordinated data collection with agencies and IDOT to ensure data reliability and compliance.
- Conducted periodic interim analyses of data to ensure reliability.
- Worked with IDOT to complete the analysis and prepare the required reports.

This report describes our analysis for stops made in 2004. The report includes several components including:

- A list of agencies that failed to submit traffic stop data
- A detailed description of our methodological approach
- A statewide analysis and an analysis for each law enforcement agency in the state
- Data used to support our construction of agency benchmarks

In preparation of the final report an error was discovered in the "outcome of stop" data. For a number of agencies, stops that were entered as "written warning" were erroneously recorded as "citation." Because of time constraints IDOT was not able to correct all of these erroneous entries. For those agencies listed below the information about outcomes is incorrect. All of the other analyses for these agencies, however, are correct. The following agencies are included in this category:

ALEXANDER COUNTY SHERIFF
ALVIN POLICE
ANNAWAN POLICE
APPLE RIVER POLICE
ARMINGTON POLICE
ASSUMPTION POLICE
ASTORIA POLICE
ATKINSON POLICE
ATLANTA POLICE
AUBURN POLICE
BALDWIN POLICE
BEARDSTOWN POLICE
BELLFLOWER POLICE
BELLWOOD POLICE
BLUE MOUND POLICE
BNSF RAILROAD POLICE
BOONE COUNTY SHERIFF
BROOKPORT POLICE
BROWNSTOWNPOLICE
BUCKNER POLICE
BUFFALO-MECHANICSBURG POLICE
BUNCOMBE POLICE
BUSHNELL POLICE
CAHOKIA POLCIE
CASS COUNTY SHERIFF
CAVE-IN THE ROCK
CEDAR POINT POLICE
CENTRALIA POLICE
CERRO GORDO POLICE
CHADWICK POLICE
CHANDLERVILLE POLICE
CHEBANSE POLICE
CHESTERFIELD POLICE
CHICAGO STATE UNIVERSITY POLICE
CHRISMAN POLICE
CLIFTON POLICE
COATSBURG POLICE
COLONA POLICE
CORDOVA POLICE
CRAWFORD COUNTY SHERIFF
DECATUR PARK DISTRICT POLICE
DELAVAN POLICE
DOLTON POLICE
DOUGLAS COUNTY SHERIFF
DUPO POLICE
EAST DUBUQUE POLICE
EFFINGHAM COUNTY SHERIFF
EFFINGHAM POLICE
ELIZABETHTOWN POLICE
ESSEX POLICE
EWING POLICE
FARMINGTON POLICE
FISHER POLICE
FORD COUNTY SHERIFF
FOX RIVER VALLEY GUARD POLICE
FRANKLIN POLICE
FULTON POLICE
FYRE LAKE ASSOCIATION
GALVA POLICE
GERMAN VALLEY POLICE
GIBSON CITY POLICE
GILMAN PLOLICE
GRAFTON POLICE
GRANDVIEW POLICE
GRANT PARK POLICE
GRANVILLE POLICE
GREATS LAKE NAVAL STATION POLICE
GREENVIEW POLICE
HAMEL POLICE
HAMILTON COUNTY SHERIFF
HAMPSHIRE POLICE
HANCOCK COUNTY SHERIFF
HARDIN COUNTY SHERIFF
HARRISBURG POLICE
HARVEY POLICE
HEBRON POLICE
HENDERSON COUNTY SHERIFF
HENNEPIN POLICE
HEYWORTH OPLICE
HINCKLEY POLICE
HOLIDAY HILLS POLICE
HURST POLICE
ILLIOPOLIS POLICE
INDIAN HEAD PARK POLICE
INDIANOLA POLICE
IROQUOIS COUNTY POLICE
IUKA POLICE
JOHNSON COUNTY SHERIFF
JONESBORO POLICE
JOPPA POLICE
JOY POLICE
KARNAK POLICE
KEWANNEE POLICE
KINMUNDY POLICE
LAKE LAND COLLEGE POLICE
LAKEMOOR POLICE
LAMOILLE POLICE
LEBANON POLICE
LENA POLICE
LENZBURG POLICE
LINCOLNLAND

COMMUNITY COLLEGE POLICE
LINCOLNSHIRE POLICE
LONDON MILLS POLICE
LOSTANT POLICE
LYNDON POLICE
LYNWOOD POLICE
MACON COUNTY SHERIF
MANHATTAN POLICE
MANTENO POLICE
MARK POLICE
MAROA POLICE
MAZON POLICE
MCDONOUGH COUNTY SHERIFF
MCLEANSBORO POLICE
METROPOLIS POLICE
MILAN POLICE
MINIER POLICE
MINONK POLICE
MOLINE METRO AIRPORT AUTHORITY POLICE
MONEE POLICE
MONMOUTH POLICE
MOULTRIE COUNTY SHERIFF
MOUNT STERLING POLICE
MULBERRY GROVE POLICE
MURRAYVILLE POLICE
NAPERVILLE PARK DISTRICT POLICE
NAPLATE POLICE
NEW BOSTON POLICE
NEW HOLLAND POLICE
NEW WINDSOR
NEWMAN POLICE
OAK FOREST POLICE
OAKTON COMMUNITY
OGDEN POLICE
OGLESBY POLICE
ONARGA POLICE
ORANGEVILLE POLICE
ORIENT POLICE
PARKLAND COLLEGE POLICE
PATOKA POLICE
PAWNEE POLICE
PERRY COUNTY SHERIFF
PIKE COUNTY SHERIFF
PITTSBURG POLICE
PLANO POLICE
PLEASANT HILL POLICE
POPE COUNTY SHERIFF
PORT BYRON POLICE
POTOMAC POLICE
PROPHETSOWN POLICE
RAMSEY POLICE
RANTOUL POLICE
RICHLAND COUNTY SHERIFF
RICHTON PARK POLICE
RIDGWAY POLICE
ROODHOUSE POLICE
ROSCOE POLICE
ROSSVILLE POLICE
ROUND LAKE HEIGHTS POLICE
RUSHVILLE POLICE
SALEM POLICE
SALINE COUNTY SHERIFF
SAN JOSE POLICE
SHAWNEETOWN POLICE
SHEFFIELD POLICE
SHILOH POLICE
SHOREWOOD POLICE
SMITHTON POLICE
SOUTHERN ILLINOIS UNIVERSITY EDWARDSVILLE POLICE
SOUTHWESTERN ILLINOIS COLLEGE POLICE
SPARTA POLICE
SPAULDING POLICE
ST. PETER POLICE
STARK COUNTY SHERIFF
THOMSON POLICE
TILDEN POLICE
TISKILWA POLICE
TONICA POLICE
TUSCOLA POLICE
UNIVERSITY PARK POLICE
VIRGINIA POLICE
WALNUT POLICE
WARREN COUNTY SHERIFF
WASHBURN POLICE
WATSEKA POLICE
WAUBONSEE COMMUNITY COLLEGE POLICE
WENONA POLICE
WEST FRANKFORT POLICE
WHITESIDE COUNTY SHERIFF
WILMINGTON POLICE
WINSLOW POLICE
WONDERLAKE POLICE
WOODHULL POLICE
YATES CITY POLICE

Agencies that failed to submit data for 2004:

ALBANY POLICE
AMTRAK POLICE
ASHLEY POLICE
BATH POLICE
BECKMEYER POLICE
BENEDICTINE POLICE
BURNHAM POLICE
CAPITAL AIRPORT POLICE
CISSNA PARK POLICE
COFFEEN POLICE
CYPRESS POLICE
DONGOLA POLICE
DONNELLSON POLICE
DOWNS POLICE
DURAND POLICE
EAST ST LOUIS PARK DISTRICT POLICE
ENFIELD POLICE
FILLMORE POLICE
FORD HEIGHTS POLICE
GOVERNORS STATE UNIVERSITY POLICE
GREATER PEORIA AIRPORT POLICE
GRIDLEY POLICE
ILLINOIS CENTRAL COLLEGE POLICE
JUNCTION CITY POLICE
LAKE BLOOMINGTON POLICE
LEAF RIVER POLICE
LOYOLA UNIVERSITY POLICE
LUDLOW POLICE
MACKINAW POLICE
MAPLE PARK POLICE
MAQUON POLICE
MAZON POLICE
MCNABB POLICE
MENDON POLICE
MORTON COLLEGE POLICE
MT AUBURN POLICE
NEW HAVEN POLICE
OLD SHAWNTEETOWN POLICE
OLMSTED POLICE
OREANA POLICE
PANAMA POLICE
REND LAKE COLLEGE POLICE
ROCKFORD AIRPORT POLICE
SPILLERTOWN POLICE
SPRING BAY POLICE
ST. FRANCISVILLE POLICE
STRASBURG POLICE
TERMINAL RAILROAD ASSOCIATION POLICE
THEBES POLICE
THOMPSONVILLE POLICE
TOULON POLICE
VALIER POLICE
WILSONVILLE POLICE
WOODLAND POLICE

Why Collect Data?

Both during and after the Illinois legislative debates on the proposed Traffic Stop Study[1], many Illinois law enforcement officials inquired into the purpose of collecting data on traffic stops and searches. From their perspectives, such a study, by its very nature, implied impropriety on the part of police officers within their departments. Additionally, many law enforcement representatives believed that the study would serve to encourage or enhance distrust by citizens and communities of officers, departments, and the police in general. Such fears and anxieties are nothing new when it comes to data collection and analysis. Indeed, wherever studies similar to the one in Illinois have been conducted, researchers have found that their first challenge is not with the data but rather with nervous police agencies. Luckily, there have been a number of thorough and cogent examinations of this topic. People like Lorie Fridell of the Police Executive Research Forum (PERF) and Captain Ronald Davis of the Oakland Police Department have had much experience in addressing many of the issues associated with data collection and racial profiling studies. Both have contributed greatly to the body of scholarship on this subject. Their comments, in conjunction with the experiences of other social scientists involved in traffic data collection and research, provide tremendous insight into the value and benefit of traffic stop studies.

Racial profiling is an important issue in our community today, a fact reflected by the many discussions, research findings, and national surveys contained in newspapers and other media across the country. When the Gallup Organization asked whether racial

[1] 625 ILCS 5-11-212

profiling was an existing problem, 60% of Americans responded in the affirmative. [2] Among the African Americans who participated in the poll, however, an even larger number, some 77%, said that racial profiling was widespread.[3] By 2003 this number had climbed to 85% of all African Americans sampled.[4] In the Washington Post Survey of June 21, 2001, 52% of African American men polled indicated their belief that they had personally been the victim of racial profiling in the past.[5] Clearly, there is a perception shared by the majority of Americans that racial profiling is a topic deserving of attention and investigation. Sworn to uphold the law, serve the community, and protect citizens, the police have an obligation to respond to these concerns and to critically evaluate the regulations and practices of the department. Data collection aids law enforcement officials in this regard, as noted by Captain Davis in his article, *What Does the Data Mean?* "Proper data collection…not only provides an organizational 'snap shot' – a look at the organization at a specific point in time – it assists administrators in identifying institutional and systemic problems."[6]

Data collection, however, is more than just a compilation of numbers. Indeed, it provides an additional value to communities and agencies, a value believed by many to be as important as the ultimate results generated by the study. Data collection, says Lorie Fridell, "shows that the agency is concerned about racially biased policing, is open to scrutiny, and is accountable to its constituency."[7] Pointing to collection of traffic stop data as "symbolic," Captain Davis echoes Fridell's sentiments and insists that such

[2] Captain Ronald L. Davis, *Racial Profiling: "What Does the Data Mean?"*, 1 (2001).
[3] Dr. Amy Farrell, Dean Jack McDevitt, Shea Cronin, and Erica Pierce, *Massachusetts Racial and Gender Profiling Final Report*, 4, prepared by Northeastern University's Institute on Race and Justice, May 2004 [hereinafter Farrell et al., *Massachusetts Final Report*].
[4] Farell, et al., *Massachusetts Final Report*, 5.
[5] Davis, 1.
[6] Davis, 1.
[7] Lorie Fridell, *By the Numbers: A Guide for Analyzing Race Data from Vehicle Stops*, 111 (2004).

research is "a gesture of openness to the community and a commitment to equality. It translates to 'we have nothing to hide' and represents the willingness of law enforcement to take an introspective look to prevent disparate treatment. It also demonstrates a true commitment by law enforcement to address community needs and concerns."[8] The conversations initiated by the collection of traffic stop data are invaluable to both community members and agencies alike and constitute an important and "guaranteed" result. "A significant benefit of data collection," write Saul Green and Richard Jerome in their report on the Traffic Stop Study conducted by the University of Cincinnati, "is that it leads to a larger public discussion of how policing should be conducted in the jurisdiction."[9] Moreover, Fridell says, "[e]ven if the results do not provide definite conclusions regarding racial bias, they can serve as a basis for constructive police-citizen discussions regarding ways to reduce bias and/or perceptions of racial bias."[10] The true benefit and value of data collection, therefore, may very well be the improvement of police-citizen communication and dialogue.

What is Racial Profiling?

Interestingly, there is little consensus among the experts beyond the determination that traffic stop data yield advantageous results. The dissension touches on many of the most central topics to data collection studies, a point made clear by COPS ("Community Oriented Policing Sessions") in a Department of Justice sponsored project. "We do not [even] as yet have an accepted, official definition of racial profiling, much less an operational definition that describes exactly what data should be collected, how they

[8] Davis, 1.
[9] Saul Green and Richard Jerome, *Monitor's Report on University of Cincinnati Police Vehicle Stop Study*, 3 (November 14, 2003) [hereinafter *Monitor*].
[10] Fridell, 111.

should be collected, and what type of analytical results would definitively identify racial profiling."[11] Although an exact definition of "racial profiling" might seem unnecessary and even hyper technical, it is, in actuality, quite part and parcel to the whole issue of data collection. One consequence identified by the researchers working on the Washington State study of "the lack of a clear and consistent definition of relevant terms" is the negative impact on "public discussion over the issue of racial profiling."[12] This is particularly significant in light of the fact that the promotion of police-citizen dialogue is one of the major benefits of data collection studies.[13] More centrally, however, the ultimate objective of many traffic stop studies is to determine the presence or absence of racial profiling. This goal is often stated either explicitly in the introductory statements[14] or implicitly in the title of a report.[15] Having thus made racial profiling a key focus of the inquiry, it seems imperative that the term be defined.

Unfortunately, researchers and social scientists have yet to agree on a single definition of "racial profiling." Definitions range from the fairly simplistic ("Using race as a key factor in deciding whether to make a traffic stop"[16]) to the comparatively complex ("any police initiated action that relies upon the race, ethnicity, or national

---

[11] *COPS, Your Reputation Depends on It!*, 3. The issue of what data is collected and subsequent analysis will be discussed in later sections of this chapter.
[12] Nicholas Lovorich, Ph.D., *WSP Traffic Stop Data Analysis Project: Data Analysis Project Report*, June 1, 2003, 9.
[13] See *supra* notes 2–10 and accompanying text.
[14] "The goal of this report is to answer the mandate of Chapter 228 of the Acts of 2000 to identify and provide to the Secretary of Public Safety a listing of state police units or municipalities that appear to have engaged in racial or gender profiling." Dr. Amy Farrell, Dean Jack McDevitt, Shea Cronin, Erica Pierce, *Massachusetts Racial and Gender Profiling Final Report, Executive Summary*, prepared by Northeastern University's Institute on Race and Justice, May 2004 [hereinafter: Farrell et al., *Massachusetts Executive Summary*].
[15] For example, see Farrell et al., *Massachusetts Final Report*; Stan Knee, *2003 Racial Profiling Report Memorandum*, http://www.ci.austin.tx.us/action/2003_profiling.htm; Steward Research Group, *Racial Profiling: Texas Traffic Stops and Searches*, February 2004
[16] General Accounting Office, 2000b, cited by Dr. Amy Farrell et al., *Rhode Island Traffic Stop Statistics Act: Final Report* [hereinafter Farrell et al., *Rhode Island*], 3.

origin of any individual rather than the behavior of that individual, or information that leads the police to a particular individual who has been identified as being engaged in or having been engaged in criminal activity").[17] In between is a vast continuum of definitions. Even the state legislatures that have passed laws mandating the collection of data on traffic stops have not adopted a uniform definition of "racial profiling." Rhode Island, for example, defines racial profiling as "the detention, interdiction or other disparate treatment of an individual solely on the basis of the racial or ethnic status of the individual." [18] Massachusetts' definition is "the practice of detaining a suspect based on a broad set of criteria which casts suspicion on an entire class of people without any individualized suspicion of the particular person being stopped."[19] Missouri defines the term as "the inappropriate use of race by law enforcement when making a decision to stop, search or arrest a motorist."[20] Washington's state legislature defined the term as follows: "Racial profiling is the illegal use of race or ethnicity as a factor in deciding to stop and question, take enforcement action, arrest, or search a person or vehicle with or without a legal basis under the United States Constitution or the Washington State Constitution."[21] Each of these definitions, of course, carries its own implications and limitations. The Illinois legislature wisely eschewed defining "racial profiling" and simply listed the data to be collected.[22]

---

[17] Deborah Ramirez et al., *Resource Guide on Racial Profiling Data Collection Systems: Promising Practices and Lessons Learned* (2000) Note 10, at 3, cited by Farrell et al., *Rhode Island*, 3–4. This definition was adopted by Dr. Farrell and her colleagues in their 2003 *Rhode Island* report.
[18] Rhode Island General Laws, Section 31-21.1–4, cited in Farrell et al., *Rhode Island*, 4.
[19] Chapter 228 of the Acts of 2000, cited in Dr. Amy Farrell et al., *Massachusetts Racial and Gender Profiling Study, Final Report*, prepared by Northeastern University's Institute on Race and Justice, May 4, 2004 [hereinafter Farrell et al., *Massachusetts Final Report*.]
[20] Section 1, Executive Summary on 2002 Missouri Traffic Stops, http://www.ago.state.mo.us/racialprofiling/2002/racialprofiling2002.htm.
[21] Lovrich et al., 17.
[22] *See* 625 ILCS 5-11-212.

That there is a lack of consensus on the very fundamental question "what is racial profiling?" was yet another reason why we chose to refrain from making the Illinois Traffic Stop Study a "pass or fail" inquiry. While other data collection efforts have reduced their analyses to "present or absent" determinations, we saw a danger in approaching the matter in this way. For one thing, it seems to indicate that there is a threshold level of profiling, below which an agency is acting fairly and above which the agency is "racist" or engaged in unacceptable behavior. Besides the obvious objection that this oversimplifies an incredibly complex issue, it seems nearly impossible to ever reach any kind of consensus on what that threshold should be. Moreover, this type of approach results in a no-win situation. Agencies that "fail" find themselves labeled racist and react with hostility. Community members become angry with those agencies, both for the initial "failure" as well as for the agency reaction. These responses serve to polarize the parties rather than facilitate dialogue. As the promotion of better police-citizen communication is one of the main objectives of data collection, every effort should be made to avoid these results.[23] Consequently, this report will not conclude with a "pass or fail" section where agencies are listed as either engaged in "racial profiling" or "good policing." Instead, we will attempt to present the analysis and allow interested parties to use this report as the beginning of, rather than the end to, a constructive discussion.

Data Collected: Illinois and Elsewhere

The Illinois law lists seven elements that must be collected by an officer making a traffic stop between January 1, 2004 and December 31, 2007. These elements are:

(1) the name, address, gender, and race of the driver;

[23] *See* "Why Collect Data?" *supra*.

(2) the reason for the stop;

(3) the make and year of the vehicle;

(4) the date and time of the stop;

(5) the location of the stop;

(6) whether the stop resulted in a search of the vehicle, driver, or passengers, and if so, the basis for the search;

(7) the name and badge number of the officer.[24]

The driver's race, under the law, must be Caucasian, African-American, Hispanic, Native American/Alaskan Native, or Asian/Pacific Islander.[25] In addition, the Illinois Department of Transportation suggested that the following data also be collected at the time of the stop: the driver's age, the type of moving violation (if the reason for the stop), the disposition of the stop (citation, written warning, or verbal warning), the beat location of the stop, whether contraband was found, and, if found, whether the contraband was (a) drugs, alcohol or paraphernalia; (b) weapons; (c) stolen property; or (d) other.[26]

It is important to remember here that there is no unanimity between states in the data elements to be collected. Moreover, even on the elements that all states require there are considerable differences in how they are collected. For example, with respect to the race of the driver (the variable that is at the very heart of any data collection study), there is variation among the states as to which races are collected as well as the corresponding nomenclature of those races. Massachusetts allows officers to choose one of six

[24] *See* 625 ILCS 5/11-212.
[25] *See* 625 ILCS 5/11-212. It is worth noting here that the officer can pick only one of the categories to designate the race of the driver. This topic will be addressed in more detail in subsequent sections.
[26] Illinois Department of Transportation, http://www.dot.state.il.us/trafficstop/database.html [hereinafter Illinois Department of Transportation *Database*.]

categories: White, Black, Hispanic, Asian, Native American, or Middle Eastern.[27] Officers in Rhode Island chose from a different list of six: White, African American, Native American, Asian, Hispanic, and Other.[28] Missouri officers selected from a list similar to Rhode Island's, with a driver's race being White, Black, Hispanic, American Indian, Asian, or Other.[29] The Texas 2001 law contemplated five racial/ethnic categories, including Caucasian, Black, Hispanic, Native American, and Asian.[30] Another difference is the way that age is collected. While Missouri broke age into four categories (under 18, 18-29, 30-39, and 40+),[31] Illinois requires the officer to record the year of birth.[32] Rhode Island's law simply mandated the officer to record the driver's "approximate age,"[33] and Texas didn't require any age data to be collected at all.[34]

The obvious absence of agreement among state legislatures and researchers is significant in a number of respects. Firstly, it is indicative of just how truly new this field of research is, an observation made by the Northeastern Group headed by Dr. Farell pointed in its Executive Summary of the Massachusetts Report. "It is important to note at the outset that research on racial profiling in traffic enforcement is a relatively new area of inquiry. Although numerous studies have begun to address questions of differential treatment in traffic stops, no absolute consensus exists about the best way to determine disparities."[35] Secondly, that there is a lack of consensus even as to the proper

[27] *See* Farell et al., *Massachusetts Final Report*, 9.
[28] *See* Farell et al., *Rhode Island Final Report*, 15.
[29] *See* Missouri Attorney General's Office, 2002 Annual Report: Missouri Traffic Stops, http://www.ago.state.mo.us/racialprofiling/2002/racialprofiling2002.html [hereinafter *Missouri Report*.]
[30] *See* The Steward Group, *Racial Profiling: Texas Traffic Stops and Searches*, February 2004, 5 [hereinafter *Steward Group Report*.]
[31] *Missouri Report.*
[32] Illinois Department of Transportation *Database*.
[33] Farell et al., *Rhode Island*, 8.
[34] *Steward Group Report*, 5.
[35] Farell et al., *Massachusetts Executive Summary*, 1.

nomenclature of the elements[36], to say nothing of the criteria for determining the elements themselves[37], is clear evidence that there are numerous competing interests involved. Politicians, police officers, social scientists, individual citizens, advocacy groups, and the media all contribute to the collection effort and, not unexpectedly, approach the project from different perspectives. These "stakeholders," as Lorie Fridell terms the collective group of interested parties, must work together to gather and analyze the data and later, to discuss and respond to the generated reports. Issues of respect and sensitivity play crucial roles in this regard.[38]

Lastly, and perhaps most importantly, the variation from state to state in the type and specificity of data collected is necessarily a reflection of the reason for and objectives of the collection project. This in turn determines the type of analysis performed by social scientists and researchers. For example, Maryland began collecting data on stops that resulted in searches because of a settlement of a law suit brought by Robert Wilkins, an African-American Harvard Law Student, against the Maryland State Police.[39] Wilkins suit "alleged that the police stopped him as he was driving [on Interstate 95] with his family, questioned them and searched the car with a drug sniffing dog because of [his and his family's] race."[40] Consequently, this state's *motivation* for the collection (the settlement of a lawsuit claiming disparate treatment of African Americans on Interstate 95) shaped the data elements collected (race of the driver and search information) as well

[36] See *supra* notes 27–34 and accompanying text.
[37] See *supra* note 11 and *infra*, Decisions.
[38] Fridell, 3, referring to Lorie Fridell, UNDERSTANDING RACE DATA FROM VEHICLE STOPS: A STAKEHOLDER'S GUIDE, 2004.
[39] David A. Harris, *The Stories, the Statistics, and the Law: Why "Driving While Black" Matters*, 84 Minn. L. Rev. 265, 280 [hereinafter Harris, *Stories and Statistics*.]
[40] Harris, *Stories and Statistics*, 280.

as the scope (I-95) of the collection.[41] In Massachusetts, national concern about gender profiling prompted that State's legislature to focus on both racial and gender profiling in drafting and passing the 2000 law.[42] As a result, the only two "identifying characteristics" that the Act specified for collection by officers were "race" and "gender."[43] This legislative emphasis impacted the type of analysis performed by Dr. Farrell and her colleagues at Northeastern University's Institute on Race and Justice and led to a discussion of the role that gender played in the data collected by Massachusetts police officers. The title of the report produced by the Northeastern Group, *Massachusetts Racial and Gender Profiling Study*, indicates the dual focus of this state's collection efforts.[44]

These observations are a useful backdrop in considering the Illinois Traffic Stop Study and the subsequent analysis of the collected data. In Illinois, the State Legislature passed the law in order to determine the connection, if any, between traffic stops initiated by police officers and certain characteristics of the driver, including race, gender, and age.[45] Because of this very general objective, the Illinois data collection project has a broad geographical, temporal, and contextual scope. This expansive study in turn affects the analytical framework. On the one hand, the broadness of the study allowed us a great deal of discretion in choosing analytical methodologies, focus areas, and report formats. At the same time, the vastness in scope necessarily limits the project, since a statewide,

[41] Dr. John Lamberth analyzed the Maryland State Police data by comparing it to data that he and his team collected on I-95 using the "rolling survey" method [see *infra*, notes 59–70 and accompanying text for more on rolling surveys.] See Harris, *Stories and Statistics*, 280.
[42] Farell et al., *Massachusetts Final Report*, 5.
[43] See Chapter 228 of The Acts of 2000, Section 8.
[44] See Farell et al., *Massachusetts Final Report*.
[45] See generally 625 ILCS 5/11-212 and the Illinois Department of Transportation *Racial Profiling Study Overview*, http://www.dot.state.il.us/trafficstop/racialprofiling.html [hereinafter Illinois Department of Transportation *Overview*.]

four year project resulting in the collection of numerous data elements puts great strain on the resources available for analysis. As Professor David Harris commented in a University of Minnesota Law Review article with respect to benchmarking choices, "It would be impractical, not to mention prohibitively expensive, to do this [a particular type of labor intensive benchmarking method] in communities across an entire state."[46]

Early on, therefore, we needed to make certain decisions that would give structure and direction to the project. To do so, we relied on the reports and analyses of many other social scientists, including some of the most renowned scholars in the field of data collection for racial profiling purposes. Their experiences and thoughts were helpful to us as we began to define the scope and focus of the Illinois project.

II. DECISIONS

BENCHMARKS

One of the earliest questions that any analyst must address with respect to a data collection project is choice of benchmark. Much attention is paid to this choice by scholarly writers and the media, and criticisms or commendations of analyses often stem largely from approval or disapproval of the benchmark employed in a study. In writing about the Cincinnati collection experience, Saul Green and Richard Jerome described choice of benchmark as "[t]he most difficult and controversial aspect of the analysis of traffic stop data…"[47] The intense scrutiny with respect to benchmark choice is certainly understandable. Undoubtedly, which benchmark to use is an important decision with substantial ramifications for the project, a point emphasized by Captain Davis. "Improper data collection with inaccurate analysis is irresponsible, contributes to negative

[46] Harris, *Stories and Statistics*, 282.
[47] *Monitor*, 4.

perceptions in the community, negative perceptions of law enforcement, and results in an overall lack of confidence in the process."[48] In other words, a bad benchmark will undermine every benefit that the collection effort is designed to promote.[49]

The problem, however, lies in the disagreement among scholars as to which of the various benchmarking models is most accurate. Farrell and her colleagues at Northeastern University recognize the dissension. "[T]here is no clear standard about what comparative population is most appropriate for this type of analysis."[50] The Northeastern team attributes the divergence in opinions to the "newness" of this field of study. "Because research on racial disparities in traffic stops is relatively new, little consensus exists about the most statistically sound population against which to compare the traffic stops."[51] If this estimation is correct, the studies to be done in the next ten years will benefit from the reviews of past and present analyses, and social scientists will eventually settle on benchmarking models that are, more or less, accepted by all researchers.

What is a Benchmark?

Benchmarking, according to Fridell, is "the process of developing a demographic profile of drivers at risk of being stopped by police, assuming no bias."[52] Benchmarks provide a baseline number against which to compare the accumulated data. For example, finding that 1500 stops in a particular town X were for African Americans is not particularly helpful because we don't know whether 1500 is high, low, or as expected for

[48] Davis, 4.
[49] See *supra* notes 1–10 and accompanying text.
[50] Farrell et al., *Rhode Island*, 27.
[51] Farrell et al., *Rhode Island*, 27.
[52] Fridell, 33. The Northeastern team defines "benchmark" in much the same way: "an estimate of the demographics of populations who are at risk for being stopped on roads that are patrolled by the law enforcement agency." Farrell et al., *Rhode Island*, 27.

town X. If, however, we knew the total number of drivers and the total number of African American drivers in town X we could compare our data (1500) and make some conclusions. In short, we need a baseline that will provide some context to the data gathered.

One of the major considerations in choosing a benchmark is making sure that the "numerator" matches the "denominator": in other words, the pool of drivers "at risk of being stopped by the police" (the denominator) must be the pool from which the data has been drawn (the numerator). As Fridell describes, "[t]o 'match the numerator to the denominator' means the researcher should adjust the stop data to correspond to any limiting parameters of the benchmark or vice versa."[53] Take our above example of 1500 stopped African American motorists in town X. If that number was compared to a baseline representing all drivers in the state of Illinois, the numerator (1500) would not match the denominator (all Illinois drivers) and the result would be a conclusion that very few African American drivers were stopped relative to their representation on the roads. But that conclusion would obviously not be correct, since the pool from which the African Americans drivers were drawn (town X) is not the pool against which the data was compared (all Illinois drivers). Therefore, to draw an accurate conclusion, we need to compare the data (1500) to the drivers at risk of being stopped in town X and then determine whether this number is disproportionate to the number of African American drivers using town X roads.

Not all benchmarks are equal. According to Lorie Fridell, "the strength of a benchmark depends on the degree to which it encompasses the factors associated with the

[53] Fridell, 71.

alternative hypotheses."[54] Using a weak benchmark "can 'mask' (or hide) disparity"[55] or alternatively, can indicate a problem where none exists. A strong benchmark, on the other hand, will provide meaningful information which in turn can produce a high quality analysis indicating the existence, degree, nature, and specifics of a problem area.[56]

The key, therefore, in benchmarking is compiling "an [accurate] estimate of the demographics of populations who are at risk for being stopped…."[57] The disagreement centers on the best way to arrive at such a demographic estimate. While many different benchmarking models have been suggested, there are essentially four major methods used in data collection and analysis: observation, push-pull, traffic accident data, and census. Each of these will be considered in the following section.

Benchmarking Models

Initially, it is important to point out that there are two broad types of benchmarks: external and internal. External benchmarks compare stop data to the estimated driver profile of a given jurisdiction. Internal benchmarks compare stop data within a department, such as between shifts, units, or individual officers. The distinction is important because each type of benchmark serves a different purpose and provides for different conclusions. External benchmarks are helpful in determining a driver's risk of being stopped in a jurisdiction based on certain physical characteristics, such as race, ethnicity, or gender. By contrast, internal benchmarking is useful for a department to ascertain the existence or prevalence of a problem at the ground level. Results generated by internal benchmarking can be kept "in-house" and are mainly used by agency

[54] Fridell, 34.
[55] Fridell 30.
[56] Fridell, 42.
[57] Farrell et al, *Rhode Island*, 27.

administrators to track changes and trends within units or shifts or among officers over time. Because the goal of data collection studies is to evaluate traffic stops across a region, external benchmarks are used. However, internal benchmarking can be extremely valuable to an agency in responding to community concerns and citizen complaints. Additionally, information generated by internal benchmarks allows police executives to remain connected to the actions of officers on the street.[58]

With respect to external benchmarks, the four principal methods are: observation, push-pull, traffic accident data, and census benchmarking.

Observation

With observation benchmarking, individuals trained by social scientists observe motorists, record their characteristics, and amalgamate the observed data to create a driver demographic.[59] This becomes the denominator against which the stop data collected by the police is measured. Observation benchmarking can be stationary (where the individuals stand at the side of the road) or rolling (where observers record driver characteristics while riding in a car).[60] Although this benchmarking method has come to be used by researchers investigating racial profiling, it has also historically been used by federal agencies conducting seatbelt and helmet use studies.[61]

Observation benchmarking consists of trained observers recording physical characteristics of the driver (most commonly, race and gender) as well as other data, including information on the car, traffic violations committed, number of passengers, etc. A benefit of this method is that it provides a more precise snapshot of the drivers using

[58] Fridell, 45.
[59] Fridell, 161.
[60] Fridell, 163. "Rolling" surveys are also known as "mobile" or "carousel" methods.
[61] Fridell, 162.

the roadways. Dr. John Lamberth, perhaps the best known analyst using observational benchmarking, also argues that the driving population is a transient one, different from, for example, the static residential population measured by the Census.[62] Consequently, Dr. Lamberth uses the observational method (both stationary and rolling) to create his baseline (or denominator).

There are some significant drawbacks, however. Firstly, a determination of the precise race and ethnicity of the driver is often difficult because the car is in motion when the observation is made. Although distinctions between "Caucasian" and "Non-Caucasian" are often accurate, it becomes more difficult to differentiate "Hispanic" from "Native American" or "Middle Eastern."[63] This means that there will be some rate of error in the data[64] and certain amounts of observation discarded as being unreliable. One study discarded 1/3 of all observations because the driver's race and/or ethnicity could not be accurately determined. Another study cited by Fridell claimed a 97% reliability rate. This study, however, only distinguished "white" drivers from "nonwhite" drivers.[65] Many other studies employing the observation benchmarking method used broad categories of race and ethnicity.[66]

Certainly, some of the difficulty in determining race and ethnicity is a factor of the observer's perception, which is itself influenced by the observer's own assumptions, experiences, and personal background. However, there are numerous environmental factors that can affect the reliability of an observation, including bad weather, lighting,

---

[62] Dr. John C. Lamberth, *A Study to Analyze Traffic Stop Data in Santa Cruz County*, 12 (September 2003).
[63] Fridell, 174.
[64] Fridell, 173
[65] Fridell 164.
[66] Fridell, 175. Contrast these studies with the one conducted by Dr. Lamberth in Santa Cruz County, where his observers recorded race/ethnicity as White, Black, Hispanic, Asian, Other, or Unknown. Lamberth, 27

shadows, windshield glare, and window tint.[67] Additionally, the speed of the car and level of traffic congestion can impact reliability of observation.[68] Finally, this benchmarking method is time consuming and costly, especially when applied to a larger geographical area.[69]

Observational benchmarking was the method of choice in numerous studies, including those in Miami-Dade County, Pennsylvania, New Jersey, North Carolina, Rhode Island, New Jersey, Maryland, Arizona, Kansas, and Michigan.[70]

Push-Pull

A second well-known benchmarking method, known as the "push-pull" method, was pioneered by Dr. Amy Farrell and her team at the Institute on Race and Justice at Northeastern University in Boston. This innovative method begins with Census population for a jurisdiction and then adjusts this static population by factoring in the number of drivers that come into the jurisdiction from surrounding communities and the number of drivers that leave the jurisdiction for other towns. The Northeastern group believes that this method best reflects the true behavior of drivers, who do not only use the roadways of the city in which they live but rather contribute to the general driving population of numerous other cities.[71] The theory is that there are many factors which influence a driver's decision to enter or leave a particular jurisdiction, including employment, entertainment, shopping, and distance from the driver's home.[72] By encompassing all of these factors into the equation, the Northeastern group creates a

[67] Fridell, 164. Window tint was described as a limiting factor by Dr. William Stenzel and Roy Lucke in their presentation on Observational Benchmarking at Northwestern University's Symposium on the Illinois Traffic Stop Study (June 28, 2004) [hereinafter *Northwestern Symposium*].
[68] Fridell, 177.
[69] Farrell et al., *Rhode Island*, 28. Lamberth, 16.
[70] Fridell, 164-165 and Lamberth, 20.
[71] Farrell et al., *Rhode Island*, 29.
[72] Farrell et al., *Rhode Island*, 29-30.

driving population estimate (DPE) which "…seeks to measure the factors that both *push* drivers out of surrounding communities and *draw* drivers into target cities from surrounding communities."[73]

To compute the "push" and "pull" values, the Northeastern group began by identifying the communities within a 30 mile radius of the "target" city. This particular value was selected based on their "…assumption that [the] driving population of a jurisdiction is primarily influenced by communities that fall within a 30 mile perimeter."[74] Included in this 30 mile radius were cities in neighboring states, which were also factored into the estimate. All communities in that radius potentially drew drivers from or contributed drivers to the target city. Farrell and her team then determined the Census population and racial breakdown for each of these surrounding communities.

To determine the number of drivers that a surrounding community could contribute to its neighboring communities, several factors were considered, including: (1) "the percentage of people within the community who own cars, making them eligible to drive out of the city; (2) The percentage of people who drive more than 10 miles to commute to work…and (3) The travel time (in minutes) between the contributing city and the target city." These three values were entered into an equation which yielded the total number of drivers "…that would contribute to the driving population of the target city from each contributing city."[75] This total number was then divided according to the racial breakdown of that community as reflected in the 2000 Census estimate. Finally, the researchers added together all of the drivers of each racial group from all of the

[73] Farrell et al., *Rhode Island*, 29-30.
[74] Farrell et al., *Rhode Island*, 30.
[75] Farrell et al., *Rhode Island*, 31.

surrounding communities to determine the total number of drivers from each racial group capable of contributing to the target city.[76]

The next step was figuring out a target city's "draw," which is the attractiveness of that city for drivers from surrounding communities. Here the Northeastern group considered four factors: "(1) percent of State employment, (2) percent of State retail trade, (3) percent of State food and accommodation sales, and (4) percent of State average daily road volume."[77] The four values were averaged to come up with a single number between 1 and 4 which reflected the total "draw" power of that city. A higher number reflected a city that was "heavily influenced by transient populations from contributing cities."[78] A lower number was indicative of a city that drew in few drivers from contributing cities and thus had a DPE closer to the static population (that is, the Census population). The Northeastern group then determined, based on the ranking (1-4) of each city, what proportion of drivers were from contributing communities. In the highest ranked cities 40% of the driving population was composed of drivers contributed by (or "pushed" out of) the contributing city. Farrell and her colleagues reached 40% for high draw cities based on research that "even in cities with heavy transient populations, resident drivers make up a large proportion of the driving population…Therefore…even in our high draw cities transient driving populations from contributing cities would not constitute more than 50% of the total driving population."[79] Thirty percent of the driving population in "moderate high" draw cities were from contributing cities, while 20% of the transient population was from the contributing communities in "moderate low" draw

[76] This process of creating the push value is described in Farrell et al, *Rhode Island*, 29-31.
[77] In the Massachusetts study, Farrell and her team added a fifth factor, "percent of State recreation and amusement sales." Farrell et al., *Massachusetts Final Report*, 13.
[78] Farrell et al., *Rhode Island*, 32.
[79] Farrell et al., *Rhode Island*, 32–33.

cities. In the cities with the lowest draw ranking, only 10% of the drivers in the driving population were thought to be from contributing communities. Once they had figured out how many drivers in a target city came from surrounding cities, the researchers divided the total number according to the racial breakdowns of the 2000 Census. Finally, the target city's driving population was adjusted to reflect the racial composition of resident and contributing drivers. This was the final DPE (the denominator) for the community.[80]

The push-pull method is clearly very innovative and, in Lorie Fridell's words, a "creative way to adjust census data to produce benchmarks."[81] One significant consideration, however, is the difficulty in implementing the method in a large state with thousands of communities and agencies. As Lorie Fridell noted, "[r]esearchers analyzing statewide data (data submitted by all of the law enforcement agencies in a state or most of them) are usually limited by resource constraints to census benchmarking or comparable methods."[82]

Traffic Accident Data

Another somewhat newer benchmarking method involves the use of traffic accident data. In their paper *Toward a Better Benchmark: Assessing the Utility of Not-at-Fault Traffic Crash Data in Racial Profiling Research*, Geoffrey Alpert, Roger Dunham, and Michael Smith trace prior use of traffic accident data as part of research projects on age and gender driving patterns.[83] However, the authors propose using the

[80] The process of by which the Northeastern University group calculated draw and determined DPE is described on pages 32–33 of the *Rhode Island Report.* Farrell et al., *Rhode Island*, 32-33.
[81] Fridell, 109.
[82] Fridell, notes 31, 111.
[83] Geoffrey Alpert, Roger Dunham, Michael Smith, *Toward a Better Benchmark: Assessing the Utility of Not-At-Fault Traffic Crash Data in Racial Profiling Research*, 6 Justice Research and Policy 43, 50–53 (Spring 2004).

same methodology to construct a driver demographic reflecting the race of the driver.[84] The Alpert-Smith-Dunham model would entail collecting statistics on two car accidents where one of the drivers was designated "not-at-fault." These "not-at-fault" drivers represent a random sample of the driving population, and thus, in the aggregate, compose the benchmark (denominator).[85] The authors tested their hypothesis by collecting traffic accident data from eleven intersections in unincorporated Miami-Dade County and constructing a benchmark.[86] Simultaneously, they gathered observational data from the same intersections and identified a benchmark based on that information.[87] In both cases, the focus was on black versus non-black drivers. The crash data analysis indicated that 26% of the drivers were black while the observational data generated a number only slightly lower (22%). The obvious proximity of the two benchmarks suggests that not-at-fault traffic accident data could be the most reliable, cost-effective, and convenient way of constructing a benchmark.

There are a number of benefits to using this method. First and foremost, it is an inexpensive and non-labor intensive way to obtain a benchmark.[88] As the accident statistics have already been collected, the only significant step for social scientists is to break down the statistics into the various race categories. Secondly, and perhaps most importantly, it may prove to be the most accurate benchmark developed to date. It eliminates many of the drawbacks of other methods (for example, observational impediments and under-counting of minorities on Census estimates)[89] and captures the

[84] Alpert et al., 50.
[85] Alpert et al., 50; Fridell, 225–226. Lamberth, 17.
[86] Alpert et al., 50
[87] Alpert et al., 50–50.
[88] Alpert et al., 50.
[89] A recent MSNBC report estimates the number of illegal immigrants in the United States to be 11 million. As these individuals are illegally in this country, they would not be counted in the U.S. Census. Moreover,

actual transient population using a community's roadways. Moreover, as noted by Alpert, Dunham, and Smith,

> officers investigating traffic crashes and capturing driver demographic data can provide more detailed and accurate information on race an ethnicity than can currently be gathered by traffic observers. Such data could be useful for assessing bias against minority groups—Hispanics, Native Americans, or Arabs, for example—for which observation data are highly suspect.[90]

It is for these reasons not surprising, that so many authorities cite this method as the one with the most potential for future data collection studies.[91]

There are, however, some limitations to the "not-at-fault" traffic accident method. First, in many cities the race of the driver is not recorded on the traffic accident report, making it impossible to use these statistics to form a baseline. Secondly, even in communities that do record race on the report, there may not be a sufficient number of two car accidents where one driver is designated "not-at-fault" to compile a driver demographic.[92] Thirdly, it is sometimes not possible to identify the "not-at-fault" driver, either because of circumstances or because the agency procedure makes doing so possible in only limited situations.[93] Finally, the method is still fairly new. Thus far there have been only two groups to have used accident data in racial profiling studies, of which only the Alpert-Dunham-Smith team has focused on the accidents where one driver was determined to be "not-at-fault."[94] Although they acknowledge the need for additional

---

81% of the 11 million, or approximately 8,910,000, are of Mexican or Latin American origin. See *Report: Illegal immigrants rise to near 11M*, available at http://www.msnbc.msn.com/id/7255409 (accessed on March 21, 2005). Accordingly, the U.S. Census would appear to significantly undercount minorities, which would, in turn, skew benchmarks constructed on the basis of Census data.

[90] Alpert et al., 64.

[91] Dr. Lamberth called the method one "…of the most promising prospects for continued advances in this science." Lamberth, 17.

[92] Fridell, 222–223.

[93] Fridell, 224.

[94] Fridell, 223.

testing and verification,[95] the three researchers believe that "[i]f this method can be further validated as a reliable estimation of the racial composition of drivers, then non-at-fault crash data can serve as an alternative and potentially superior benchmark against which to compare police traffic stop data."[96]

Census Adjusted Benchmarks

Adjusted Census benchmarking is so called to distinguish it from "straight" (or "unadjusted") census benchmarking. Many researchers in the field of racial profiling and data collection counsel against using unadjusted census data. The common belief among these experts is that straight, unadjusted census statistics are reflective of a static, resident population and not the transient, driving population that should be represented in the denominator.[97] As a result, Lorie Fridell says, conclusions are either invalid or impossible to draw.[98]

At the same time, however, Census statistics are attractive to researchers attempting to construct benchmarks for all jurisdictions and agencies in a state because they are inexpensive, available, and flexible data. The solution, therefore, is to use the Census data but to manipulate (or "adjust") it to better reflect the population using a jurisdiction's roads. In Fridell's words, "[i]n 'adjusted' census benchmarking, researchers adjust the census data by incorporating into their benchmarking method information pertaining to one or more of the alternative hypotheses…"[99]

[95] Alpert et al., 63.
[96] Alpert, et al, 53
[97] Fridell at 28–34; Lamberth, 12; Farrell et al., *Rhode Island*, 27–28;
[98] Fridell at 28–34.
[99] Fridell at 75–76.

There are many ways to adjust census data, but all have the common purpose of narrowing the residential population to better reflect the driving population. Standard adjustments include age, vehicle access, and influx of non-resident drivers.[100]

Choosing a Benchmark

How, then, does one choose a benchmark? By assessing the needs and capabilities of the particular study, research group, and law enforcement agencies, says Lorie Fridell. "In deciding which benchmark(s) to use, decision makers should consider the following factors: the level of measurement precision they desire, the financial and personnel resources that are available, the data elements that must be collected, and the availability of other data that may be required for using a particular benchmark."[101] The key considerations, therefore, are resource limitations (including time and money) and scope (especially geographical and contextual).

Illinois is engaged in a four-year, statewide data collection project.[102] This fact, by itself, is helpful in eliminating a number of benchmarking models. Professor David Harris, writing about the potential use of an observational benchmark in Ohio's study, found the statewide nature of the project significant.

> While Lamberth's stationary and rolling survey methods worked well to ascertain driving populations of particular stretches of individual, limited access highways, those methods were obviously resource- and labor-intensive. Applying the same method to an entire city—even a medium-sized one—would entail duplicating the Lamberth approach on many major roads to get a complete picture. It would be impractical, not to mention prohibitively expensive, to do this in communities across an entire state.[103]

[100] The push-pull method is a form of adjusted Census benchmarking. See *supra* notes 71–82 and accompanying text.
[101] Fridell at 42.
[102] See *supra* notes 45–46 and accompanying text.
[103] Harris, *Stories and Statistics*, 282.

A second reason for not doing an observational study is that the Illinois law requires the police to record race as one of five categories: Caucasian, African-American, Hispanic, Native American/Alaskan Native, or Asian/Pacific Islander. As already discussed, many researchers have found that observational studies are generally limited to making broad distinctions, (for example, "Caucasian" v. "Non-Caucasian" and "Black" v. "Non-Black") because of the difficulty in accurately discerning ethnic and other characteristics distinguishing races.[104]

Other scholars engaged in the analysis of statewide data, though not as explicit as Harris, have also chosen not to use costly, labor-intensive benchmarks. Farrell and her team at Northeastern used their push–pull method in both Massachusetts and Rhode Island.[105] Texas used data from the 2000 U.S. Census, the Texas Fair Roads Standard, and the 2002 U.S. Department of Transportation survey.[106] Missouri adjusted 2000 Census data to construct a baseline.[107] Some city-wide studies, for example the Cincinnati study, have also employed Census-adjusted benchmarking models.[108]

Taking the approaches and experiences of these researchers into consideration, we chose to construct an adjusted Census benchmark based on the 2000 Census data. Our reasons for adopting this method were numerous. First, there were considerations of time, money, and feasibility. Clearly, it would be, to use Professor Harris' word, "impractical" to engage in observational benchmarking across the whole state of Illinois. The Northeastern push-pull method, although an intriguing and dynamic methodology, has thus far only been used in relatively small states with fewer police agencies. Rhode

[104] See *supra* notes 63–69 and accompanying text.
[105] Farrell et al., *Rhode Island*, 29-30 and Farrell et al., *Massachusetts Final Report*, 12.
[106] *Steward Research Group*, 20.
[107] *Missouri Report*.
[108] Cincinnati used adjusted 2000 Census data as well as observational data. *Monitor*, 5-6.

Island, for example, only involved 40 agencies.[109] Massachusetts, meanwhile, looked at 366 agencies.[110] Illinois, by contrast, has 1,050 participating agencies. And for researchers to use the traffic accident method there must be an adequate sample of two-car accidents in which one party is not at fault. In a statewide study, there will be many agencies with an insufficient number of such accidents with which to construct a benchmark.[111] We, therefore, settled on adjusted 2000 Census figures as our benchmark of choice.

The next question, of course, became what factors would be used to adjust the data. We began by considering age. Because police can only make traffic stops of drivers, it follows that only potential drivers are "at risk" of being stopped. Therefore, only people of driving age should be reflected in the denominator. Although the bottom age for a license in Illinois is 16, teenagers can drive on "learner's permit" beginning at age 15 and a half.[112] Consequently, we chose to use Census data for individuals age 15 and older. Fifteen is the age recommended by both Lorie Fridell and Captain Davis as an appropriate lower boundary for Census Adjusted benchmarks and was the cut-off age used in Ohio, as discussed by Professor Harris in his article.[113] In Illinois, using population figures for individuals fifteen and over allowed us to eliminate 21.8% of the total Illinois population as being under the age of fifteen and, therefore, not at risk for being stopped.[114]

---

[109] *See* Farrell et al., *Rhode Island*, 46.
[110] Farrell et al., *Massachusetts Executive Summary*, 3.
[111] We have, however, been encouraging agencies that do have an adequate number of two-car, one-party-not-at-fault accidents to create their own benchmark for comparison to their agency's data.
[112] *See* 625 ILCS 5/6-107.1.
[113] Fridell at 79; Harris, *Stories and Statistics*, 284; NOBLE, 5.
[114] *See* Table 1.

TABLE 1
Age Adjustment to Census Populations

	Total Population	Total Population, Age 15+	% of Total Population Age 15+
United States	281,421,906	221,168,531	78.6
Illinois	12,419,293	9,707,789	78.1

There is somewhat less agreement with respect to an upper age limit. Fridell says that "…researcher[s] *might* also exclude the residential population that is 85 and older on the presumption that these persons usually are not driving on jurisdiction roads."[115] However, it seems less convincing to set an upper age limit as there is no legal impediment to elderly drivers similar to that faced by juvenile drivers. Adjusting Census data to exclude senior citizens would, therefore, be based only on the *assumption* that seniors are choosing not to drive. Professor Harris, in discussing the age adjustments made in Ohio, indicated that using 75 as an upper limit was an "arbitrary choice" and acknowledged that "[w]hile many people do drive above age seventy-five, it is also the age at which population in general begins to drop fairly dramatically."[116] However, note that the population drop-off is already reflected in the Census data in that deceased citizens are not counted by the Census. Even assuming, however, that one were inclined to establish an upper age boundary, there is no consensus as to what that age should be. Fridell, as previously noted, suggests that if one is to have an age cut-off, 85 is the recommended age. Ohio used age 75. Moreover, other studies, including those in Massachusetts and Missouri, chose not to use an upper age boundary at all.[117] Owing to

[115] Fridell at 79, n. 4 (emphasis added).
[116] Harris, *Stories and Statistics*, 284.
[117] *See* Farrell et al., *Massachusetts Final Report*, 11 ("We used the 2000 U.S. Census Bureau statistics of 18 [sic] individuals who are 18 years and older…") and *Missouri Report* ("Population figures are from the 2000 Census for persons 16 years of age and older…") .

the dearth of evidence that an upper age limit is necessary and the lack of agreement as to what age would be an appropriate cut-off, and in consideration of the many reputable studies not using an upper age limit, we opted to include all citizens over the age of 15 in our pool of drivers "at risk" of being stopped by the police.

A second adjustment that we made was a factor of the specific racial categories enumerated in the Illinois law. The Legislature indicated that the race of the driver could be "Caucasian, African-American, Hispanic, Native American/Alaska Native, or Asian/Pacific Islander."[118] The Census Bureau, however, breaks down race as "White," "Black or African American," "American Indian and Alaska Native," "Asian," and "Native Hawaiian or Pacific Islander."[119] As can be seen from this list, the Census Bureau does not designate Hispanic as a race.[120] Additionally, allows an individual to choose "some other race" or a combination of races, up to six races.[121] These topics will be discussed in greater detail in later sections.

To match the data being collected pursuant to the Illinois law (the numerator) to the Census categories (reflected in the denominator), we had to combine "Asian" and "Native Hawaiian or Pacific Islander" to come up with the Illinois category of "Asian/Pacific Islander." This approach was also taken by the Institute of Race and Poverty at the University of Minnesota in their analysis of the data collected in Saint

[118] *See* 625 ILCS 5/11-212.
[119] *See* U.S. Census Bureau Website, http://factfinder.census.gov/home/saff/main.html?_lang=en [hereinafter U.S. CENSUS BUREAU].
[120] *See infra* notes 128–129 and accompanying text.
[121] *See infra* 125–127 and accompanying text.

Paul, Minnesota.[122] Consequently, the populations that the Census Bureau had divided into two categories were collapsed into one for our analysis.[123]

TABLE 2
Combination of "Asian" and "Native Hawaiian or Pacific Islander" Census categories, Age 15+

	Total "Asian" Population	Total "Native Hawaiian or Pacific Islander" Population	Total "Asian/Pacific Islander" Population
United States	8,207,531	293,169	8,500,700
Illinois	341,150	3,603	344,753

Other Decisions

Another problem that we faced was how broad to make our pool of "at risk" drivers with regards to those people claiming "non-traditional" race designations. For example, in the 2000 Census, the U.S. Census Bureau allowed respondents for the first time to indicate "some other race"[124] or more than one race (up to a combination of six races)[125] when answering questions pertaining to race. The major problem is that an officer determining the race of a stopped motorist does not have "some other race" or "two or more races" as an option. Rather, the officer must fit the multi-racial driver into one of the five categories in the Illinois law. Because we, as analyzers, must match the numerator to the denominator, we must ensure that the race of the person stopped matches one of the races of the "at risk" population. The latter races (those of the "at risk" group) are determined by the Census categories. Consequently, our dilemma was in

[122] *Report on Traffic Stop Data*, Institute on Race and Poverty, University of Minnesota Law School, 5 (May 23, 2001) [hereinafter: *Saint Paul Study*].
[123] *See* Table 2.
[124] U.S. CENSUS BUREAU, *2000 Census Brief: Overview of Race and Hispanic Origin*, 3.
[125] U.S. CENSUS BUREAU, *2000 Census Brief: Overview of Race and Hispanic Origin*, 2.

determining how we were going to transform the Census categories so as to correspond to the categories in the Illinois law.

Our approach to this question was to count only those who had declared themselves a single race and who had not selected "some other race." At first blush, it might appear that this decision has the result of "losing" a large number of drivers potentially at risk of being stopped. Of all Illinois respondents age fifteen and over, 503,021 classified themselves as "some other race" while 148,034 declared that they were of "two or more" races. This translates into a total of 651,055 Illinois residents of driving age who would, seemingly, be lost as a consequence of our decision. However, we actually retained most of these people in our benchmark. In the end, owing largely to our decisions *vis a vis* Hispanics,[126] we "re-captured" 545,142 in our "at risk" pool of drivers and lost only 105,913 potential Illinois drivers (less than 1.1% of all Illinois citizens over the age of 15) from the benchmark.[127]

TABLE 3
Total Illinois Drivers "Lost" in our C

	Total Illinois Driving Population	Total "Some other Race" and "Two or More Races" lost	% of Total Illinois Driving Population lost
Illinois	9,707,789	105,913	1.1

HISPANICS

One of the major decisions that we had to make was with respect to the categorization of Hispanics. The problem that we encountered here was similar to the one we faced with respect to Pacific Islanders, namely, that the Illinois law designated a category that was not immediately reconcilable with the Census. The solution to the

[126] *See infra*, notes 128–137 and accompanying text.
[127] *See* Tables 3, 4, and 5.

Pacific Islander quandary was fairly simple: combine two Census categories. With regards to Hispanics, however, the issues were more complex and had the potential for much larger ramifications. Because our decision in this area is undoubtedly one of the most important ones in this analysis, some attention should be devoted to elaboration.

The U.S. Census considers Hispanic origin to be an ethnicity, not a race. There are, therefore, two separate questions on the Census form. The first asks whether the respondent is of Hispanic origin and requires specification of how such origin is claimed. In answering this question, the respondent can check "No, not Spanish/Hispanic/Latino" or one of four "yes" boxes. Three of the "yes" boxes are associated with a particular Hispanic or Latino group(s): "Mexican, Mexican Am., Chicano," "Puerto Rican," and "Cuban." The fourth "yes" box is for all "other" Hispanic, Latino, or Spanish affiliations and requires the respondent to print the name of the ethnic group[128] The second question asks the respondent to identify a race. Here the person can claim "White," "Black, African Am., or Negro," "American Indian or Alaska Native," Asian Indian," "Chinese," "Filipino," Japanese," "Korean," "Vietnamese," "Other Asian," "Native Hawaiian," "Guamanian or Chamorro," "Samoan," "Other Pacific Islander," and "Some other race." Anyone designating himself as "Other Asian," "Other Pacific Islander" or "Some other race" must print the name of that other race.[129] Thus a person can claim Hispanic origin and be *of any race*. In order to conform to the Illinois law, which separates Hispanic from the other races, we have to determine a method of extracting the Hispanic population estimates in the Census from the other races. Not doing so will result in double counting the Hispanic population (that is, counting them once as their race and

[128] U.S. CENSUS BUREAU.
[129] U.S. CENSUS BUREAU.

once as Hispanic) and thus erroneously inflating the number of Hispanic drivers "at risk" of being stopped.

In considering this issue, we looked at other studies for guidance. There are, in essence, three ways to approach the problem. First, anyone of Hispanic origin can be considered "Hispanic," meaning that a "Hispanic" individual may be of any race. This was the approach taken by the team working on the Missouri study.[130] Second, any person claiming "Hispanic" origin can be classified according to the race that he indicated on the Census questionnaire. This means that an "African American Hispanic" person would be, for the purposes of the study, considered "African American" and not Hispanic. This method, however, will only work where the Legislature has tailored the law such that Hispanic is not an option for the officer making the stop. If the officer is not able to designate the driver's race as Hispanic, then he will necessarily have to categorize that driver as one of the other racial groups represented in the Census. Put differently, if the officer has the ability to select "Hispanic" as the driver's race, then the benchmark must have a "Hispanic" category against which to compare that stop. The third possible solution is a "split the difference" or "hybrid" approach used by the Institute on Race and Poverty at the University of Minnesota in the Saint Paul data collection study. There, any Hispanic person claiming Black, Asian, or Native American identification was counted according to that racial designation (that is, as Black, Asian or Native American). Any white or "other" Hispanic, however, was counted as "Hispanic." In other words, the only "Hispanics" in the Saint Paul study were "white" or "other."[131]

[130] *Missouri Report*.
[131] *Saint Paul Study*, 5.

As noted in earlier sections, the Illinois Legislature included "Hispanic" as an option for the officer designating race. Therefore, approach two above will not work in Illinois. As between the first and third approaches, we chose the former for a number of reasons. Initially, it seems to be the one favored by most researchers, including Lorie Fridell. Moreover, however, counting as "Hispanic" all who claimed such ethnicity has an additional benefit of including many individuals in the benchmark who would be otherwise lost. Consider, for example, that approximately 5.2% of all driving age respondents in Illinois (or 503,021 people) described themselves as "some other race."[132] However, 98.4% of those individuals also identified themselves as "Hispanic."[133] The Illinois law does not allow an officer to select "some other race." Therefore, by using the first approach, we managed to capture 98.4% of Illinois residents (age fifteen and up) of "some other race" that would have been lost had we classified Hispanics by their race.[134]

TABLE 4
Adjustments to Re-Capture "Some other Race" Declarants, Age 15+

	Total Population declaring "Some other Race"	Total Non-Hispanics declaring "Some other Race"	Total Hispanics declaring "Some other Race"	% of Total "Some other Race" Re-Captured
United States	10,685,259	300,723	10,384,536	97.2
Illinois	503,021	8,058	494,963	98.4

[132] U.S. CENSUS BUREAU. This statistic is in line with the national numbers, where 4.83% of all driving age respondents nationally (or 10,685,259 people) indicated "some other race." See Table 4.
[133] U.S. CENSUS BUREAU. Compare this to the national numbers, where 97.2% of all driving age respondents who indicated "some other race" also identified themselves as Hispanic. U.S. CENSUS BUREAU. See Table 4.
[134] *See* Table 4.

There is, however, another, more fundamental reason for using the first approach and designating all Hispanics, no matter their race, as "Hispanic." The goal in data collection studies is to determine whether an officer's decision to stop a motorist is influenced by the physical appearance of the driver. In addressing this issue, we (both as a society and as researchers) classify "Hispanics" as a minority group. But 46.1% (or 487,779) of all driving age Hispanics in Illinois (1,058,323) designated themselves as "white."[135] If we were to divide Hispanics by their race, rather than designate them all as "Hispanic," 46.1% of all Hispanics would be subsumed within the "white" category, erroneously minimizing the number of minorities of Hispanic descent at risk of being stopped by the police.

Finally, there is the issue of individuals claiming to be of two or more races. The Census Bureau allows a respondent to choose any combination of races (up to six, the total number of races on the Census). As part of our study, we chose to focus on those individuals claiming only one race.[136] As previously noted, 1.52% of all Illinois residents age 15 and up (or 148,034 people) claimed to be of two or more races. However, 33.9% of these individuals (or 50,179 people) also claimed to be Hispanic. Therefore, by choosing to designate every person claiming Hispanic origin as Hispanic, we were able to capture an additional 50,179 Illinois drivers by including multi-racial Hispanics in the "Hispanic" category.[137]

[135] U.S. CENSUS BUREAU. This percentage is in keeping with the national average of 49% of all Hispanics age 15 and over claiming "white" as their race. U.S. CENSUS BUREAU..
[136] *See supra* notes 125–127 and accompanying text.
[137] *See* Table 5.

TABLE 5
Adjustments to Re-Capture "Two or More Races" Declarants, Age 15+

	Total Population declaring "Two or More Races"	Total Non-Hispanics declaring "Two or More Races"	Total Hispanics declaring "Two or More Races"	% of Total "Two or More Races" Re-Captured
United States	4,344,776	2,950,113	1,394,663	32.1
Illinois	148,034	97,855	50,179	33.9

For all of these reasons, we concurred with the Missouri approach and counted as "Hispanic" any person who had identified himself as "Hispanic." Consequently, in our analysis, "Hispanic" can be an individual of any race.

Benchmark Calculation

As soon as we began to circulate the benchmarks for each agency, we were faced with the immediate and inevitable question "How did you arrive at that number?" Although we had previously explained the process by which the census data had been adjusted (for example, with respect to age and Hispanics), it was often difficult for others to apply those adjustments to their own agency's numbers. Therefore, as an example of how we specifically obtained each particular benchmark, we selected one agency as a representative and detailed, step-by-step, the manner in which that agency's census data was adjusted. We included this illustrative demonstration in our subsequent agency outreach seminars and have reproduced it below.

TABLE 6
Rock Island Unadjusted Census Data

RACE	POPULATION
White	30,609
African American	6,814
American Indian/Alaskan	113
Asian	299
Native Hawaiian and Pacific Islander	26
Some Other Race	955
Two or More Races	868
Total Minority*	7,252
TOTAL	**39,684**

*Does not include Some Other Race or Two or More Races

Rock Island is a city in Rock Island County, Illinois. Its unadjusted census data is represented in Table 6. These numbers reflect the demographic make up of the city with no adjustments. Pursuant to our benchmarking methodology, we began by extracting from Table 6 the number of individuals under the age of fifteen, effectively eliminating everyone not at risk for being stopped (namely, juveniles). Next, we removed all Hispanics from the various racial categories and created a new category of Hispanic. Therefore, as noted earlier, the 1,583 Hispanics in Rock Island are of any race. We then combined the Asian and Native Hawaiian/Pacific Islander categories, thereby creating the single Asian/Pacific Islander group appearing in the law. The results of these adjustments can be seen in Table 7.

TABLE 7
Rock Island Adjusted Census Data

RACE	POPULATION	DIFFERENCE BETWEEN ADJUSTED AND UNADJUSTED POPULATIONS
White	25,158	5,451
African-American	4,669	2,145
Native American / Alaskan	71	42
Asian / Pacific Islander	254	71*
Hispanic	1,583	n/a
Total Minority	6,577	675
Total Drivers	32,069	7,540
Total "Lost"	334	n/a

*Represents the difference between Asian unadjusted + Pacific Islander unadjusted and Asian/Pacific Islander Adjusted

The first obvious difference between the two tables is that the numbers in all of the categories decreased. For example, the pre-adjustment "total population" was 39,684 while the post-adjustment number for the same category was 32,069. These 7,615 people represent the "under fifteen" population of the city. Note that 7,615 is 19.18% of the total population (39,684), a number very close to the statewide percentage of residents under the age of fifteen (21.9%).[138]

The next discrepancy between Tables 6 and 7 is the elimination from the latter table of the "Some other Race" and "Two or More Races" categories. The Census Bureau counted 955 Rock Island residents as "Some other Race" and an additional 868 city citizens who were "Two or More Races." The majority of these individuals are

[138] *See supra* Table1.

represented in Table 7 in the "Hispanic" category, as the great bulk of people self-identifying as "Some other Race" and "Two or More Races" also claim Hispanic descent. Therefore, by creating the Hispanic category (required under the Illinois law) and by choosing to designate all Hispanics, no matter the Census race selected, as Hispanic, we re-captured in Table 7 most of the "Some other Race" and "Two or More Races" lost from Table 6.

Finally, some explanation is required with respect to the "Total 'Lost'" category in Table 7. There were 334 people in Rock Island who otherwise qualified to be encapsulated in the benchmark but who, in the end, did not fall into one of the one of the 5 racial groups designated by IDOT (White, African American, Native American/ Alaskan, Asian/Pacific Islander, or Hispanic) categories. These are the people who selected "Some other Race" and "Two or More Races" but not Hispanic. They are, therefore, not represented in the Rock Island Adjusted Benchmarking numbers. However, consider that 334 is 1.04% of all Rock Island eligible drivers. In essence, through our adjustment process, we have "lost" 1.04% of the Rock Island driving population, a percentage that almost identically mirrors the statewide number of 1.1%.[139] These are extremely small percentages with statistically insignificant effects on the final analyses. Thus by implementing our benchmarking model, we successfully represented almost 99% of the relevant driving population.

Finally, Table 8 shows the Rock Island Benchmark. This number is simply the percentage of all drivers ("Total Driving Population") which are Minority. That percentage appears in the final column and is the benchmark for Rock Island, Illinois.

TABLE 8

[139] *See supra* Table 3.

Rock Island Benchmark, based on Adjusted Census Data

Total Driving Population	Total Minority Driving Population	% Minority
32,069	6,577	20.51

III. ANALYTICAL APPROACH

In analyzing the data generated by Illinois law enforcement agencies, we focused on two central questions:

1. To what extent, if any, does a driver's race influence an officer's decision to stop a vehicle for a traffic violation?
2. To what extent, if any, does race influence what happens after the stop?

To address the first of these questions, we analyzed the likelihood of the stop being made and the reported reason for the stop. In the case of the second question, we looked at the disposition of the stop and whether the stop led to a search.

Likelihood of the Stop

Analyzing the likelihood of the stop being made is usually the primary focus of a data collection study as it is the inquiry that utilizes the benchmark. In other words, the likelihood that a minority driver will be stopped is determined by comparing the actual number of stops of minority drivers in a jurisdiction to the number of minority drivers "at risk" of being stopped. The "at risk" group is, as was previously discussed, the baseline or benchmark for that particular jurisdiction. And as explained in the preceding sections, we chose an adjusted Census benchmark for use in the Illinois data collection study.

At the same time, however, we recognized the problem identified by numerous social scientists in using residential static populations as a baseline measure of transient

driving populations.[140] Researchers have struggled to find an accurate method of adjusting the Census numbers to reflect the ebb and flow of drives across jurisdictional lines. Thus far, there have been different approaches taken by various groups in the attempt to account for the influx of non-resident drivers to a particular jurisdiction. Dr. Farrell and her team use the push-pull method described earlier. Another creative attempt to account for non-resident motorist representation in the driving population was introduced by the Rojek, Rosenfeld and Decker team in the Missouri data collection study. Based at the University of Missouri in St. Louis, this group developed a formula to "weight" the impact of extra-jurisdictional drivers on the driving population of a jurisdiction.[141] As described by Lorie Fridell, "[t]his procedure addressed their assumption that nonresidents who live in nearby municipalities form a larger proportion of the driving population than those who live farther away."[142] The common thread among all of these methods, however, has been the selection of some radius within which a "typical" motorist will regularly drive. The Northeastern team chose a 30 mile radius. The group from the University of Missouri opted for a more narrow focus and therefore selected a 20 mile radius.[143] Rather than choosing a mile-specific boundary, we opted to use the counties as a means of constructing a radius. That is, we worked under the assumption that motorists will tend to drive within their county, and therefore we constructed a benchmark using the county Census data (adjusted as described above). Empirically, this method seems to work well in most of the state. Illinois is a predominantly rural state with a few highly dense population centers. With the exception

[140] See *supra* notes 97–98 and accompanying text.
[141] Fridell at 102–103.
[142] Fridell at 103.
[143] Fridell at 103.

of these urban areas, it seems logical to assume that drivers will remain roughly within the county limits.

In some areas of Illinois, using the county as a geographical boundary for the typical driver would be an inaccurate model. There are a number of sparsely populated counties containing a large, populous city. In these places, it seems far more likely that drivers from outside the city would utilize the city roads rather than the reverse (city drivers using county roads). This same conclusion was reached by the Missouri team, as noted by Lorie Fridell: "nonresidents who reside in large municipalities form a larger proportion of the drivers than those from small municipalities."[144] Consequently, where the drivers in a city appeared more likely to be those *from* the city, we used the city benchmark as the relevant baseline.

In addition, in cases where cities either border another county or are situated in two different counties, we used both county benchmarks under the theory that the county line would be an inaccurate method of delineating driving radius. Where the agency was a university police force or park police agency, we selected the closest jurisdiction and used its benchmark for analysis purposes.[145] For the Illinois State Police, we used a district breakdown for the individual State Police units,[146] and for some "special" department such as railway police, we identified benchmarks that corresponded to the agency's jurisdiction. In some cases, that involved using the state benchmark while in other instances it entailed averaging the benchmarks of several counties.

---

[144] Fridell at 102.

[145] With respect to those agencies without clear population benchmarks, including colleges, universities, and certain transportation police agencies, the Northeastern Group in their Massachusetts study chose not to compare the collected data to any census-based baseline. *Massachusetts Final Report*, 11. In Rhode Island, Dr. Farrell and her colleagues used the student population as the baseline for purposes of comparison. *Rhode Island Final Report*, 33.

[146] In Rhode Island, the Northeastern Group established a benchmark by way of observational studies conducted on that state's interstate highways. *Rhode Island Final Report*, 34.

Finally, we specifically modified the model for the cities and towns in the metropolitan Chicago area. For these places, we relied on the Cook County Municipal Court District divisions and used these geographic designations to further break-up the very large and very populous Cook County. For example, District 2 encompasses sixteen northern Chicago suburbs. Under the theory that drivers living in those suburbs will travel most extensively within those cities, we aggregated the adjusted Census data for those sixteen jurisdictions and came up with a District 2 benchmark. This method appears to work well for most of the cities in Cook County because it encapsulates the geographic radius that other researchers have designated by specific mile references. Additionally, however, the district break-down better reflects the racial residential pattern that would an overall Cook County evaluation. For example, it would be highly inaccurate to compare the traffic stops made in District 2 (which, on average, has a smaller minority population) to a single Cook County benchmark, which would encompass areas of Chicago and neighboring suburbs with larger minority representations.

The method that we have described above (using county and sub-county benchmarks as a proxy for specific mile radii) is a new one. We believe that it is an appropriate model for Illinois based on this state's unique geographic and residential patterns, and therefore we have chosen to implement it in the Illinois Traffic Stop Study. However, we look forward to hearing the evaluations of other researchers and social scientists with respect to this method.

Reason, Disposition and Searches

It is important to note that for the three focus areas other than likelihood of the stop (namely reason, disposition, and search) the analysis was performed without reference to the jurisdictional benchmark. Instead, the comparison in these latter three inquiries is between the already stopped driver and all other stopped drivers. The reason for this should be apparent. Once the stop has been made (as in the case of disposition and searches) or is already contemplated (for the reason analysis) the universe of "at risk" individuals is no longer *all potential* drivers but, rather, only those drivers who have been singled out for investigation by the police.

In looking at all three areas of analysis, we worked under the theory that assuming no bias, the reported reason, disposition, or type of search (if conducted) should be the same across the races. Where that is not the case (that is, whether are differences among races), we believe that it is best left to the individual agency to explain the source of the discrepancy. First, there may be specialized circumstances of which we were unaware or which were impossible to capture in the analytical process. These circumstances, as they are unique to the agency or jurisdiction, are best understood by that agency, which thus stands in the best position to explain the particular situation. Secondly, as recognized by the Northeastern Group in their analysis of the Massachusetts data, "the process of drawing conclusions about disparities across an entire state does not allow for the in-depth analysis that can and should occur in a particular community."[147] This type of in-depth analysis should occur on the individual jurisdictional level. Finally, law enforcement ultimately must answer to the citizens of the jurisdiction. As a result, it makes more sense to have the agency respond directly to its community rather than having us speculate on reasons for the disparity among the races.

[147] *Massachusetts Final Report*, 9.

Peer Review

As noted above, we simply reported where discrepancies existed and did not attempt to pinpoint the cause of such statistical divergences. In keeping with our philosophy that this study is intended to stimulate community-police dialogue, we provided a period of peer review during which time agencies were able to add their comments on the analysis for inclusion in the final report. In Rhode Island, Dr. Farrell and her group included a somewhat analogous procedure in their "Second-Level Review," which they conducted for the twenty jurisdictions that they found to have the highest disparities. The Northeastern Group invited those jurisdictions to send letters "describing any particular institutional or structural factors that might explain disparate stop practices within their communities." The letters were then included in one of the appendices of the Report.[148]

In contrast to Rhode Island, we allowed all agencies an opportunity to add their remarks which have been included in this final report. In some cases, the proffered comments give a race-neutral reason for why the numbers differed across the races.[149] Where the agency comments do not suffice to resolve the discrepancies, they provide a starting point for future agency action as well as a platform for greater police-community discussion.

False Stops

One of the decisions that we made early on was to avoid using the term "false stops," which appears in the Illinois law. Firstly, the phrase is not one with any single

[148] *Rhode Island Final Report*, 49.
[149] As noted by the Northeastern Group, "the existence of disparities may be attributable to officer bias, institutional bias, or differential law enforcement action in particular neighborhoods in response to crime control problems."

recognized definition: that is, it does not appear in any of the scholarly writing on data collection. Moreover, the apparent definition in the Illinois law, "stops not resulting in the issuance of a traffic ticket or the making of an arrest[,]" would be problematic to adopt.[150] Attaching this meaning to the term would imply that all traffic stops *must* culminate in a ticket or arrest of the driver if the stop is to be legal. But obviously police officers do not always ticket or arrest the motorists that they stop. In some instances, the reason for the stop is easily resolved during the course of the driver-officer interaction, and as there is no remaining illegality, the officer has neither a reason nor a right to ticket or arrest the driver. In other situations, the officer has observed a traffic infraction, but for some reason or another, has used his or her discretion and chosen not to ticket the motorist. In both of these situations, the fact that the stop did not ultimately result in a ticket or an arrest is irrelevant to the fact that the *reason* for the stop (a suspected or actual traffic infraction) was legitimate. To call these stops "false" would, in and of itself, be false.

Additionally, if we were to adopt the apparent definition in the Illinois law and analyze the number of "false stops" effected by police, clearly there would be an incentive on the part of law enforcement to ticket every motorist. This, in turn, would surely lead to feelings of hostility on the part of the driving public. Moreover, it would taint any inquiry into whether race affects the outcome of the stop since for the duration of the study, there would be no discernable difference in disposition as among races. Finally, we noted that the term "false stops" appeared in a section of the law that featured an "illustrative, and not exclusive" list of potential topics of analysis. As it was merely

[150] *See* 625 ILCS 5-11-212.

illustrative and simply provided an "example" of the type of inquiry that might be made, we chose not to engage in an analysis of "false stops."

Agency Outreach

Throughout 2004, we organized numerous symposia designed to educate the Illinois law enforcement community about the Traffic Stop Study. These seminars were attended by representatives of many of Illinois' police agencies and provided us with the chance to introduce and give an overview of data collection studies in general and the Illinois law in particular. As part of this outreach program, we encouraged the representatives to communicate any additional information that they had regarding their particular communities which they believed impacted their jurisdiction's driving population. Sixteen agencies took advantage of this opportunity and mailed letters containing data augmenting the information that we had compiled about their jurisdiction.[151] The additional data ranged from observational studies conducted by the police themselves to traffic accident data to a description of the various attractions encompassed within the jurisdictional borders. In all of the cases, the agency requested that we adjust our benchmark to encapsulate this information.

Seeking to maintain a balance between a fair and transparent process on the one hand and the integrity of the project as a whole on the other, we devised an approach for handling these requests. We evaluated each appeal individually, fully considering all of the additional information, and then determined whether the agency had sufficiently supported its argument for re-adjustment. For the twelve that did so, we identified a "modified" benchmark shaped by the data submitted by the agency, the geographic location of the town or village, and the particular characteristics of the jurisdiction. We

[151] *See* Table 9.

included this "modified" benchmark, alongside the initial benchmark, in our final report along with an explanation as to how the "modified" number was determined. For the analysis requiring the benchmark (that is, stops), we performed the analysis with the modified benchmark but listed the original one as well.

This approach has several benefits. First, it ensures the consistency and integrity of the project by utilizing a single benchmarking model for all Illinois communities. At the same time, however, it allows for a jurisdiction specific evaluation of a driving population and acknowledges that circumstances unique to a particular city might impact the originally identified benchmark. Moreover, bearing in mind that the purpose of the data collection project is to stimulate police-citizen dialogue, the inclusion of additional pertinent information can only serve to enhance that exchange.

Modified Benchmarks

Over all, there were three groups of agencies tending to make successful arguments for benchmark modifications. The first group, "Class 1," consisted of jurisdictions bordering a much more populous jurisdiction, usually the city of Chicago. These agencies were able to demonstrate by way of a wide range of data that many of the drivers utilizing their roadways were Chicago residents. Accordingly, we found the average between the agency's benchmark and that of Chicago, and designated this number as the "modified" benchmark for that agency. Invariably, the "modified" benchmark conformed to all of the external studies, observational benchmarking, and traffic accident data for the jurisdiction, as well as the stop data for that jurisdiction. This correspondence indicates that the "modified" benchmark accurately captures the driving population of these cities and towns.

There were five agencies fitting into Class 1: Bridgeview, Burbank, Evanston, Oak Lawn, and Gurnee. Bridgeview, Burbank, and Oak Lawn are all located in the Fifth Municipal District of Cook County and share significant borders with Chicago. Evanston, immediately north of Chicago and in the Second Municipal District, also borders Chicago. In contrast to the other three Class 1 cities adjacent to Chicago, Gurnee's immediate neighbor to the east is Waukegan, a city similar in its minority population to Chicago. Accordingly, Gurnee fit the Class 1 criteria.

The second group of agencies, "Class 2," was smaller than the first and included jurisdictions surrounded by cities with much higher benchmarks. To obtain a "modified" benchmark for these agencies, we averaged the benchmarks of the surrounding jurisdictions contributing the greatest number of drivers to the target town or village with the benchmark of the appealing agency.

The three "Class 2" agencies were East Hazel Crest, Flossmoor, and Homewood. All three are located in the Sixth Municipal District of Cook County, where the towns and villages form a sort of patchwork of small, oddly shaped jurisdictions in close proximity to one another. Not surprisingly, this geographic setting impacts who uses the roadways in any given District 6 jurisdiction. Looking at the particulars of East Hazel Crest, Flossmoor, and Homewood, we identified a modified benchmark for each agency by averaging the appealing agency's original benchmark with those of the communities contributing the greatest number of drivers to the target town's the roads.

In the third group of agencies, "Class 3," the agency was able to demonstrate that the proper benchmark should encompass a larger geographic area than either the city or the county. What that larger geographic area should be dependent on is the specific

agency. With the city of Morton, we were able to use the region already designated by the United States Census Bureau to be the Peoria-Pekin Metropolitan Statistical Area (MSA). There was no comparable MSA for Sesser or Hoffman Estates. For these agencies, then, we used a more individualized approach. We averaged the benchmarks of those jurisdictions contributing the greatest number of drivers to the Sesser and Hoffman Estates roads, respectively. For Sesser, this involved looking at three counties while for Hoffman Estates the focus was on five surrounding cities. In the cases of Schaumberg and Elk Grove Village, where observational studies were performed, the observed minority driving population became the modified benchmark.

Finally, there was one unique agency, classified as "Class 4." Evergreen Park is situated almost entirely within Chicago and shares a very tiny border with Oak Lawn to the east. But for this link to Oak Lawn, Evergreen Park would essentially be an independent island within Chicago. It, therefore, was appropriate to give Evergreen Park the Chicago benchmark. We note, also, that this might actually be an underestimate of the number of minorities using Evergreen Park roads since the part of Chicago that surrounds the small city is also heavily minority.

TABLE 9
Requests for Benchmark Modification

AGENCY SUBMITTING REQUEST	DISPOSITION	REASON
Bridgeview	Approved	Class 1
Burbank	Approved	Class 1
Crete	Denied	Late Application
Des Plaines	Denied	Insufficient Data
East Hazel Crest	Approved	Class 2
Elk Grove Village	Approved	Class 3
Evanston	Approved	Class 1
Evergreen Park	Approved	Class 4
Flossmoor	Approved	Class 2
Frankfort	Denied	Application Withdrawn by Agency
Gurnee	Approved	Class 1
Hoffman Estates	Approved	Class 3
Homewood	Approved	Class 2
Morton	Approved	Class 3
Niles	Denied	Insufficient Data
Oak Lawn	Approved	Class 1
Schaumberg	Approved	Class 3
Sesser	Approved	Class 3

In this report, therefore, most agencies are listed as having a single benchmark and ratio (calculated by comparing the benchmark to the actual percentage of minority stops). For those agencies for which we have identified a "modified" benchmark, we have performed the stop analysis with the modified benchmark. However, we have noted the original benchmark and have included a more detailed explanation of why we felt modification was necessary as well as what data we considered in making our evaluation. In most cases, this includes a short explanation of the data submitted by the agency and a brief summary of how this evidence supported the identification of a "modified" benchmark.

Other Analytical Notes

Based on our evaluation of the data, we generated a statewide analysis as well as an analysis for each participating agency. The analyses contain a Caucasian-Non-Caucasian comparison as well as a breakdown of the data by individual racial category. The white vs. non-white analysis a standard and has been utilized by the Northeastern group in their analyses of Rhode Island and Massachusetts data. In their reports, the Northeastern group explains that "[w]hile the non-white population is comprised of multiple racial and ethnic groups… [evaluating the data based on a single minority category is a] more simplistic measure to help clarify instances of disparity."[152]

It is also worth noting that there were two changes made to the cities within Cook County Municipal Districts 5 and 6 since the time those benchmarks were computed. Today, Crestwood and Tinley Park are in District 5. However, when the benchmarks were being compiled, these two cities were in District 6. Accordingly, the District 6 numbers in this report include both Crestwood and Tinley Park.

[152] *Massachusetts Final Report*, 20.

CITIES OF ILLINOIS
BENCHMARKS

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Abingdon	2,838	2,777	45	1.59
Addieville	207	202	3	1.45
Addison	28,122	17,989	9,859	35.06
Adeline	107	104	3	2.80
Albany	693	684	7	1.01
Albers	657	647	8	1.22
Albion	1,583	1,566	15	0.95
Aledo	2,943	2,893	35	1.19
Alexis	693	676	15	2.16
Algonquin	16,625	15,346	1,172	7.05
Alhambra	537	532	0	0.00
Allendale	408	400	6	1.47
Allenville	133	133	0	0.00
Allerton	232	227	5	2.16
Alma	305	304	1	0.33
Alorton	1,821	36	1,768	97.09
Alpha	584	575	6	1.03
Alsey	193	191	2	1.04
Alsip	15,360	12,054	3,021	19.67
Altamont	1,802	1,785	11	0.61
Alton	23,905	18,003	5,653	23.65
Altona	442	436	6	1.36
Alto Pass	314	274	39	12.42
Alvin	229	223	5	2.18

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION, 15+	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Amboy	1,982	1,926	43	2.17
Anchor	129	127	1	0.77
Andalusia	835	811	19	2.28
Andover	464	455	7	1.51
Anna	4,294	4,102	156	3.63
Annawan	678	671	7	1.03
Antioch	6,602	6,149	411	6.23
Apple River	297	295	2	0.67
Arcola	2,111	1,719	376	17.81
Areznville	331	331	0	0.00
Argenta	720	714	3	0.42
Arlington	155	145	10	6.45
Arlington Heights	61,441	54,246	6,787	11.05
Armington	264	259	3	1.14
Aroma Park	638	586	49	7.68
Arrowsmith	230	226	3	1.30
Arthur	1,792	1,780	11	0.61
Ashkum	581	577	3	0.52
Ashland	1,065	1,051	6	0.56
Ashley	476	467	7	1.47
Ashmore	617	599	17	2.76
Ashton	888	866	21	2.36
Assumption	1,004	1,002	1	0.10
Astoria	958	943	11	1.15
Athens	1,319	1,301	10	0.76
Atkinson	809	796	10	1.24
Atlanta	1,331	1,320	9	0.68

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION, 15+	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Atwood	1,028	1,015	12	1.17
Auburn	3,226	3,173	42	1.30
Augusta	556	552	4	0.72
Aurora	103,766	57,635	45,126	43.49
Ava	520	512	6	1.15
Aviston	982	968	12	1.22
Avon	729	723	3	0.41
Baldwin	3,519	1,094	2,420	68.77
Banner	118	116	2	1.69
Bannockburn	1,260	1,075	159	12.62
Bardolph	183	149	0	0.00
Barrington	7,576	7,161	381	5.03
Barrington Hills	3,126	2,922	195	6.24
Barry	1,099	1,084	13	1.18
Bartelso	450	443	1	0.22
Bartlett	26,533	22,366	3,970	14.96
Bartonville	5,124	5,012	81	1.58
Basco	89	89	0	0.00
Batavia	17,660	16,148	1,417	8.02
Batchtown	174	173	0	0.00
Bath	239	230	5	2.09
Baylis	187	185	1	0.53
Bay View Gardens	276	271	5	1.81
Beach Park	7,851	6,362	1,387	17.67
Beardstown	4,506	3,727	765	16.98
Beaverville	306	302	3	0.98
Beckemeyer	801	777	22	2.75

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION, 15+	MINORITY (% OF TOTAL DRIVING POPULATION)
Bedford Park	464	430	31	6.68
Beecher	1,683	1,637	34	2.02
Beecher City	355	352	2	0.56
Belgium	359	347	10	2.79
Belknap	97	88	3	3.09
Belle Prairie City	49	49	0	0.00
Belle Rive	305	300	3	0.98
Belleville	33,360	27,669	5,397	16.18
Bellevue	1,426	1,362	48	3.37
Bellflower	326	326	0	0.00
Bellmont	228	222	2	0.88
Bellwood	15,332	1,694	13,518	88.17
Belvidere	15,581	12,452	3,019	19.38
Bement	1,425	1,403	17	1.19
Benld	1,229	1,175	13	1.06
Bensenville	16,358	9,216	6,896	42.16
Benson	318	316	1	0.31
Bentley	36	36	0	0.00
Benton	5,612	5,521	67	1.19
Berkeley	4,088	2,341	1,703	41.66
Berlin	119	119	0	0.00
Berwyn	41,920	25,756	14,511	34.62
Bethalto	7,500	7,329	156	2.08
Bethany	1,039	1,031	4	0.38
Biggsville	288	281	7	2.43
Bingham	92	91	0	0.00
Birds	41	41	0	0.00

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION, 15+	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Bishop Hill	105	104	1	0.95
Bismarck	422	420	1	0.24
Blandinsville	641	635	4	0.62
Bloomingdale	17,834	14,930	2,728	15.30
Bloomington	51,032	43,681	6,896	13.51
Blue Island	17,496	7,113	10,142	57.97
Blue Mound	900	896	3	0.33
Bluffs	590	588	2	0.34
Bluford	601	589	9	1.50
Bolingbrook	40,767	24,628	15,482	37.98
Bondville	356	342	13	3.65
Bone Gap	209	207	2	0.96
Bonfield	262	254	2	0.76
Bonnie	356	349	3	0.84
Bourbonnais	12,040	10,939	999	8.30
Bowen	400	399	1	0.25
Braceville	588	578	8	1.36
Bradford	601	591	9	1.50
Bradley	9,939	9,375	502	5.05
Braidwood	3,953	3,807	121	3.06
Breese	3,103	3,052	47	1.51
Bridgeport	1,686	1,667	10	0.59
Bridgeview	12,080	10,227	1,385	11.47
Brighton	1,712	1,677	23	1.34
Brimfield	701	691	6	0.86
Broadlands	230	223	4	1.74
Broadview	6,510	1,514	4,907	75.38

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Broadwell	135	135	0	0.00
Brocton	244	143	0	0.00
Brookfield	15,330	13,857	1,375	8.97
Brooklyn	504	4	498	98.81
Brookport	806	724	77	9.55
Broughton	148	146	2	1.35
Browning	116	114	2	1.72
Browns	137	133	3	2.19
Brownstown	563	550	8	1.42
Brussels	117	114	3	2.56
Bryant	202	199	3	1.49
Buckingham	176	175	1	0.57
Buckley	474	463	11	2.32
Buckner	390	38	6	1.54
Buda	445	438	5	1.12
Buffalo	384	372	10	2.60
Buffalo Grove	32,728	28,594	3,920	11.98
Bull Valley	570	547	17	2.98
Bulpitt	171	171	0	0.00
Buncombe	152	151	1	0.66
Bunker Hill	1,407	1,370	25	1.78
Burbank	22,272	19,159	2,647	11.88
Bureau Junction	287	259	27	9.41
Burlington	341	333	4	1.17
Burnham	3,205	1,039	2,123	66.24
Burnt Prairie	52	51	1	1.92
Burr Ridge	8,250	6,923	1,228	14.88

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Bush	207	204	1	0.48
Bushnell	2,558	2,526	22	0.86
Butler	150	149	1	0.67
Byron	2,198	2,139	46	2.09
Cabery	199	195	3	1.51
Cahokia	11,849	7,638	4,086	34.48
Cairo	2,726	1,157	1,556	57.08
Caledonia	146	146	0	0.00
Calhoun	168	163	5	2.98
Calumet City	29,453	11,658	17,385	59.03
Calumet Park	6,452	683	5,717	88.61
Camargo	370	368	0	0.00
Cambria	1,022	976	38	3.72
Cambridge	1,747	1,704	32	1.83
Camden	76	76	0	0.00
Campbell Hill	275	273	2	0.73
Camp Point	974	966	5	0.51
Campus	90	89	1	1.11
Canton	12,697	10,981	1,664	13.11
Cantrall	111	110	1	0.90
Capron	704	602	96	13.64
Carbon Cliff	1,309	1,170	119	9.09
Carbondale	17,953	12,295	5,331	29.69
Carbon Hill	309	303	6	1.94
Carlinville	4,616	4,473	117	2.53
Carlock	346	337	9	2.60
Carlyle	2,764	2,638	118	4.27

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Carmi	4,536	4,437	76	1.68
Carol Stream	29,878	22,041	7,477	25.03
Carpentersville	21,886	12,349	9,308	42.53
Carrier Mills	1,548	1,326	208	13.44
Carrolton	2,114	2,090	18	0.85
Carterville	3,656	3,524	105	2.87
Carthage	2,179	2,141	33	1.51
Cary	10,945	10,127	778	7.11
Casey	2,366	2,339	14	0.59
Caseyville	3,482	3,115	339	9.74
Catlin	1,642	1,623	12	0.73
Cave-In-Rock	280	273	5	1.79
Cedar Point	223	218	5	2.24
Cedarville	583	575	8	1.37
Central City	1,051	998	42	4.00
Centralia	11,316	9,973	1,234	10.90
Centreville	4,306	180	4,101	95.24
Cerro Gordo	1,113	1,109	2	0.18
Chadwick	405	400	2	0.49
Champaign	57,505	42,438	14,147	24.60
Chandlerville	564	554	5	0.89
Channahon	5,326	5,074	216	4.06
Chapin	447	443	1	0.22
Charleston	18,666	17,134	691	3.70
Chatham	6,383	6,205	152	2.38
Chatsworth	976	953	19	1.95
Chebanse	913	898	13	1.42

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Chenoa	1,405	1,360	41	2.92
Cherry	411	398	10	2.43
Cherry Valley	1,720	1,603	109	6.34
Chester	4,267	4,009	226	5.30
Chesterfield	171	166	1	0.58
Chicago	2,252,680	804,206	1,409,414	62.57
Chicago Heights	23,904	10,092	13,560	56.73
Chicago Ridge	11,225	9,768	1,062	9.46
Chillicothe	4,769	4,576	166	3.48
Chrisman	1,086	1,077	6	0.55
Christopher	2,337	2,303	20	0.86
Cicero	60,159	14,666	44,818	74.50
Cisco	215	212	0	0.00
Cisne	550	544	4	0.73
Cissna	681	674	6	0.88
Claremont	172	172	0	0.00
Clarendon Hills	5,582	5,154	374	6.70
Clay City	793	787	5	0.63
Clayton	746	618	128	17.16
Clear Lake	212	203	7	3.30
Cleveland	201	190	8	3.98
Clifton	1,007	997	7	0.70
Clinton	5,911	5,698	192	3.25
Coal City	3,706	3,620	74	2.00
Coalton	234	226	5	2.14
Coal Valley	2,871	2,758	99	3.45
Coatsburg	172	165	7	4.07

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Cobden	893	782	110	12.32
Coffeen	560	554	5	0.89
Colchester	1,210	1,199	7	0.58
Coleta	123	116	5	4.07
Colfax	785	766	17	2.17
Collinsville	19,930	18,298	1,479	7.42
Colona	3,993	3,810	161	4.03
Colp	182	139	40	21.98
Columbia	6,207	6,095	83	1.34
Columbus	87	85	2	2.30
Compton	249	242	6	2.41
Concord	142	141	1	0.70
Congerville	350	345	3	0.86
Cooksville	171	170	1	0.58
Cordova	505	488	12	2.38
Cornell	405	401	4	0.99
Cortland	1,423	1,321	90	6.32
Coulterville	949	916	26	2.74
Country Club Hills	12,079	2,000	9,894	81.91
Countryside	5,016	4,502	472	9.41
Cowden	452	446	0	0.00
Crainville	802	784	12	1.50
Creal Springs	569	552	15	2.64
Crescent City	496	487	8	1.61
Crest Hill	11,196	7,646	3,465	30.95
Creston	406	382	21	5.17
Crestwood	9,235	8,399	756	8.19

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Crete	5,877	5,030	802	13.65
Creve	4,313	4,161	120	2.78
Crossville	636	620	10	1.57
Crystal Lake	27,885	25,192	2,550	9.14
Cuba	1,118	1,106	7	0.63
Cullom	442	438	4	0.90
Cutler	413	410	2	0.48
Cypress	231	229	0	0.00
Dahlgren	403	398	5	1.24
Dakota	398	390	8	2.01
Dallas City	881	876	4	0.45
Dlaton City	429	418	11	2.56
Dalzell	570	564	5	0.88
Damiansville	281	273	8	2.85
Dana	121	126	5	4.13
Danforth	486	472	9	1.85
Danvers	866	847	15	1.73
Danville	26,802	19,147	7,396	27.59
Darien	18,559	15,327	3,067	16.53
Davis	495	486	9	1.82
Davis Junction	343	335	4	1.17
Dawson	381	375	1	0.26
Decatur	65,374	52,651	12,168	18.61
Deer Creek	471	467	1	0.21
Deerfield	13,590	12,883	637	4.69
Deer Grove	38	34	4	10.53
Deer Park	2,301	2,178	104	4.52

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
DeKalb	33,386	25,590	7,380	22.11
De Land	377	374	2	0.53
Delavan	1,422	1,402	7	0.49
De Pue	1,406	787	610	43.39
De Soto	1,303	1,256	36	2.76
Des Plaines	47,818	37,532	9,775	20.44
Detroit	68	65	3	4.41
De Witt	154	149	3	1.95
Diamond	1,073	1,029	35	3.26
Dietrich	451	449	1	0.22
Divernon	942	923	14	1.49
Dix	417	411	5	1.20
Dixmoor	2,892	816	2,045	70.71
Dixon	13,207	10,892	2,246	17.01
Dolton	18,776	3,202	15,379	81.91
Dongola	617	598	7	1.13
Donnellson	182	179	2	1.10
Donovan	260	249	10	3.85
Dorchester	116	115	0	0.00
Dover	129	128	1	0.78
Dowell	361	355	5	1.39
Downers Grove	38,743	34,217	4,249	10.97
Downs	584	572	9	1.54
Du Bois	161	155	3	1.86
Dunfermline	209	199	6	2.87
Dunlap	725	700	23	3.17
Dupo	3,117	3,030	62	1.99

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Du Quoin	5,194	4,722	433	8.34
Durand	830	804	17	2.05
Dwight	3,418	3,287	114	3.34
Eagarville	95	95	0	0.00
Earlville	1,316	1,274	28	2.13
East Alton	5,390	5,215	128	2.37
East Brooklyn	96	93	1	1.04
East Cape Girardeau	356	342	11	3.09
East Carondelet	204	188	12	5.88
East Dubuque	1,610	1,583	24	1.49
East Dundee	2,437	1,381	138	5.66
East Galesburg	682	665	13	1.91
East Gillespie	198	194	3	1.52
East Hazel Crest	1,255	720	514	40.96
East Moline	16,182	12,557	3,468	21.43
Easton	302	299	3	0.99
East Peoria	18,477	17,933	435	2.35
East St. Louis	22,857	320	22,430	98.13
Eddyville	116	107	5	4.31
Edgewood	413	411	2	0.48
Edinburg	903	890	6	0.66
Edwardsville	17,512	15,308	2,059	11.76
Effingham	9,803	9,572	183	1.87
Elburn	2,067	1,999	58	2.81
El Dara	63	63	0	0.00
Eldorado	3,714	3,636	54	1.45
Eldred	176	171	2	1.14

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Elgin	70,989	41,476	28,768	40.52
Elizabeth	581	575	2	0.34
Elizabethtown	303	299	3	0.99
Elk Grove Village	27,611	23,001	4,358	15.78
Elkhart	349	347	2	0.57
Elkville	771	728	38	4.93
Elliott	259	257	1	0.39
Ellis Grove	293	290	1	0.34
Ellisville	78	78	0	0.00
Ellsworth	203	196	7	3.45
Elmhurst	33,562	30,548	2,789	8.31
Elmwood	1,525	1,500	17	1.11
Elmwood Park	20,805	17,926	2,546	12.24
El Paso	2,109	2,079	26	1.23
Elsah	614	544	56	9.12
Elvaston	123	123	0	0.00
Elwood	1,251	1,201	44	3.52
Emden	412	408	1	0.24
Emington	89	86	1	1.12
Energy	1,011	982	21	2.08
Enfield	527	519	4	0.76
Equality	579	566	8	1.38
Erie	1,260	1,239	15	1.19
Essex	441	436	0	0.00
Eureka	3,873	3,783	78	2.01
Evanston	61,639	40,228	19,981	32.42
Evansville	568	557	9	1.58

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Evergreen Park	16,062	13,972	1,983	12.35
Ewing	237	235	2	0.84
Exeter	60	59	1	1.67
Fairbury	3,126	3,019	93	2.98
Fairfield	4,513	4,435	55	1.22
Fairmont	1,868	896	956	51.18
Fairmount	514	510	3	0.58
Fairview	402	398	2	0.50
Fairview Heights	12,157	9,648	2,383	19.60
Farina	467	462	3	0.64
Farmer City	1,648	1,640	4	0.24
Farmersville	598	586	11	1.84
Farmington	2,103	2,067	32	1.52
Fayetteville	292	287	4	1.37
Ferris	134	133	0	0.00
Fidelity	78	78	0	0.00
Fieldon	210	209	1	0.48
Fillmore	283	278	4	1.41
Findlay	570	558	12	2.11
Fisher	1,244	1,229	8	0.64
Fithian	391	390	1	0.26
Flanagan	895	887	5	0.56
Flat Rock	338	328	9	2.66
Flora	4,099	4,012	76	1.85
Florence	56	56	0	0.00
Flossmoor	7,277	4,878	2,306	31.69
Foosland	74	74	0	0.00

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Ford Heights	2,083	40	2,032	97.55
Forest City	218	214	3	1.38
Forest Park	12,926	7,129	5,564	43.05
Forest View	645	582	58	8.99
Forrest	929	891	32	3.44
Forreston	1,122	1,109	11	0.98
Forsyth	1,855	1,795	60	3.23
Fox Lake	7,326	6,905	454	6.20
Fox River Grove	3,577	3,345	211	5.90
Fox River Valley Gardens	593	564	26	4.38
Frankfort	7,979	7,421	523	6.55
Franklin	448	439	7	1.56
Franklin Grove	839	831	5	0.60
Franklin Park	15,232	9,499	5,597	36.75
Freeburg	3,010	2,949	48	1.59
Freeman Spur	214	198	13	6.07
Freeport	21,094	17,787	3,079	14.60
Fulton	3,167	3,081	78	2.46
Fults	23	23	0	0.00
Galatia	845	830	10	1.18
Galena	2,952	2,789	150	5.08
Galesburg	27,799	23,273	4,297	15.46
Galva	2,204	2,155	43	1.95
Gardner	1,083	1,049	32	2.95
Garrett	147	142	2	1.36
Gays	192	189	3	1.56

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Geneseo	5,191	5,104	71	1.37
Geneva	14,325	13,557	727	5.08
Genoa	3,070	2,761	292	9.51
Georgetown	2,808	2,673	109	3.88
Germantown	922	910	8	0.87
Germantown Hills	1,515	1,478	28	1.85
German Valley	367	362	5	1.36
Gibson	2,730	2,668	47	1.72
Gifford	665	652	11	1.65
Gilberts	960	908	48	5.00
Gillespie	2,793	2,757	29	1.04
Gilman	1,457	1,338	115	7.89
Girard	1,752	1,720	21	1.20
Gladstone	235	232	2	0.85
Glasford	864	855	5	0.58
Glasgow	132	132	0	0.00
Glen Carbon	8,220	7,329	827	10.06
Glencoe	6,444	6,042	360	5.59
Glendale Heights	24,614	14,251	9,959	40.46
Glen Ellyn	20,545	18,001	2,323	11.31
Glenview	32,958	27,693	5,285	16.04
Glenwood	7,134	3,702	3,379	47.36
Godfrey	13,258	12,473	713	5.38
Godley	407	388	18	4.42
Golconda	602	578	13	2.16
Golden	504	503	1	0.20
Golden Gate	75	73	2	2.67

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Golf	332	325	7	2.11
Goodfield	497	494	0	0.00
Good Hope	328	324	3	0.91
Goreville	757	744	12	1.59
Gorham	194	193	1	0.52
Grafton	512	501	7	1.37
Grand Ridge	409	398	11	2.69
Grand Tower	503	491	8	1.59
Grandview	1,231	1,172	52	4.22
Granite City	24,995	23,612	1,160	4.64
Grantfork	191	188	2	1.05
Grant Park	1,052	1,020	26	2.47
Granville	1,130	1,082	44	3.89
Grayslake	13,045	11,580	1,393	10.68
Grayville	1,457	1,442	10	0.69
Greenfield	949	940	6	0.63
Green Oaks	2,575	2,313	244	9.48
Greenup	1,271	1,256	8	0.63
Green Valley	550	543	7	1.27
Greenview	693	690	3	0.43
Greenville	6,055	4,825	1,205	19.90
Greenwood	188	169	16	8.51
Gridley	1,064	1,045	14	1.32
Griggsville	974	968	4	0.41
Gulf Port	174	165	3	1.72
Gurnee	21,203	17,017	3,918	18.48
Hainesville	1,446	1,213	216	14.94

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Hamburg	106	105	0	0.00
Hamel	453	443	2	0.44
Hamilton	2,461	2,408	41	1.67
Hammond	419	414	5	1.19
Hampshire	2,175	2,106	58	2.67
Hampton	1,325	1,256	65	4.91
Hanford	38	38	0	0.00
Hanna City	797	778	19	2.38
Hanover	695	668	14	2.01
Hanover Park	28,131	15,853	11,816	42.00
Hardin	777	767	9	1.16
Harmon	127	121	6	4.72
Harrisburg	8,090	7,275	753	9.31
Harristown	1,057	1,047	6	0.57
Hartford	1,238	1,223	13	1.05
Hartsburg	284	283	1	0.35
Harvard	5,969	3,792	2,158	36.15
Harvel	192	186	4	2.08
Harvey	21,057	1,686	19,149	90.94
Harwood Heights	7,080	6,317	710	10.03
Havana	2,874	2,826	33	1.15
Hawthorn Woods	4,307	4,025	259	6.01
Hazel Crest	11,106	2,431	8,544	76.93
Hebron	762	726	34	4.46
Hecker	385	381	1	0.26
Henderson	280	275	5	1.79
Hennepin	584	556	27	4.62

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Henning	181	181	0	0.00
Henry	2,047	2,002	26	1.27
Herrick	383	380	2	0.52
Herrin	9,214	8,914	238	2.58
Herscher	1,157	1,136	16	1.38
Hettick	149	149	0	0.00
Heyworth	1,775	1,744	20	1.13
Hickory Hills	11,171	9,718	1,204	10.78
Hidalgo	98	98	0	0.00
Highland	6,695	6,548	123	1.84
Highland Park	24,223	21,101	2,982	12.31
Highwood	3,342	2,003	1,316	39.38
Hillcrest	796	632	162	20.35
Hillsboro	3,446	3,350	87	2.52
Hillsdale	450	433	15	3.33
Hillside	6,431	3,125	3,222	50.10
Hillview	135	135	0	0.00
Hinckley	1,500	1,460	31	2.07
Hindsboro	280	273	7	2.50
Hinsdale	12,497	11,444	995	7.96
Hodgkins	1,687	1,063	616	36.51
Hoffman	360	354	5	1.39
Hoffman Estates	38,008	26,659	10,839	28.52
Holiday Hills	644	604	39	6.06
Hollowayville	63	63	0	0.00
Homer	926	915	6	0.65
Hometown	3,593	3,455	113	3.15

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Homewood	15,245	11,946	3,153	20.68
Hoopeston	4,762	4,362	372	7.81
Hooppole	125	116	9	7.20
Hopedale	762	760	1	0.13
Hopewell	314	310	3	0.96
Hopkins Park	480	23	451	93.96
Hoyleton	407	384	20	4.91
Hudson	1,085	1,070	12	1.11
Huey	148	144	2	1.35
Hull	376	373	3	0.80
Humboldt	368	354	14	3.80
Hume	314	311	3	0.96
Huntley	4,554	4,260	262	5.75
Hurst	647	634	11	1.70
Hutsonville	469	464	5	1.07
Illiopolis	739	732	3	0.41
Ina	2,344	1,154	1,188	50.68
Indian Creek	152	142	7	4.61
Indian Head Park	3,237	3,075	154	4.76
Indianola	164	161	2	1.22
Industry	414	404	7	1.69
Inverness	5,382	4,891	473	8.79
Iola	130	126	1	0.77
Ipava	410	408	1	0.24
Iroquois	165	163	0	0.00
Irving	2,369	1,182	1,182	49.89
Irvington	563	550	7	1.24

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Irwin	69	66	2	2.90
Island Lake	5,848	5,232	589	10.07
Itasca	6,703	5,654	918	13.70
Iuka	441	433	3	0.68
Ivesdale	238	238	0	0.00
Jacksonville	15,599	14,220	1,259	8.07
Jeffersonville	276	269	6	2.17
Jeisyville	103	102	1	0.97
Jerome	1,203	1,141	53	4.41
Jerseyville	6,387	6,307	57	0.89
Jewett	180	180	0	0.00
Johnsburg	4,037	3,954	66	1.63
Johnsonville	55	55	0	0.00
Johnston	2,870	2,827	30	1.05
Joliet	79,474	50,981	27,811	34.99
Jonesboro	1,474	1,433	34	2.31
Joppa	319	283	33	10.34
Joy	288	284	4	1.39
Junction	117	111	6	5.13
Junction City	415	408	3	0.72
Justice	9,270	6,464	2,485	26.81
Kampsville	241	233	5	2.07
Kane	356	354	1	0.28
Kangley	227	22	4	1.76
Kankakee	20,641	10,976	9,405	45.56
Kansas	652	638	14	2.15
Kappa	124	120	4	3.23

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Karnak	481	451	30	6.24
Kaskaskia	9	7	2	22.22
Keenes	76	80	0	0.00
Keensburg	207	206	0	0.00
Keithsburg	549	542	2	0.36
Kell	180	180	0	0.00
Kempton	157	154	3	1.91
Kenilworth	1,773	1,701	71	4.00
Kenney	321	318	3	0.93
Kewanee	10,316	9,380	836	8.10
Keyesport	397	389	6	1.51
Kilbourne	282	278	3	1.06
Kildeer	2,514	2,318	187	7.44
Kincaid	1,115	1,098	9	0.81
Kinderhook	198	193	4	2.02
Kingston	691	633	56	8.10
Kingston Mines	213	205	4	1.88
Kinmundy	698	687	7	1.00
Kinsman	86	78	7	8.14
Kirkland	882	857	20	2.27
Kirkwood	643	626	11	1.71
Knoxville	2,582	2,547	24	0.93
Lacon	1,634	1,617	14	0.86
Ladd	1,064	1,030	34	3.20
La Fayette	183	178	4	2.19
La Grange	11,868	10,573	1,237	10.42
La Grange Park	10,655	9,784	790	7.41

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
La Harpe	1,127	1,123	2	0.18
Lake Barrington	3,980	3,857	97	2.44
Lake Bluff	4,373	4,141	213	4.87
Lake Forest	15,539	14,323	1,117	7.19
Lake in the Hills	16,187	14,344	1,739	10.74
Lakemoor	2,007	1,817	177	8.82
Lake Villa	4,267	3,955	263	6.16
Lakewood	1,799	1,710	82	4.56
Lake Zurich	12,791	11,428	1,302	10.18
La Moille	576	562	14	2.43
Lanark	1,269	1,237	18	1.42
Lansing	22,654	19,075	3,437	15.17
La Prairie	46	46	0	0.00
La Rose	121	118	3	2.48
La Salle	7,909	7,183	681	8.61
Latham	289	288	1	0.35
Lawrenceville	3,953	3,841	97	2.45
Leaf River	427	417	10	2.34
Lebanon	2,919	2,345	535	18.33
Lee	230	222	8	3.48
Leland	721	694	22	3.05
Leland Grove	1,318	1,288	24	1.82
Lemont	9,984	9,553	385	3.86
Lena	2,330	2,302	24	1.03
Lenzburg	430	426	3	0.70
Leonore	94	91	2	2.13
Lerna	235	234	1	0.43

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Le Roy	2,588	2,558	29	1.12
Lewiston	2,089	2,066	15	0.72
Lexington	1,499	1,477	12	0.80
Liberty	418	416	2	0.48
Libertyville	15,877	14,456	1,319	8.31
Lily Lake	594	577	15	2.53
Lima	127	122	4	3.15
Lincoln	12,637	11,960	573	4.53
Lincolnshire	4,706	4,380	296	6.29
Lincolnwood	10,043	7,326	2,483	24.72
Lindenhurst	9,247	8,442	720	7.79
Lisborn	199	194	5	2.51
Lisle	16,879	13,692	3,037	17.99
Lichtfield	5,377	5,275	85	1.58
Littleton	150	143	6	4.00
Little York	211	208	3	1.42
Liverpool	90	88	1	1.11
Livingston	666	657	4	0.60
Loami	622	607	12	1.93
Lockport	11,497	10,734	675	5.87
Loda	335	311	22	6.57
Lomax	373	363	9	2.41
Lombard	34,124	28,997	4,745	13.91
London Mills	342	341	1	0.29
Long Creek	1,057	1,043	11	1.04
Long Grove	5,022	4,458	532	10.59
Long Point	194	190	2	1.03

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Longview	111	107	4	3.60
Loraine	268	266	0	0.00
Lostant	386	380	3	0.78
Louisville	987	978	8	0.81
Loves Park	15,578	14,367	1,063	6.82
Lovington	981	967	12	1.22
Ludlow	251	246	3	1.20
Lyndon	464	447	12	2.59
Lynnville	110	108	2	1.82
Lynwood	5,569	2,875	2,637	47.35
Lyons	8,166	6,682	1,332	16.31
McCook	216	201	13	6.02
McCullom	792	743	47	5.93
Macedonia	38	38	0	0.00
McHenry	16,350	14,929	1,345	8.23
Machesney	16,157	15,263	793	4.91
Mackinaw	1,152	1,123	22	1.91
McLean	313	625	6	1.92
McLeansboro	2,403	2,356	33	1.37
McNabb	247	247	0	0.00
Macomb	16,632	14,661	1,795	10.79
Macon	961	955	4	0.42
Madison	3,391	2,115	1,253	36.95
Maeystown	118	115	2	1.69
Magnolia	214	209	5	2.34
Mahomet	3,504	3,426	59	1.68
Makanda	346	332	14	4.05

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Malden	263	262	0	0.00
Malta	747	716	23	3.08
Manchester	276	276	0	0.00
Manhattan	2,422	2,338	64	2.64
Manito	1,384	1,370	11	0.79
Manlius	273	262	11	4.03
Mansfield	761	760	5	0.66
Manteno	4,951	4,795	133	2.69
Maple Park	594	574	12	2.02
Mapleton	194	188	2	1.03
Maquon	245	235	9	3.67
Marengo	4,783	4,204	555	11.60
Marietta	122	120	2	1.64
Marine	708	693	10	1.41
Marion	12,992	12,132	774	5.96
Marissa	1,708	1,686	18	1.05
Mark	378	362	16	4.23
Markham	9,327	1,655	7,564	81.10
Maroa	1,278	1,260	14	1.10
Marquette	2,135	2,097	32	1.50
Marseilles	3,717	3,625	75	2.02
Marshall	2,998	2,946	27	0.90
Martinsville	973	967	3	0.31
Marinton	267	263	3	1.12
Maryville	3,671	3,433	206	5.61
Mascoutah	4,483	4,140	287	6.40
Mason	305	295	8	2.62

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Mason City	2,038	2,018	17	0.83
Matherville	569	563	5	0.88
Matteson	10,025	3,456	6,434	64.18
Mattoon	14,946	14,414	444	2.97
Maunie	141	134	6	4.26
Maywood	19,869	1,278	18,357	92.39
Mazon	696	670	24	3.45
Mechanicsburg	352	345	4	1.14
Media	117	114	2	1.71
Medora	365	355	6	1.64
Melrose Park	17,705	8,109	9,449	53.37
Melvin	363	346	6	1.65
Mendon	682	680	2	0.29
Mendota	5,733	4,815	893	15.58
Menominee	174	165	8	4.60
Meredosia	841	840	0	0.00
Merrionette Park	1,624	1,447	164	10.10
Metamora	2,181	2,160	15	0.69
Metcalf	164	164	0	0.00
Metropolis	5,407	4,938	730	13.50
Mettawa	293	270	22	7.51
Middletown	321	314	6	1.87
Midlothian	10,983	9,446	1,435	13.07
Milan	4,289	4,006	258	6.02
Milford	1,186	1,137	16	1.35
Mill Creek	56	48	0	0.00
Milledgeville	828	813	12	1.45

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Millington	342	333	8	2.34
Mill Shoals	203	202	0	0.00
Millstadt	2,256	2,218	28	1.24
Milton	209	209	0	0.00
Mineral	215	212	3	1.40
Minier	985	966	14	1.42
Minonk	1,689	1,663	23	1.36
Minooka	2,965	2,862	94	3.17
Modesto	201	201	0	0.00
Mokena	10,613	10,084	469	4.42
Moline	35,110	29,935	4,887	13.92
Momence	2,497	2,136	352	14.10
Monee	2,364	2,191	137	5.80
Monmouth	7,991	7,366	572	7.16
Montgomery	4,367	3,648	688	15.75
Monticello	4,163	4,107	40	0.96
Montrose	207	207	0	0.00
Morris	9,503	8,811	643	6.77
Morrison	3,676	3,557	108	2.94
Morrisonville	846	828	9	1.06
Morton	12,289	12,024	234	1.90
Morton Grove	18,701	13,676	4,864	26.01
Mound City	506	279	224	44.27
Mounds	810	324	470	58.02
Mound Station	97	96	0	0.00
Mount Auburn	427	418	3	0.70
Mount Carmel	6,454	6,290	141	2.18

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Mount Carroll	1,464	1,439	18	1.23
Mount Clare	373	363	7	1.88
Mount Erie	80	78	1	1.25
Mount Morris	2,419	2,335	73	3.02
Mount Olive	1,736	1,713	18	1.04
Mount Prospect	45,386	34,325	10,576	23.30
Mount Pulaski	1,379	1,371	4	0.29
Mount Sterline	1,680	1,655	21	1.25
Mount Vernon	12,921	11,198	1,568	12.14
Mount Zion	3,756	3,689	49	1.30
Moweaqua	1,535	1,518	13	0.85
Muddy	61	53	8	13.11
Mulberry Grove	519	500	13	2.50
Muncie	128	128	0	0.00
Mundelein	22,695	15,453	7,052	31.07
Murphysboro	11,750	9,377	2,206	18.77
Murrayville	497	496	0	0.00
Naperville	93,667	78,304	14,603	15.59
Naplate	432	418	9	2.08
Naples	97	92	4	4.12
Nashville	2,517	2,477	32	1.27
Nason	198	198	0	0.00
Nauvoo	853	827	15	1.76
Nebo	308	299	6	1.95
Nelson	135	128	7	5.19
Neoga	1,385	1,346	29	2.09
Neponset	425	410	15	3.53

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Newark	708	692	12	1.69
New Athens	1,596	1,559	28	1.75
New Baden	2,329	2,217	100	4.29
New Bedford	78	76	2	2.56
New Berlin	798	786	7	0.88
New Boston	526	525	1	0.19
New Burnside	191	189	2	1.05
New Canton	332	332	0	0.00
New Douglas	298	284	10	3.36
New Grand Chain	183	166	17	9.29
New Haven	383	379	2	0.52
New Holland	241	240	0	0.00
New Lenox	12,835	12,325	459	3.58
Newman	788	777	9	1.14
New Millford	443	411	25	5.64
New Minden	161	159	1	0.62
New Salem	103	103	0	0.00
Newton	2,482	2,451	21	0.85
Niantic	544	539	3	0.55
Niles	26,025	21,393	4,272	16.41
Nilwood	224	221	3	1.34
Noble	581	573	6	1.03
Nokomis	1,948	1,933	9	0.46
Nora	99	99	0	0.00
Normal	38,744	33,937	4,505	11.63
Norridge	12,633	11,782	769	6.09
Norris	163	163	0	0.00

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Norris City	872	862	7	0.80
North Aurora	8,061	6,773	1,217	15.10
North Barrington	2,213	2,115	89	4.02
Northbrook	26,486	23,297	3,007	11.35
North Chicago	28,404	12,111	15,661	55.14
North City	513	503	7	1.36
Northfield	4,241	3,877	334	7.88
North Henderson	153	152	1	0.65
Northlake	9,422	5,885	3,468	36.81
North Pekin	1,237	1,204	19	1.54
North Riverside	5,825	5,054	728	12.50
North Utica	792	765	20	2.53
Norwood	374	369	4	1.07
Oak Brook	7,377	5,530	1,749	23.71
Oakbrook Terrace	2,061	1,634	399	19.36
Oakdale	168	163	1	0.60
Oakford	240	236	2	0.83
Oak Forest	22,009	19,165	2,633	11.96
Oak Grove	1,284	410	874	68.07
Oakland	800	791	6	0.75
Oak Lawn	45,369	41,321	3,420	7.54
Oak Park	41,877	28,380	12,733	30.41
Oakwood	1,185	1,172	12	1.01
Oakwood Hills	1,590	1,519	61	3.84
Oblong	1,292	1,272	15	1.16
Oconee	162	161	3	1.85
Odell	769	748	16	2.08

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Odin	879	861	14	1.59
O'Fallon	16,953	14,045	2,705	15.96
Ogden	548	542	6	1.09
Oglesby	2,945	2,841	96	3.26
Ohio	426	413	7	1.64
Ohlman	0	0	0	0.00
Okawville	1,072	1,056	13	1.21
Old Mill Creek	201	180	19	9.45
Old Ripley	93	92	1	1.08
Old Shawneetown	200	197	3	1.50
Olmstead	248	203	45	18.15
Olney	6,962	6,791	134	1.92
Olympia Fields	3,840	1,752	2,049	53.36
Omaha	207	217	0	0.00
Onarga	1,081	726	347	32.10
Oneida	599	590	9	1.50
Oquawka	1,246	1,221	11	0.88
Orangeville	558	552	5	0.90
Oreana	707	698	4	0.57
Oregon	3,293	3,142	123	3.74
Orient	236	235	1	0.42
Orion	1,365	1,346	17	1.25
Orland Hills	4,822	4,083	652	13.52
Orland Park	40,991	37,511	3,133	7.64
Oswego	9,621	8,826	731	7.60
Ottawa	14,534	13,449	989	6.80
Otterville	88	84	3	3.41

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Owaneco	195	193	0	0.00
Palatine	51,764	39,805	11,456	22.13
Palestine	1,102	1,087	10	0.91
Palmer	198	193	2	1.01
Palmyra	614	608	9	1.47
Palos Heights	9,415	8,991	375	3.98
Palos Hills	14,930	12,909	1,710	11.45
Palos Park	3,889	3,715	149	3.83
Pana	4,478	4,422	42	0.94
Panama	272	268	1	0.37
Panola	29	29	0	0.00
Papineau	131	127	3	2.29
Paris	7,294	7,149	117	1.60
Park City	5,013	2,431	2,475	49.37
Parkersburg	186	186	0	0.00
Park Forest	18,177	10,418	7,482	41.16
Park Ridge	30,118	28,341	1,657	5.50
Patoka	498	488	6	1.20
Pawnee	2,033	2,008	13	0.64
Paw Paw	659	645	11	1.67
Paxton	3,556	3,459	85	2.39
Payson	810	795	7	0.86
Pearl	139	138	1	0.72
Pearl City	598	590	7	1.17
Pecatonica	1,562	1,537	14	0.90
Pekin	27,344	25,840	1,374	5.02
Peoria	88,385	64,902	22,451	25.40

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Peoria Heights	5,522	5,158	327	5.92
Peotone	2,622	2,551	50	1.91
Percy	764	742	21	2.75
Perry	352	347	1	0.28
Peru	8,084	7,663	395	4.89
Pesotum	429	426	2	0.47
Petersburg	1,828	1,789	38	2.08
Phillipstown	24	24	0	0.00
Philo	979	972	4	0.41
Phoenix	1,647	27	1,601	97.21
Pierron	501	486	6	1.20
Pinckneyville	4,829	3,247	1,577	32.66
Pingree	106	101	5	4.72
Piper City	617	595	17	2.76
Pittsburg	458	451	7	1.53
Pittsfield	3,487	3,425	43	1.23
Plainfield	9,413	8,844	511	5.43
Plainville	196	195	0	0.00
Plano	4,124	3,109	982	23.81
Pleasant Hill	826	817	4	0.48
Pleasant Plains	606	601	5	0.83
Plymouth	428	413	9	2.10
Pocahontas	599	590	4	0.67
Polo	1,980	1,940	35	1.77
Pontiac	9,593	7,892	1,652	17.22
Pontoon	4,286	3,818	433	10.10
Pontoosuc	141	140	0	0.00

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Poplar Grove	976	951	22	2.25
Port Byron	1,238	1,201	24	1.94
Posen	3,578	2,520	1,004	28.06
Pontomac	513	500	12	2.34
Prairie City	349	343	4	1.15
Prairie du Rocher	469	466	2	0.43
Prairie Grove	726	703	20	2.75
Princeton	6,207	6,043	133	2.14
Princeville	1,275	1,237	30	2.35
Prophetstown	1,671	1,628	33	1.97
Prospect Heights	13,502	9,366	4,007	29.68
Pulaski	213	66	146	68.54
Quincy	32,598	30,567	1,791	5.49
Radom	340	330	9	2.65
Raleigh	260	257	3	1.15
Ramsey	820	810	7	0.85
Rankin	471	442	27	5.73
Ransom	308	298	9	2.92
Rantoul	9,702	7,711	1,827	18.83
Rapids City	765	745	15	1.96
Raritan	114	114	0	0.00
Raymond	743	738	5	0.67
Red Bud	2,776	2,729	27	0.97
Reddick	170	166	1	0.59
Redmon	163	163	0	0.00
Reynolds	412	410	2	0.49
Richmond	852	815	36	4.23

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Richton Park	9,506	3,523	5,856	61.60
Richview	234	224	9	3.85
Ridge Farm	706	702	2	0.28
Ridgway	784	778	5	0.64
Ridott	128	128	0	0.00
Ringwood	384	379	4	1.04
Rio	193	189	4	2.07
Ripley	87	87	0	0.00
Riverdale	10,216	1,432	8,700	85.16
River Forest	9,014	7,850	1,069	11.86
River Grove	8,768	7,794	915	10.44
Riverside	7,105	6,594	473	6.66
Riverton	2,369	2,333	27	1.14
Riverwoods	2,961	2,739	213	7.19
Roanoke	1,588	1,581	5	0.31
Robbins	4,866	144	4,689	96.36
Roberts	308	304	4	1.30
Robinson	5,469	5,235	192	3.51
Rochelle	7,307	5,893	1,357	18.57
Rochester	2,269	2,237	29	1.28
Rockbridge	165	164	1	0.61
Rock City	236	235	0	0.00
Rockdale	1,483	1,174	294	19.82
Rock Falls	7,497	6,623	835	11.14
Rockford	116,244	84,744	30,119	25.91
Rock Island	32,069	25,158	6,577	20.51
Rockton	3,927	3807	110	2.80

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Rockwood	31	31	0	0.00
Rolling Meadows	19,428	14,133	5,147	26.49
Romeoville	15,877	12,575	3,103	19.54
Roodhouse	1,732	1,606	114	6.58
Roscoe	4,554	4,318	206	4.52
Rose Hill	67	66	1	1.49
Roselle	18,215	15,509	2,561	14.06
Rosemont	3,344	2,065	1,246	37.26
Roseville	901	894	6	0.67
Rosiclare	1,001	980	18	1.80
Rossville	995	968	23	2.31
Round Lake	4,309	3,226	1,033	23.97
Round Lake Beach	18,034	11,691	6,143	34.06
Round Lake Heights	985	743	224	22.74
Round Lake Park	4,587	3,452	1,100	23.98
Roxana	1,238	1,215	18	1.45
Royal	235	235	0	0.00
Royal Lakes	148	25	119	80.41
Royalton	912	906	3	0.33
Ruma	191	190	1	0.52
Rushville	2,650	2,630	16	0.60
Russellville	90	86	4	4.44
Rutland	298	296	1	0.34
Sadorus	345	338	1	0.29
Sailor Springs	94	93	0	0.00
St. Anne	918	824	86	9.37
St. Augustine	135	135	0	0.00

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
St. Charles	21,897	19,887	1,902	8.69
St. David	464	464	0	0.00
St. Elmo	1,118	1,107	5	0.45
Ste. Marie	213	212	1	0.47
St. Francisville	604	599	1	0.17
St. Jacob	623	608	13	2.09
St. Johns	183	172	6	3.28
St. Joseph	2,221	2,184	30	1.35
St. Libory	457	452	1	0.22
St. Peter	309	307	1	0.32
Salem	6,406	6,208	181	2.83
Sandoval	1,074	1,045	25	2.33
Sandwich	5,048	4,639	388	7.69
San Jose	544	538	6	1.10
Sauget	200	141	59	29.50
Sauk	7,472	4,341	3,024	40.47
Saunemin	321	316	5	1.56
Savanna	2,849	2,650	180	6.32
Savoy	3,650	3,019	481	13.18
Sawyerville	240	234	3	1.25
Saybrook	606	601	3	0.50
Scales Mound	324	317	7	2.16
Schaumburg	61,921	47,902	13,316	21.50
Schiller Park	9,516	6,865	2,459	25.84
Schram City	527	521	5	0.95
Sciota	48	48	0	0.00
Scottville	114	114	0	0.00

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Seaton	188	186	2	1.06
Seatonville	258	240	18	6.98
Secor	292	292	0	0.00
Seneca	1,539	1,516	16	1.04
Sesser	1,710	1,688	13	0.76
Shabbona	716	706	6	0.84
Shannon	692	675	15	2.17
Shawneetown	1,162	1,123	33	2.84
Sheffield	765	751	8	1.05
Shelbyville	4,036	3,978	44	1.09
Sheldon	946	928	15	1.59
Sheridan	2,195	1,068	1,119	50.98
Sherman	2,241	2,184	48	2.14
Sherrard	542	532	8	1.48
Shiloh	5,841	4,772	994	17.02
Shipman	500	489	11	2.20
Shorewood	5,775	5,279	454	7.86
Shumway	172	172	0	0.00
Sibley	270	266	3	1.11
Sidell	475	472	3	0.63
Sidney	822	809	11	1.34
Sigel	284	277	6	2.11
Silvis	5,739	4,780	917	15.98
Simpson	42	38	4	9.52
Sims	211	207	4	1.90
Skokie	51,761	34,981	15,489	29.92
Sleepy Hollow	2,653	2,442	171	6.45

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Smithboro	151	145	4	2.65
Smithfield	179	178	0	0.00
Smithton	1,730	1,691	28	1.62
Somonauk	997	972	15	1.50
Sorento	467	455	7	1.50
South Barrington	2,870	2,308	517	18.01
South Beloit	4,169	3,663	467	11.20
South Chicago Heights	3,221	2,433	736	22.85
South Elgin	11,881	9,745	2,012	16.93
Southern View	1,414	1,374	36	2.55
South Holland	17,484	8,467	8,860	50.67
South Jacksonville	2,892	2,808	70	2.42
South Pekin	860	849	8	0.93
South Roxana	1,445	1,405	25	1.73
South Wilmington	511	498	10	1.96
Sparland	390	385	4	1.03
Sparta	3,557	2,986	529	14.87
Spaulding	419	412	5	1.19
Spillertown	171	163	8	4.68
Spring Bay	346	340	4	1.16
Springerton	103	102	1	0.97
Springfield	89,231	74,261	14,096	15.80
Spring Grove	2,678	2,590	73	2.73
Spring Valley	4,377	4,071	276	6.31
Standard	203	199	2	0.99
Standard City	111	111	0	0.00
Stanford	498	487	8	1.61

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Staunton	3,946	3,882	50	1.27
Steeleville	1,691	1,671	13	0.77
Steger	7,635	6,445	1,096	14.35
Sterling	12,189	9,762	2,352	19.30
Steward	205	195	8	3.90
Stewardson	602	598	2	0.33
Stickney	4,957	3,896	1,031	20.80
Stillman	787	767	16	2.03
Stockton	1,561	1,551	7	0.45
Stonefort	250	245	5	2.00
Stone Park	3,683	698	2,962	80.42
Stonington	732	723	6	0.82
Stoy	97	97	0	0.00
Strasburg	504	503	1	0.20
Strawn	80	71	6	7.50
Streamwood	27,652	19,808	7,475	27.03
Streator	11,169	10,312	815	7.30
Stronghurst	723	717	1	0.14
Sublette	363	345	17	4.68
Sugar Grove	2,816	2,631	171	6.07
Sullivan	3,512	3,467	30	0.85
Summerfield	352	338	14	3.98
Summit	8,033	3,301	4,630	57.64
Sumner	823	797	24	2.92
Sun River Terrace	280	23	253	90.36
Swansea	8,252	7,279	915	11.09
Sycamore	9,231	8,509	695	7.53

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Symerton	79	79	0	0.00
Table Grove	313	312	0	0.00
Tallula	485	480	3	0.62
Tamaroa	595	582	11	1.85
Tamms	556	414	137	24.64
Tampico	583	575	7	1.20
Taylor Springs	470	463	6	1.28
Taylorville	9,163	8,952	180	1.96
Tennessee	115	113	1	0.87
Teutopolis	1,136	1,134	1	0.09
Thawville	204	193	10	4.90
Thayer	561	556	3	0.53
Thebes	337	308	28	8.31
Third Lake	1,016	963	43	4.23
Thomasboro	944	898	34	3.60
Thompsonville	467	456	6	1.28
Thomson	451	443	5	1.11
Thornton	2,082	1,974	96	4.61
Tilden	738	719	13	1.76
Tilton	2,440	2,398	27	1.11
Timberlane	186	182	4	2.15
Time	26	26	0	0.00
Tinley Park	37,796	34,432	3,040	8.04
Tiskilwa	618	606	5	0.81
Toledo	915	900	5	0.55
Tolono	2,087	2,037	34	1.63
Toluca	1,104	1,080	19	1.72

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Tonica	545	524	19	3.49
Topeka	70	69	0	0.00
Toulon	1,133	1,117	12	1.06
Tovey	422	417	2	0.47
Towanda	394	389	4	1.02
Tower Hill	465	458	4	0.86
Tower Lakes	996	965	25	2.51
Tremont	1,591	1,574	15	0.94
Trenton	2,075	2,034	34	1.64
Trout Valley	444	418	23	5.18
Troy	6,406	6,105	238	3.72
Troy Grove	224	215	9	4.02
Tuscola	3,543	3,459	73	2.06
Ullin	634	361	268	42.27
Union	437	416	19	4.35
Union Hill	55	54	0	0.00
University Park	4,778	674	3,985	83.40
Urbana	31,799	21,428	9,738	30.62
Ursa	467	459	8	1.71
Valier	538	527	5	0.93
Valley City	13	13	0	0.00
Valmeyer	474	465	8	1.69
Vandalia	5,946	4,749	1,174	19.74
Varna	355	348	5	1.41
Venedy	108	103	3	2.78
Venice	1,800	122	1,671	92.83
Vergennes	399	264	127	31.83

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Vermillion	193	192	1	0.52
Vermont	603	593	7	1.16
Vernon	149	144	4	2.68
Vernon Hills	15,153	11,960	3,047	20.11
Verona	193	168	25	12.95
Versailles	456	455	1	0.22
Victoria	232	230	1	0.43
Vienna	1000	976	12	1.20
Villa Grove	2,033	1,992	23	1.13
Villa Park	17,133	14,178	2,789	16.28
Viola	752	733	11	1.46
Virden	2,814	2,771	33	1.17
Virgil	186	177	8	4.30
Virginia	1,400	1,379	18	1.29
Volo	144	109	33	22.92
Wadsworth	2,379	2,217	142	5.97
Waggoner	186	184	2	1.08
Walnut	1,154	1,145	3	0.26
Walnut Hill	75	74	1	1.33
Walshville	64	64	0	0.00
Waltonville	318	311	4	1.26
Warmac	1,046	1,013	31	2.96
Wapella	510	500	9	1.76
Warren	1,220	1,200	19	1.56
Warrensburg	996	973	16	1.61
Warrenville	10,224	8,654	1,502	14.69
Warsaw	1,423	1,399	16	1.12

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Washburn	888	870	8	0.90
Washington	8,535	8,388	112	1.31
Washington Park	3,717	285	3,407	91.66
Wataga	669	655	9	1.35
Waterloo	5,948	5,869	63	1.06
Waterman	911	893	12	1.32
Watseka	4,589	4,424	135	2.94
Watson	514	507	5	0.97
Wauconda	7,427	6,404	989	13.32
Waukegan	65,131	23,098	41,038	63.01
Waverly	1,087	1,077	6	0.55
Wayne	1,649	1,535	99	6.00
Wayne	861	852	6	0.70
Waynesville	359	355	1	0.28
Weldon	349	336	5	1.43
Wellington	217	212	5	2.30
Wenona	835	816	14	1.68
Wenonah	36	36	0	0.00
West Brooklyn	116	109	7	6.03
Westchester	14,150	11,990	2,066	14.60
West Chicago	17,194	8,450	8,630	50.19
West City	592	574	8	1.35
West Dundee	4,119	3,791	283	6.87
Western Springs	9,161	8,914	226	2.47
Westfield	526	516	7	1.33
West Frankfort	6,665	6,556	76	1.14
Westmont	19,985	15,205	4,524	22.64

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
West Peoria	3,897	3,499	362	9.29
West Point	144	143	0	0.00
West Salem	801	792	5	0.62
Westville	2,575	2,529	28	1.09
Wheaton	43,509	38,292	4,846	11.14
Wheeler	88	85	3	3.41
Wheeling	27,763	19,353	8,139	29.32
Whiteash	215	206	9	4.19
White City	178	174	1	0.56
White Hall	2,129	2,099	20	0.94
Williamsfield	483	482	0	0.00
Williamson	196	192	4	2.04
Williamsville	1,092	1,068	19	1.74
Willisville	538	534	3	0.56
Willowbrook	7,716	6,442	1,197	15.51
Willow Hill	169	165	3	1.78
Willow Springs	4,098	3,724	295	7.20
Wilmette	20,783	18,343	2,291	11.02
Wilmington village	89	87	2	2.25
Wilmington city	4,039	3,897	116	2.87
Wilsonville	480	471	2	0.42
Winchester	1,321	1,316	5	0.38
Windsor village	584	573	7	1.20
Windsor city	879	869	3	0.34
Winfield	6,474	6,001	421	6.50
Winnebago	2,130	2,081	43	2.02
Winnetka	8,740	8,344	365	4.18

CITY / VILLAGE	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION, 15+)
Winslow	269	260	6	2.23
Winthrop Harbor	5,170	4,771	347	6.71
Witt	794	789	4	0.50
Wonder Lake Village	5,653	5,309	301	5.32
Wood Dale	11,025	9,228	1,653	14.99
Woodhull	650	636	12	1.85
Woodland	233	219	12	5.15
Woodlawn	464	460	1	0.22
Woodridge	23,933	17,099	6,556	27.39
Wood River	9,054	8,782	219	2.42
Woodson	435	420	10	2.30
Woodstock	15,408	12,217	3,077	19.97
Worden	724	713	10	1.38
Worth	8,879	8,039	700	7.88
Wyanet	782	774	8	1.02
Wyoming	1,165	1,155	2	0.17
Xenia	323	309	11	3.41
Yale	77	75	2	2.60
Yates	577	574	2	0.35
Yorkville	4,631	4,447	154	3.33
Zeigler	1,364	1,347	10	0.73
Zion	16,409	9,620	6,366	38.80

CITIES OF ILLINOIS
MINORITY DRIVING POPULATIONS, AGE 15+

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Abingdon	13	5	4	23	45
Addieville	0	2	0	1	3
Addison	558	27	2,259	7,015	9,859
Adeline	0	1	0	2	3
Albany	5	0	0	2	7
Albers	1	1	0	6	8
Albion	2	2	6	5	15
Aledo	6	4	9	16	35
Alexis	0	0	0	15	15
Algonquin	126	18	405	623	1,172
Alhambra	0	0	0	0	0
Allendale	1	0	0	5	6
Allenville	0	0	0	0	0
Allerton	0	2	0	3	5
Alma	0	1	0	0	1
Alorton	1,751	2	0	15	1,768
Alpha	0	0	0	6	6
Alsey	0	2	0	0	2
Alsip	1,505	18	330	1,168	3,021
Altamont	2	2	0	7	11
Alton	5,182	50	98	323	5,653

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Altona	0	0	1	5	6
Alto Pass	0	2	0	37	39
Alvin	0	4	1	0	5
Amboy	13	1	0	29	43
Anchor	0	1	0	0	1
Andalusia	6	1	0	12	19
Andover	0	1	3	3	7
Anna	80	9	11	56	156
Annawan	0	0	0	7	7
Antioch	57	20	83	251	411
Apple River	2	0	0	0	2
Arcola	6	1	13	356	376
Areznville	0	0	0	0	0
Argenta	1	2	0	0	3
Arlington	0	2	2	6	10
Arlington Heights	516	27	3,658	2,586	6,787
Armington	0	0	0	3	3
Aroma Park	23	1	0	25	49
Arrowsmith	0	1	0	2	3
Arthur	0	4	1	6	11
Ashkum	0	0	0	3	3
Ashland	0	3	1	2	6
Ashley	0	3	0	4	7
Ashmore	0	2	10	5	17
Ashton	5	1	0	15	21

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Assumption	0	0	0	1	1
Astoria	0	0	2	9	11
Athens	0	0	3	7	10
Atkinson	3	0	1	6	10
Atlanta	0	2	0	7	9
Atwood	2	1	1	8	12
Auburn	8	7	9	18	42
Augusta	0	0	0	4	4
Aurora	10,629	145	3,193	31,159	45,126
Ava	0	2	0	4	6
Aviston	4	1	2	5	12
Avon	0	0	1	2	3
Baldwin	2,131	1	7	281	2,420
Banner	0	0	0	2	2
Bannockburn	47	1	65	46	159
Bardolph	0	0	0	0	0
Barrington	45	9	150	177	381
Barrington Hills	14	0	129	52	195
Barry	0	0	4	9	13
Bartelso	0	0	1	0	1
Bartlett	492	19	2,151	1,308	3,970
Bartonville	17	2	21	41	81
Basco	0	0	0	0	0
Batavia	399	11	231	776	1,417
Batchtown	0	0	0	0	0

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Bath	1	3	0	1	5
Baylis	0	0	1	0	1
Bay View Gardens	1	2	0	2	5
Beach Park	328	15	124	920	1,387
Beardstown	20	9	16	720	765
Beaverville	0	0	1	2	3
Beckemeyer	0	3	7	12	22
Bedford Park	5	1	1	24	31
Beecher	0	1	6	27	34
Beecher City	0	2	0	0	2
Belgium	0	1	0	9	10
Belknap	1	0	0	2	3
Belle Prairie City	0	0	0	0	0
Belle Rive	0	3	0	0	3
Belleville	4,546	76	288	487	5,397
Bellevue	15	5	7	21	48
Bellflower	0	0	0	0	0
Bellmont	0	0	1	1	2
Bellwood	12,232	13	149	1,124	13,518
Belvidere	142	37	74	2,766	3,019
Bement	11	0	3	3	17
Benld	2	0	0	11	13
Bensenville	391	15	1,007	5,483	6,896
Benson	0	0	0	1	1
Bentley	0	0	0	0	0

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Benton	18	6	17	26	67
Berkeley	1,004	3	148	548	1,703
Berlin	0	0	0	0	0
Berwyn	433	66	115	13,897	14,511
Bethalto	54	11	26	65	156
Bethany	0	2	0	2	4
Biggsville	3	0	0	4	7
Bingham	0	0	0	0	0
Birds	0	0	0	0	0
Bishop Hill	0	0	0	1	1
Bismarck	0	1	0	0	1
Blandinsville	0	0	1	3	4
Bloomingdale	402	17	1,535	774	2,728
Bloomington	3,787	84	1,559	1,466	6,896
Blue Island	4,005	25	74	6,038	10,142
Blue Mound	0	1	0	2	3
Bluffs	0	0	2	0	2
Bluford	0	1	1	7	9
Bolingbrook	7,704	62	2,791	4,925	15,482
Bondville	2	7	1	3	13
Bone Gap	0	1	1	0	2
Bonfield	0	0	0	2	2
Bonnie	0	3	0	0	3
Bourbonnais	472	11	291	225	999
Bowen	0	1	0	0	1

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Braceville	0	1	0	7	8
Bradford	0	0	3	6	9
Bradley	117	15	67	303	502
Braidwood	9	4	16	92	121
Breese	2	2	9	34	47
Bridgeport	7	2	0	1	10
Bridgeview	106	15	252	1,012	1,385
Brighton	1	1	5	16	23
Brimfield	0	2	0	4	6
Broadlands	2	2	0	0	4
Broadview	4,575	8	93	231	4,907
Broadwell	0	0	0	0	0
Brocton	0	0	0	0	0
Brookfield	127	15	183	1,050	1,375
Brooklyn	494	1	0	3	498
Brookport	56	5	2	14	77
Broughton	0	0	1	1	2
Browning	0	1	0	1	2
Browns	1	0	1	1	3
Brownstown	2	3	0	3	8
Brussels	0	0	0	3	3
Bryant	1	0	1	1	3
Buckingham	0	0	0	1	1
Buckley	1	0	1	9	11
Buckner	0	3	0	3	6

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Buda	0	0	1	4	5
Buffalo	0	3	1	6	10
Buffalo Grove	240	13	2,658	1,009	3,920
Bull Valley	2	0	8	7	17
Bulpitt	0	0	0	0	0
Buncombe	0	1	0	0	1
Bunker Hill	14	0	2	9	25
Burbank	52	20	373	2,202	2,647
Bureau Junction	0	1	0	26	27
Burlington	0	0	3	1	4
Burnham	1,634	5	34	450	2,123
Burnt Prairie	0	0	0	1	1
Burr Ridge	80	0	933	215	1,228
Bush	0	0	1	0	1
Bushnell	2	3	2	15	22
Butler	1	0	0	0	1
Byron	7	2	7	30	46
Cabery	0	0	0	3	3
Cahokia	3,766	28	51	241	4,086
Cairo	1,511	3	24	18	1,556
Caledonia	0	0	0	0	0
Calhoun	0	1	4	0	5
Calumet City	14,288	34	183	2,880	17,385
Calumet Park	5,224	11	7	475	5,717
Camargo	0	0	0	0	0

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Cambria	16	5	0	17	38
Cambridge	17	4	4	7	32
Camden	0	0	0	0	0
Campbell Hill	0	1	0	1	2
Camp Point	0	0	1	4	5
Campus	0	0	0	1	1
Canton	1,312	14	49	289	1,664
Cantrall	0	0	1	0	1
Capron	2	7	3	84	96
Carbon Cliff	44	5	6	64	119
Carbondale	3,580	29	1,218	504	5,331
Carbon Hill	0	0	0	6	6
Carlinville	61	10	15	31	117
Carlock	1	0	5	3	9
Carlyle	74	4	17	23	118
Carmi	26	17	6	27	76
Carol Stream	1,216	31	3,420	2,810	7,477
Carpentersville	729	56	429	8,094	9,308
Carrier Mills	186	6	2	14	208
Carrolton	1	4	7	6	18
Carterville	34	5	34	32	105
Carthage	8	6	14	5	33
Cary	40	15	147	576	778
Casey	6	3	0	5	14
Caseyville	219	12	6	102	339

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Catlin	0	3	1	8	12
Cave-In-Rock	0	0	0	5	5
Cedar Point	3	0	0	2	5
Cedarville	0	1	6	1	8
Central City	17	2	3	20	42
Centralia	1,013	28	84	109	1,234
Centreville	4,076	7	0	18	4,101
Cerro Gordo	1	0	1	0	2
Chadwick	0	0	0	2	2
Champaign	7,568	107	4,161	2,311	14,147
Chandlerville	0	1	1	3	5
Channahon	27	6	14	169	216
Chapin	0	1	0	0	1
Charleston	77	37	259	318	691
Chatham	43	9	52	48	152
Chatsworth	3	2	2	12	19
Chebanse	1	3	1	8	13
Chenoa	2	1	5	33	41
Cherry	0	2	1	7	10
Cherry Valley	27	3	42	37	109
Chester	177	6	11	32	226
Chesterfield	0	1	0	0	1
Chicago	772,732	3,343	105,950	527,389	1,409,414
Chicago Heights	8,198	38	109	5,215	13,560
Chicago Ridge	259	15	151	637	1,062

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Chillicothe	5	6	5	150	166
Chrisman	1	0	3	2	6
Christopher	3	1	4	12	20
Cicero	469	89	647	43,613	44,818
Cisco	0	0	0	0	0
Cisne	1	0	0	3	4
Cissna	2	1	0	3	6
Claremont	0	0	0	0	0
Clarendon Hills	44	1	208	121	374
Clay City	0	2	1	2	5
Clayton	113	1	0	14	128
Clear Lake	2	0	1	4	7
Cleveland	0	0	0	8	8
Clifton	0	0	3	4	7
Clinton	55	11	15	111	192
Coal City	4	8	1	61	74
Coalton	0	1	2	2	5
Coal Valley	16	1	12	70	99
Coatsburg	0	0	0	7	7
Cobden	13	4	0	93	110
Coffeen	0	1	3	1	5
Colchester	0	1	1	5	7
Coleta	1	1	0	3	5
Colfax	0	4	0	13	17
Collinsville	957	49	118	355	1,479

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Colona	11	6	7	137	161
Colp	38	2	0	0	40
Columbia	2	11	13	57	83
Columbus	2	0	0	0	2
Compton	0	0	1	5	6
Concord	0	1	0	0	1
Congerville	0	2	1	0	3
Cooksville	0	0	0	1	1
Cordova	1	0	3	8	12
Cornell	0	0	0	4	4
Cortland	14	1	17	58	90
Coulterville	19	1	4	2	26
Country Club Hills	9,526	14	145	209	9,894
Countryside	107	2	78	285	472
Cowden	0	0	0	0	0
Crainville	7	0	2	3	12
Creal Springs	0	4	2	9	15
Crescent City	0	3	0	5	8
Crest Hill	2,434	18	122	891	3,465
Creston	2	0	2	17	21
Crestwood	394	8	65	289	756
Crete	586	2	42	172	802
Creve	14	20	9	77	120
Crossville	0	3	0	7	10
Crystal Lake	121	39	535	1,855	2,550

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Cuba	0	1	1	5	7
Cullom	1	1	1	1	4
Cutler	0	0	0	2	2
Cypress	0	0	0	0	0
Dahlgren	0	0	0	5	5
Dakota	2	2	2	2	8
Dallas City	0	1	0	3	4
Dlaton City	1	3	0	7	11
Dalzell	0	0	0	5	5
Damiansville	0	3	4	1	8
Dana	0	0	1	4	5
Danforth	0	0	3	6	9
Danvers	7	1	0	7	15
Danville	5,977	53	320	1,046	7,396
Darien	347	17	2,111	592	3,067
Davis	2	0	1	6	9
Davis Junction	0	0	2	2	4
Dawson	0	0	0	1	1
Decatur	10,986	102	423	657	12,168
Deer Creek	0	0	1	0	1
Deerfield	43	7	362	225	637
Deer Grove	1	0	0	3	4
Deer Park	11	1	63	29	104
DeKalb	2,910	56	1,668	2,746	7,380
De Land	0	0	0	2	2

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Delavan	3	0	1	3	7
De Pue	0	5	33	572	610
De Soto	12	1	5	18	36
Des Plaines	414	62	3,528	5,771	9,775
Detroit	0	0	0	3	3
De Witt	1	1	1	0	3
Diamond	0	8	1	26	35
Dietrich	0	0	0	1	1
Divernon	3	0	1	10	14
Dix	1	0	2	2	5
Dixmoor	1,572	7	4	462	2,045
Dixon	1,565	17	100	564	2,246
Dolton	14,671	24	116	568	15,379
Dongola	0	5	1	1	7
Donnellson	1	1	0	0	2
Donovan	2	1	0	7	10
Dorchester	0	0	0	0	0
Dover	0	0	0	1	1
Dowell	1	2	0	2	5
Downers Grove	724	29	2,232	1,264	4,249
Downs	3	0	1	5	9
Du Bois	0	1	0	2	3
Dunfermline	0	6	0	0	6
Dunlap	2	2	10	9	23
Dupo	24	9	6	23	62

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Du Quoin	353	12	20	48	433
Durand	5	3	1	8	17
Dwight	35	2	10	67	114
Eagarville	0	0	0	0	0
Earlville	0	7	1	20	28
East Alton	46	13	19	50	128
East Brooklyn	0	0	0	1	1
East Cape Girardeau	2	0	1	8	11
East Carondelet	7	5	0	0	12
East Dubuque	2	1	4	17	24
East Dundee	20	1	36	81	138
East Galesburg	2	1	3	7	13
East Gillespie	1	0	1	1	3
East Hazel Crest	410	0	10	94	514
East Moline	1,027	36	364	2,041	3,468
Easton	0	2	0	1	3
East Peoria	78	42	117	198	435
East St. Louis	22,209	32	29	160	22,430
Eddyville	0	2	2	1	5
Edgewood	0	0	0	2	2
Edinburg	0	2	0	4	6
Edwardsville	1,533	50	312	164	2,059
Effingham	29	13	57	84	183
Elburn	2	4	5	47	58

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
El Dara	0	0	0	0	0
Eldorado	10	10	1	33	54
Eldred	0	0	2	0	2
Elgin	4,290	103	2,799	21,576	28,768
Elizabeth	0	0	1	1	2
Elizabethtown	3	0	0	0	3
Elk Grove Village	345	18	2,392	1,603	4,358
Elkhart	1	0	1	0	2
Elkville	20	6	0	12	38
Elliott	0	0	0	1	1
Ellis Grove	0	1	0	0	1
Ellisville	0	0	0	0	0
Ellsworth	1	4	0	2	7
Elmhurst	299	15	1,232	1,243	2,789
Elmwood	2	6	3	6	17
Elmwood Park	109	16	427	1,994	2,546
El Paso	4	3	4	15	26
Elsah	27	2	6	21	56
Elvaston	0	0	0	0	0
Elwood	0	4	3	37	44
Emden	0	1	0	0	1
Emington	0	0	1	0	1
Energy	8	1	5	7	21
Enfield	1	2	1	0	4
Equality	0	0	0	8	8

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Erie	2	1	0	12	15
Essex	0	0	0	0	0
Eureka	23	9	15	31	78
Evanston	12,430	73	4,185	3,293	19,981
Evansville	3	0	3	3	9
Evergreen Park	1,243	12	202	526	1,983
Ewing	0	0	0	2	2
Exeter	0	1	0	0	1
Fairbury	10	2	15	66	93
Fairfield	5	9	25	16	55
Fairmont	18	7	1	930	956
Fairmount	0	0	1	2	3
Fairview	0	0	1	1	2
Fairview Heights	1,893	21	263	206	2,383
Farina	0	2	0	1	3
Farmer City	0	0	0	4	4
Farmersville	0	3	4	4	11
Farmington	3	7	2	20	32
Fayetteville	0	0	1	3	4
Ferris	0	0	0	0	0
Fidelity	0	0	0	0	0
Fieldon	0	0	0	1	1
Fillmore	0	0	1	3	4
Findlay	5	1	2	4	12
Fisher	0	4	0	4	8

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Fithian	0	0	0	1	1
Flanagan	1	0	2	2	5
Flat Rock	7	0	2	0	9
Flora	5	8	42	21	76
Florence	0	0	0	0	0
Flossmoor	1,831	2	332	141	2,306
Foosland	0	0	0	0	0
Ford Heights	1,992	0	2	38	2,032
Forest City	0	3	0	0	3
Forest Park	3,794	16	892	862	5,564
Forest View	3	0	0	55	58
Forrest	2	6	2	22	32
Forreston	0	2	1	8	11
Forsyth	26	3	22	9	60
Fox Lake	45	20	49	340	454
Fox River Grove	20	5	47	139	211
Fox River Valley Gardens	3	0	7	16	26
Frankfort	185	10	165	163	523
Franklin	0	3	0	4	7
Franklin Grove	1	0	0	4	5
Franklin Park	76	12	368	5,141	5,597
Freeburg	4	6	11	27	48
Freeman Spur	9	1	0	3	13
Freeport	2,478	40	201	360	3,079

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Fulton	20	5	16	37	78
Fults	0	0	0	0	0
Galatia	1	4	0	5	10
Galena	5	3	9	133	150
Galesburg	2,696	48	317	1,236	4,297
Galva	2	4	1	36	43
Gardner	0	1	1	30	32
Garrett	0	0	0	2	2
Gays	0	0	3	0	3
Geneseo	8	5	16	42	71
Geneva	173	6	186	362	727
Genoa	3	4	6	279	292
Georgetown	69	8	2	30	109
Germantown	0	0	2	6	8
Germantown Hills	2	0	11	15	28
German Valley	0	0	0	5	5
Gibson	16	0	17	14	47
Gifford	5	0	3	3	11
Gilberts	0	0	19	29	48
Gillespie	5	5	3	16	29
Gilman	4	0	5	106	115
Girard	1	3	0	17	21
Gladstone	1	0	0	1	2
Glasford	0	1	0	4	5
Glasgow	0	0	0	0	0

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Glen Carbon	521	13	182	111	827
Glencoe	150	2	127	81	360
Glendale Heights	1,086	38	4,852	3,983	9,959
Glen Ellyn	398	17	1,006	902	2,323
Glenview	721	18	3,385	1,161	5,285
Glenwood	3,016	5	45	313	3,379
Godfrey	480	38	78	117	713
Godley	1	0	0	17	18
Golconda	7	3	1	2	13
Golden	0	0	0	1	1
Golden Gate	0	0	0	2	2
Golf	0	0	4	3	7
Goodfield	0	0	0	0	0
Good Hope	0	1	0	2	3
Goreville	0	2	1	9	12
Gorham	0	1	0	0	1
Grafton	1	1	0	5	7
Grand Ridge	0	0	0	11	11
Grand Tower	1	2	0	5	8
Grandview	42	3	1	6	52
Granite City	371	96	107	586	1,160
Grantfork	0	1	0	1	2
Grant Park	1	0	3	22	26
Granville	5	1	4	34	44
Grayslake	197	21	576	599	1,393

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Grayville	2	2	3	3	10
Greenfield	0	3	0	3	6
Green Oaks	39	4	146	55	244
Greenup	0	2	3	3	8
Green Valley	1	2	2	2	7
Greenview	0	1	1	1	3
Greenville	1,004	36	28	137	1,205
Greenwood	0	0	6	10	16
Gridley	2	2	4	6	14
Griggsville	2	0	0	2	4
Gulf Port	0	0	1	2	3
Gurnee	1,007	33	1,741	1,137	3,918
Hainesville	17	0	70	129	216
Hamburg	0	0	0	0	0
Hamel	0	0	0	2	2
Hamilton	12	4	9	16	41
Hammond	2	1	1	1	5
Hampshire	2	4	3	49	58
Hampton	4	11	2	48	65
Hanford	0	0	0	0	0
Hanna City	4	2	6	7	19
Hanover	2	2	1	9	14
Hanover Park	1,451	37	3,357	6,971	11,816
Hardin	0	1	2	6	9
Harmon	0	0	0	6	6

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Harrisburg	587	19	26	121	753
Harristown	1	1	1	3	6
Hartford	2	1	3	7	13
Hartsburg	0	1	0	0	1
Harvard	31	15	91	2,021	2,158
Harvel	2	0	1	1	4
Harvey	16,585	29	68	2,467	19,149
Harwood Heights	21	11	299	379	710
Havana	4	1	14	14	33
Hawthorn Woods	32	1	143	83	259
Hazel Crest	8,062	14	121	347	8,544
Hebron	4	0	0	30	34
Hecker	0	0	0	1	1
Henderson	2	1	0	2	5
Hennepin	4	2	3	18	27
Henning	0	0	0	0	0
Henry	6	5	3	12	26
Herrick	0	0	0	2	2
Herrin	74	32	63	69	238
Herscher	0	7	2	7	16
Hettick	0	0	0	0	0
Heyworth	2	2	6	10	20
Hickory Hills	125	15	241	823	1,204
Hidalgo	0	0	0	0	0
Highland	5	8	34	76	123

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Highland Park	367	6	560	2,049	2,982
Highwood	67	5	72	1,172	1,316
Hillcrest	0	5	3	154	162
Hillsboro	32	7	14	34	87
Hillsdale	1	2	0	12	15
Hillside	2,155	6	334	727	3,222
Hillview	0	0	0	0	0
Hinckley	1	4	1	25	31
Hindsboro	0	0	0	7	7
Hinsdale	102	7	606	280	995
Hodgkins	0	2	1	613	616
Hoffman	1	2	1	1	5
Hoffman Estates	1,482	36	5,644	3,677	10,839
Holiday Hills	6	2	4	27	39
Hollowayville	0	0	0	0	0
Homer	1	0	4	1	6
Hometown	0	4	11	98	113
Homewood	2,506	14	249	384	3,153
Hoopeston	30	13	7	322	372
Hooppole	0	0	0	9	9
Hopedale	0	0	0	1	1
Hopewell	0	0	1	2	3
Hopkins Park	440	0	1	10	451
Hoyleton	17	0	1	2	20
Hudson	0	1	5	6	12

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Huey	1	0	0	1	2
Hull	0	3	0	0	3
Humboldt	0	1	0	13	14
Hume	0	0	0	3	3
Huntley	11	3	91	157	262
Hurst	4	1	0	6	11
Hutsonville	1	1	0	3	5
Illiopolis	0	2	0	1	3
Ina	1,022	7	6	153	1,188
Indian Creek	0	0	1	6	7
Indian Head Park	31	1	66	56	154
Indianola	1	0	1	0	2
Industry	1	1	2	3	7
Inverness	33	6	342	92	473
Iola	0	1	0	0	1
Ipava	0	0	1	0	1
Iroquois	0	0	0	0	0
Irving	1,038	9	1	134	1,182
Irvington	1	1	3	2	7
Irwin	0	0	1	1	2
Island Lake	27	6	97	459	589
Itasca	101	12	404	401	918
Iuka	0	0	0	3	3
Ivesdale	0	0	0	0	0
Jacksonville	911	25	104	219	1,259

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Jeffersonville	0	1	0	5	6
Jeisyville	1	0	0	0	1
Jerome	17	2	19	15	53
Jerseyville	5	9	10	33	57
Jewett	0	0	0	0	0
Johnsburg	5	3	7	51	66
Johnsonville	0	0	0	0	0
Johnston	3	4	2	21	30
Joliet	13,468	128	936	13,279	27,811
Jonesboro	10	7	8	9	34
Joppa	30	1	0	2	33
Joy	0	0	0	4	4
Junction	0	2	0	4	6
Junction City	0	0	2	1	3
Justice	1,644	11	164	666	2,485
Kampsville	0	1	3	1	5
Kane	0	0	0	1	1
Kangley	0	0	0	4	4
Kankakee	7,553	49	75	1,728	9,405
Kansas	1	1	2	10	14
Kappa	0	1	0	3	4
Karnak	14	0	1	15	30
Kaskaskia	0	0	0	2	2
Keenes	0	0	0	0	0
Keensburg	0	0	0	0	0

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Keithsburg	0	1	0	1	2
Kell	0	0	0	0	0
Kempton	0	0	1	2	3
Kenilworth	4	1	47	19	71
Kenney	0	0	0	3	3
Kewanee	317	6	39	474	836
Keyesport	0	2	1	3	6
Kilbourne	0	1	1	1	3
Kildeer	16	0	121	50	187
Kincaid	0	3	0	6	9
Kinderhook	1	0	0	3	4
Kingston	1	2	2	51	56
Kingston Mines	0	0	0	4	4
Kinmundy	0	1	0	6	7
Kinsman	0	0	0	7	7
Kirkland	4	1	0	15	20
Kirkwood	0	0	2	9	11
Knoxville	9	1	2	12	24
Lacon	2	0	1	11	14
Ladd	1	0	1	32	34
La Fayette	0	0	1	3	4
La Grange	725	11	124	377	1,237
La Grange Park	290	9	180	311	790
La Harpe	0	0	0	2	2
Lake Barrington	15	5	41	36	97

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Lake Bluff	20	1	148	44	213
Lake Forest	244	8	569	296	1,117
Lake in the Hills	230	21	543	945	1,739
Lakemoor	10	2	40	125	177
Lake Villa	73	7	72	111	263
Lakewood	8	4	32	38	82
Lake Zurich	95	10	495	702	1,302
La Moille	0	0	0	14	14
Lanark	1	2	12	3	18
Lansing	2,108	18	170	1,141	3,437
La Prairie	0	0	0	0	0
La Rose	0	1	0	2	3
La Salle	74	6	42	559	681
Latham	0	1	0	0	1
Lawrenceville	35	4	10	48	97
Leaf River	7	1	0	2	10
Lebanon	470	9	19	37	535
Lee	0	1	0	7	8
Leland	0	2	0	20	22
Leland Grove	7	1	8	8	24
Lemont	22	9	82	272	385
Lena	4	0	0	20	24
Lenzburg	0	1	1	1	3
Leonore	0	0	0	2	2
Lerna	0	0	0	1	1

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Le Roy	1	2	2	24	29
Lewiston	1	0	2	12	15
Lexington	0	4	0	8	12
Liberty	0	1	0	1	2
Libertyville	144	12	763	400	1,319
Lily Lake	2	0	2	11	15
Lima	0	0	0	4	4
Lincoln	314	21	111	127	573
Lincolnshire	29	2	170	95	296
Lincolnwood	36	3	2,044	400	2,483
Lindenhurst	120	11	268	321	720
Lisborn	0	0	1	4	5
Lisle	543	30	1,582	882	3,037
Lichtfield	14	9	14	48	85
Littleton	2	0	0	4	6
Little York	0	1	0	2	3
Liverpool	0	0	0	1	1
Livingston	0	0	2	2	4
Loami	0	2	3	7	12
Lockport	114	22	90	449	675
Loda	9	0	0	13	22
Lomax	0	0	1	8	9
Lombard	871	35	2,383	1,456	4,745
London Mills	0	0	0	1	1
Long Creek	4	1	3	3	11

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Long Grove	48	0	344	140	532
Long Point	0	1	1	0	2
Longview	0	1	0	3	4
Loraine	0	0	0	0	0
Lostant	0	0	1	2	3
Louisville	2	0	1	5	8
Loves Park	332	29	263	439	1,063
Lovington	3	6	1	2	12
Ludlow	2	0	0	1	3
Lyndon	1	5	1	5	12
Lynnville	0	1	0	1	2
Lynwood	2,355	6	54	222	2,637
Lyons	62	11	121	1,138	1,332
McCook	0	0	0	13	13
McCullom	6	3	4	34	47
Macedonia	0	0	0	0	0
McHenry	42	27	157	1,119	1,345
Machesney	199	41	156	397	793
Mackinaw	4	2	4	12	22
McLean	2	1	3	0	6
McLeansboro	18	1	6	8	33
McNabb	0	0	0	0	0
Macomb	916	22	518	339	1,795
Macon	0	0	0	4	4
Madison	1,173	11	6	63	1,253

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Maeystown	0	0	0	2	2
Magnolia	2	2	0	1	5
Mahomet	3	2	24	30	59
Makanda	9	0	4	1	14
Malden	0	0	0	0	0
Malta	6	1	2	14	23
Manchester	0	0	0	0	0
Manhattan	5	1	3	55	64
Manito	2	3	2	4	11
Manlius	0	3	0	8	11
Mansfield	0	0	2	3	5
Manteno	11	6	10	106	133
Maple Park	0	3	1	8	12
Mapleton	0	2	0	0	2
Maquon	0	0	2	7	9
Marengo	8	9	16	522	555
Marietta	0	2	0	0	2
Marine	1	2	1	6	10
Marion	466	30	114	164	774
Marissa	3	3	4	8	18
Mark	0	0	0	16	16
Markham	7,231	10	56	267	7,564
Maroa	3	1	1	9	14
Marquette	7	1	4	20	32
Marseilles	3	8	11	53	75

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Marshall	5	5	5	12	27
Martinsville	0	1	1	1	3
Marinton	0	1	0	2	3
Maryville	119	4	20	63	206
Mascoutah	164	15	46	62	287
Mason	0	1	0	7	8
Mason City	1	2	2	12	17
Matherville	0	0	1	4	5
Matteson	5,946	9	171	308	6,434
Mattoon	193	23	64	164	444
Maunie	3	1	1	1	6
Maywood	16,367	17	70	1,903	18,357
Mazon	1	7	1	15	24
Mechanicsburg	1	0	2	1	4
Media	0	0	0	2	2
Medora	0	1	1	4	6
Melrose Park	457	14	377	8,601	9,449
Melvin	0	1	0	5	6
Mendon	0	0	0	2	2
Mendota	13	11	23	846	893
Menominee	1	0	0	7	8
Meredosia	0	0	0	0	0
Merrionette Park	103	0	10	51	164
Metamora	1	5	1	8	15
Metcalf	0	0	0	0	0

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Metropolis	670	10	13	37	730
Mettawa	0	0	9	13	22
Middletown	0	2	0	4	6
Midlothian	596	13	183	643	1,435
Milan	138	10	19	91	258
Milford	0	0	0	16	16
Mill Creek	0	0	0	0	0
Milledgeville	1	3	3	5	12
Millington	0	0	1	7	8
Mill Shoals	0	0	0	0	0
Millstadt	0	5	7	16	28
Milton	0	0	0	0	0
Mineral	1	0	0	2	3
Minier	1	2	2	9	14
Minonk	0	0	1	22	23
Minooka	5	3	10	76	94
Modesto	0	0	0	0	0
Mokena	47	5	136	281	469
Moline	911	40	449	3,487	4,887
Momence	98	4	3	247	352
Monee	50	2	11	74	137
Monmouth	222	13	55	282	572
Montgomery	121	14	38	515	688
Monticello	2	6	6	26	40
Montrose	0	0	0	0	0

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Morris	32	19	51	541	643
Morrison	27	4	4	73	108
Morrisonville	0	1	4	4	9
Morton	12	14	122	86	234
Morton Grove	204	5	3,930	725	4,864
Mound City	219	0	1	4	224
Mounds	459	2	2	7	470
Mound Station	0	0	0	0	0
Mount Auburn	0	1	0	2	3
Mount Carmel	31	13	44	53	141
Mount Carroll	1	0	1	16	18
Mount Clare	4	2	0	1	7
Mount Erie	0	0	0	1	1
Mount Morris	4	3	13	53	73
Mount Olive	0	5	1	12	18
Mount Prospect	739	31	5,108	4,698	10,576
Mount Pulaski	0	1	0	3	4
Mount Sterline	3	0	9	9	21
Mount Vernon	1,294	21	100	153	1,568
Mount Zion	9	6	24	10	49
Moweaqua	0	1	4	8	13
Muddy	3	2	0	3	8
Mulberry Grove	8	1	2	2	13
Muncie	0	0	0	0	0
Mundelein	315	15	1,538	5,184	7,052

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Murphysboro	1,719	41	139	307	2,206
Murrayville	0	0	0	0	0
Naperville	2,777	94	8,915	2,817	14,603
Naplate	0	0	2	7	9
Naples	0	1	0	3	4
Nashville	4	3	9	16	32
Nason	0	0	0	0	0
Nauvoo	1	0	2	12	15
Nebo	0	1	0	5	6
Nelson	0	0	0	7	7
Neoga	2	6	3	18	29
Neponset	2	0	3	10	15
Newark	0	0	0	12	12
New Athens	9	3	9	7	28
New Baden	42	4	23	31	100
New Bedford	0	0	1	1	2
New Berlin	1	0	0	6	7
New Boston	0	0	0	1	1
New Burnside	0	1	0	1	2
New Canton	0	0	0	0	0
New Douglas	0	3	1	6	10
New Grand Chain	17	0	0	0	17
New Haven	0	0	0	2	2
New Holland	0	0	0	0	0
New Lenox	41	8	48	362	459

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Newman	6	2	0	1	9
New Millford	7	0	5	13	25
New Minden	0	0	0	1	1
New Salem	0	0	0	0	0
Newton	2	0	6	13	21
Niantic	0	1	0	2	3
Niles	101	8	3,055	1,108	4,272
Nilwood	0	0	0	3	3
Noble	0	0	2	4	6
Nokomis	0	6	1	2	9
Nora	0	0	0	0	0
Normal	2,648	50	897	910	4,505
Norridge	10	5	337	417	769
Norris	0	0	0	0	0
Norris City	0	4	2	1	7
North Aurora	334	12	200	671	1,217
North Barrington	13	0	41	35	89
Northbrook	161	8	2,382	456	3,007
North Chicago	9,554	216	1,133	4,758	15,661
North City	1	0	1	5	7
Northfield	21	2	247	64	334
North Henderson	0	0	0	1	1
Northlake	231	17	329	2,891	3,468
North Pekin	0	6	7	6	19
North Riverside	172	7	141	408	728

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
North Utica	3	2	0	15	20
Norwood	0	1	1	2	4
Oak Brook	87	0	1,492	170	1,749
Oakbrook Terrace	79	0	249	71	399
Oakdale	0	1	0	0	1
Oakford	1	0	1	0	2
Oak Forest	848	22	587	1,176	2,633
Oak Grove	761	1	0	112	874
Oakland	0	0	0	6	6
Oak Lawn	547	45	748	2,080	3,420
Oak Park	9,085	50	1,858	1,740	12,733
Oakwood	1	3	1	7	12
Oakwood Hills	3	3	4	51	61
Oblong	1	4	1	9	15
Oconee	0	0	0	3	3
Odell	1	1	3	11	16
Odin	7	1	2	4	14
O'Fallon	1,882	35	444	344	2,705
Ogden	1	0	0	5	6
Oglesby	12	2	8	74	96
Ohio	0	0	0	7	7
Ohlman	0	0	0	0	0
Okawville	2	6	2	3	13
Old Mill Creek	4	0	11	4	19
Old Ripley	1	0	0	0	1

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Old Shawneetown	0	1	0	2	3
Olmstead	43	1	0	1	45
Olney	25	13	43	53	134
Olympia Fields	1,844	2	146	57	2,049
Omaha	0	0	0	0	0
Onarga	21	3	3	320	347
Oneida	0	1	3	5	9
Oquawka	0	1	2	8	11
Orangeville	0	0	0	5	5
Oreana	0	0	1	3	4
Oregon	34	4	20	65	123
Orient	1	0	0	0	1
Orion	0	0	1	16	17
Orland Hills	196	7	172	277	652
Orland Park	280	23	1,452	1,378	3,133
Oswego	163	15	134	419	731
Ottawa	146	19	135	689	989
Otterville	0	2	0	1	3
Owaneco	0	0	0	0	0
Palatine	971	48	3,952	6,485	11,456
Palestine	1	0	2	7	10
Palmer	0	2	0	0	2
Palmyra	2	3	1	3	9
Palos Heights	43	6	200	126	375
Palos Hills	676	11	389	634	1,710

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Palos Park	9	2	71	67	149
Pana	3	5	11	23	42
Panama	0	1	0	0	1
Panola	0	0	0	0	0
Papineau	2	1	0	0	3
Paris	35	13	15	54	117
Park City	390	10	461	1,614	2,475
Parkersburg	0	0	0	0	0
Park Forest	6,530	26	168	758	7,482
Park Ridge	62	14	796	785	1,657
Patoka	0	0	1	5	6
Pawnee	2	2	4	5	13
Paw Paw	0	1	3	7	11
Paxton	10	3	12	60	85
Payson	1	0	1	5	7
Pearl	0	1	0	0	1
Pearl City	3	0	0	4	7
Pecatonica	3	1	2	8	14
Pekin	830	102	117	325	1,374
Peoria	18,244	158	2,142	1,907	22,451
Peoria Heights	166	9	56	96	327
Peotone	9	2	9	30	50
Percy	2	2	0	17	21
Perry	0	0	1	0	1
Peru	21	6	87	281	395

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Pesotum	0	0	2	0	2
Petersburg	19	7	2	10	38
Phillipstown	0	0	0	0	0
Philo	2	0	0	2	4
Phoenix	1,530	4	1	66	1,601
Pierron	0	1	1	4	6
Pinckneyville	1,325	8	9	235	1,577
Pingree	0	0	0	5	5
Piper City	1	2	6	8	17
Pittsburg	2	3	1	1	7
Pittsfield	7	3	11	22	43
Plainfield	73	7	119	312	511
Plainville	0	0	0	0	0
Plano	5	10	13	954	982
Pleasant Hill	0	0	0	4	4
Pleasant Plains	1	0	3	1	5
Plymouth	0	1	3	5	9
Pocahontas	0	2	2	0	4
Polo	1	4	6	24	35
Pontiac	1,206	13	38	395	1,652
Pontoon	304	18	33	78	433
Pontoosuc	0	0	0	0	0
Poplar Grove	0	2	1	19	22
Port Byron	1	2	1	20	24
Posen	274	8	10	712	1,004

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Pontomac	0	2	2	8	12
Prairie City	0	0	3	1	4
Prairie du Rocher	0	2	0	0	2
Prairie Grove	3	2	7	8	20
Princeton	18	7	44	64	133
Princeville	0	2	2	26	30
Prophetstown	14	2	2	15	33
Prospect Heights	189	12	624	3,182	4,007
Pulaski	146	0	0	0	146
Quincy	1,302	61	181	247	1,791
Radom	7	0	0	2	9
Raleigh	0	1	1	1	3
Ramsey	0	4	1	2	7
Rankin	0	2	1	24	27
Ransom	1	1	0	7	9
Rantoul	1,386	36	173	232	1,827
Rapids City	0	0	1	14	15
Raritan	0	0	0	0	0
Raymond	1	2	0	2	5
Red Bud	0	0	9	18	27
Reddick	0	0	0	1	1
Redmon	0	0	0	0	0
Reynolds	0	0	0	2	2
Richmond	0	2	5	29	36
Richton Park	5,373	15	154	314	5,856

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Richview	2	1	2	4	9
Ridge Farm	0	0	0	2	2
Ridgway	0	3	0	2	5
Ridott	0	0	0	0	0
Ringwood	0	0	2	2	4
Rio	0	0	0	4	4
Ripley	0	0	0	0	0
Riverdale	8,426	19	25	230	8,700
River Forest	434	6	302	327	1,069
River Grove	23	12	178	702	915
Riverside	20	6	113	334	473
Riverton	2	4	2	19	27
Riverwoods	12	0	144	57	213
Roanoke	1	1	0	3	5
Robbins	4,597	7	4	81	4,689
Roberts	0	2	0	2	4
Robinson	54	21	37	80	192
Rochelle	57	15	72	1,213	1,357
Rochester	7	1	8	13	29
Rockbridge	0	0	0	1	1
Rock City	0	0	0	0	0
Rockdale	10	7	7	270	294
Rock Falls	49	29	17	740	835
Rockford	17,473	237	2,479	9,930	30,119
Rock Island	4,669	71	254	1,583	6,577

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Rockton	25	2	31	52	110
Rockwood	0	0	0	0	0
Rolling Meadows	467	17	1,286	3,377	5,147
Romeoville	829	42	392	1,840	3,103
Roodhouse	98	2	1	13	114
Roscoe	74	2	34	96	206
Rose Hill	0	0	1	0	1
Roselle	301	27	1,363	870	2,561
Rosemont	38	1	162	1,045	1,246
Roseville	2	2	0	2	6
Rosiclare	3	1	5	9	18
Rossville	3	2	1	17	23
Round Lake	77	9	87	860	1,033
Round Lake Beach	396	57	390	5,300	6,143
Round Lake Heights	16	2	14	192	224
Round Lake Park	51	12	28	1,009	1,100
Roxana	2	4	4	8	18
Royal	0	0	0	0	0
Royal Lakes	116	1	0	2	119
Royalton	0	1	0	2	3
Ruma	0	0	1	0	1
Rushville	2	3	2	9	16
Russellville	0	0	0	4	4
Rutland	0	0	0	1	1

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Sadorus	0	1	0	0	1
Sailor Springs	0	0	0	0	0
St. Anne	7	1	2	76	86
St. Augustine	0	0	0	0	0
St. Charles	386	12	373	1,131	1,902
St. David	0	0	0	0	0
St. Elmo	1	0	3	1	5
Ste. Marie	0	0	0	1	1
St. Francisville	1	0	0	0	1
St. Jacob	0	4	1	8	13
St. Johns	5	0	1	0	6
St. Joseph	3	2	7	18	30
St. Libory	0	0	0	1	1
St. Peter	0	0	1	0	1
Salem	53	20	69	39	181
Sandoval	2	8	3	12	25
Sandwich	14	13	16	345	388
San Jose	0	2	0	4	6
Sauget	54	0	3	2	59
Sauk	2,148	15	60	801	3,024
Saunemin	1	0	0	4	5
Savanna	40	7	9	124	180
Savoy	156	2	254	69	481
Sawyerville	2	1	0	0	3
Saybrook	1	0	1	1	3

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Scales Mound	0	0	1	6	7
Schaumburg	1,820	53	8,506	2,937	13,316
Schiller Park	152	12	479	1,816	2,459
Schram City	1	1	1	2	5
Sciota	0	0	0	0	0
Scottville	0	0	0	0	0
Seaton	2	0	0	0	2
Seatonville	0	0	5	13	18
Secor	0	0	0	0	0
Seneca	0	1	0	15	16
Sesser	3	3	1	6	13
Shabbona	2	0	0	4	6
Shannon	2	2	8	3	15
Shawneetown	6	5	0	22	33
Sheffield	1	0	3	4	8
Shelbyville	5	5	10	24	44
Sheldon	5	1	2	7	15
Sheridan	896	5	6	212	1,119
Sherman	8	10	17	13	48
Sherrard	1	1	1	5	8
Shiloh	716	15	118	145	994
Shipman	1	4	2	4	11
Shorewood	134	11	85	224	454
Shumway	0	0	0	0	0
Sibley	0	0	0	3	3

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Sidell	1	1	0	1	3
Sidney	1	1	6	3	11
Sigel	0	0	0	6	6
Silvis	158	16	43	700	917
Simpson	0	1	0	3	4
Sims	3	0	1	0	4
Skokie	2,037	44	10,715	2,693	15,489
Sleepy Hollow	18	0	60	93	171
Smithboro	4	0	0	0	4
Smithfield	0	0	0	0	0
Smithton	12	7	5	4	28
Somonauk	0	3	0	12	15
Sorento	0	3	0	4	7
South Barrington	25	2	449	41	517
South Beloit	164	23	38	242	467
South Chicago Heights	210	4	27	495	736
South Elgin	290	15	632	1,075	2,012
Southern View	10	4	5	17	36
South Holland	8,117	21	168	554	8,860
South Jacksonville	28	6	18	18	70
South Pekin	0	1	0	7	8
South Roxana	3	6	5	11	25
South Wilmington	0	0	0	10	10
Sparland	0	0	0	4	4

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Sparta	475	11	14	29	529
Spaulding	0	1	0	4	5
Spillertown	3	0	1	4	8
Spring Bay	1	1	0	2	4
Springerton	0	1	0	0	1
Springfield	11,677	166	1,303	950	14,096
Spring Grove	4	2	25	42	73
Spring Valley	23	9	20	224	276
Standard	0	0	0	2	2
Standard City	0	0	0	0	0
Stanford	0	4	1	3	8
Staunton	3	8	12	27	50
Steeleville	0	2	5	6	13
Steger	457	24	50	565	1,096
Sterling	231	23	83	2,015	2,352
Steward	1	0	0	7	8
Stewardson	0	1	1	0	2
Stickney	15	7	50	959	1,031
Stillman	0	5	2	9	16
Stockton	0	1	1	5	7
Stonefort	3	0	0	2	5
Stone Park	60	7	84	2,811	2,962
Stonington	0	0	0	6	6
Stoy	0	0	0	0	0
Strasburg	0	0	0	1	1

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Strawn	5	0	1	0	6
Streamwood	890	34	2,428	4,123	7,475
Streator	175	15	52	573	815
Stronghurst	0	0	0	1	1
Sublette	4	0	0	13	17
Sugar Grove	43	1	16	111	171
Sullivan	8	5	5	12	30
Summerfield	5	1	1	7	14
Summit	951	10	122	3,547	4,630
Sumner	17	0	0	7	24
Sun River Terrace	249	0	0	4	253
Swansea	649	20	130	116	915
Sycamore	258	18	74	345	695
Symerton	0	0	0	0	0
Table Grove	0	0	0	0	0
Tallula	0	1	0	2	3
Tamaroa	1	4	3	3	11
Tamms	128	1	1	7	137
Tampico	0	0	0	7	7
Taylor Springs	0	1	0	5	6
Taylorville	62	16	49	53	180
Tennessee	0	1	0	0	1
Teutopolis	0	0	1	0	1
Thawville	0	0	1	9	10
Thayer	0	0	0	3	3

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Thebes	25	2	1	0	28
Third Lake	3	0	17	23	43
Thomasboro	14	2	10	8	34
Thompsonville	0	2	0	4	6
Thomson	0	1	2	2	5
Thornton	13	2	6	75	96
Tilden	0	1	0	12	13
Tilton	5	2	2	18	27
Timberlane	0	1	0	3	4
Time	0	0	0	0	0
Tinley Park	738	24	867	1,411	3,040
Tiskilwa	2	0	2	1	5
Toledo	0	1	0	4	5
Tolono	4	8	5	17	34
Toluca	0	1	3	15	19
Tonica	0	1	1	17	19
Topeka	0	0	0	0	0
Toulon	2	4	1	5	12
Tovey	0	2	0	0	2
Towanda	2	0	0	2	4
Tower Hill	0	2	0	2	4
Tower Lakes	4	0	8	13	25
Tremont	1	6	2	6	15
Trenton	5	2	7	20	34
Trout Valley	1	0	6	16	23

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Troy	89	14	45	90	238
Troy Grove	0	0	3	6	9
Tuscola	8	15	18	32	73
Ullin	164	0	59	45	268
Union	0	1	0	18	19
Union Hill	0	0	0	0	0
University Park	3,888	4	20	73	3,985
Urbana	3,875	43	4,736	1,084	9,738
Ursa	0	1	3	4	8
Valier	0	5	0	0	5
Valley City	0	0	0	0	0
Valmeyer	1	0	3	4	8
Vandalia	1,046	6	18	104	1,174
Varna	0	2	0	3	5
Venedy	0	0	0	3	3
Venice	1,654	5	0	12	1,671
Vergennes	110	0	2	15	127
Vermillion	0	0	0	1	1
Vermont	0	2	1	4	7
Vernon	0	1	0	3	4
Vernon Hills	255	4	1,784	1,004	3,047
Verona	0	3	0	22	25
Versailles	1	0	0	0	1
Victoria	0	0	0	1	1
Vienna	1	0	0	11	12

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Villa Grove	4	0	2	17	23
Villa Park	226	21	602	1,940	2,789
Viola	0	0	0	11	11
Virden	7	13	2	11	33
Virgil	3	0	1	4	8
Virginia	0	3	3	12	18
Volo	0	0	0	33	33
Wadsworth	39	2	27	74	142
Waggoner	0	2	0	0	2
Walnut	0	0	1	2	3
Walnut Hill	1	0	0	0	1
Walshville	0	0	0	0	0
Waltonville	0	2	0	2	4
Warmac	11	3	1	16	31
Wapella	0	3	0	6	9
Warren	1	4	0	14	19
Warrensburg	7	3	3	3	16
Warrenville	226	14	367	895	1,502
Warsaw	2	2	3	9	16
Washburn	0	1	2	5	8
Washington	18	8	34	52	112
Washington Park	3,338	3	4	62	3,407
Wataga	1	0	1	7	9
Waterloo	0	18	15	30	63
Waterman	1	0	1	10	12

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Watseka	19	12	20	84	135
Watson	0	0	2	3	5
Wauconda	24	7	123	835	989
Waukegan	11,836	133	2,442	26,627	41,038
Waverly	0	2	0	4	6
Wayne	6	1	45	47	99
Wayne	0	0	0	6	6
Waynesville	1	0	0	0	1
Weldon	0	3	1	1	5
Wellington	0	1	0	4	5
Wenona	0	4	2	8	14
Wenonah	0	0	0	0	0
West Brooklyn	0	0	1	6	7
Westchester	896	4	469	697	2,066
West Chicago	233	18	355	8,024	8,630
West City	3	1	1	3	8
West Dundee	27	10	90	156	283
Western Springs	19	3	68	136	226
Westfield	0	4	1	2	7
West Frankfort	7	14	21	34	76
Westmont	911	17	2,326	1,270	4,524
West Peoria	279	5	34	44	362
West Point	0	0	0	0	0
West Salem	4	1	0	0	5
Westville	8	2	2	16	28

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Wheaton	1,173	44	2,164	1,465	4,846
Wheeler	0	0	0	3	3
Wheeling	574	26	2,560	4,979	8,139
Whiteash	2	4	0	3	9
White City	0	0	0	1	1
White Hall	2	6	0	12	20
Williamsfield	0	0	0	0	0
Williamson	0	4	0	0	4
Williamsville	4	5	2	8	19
Willisville	0	0	0	3	3
Willowbrook	165	1	744	287	1,197
Willow Hill	0	0	3	0	3
Willow Springs	25	5	77	188	295
Wilmette	119	6	1,746	420	2,291
Wilmington village	0	2	0	0	2
Wilmington city	35	11	10	60	116
Wilsonville	0	1	0	1	2
Winchester	0	2	0	3	5
Windsor village	0	0	0	7	7
Windsor city	0	0	0	3	3
Winfield	75	4	195	147	421
Winnebago	21	0	3	19	43
Winnetka	28	2	236	99	365
Winslow	0	0	1	5	6

CITY / VILLAGE	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Winthrop Harbor	23	18	107	199	347
Witt	1	0	2	1	4
Wonder Lake	10	15	36	240	301
Wood Dale	47	8	353	1,245	1,653
Woodhull	3	1	1	7	12
Woodland	6	0	0	6	12
Woodlawn	0	1	0	0	1
Woodridge	1,778	21	2,714	2,043	6,556
Wood River	57	18	43	101	219
Woodson	4	2	1	3	10
Woodstock	150	24	313	2,590	3,077
Worden	0	3	0	7	10
Worth	128	7	108	457	700
Wyanet	0	1	2	5	8
Wyoming	0	0	1	1	2
Xenia	0	2	0	9	11
Yale	0	1	0	1	2
Yates	2	0	0	0	2
Yorkville	17	8	17	112	154
Zeigler	3	1	1	5	10
Zion	3,874	50	327	2,115	6,366

COUNTIES OF ILLINOIS
BENCHMARKS

COUNTY	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION)
Adams	54,340	51,846	2,163	3.98
Alexander	7,586	4,950	2,594	34.19
Bond	14,490	12,933	1,473	10.17
Boone	31,347	27,304	3,853	12.29
Brown	5,975	4,426	1,529	25.59
Bureau	28,435	26,917	1,387	4.88
Calhoun	4,150	4,081	45	1.08
Carroll	13,437	13,002	355	2.64
Cass	10,857	9,943	865	7.97
Champaign	148,095	116,776	29,188	19.71
Christian	28,331	27,081	1,144	4.04
Clark	13,542	13,378	89	0.66
Clay	11,700	11,524	138	1.18
Clinton	28,318	26,533	1,872	6.61
Coles	44,660	42,343	2,048	4.59
Cook (whole)	4,201,443	2,159,171	1,979,372	47.11
Cook, District 1	2,252,680	804,206	1,409,414	62.57
Cook, District 2	361,452	285,982	70,878	19.61
Cook, District 3	621,394	467,304	146,919	23.64
Cook, District 4	346,806	190,923	150,771	43.47
Cook, District 5	319,231	277,696	36,906	11.56
Cook District 6	402,613	209,015	189,253	47.01
Crawford	16,679	15,341	1,260	7.55
Cumberland	8,849	8,728	83	0.94

COUNTY	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION)
DeKalb	71,766	61,541	9,541	13.29
DeWitt	13,414	13,069	271	2.02
Douglas	15,555	14,922	564	3.63
DuPage	701,619	562,117	132,387	18.87
Edgar	15,874	15,323	505	3.18
Edwards	5,653	5,589	48	0.85
Effingham	26,213	25,809	311	1.19
Fayette	17,559	16,222	1,256	7.15
Ford	11,230	10,983	197	1.75
Franklin	31,649	31,145	324	1.02
Fulton	31,340	29,403	1,820	5.81
Gallatin	5,282	5,186	73	1.38
Greene	11,706	11,462	190	1.62
Grundy	29,363	28,030	1,206	4.11
Hamilton	6,958	6,827	100	1.44
Hancock	16,148	15,922	153	0.95
Hardin	4,026	3,815	187	4.64
Henderson	6,690	6,564	75	1.12
Henry	40,568	38,901	1,447	3.57
Iroquois	24,886	23,788	983	3.95
Jackson	50,375	40,896	8,786	17.44
Jasper	8,030	7,953	56	0.70
Jefferson	32,038	28,808	2,987	9.32
Jersey	17,265	16,881	291	1.69
Jo Daviess	18,119	17,710	336	1.85
Johnson	10,947	8,702	2,182	19.93
Kane	301,263	213,586	85,292	28.31

COUNTY	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION)
Kankakee	80,487	64,828	14,950	18.57
Kendall	41,092	37,260	3,564	8.67
Knox	45,702	40,873	4,525	9.90
Lake	483,732	364,604	114,092	23.59
LaSalle	88,515	82,205	5,868	6.63
Lawrence	12,585	12,309	210	1.67
Lee	28,908	26,101	2,663	9.21
Livingston	31,642	28,869	2,811	8.88
Logan	25,617	22,982	2,531	9.88
McDonough	28,165	25,975	1,970	6.99
McHenry	193,718	175,393	17,319	8.94
McLean	120,797	107,926	11,985	9.92
Macon	91,318	78,128	12,526	13.72
Macoupin	39,322	38,472	657	1.67
Madison	205,924	186,752	17,712	8.60
Marion	32,976	31,153	1,607	4.87
Marshall	10,633	10,446	140	1.32
Mason	12,836	12,672	120	0.93
Massac	12,279	11,390	794	6.47
Menard	9,799	9,645	125	1.28
Mercer	13,565	13,313	203	1.50
Monroe	21,612	21,291	237	1.10
Montgomery	24,744	23,200	1,472	5.95
Morgan	29,947	27,603	2,174	7.26
Moultrie	11,291	11,145	107	0.95
Ogle	39,567	36,982	2,360	5.96
Peoria	144,976	118,855	24,758	17.08

COUNTY	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION)
Perry	18,952	16,723	2,138	11.28
Piatt	13,032	12,869	101	0.78
Pike	13,973	13,533	382	2.73
Pope	3,693	3,412	229	6.20
Pulaski	5,728	3,935	1,752	30.59
Putnam	4,840	4,676	150	3.10
Randolph	27,807	24,250	3,401	12.23
Richland	12,942	12,701	190	1.47
Rock Island	120,130	101,261	17,883	14.89
St. Clair	197,490	138,009	57,807	29.27
Saline	21,772	20,428	1,201	5.52
Sangamon	150,068	133,128	15,723	10.48
Schuyler	5,852	5,791	44	0.75
Scott	4,415	4,383	21	0.48
Shelby	18,203	17,985	158	0.87
Stark	5,037	4,960	50	0.99
Stephenson	38,857	35,214	3,344	8.61
Tazewell	102,747	99,586	2,668	2.60
Union	14,834	14,223	519	3.50
Vermilion	66,568	57,544	8,551	12.85
Wabash	10,417	10,182	182	1.75
Warren	15,225	14,491	655	4.30
Washington	12,054	11,843	159	1.32
Wayne	13,829	13,629	147	1.06
White	12,727	12,487	158	1.24
Whiteside	48,151	43,597	4,327	8.99
Will	374,694	295,877	75,511	20.15

COUNTY	TOTAL DRIVING POPULATION, 15+	TOTAL WHITE DRIVING POPULATION, 15+	TOTAL MINORITY DRIVING POPULATION	MINORITY (% OF TOTAL DRIVING POPULATION)
Williamson	49,648	47,349	2,014	4.06
Winnebago	216,881	178,330	36,193	16.69
Woodford	27,681	27,214	349	1.26
ILLINOIS	9,707,789	6,837,053	2,764,823	28.48

COUNTIES OF ILLINOIS
MINORITY DRIVING POPULATIONS, 15+

COUNTY	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Adams	1,484	86	223	370	2,163
Alexander	2,420	25	34	115	2,594
Bond	1,176	63	43	191	1,473
Boone	226	68	166	3,393	3,853
Brown	1,256	5	11	257	1,529
Bureau	59	45	162	1,121	1,387
Calhoun	0	13	9	23	45
Carroll	66	22	52	215	355
Cass	21	19	29	796	865
Champaign	14,380	281	10,320	4,207	29,188
Christian	717	41	100	286	1,144
Clark	13	23	18	35	89
Clay	8	19	54	57	138
Clinton	1,291	38	102	441	1,872
Coles	1,007	77	382	582	2,048
Cook (whole)	1,015,446	5,216	212,946	745,764	1,979,372
Cook, District 1	772,732	3,343	105,950	527,389	1,409,414
Cook, District 2	16,531	255	36,789	17,303	70,878
Cook, District 3	15,516	563	51,876	78,964	146,919
Cook, District 4	53,009	393	7,457	89,912	150,771
Cook, District 5	9,063	280	7,203	20,360	36,906

COUNTY	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Cook, District 6	153,841	481	4,513	30,418	189,253
Crawford	877	37	57	289	1,260
Cumberland	6	14	14	49	83
DeKalb	3,321	116	1,881	4,223	9,541
DeWitt	66	22	37	146	271
Douglas	39	23	36	466	564
DuPage	19,532	690	55,089	57,076	132,387
Edgar	341	22	29	113	505
Edwards	9	6	18	15	48
Effingham	33	30	81	167	311
Fayette	1,059	21	36	140	1,256
Ford	27	9	37	124	197
Franklin	47	65	54	158	324
Fulton	1,329	39	73	379	1,820
Gallatin	14	16	2	41	73
Greene	103	26	13	48	190
Grundy	48	62	90	1,006	1,206
Hamilton	40	15	11	34	100
Hancock	24	20	38	71	153
Hardin	125	2	19	41	187
Henderson	11	5	9	50	75
Henry	396	35	100	916	1,447
Iroquois	140	35	64	744	983
Jackson	5,940	126	1,596	1,124	8,786
Jasper	3	6	13	34	56

COUNTY	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Jefferson	2,382	61	149	395	2,987
Jersey	95	30	47	119	291
Jo Daviess	28	19	34	255	336
Johnson	1,815	24	14	329	2,182
Kane	15,477	395	5,470	63,950	85,292
Kankakee	10,972	122	556	3,300	14,950
Kendall	482	60	362	2,660	3,564
Knox	2,748	66	348	1,363	4,525
Lake	31,059	848	19,293	62,892	114,092
LaSalle	1,392	110	472	3,894	5,868
Lawrence	94	16	15	85	210
Lee	1,629	30	160	844	2,663
Livingston	1,918	45	100	748	2,811
Logan	1,931	44	138	418	2,531
McDonough	940	35	596	399	1,970
McHenry	914	276	2,822	13,307	17,319
McLean	6,560	176	2,549	2,700	11,985
Macon	11,126	143	510	747	12,526
Macoupin	282	83	79	213	657
Madison	13,221	501	1,261	2,729	17,712
Marion	1,103	70	184	250	1,607
Marshall	16	22	18	84	140
Mason	11	25	25	59	120
Massac	648	24	33	89	794
Menard	35	17	15	58	125

COUNTY	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Mercer	35	13	22	133	203
Monroe	5	38	54	140	237
Montgomery	1,100	49	54	269	1,472
Morgan	1,593	49	137	395	2,174
Moultrie	18	23	14	52	107
Ogle	137	64	173	1,986	2,360
Peoria	19,452	276	2,440	2,590	24,758
Perry	1,717	32	58	331	2,138
Piatt	19	10	15	57	101
Pike	258	20	38	66	382
Pope	155	27	11	36	229
Pulaski	1,600	8	65	79	1,752
Putnam	18	11	10	111	150
Randolph	2,865	35	65	436	3,401
Richland	27	16	73	74	190
Rock Island	7,905	230	1,189	8,559	17,883
St. Clair	51,555	455	1,923	3,874	57,807
Saline	897	62	43	199	1,201
Sangamon	12,414	286	1,653	1,370	15,723
Schuyler	9	10	4	21	44
Scott	2	7	5	7	21
Shelby	27	17	39	75	158
Stark	3	8	9	30	50
Stephenson	2,556	50	254	484	3,344
Tazewell	994	248	502	924	2,668

COUNTY	AFRICAN AMERICAN DRIVING POPULATION	NATIVE AMERICAN / ALASKAN DRIVING POPULATION	ASIAN / PACIFIC ISLANDER DRIVING POPULATION	HISPANIC DRIVING POPULATION	TOTAL MINORITY DRIVING POPULATION
Union	128	51	37	303	519
Vermilion	6,366	130	400	1,655	8,551
Wabash	37	18	56	71	182
Warren	237	21	64	333	655
Washington	37	27	23	72	159
Wayne	15	21	44	67	147
White	33	34	14	77	158
Whiteside	415	87	185	3,640	4,327
Will	37,304	530	8,350	29,327	75,511
Williamson	1,106	124	265	519	2,014
Winnebago	19,857	153	3,590	12,593	36,193
Woodford	51	41	83	174	349
ILLINOIS	1,350,925	14,306	341,269	1,058,323	2,764,823