SAN FRANCISCO POLICE DEPARTMENT

Quarterly Activity and Data Report
Quarter 3 2026



Safety with Respect

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Introduction

SFPD is transitioning its Quarterly Activity and Data Report to a series of online dashboards. These dashboards will be rolled out in phases, by data set, starting with Stops data, commencing with the Q1 2025 QADR. As each type of police action is added to the online dashboard site, SFPD will remove the descriptive statistical elements of that police action data set and announce the move on the SFPD QADR landing site. Where it does not already provide them, SFPD will also be adding these data sets to DataSF.

SFPD will continue to provide benchmarking and other special analyses in the QADR. SFPD is adding three other types of metrics to the population comparison metric. These additional metrics are expected to factor in more of the context of what problems officers are trying to solve and what direction they've been provided to solve them.

Benchmarking Stop Data

The San Francisco Police Department (SFPD), in line with its dedication to transparency, provides descriptive statistics about enforcement and search patterns and trends. To provide a simple contextual setting for the reader, previous Quarterly Activity and Data Reports (QADRs) have compared the demographics of the general residential population with individuals subject to a police stop or other action. However, the many dissimilarities between the group of people who may experience police action and the group who comprise the San Francisco residential population means that this comparison provides only partial information at best.

To provide more insight, the Department is broadening the types of benchmarks it employs for stop and search data analysis. The QADR will now include a total of four (4) types of benchmark analyses to enhance public understanding of police contact with the public. It's important to note that there is no universally agreed upon optimal benchmark, as each benchmark comes with its own set of advantages and disadvantages. Smith, Tillyer, Lloyd and Petrocelli describe benchmarking as an "imperfect science" (2021).

Neil and Winship assert that "benchmarking oversimplifies stop and search data to the point where it should not be used as a metric[1]" (2019). Despite this assertion, the Department has a responsibility to provide these data, as well as their context, in a manner that allows the public to better understand the actions of the Department. More

[1] Methodological Challenges and Opportunities in Testing for Racial Discrimination in Policing | Annual Reviews

recent scholarship on benchmarking was published in 2025 by Ratcliffe and Hyland that also discusses in depth the challenges of benchmarking[2].

Each of the new benchmarking types are described below, including the advantages and disadvantages of each. The descriptions also provide the underlying assumptions, any accompanying methodological adjustments, and the results of the analysis required to calculate the benchmark.

Census Population Benchmarking

The SFPD has consolidated and moved its census benchmarking analysis to a web-based dashboard, located on the SFPD website: SFPD Stop Data Dashboards[3].

By moving the analysis to a live dashboard and publishing online, the department hopes to increase access to this high-level contextual information.

Census Population Benchmark Advantages

A key benefit in using a population data benchmark is the intuitive ease of understanding as compared to other benchmarks. Other benchmarking techniques can utilize univariate or multivariate statistical analysis that can be hard to explain succinctly and can quickly become overwhelming. This benchmark can provide an easy to comprehend, high level datapoint when considering disparities in police contacts.

Census Population Benchmark Disadvantages

Although population data is easy to obtain and use, and the resulting benchmarked metrics are clear and easily understood, as noted by Smith et al., in "nearly every other regard… [it] fails as a benchmark" (2021). The California Department of Justice, in their Racial and Identity Profiling Act (RIPA) 2021 report, stated that "An assumption of this type of comparison is that the distribution of who is stopped would be similar to who resides within a comparable geographic region.[4]" However, officers do not encounter individuals at the same rates as found in the census and to conduct a stop, the circumstances and/or behavior must warrant it.

Additionally, other differences in the data sets further complicate any comparability between them. For instance, the requirements and/or method for recording characteristics vary between data sets. The method for collecting demographic characteristics in the U.S. Census Bureau's American Community Survey (ACS) is self-

[2] Police stops and naïve denominators
[3] https://www.sanfranciscopolice.org/sfpd-stop-data-dashboards
[4] 2021 RIPA Board Report - Racial and Identity Profiling Advisory (RIPA) Board (ca.gov)Pp46

reported, where the California Racial and Identity Profiling Act (RIPA) stops data is *officer perceived.* The choices within a characteristic also vary between data sets. For instance, for individuals of Polynesian descent, census data offers Native Hawaiian and Other Pacific Islander alone, whereas RIPA stops data offers Pacific Islander or Asian and SFPD data systems only offer Asian as a collected datapoint.

Further, "Population counts generally overestimate bias in stop decisions, as differences in poverty, education, and labor market opportunities vary across identity groups in the U.S. Because education and employment affect criminal behavior, disparities along these dimensions will lead to disparities in who commits crime. In this way, pre-existing social disparities will tend to make the fraction of Black or Latinx people in the population smaller than the fraction of Black or Latinx people who are potentially subject to being stopped, overestimating any bias in a stop decision[5]" (Owens & Rosenquist). These limitations should be kept in mind when interpreting results of any population benchmark.

For further reading, a deeper analysis of the challenges around per capita population benchmarking is discussed in the 2019 paper "Methodological Challenges and Opportunities in Testing for Racial Discrimination in Policing[6]" by Roland Neil and Christopher Winship.

Including Three Additional Benchmarks

Given the challenges that Census benchmarking presents, and that there are no perfect metrics or comparison populations to use, SFPD is adding three benchmarks to its regular reporting. The additional benchmarks are the Risk Adjusted Disparity (RAD) Index, Suspect Adjusted Disparity (SAD) Index and Not-at-fault crash Traffic Analytic Layout (TAL) Index. They each utilize different measures to provide additional context and an additional benchmark with which to understand with whom the department interacts.

Each benchmark uses data from the last six quarters (18 months). This will provide a near-term historical analysis, and the results show trends over time, per demographic group. For an in-depth explanation of methodologies, see the methodology section below.

Each benchmarking methodology comes with specific strengths and weaknesses, some of which are noted below in **Table 1**:

[5] https://www.capolicylab.org/wp-content/uploads/2020/10/RIPA-in-the-LAPD-Summary-Report.pdf pp12-13[6] Methodological Challenges and Opportunities in Testing for Racial Discrimination in Policing | Annual Reviews

[6] Methodological Challenges and Opportunities in Testing for Racial Discrimination in Policing | Annual Reviews

Table 1: Advantages and Disadvantages of Different Benchmarking Strategies

	Advantages	Disadvantages
Population Benchmark Uses the demographic makeup of the population in Census data to compare whether there is a similar makeup in population of individuals stopped by Police	• Simple to conduct • Easy to explain for all residents	• Difficult to accurately estimate due to unequal racial resident population • Does not include relevant control variables to explain differences[7] • Stop location can differ from residence location • Relies on census information which may be outdated/underrepresented
RAD Index Uses the demographic makeup of violent crime victims. Compares this to the demographic makeup of the population of individuals stopped by Police	• Creates an easy ratio to compare across racial categories • Relies on victim demographics which are consistently captured • Reflects motivators of officer behavior – addressing crime generally, and addressing crime for those most at risk of being victimized.	• Assumes victim/perpetrator are the same race • Assumes equivalency in incident reporting across racial groups • Assumes all stops are in furtherance of addressing violent crime

[7] For instance, a population benchmark used in stop data assumes the full residential population including infants or immobile community members would be open to police interaction, when that is not the case.

SAD Index Uses the demographic makeup of violent crime suspects. Compares this to the demographic makeup of the population of individuals stopped by Police	• Relies on suspect information which narrows population of those contacted by police • More directly approaches RAD Index intent while avoiding homogeneity challenges	• Numerator includes all stops regardless if the stop was the 'right' individual • May not account for repeat offenders • Inconsistent racial identifiers for suspects • Assumes all stops are made in response to the suspect descriptions of violent crime • May insert a level of human bias by the reporting and/or investigating parties
TAL Index Uses the demographic makeup of drivers in serious collisions who are deemed not at fault. Compares this to the same demographic population of individuals stopped by Police	• Creates a metric closer to the true driving population than census data • Relies on data from officer interaction during a traffic crash with crash injuries, a random occurrence • Simple interpretation of results	• Specific locations may be more prone to traffic crashes • Small data set because traffic crashes reported are only those resulting in injury or complaint of pain • Only measures stops of vehicles, and excludes pedestrian stops

Risk Adjusted Disparity Index

The Risk Adjusted Disparity (RAD) Index was introduced by Lawrence Sherman and Sumit Kumar in 2021 as a methodology to address the flaws in traditional police interaction disparity measures (e.g. population benchmarking). Instead of considering the whole population in the analysis, the RAD focuses on victims of violent crime. Isolating the scope of police interaction to victims of violent crime allows comparisons to be contextualized

within a group of the population that has documented contact with the police. This victim focused approach is consistent with SFPD values of protection of life being the highest priority and vigorous pursuit of those who commit serious crimes.

Utilizing the RAD Index provides a new viewpoint from which to observe, measure, and report on potential disparities. It also provides additional context and the opportunity to monitor more than a single benchmark over time to observe trends. However, it is possible the count of victims of crime may be skewed due to historical understanding of different reasons people may avoid contact with the police after being victimized by a crime. We are aware that this measure is imperfect, but it can be used as an additional viewpoint.

The RAD Index, a ratio of ratios, is a way to compare the treatment of different demographic groups across a population using victims as the denominator. Here, the RAD Index compares the number of victims of violent crime against the number of stops per racial demographic group and compares that ratio for a racial group of interest against the ratio for the racial group baseline (e.g. White). In this analysis, Black/African American and Hispanic/Latine victims of violent crime are the groups of interest and those are compared to White victims of violent crime. Any violent crime with more than 20 people listed within an incident has been excluded as significantly different (e.g. mass arrest).

Equation 1: Example RAD Index Calculation

$$RAD\ Index_{Black} = \frac{Stops_{Black}/Victims_{Black}}{Stops_{White}/Victims_{White}}$$

A key assumption in the RAD Index is that victims and suspects of violent crime share the same racial demographic group, as has been observed by the National Research Council[8]. The ratios that make up the RAD Index, therefore, compare the rate of enforcement activity, based on the risk of a particular demographic group being victims (and also suspects) of violent crime. If officers are taking enforcement activity based on suspect descriptions, there should be similar levels of enforcement-to-victimization rates.

In practice, the assumption that victims and suspects share demographic groups varies from city to city and between demographic groups within those cities. As part of this analysis, violent crime homogeneity was analyzed to understand how victim and suspect align across demographic groups within the City of San Francisco. The results of this

8 National Research Council. 1993. Understanding and Preventing Violence: Volume 1. Washington, DC: The National Academies Press. https://doi.org/10.17226/1861

analysis are shown in **Figure 1** below and indicate that the victim/suspect homogeneity differs significantly across racial/ethnic groups.

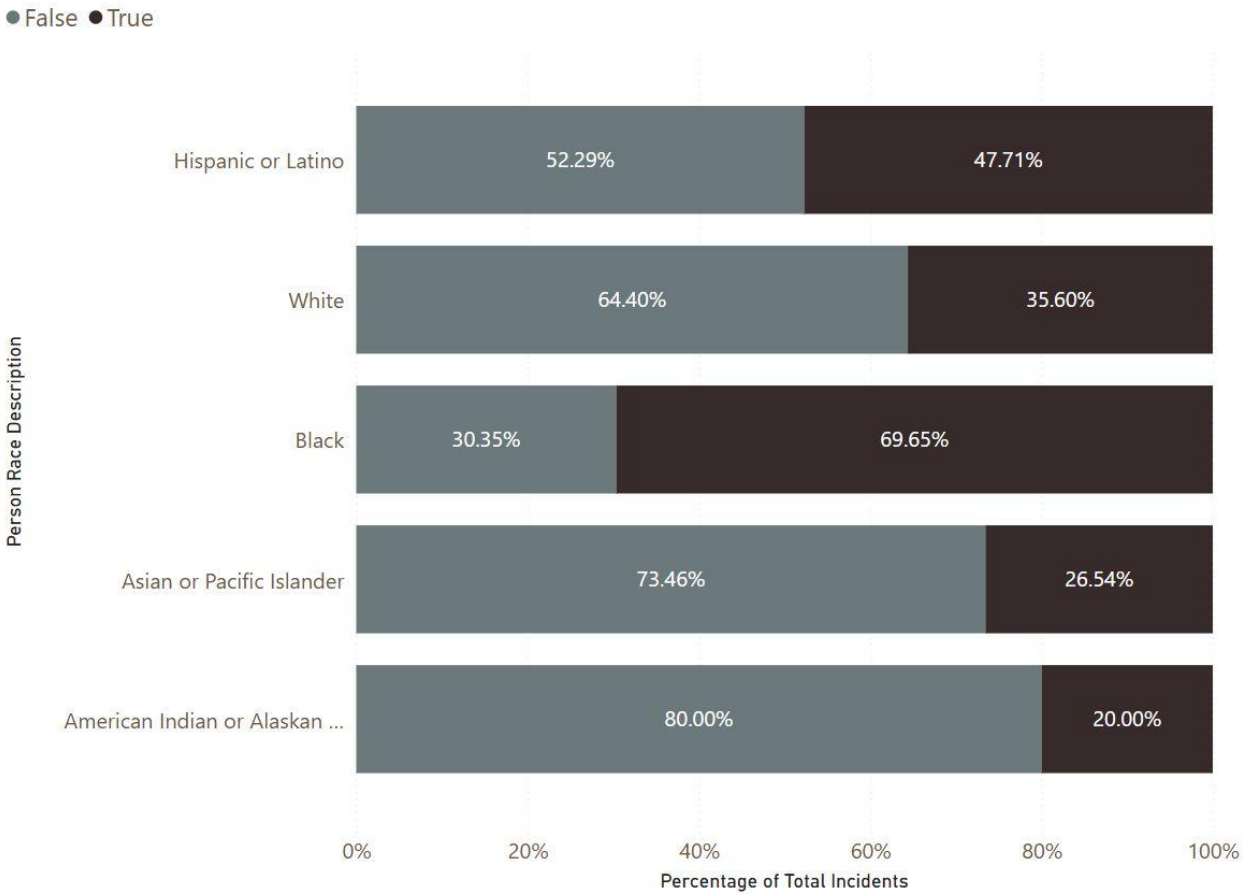


Figure 1: San Francisco, CA Victim/Suspect Homogeneity Analysis (Last 6 Quarters as of Q3 2026)

Figure 2 shows the RAD Index for Black/African American individuals in San Francisco over the last six quarters. The overall RAD Index value for Black/African American individuals over that period is 0.75. That is, the ratio of stops per victims of violent crimes for Black/African American individuals is 25% lower than that same ratio for White individuals. In this case, the RAD Index suggests a similar frequency of stops of Black/African American compared to White individuals over the last six quarters after adjusting for victims of violent crimes.

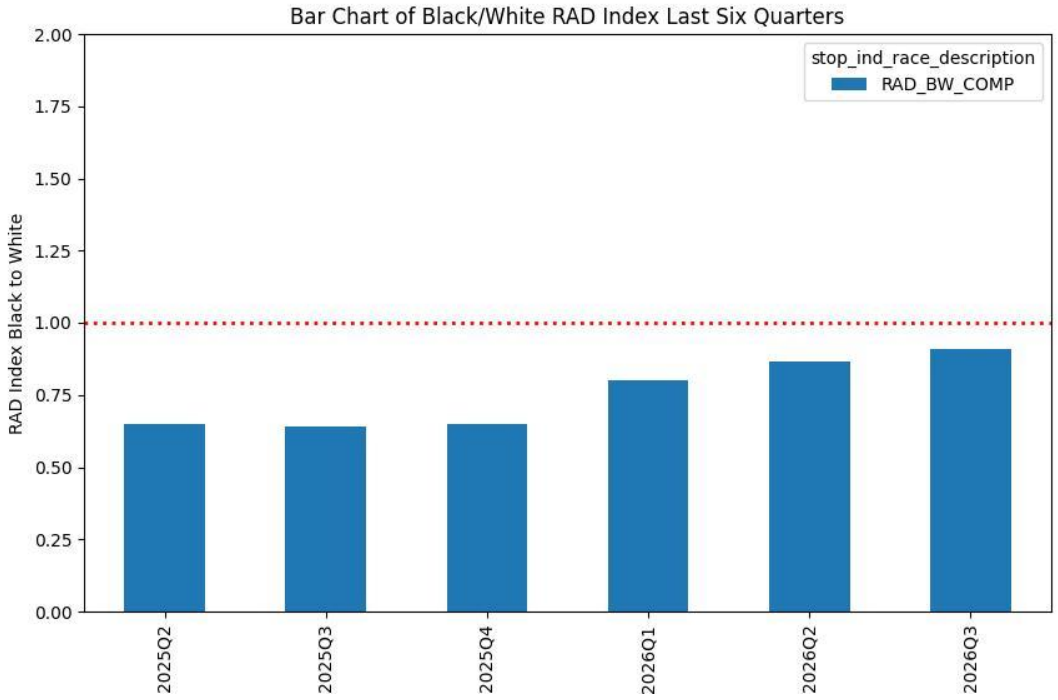


Figure 2: RAD Index for Black/African American, 2025-2026 by Quarter

Figure 3 shows the RAD Index for Hispanic/Latine individuals in San Francisco over the last six quarters. The overall RAD Index value for Hispanic/Latine individuals over that period is 0.53. That is, the ratio of stops per victims of violent crimes for Hispanic/Latine individuals is 47% lower than that of White individuals. In this case, the RAD Index does not show a disparity in stops of Hispanic/Latine compared to White individuals over the last six quarters after adjusting for victims of violent crime.

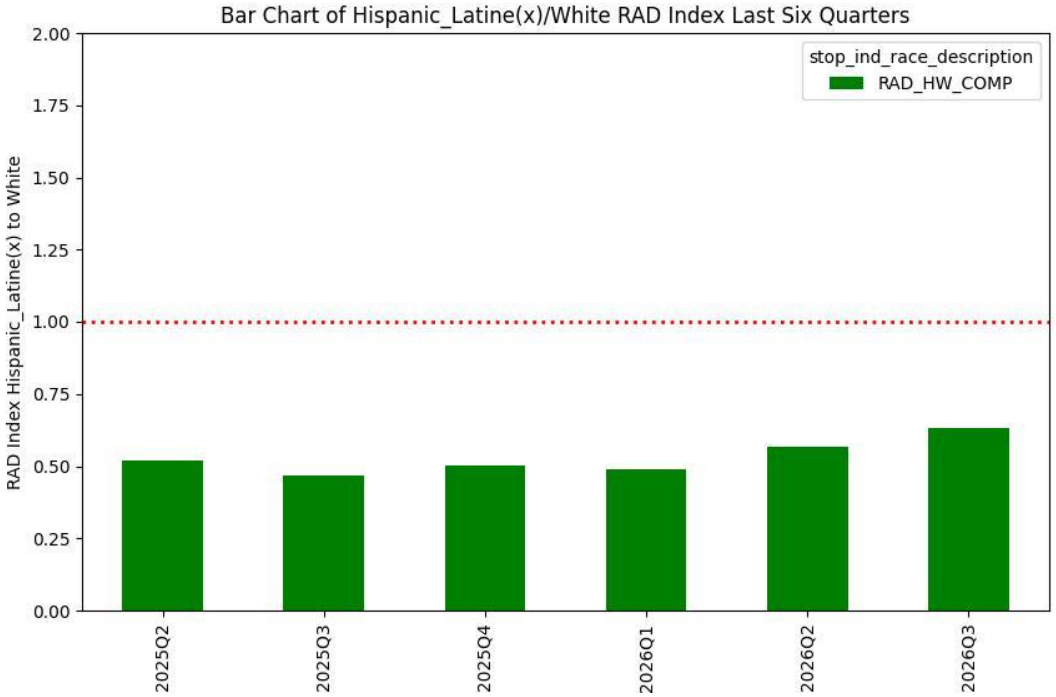


Figure 3: RAD Index for Hispanic/Latine(x) American from 2025 - 2026 by Quarter

Suspect Adjusted Disparity Index

As noted above, San Francisco suspects and victims may not share racial demographic characteristics. To improve simplicity, using suspect demographics in an analysis might better reflect enforcement activity, as in the next benchmark - Suspect Adjusted Disparity (SAD) Index. Highlighting suspect information in a benchmark allows for a count of police contact based on law enforcement data that may be more readily available. Suspect information is usually captured during a law enforcement encounter, however the information provided does not always match the information later gathered during an arrest. The SAD Index relies on reported information from the public or developed by officers during an investigation, which may include societal bias and individual perceptions. As noted with the RAD Index, adding another benchmark analysis provides a new viewpoint from which to observe, measure and report on potential disparities. It also provides the opportunity to monitor more than a single benchmark over time to observe trends.

The SAD Index also uses a ratio of ratios, where levels of each suspect demographic group are the denominators. The SAD Index compares the number of suspects of violent crime against the number of stops per demographic group and compares that ratio for a group of interest against the ratio for the baseline group (e.g. White). In this analysis, two groups of interest are analyzed – Black/African American and Hispanic/Latine suspects of violent crime. This ratio is compared to White suspects of violent crime. Any violent crime with more than 20 people associated with the crime has been excluded as an outlier (e.g. mass arrest).

Equation 2: Example SAD Index Calculation

$$SAD\ Index_{Black} = \frac{Stops_{Black}/Suspects_{Black}}{Stops_{White}/Suspects_{White}}$$

This methodology avoids the assumption that victims and suspects share demographic groups, as assumed in the RAD Index. The SAD Index does, however, capture potential individual and societal biases by including suspects reported to police. The SAD Index only considers suspects of violent crimes.

Figure 4 shows the SAD Index for Black/African American individuals over the last six quarters in San Francisco. The overall SAD Index for Black/African American individuals over the last six quarters is 0.25. In other words, the ratio of suspects to stops for Black/African American individuals is 75% less than the same ratio for White individuals. The SAD Index suggests no disparity in stops for Black/African American individuals compared to White individuals over the last six quarters after adjusting for suspects in violent crimes.

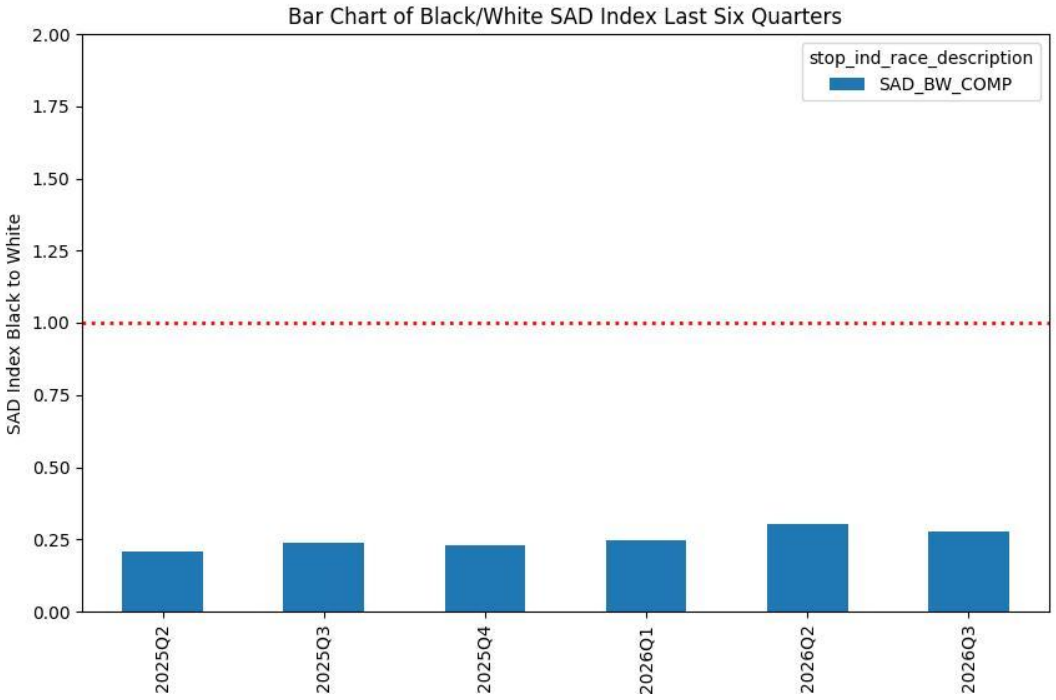


Figure 4: SAD Index for Black/African American from 2025 -2026 by Quarter

Figure 5 shows the SAD Index for Hispanic/Latine individuals over the last six quarters. The overall SAD Index for Hispanic/Latine individuals over the last six quarters is 0.49. In other words, the ratio of suspects to stops for Hispanic/Latine individuals is 51% less than the same ratio for White individuals. The SAD Index does not suggest a disparity in stops for Hispanic/Latine compared to White individuals over the last six quarters after adjusting for suspects in violent crimes.

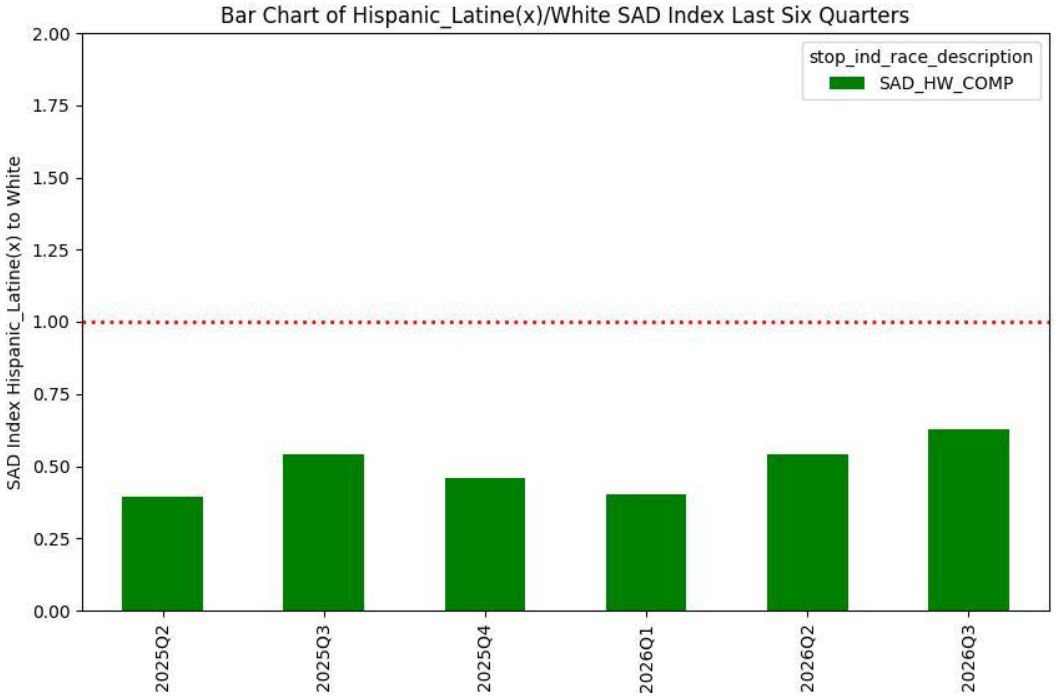


Figure 5: SAD Index for Hispanic/Latine from 2025 - 2026 by Quarter

Not at Fault Crash Traffic Analytic Layout

The not at fault crash traffic analytic layout (TAL) compares the demographic data of individuals stopped in vehicles by officers with the demographic data of drivers in San Francisco. This benchmark was originally presented by Alpert, Et. Al in 2004[9], and further utilized by the State of California in the 2020 RIPA Technical report[10]. Instead of using victims or suspects of crime as the comparator population, this benchmark uses individual vehicle drivers who are 'selected' at random. To obtain this sample, data are compiled from the individuals involved in a serious vehicle crash in San Francisco and who were found not at fault. These data serve as a proxy for the overall driving population.[11] This removes some of the dissimilarities in the population that exist when using census data, such as residency in San Francisco and age.

Using crash data for comparison with stops data, the proportion of stops involving a specific demographic group of interest is compared to the proportion of crashes involving the same specific demographic. This calculation is repeated for each demographic group of interest. A result of 1.0 denotes similarity between the potential of being stopped and the sample of drivers in each demographic group on the road. A ratio above 1.0 indicates more stops than expected for that demographic group, while a ratio below 1.0 indicates less than expected stops for that demographic group. The calculation is summarized below:

Equation 3: Example of TAL Calculation

$$TAL_{white} = \frac{\frac{Stops_{white}}{Stops_{total}}}{\frac{Collision_{white}}{Collision_{total}}}$$

Figure 6 shows the TAL for each demographic group for San Francisco over the last six quarters. The graph shows:

- The proportion of Asian/Pacific Islander individuals in the stops data is about 21% higher than their proportion in the crash data.

[9] Alpert, G. P., Smith, M.R., Dunham, R.G. (2004). Toward a better benchmark: Assessing the utility of not at-fault traffic crash data in racial profiling research. Justice Research and Policy, 6, 43 – 69.
[10] https://oag.ca.gov/sites/all/files/agweb/pdfs/ripa/ripa-tech-report-2020.pdf
[11] Withrow, B.L. & Williams, H. (2015). Proposing a benchmark based on vehicle collision data in racial profiling research. Criminal Justice Review, 40, 449 – 469.

- The proportion of Black/African American individuals in the stops data is about 24% higher than their proportion in the crash data.
- The proportion of White individuals in the stops data is about 38% higher than their proportion in the crash data.
- The proportion of Hispanic/Latine individuals in the stops data is about 24% lower than their proportion in the crash data.

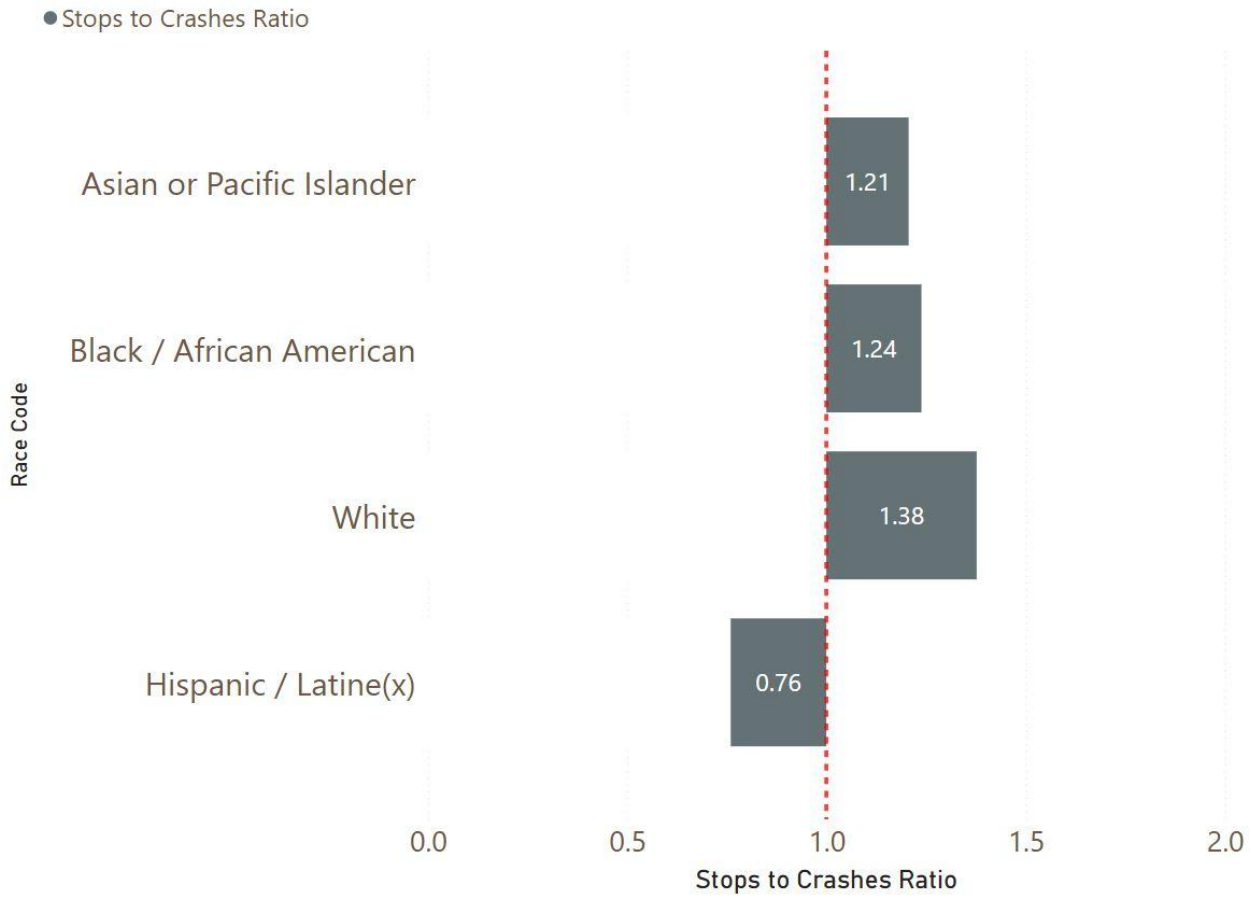


Figure 6: Ratio of Stops to Crashes by Demographic Group, 2025-2026

To quantify the significance of these differences in proportion by demographic group between the stops and crash datasets, the Department utilized a two-proportion z-test at a p-value of 0.1. At this p-value, the differences between stops and crash proportions were statistically significant for all groups except Black/African American.

A two-proportion z-test compares the proportions of two independent groups to determine if the difference between them is statistically significant. Used here, the test determines if the differences between the racial categories are statistically significant, meaning more reliable than chance. A p-value is a statistical value that indicates the probability of observing results as extreme as or more extreme than what was observed – assuming the null hypothesis is true. A 0.1 p-value indicates a significance threshold of 10% and any p-value under that suggests rejecting the null hypothesis in favor of the alternative hypothesis.

CRSTAL Conclusions

In an effort to improve the Department's understanding of disparities in police action which may or may not exist, the Department is introducing the CRSTAL set of benchmarks. As top researchers have shown time and again, benchmarking police contact, and outcomes is a challenging issue without a clear solution. While the benchmarks introduced in the CRSTAL analysis provide a more holistic view of potential disparities, each benchmark comes with its own strengths and challenges which cannot be ignored. Each additional benchmark highlights a different subgroup of the population: crime victims, crime suspects, and the driving population and their interaction with law enforcement to illustrate a measurement of law enforcement contact by race. Each one provides unique insight and should be considered both individually and collectively, however, they do not lend themselves to ideal comparison given their unique subgroup metrics.

Each benchmark displays data of law enforcement contact without contextual explanation limiting the ability to draw conclusions. More research is needed to explain the causality of the data displayed in the additional benchmarks. Criminological research acknowledges a variety of predispositions, environmental factors, historical divestment, targeted discrimination and many more factors that could influence disparities. The research of causality is beyond the scope of the present report.

Over time, as trends develop in these benchmarks, further review of the underlying data may provide additional insight. Such changes might include changes to the makeup of comparison populations, changes to enforcement action, or catalyzing events in the community. As underlying data is influenced by various factors, some benchmarks may be more appropriate than others.

Taken together, these benchmarks present a more complete picture of, as compared to previous analysis, SFPD enforcement contacts. The policing and public safety needs and

demands of the community are wide and varied. By providing these four benchmarks, SFPD is differentiating among some of the types of work that officers perform. Further, it is improving the communication of the complexities of 21st Century work of law enforcement by sharing this analysis, the underlying data, the positive and negative aspects to each methodology, and the code that was developed and used to produce the analyses. These efforts demonstrate SFPD's commitment to transparency and accountability, and through this and the resulting actions, seeks to build trust in all communities, provide Safety with Respect for All.

CRSTAL Methodologies

This section provides a more in-depth description of the methodologies used in the above benchmarks, including any assumptions made or peculiarities in the data.

Risk Adjusted Disparity Index

The Risk Adjusted Disparity (RAD) Index is a method of statistical measurement that adjusts for a specific community's potential risk of victimization. It can be used to compare any type of demographic category. Here, the Department has employed it for the race/ethnicity category. This methodology allows for comparison of racial groups across a population. The RAD was developed by Sherman and Kumar[12] (2021) and has been used in the United Kingdom. The RAD Index has yet to be a mainstream measurement in The United States. In their own words, Sherman & Kumar note

"… measuring the racial balance of preventive policing can be calculated from a Risk-Adjusted Disparity (RAD) Index. In that Index, the denominator would always be a measure of crime or harm per capita in each group; the numerator would be a measure of police action. Disparities in proactive police activities, such as stop and search or patrol time, could therefore be adjusted by the racial disparities in criminal victimization that preventive policing aims to equalize. What might look like disparities in policing against certain groups would then be understood as an equalizing intervention to reduce disparities in victimization across groups" (2021).

The present RAD Index for San Francisco utilizes victims of Part 1 violent crime as the denominator to measure victims per racial group of interest against stops of that same demographic group. It then compares a similar set of metrics (victims and stops) for White individuals. The comparison leads to an Index ratio where 1 indicates an exact ratio between White individuals and the racial group of interest. An Index number above 1 indicates more stops per victim in the racial group of interest as compared to White stops per victim, whereas a number below 1 indicates less stops per victim in the racial group of interest compared to White stops per victim.

[12] Sherman, L.W., Kumar, S. Equal Protection by Race with Stop and Frisk: a Risk-Adjusted Disparity (RAD) Index for Balanced Policing. *Camb J Evid Based Polic* **5**, 1–19 (2021). https://doi.org/10.1007/s41887-021-00065-4

Methodology

1) Gather the statistical rate for stops for the racial population of interest per 1000 residents within the geographical boundaries in question.
2) Gather the statistical rate for victimization for the racial population of interest per 1000 residents within the same geographical boundary as step 1.
3) Divide the number in step 1 by the number in step 2.
    a) $= \frac{Stops\ (group\ of\ interest)}{Victims\ (group\ of\ interest)}$
    b) This is the ratio for racial population of interest within the geographical boundary selected.
4) Repeat steps 1-3 for the baseline racial population, the number produced is the ratio for the baseline racial population within the geographical boundary selected.
    a) $= \frac{Stops\ (baseline\ group)}{Victims\ (baseline\ group)}$
5) Divide the ratio for racial population of interest (3b) by the ratio for the baseline racial population (4a).
    a) $RAD = \frac{Stops\ (group\ of\ interest) / Victims\ (group\ of\ interest)}{Stops\ (baseline\ group) / Victims\ (baseline\ group)}$
6) The final number is the RAD Index. It is a ratio of ratios comparing the racial population of interest to the baseline racial population.

Assumptions & Caveats

To generate the RAD Index, its authors make a key assumption that victims of violent crime will by and large be of the same demographics as the suspect committing the crime. The assumption that a suspect and a victim share similar demographics (or are homogeneous) only holds for some demographics within the data but not for others (see Figure 1).

Victims associated with incidents with arrests for Part 1 crimes including more than 20 arrestees are excluded from the Part 1 Violent Crime count to prevent individuals arrested during a mass arrest (usually tied to protests) from being included in the data.

Suspect Adjusted Disparity Index

The Suspect Adjusted Disparity (SAD) Index similarly to the RAD is a statistical measurement of disparity using suspects of police recorded violent crime as the denominator. SAD has been pioneered in the United Kingdom by the Home Office (analogous to the U.S. Department of Justice). Instead of using the popular resident population benchmark, the Home Office-produced disparity ratios alongside the population data to compare differences.

Methodology

1) Gather the stop and search rate for suspects of violent crime for the racial group of interest.
2) Gather the total number of stops of the racial group of interest.
3) Divide the stop and search rate by the number of suspect stops for the racial group of interest.
    a) $= \frac{Stops\ (group\ of\ interest)}{Suspects\ (group\ of\ interest)}$
4) Repeat steps 1-3 for the baseline racial group.
    a) $= \frac{Stops\ (baseline\ group)}{Suspects\ (baseline\ group)}$
5) Divide the number from step 3 by the number from step 4.
    a) $SAD = \frac{Stops\ (group\ of\ interest) \big/ Suspects\ (group\ of\ interest)}{Stops\ (baseline\ group) \big/ Suspects\ (baseline\ group)}$
6) The final number is the SAD Index. It is a ratio of ratios comparing the racial population of interest to the baseline racial population.

Not at Fault Crash Traffic Analytic Layout

The TAL utilizes a z-test for proportions and may seem statistically complicated. In this context, the statistical method tests for a null hypothesis that the two proportions of crash to stops for a racial group of interest are equal. Several scholars have identified the demographics of not-at-fault drivers involved in traffic crashes as a best-practice for

benchmarking police stops as it is the most accurate population demographics.[13][14] The data serves as a largely neutral benchmark because police are required to respond to traffic crashes when injuries are involved, making it independent of any discretionary behavior that could intentionally, or unintentionally, alter the subject demographics.

The benefits of this approach to benchmarking police stops are:

1) This subset of the driving population more closely matches drivers who may be stopped by police, especially as compared to a census population benchmark.
2) Random occurrence data source as officers are required to respond to traffic crashes resulting in injuries.
3) Relatively simple to collect and interpret results without the need for complex modeling or methodologies.

The drawbacks of this approach to benchmarking police stops are:

1) Some locations may be more prone to traffic crashes, introducing over saturation into the data based on which drivers need to pass though certain locations.
2) Relatively sparse data source because there are a relatively low number of crashes resulting in injuries especially in certain areas of the City.
3) Is not comparable to non-vehicular stops which makes up approximately 45% of the stops by the Department.

Methodology

1. Calculate standard error (SE) of crash to stops for each group of interest to determine expected variance between proportions based on each unique sample size.
    a. $SE = \sqrt{\frac{p(1-p)}{n}}$
        i. *p*= total stops for group of interest *n*= total crashes for group of interest

[13] Alpert, G. P., Smith, M.R., Dunham, R.G. (2004). Toward a better benchmark: Assessing the utility of not-at-fault-traffic crash data in racial profiling research. *Justice Research and Policy, 6,* 43 – 69.
[14] Withrow, B.L. & Williams, H. (2015). Proposing a benchmark based on vehicle collision data in racial profiling research. *Criminal Justice Review, 40,* 449 – 469.

2. Calculate Z-score which tells us the range of normality between proportions based on standard error.

    a. $Z = \frac{\hat{p} - p_0}{SE}$

        i. $\hat{p}$ = the same proportion p_0 = is the null hypothesis proportion *SE* = from step 1

3. Calculate p-value, based on the z-score, to test the likelihood of the results being realized at random. (at significance level 0.10).

Data Availability

Data tables utilized for this analysis, along with raw code utilized are available at https://github.com/sfpd-public/crstal_analysis

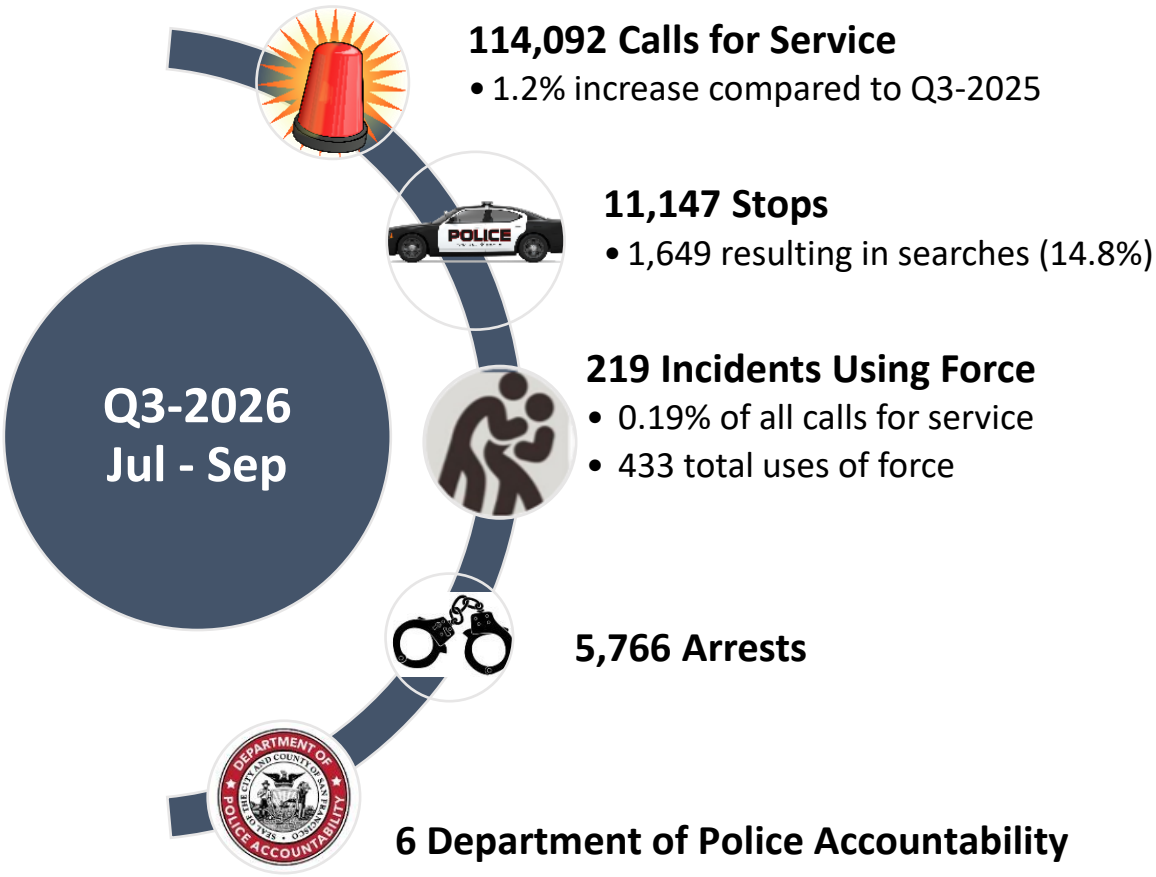
Raw stops data utilized for this analysis are located on DataSF, available at: https://data.sfgov.org/Public-Safety/Police-Department-Stop-Data/ubqf-aqzw/about_data

Quarterly Activity and Data Report
Quarter 3 2026

SFPD stands for safety with respect for all. We will:

- Engage in just, transparent, unbiased, and responsive policing.
- Do so in the spirit of dignity and in collaboration with the community.
- Maintain and build trust and respect as the guardian of constitutional and human rights.

2026 Q3 Overview



114,092 Calls for Service
- 1.2% increase compared to Q3-2025

11,147 Stops
- 1,649 resulting in searches (14.8%)

219 Incidents Using Force
- 0.19% of all calls for service
- 433 total uses of force

5,766 Arrests

6 Department of Police Accountability Bias-related Complaint(s) Received

Data collected during the pandemic and recovery period reflect the unique circumstances of the time. Users should take care when comparing data trends across pandemic and non-pandemic response timeframes.

Suspects Observed or Reported

Suspect information obtained by the San Francisco Police Department from 2013 through 2025 are available through the SFPD Reported Victim and Suspect Demographics online dataset, hosted on the city's Open Data Portal, DataSF.

The SFPD 96A.5 Victim and Suspect Demographic Dashboards | San Francisco Police Department provide the public ability to explore through interactive dashboards to show the numbers of suspects for specific crimes by demographic groups and police districts. It further provides reported Hate Crimes by Bias type, bias, demographic groups and police districts.

Suspect information/description is either provided by a member of the public, reported directly to the police or through dispatch. Suspect data may also be obtained from a police-initiated stop, in which there is reasonable suspicion or probable cause for an officer to conduct the stop. The suspect Information is documented in a police incident report.

Stops and Searches

Stops and Search data and analysis from 2018 through present are now available through an interactive dashboard hosted on the San Francsico Police Department Website. [SFPD Stop Data Dashboards | San Francisco Police Department] Additionally, data sources for the dashboard is also available on DataSF [SFPD Stops Data | DataSF Open Data Portal] for further self-service analysis. Stop data collection errors are annotated in the Stops data error update section within the QADR Q4 2024 report. The readers should approach the dashboard with careful understanding and consideration of the errors which may have impacted on the overall count of Stops and Searches.

Please note: Beginning in Q1 2025 QADR report, Population per capita analysis will be merged into the CRSTAL Benchmark analysis to better contextualize the information and enhance public understanding of police enforcement activities. Additionally, the SFPD has integrated the census benchmarking analysis to a web-based dashboard along with the Stops and Search dashboard, located here: SFPD Stop Data Dashboards | San Francisco Police Department. By moving the analysis to an online published dashboard, the Department hopes to increase access to and understanding of the census benchmark.

Stops Resulting in contact with the Department of Homeland Security or its subordinate organizations:

- There were five stops involving the Department of Homeland Security or its subordinate organizations for Quarter 2 of 2026.
- On May 19, 2026, at 0:05, a foreign individual stated they had accidentally entered the aircraft operations area (AOA). TSA was notified and conducted an investigation. The individual was escorted out of the secure area and released.
- The remaining four stop records associated with the Department of Homeland Security resulted from a technical software error, which the San Francisco Police Department (SFPD) promptly reported to the new stop application vendor. No actual stops resulted in direct contact with the Department of Homeland Security, and SFPD is actively collaborating with the vendor to resolve these administrative discrepancies and ensure the accuracy of stop data reported to the California Department of Justice (CA DOJ).

Use of Force

Use of Force data and analysis from 2016 through present are now available through an interactive dashboard hosted on the San Francsico Police Department Website. [SFPD Use of Force Data Dashboards | San Francisco Police Department] This information was previously presented under the Quarterly Activity and Data Report (QADR), published on the SFPD website.

The SFPD Use of Force Dashboard allows users to explore use-of-force data beyond what is presented in printed reports through interactive visualizations. The readers should approach the dashboard with careful understanding and consideration of the four reporting standards from 2016-present, each reflecting different definitions and thresholds for use of force.

Additionally, SFPD is in the process of publishing Use of Force (Standards 3-4) datasets on DataSF for further self-service analysis, in support of the Department's transparency goal.

USE OF FORCE RESULTING IN DEATH

There were no Use of Force incidents that resulted in death during Q2 of 2026.

Arrest Demographic Data

Arrests made by the San Francisco Police Department from 2012 through present are available through the San Francisco Sheriff Jail Bookings online dataset, hosted on the city's Open Data Portal, DataSF.

Booking data is collected by the San Francisco Sheriff's Office. A Booking is defined as "the recordation of an arrest in official police records, and the taking by police of fingerprints and photographs of the person arrested." California Penal Code §7.

San Francisco's Intake and Release Center is where the San Francisco Sheriff's Office books people after they are arrested and taken into custody. San Franisco Sheriff's Office's Jail Bookings are also available by Ethnicity, Gender, and Age, and can be found on the San Francisco Open Data Portal.

The SFPD Stops Dashboards, include Booking data, provide users to explore through interactive dashboards to show the numbers of bookings for by demographic groups.

Arrests made by the San Franciso Police Department members at San Francisco International Airport are reported as part of San Mateo County data and are not included in the City's totals.

96A.5 Victim and Suspect Demographic Data

On April 12, 2020, Ordinance 40-20 went into effect, amending San Francisco Administrative Code Chapter 96 to include section 96A.5, "Quarterly Crime Victim Data Reporting." The ordinance mandated that the San Francisco Police Department (SFPD) provide quarterly reports regarding victim demographics across a host of data points, further specifying that the quarterly reports would be due on the first Tuesday in February, May, August and November.

This information was previously presented under the Quarterly Activity and Data Report (QADR), as the Victim Data Demographic Report, published on the SFPD website.

Data for Crime Victims and Suspects for specified crimes as noted in Ordinance 40-20, are now available through interactive dashboards, SFPD 96A.5 Victim and Suspect Demographic Dashboards | San Francisco Police Department, hosted on the San Francisco Police Department Website.

For this report, the adopted methodology counts any victim or suspect associated with a reportable incident under each applicable mandated crime category, rather than only under the highest-ranking charge. This approach ensures that all relevant offenses and victimizations are represented, even when multiple crimes occur within a single incident.

For example:

An incident involving burglary, hate crime, and domestic violence charges would result in the individual being counted in all 3 mandated reporting categories - not just the highest-ranking offense.

By transitioning the presentation of these data from a static quarterly paper report to a quarterly interactive set of dashboards, we continue to strive to increase transparency, context and understanding of these data. The data that informs these dashboards can be found at DataSF, our data transparency partner.

Bias-Related Complaints

Department of Police Accountability

The Department is required to obtain information from the Department of Police Accountability (DPA) regarding the total number of complaints received during the reporting period that it characterizes as allegations of bias based on race or ethnicity, gender, or gender identity. The Department also is required to include in its report the total number of complaints DPA closed during the reporting period that were characterized as allegations of bias based on race or ethnicity, gender, or gender identity, as well as the total number of each type of disposition for such complaints.

Cases Received in Q3-2026

Type of Case Received	# of Cases
Racial Bias	4
Gender Bias	1
Transphobic Bias	1
Both Racial and Gender Bias	0
TOTAL	6

DPA received 307 total cases for the quarter.

6 officer(s) was named for allegations of racial or gender bias.

Total Case(s) Received in 2026 involving Racial or Gender Bias: 9

During Quarter 3 of 2026, DPA completed 8 complaint investigations in which there was an allegation of racial or gender bias.

Q3-2026 Case Closures & Dispositions

Type of Case	Sustained	Withdrawn	Unfounded	No Finding	Insufficient Evidence	Proper Conduct	Referral	TOTAL
Racial Bias	0	0	5	0	0	1	1	7
Homophobic Bias	0	0	0	0	0	0	0	0
Gender Bias	0	0	1	0	0	0	0	1
Transphobic Bias	0	0	0	0	0	0	0	0
Racial, Homophobic , Gender Bias	0	0	0	0	0	0	0	0
TOTAL	0	0	6	0	0	1	1	8

*Source: Department of Police Accoutability

DPA closed a total of 279 cases for the quarter, including above.

DPA closed a total of 779 cases for the year, including above

BIAS-RELATED COMPLAINTS RECEIVED BY SFPD, AND INVESTIGATED BY THE DEPARTMENT OF HUMAN RESOURCES

As part of the Department's commitment to transparency, the Department also reports on all bias-related complaints received internally from members of the Department and forwarded to the Department of Human Resources (DHR) for investigation. Closed cases may include complaints received in previous quarters. Bias-related complaints are referred to as Employment Equal Opportunity (EEO) cases by DHR.

Q3-2026 Bias Cases Received

EEO Cases Received	Q3-2026
Age / Race / Religion and Gender Discrimination	1
Ancestry/National Origin	1
Disability Discrimination	1
Gender/Gender Identity Discrimination	
Harassment/Non-EEO	
Height/Weight	1
Hostile Work Environment	2
Medical Discrimination	
Military/Veteran Status	
Race Discrimination	
Retaliation	
Sex/Gender	
Sexual Harassment	1
Sexual Orientation	
TOTAL	**7**

Complainants: 6 Department Member(s); 1 Outside Civilian(s); 0 Whistleblower

Respondents (Named): 3 SFPD; 3 Sworn Officer(s); 1 Civilian(s); 0 Unknown

Total Respondents: 2 SFPD Named; 10 Sworn Officer(s); 1 Civilian(s); 1 Unknown

Type of Case	Administrative Closures			Sustained	TOTAL
	Rej/Ref/WD Non-EEO	Insufficient Evidence	Misc/RTS*		
Age / Race / Religion and Gender Discrimination					**0**
Ancestry/National Origin	1				**1**
Disability/Medical Condition	1	1			**2**
Gender Discrimination					**0**
Gender Identity					**0**
Harassment/ Non-EEO					**0**
Height/Weight		1			**1**
Hostile Work Environment	4				**4**
Marital/Parental Discrimination					**0**
Medical Discrimination					**0**
Parental Status	1				**1**
Political Affiliation					**0**
Race Discrimination	1				**1**
Sex Discrimination					**0**
Religion					**0**
Retaliation		1			**1**
Sex		1			**1**
Sexual Harassment			1		**1**
Sexual Orientation					**0**
TOTAL	**8**	**4**	**1**	**0**	**13**

Source: SFPD Risk Management EEO Quarterly Report

*RTS=Right to Sue

Domestic Violence Reporting
- Admin Code Sec. 96E

Domestic Violence Reporting - Background

In November 2021, the Board of Supervisors approved, and Mayor Breed signed, legislation amending the San Francisco Administrative Code to require certain data involving Domestic Violence be reported on a quarterly basis starting in the first quarter of 2022. The report is to be submitted on a quarterly basis to the Board of Supervisors, the Mayor, Office of Racial Equity, the Human Rights Commission, the Department on the Status of Women, and the PoliceCommission.

Domestic Violence Calls for Service and Investigations

Domestic Violence, also known as Intimate Partner Violence, is abbreviated as DV for brevity in this report. For the purposes of this report, Admin Code 96E defines Domestic Violence as: *"Domestic Violence" means the crime defined in Section 273.5 and the crimes punishable under Section 243 (e){1), of the California Penal Code.*

SFPD responds to calls for service (CFS) received by the Department of Emergency Management (DEM) whether as a 911 emergency or through the non-emergency line. After gathering information from the caller, DEM staff has the responsibility of determining the appropriate code for the call, based on the information provided, and to dispatch units to the location as either a Priority A (highest), Priority B, or Priority C.

Upon arrival, SFPD officers conducted a thorough investigation into the allegations of domestic violence. Per SFPD policy, calls for service are coded with a final disposition of domestic violence (DV) in cases in which DV is evident during an officer's investigation.

In some cases, a report may be taken without a call to 911 (self-reporting at a police station, forexample.) In these cases, a call for service number is generated during the report writing process.

This is a quarterly data report from July 1, 2026, through September 30, 2026.

Admin Code Sec. 96E Reporting Components

1(A) The number of calls for service for domestic violence that the Police Department received from the Department of Emergency Management for the period of July 1 to September 30, 2026.

Calls for Service, Final Call Code Includes "DV" July 1 - September 30, 2026				
	2026			
	Jul	Aug	Sep	Total
DV Calls for Service	491	530	539	**1560**

1(B) The number of domestic violence cases that the Police Department presented to the District Attorney for investigation and/or prosecution in the prior quarter, and of those cases, the number in which a child or children were present and/or a firearm or firearms were present.

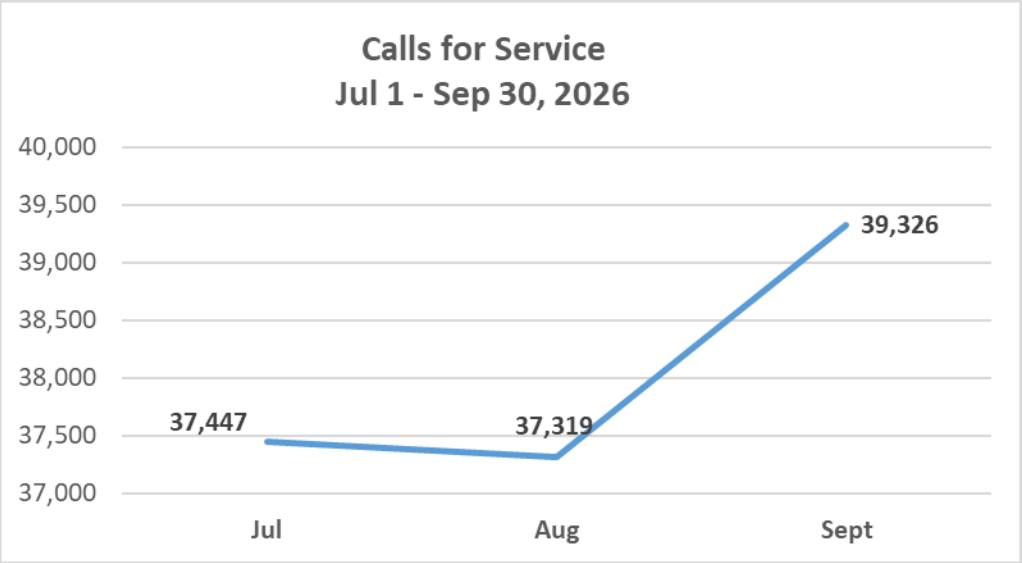
DV INCIDENTS SUBMITTED TO THE DISTRICT ATTORNEY'S OFFICE			
	2026		
	Jul	Aug	Sep
Number of DV Cases Presented to the District Attorney's Office	79	75	99
Number of DV cases referred to the DA in which a child was present	3	8	11
Number of DV cases referred to the DA in which a firearm was present	0	0	0

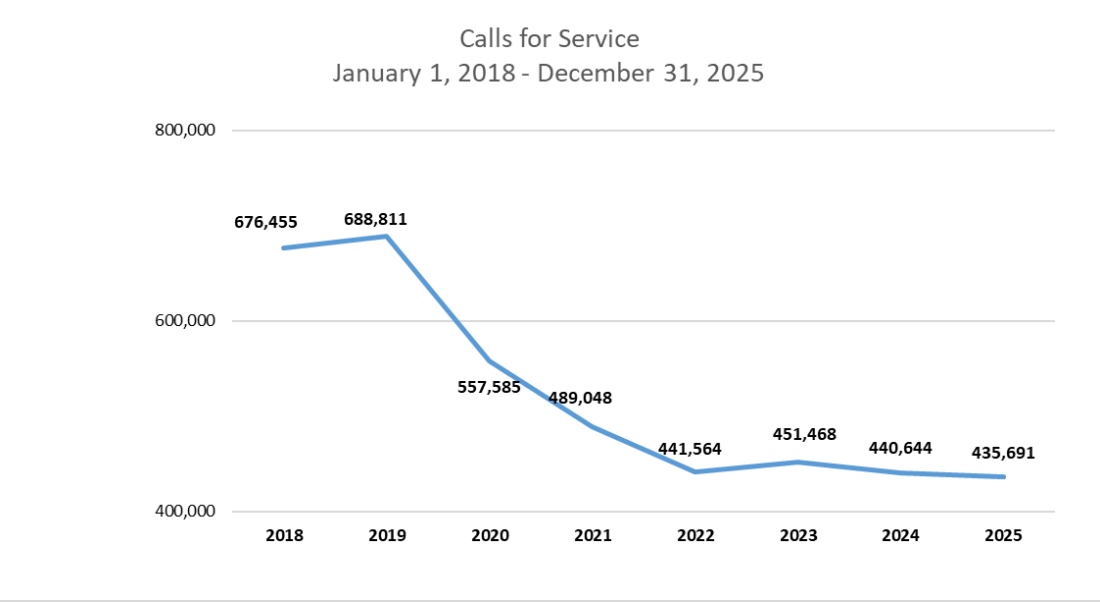
Confiscation of Weapons: Pursuant to Penal Code § 18250 and Department policy, officers are mandated to confiscate any firearms or other deadly weapons discovered at the scene of a domestic violence incident. The weapon is booked into the Department's Property Room as evidence. As federal and state laws prohibit individuals convicted of a domestic violence charge from owning or acquiring a weapon, the Property Room follows California DOJ protocols, including criminal records' checks, to determine if the individual is eligible for release of the weapon.

Presence of Children: SFPD Department General Order 6.09 also outlines the procedures to follow if children are present during a domestic violence incident. DGO 7.04, Children of Arrested Parents, provides guidance to minimize the negative impact and harmful stressors onchildren when a parent/guardian is arrested whether in their presence or not. This policy is considered a national model, highlighting law enforcement's responsibility to ensure a safe environment for children following a traumatic experience such as the arrest ofone's parent.

Calls for Service*

The Department responded to 114,092 total calls for service during Q3 2026.





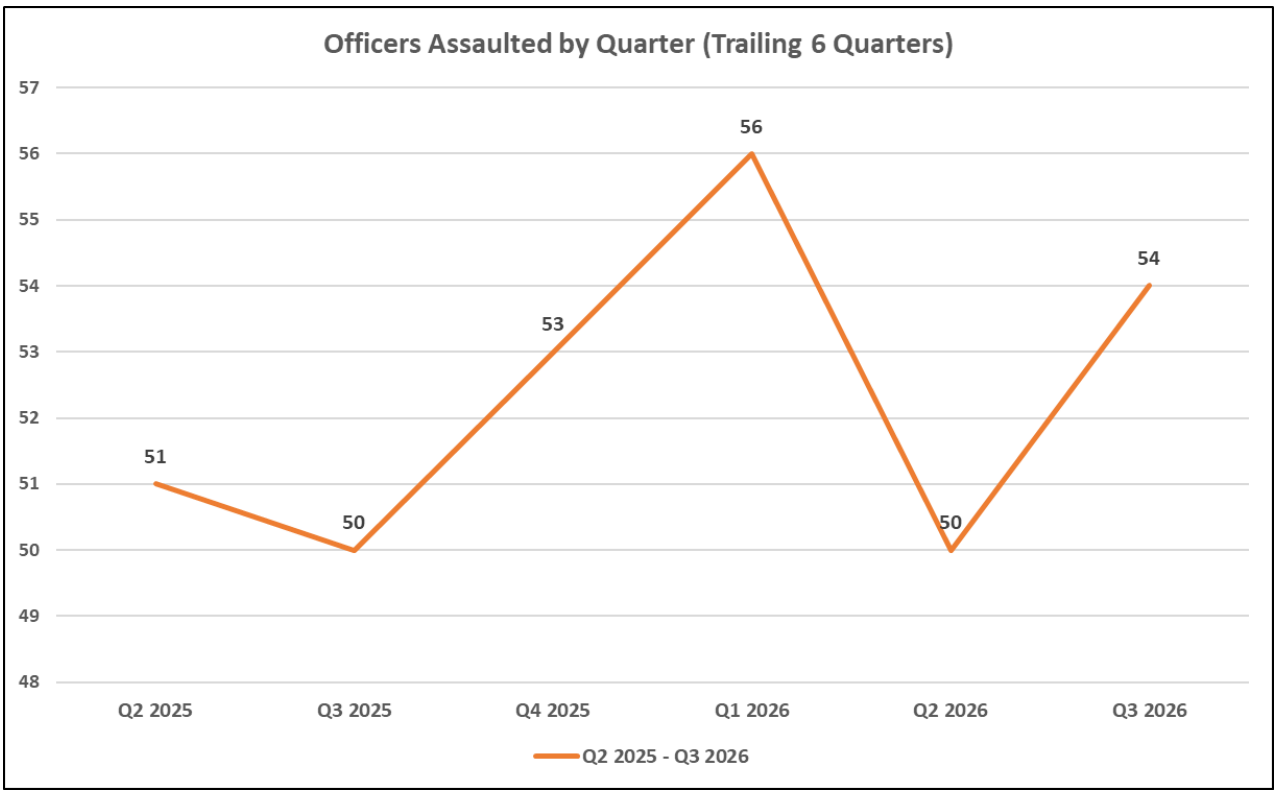
Data Source: San Francisco Police Department Computer Aided Dispatch (CAD). Calls for Service data represent calls to the Department of Emergency Management (DEM) via the 911 system and assigned to SFPD.

***Please note:** Calls for Service data underwent a methodology update to more accurately capture SFPD call volume. This methodology change is reflected beginning with the 2025 Q1 Quarterly Activity and Data Report. Call volume for prior years on the above chart has also been adjusted to the new methodology.

Officers Assaulted, Q3 2026

Officers Assaulted - Trailing 6 Quarters

In Quarter 3 of 2026, there were a total of 54 officers assaulted.



Glossary

AB 953	Assembly Bill 953, also known as the Racial and Identity Profiling Act (RIPA) of 2015; requires CA law enforcement agencies to collect and report demographic data to the California Department of Justice
ACS	American Community Survey
Benchmark	Benchmark Stop Data System, the tool used to collect stops and search data in compliance with AB953 beginning June 28, 2023, 1200hrs.
CDW	Crime Data Warehouse
City	City and County of San Francisco
Department	San Francisco Police Department
DGO	Department General Order
DHR	San Francisco Department of Human Resources
DHS	U.S. Department of Homeland Security
DOJ	U.S. Department of Justice
DPA	Department of Police Accountability
EEO	Equal Employment Opportunity
PRCS	Post Release Community Supervision; used to classify probation and parole searches.
RIPA Board	California's Racial and Identity Profiling Advisory Board; produces an annual report on the past and status of racial identity profiling and provides recommendations to law enforcement agencies.
SDCS	Stop Data Collection System, the tool used to collect stops and search data in compliance with AB953 from 2018 through June 28, 2023, 1159hrs.
SFPD	San Francisco Police Department
TSA	Transportation Security Administration
UoF	Use of Force



Safety with Respect

Prepared by San Francisco Police Department

Crime Strategies Division
November 2026

Data Sources: San Francisco Police Department's Crime Data Warehouse, accessed via Business Intelligence Tools; San Francisco Police Department Early Intervention Systems Benchmark Data Analytics System; San Francisco Police Department Airport Bureau, San Francisco Police Department Human Resources; San Francisco Police Department Internal Affairs; San Francisco Department of Emergency Management; San Francisco Department of Police Accountability; California Department of Justice Stop Data Collection System

Q3 2026 Stops data was uploaded to DataSF on November 5, 2026
Q3 2026 Use of Force data was queried on October 8, 2026
Q3 2026 Victim Demographic data was queried on November 5, 2026