Table S1 Synthetic control weight vectors for each measure.

Synthetic controls were programmatically determined by maximizing the match on pre-intervention trends for each measure, producing weight vectors of between one and five (mean 3.0) other NC city police departments linearly combined to model post-intervention counterfactual trends.

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|   |   | **Cary** | **Charlotte** | **Durham** | **Greensboro** | **High Point** | **Raleigh** | **Wilmington** | **Winston-Salem** |
| **Traffic Stop Profile** |  |  |  |  |  |  |  |  |
|  | Total Safety Stops |  -  |  4  |  75  |  -  |  -  |  21  |  -  |  -  |
|  | % Safety Stops |  -  |  7  |  -  |  -  |  -  |  93  |  -  |  -  |
|  | % Regulatory & Equip. Stops |  -  |  17  |  -  |  -  |  -  |  65  |  -  |  18  |
|  | % Discretionary |  31  |  58  |  -  |  7  |  4  |  -  |  -  |  -  |
|  |  |  |  |  |  |  |  |  |  |
| **Measures of Traffic Stop Disparity** |  |  |  |  |  |  |  |  |
|  | % Black non-Hispanic Stops |  -  |  -  |  100  |  -  |  -  |  -  |  -  |  -  |
|  | Black non-Hispanic TSRR |  2  |  59  |  12  |  -  |  0  |  -  |  27  |  -  |
|  |  |  |  |  |  |  |  |  |  |
| **Motor Vehicle Crash Outcomes** |  |  |  |  |  |  |  |  |
|  | Crashes (all) |  40  |  -  |  -  |  -  |  -  |  13  |  -  |  46  |
|  | Crashes (w/ injuries) |  34  |  -  |  -  |  -  |  -  |  31  |  -  |  35  |
|  | Traffic Fatalities |  26  |  31  |  -  |  -  |  43  |  -  |  -  |  -  |
|  |  |  |  |  |  |  |  |  |  |
| **Crime Outcomes** |  |  |  |  |  |  |  |  |
|  | Violent Crimes |  29  |  -  |  -  |  -  |  -  |  3  |  -  |  67  |
|  | Violent Crime Rate (/1,000) |  14  |  49  |  -  |  -  |  -  |  11  |  -  |  26  |
|  | Index Crimes |  14  |  -  |  -  |  -  |  -  |  -  |  -  |  86  |
|   | Index Crime Rate (/1,000) |  -  |  15  |  -  |  -  |  -  |  -  |  17  |  68  |