NEW BRIGHTON
building tomorrow today

AGENDA
Public Safety Commission
December 14, 2020 6:30 p.m. Meeting
ELECTRONIC MEETING

This meeting will be conducted electronically under the authority of MN State Statutes 13D.021 since an in-person meeting is not possible due to the COVID-19 Pandemic.

To watch the meeting, visit www.newbrightonmn.gov or tune into CTV Channel 8023 (CenturyLink) or Channel 16 (Comcast).

I.   **Call to Order**

II. **Roll Call**
  ☐ Chair Geoff Hollimon
  ☐ Vice Chair Karen Wagner
  ☐ Commissioner Robert Boyd
  ☐ Commissioner Amina Ghouse

  ☐ Commissioner Tanya Kessler
  ☐ Commissioner Stephanie Kitzhaber
  ☐ Commissioner Ache Wakai
  ☐ Commissioner Jack Winkels

III. **Approval of Agenda**

IV. **Approval of November 9, 2020 Minutes**

V.   **Presentations, Public Hearings, and Business Items**
  A. Traffic Stop Data Collection follow-up – Tony Paetznick, Director of Public Safety

VI. **Reports and Updates**
  A. Allina Health – Dave Matteson
  B. Public Safety Update – Tony Paetznick, Director of Public Safety
  C. City Council Update – Graeme Allen, Councilmember

VII. **Adjournment**

* A quorum of the City Council may be present.

I. Call to Order

The meeting was called to order at 6:30 p.m. by Chair Hollimon. Due to the COVID-19 pandemic this meeting was held virtually.

II. Roll Call:

Members Present: Commissioners Robert Boyd, Amina Ghouse, Geoff Hollimon, Tanya Kessler, Stephanie Kitzhaber, Karen Wagner, and Jack Winkels.

Members Absent: Commissioner Ache Wakai.

Also Present: Director Tony Paetznick and Dave Matteson (Allina Health).

III. Approval of Agenda

Motion by Kessler, seconded by Ghouse to approve the November 9, 2020 agenda as amended moving Item VI(A) Allina Health Reports and Updates after Approval of Minutes. A roll call vote was taken. Motion carried 7-0.

IV. Approval of Minutes

Motion by Kessler, seconded by Ghouse to approve the October 12, 2020 minutes as presented. A roll call vote was taken. Motion carried 7-0.

VI. Reports and Updates

A. Allina Health – Dave Matteson

Dave Mattson provided the Commission with an update on COVID-19. He explained there has been a surge of cases and 911 calls. He indicated there has been an issue with bed spaces in hospitals noting ICU beds were not available. He reported there has been a 25% increase in 911 call volume in the north metro. He discussed how this was impacting his EMS crews. He stated he has entered a surge planning process in order to prepare and plan the spike in COVID-19 cases. He reviewed the EMS call volume for New Brighton in October and discussed the average response times. He noted he currently has 42 EMS members on leave at this time which was causing an issue with staffing levels. He stated these were challenging times, but he was working through the issues. He described the cleaning process that was followed by EMS staff on a daily and weekly basis.

V. Presentations and Public Hearings

A. Use of Force Policy – Tony Paetznick, Public Safety Director

Director Paetznick reviewed the Public Safety Departments Use of Force Policy with the Commission. He commented on the Minnesota Police Accountability Act which banned chokeholds and other certain restraints, addressed use of force reporting, and addressed POST Board model policies. He reviewed Minnesota State Statute 626.8452 which addresses deadly force and firearms use noting police departments were required to amend their comprehensive use of force policy this summer. He described the items that had to be included in the amended use of force policy and noted this amended policy had to be approved by December 15, 2020. He discussed the changes that were made to the Lexipol Minnesota Use of Force Policy. He commented on the new policies surrounding duty to intercede and report. He reviewed the Public Safety Department's amended use of force policy in further detail with the Commission and asked for comments or questions.

Discussion included:
- The Commission requested further information regarding chokeholds, the different types of chokeholds, and the actions that were taken if an officer were to violate this policy.
- The Commission asked what the life cycle was for the use of force policy and if public comment would be taken. It was noted there was no public comment requirement. Staff encouraged the public to bring their comments or concerns regarding the amended use of force policy to Director Paetznick.
- The Commission recommended the amendments to the use of force policy be posted on the LISTEN website.
- The Commission thanked Director Paetznick for the detailed report on the department's use of force policy.

VI. Reports and Updates

B. Public Safety Update – Director Paetznick

Director Paetznick stated there was a winter storm watch in effect for Tuesday, November 10th. He encouraged residents to drive cautiously on the upcoming snow and ice. He reported the ice castle and snow sculpture would not be returning in the 2021 winter season. He thanked all New Brighton residents who attended the Halloween parade. He hoped this event would occur again in 2021. He stated his department would be holding Santa Cop again this year noting his officers were working with the Mounds View School District to identify families in need.

Director Paetznick proudly reported there were no incidents that occurred on Election Day in the City of New Brighton. He thanked Terri Spangrud and Sandra Daniloff for all of their efforts to make the recent election a tremendous success.

Director Paetznick discussed how the City has been impacted by COVID-19 and explained a surge in cases was occurring. He explained the schools were shifting to full time distance

learning. He encouraged residents to make responsible decisions when gathering for the holidays and to practice good hygiene.

The Commission encouraged the public to wear their masks correctly in order to protect the health of others. Director Paetznick stated he would work with his partners at the MDH to educate the public regarding proper mask use. Further discussion ensued regarding COVID testing sites and proper mask use.

C. **City Council Update – Graeme Allen, Councilmember**

Director Paetznick reported the City Council would be meeting next on Tuesday, November 10th at 6:30 p.m.

VII. **Adjournment**

Motion by Kessler, seconded by Ghouse to adjourn the meeting at 7:57 p.m. A roll call vote was taken. Motion carried 7-0.

Respectfully submitted,

Tony Paetznick
Director of Public Safety

NEW BRIGHTON DEPARTMENT OF PUBLIC SAFETY

Memorandum

To: Public Safety Commissioners

From: Tony Paetznick, Director of Public Safety

Subject: Traffic Stop Data Collection Review

Date: December 8, 2020

Returning to the topic of traffic stop data collection that has annually been reviewed by the Commission since such information was first made available from 2017, we will resume discussions on December 14th that were initiated at our September 14, 2020 meeting.

This process continues as part of the agency's commitment to the community in listening to concerns from residents about local law enforcement and leading organizational responses to the issues raised especially during the summertime months regarding police reform. As you know, the Public Safety Commission was asked specifically to review the traffic stop data collection performed by the New Brighton Department of Public Safety.

In order to further facilitate this dialog for Commissioners and consistent with our department mission to educate New Brighton, please find attached to this cover memo example reports from other Ramsey County municipalities on their respective approaches to reporting on this collected traffic stop data. These include:

- Saint Paul Police Traffic Stops by Police Grid January 1 – December 31, 2019 map
- Roseville Police Department 2019 Traffic Enforcement Report
- Maplewood Police Department 2019 Community Information Report (traffic stops specifically on pages 19-23)

The aforementioned documents are offered to foster further discussion on any additional ways that the City of New Brighton could report its similarly collected traffic stop data.

Like our Use of Force policy review, additional items for consideration related to traffic stops can also be found on the City's LISTEN web page dedicated to openness and transparency of policing in New Brighton. Commissioners are encouraged to reference and review https://www.newbrightonmn.gov/listen as well in preparation for these discussions.

Traffic Stops by Police Grid
January 1 - December 31, 2019

Legend
2019 Traffic Stops

Count

- 0 - 12
- 13 - 31
- 32 - 54
- 55 - 72
- 73 - 102
- 103 - 142
- 143 - 186
- 187 - 261
- 262 - 396
- 397 - 678

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community.
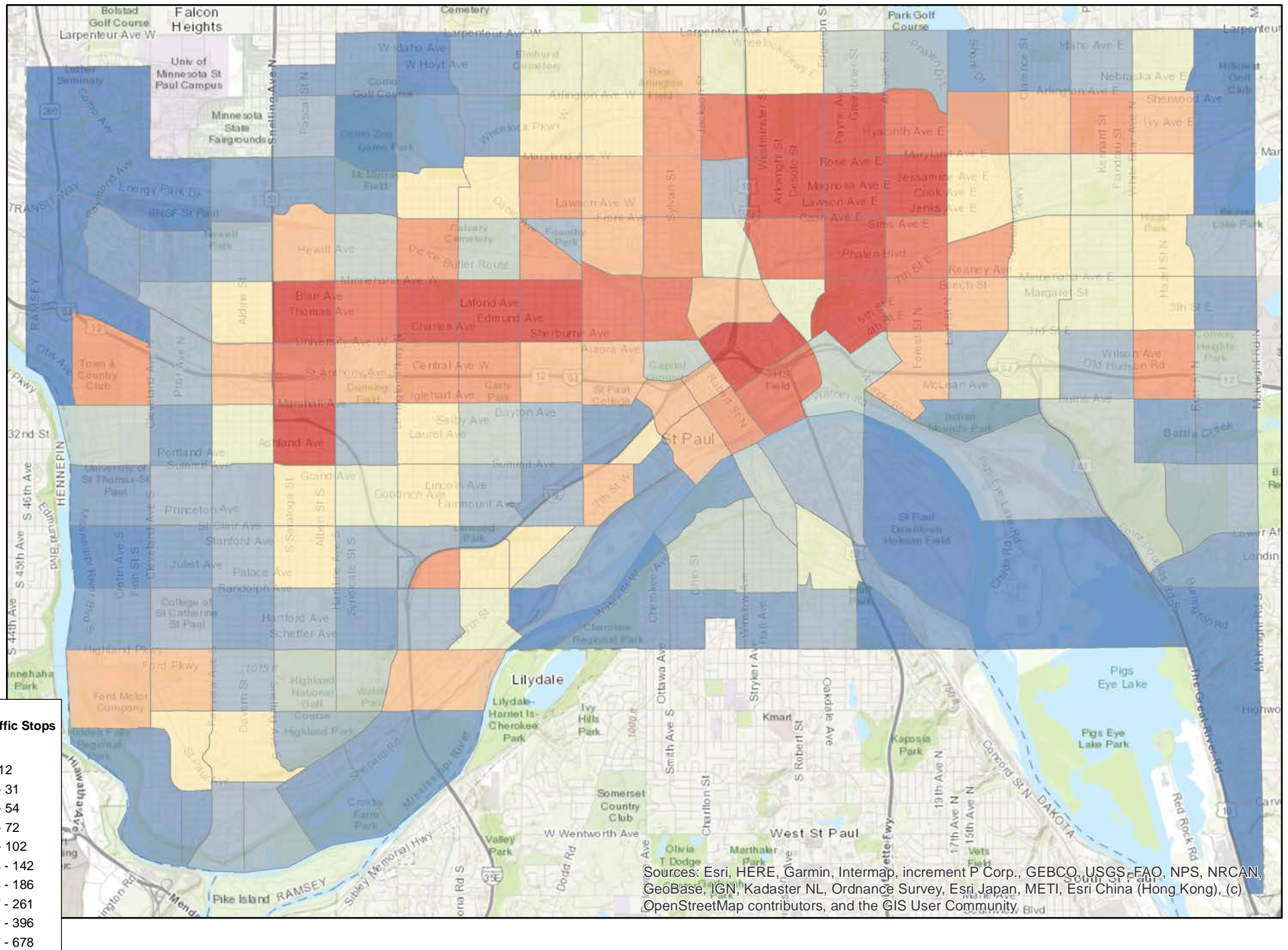
2019 Traffic Enforcement Report

ROSEVILLE POLICE DEPARTMENT

TABLE OF CONTENTS

ROSEVILLE POLICE DEPARTMENT
2019 Traffic Enforcement Report

Publication Date: February 07, 2020

INTRODUCTION

QUICK FACTS AND FINDINGS

In 2019, Roseville Police officers made 4,123 traffic stops. Below are some of the key findings of this report:

- In 2019, officers conducted 23.3% fewer stops than they did in 2018.
- 77.8% of the traffic stops initiated were due to a moving violation (e.g. excessive speed, semaphore violation, distracted driving). Vehicle violations made up 17.0% of the overall traffic stops.
- Most traffic stops (83.6%) resulted in a warning for the driver.
- During traffic stops, a person was searched in 4.1% of the stops. A vehicle was searched in 3.3% of traffic stops.
- White drivers were searched during 3.1% of stops. Black drivers were searched during 7.4% of stops.
- Male drivers were stopped at a rate of 58.7% and females at a rate of 41.3%. Male drivers were cited in 18.7% of the stops and females were cited in 13.2% of the traffic stops. Males were searched at a higher rate than females (5.7% to 2.9%, respectively).
- 59.1% of the drivers stopped were White, 24.2% of drivers were Black, 7.0% of drivers were Asian, and 5.9% of the drivers were Latino.

BACKGROUND

On January 9, 2017, all Ramsey County agencies that contract dispatch services with Ramsey County Emergency Communication Center began voluntarily collecting data on every traffic stop. The goals of the countywide initiative are to increase transparency and provide more context to the limited data that were previously captured. Prior to 2017, the Roseville Police Department (RPD) only had access to data from traffic stops that resulted in a citation.

Minnesota does not require police officers to collect traffic stop data. Prior to 2017, minimal data were collected on most traffic stops across the state. The initiative's goal is to collect traffic data on every traffic stop and thereby, increase consistency in statistical analysis across agencies throughout Ramsey County.

Starting in January 2017, Roseville officers began to record the following data on every traffic stop:

- The reason for the traffic stop
- Perceived race of the driver
- Sex of the driver
- Whether the driver was searched
- Whether the vehicle was searched
- If the driver was warned or cited

As part of the data collection initiative, Roseville Police Department agreed to publish the data annually. This report summarizes various characteristics of the traffic stops Roseville officers conducted in 2019. For reports from other years, please visit the Transparency & Data Sharing page of the Roseville Police Department website.

CITY DEMOGRAPHICS

The most recent census of Roseville was conducted in 2010. The 2010 census showed the City of Roseville had a population of 33,660, with 20.7% of the population being persons of color.[1] Since 2000, the City of Roseville has

---

[1] United States Census Bureau https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml

Service ♦ Integrity ♦ Respect ♦ Innovation

undergone a number of noteworthy changes that have affected the demographics of the city. The current Roseville population is estimated to be 35,878 (74.2% White and 25.8% persons of color). It is estimated that approximately 36,000 people travel into the city daily to work.[2] More details on Roseville's demographics can be found on the City of Roseville's Economic Development web-page.

According to the Roseville Area Schools[3] 2019 Demographic Report, White students constituted 42% of the enrollment and 58% identified as persons of color. Asian students accounted for 19% of the total student body, Black students for 17%, and Hispanic students for 15%.

OVERVIEW

In 2019, Roseville officers conducted 4,123 traffic stops. For each stop, the location, date, and time of the stop are automatically recorded by the computer aided dispatch (CAD) system. Officers are responsible for recording the reason for the stop, the sex of the driver, the officer's perception of the driver's race, whether the person and/or vehicle was searched, and the final outcome of the stop (i.e. warning or citation issued). Officers record that data when clearing the call either by the in-car computer or over the radio to dispatch.

Regardless of the method of entry, the data is sent to and stored by Ramsey County. All departments reporting data have access to a portal where data can be queried and exported. After exporting the 2019 data, the few incident fields missing information were resolved by RPD personnel by cross referencing the unique CAD case identifiers with reports stored in a departmental records management system (RMS).

TYPE OF TRAFFIC STOP INITIATED

Upon clearing a traffic stop, officers are required to document the initial reason for the stop. When a traffic stop falls into multiple categories, officers document the initial reason they initiated a traffic stop. The four categories are:

1. Moving Violation (e.g. speeding, running a red light, distracted driving, reckless driving)
2. Vehicle Violation (e.g. revoked license plate, expired tabs, burned out lights)
3. Investigate (e.g. warrants, investigative alert or attempt to locate on a specific vehicle, vehicle or occupants match suspect description, suspicious vehicle).
4. Citizen Complaint (e.g. citizen calls in a reckless driver)

In 2019, moving violations comprised 77.8% of stops, 17.0% of stops were for vehicle violations, and 5.1% of stops were for investigative reasons. There was only one stop resulting from a citizen complaint. (All tables used to create figures can be found in the Appendix, if not already included in the main document.)

Reason Traffic Stop was Initiated, 2019
n=4123

- 9-1-1 / Citizen, 1, 0%
- Investigative, 209, 5%
- Vehicle Violation, 702, 17%
- Moving Violation, 3211, 78%
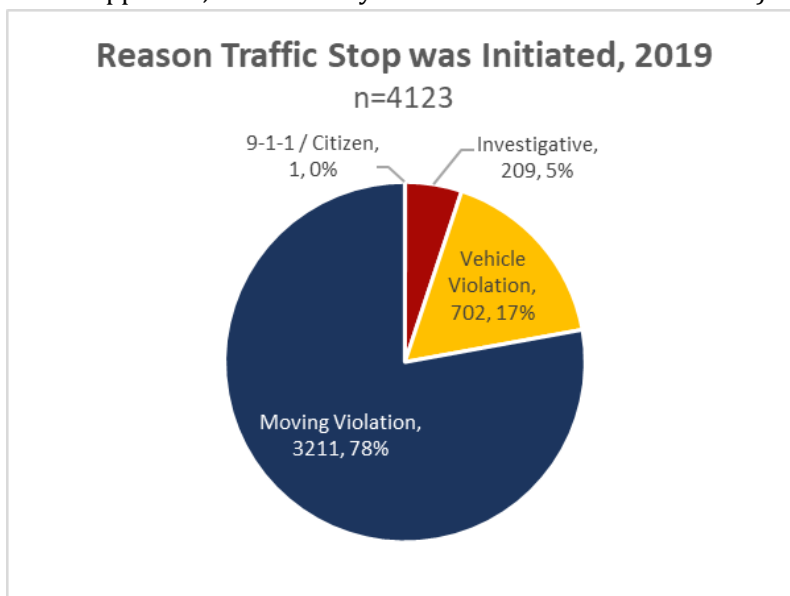
Figure 1 - Reason Stop was Initiated

---

[2] Source: ESRI, 2019-08-30 http://www.growroseville.com/roseville/site-selectors/community-profile/
[3] Roseville Area Schools District Boundaries extend into portions of other cities, including Maplewood, Little Canada, Shoreview, and St. Paul.

SEARCHES OF VEHICLES AND PERSONS

Officers conduct searches in strict observance of the constitutional rights of persons being searched. All searches must comply with relevant federal and state laws governing the seizure of persons and property. Generally, officers can legally search a vehicle or person without a warrant only for the following reasons:

- Contraband in plain view
- Medical emergency/life-saving needs
- When probable cause is established to believe there is evidence of a crime on a person or inside a vehicle
- As part of a protective sweep for weapons (must have reasonable suspicion based on specific facts that there may be a weapon inside the vehicle or on the person)
- A search incident to arrest
- To conduct an inventory of the vehicle or person
- With the consent of the individual—or in the case of a vehicle, the driver and/or registered owner—when there is reasonable suspicion of criminal activity beyond the traffic violation

An officer may also conduct a "Terry Search" of a stopped person if the officer reasonably believes, based on specific and articulable facts, that the person may be armed and dangerous. A Terry Search is limited to a pat down of the person's outer clothing for weapons.

In 2019, Roseville officers searched vehicles during 135 traffic stops (3.3%) and searched persons in 170 incidents (4.1%).
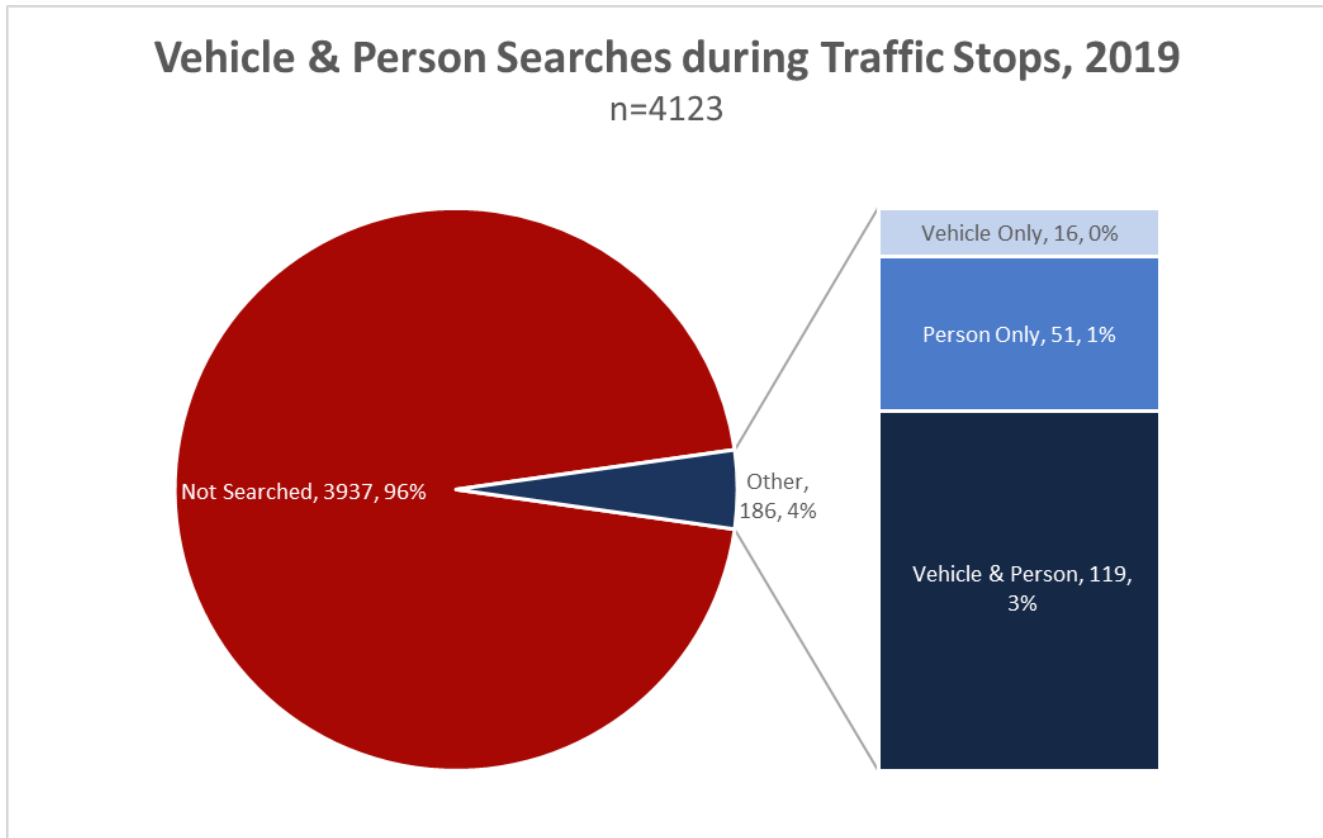
Figure 2 - Vehicle & Person Searches during Traffic Stops

RESULT OF THE STOP

Per Roseville Police Department policy and Minnesota state statutes (Minn. Stat. § 169.985; Minn. Stat. § 299D.08), there are no ticket quotas for officers to meet and the number of citations issued by any officer is not used when evaluating officer performance. There are also no mandatory procedures requiring officers to issue tickets under certain circumstances; whether a traffic stop results in a citation or a warning—either written or verbal—is wholly at the discretion of the officer conducting the stop. It is the policy of the department that officers take appropriate enforcement action in a fair and impartial manner.

For tracking purposes, all traffic stops ended with a disposition of either "Warning" or "Citation." Warnings are issued either verbally or in writing at the time of the stop. Most citations are written and issued to the subject at the time of the stop; however, some are issued via Formal Complaint after the fact. For example, if a person is detained on suspicion of driving under the influence and a blood or urine sample is collected, the individual would be booked, released, and then charged via Formal Complaint if the lab results come back positive. The data in this report include both immediate and delayed charges in the "Citation" disposition.

Most traffic stops (83.6%) resulted in a warning for the driver. The chart below shows the warning-citation ratio by stop type. Proportionally, the number of citations issued as a result of investigative stops was higher than the number issued as a result of either vehicle violations or moving violations.
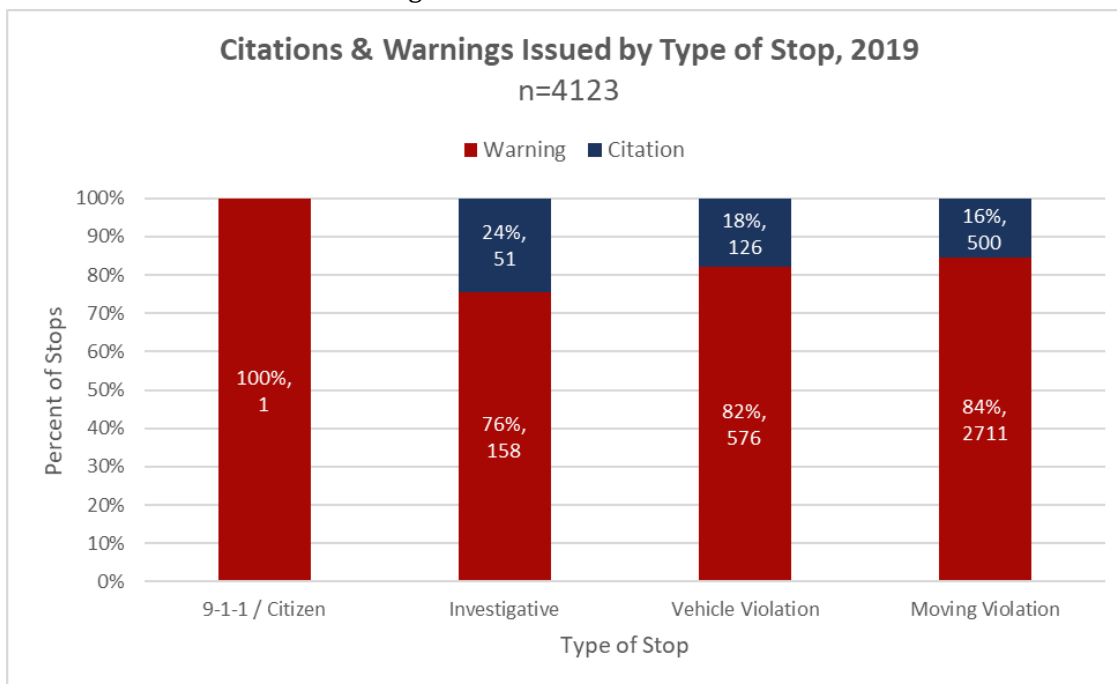
Figure 3 - Citations & Warnings Issued by Type of Stop

TRAFFIC STOPS BY SEX

Officers have only two options available to them to record the sex of the driver during a stop: male and female. In 2019, nearly three in five (58.7%) drivers stopped during traffic incidents were perceived to be male.
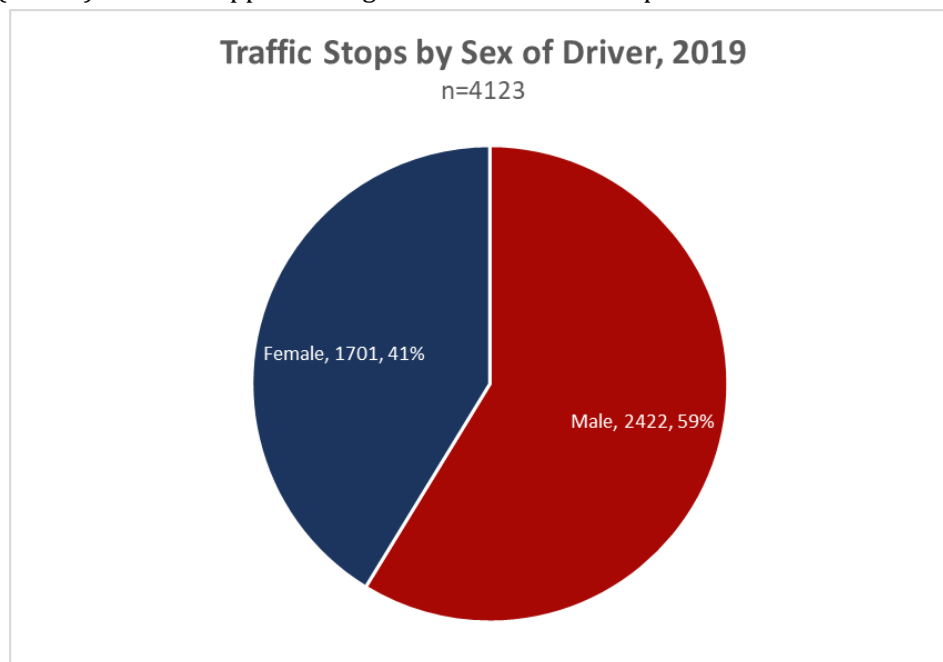
Figure 4 - Traffic Stops by Sex of Driver

Service ♦ Integrity ♦ Respect ♦ Innovation

TYPE OF TRAFFIC STOP INITIATED

When broken down by the reason for the stop, only for investigative stops did the proportion of males to females stopped vary from the overall ratio. Male drivers made up 72.2% of drivers stopped during investigative stops (as compared to 58.7% of all drivers stopped).
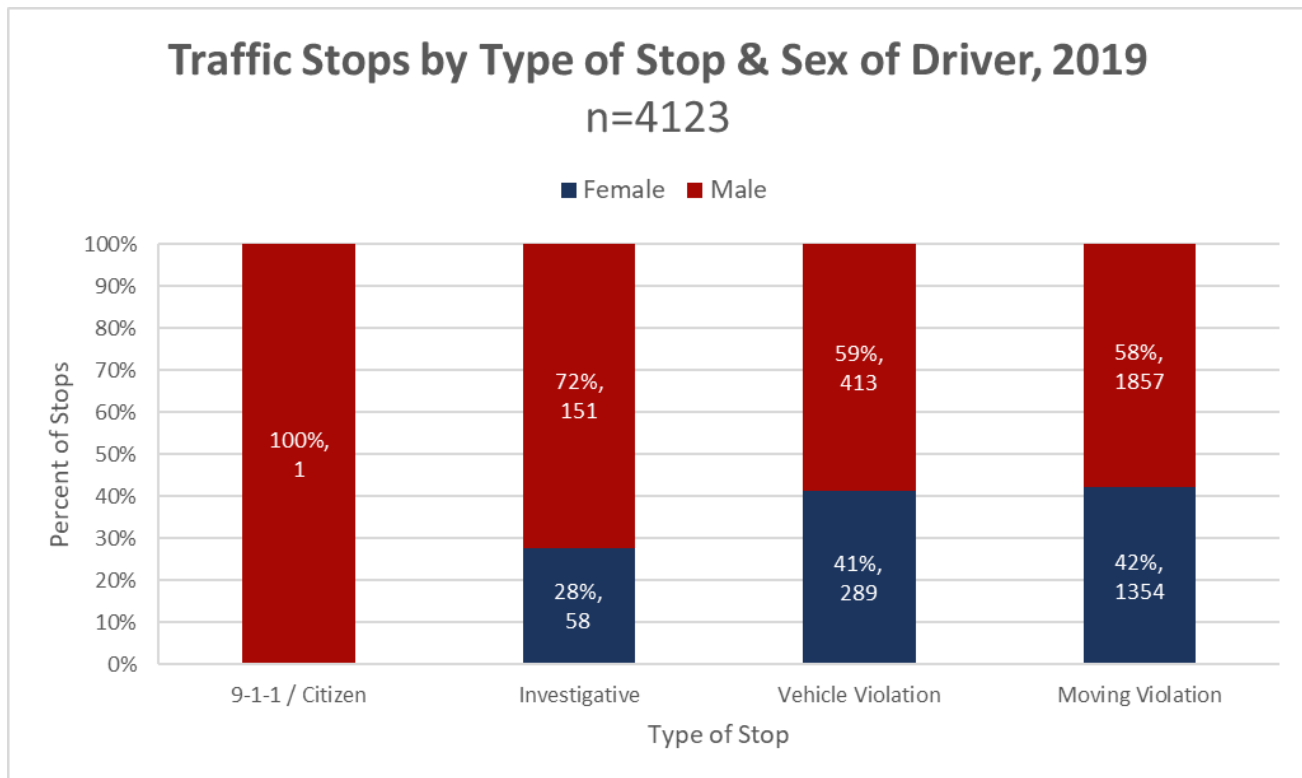
Figure 5 - Traffic Stops by Type of Stop & Sex of Driver

SEARCHES OF VEHICLES AND PERSONS

Males were searched at nearly double the rate of females during traffic stops. Males were searched in 5.7% of cases and females were searched in 2.9% of cases.
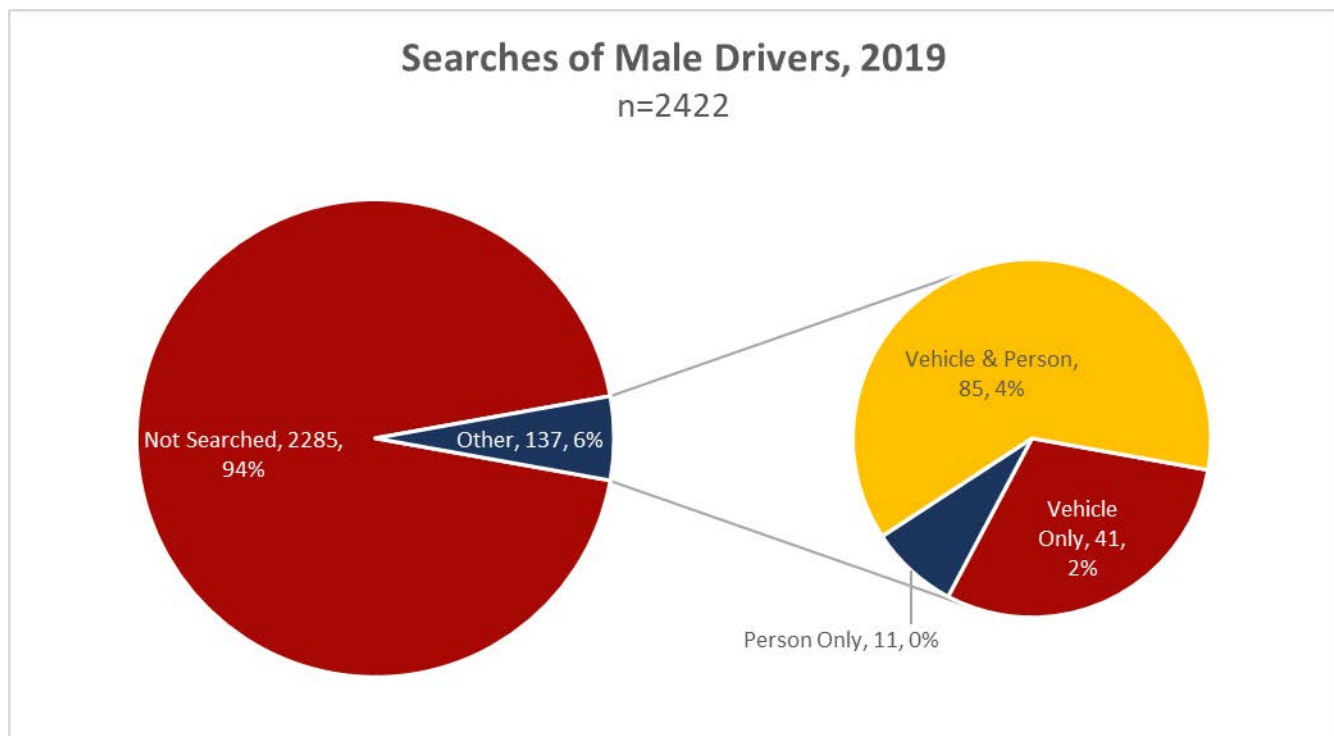
Figure 6 - Searches of Male Drivers

Figure 7 - Searches of Female Drivers

RESULT OF THE STOP

Male drivers were cited at a higher rate than female drivers: 18.7% and 13.2%, respectively. When broken down by stop type, female drivers were cited at a higher rate than males as a result of investigative stops (27.6% to 23.2%), but at a lower rate for vehicle violation stops (14.5% to 20.3%) and moving violation stops (12.3% to 17.9%).
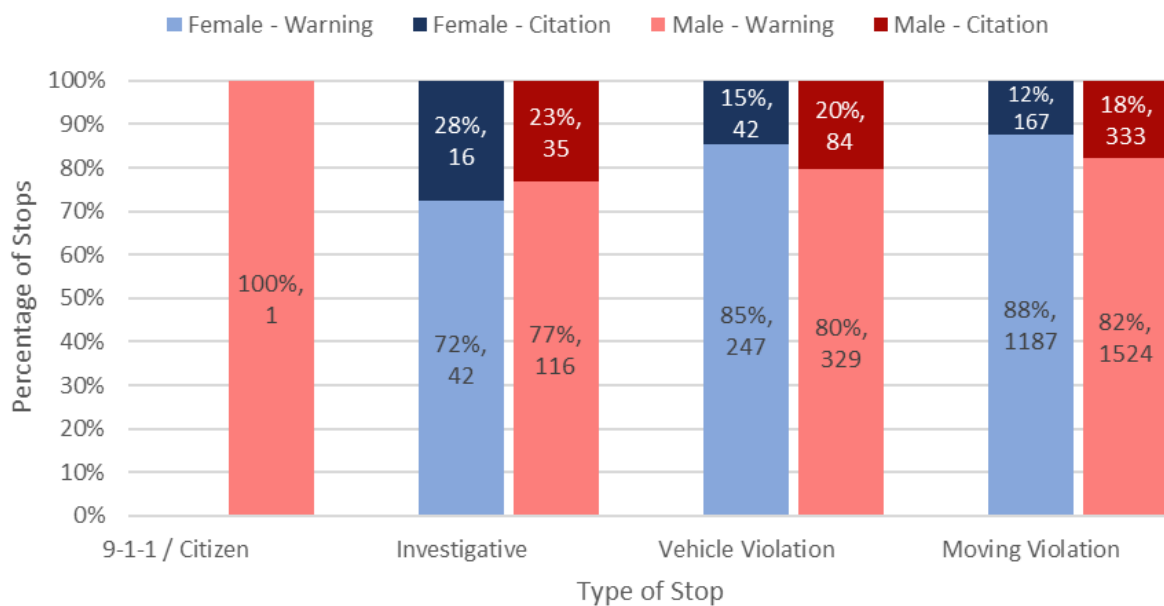
Figure 8 - Result of Stop by Type of Stop & Sex of Driver

Service ♦ Integrity ♦ Respect ♦ Innovation

Officers record the perceived race of the driver during traffic stops. Options are limited to White, Black, Latino, Asian, Native American, and Other. In 2019, 59.1% of drivers stopped by officers were White whereas 40.9% were persons of color.
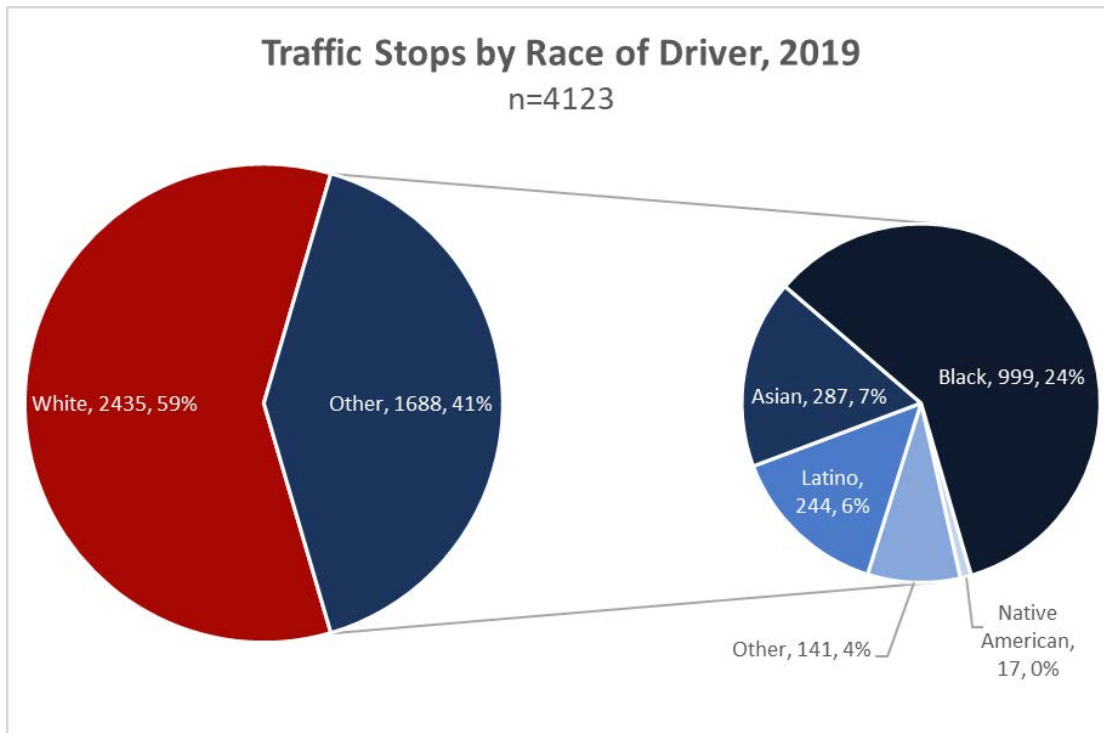
Figure 9 -Traffic Stops by Race of Driver

TYPE OF TRAFFIC STOP INITIATED

The chart and table below summarize traffic stop data by examining both the perceived race of the driver and the type of stop initiated. The single 9-1-1/Citizen Complaint initiated stop was a Latino driver and is not labeled on the chart.
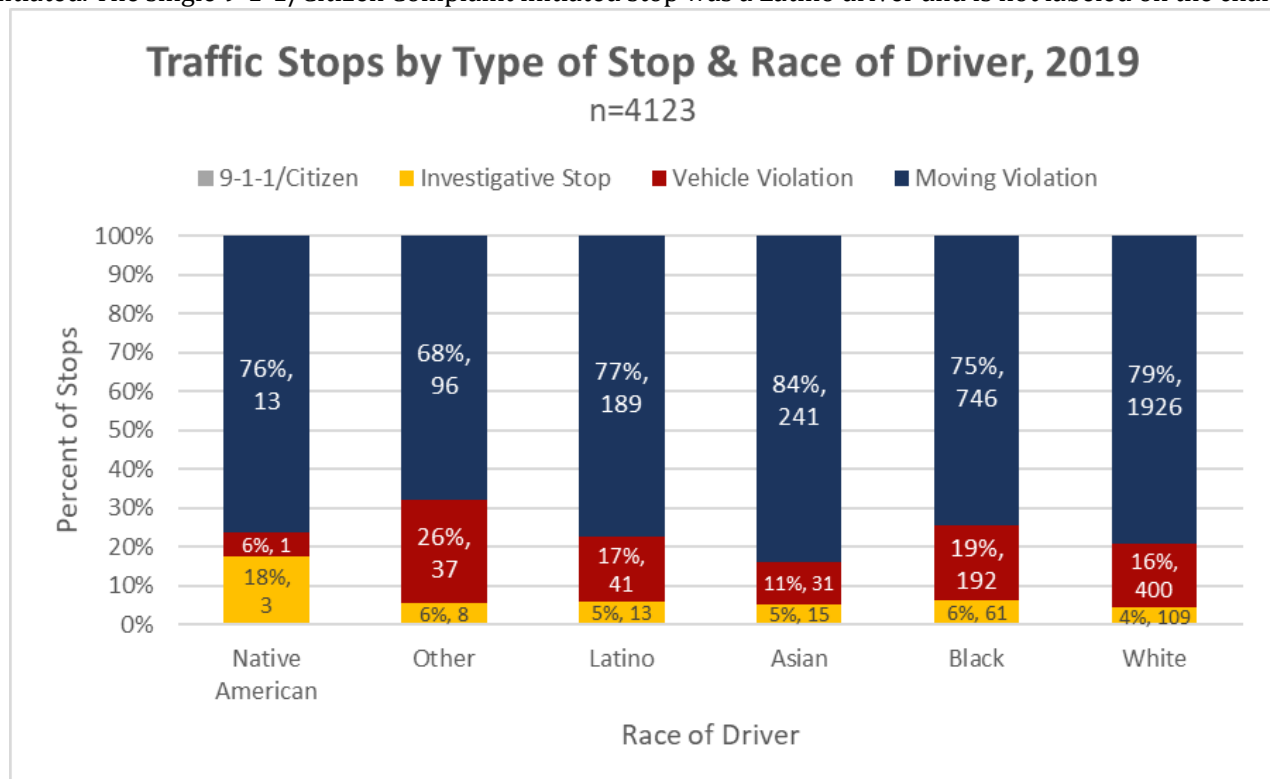
Figure 10 - Traffic Stops by Type of Stop & Race of Driver

Service ◆ Integrity ◆ Respect ◆ Innovation

Table 1 - Traffic Stops by Type of Stop & Race of Driver

	Native American		Other		Latino		Asian		Black		White		Grand Total
	Count	Group%	Count	Group%	Count	Group%	Count	Group%	Count	Group%	Count	Group%	
9-1-1 / Citizen	0	0.0%	0	0.0%	1	0.4%	0	0.0%	0	0.0%	0	0.0%	1
Investigative	3	17.6%	8	5.7%	13	5.3%	15	5.2%	61	6.1%	109	4.5%	209
Vehicle Violation	1	5.9%	37	26.2%	41	16.8%	31	10.8%	192	19.2%	400	16.4%	702
Moving Violation	13	76.5%	96	68.1%	189	77.5%	241	84.0%	746	74.7%	1926	79.1%	3211
Grand Total	17	100.0%	141	100.0%	244	100.0%	287	100.0%	999	100.0%	2435	100.0%	4123

SEARCHES OF VEHICLES AND PERSONS

Native American drivers were searched at the highest rate (23.5%) but also represented the smallest sample in the dataset (n=17). Asian drivers, White drivers, and drivers not fitting any other group were searched at the lowest rate (5.2%, 3.1%, and 1.4%, respectively). Latino drivers were searched during 6.6% of stops and Black drivers were searched during 7.4% of stops.
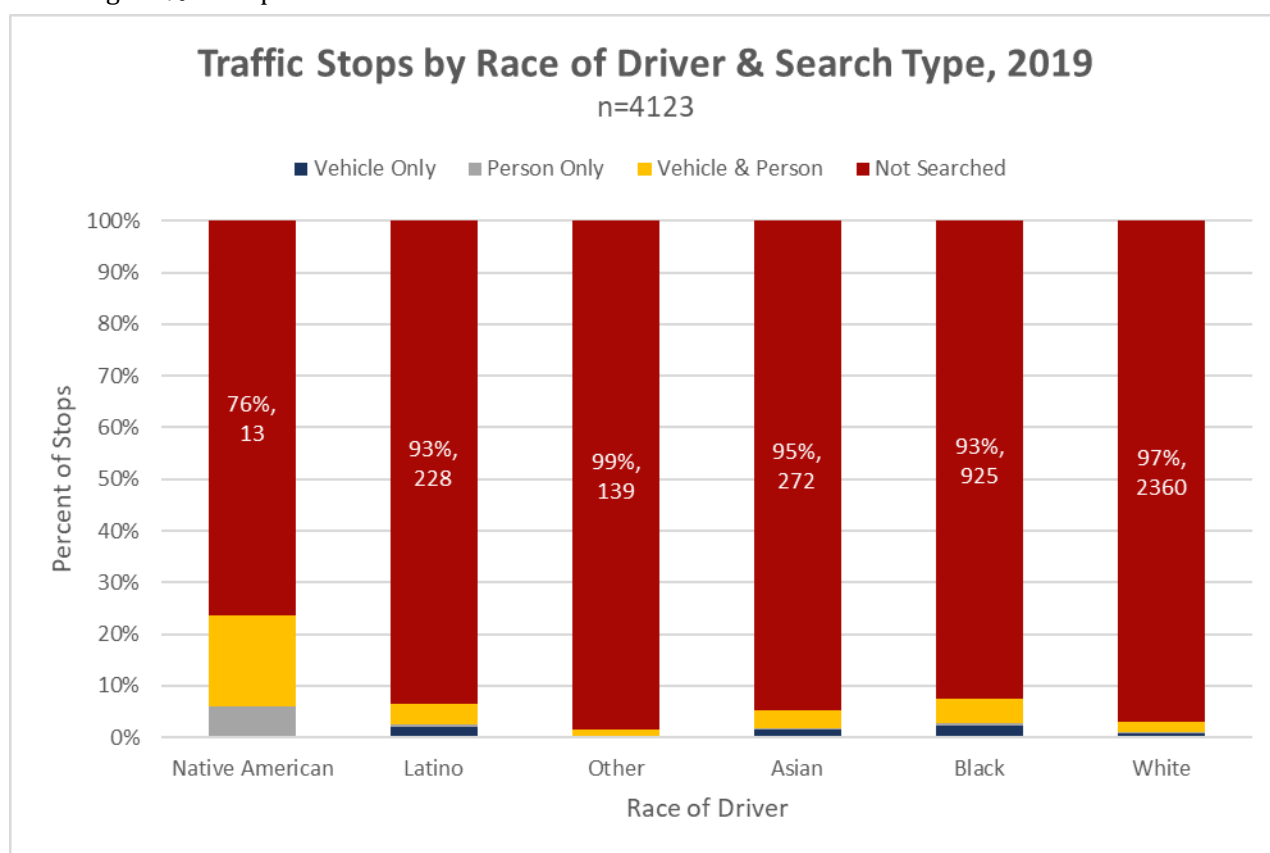
Figure 11 - Traffic Stops by Race of Driver & Search Type

The following chart and table display the same data as above, but add in another layer of analysis by further grouping searches by the reason a stop was initiated. The chart depicts the three levels of interest: Perceived race of the driver, type of stop initiated, and type of search conducted. With each layer, the data are broken down into more and more refined categories. Some data labels are excluded due to space constraints. The table on page 10 lists the same data displayed in the chart on page 9. Each frequency (i.e. the number of stops per search type per group) has been calculated as a percentage of the race grouping as well as a percentage of all 2019 traffic stops.

Figure 12 - Traffic Stops by Race of Driver, Type of Stop, & Search Type

Table 2 - Traffic Stops by Race of Driver, Type of Stop, & Search Type

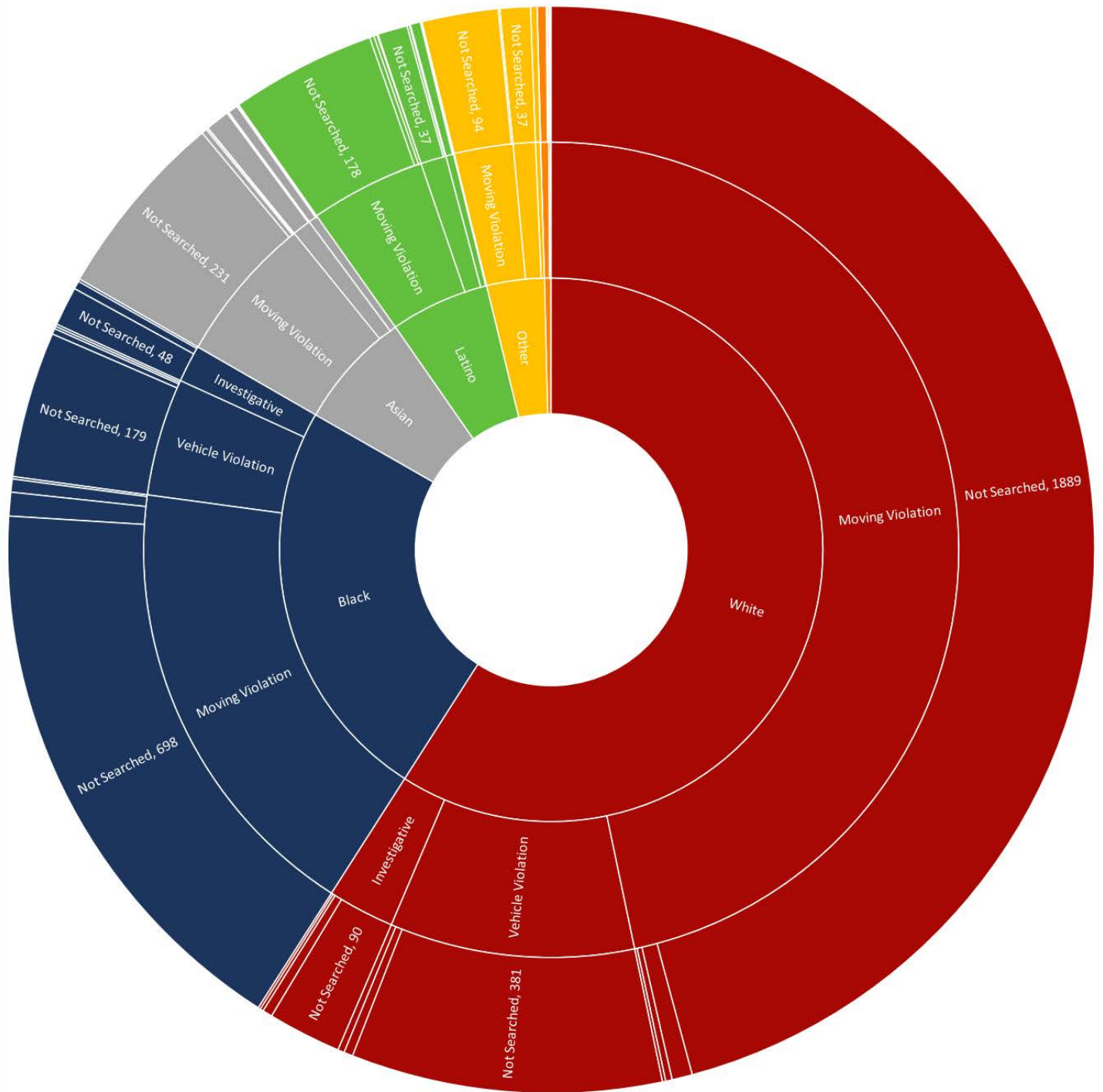| Race	Stop Type	Search	Count	%Group	%Total	Race	Stop Type	Search	Count	%Group	%Total
Asian	Investigative	Person Only	0	0.00%	0.00%	Native American	Investigative	Person Only	0	0.00%	0.00%
Asian	Investigative	Vehicle Only	1	0.35%	0.02%	Native American	Investigative	Vehicle Only	0	0.00%	0.00%
Asian	Investigative	Person & Vehicle	2	0.70%	0.05%	Native American	Investigative	Person & Vehicle	2	11.76%	0.05%
Asian	Investigative	Not Searched	12	4.18%	0.29%	Native American	Investigative	Not Searched	1	5.88%	0.02%
Asian	Vehicle Violation	Person Only	0	0.00%	0.00%	Native American	Vehicle Violation	Person Only	0	0.00%	0.00%
Asian	Vehicle Violation	Vehicle Only	1	0.35%	0.02%	Native American	Vehicle Violation	Vehicle Only	0	0.00%	0.00%
Asian	Vehicle Violation	Person & Vehicle	1	0.35%	0.02%	Native American	Vehicle Violation	Person & Vehicle	0	0.00%	0.00%
Asian	Vehicle Violation	Not Searched	29	10.10%	0.70%	Native American	Vehicle Violation	Not Searched	1	5.88%	0.02%
Asian	Moving Violation	Person Only	1	0.35%	0.02%	Native American	Moving Violation	Person Only	0	0.00%	0.00%
Asian	Moving Violation	Vehicle Only	2	0.70%	0.05%	Native American	Moving Violation	Vehicle Only	1	5.88%	0.02%
Asian	Moving Violation	Person & Vehicle	7	2.44%	0.17%	Native American	Moving Violation	Person & Vehicle	1	5.88%	0.02%
Asian	Moving Violation	Not Searched	231	80.49%	5.60%	Native American	Moving Violation	Not Searched	11	64.71%	0.27%
Black	Investigative	Person Only	0	0.00%	0.00%	Other	Investigative	Person Only	0	0.00%	0.00%
Black	Investigative	Vehicle Only	3	0.30%	0.07%	Other	Investigative	Vehicle Only	0	0.00%	0.00%
Black	Investigative	Person & Vehicle	10	1.00%	0.24%	Other	Investigative	Person & Vehicle	0	0.00%	0.00%
Black	Investigative	Not Searched	48	4.80%	1.16%	Other	Investigative	Not Searched	8	5.67%	0.19%
Black	Vehicle Violation	Person Only	3	0.30%	0.07%	Other	Vehicle Violation	Person Only	0	0.00%	0.00%
Black	Vehicle Violation	Vehicle Only	3	0.30%	0.07%	Other	Vehicle Violation	Vehicle Only	0	0.00%	0.00%
Black	Vehicle Violation	Person & Vehicle	7	0.70%	0.17%	Other	Vehicle Violation	Person & Vehicle	0	0.00%	0.00%
Black	Vehicle Violation	Not Searched	179	17.92%	4.34%	Other	Vehicle Violation	Not Searched	37	26.24%	0.90%
Black	Moving Violation	Person Only	3	0.30%	0.07%	Other	Moving Violation	Person Only	0	0.00%	0.00%
Black	Moving Violation	Vehicle Only	16	1.60%	0.39%	Other	Moving Violation	Vehicle Only	0	0.00%	0.00%
Black	Moving Violation	Person & Vehicle	29	2.90%	0.70%	Other	Moving Violation	Person & Vehicle	2	1.42%	0.05%
Black	Moving Violation	Not Searched	698	69.87%	16.93%	Other	Moving Violation	Not Searched	94	66.67%	2.28%
White	Investigative	Person Only	3	0.12%	0.07%	Latino	9-1-1-/Citizen	Not Searched	1	0.41%	0.02%
White	Investigative	Vehicle Only	4	0.16%	0.10%	Latino	Investigative	Person Only	0	0.00%	0.00%
White	Investigative	Person & Vehicle	12	0.49%	0.29%	Latino	Investigative	Vehicle Only	0	0.00%	0.00%
White	Investigative	Not Searched	90	3.70%	2.18%	Latino	Investigative	Person & Vehicle	1	0.41%	0.02%
White	Vehicle Violation	Person Only	0	0.00%	0.00%	Latino	Investigative	Not Searched	12	4.92%	0.29%
White	Vehicle Violation	Vehicle Only	8	0.33%	0.19%	Latino	Vehicle Violation	Person Only	0	0.00%	0.00%
White	Vehicle Violation	Person & Vehicle	11	0.45%	0.27%	Latino	Vehicle Violation	Vehicle Only	1	0.41%	0.02%
White	Vehicle Violation	Not Searched	381	15.65%	9.24%	Latino	Vehicle Violation	Person & Vehicle	3	1.23%	0.07%
White	Moving Violation	Person Only	4	0.16%	0.10%	Latino	Vehicle Violation	Not Searched	37	15.16%	0.90%
White	Moving Violation	Vehicle Only	8	0.33%	0.19%	Latino	Moving Violation	Person Only	1	0.41%	0.02%
White	Moving Violation	Person & Vehicle	25	1.03%	0.61%	Latino	Moving Violation	Vehicle Only	4	1.64%	0.10%
White	Moving Violation	Not Searched	1889	77.58%	45.82%	Latino	Moving Violation	Person & Vehicle	6	2.46%	0.15%
						Latino	Moving Violation	Not Searched	178	72.95%	4.32%

Table 2 - Traffic Stops by Race of Driver, Type of Stop, & Search Type

RESULT OF THE STOP

White drivers were cited at the lowest rate (12.9%, n=2435), followed by Asian drivers (14.6%, n=287), Black drivers (22.4%, n=999), Latino drivers (22.5%, n=244), drivers not matching any other group (24.8%, n=141), and Native American drivers (35.3%, n=13).
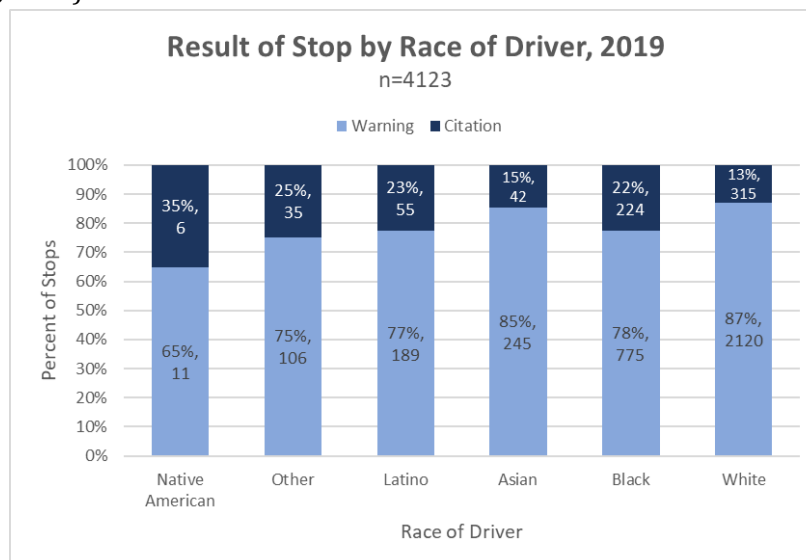
Figure 13 - Result of Stop by Race of Driver

Service ♦ Integrity ♦ Respect ♦ Innovation
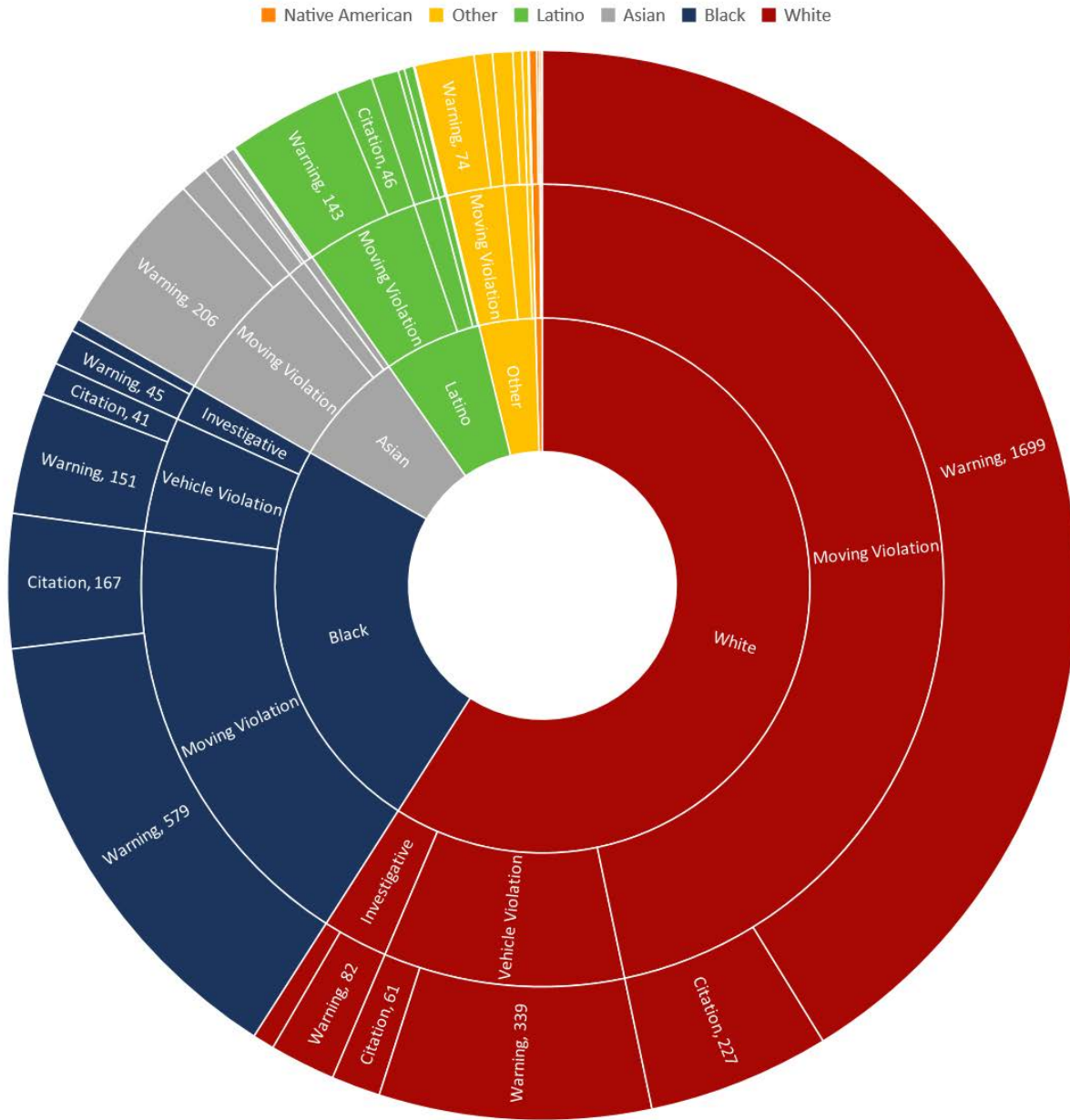
Figure 14 - Traffic Stops by Race of Driver, Type of Stop, & Result of Stop

Table 3 - Traffic Stops by Race of Driver, Type of Stop, & Result of Stop

Race	Stop Type	Result	Count	%Group	%Total
Traffic Stops by Race of Driver, Type of Stop, & Result: 2019					
Native American	Investigative	Citation	3	17.65%	0.07%
Native American	Investigative	Warning	0	0.00%	0.00%
Native American	Vehicle Violation	Citation	0	0.00%	0.00%
Native American	Vehicle Violation	Warning	1	5.88%	0.02%
Native American	Moving Violation	Citation	3	17.65%	0.07%
Native American	Moving Violation	Warning	10	58.82%	0.24%
Other	Investigative	Citation	1	0.71%	0.02%
Other	Investigative	Warning	7	4.96%	0.17%
Other	Vehicle Violation	Citation	12	8.51%	0.29%
Other	Vehicle Violation	Warning	25	17.73%	0.61%
Other	Moving Violation	Citation	22	15.60%	0.53%
Other	Moving Violation	Warning	74	52.48%	1.79%
Latino	9-1-1-/Citizen	Warning	1	0.41%	0.02%
Latino	Investigative	Citation	1	0.41%	0.02%
Latino	Investigative	Warning	12	4.92%	0.29%
Latino	Vehicle Violation	Citation	8	3.28%	0.19%
Latino	Vehicle Violation	Warning	33	13.52%	0.80%
Latino	Moving Violation	Citation	46	18.85%	1.12%
Latino	Moving Violation	Warning	143	58.61%	3.47%
Asian	Investigative	Citation	3	1.05%	0.07%
Asian	Investigative	Warning	12	4.18%	0.29%
Asian	Vehicle Violation	Citation	4	1.39%	0.10%
Asian	Vehicle Violation	Warning	27	9.41%	0.65%
Asian	Moving Violation	Citation	35	12.20%	0.85%
Asian	Moving Violation	Warning	206	71.78%	5.00%
Black	Investigative	Citation	16	1.60%	0.39%
Black	Investigative	Warning	45	4.50%	1.09%
Black	Vehicle Violation	Citation	41	4.10%	0.99%
Black	Vehicle Violation	Warning	151	15.12%	3.66%
Black	Moving Violation	Citation	167	16.72%	4.05%
Black	Moving Violation	Warning	579	57.96%	14.04%
White	Investigative	Citation	27	1.11%	0.65%
White	Investigative	Warning	82	3.37%	1.99%
White	Vehicle Violation	Citation	61	2.51%	1.48%
White	Vehicle Violation	Warning	339	13.92%	8.22%
White	Moving Violation	Citation	227	9.32%	5.51%
White	Moving Violation	Warning	1699	69.77%	41.21%

Service ♦ Integrity ♦ Respect ♦ Innovation

TRAFFIC STOPS BY TIME OF DAY

The table below displays the distribution of traffic stops throughout the course of a day across a week. The darker the shading of a cell, the more traffic stops were conducted on that day and time.

Table 4 - Traffic Stops by Time of Day & Day of the Week

Time of Day	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
12:00-12:59 AM	31	46	27	26	30	32	33	225
1:00-1:59 AM	30	26	25	18	20	20	36	175
2:00-2:59 AM	27	10	19	10	9	11	18	104
3:00-3:59 AM	11	8	6	10	5	10	8	58
4:00-4:59 AM	4	2	10	7	2	6	2	33
5:00-5:59 AM	3	1	1	0	0	1	1	7
6:00-6:59 AM	0	12	6	3	13	7	8	49
7:00-7:59 AM	11	34	15	32	36	28	12	168
8:00-8:59 AM	29	24	28	30	22	34	19	186
9:00-9:59 AM	30	27	33	23	32	31	26	202
10:00-10:59 AM	17	50	30	24	34	38	31	224
11:00-11:59 AM	38	40	35	16	23	17	28	197
12:00-12:59 PM	36	37	21	36	61	46	18	255
1:00-1:59 PM	38	29	24	38	42	44	31	246
2:00-2:59 PM	31	26	34	39	31	40	23	224
3:00-3:59 PM	33	31	28	37	19	36	23	207
4:00-4:59 PM	22	38	31	45	25	34	27	222
5:00-5:59 PM	22	12	17	24	18	16	13	122
6:00-6:59 PM	13	11	4	16	26	21	10	101
7:00-7:59 PM	16	30	15	19	46	29	19	174
8:00-8:59 PM	22	40	26	15	31	30	35	199
9:00-9:59 PM	22	31	32	27	52	30	30	224
10:00-10:59 PM	26	25	33	32	45	64	51	276
11:00-11:59 PM	22	27	19	31	60	48	38	245
Total	534	617	519	558	682	673	540	4123

The first map below displays the locations of traffic stops initiated by Roseville officers for moving violations in 2019. The higher the bar in a certain area, the greater the number of traffic stops conducted in that area. In some cases, the violation location may vary slightly from the location of the actual traffic stop. The second map shows the location of motor vehicle crashes in Roseville's jurisdiction during 2019. It does not include the crashes where State Patrol was the responding agency (i.e. Highway 280, I-35W, Highway 36).

Locations of Traffic Stops for Moving Violations, 2019
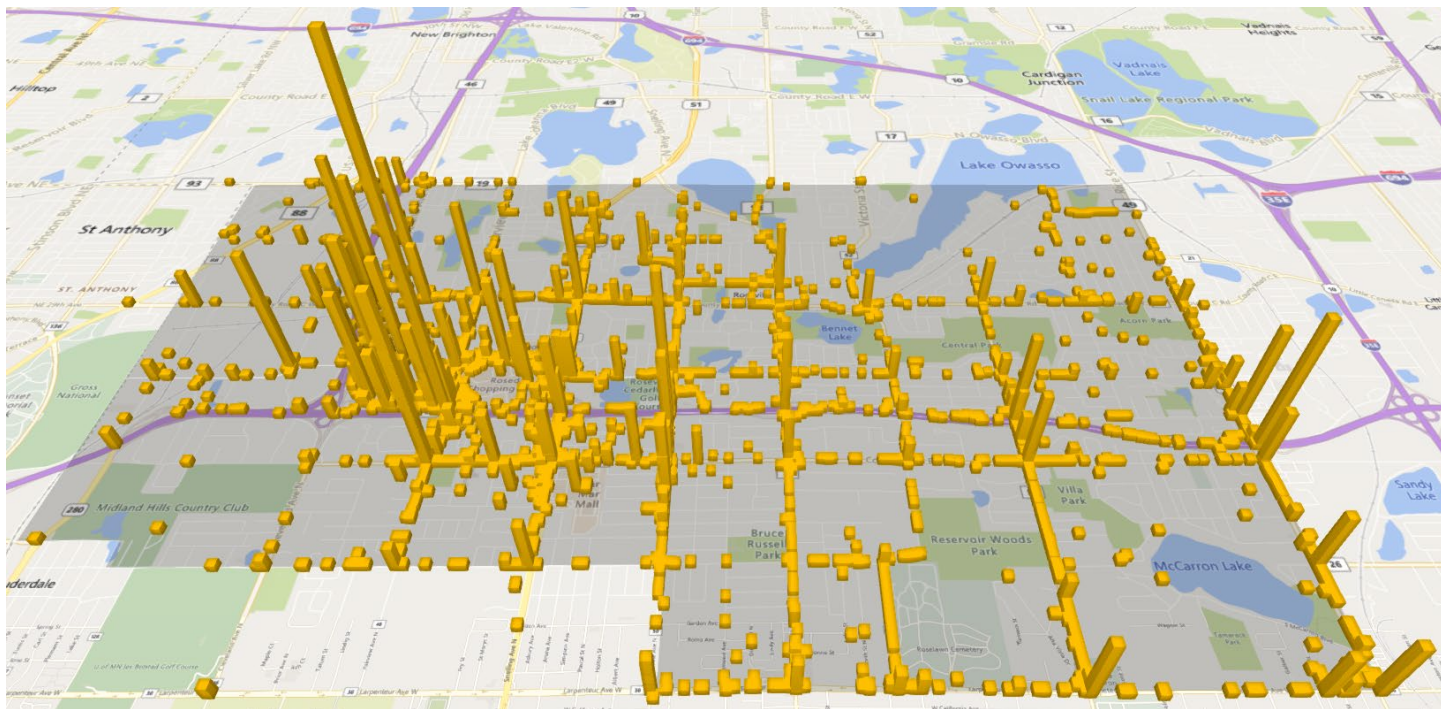
Locations of Motor Vehicle Crashes, 2019
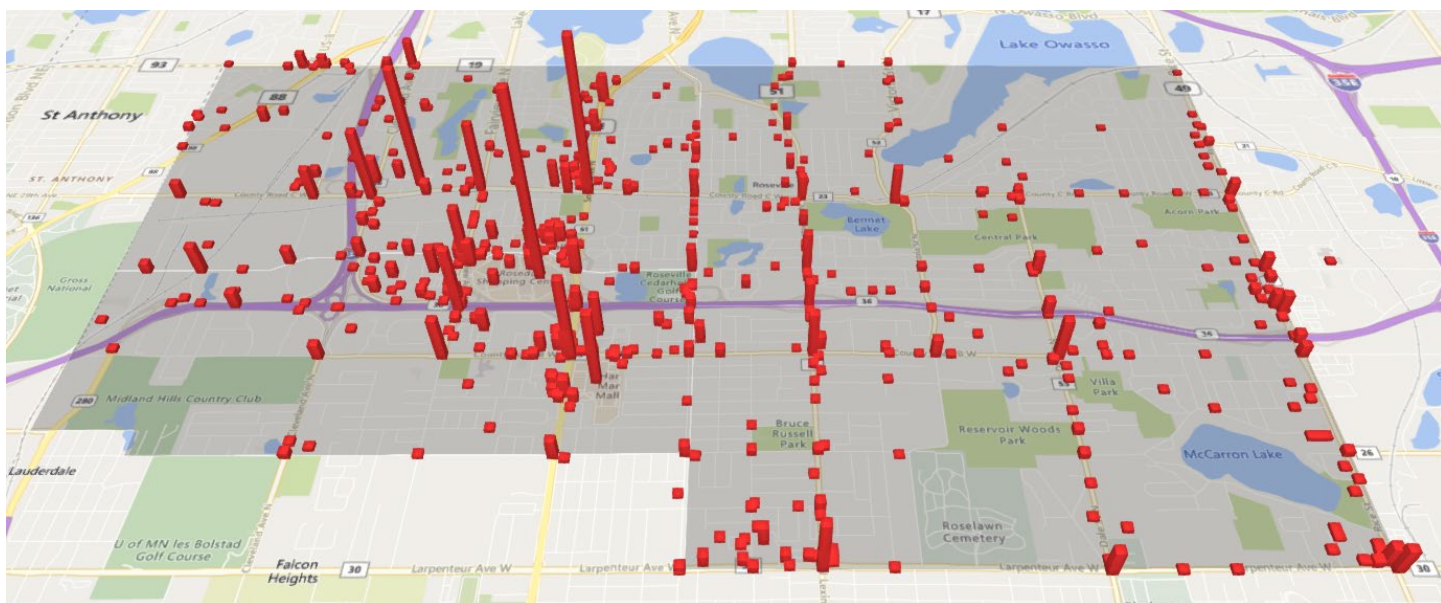
TRAFFIC PRIORITIES

Since 2017, one of the top priorities of the Roseville Police Department has been to ensure traffic enforcement activity focuses on reducing motor vehicle crashes. Department policy states that enforcement efforts should be directed towards violations that result in the greatest frequency in traffic collisions and towards the traffic related needs of the community. Throughout 2019, RPD conducted a number of traffic enforcement details focused on impaired and distracted driving, red light violations, school bus stop arm violations, speed violations, and pedestrian crosswalk violations. Moving violations that create a safety risk for other drivers, bicyclists, and pedestrians are the most frequently voiced concerns of residents.

Since 2017, three new boards have been utilized to remind motorists of their speed in an effort to improve safety in Roseville neighborhoods. The neighborhood speed board program continues to be utilized in problem areas.

In March of 2017, the Roseville Police Department teamed up with the Minneapolis based non-profit organization MicroGrants and their *"Lights On"* program, which gave officers the option of providing drivers with a voucher to get a headlight, taillight, or turn signal repaired for free. After hearing about the program, several Roseville auto repair and parts businesses came together to create a similar program supported by Roseville businesses. The ongoing program allows officers the option to help drivers ensure their vehicle is operating safely rather than citing them.

In 2020, the Roseville Police Department's traffic enforcement efforts will continue to focus on reducing crashes, especially those caused by distracted driving, excessive speeding, and impaired driving. We will continue our collaboration with the Ramsey County Traffic Safety Initiative, which is a grant funded initiative to improve safety on Minnesota's roadways.

LOOKING FORWARD

The Roseville Police Department has been committed to raising awareness about implicit bias in an on-going effort to provide fair and impartial service to the community. It is department policy to provide unbiased policing and enforce laws in an equitable manner—Impartial Policing Policy (Policy 106) specifically states that investigative detentions, pedestrian and vehicle stops, arrests, searches, and property seizures must be based on reasonable suspicion or probable cause and not the race or ethnicity of an individual.

One way the Roseville Police Department strives to provide unbiased policing is through ongoing implicit bias training for all department staff. In 2017, the Minnesota legislature passed statute 626.8469 which requires law enforcement agencies to provide in-service training in "recognizing and valuing community diversity and cultural differences to include implicit bias". Starting in 2018, select department staff participated in the Government Alliance for Racial Equity (GARE) program. The following year, all city staff attended racial equity training based on the GARE model. In 2019, all Roseville officers attended the Anti-Defamation League's Managing Implicit Bias for Law Enforcement training. Implicit bias and diversity training will continue on a regular basis for all police department staff.

Traffic stop data continues to be helpful in having informed conversations with the Roseville community about racial disparities in the criminal justice system and providing a better understanding of how traffic laws are being enforced in Roseville and Ramsey County. The Roseville Police Department will continue to take a comprehensive look at the data annually to see what conclusions can be drawn from the information collected and use those conclusions to ensure we provide fair and impartial service to the community.

The Roseville Police Department welcomes feedback from citizens regarding the results of the traffic stop initiative, as well as any concerns or suggestions about how the police department can improve overall service to the community.

Note: Some percentages may not appear to add up to exactly 100.0% due to displayed rounding.

Reason Traffic Stop was Initiated

	2017		2018		2019	
	Count	%	Count	%	Count	%
9-1-1 / Citizen	0	0.00%	1	0.02%	1	0.02%
Investigative	156	6.34%	269	5.01%	209	5.07%
Vehicle Violation	265	10.78%	729	13.57%	702	17.03%
Moving Violation	2038	82.88%	4374	81.41%	3211	77.88%
Grand Total	**2459**	**100.00%**	**5373**	**100.00%**	**4123**	**100.00%**

Vehicle & Person Searches during Traffic Stops

	2017									
	Vehicle Only		Person Only		Vehicle & Person		Not Searched		Total	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
9-1-1 / Citizen	0	0.00%	0	0.00%	0	0.00%	0	0.00%	**0**	**0.00%**
Investigative	4	0.16%	3	0.12%	12	0.49%	137	5.57%	**156**	**6.34%**
Vehicle Violation	1	0.04%	0	0.00%	7	0.28%	257	10.45%	**265**	**10.78%**
Moving Violation	10	0.41%	3	0.12%	29	1.18%	1996	81.17%	**2038**	**82.88%**
Grand Total	**15**	**0.61%**	**6**	**0.24%**	**48**	**1.95%**	**2390**	**97.19%**	**2459**	**100.00%**

	2018									
	Vehicle Only		Person Only		Vehicle & Person		Not Searched		Total	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
9-1-1 / Citizen	0	0.00%	0	0.00%	0	0.00%	1	0.02%	**1**	**0.02%**
Investigative	9	0.17%	3	0.06%	26	0.48%	231	4.30%	**269**	**5.01%**
Vehicle Violation	8	0.15%	2	0.04%	13	0.24%	706	13.14%	**729**	**13.57%**
Moving Violation	17	0.32%	10	0.19%	54	1.01%	4293	79.90%	**4374**	**81.41%**
Grand Total	**34**	**0.63%**	**15**	**0.28%**	**93**	**1.73%**	**5231**	**97.36%**	**5373**	**100.00%**

	2019									
	Vehicle Only		Person Only		Vehicle & Person		Not Searched		Total	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
9-1-1 / Citizen	0	0.00%	0	0.00%	0	0.00%	1	0.02%	**1**	**0.02%**
Investigative	3	0.07%	8	0.19%	27	0.65%	171	4.15%	**209**	**5.07%**
Vehicle Violation	3	0.07%	13	0.32%	22	0.53%	664	16.10%	**702**	**17.03%**
Moving Violation	10	0.24%	30	0.73%	70	1.70%	3101	75.21%	**3211**	**77.88%**
Grand Total	**16**	**0.39%**	**51**	**1.24%**	**119**	**2.89%**	**3937**	**95.49%**	**4123**	**100.00%**

Service ♦ Integrity ♦ Respect ♦ Innovation

Citations & Warnings Issued by Stop Type

	2017							
	Warning		**Citation**		**Unknown**		**Total**	
	Count	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**
9-1-1 / Citizen	0	0.00%	0	0.00%	0	0.00%	**0**	**0.00%**
Investigative	109	4.43%	42	1.71%	5	0.20%	**156**	**6.34%**
Vehicle Violation	212	8.62%	52	2.11%	1	0.04%	**265**	**10.78%**
Moving Violation	1623	66.00%	414	16.84%	1	0.04%	**2038**	**82.88%**
Grand Total	**1944**	**79.06%**	**508**	**20.66%**	**7**	**0.28%**	**2459**	**100.00%**

	2018							
	Warning		**Citation**		**Unknown**		**Total**	
	Count	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**
9-1-1 / Citizen	1	0.02%	0	0.00%	0	0.00%	**1**	**0.02%**
Investigative	196	3.65%	73	1.36%	0	0.00%	**269**	**5.01%**
Vehicle Violation	636	11.84%	93	1.73%	0	0.00%	**729**	**13.57%**
Moving Violation	3757	69.92%	617	11.48%	0	0.00%	**4374**	**81.41%**
Grand Total	**4590**	**85.43%**	**783**	**14.57%**	**0**	**0.00%**	**5373**	**100.00%**

	2019							
	Warning		**Citation**		**Unknown**		**Total**	
	Count	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**
9-1-1 / Citizen	1	0.02%	0	0.00%	0	0.00%	**1**	**0.02%**
Investigative	158	3.83%	51	1.24%	0	0.00%	**209**	**5.07%**
Vehicle Violation	576	13.97%	126	3.06%	0	0.00%	**702**	**17.03%**
Moving Violation	2711	65.75%	500	12.13%	0	0.00%	**3211**	**77.88%**
Grand Total	**3446**	**83.58%**	**677**	**16.42%**	**0**	**0.00%**	**4123**	**100.00%**

Traffic Stops by Sex of Driver

	2017		2018		2019	
	Count	**%**	**Count**	**%**	**Count**	**%**
Male	1464	59.54%	3069	57.12%	2422	58.74%
Female	995	40.46%	2304	42.88%	1701	41.26%
Grand Total	**2459**	**100.00%**	**5373**	**100.00%**	**4123**	**100.00%**

Traffic Stops by Type of Stop & Sex of Driver

	2017					
	Female		**Male**		**Total**	
	Count	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**
9-1-1 / Citizen	0	0.00%	0	0.00%	**0**	**0.00%**
Investigative	56	2.28%	100	4.07%	**156**	**6.34%**
Vehicle Violation	106	4.31%	159	6.47%	**265**	**10.78%**
Moving Violation	833	33.88%	1205	49.00%	**2038**	**82.88%**
Grand Total	**995**	**40.46%**	**1464**	**59.54%**	**2459**	**100.00%**

	2018					
	Female		**Male**		**Total**	
	Count	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**
9-1-1 / Citizen	0	0.00%	1	0.02%	**1**	**0.02%**
Investigative	89	1.66%	180	3.35%	**269**	**5.01%**
Moving Violation	316	5.88%	413	7.69%	**729**	**13.57%**
Vehicle Violation	1899	35.34%	2475	46.06%	**4374**	**81.41%**
Grand Total	**2304**	**42.88%**	**3069**	**57.12%**	**5373**	**100.00%**

	2019					
	Female		**Male**		**Total**	
	Count	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**
9-1-1 / Citizen	0	0.00%	1	0.02%	**1**	**0.02%**
Investigative	58	1.41%	151	3.66%	**209**	**5.07%**
Moving Violation	289	7.01%	413	10.02%	**702**	**17.03%**
Vehicle Violation	1354	32.84%	1857	45.04%	**3211**	**77.88%**
Grand Total	**1701**	**41.26%**	**2422**	**58.74%**	**4123**	**100.00%**

Vehicle & Person Searches by Sex of Driver

	2017					
	Female		**Male**		**Total**	
	Count	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**
Vehicle Only	5	0.20%	10	0.41%	**15**	**0.61%**
Person Only	1	0.04%	5	0.20%	**6**	**0.24%**
Vehicle & Person	15	0.61%	33	1.34%	**48**	**1.95%**
Not Searched	974	39.61%	1416	57.58%	**2390**	**97.19%**
Grand Total	**995**	**40.46%**	**1464**	**59.54%**	**2459**	**100.00%**

	2018					
	Female		**Male**		**Total**	
	Count	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**
Vehicle Only	16	0.30%	18	0.34%	**34**	**0.63%**
Person Only	2	0.04%	13	0.24%	**15**	**0.28%**
Vehicle & Person	16	0.30%	77	1.43%	**93**	**1.73%**
Not Searched	2270	42.25%	2961	55.11%	**5231**	**97.36%**
Grand Total	**2304**	**42.88%**	**3069**	**57.12%**	**5373**	**100.00%**

	2019					
	Female		**Male**		**Total**	
	Count	**% of Total**	**Count**	**% of Total**	**Count**	**% of Total**
Vehicle Only	10	0.24%	41	0.99%	**51**	**1.24%**
Person Only	5	0.12%	11	0.27%	**16**	**0.39%**
Vehicle & Person	34	0.82%	85	2.06%	**119**	**2.89%**
Not Searched	1652	40.07%	2285	55.42%	**3937**	**95.49%**
Grand Total	**1701**	**41.26%**	**2422**	**58.74%**	**4123**	**100.00%**

Result of Stop by Type of Stop & Sex of Driver

	2017											
	Female				**Male**				**Total**			
	Warning		**Citation**		**Warning**		**Citation**		**Warning**		**Citation**	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
9-1-1 / Citizen	0	0.00%	0	0.00%	0	0.00%	0	0.00%	**0**	**0.00%**	**0**	**0.00%**
Investigative	38	1.55%	17	0.69%	71	2.90%	25	1.02%	**109**	**4.45%**	**42**	**1.71%**
Vehicle Violation	88	3.59%	18	0.73%	124	5.06%	34	1.39%	**212**	**8.65%**	**52**	**2.12%**
Moving Violation	701	28.59%	132	5.38%	922	37.60%	282	11.50%	**1623**	**66.19%**	**414**	**16.88%**
Grand Total	**827**	**33.73%**	**167**	**6.81%**	**1117**	**45.55%**	**341**	**13.91%**	**1944**	**79.28%**	**508**	**20.72%**

(Note: n=5452. "Unknown" data excluded from table due to space constraints. Data are as follows: Female Investigative Stop, 1; Male Investigative Stop, 4; Male Vehicle Violation, 1; Male Moving Violation, 1.)

	2018											
	Female				**Male**				**Total**			
	Warning		**Citation**		**Warning**		**Citation**		**Warning**		**Citation**	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
9-1-1 / Citizen	0	0.00%	0	0.00%	1	0.02%	0	0.00%	**1**	**0.02%**	**0**	**0.00%**
Investigative	65	1.21%	24	0.45%	131	2.44%	49	0.91%	**196**	**3.65%**	**73**	**1.36%**
Vehicle Violation	283	5.27%	33	0.61%	353	6.57%	60	1.12%	**636**	**11.84%**	**93**	**1.73%**
Moving Violation	1688	31.42%	211	3.93%	2069	38.51%	406	7.56%	**3757**	**69.92%**	**617**	**11.48%**
Grand Total	**2036**	**37.89%**	**268**	**4.99%**	**2554**	**47.53%**	**515**	**9.58%**	**4590**	**85.43%**	**783**	**14.57%**

	2019											
	Female				**Male**				**Total**			
	Warning		**Citation**		**Warning**		**Citation**		**Warning**		**Citation**	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
9-1-1 / Citizen	0	0.00%	0	0.00%	1	0.02%	0	0.00%	**1**	**0.02%**	**0**	**0.00%**
Investigative	42	1.02%	16	0.39%	116	2.81%	35	0.85%	**158**	**3.83%**	**51**	**1.24%**
Vehicle Violation	247	5.99%	42	1.02%	329	7.98%	84	2.04%	**576**	**13.97%**	**126**	**3.06%**
Moving Violation	1187	28.79%	167	4.05%	1524	36.96%	333	8.08%	**2711**	**65.75%**	**500**	**12.13%**
Grand Total	**1476**	**35.80%**	**225**	**5.46%**	**1970**	**47.78%**	**452**	**10.96%**	**3446**	**83.58%**	**677**	**16.42%**

Traffic Stops by Race of Driver

	2017		2018		2019	
	Count	**%**	**Count**	**%**	**Count**	**%**
Native American	13	0.53%	14	0.26%	17	0.41%
Other	138	5.61%	182	3.39%	141	3.42%
Latino	99	4.03%	260	4.84%	244	5.92%
Asian	199	8.09%	401	7.46%	287	6.96%
Black	525	21.35%	1136	21.14%	999	24.23%
White	1485	60.39%	3380	62.91%	2435	59.06%
Grand Total	**2459**	**100.00%**	**5373**	**100.00%**	**4123**	**100.00%**

Traffic Stop by Race of Driver & Search Type

	2017									
	Vehicle Only		Person Only		Vehicle & Person		Not Searched		Total	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
Native American	0	0.00%	0	0.00%	0	0.00%	13	0.53%	**13**	**0.53%**
Latino	3	0.12%	1	0.04%	5	0.20%	90	3.66%	**99**	**4.03%**
Other	2	0.08%	0	0.00%	1	0.04%	135	5.49%	**138**	**5.61%**
Asian	1	0.04%	0	0.00%	6	0.24%	192	7.81%	**199**	**8.09%**
Black	7	0.28%	1	0.04%	16	0.65%	501	20.37%	**525**	**21.35%**
White	2	0.08%	4	0.16%	20	0.81%	1459	59.33%	**1485**	**60.39%**
Grand Total	**15**	**0.61%**	**6**	**0.24%**	**48**	**1.95%**	**2390**	**97.19%**	**2459**	**100.00%**

	2018									
	Vehicle Only		Person Only		Vehicle & Person		Not Searched		Total	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
Native American	1	0.02%	0	0.00%	0	0.00%	13	0.24%	**14**	**0.26%**
Latino	2	0.04%	1	0.02%	1	0.02%	256	4.76%	**260**	**4.84%**
Other	0	0.00%	1	0.02%	1	0.02%	180	3.35%	**182**	**3.39%**
Asian	1	0.02%	2	0.04%	2	0.04%	396	7.37%	**401**	**7.46%**
Black	11	0.20%	5	0.09%	32	0.60%	1088	20.25%	**1136**	**21.14%**
White	19	0.35%	6	0.11%	57	1.06%	3298	61.38%	**3380**	**62.91%**
Grand Total	**34**	**0.63%**	**15**	**0.28%**	**93**	**1.73%**	**5231**	**97.36%**	**5373**	**100.00%**

	2019									
	Vehicle Only		Person Only		Vehicle & Person		Not Searched		Total	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
Native American	0	0.00%	1	0.02%	3	0.07%	13	0.32%	**17**	**0.41%**
Latino	5	0.12%	1	0.02%	10	0.24%	228	5.53%	**244**	**5.92%**
Other	0	0.00%	0	0.00%	2	0.05%	139	3.37%	**141**	**3.42%**
Asian	4	0.10%	1	0.02%	10	0.24%	272	6.60%	**287**	**6.96%**
Black	22	0.53%	6	0.15%	46	1.12%	925	22.44%	**999**	**24.23%**
White	20	0.49%	7	0.17%	48	1.16%	2360	57.24%	**2435**	**59.06%**
Grand Total	**51**	**1.24%**	**16**	**0.39%**	**119**	**2.89%**	**3937**	**95.49%**	**4123**	**100.00%**

Service ♦ Integrity ♦ Respect ♦ Innovation

Result of Stop by Race of Driver

	2017							
	Warning		Citation		Unknown		Total	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
Native American	7	0.28%	6	0.24%	0	0.00%	13	0.53%
Other	101	4.11%	37	1.50%	0	0.00%	138	5.61%
Latino	65	2.64%	34	1.38%	0	0.00%	99	4.03%
Asian	152	6.18%	45	1.83%	2	0.08%	199	8.09%
Black	391	15.90%	132	5.37%	2	0.08%	525	21.35%
White	1228	49.94%	254	10.33%	3	0.12%	1485	60.39%
Grand Total	**1944**	**79.06%**	**508**	**20.66%**	**7**	**0.28%**	**2459**	**100.00%**

	2018							
	Warning		Citation		Unknown		Total	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
Native American	9	0.17%	5	0.09%	0	0.00%	14	0.26%
Other	144	2.68%	38	0.71%	0	0.00%	182	3.39%
Latino	218	4.06%	42	0.78%	0	0.00%	260	4.84%
Asian	360	6.70%	41	0.76%	0	0.00%	401	7.46%
Black	867	16.14%	269	5.01%	0	0.00%	1136	21.14%
White	2992	55.69%	388	7.22%	0	0.00%	3380	62.91%
Grand Total	**4590**	**85.43%**	**783**	**14.57%**	**0**	**0.00%**	**5373**	**100.00%**

	2019							
	Warning		Citation		Unknown		Total	
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total
Native American	11	0.27%	6	0.15%	0	0.00%	17	0.41%
Other	106	2.57%	35	0.85%	0	0.00%	141	3.42%
Latino	189	4.58%	55	1.33%	0	0.00%	244	5.92%
Asian	245	5.94%	42	1.02%	0	0.00%	287	6.96%
Black	775	18.80%	224	5.43%	0	0.00%	999	24.23%
White	2120	51.42%	315	7.64%	0	0.00%	2435	59.06%
Grand Total	**3446**	**83.58%**	**677**	**16.42%**	**0**	**0.00%**	**4123**	**100.00%**

COMMUNITY

INFORMATION

REPORT

2019 Overview Report

ABSTRACT

Transparency in policing is paramount. This report helps the community understand what officers are observing and what actions their officers are taking.

Content

Executive Summary

Introduction

As in 2017 and 2018, the Maplewood Police Department again studied enforcement action for 2019. The agency wanted to continue to understand how enforcement was broken down. The agency continues to be particularly interested in identifying trends related to race and gender in regards to discretionary and nondiscretionary enforcement. Broadly speaking, non-discretionary enforcement is when an officer responds to a call where a victim is present and wants to pursue charges or there is a requirement (whether a law or a department general order) for the officer to take action. Discretionary enforcement is when the officer has the ability to use discretion in the enforcement action, such as traffic stops.

Department Overview

The Maplewood Police Department is led by Chief Scott Nadeau and has a current authorized strength of 54 sworn law enforcement officers, 5 full-time non-sworn support staff, and 5 casual part-time Community Service Officers that serve the diverse policing needs of the City. The police department is a full-service agency made up of three separate divisions, each with their own responsibilities. The Patrol Division is led by Commander Shortreed and consists of two commanders, one lieutenant, six sergeants, and 32 officers. The Investigation Division is led by Lieutenant Busack and consists of four detectives, a school resource officer, and a violent crime enforcement task force detective. The Support Services Division is led by Lieutenant Crotty and encompasses records, property and evidence management, crime analysis, and community policing outreach. In 2019, the Maplewood Police Department handled 35,466 incidents, ranging from minor crimes and citizen assists in federal narcotics trafficking cases and homicide investigations. All of this is done in support of the department's mission statement; "The Maplewood Police Department, in partnership with its citizens, will work to solve problems relating to crime and the fear of crime, with an emphasis on meeting community needs ."

Mental Health

In 2019, the Maplewood Police Department responded to 6,834 9-1-1 calls with a total of 35,466 incidents. Officers responded to 461 calls for a person in crisis and 86 calls for suicides in progress in 2019. These calls represented 8% of all 9-1-1 calls to which officers responded. In addition, Maplewood officers handled 698 calls where the primary cause for law enforcement presence was mental illness.

Police Use of Force

In 2019 the Maplewood Police Department had 35,466 total case numbers. Throughout those incidents, 1,519 people were arrested by Maplewood officers. Officers used force on incidents a total of 22 times in 2019, which means Maplewood officers used force on 0.06% of overall incidents. Force was used on males 18 times and on females 4 times. The average age for males who had force used against them was 33 years old and the average age for females was 24 years old.

In 2019 Maplewood police officers did not use or attempt to use lethal force. In addition, no force was used on a juvenile. Officers were dispatched to the scene where force was used 17 out of 22 incidents. Lastly, 54% of the use of force incidents involved a White subject/offender.

Locations of Service

Businesses and rental properties were the largest users of police services by 911 calls for service. Out of all 911 calls, businesses accounted for 26%, rental housing 24%, community spaces (roads, parks, government facilities) 23%, private residences 22%, and medical facilities accounted for 5%. This gives important context on where officers are responding as private residences represent the vast majority of properties in the City while using a disproportionately low percentage of 9-1-1 responses. Contrarily, rental housing represents a relatively small number of properties while using disproportionally more emergency response resources.

Enforcement

The agency found large differences in the racial makeup of discretionary and nondiscretionary arrests in adults. However, when arrests were discretional, officers' arrests closely mirror the community makeup indicating officers are being equitable in their enforcement and keenly aware of biases.

Traffic enforcement was found to be very consistent across driver demographics. Regardless of the driver's sex or race, all drivers were stopped at a consistent rate based on reasons for the stop.

Conclusion

Based on available information and the detailed analysis provided herein, the Maplewood Police Department feels the enforcement is equitable regarding adult arrests and overall traffic enforcement. The Maplewood police department did find a disturbing trend regarding Black Juveniles and their rates of arrests compared to other juvenile demographics. Black juveniles were over-represented in both discretionary and non-discretionary arrests. Black juveniles are also subject to a disproportionate amount of requests for police services. These incidents include fights, disorderly conducts, theft, and robbery. Many of these calls are centered around the Maplewood Mall and the transit center which are common areas for Black youths to hang out at unsupervised. The City of Maplewood does not possess the resources or expertise to examine the social, economic, family, and educational factors leading to the disproportionate representation of Black juveniles in both discretionary and non-discretionary enforcement.

Introduction

In 2018, the Maplewood Police Department conducted a detailed analysis of enforcement actions related to actions taken in 2017. Portions of the 2017 report focused on demographics surrounding the changing population base. The report concluded, the City of Maplewood is in transition, from a predominantly white suburb to an increasingly diverse suburb embracing many different communities. Additionally, the report found the vast majority of people stopped and arrested by Maplewood Police Officers did not reside in Maplewood. 84% of people stopped for traffic violations, and 79.1% of adults arrested in 2017 did not reside in the City of Maplewood[1].

In 2019, the Maplewood Police Department conducted an analysis of enforcement actions for 2018. Portions of the 2018 report focused on suspects and victims of violent crime. The report looked at the victims of crimes associated with robberies and assaults. White males were the most victimized in robberies, while White females had the oldest median age. When looking at assaults, the suspect and victim were the same race in 59.5% of all assault reports. It is important to understand the assaults studied were non-domestic in nature.

Additionally, the 2018 study found large differences in the racial makeup of discretionary and nondiscretionary arrests. Blacks were disproportionately arrested in nondiscretionary arrests. Traffic enforcement was found to be very consistent across driver demographics. Regardless of the driver's gender or race, all drivers were stopped at a consistent rate based on reasons for the stop[2]. The full Analysis of the 2018 Enforcement Action report can be found on the department's home page at https://maplewoodmn.gov/DocumentCenter/View/23136/2018-Enforcement-Action-Report-PDF?bidId=, and the 2017 report can be found at https://maplewoodmn.gov/DocumentCenter/View/22266/2017-Enforcement-Action-Report-PDF.

The City of Maplewood continues to be a community of inclusiveness with a diverse mix of housing and business opportunities. As identified in the 2017 Enforcement Action Report, the City of Maplewood is in transition. According to the 2000 census, the City of Maplewood was 72.6% White[3] , and according to Wilder Research, the number in 2017 was around 66.2%. The elderly population is predominantly White while the youth are predominantly persons of color. Students of color make up the majority of students in public schools in Maplewood (approaching 70%) according to school principals in 2017. The known information from multi-housing facilities in Maplewood shows that at least half of all renters are people of color. This information is being included to provide context for the following information.

Purpose of Report

The Maplewood Police Department is committed to transparency in all aspects of police operations. This transparency includes providing our community with the best information regarding police actions. This report goes far beyond just listing out basic numbers; it includes important context surrounding raw numbers, like identifying the differences between discretionary and nondiscretionary arrest data.

---

[1] Ananlysis of 2017 Enforcement Action

[2] 2018 Community Information Report

[3] United States Census 2000, United States Census Bureau. Retrieved January 1, 2020, from https://www.census.gov//census2000/states/mn.html

The City of Maplewood's commitment to transparency goes far beyond this report. The City of Maplewood also has had a Police Advisory Commission which was made up of community members who review, advise, and collaborate with the police department for the betterment of the agency. The Police Advisory Commission is in the process of transitioning into the Multicultural Advisory Committee. Lastly, the City of Maplewood publishes the Maplewood Police Department Policy Manual on the Police Department's website for anyone to review along with the department's annually reviewed strategic goals.

The information contained in this report also serves to fulfill recommendation number two in the department's policy manual prologue that states in part:

> *Ranking police department leadership, specifically the Chief of Police, has the duty to ensure that: Officers are responsible for being aware of implicit racial bias and its impact on their perceptions and actions and are expected to undertake their best efforts to mitigate the impact of implicit bias on their work.[4]*

This report is also to ensure the Maplewood Police Department is compliant with policy 401.2 that states:

> *The Maplewood Police Department is committed to providing law enforcement services to the community with due regard for the racial, cultural or other differences of those served. It is the policy of this department to provide law enforcement services and to enforce the law equally, fairly and without discrimination toward an individual or group.[5]*

This information is also being compiled as an ongoing initiative to continually meet the 21st Century Policing principles identified in 2015 by President Obama's Task Force. The Task Force identified six pillars of policing which are; Building Trust and Legitimacy, Policy and Oversight, Technology and Social Media, Community Policing and Crime Reduction, Training and Education, and Officer Wellness and Safety[6]. This report also serves as part of the department's internal accountability to ensure our agency is meeting the high standards that are expected by our community.

Disclaimer

Although all information provided in this report was accurate at the time of gathering, statuses of offenders, suspects, and arrestees change as cases are charged by both the City Attorney's Office and the County Attorney's Office. Many cases can take months or more to reach a charging decision. As such, the numbers will vary some moving forward.

The identified areas for enforcement actions are based on a number of data collection sources including in-house records and computer-aided dispatch information. Each section of this report that includes statistical information lists where the information was obtained, what inclusionary and exclusionary factors were used, and how that information was analyzed. It is important to understand that the

---

[4] Maplewood Police Department Manual, Prologue
[5] Maplewood Police Department Manual, Policy 401.2
[6] 21st Century Policing Final Report Retrieved January 1, 2020, from https://cops.usdoj.gov/pdf/taskforce/taskforce_finalreport.pdf

information used in this report is more inclusive and may differ from the information provided under mandatory reporting laws to state or federal agencies.

Furthermore, the information that is analyzed in this report may differ from previous reports as crime trends, department priorities, and available information change over time.

Mental Health

As society and law enforcement further understand the significance of mental health on the community, the police department began to track what cases were primarily caused by mental health issues/problems. This tracking serves multiple porpuses; first, it allows the agency to further understand the extent of mental illness present in the community. Second, it allows the Mental Health Outreach Team a way to identify people in the community in need of assistance. Lastly, the continuation of tracking and case management will inform the community and the agency better in subsequent years.

The Mental Health Outreach Team (MHOT) is a joint public safety initiative partnering community paramedics with law enforcement officers to assist those struggling with mental illness who do not have the support or services needed to be a productive member of the community. This combination of public safety professionals is a unique program.

In 2019, the Maplewood Police Department responded to 6,834 9-1-1 calls with a total of 35,466 incidents. Officers responded to 461 calls for a person in crisis and 86 calls for suicides in progress in 2019[7]. These calls represented 8% of all 9-1-1 calls officers responded on.

Throughout 2019 officers also tracked the incidents that were caused primarily by mental health. As an example, if officers were originally called to a disorderly person causing a disturbance and it turned out to be a person in crisis, the case is now also classified as a mental health-related call. In 2019 Maplewood Officers handled 698 calls where the primary cause for law enforcement presence was caused by mental illness.

The Maplewood Police Department continues to educate officers and give them skills to use to de-escalate tense and often hostile situations involving those with mental illness. At the beginning of 2020 over 75% of sworn officers were certified in 40 hours of Crisis Intervention Training (CIT) and the remaining officers are scheduled to attend throughout 2020. CIT training is a department and community priority and is included in the department's strategic plan. The strategic plan can be located at https://maplewoodmn.gov/DocumentCenter/View/26679/2020-Maplewood-Police-Strategic-Plan-PDF.

In addition, the Maplewood Police Department provides all officers with de-escalation training annually and has officers train in structured scenario-based training. This dedication to serving the entire community ensures the Maplewood Police Department upholds the community's high standards for its officers.

---

[7] Information accessed 1/20/2020 from Zuercher Suites (inhouse records system) using incidnet codes PIC and SIP with date ranges of 1/1/2019-12/31/2019

Use of Force

The Maplewood Police Department is dedicated to providing the highest level of service to the community and being transparent in all aspects of enforcement activity, including the use of force. The City of Maplewood has invested significant resources into training officers on the proper ways to use force and how to avoid using unnecessary force. The department has mandated all officers successfully complete Crisis Intervention Training (CIT), and trains officers in de-escalation and conflict management strategies. These pieces of training, along with strict policies, proper supervision, and complete transparency has resulted in low instances of force being used. Use of force topics are covered throughout the department's policy manual, however, the majority of it is in policy 300. The complete policy manual can be accessed on the department's home page or accessed at https://maplewoodmn.gov/DocumentCenter/View/17958/2019-Maplewood-Police-Policy-Manual-PDF?bidId=.

Broadly speaking, the use of force by law enforcement officers becomes necessary and is permitted under specific circumstances, such as in self-defense or in the defense of another. There is no single, universally agreed-upon definition of the use of force. The International Association of Chiefs of Police has described the use of force as the "amount of effort required by police to compel compliance by an unwilling subject".[8]

In 2019 the Maplewood Police Department had 35,466 total case numbers[9]. Throughout those incidents, 1,519 people were arrested by Maplewood officers. Officers used force on incidents a total of 22 times in 2019, which means Maplewood officers used force on 0.06% of overall incidents.

Force was used on males 18 times and on females 4 times. The average age for males who had force used against them was 33 years old and the average age for females was 24 years old.

Officers had to use force on a number of different call types, ranging from suicides in progress to domestics. Below is a chart of the calls related to officers using force.


[8] Overview of Police Use of Force. (2019, May 21). Retrieved January 1, 2020, from https://nij.ojp.gov/topics/articles/overview-police-use-force.
[9] In-house records accessed via Zuercher Suite. Retrieved January 15, 2020
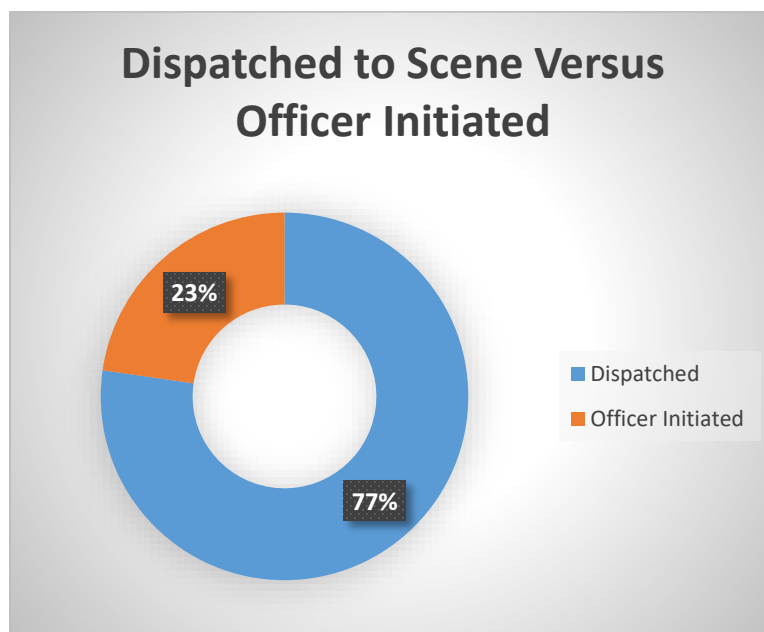
Call Type Force Was Used ON
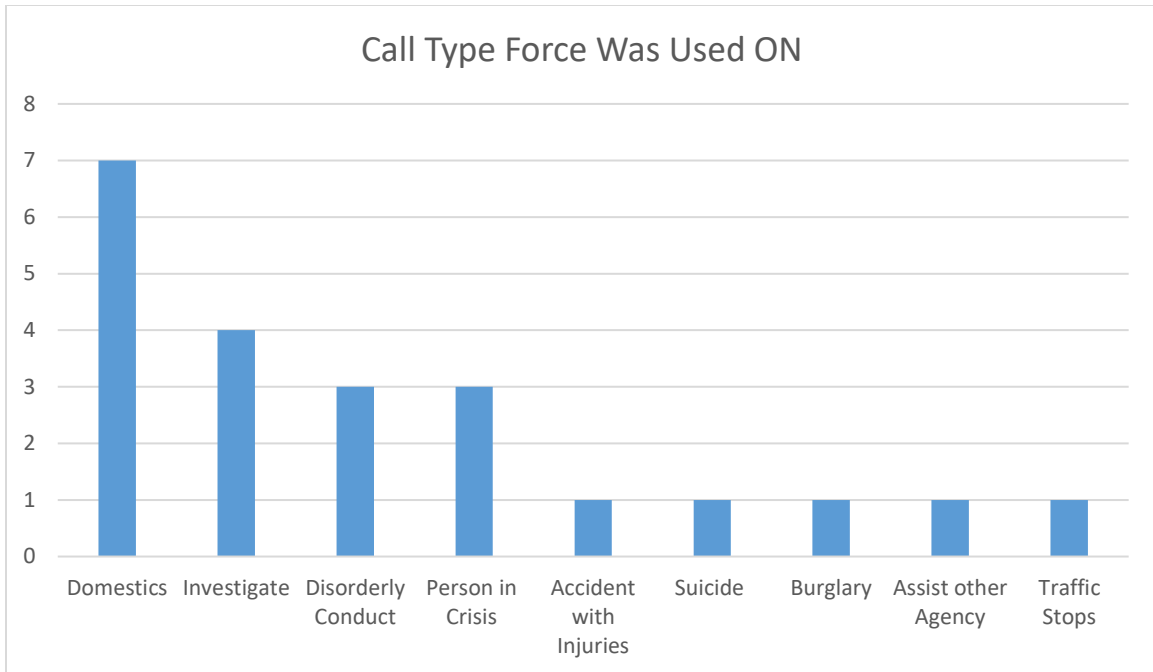
Maplewood police officers have a broad spectrum of less than lethal force options available including chemical irritants, taser, extended range impact munitions, impact devices, police K9, in addition to being skilled in physical subject control. The subject control techniques include options like verbal commands, escort holds, use of pain compliance (pressure points), controlled takedowns, and strikes. Below is a detailed list of each technique that was used during the use of force encounters. It is important to remember more than one technique may be used on a single incident.

## Type of Force Used During the Use of Force Incidents
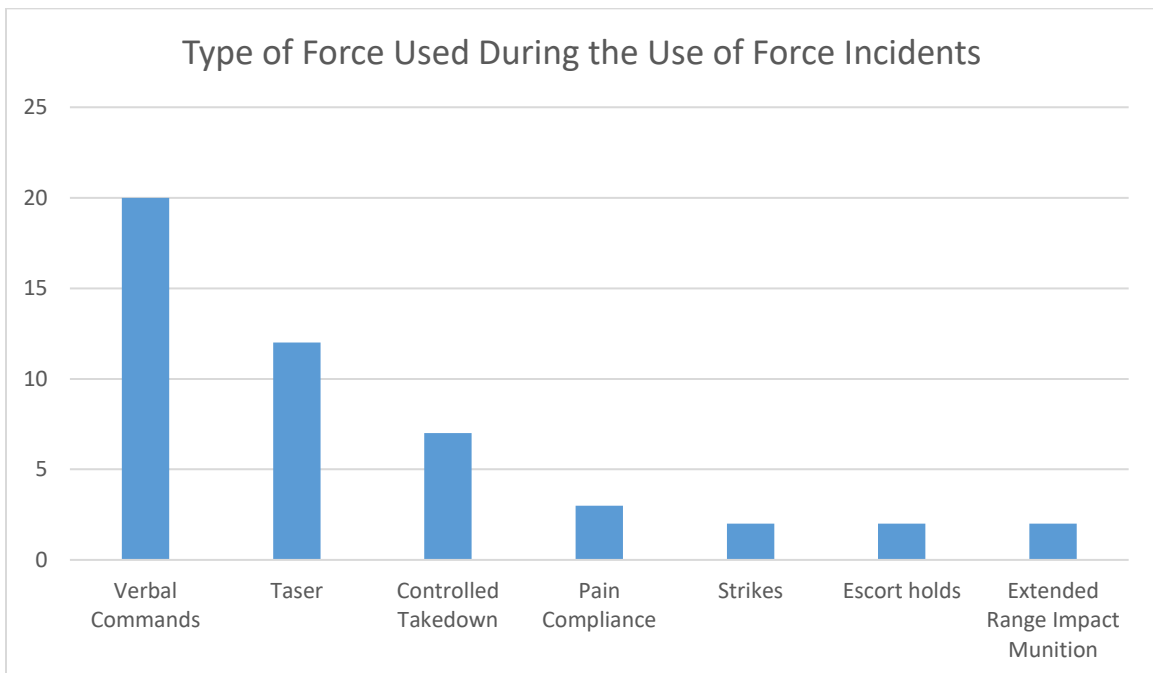
The behaviors and actions taken by the offenders/subjects where force was used varied. It ranged from passive resistance to life-threatening. Below is the type of resistance shown by suspects. Remember in each incident the offender/subject may exhibit more than one type of resistance.
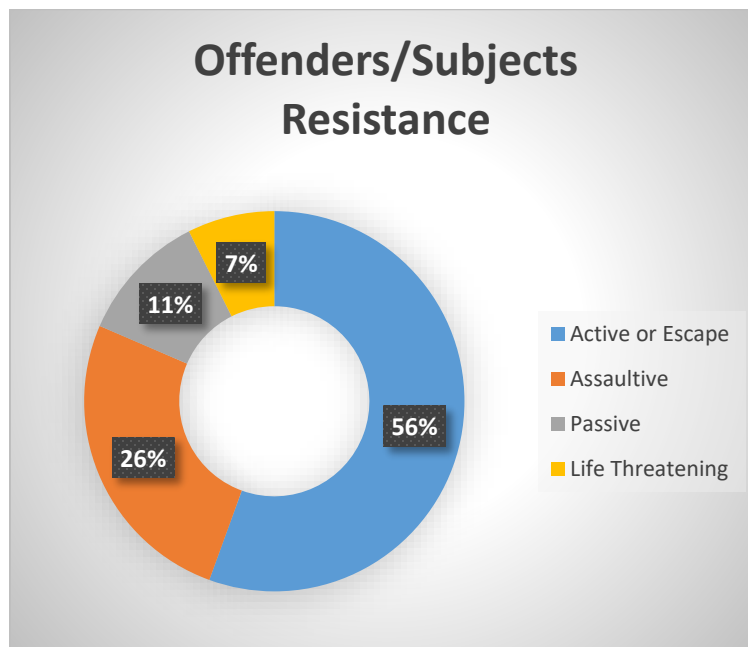
Offenders/Subjects Resistance

- Active or Escape — 56%
- Assaultive — 26%
- Passive — 11%
- Life Threatening — 7%

In 2019 Maplewood police officers did not use or attempt to use lethal force. In addition, no force was used on a juvenile. Furthermore, of the 22 incidents where force was used, officers were dispatched to 17 of them. The other five incidents were officer initiated contacts.

Dispatched to Scene Versus Officer Initiated

- Dispatched — 77%
- Officer Initiated — 23%

To ensure transparency and that the department is policing equitably, the race and gender of each incident where force is used are tracked. Below is a breakdown by race of who force was used on.
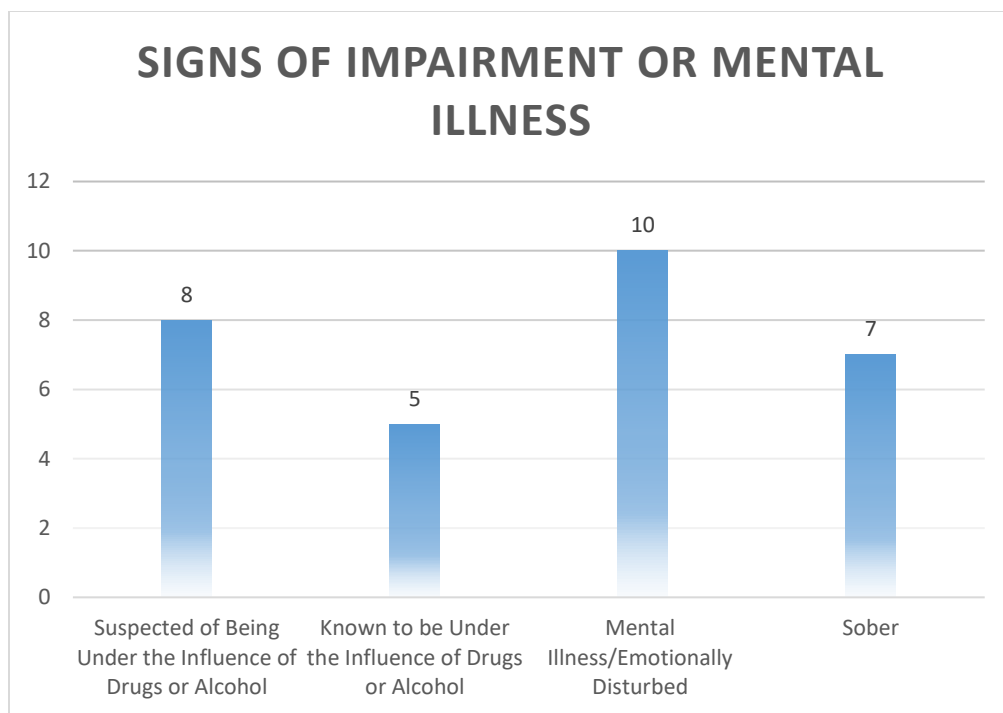
Offenders/Subjects Race
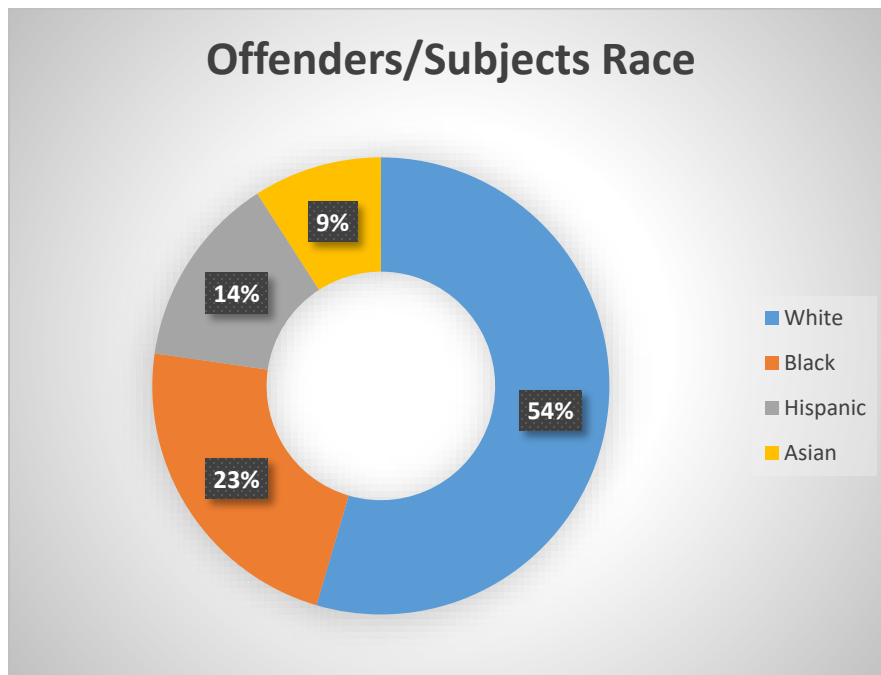
Injuries as a result of the use of force incidents were overall low for both the offenders/subjects and officers. Of the 22 incidents, offenders/subjects had no injuries in 10 incidents and minor injuries (cut, scrape, abrasion) 12 times. None of the incidents resulted in significant injuries or loss of life for either the offender/subject or officer. Officers sustained no injuries in 19 of the incidents and had minor injuries as a result of three of the encounters.

Offenders/subjects were suspected of or known to be using alcohol or drugs in the majority (13) of incidents. Mental illness or a person experiencing a crisis was also present in many (10) of the incidents. The chart below summarizes the information. Remember it is possible to have more than one condition going on at a time and many suffering from mental illness or who are emotionally disturbed self-medicate with drugs or alcohol[10].

---

[10] Staff, (2020, January 2). Are You Self-Medicating & Masking Symptoms of Mental Illness? Retrieved January 22, 2020, from https://americanaddictioncenters.org/adult-addiction-treatment-programs/self-medicating

SIGNS OF IMPAIRMENT OR MENTAL ILLNESS

A bar chart titled "Signs of Impairment or Mental Illness" with a y-axis ranging from 0 to 12. The categories and their values are:
- Suspected of Being Under the Influence of Drugs or Alcohol: 8
- Known to be Under the Influence of Drugs or Alcohol: 5
- Mental Illness/Emotionally Disturbed: 10
- Sober: 7

Overall the Maplewood Police Department uses force very infrequently relative to the level of incidents responded to, the number of enforcement actions, and the number of people in crisis officers comes into contact with. Currently, there is no national reporting mechanism or mandate for agencies to report the use of force incidents, making comparing our trends to others not possible. However, in each use of force incident, supervisors are called to the scene and investigate it. In addition, the incident goes through a comprehensive review process from (in addition to the on-duty supervisor) the use of force coordinator who is a subject matter expert, the patrol command staff, and the chief of police. Each step is analyzed regarding the totality of the circumstances and all the known information including the review of body-worn camera footage. These facts are then reviewed for compliance with statutes governing force and the more restrictive department policy.
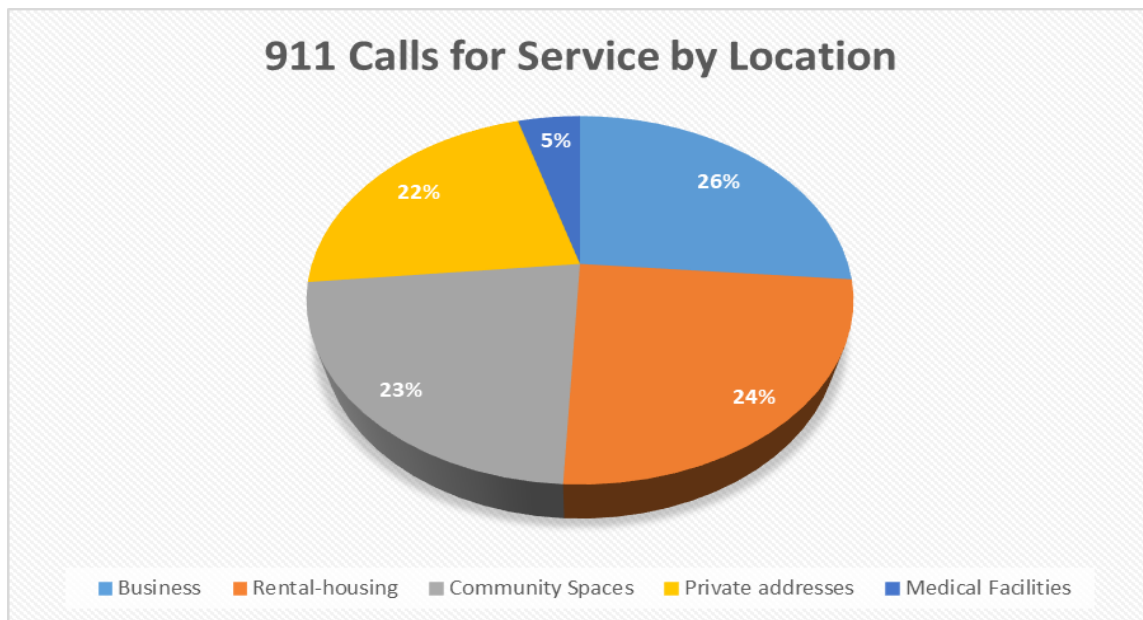
Locations of 9-1-1 Calls

In the 2017 report, the agency looked at our community makeup and how our community is in transition. In the 2018 report, the agency looked at suspects and victims and their relationships as well as their demographics. With the community living situations changing within the city, the agency chooses to look at where officers are being called to via 9-1-1 requests.

In 2019 Maplewood police officers responded to 6,834 emergency (9-1-1) calls for service. Of those calls, the agency analyzed the first 3,417. The calls were categorized into six separate categories. The calls were sorted on where the request for service was taking place. It is important to note that the city is aware there is a large rental market for private homes. There is not a valid tracking mechanism in place to determine how many single-family homes or privately owned townhomes/condominiums are being rented by the owner(s).

The areas were broke out as private addresses, rental housing, medical facilities, community spaces/locations, and businesses.

- Private addresses – 757 calls for service
  - Houses, duplexes, owned condominiums
- Rental-housing – 835 calls for service
  - Apartments
  - Rental townhouse communities
  - Premanufactured mobile home communities
  - Harriet Tubman Center
  - Catholic Charities
- Medical – 152 calls for service
  - Hospital
  - Clinics
  - Care facilities
    - South Metro Human Services

- Group homes (if known)
- Community spaces – 772 calls for service
  - Roadways, intersections, or an area check
  - Parks (City and County-Owned)
  - Governmental owned facilities
  - Schools both private and public
  - Churches, cemeteries, funeral home
- Business – 901 calls for service
  - Retail both goods and services
  - Restaurants
  - Offices
  - Malls

Overall businesses and rental properties were the largest users of police services. Hotels/motels accounted for 27 of the total business calls for service in the sampled period. Below is a chart outlining 9-1-1 related calls for service based on percentages.

911 Calls for Service by Location

- Business 26%
- Rental-housing 24%
- Community Spaces 23%
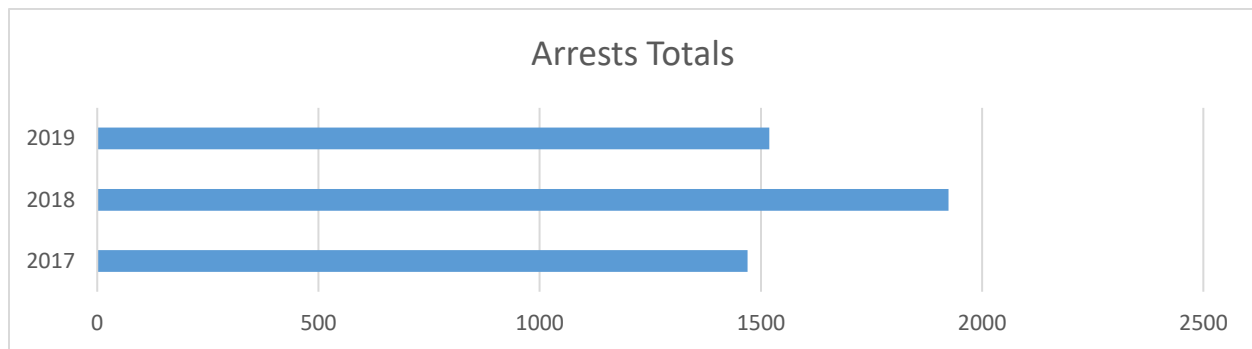- Private addresses 22%
- Medical Facilities 5%

Arrests

Overall in 2019, the Maplewood police department arrested 1,519 people. These arrests are broken down into two separate categories; Summoned/Cited and On-view arrest/taken into custody. Summoned/cited means the suspect was issued a citation for the offense and will need to appear in court at a later time. Taken into custody/on-view arrests means the suspect was normally booked into jail or a juvenile detention center. The number of summoned/cited suspects was 603 and the number taken into custody was 916.

2019 saw an overall reduction in the number of arrests by 21.2% from 2018 however, it was still above the 2017 arrest. The majority of arrestees continue not to reside in the City of Maplewood. 162 of the 224 juveniles arrested are known to live outside the city and five did not have permanent addresses or were unknown. For adults the trend continues, 451 of the 692 adults arrested lived outside the city or have unknown addresses. Out of the 916 custodial arrests, 68% did not live in the city.

Arrests Totals

Year	Value
2019	~1520
2018	~1920
2017	~1460

(Bar chart — horizontal axis: 0, 500, 1000, 1500, 2000, 2500)
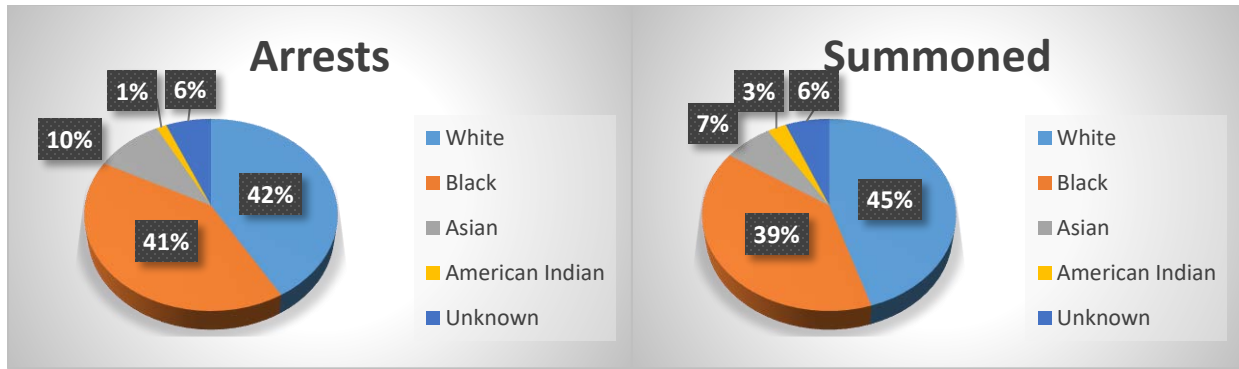
Below is an overall representation of arrests related to race and the type of arrest that was made. Overall Whites and Blacks had the most action taken against them. When including all types of arrests (both custodial and summoned), Whites were arrested 652 times and Blacks were arrested 614 times. Together they represent 83% of arrests in the City of Maplewood.

Arrest Type	Race	Total
Arrest	American Indian or Alaska Native	13
	Asian	88
	Black or African American	377
	Unknown	58
	White	380
Arrest Total		916
Summoned	American Indian or Alaska Native	16
	Asian	41
	Black or African American	237
	Unknown	37
	White	272
Summoned/Total		603
Grand Total		1519

Arrests

White	42%
Black	41%
Asian	10%
American Indian	1%
Unknown	6%

Summoned

White	45%
Black	39%
Asian	7%
American Indian	3%
Unknown	6%

As you can see, the above chart does not show Hispanics. In the Maplewood Police Department's internal records system, Hispanic or Latino is not identified as a race but rather as an ethnicity. This is done to have a more inclusive process that allows for a more accurate categorization of people who have contact with law enforcement. Below is a chart specifically identifying those with Hispanic/Latino heritage who were the subject of police enforcement activity.

Arrest Type	Ethnicity	Total
On-View Arrest	Hispanic or Latino	59
	Not Hispanic or Latino	683
	Unknown	174
On-View Arrest Total		916
Summoned/Cited	Hispanic or Latino	41
	Not Hispanic or Latino	452
	Unknown	110
Summoned/Cited Total		603
Grand Total		1519

Throughout the report and data, ethnicity is not broken down into specific races. Of the 1519 arrests represented by the report, 100 people were classified or identified as Hispanic or Latino. Hispanic or Latino ethnicity is present in 6.6% of department enforcement actions overall.

Discretionary versus Non-discretionary

The City of Maplewood has chosen to break down the enforcement activity of the overall arrests. This includes all misdemeanor, gross misdemeanor, and felony arrests.

The traffic offenses not included in arrest (booking) data are; misdemeanor insurance violations, careless driving, federal commercial vehicle rules violations, driving after cancellation/ revocation/suspension, no driver's license in possession, crosswalk violation, reckless driving, display as valid any canceled/revoked/or suspended driver's license, expired driver's license, expired registration, failure to change the address on driver's license, driving without valid license endorsement, handicapped parking zone violation, instruction permit violation, limited driver's license violation, littering, loud exhaust, noise nuisances, no Minnesota driver's license, parking on an unimproved area, passing a parked emergency vehicle, improper passing, speed, duty to drive with due care, stop light and

stop sign, failure to drive in a single lane, lights to be displayed, unreasonable acceleration, unsafe equipment, use of headphones while driving, seat belt and passenger/child restraint violations, inattentive driving, equipment violations, window tint, crossing the center line, self-initiated DWIs, and all other offenses related parking and moving violations. All of these traffic-related offenses will be included in traffic stop data.

A police supervisor then reviewed the arrests to determine what was categorized as discretionary and nondiscretionary enforcement activity. As a whole, if officers were called to a crime where a victim wanted to pursue charges, there was a policy or statutorily required action, or court order, it was considered nondiscretionary. If the action was officer-initiated and did not meet the above-noted requirements, it was generally determined to be a discretionary enforcement action.

Below is a general outline of what was included in each category:

Nondiscretionary:
- Hit and run crash enforcement
- DWI arrest – secondary to a crash or a suspicious incident report (not including traffic complaints)
- Assaults
- Domestic violence
- Interfering with an emergency call
- Terroristic Threats
- Order for protection violations
- Driving after cancellation-inimical to public safety – secondary to a crash
- Criminal vehicular operation
- Burglary
- Trespassing – initiated by a complainant
- Malicious punishment of a child
- Criminal damage to property
- Criminal sexual conduct

- Disorderly conduct – initiated by a complainant
- Fraud/Forgery/Counterfeit bills
- Harassment/Stalking
- Predatory offender violations
- Crimes on school grounds where the school is requesting enforcement action
- Auto theft
- Weapon offenses
- Warrant arrest
- Robbery
- Shootings/Discharge of a firearm
- Theft/Shoplifting
- Tampering with a motor vehicle – initiated by a complainant
- Assisting other agencies with apprehending a party wanted by them
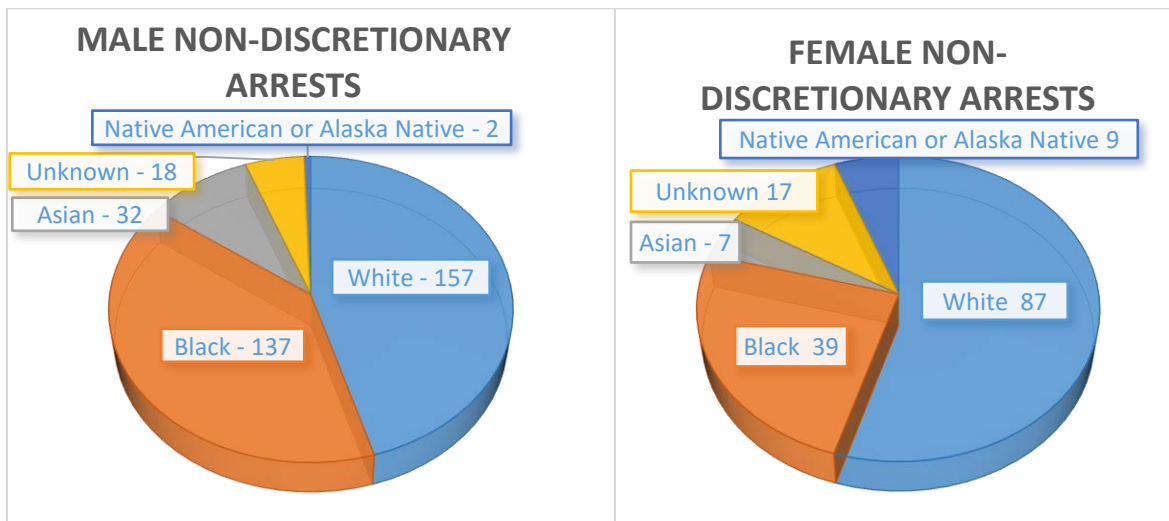
Discretionary:
- Falsely reporting a crime
- Obstruction of justice
- Code violations
- Narcotics – including all drug offenses and related offenses including marijuana and paraphernalia
- Disorderly conduct – officer initiated
- Possession of burglary tools
- Sale of tobacco and alcohol to underage persons

- Tampering with a motor vehicle
- DWI, traffic
- Driving after cancelation-inimical to public safety – officer initiated
- All officer initiated traffic and code violations
- Disorderly conduct – officer initiated
- Trespassing – officer initiated

After removing the traffic crimes mentioned above, the total number of custodial arrests was 688. Of that, only 183 were discretionary meaning that almost 75% of the time the arrests were nondiscretionary. When broken out to juvenile and adult the percentages were even more skewed. Almost 87% of all juvenile arrests were nondiscretionary.

ADULT ARRESTS

Discrestionary

Nondiscretionary

JUVENILE ARRESTS

Discretionary
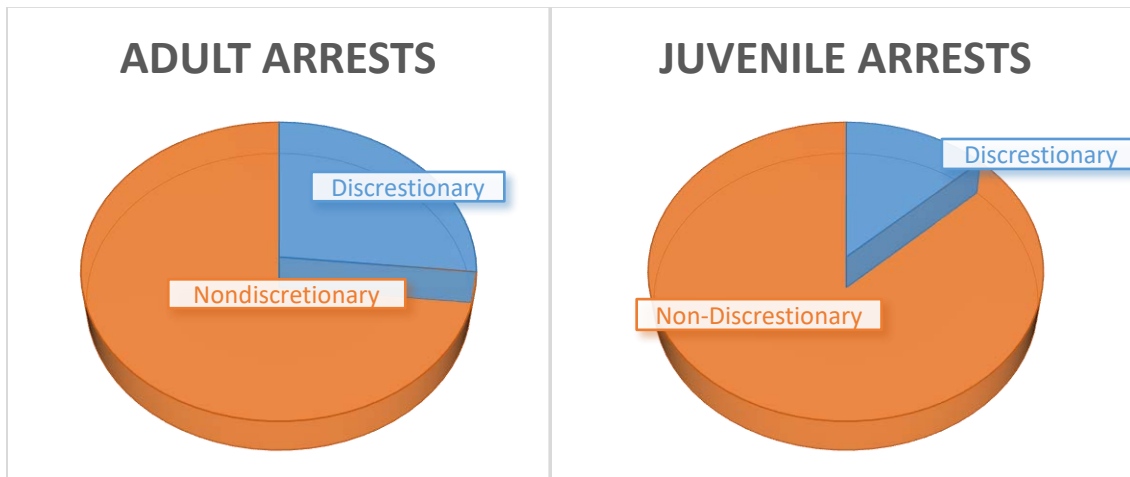
Non-Discretionary

Nondiscretionary Adult Arrest

Males represented the majority of adult nondiscretionary arrests with 346 of the 505. Below is a racial breakdown by sex of nondiscretionary arrest.

MALE NON-DISCRETIONARY ARRESTS

Native American or Alaska Native - 2

Unknown - 18

Asian - 32

White - 157

Black - 137

FEMALE NON-DISCRETIONARY ARRESTS

Native American or Alaska Native 9
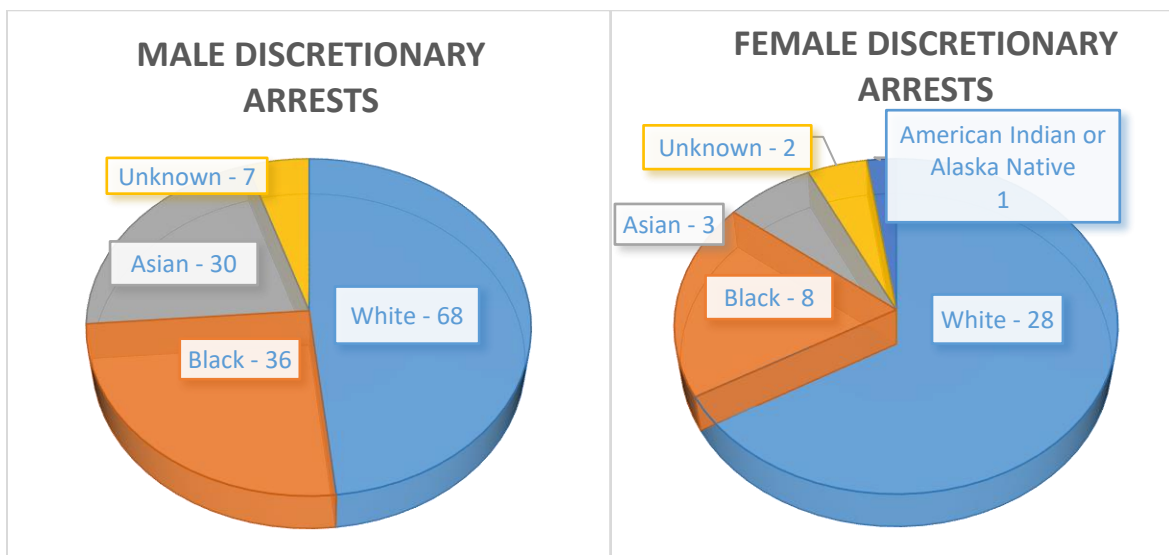
Unknown 17

Asian - 7

White 87

Black 39

Discretionary Adult Arrest

Males also represented the majority of adult discretionary arrest with 141 of the 183. Below is a racial breakdown by sex of discretionary arrest
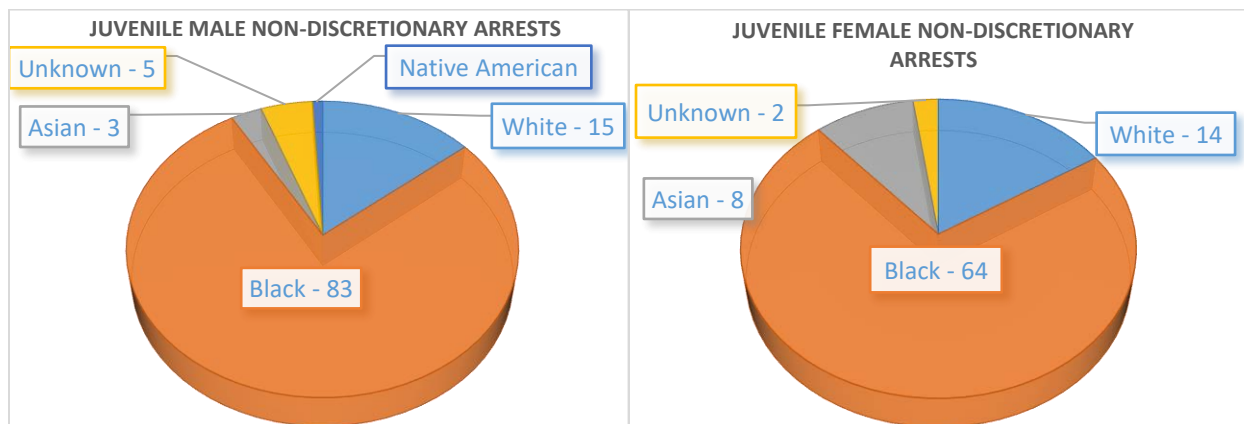

MALE DISCRETIONARY ARRESTS

- Unknown - 7
- Asian - 30
- Black - 36
- White - 68

FEMALE DISCRETIONARY ARRESTS

- Unknown - 2
- American Indian or Alaska Native 1
- Asian - 3
- Black - 8
- White - 28

Juvenile Arrest

Juvenile nondiscretionary arrests represent the vast majority of all juvenile arrests at almost 87% (195 of the 224 total). Like adults, juvenile arrests consist of more males than females. Juvenile males accounted for 127 of the 224 total juvenile arrests.

Because the discretionary juvenile arrests represent such a small size (29), it is not large enough to draw any patterns from. Discretionary juvenile females consisted of three Asian females, one black female, one unknown female, and four white females. Discretionary juvenile males consisted of eight Black males, six unknown males, and six white males. With 30% having an unknown race for males and such a small sample size for juvenile discretionary arrests, it would be inappropriate to draw any conclusions.

For nondiscretionary arrests, the sample size is sufficient enough to show trends in race and sex. Below are charts showing the racial makeup of each sex.

JUVENILE MALE NON-DISCRETIONARY ARRESTS

- Unknown - 5
- Asian - 3
- Native American
- White - 15
- Black - 83

JUVENILE FEMALE NON-DISCRETIONARY ARRESTS

- Unknown - 2
- White - 14
- Asian - 8
- Black - 64

Traffic Stops

Traffic enforcement is an important community safety concern. The Minnesota Office of Traffic Safety reported statewide in 2018, 381 people were killed on Minnesota roadways. Statewide in 2018, there were 79,215 traffic crashes with 27,877 injuries. The estimated cost of traffic crashes to Minnesotans was $1,875,540,500. The City of Maplewood is not immune to these tragedies and experienced both motorist and pedestrian deaths in 2019. In 2018, Maplewood recorded 499 total crashes with four fatal and 184 injury crashes[11]. Official numbers for 2019 will not be available until mid-2020.

As with most cities, the City of Maplewood has vehicles used as a part of many crimes. The City of Maplewood has one of the highest rates of auto theft in the metro area. The Maplewood Police Department has received a grant from the State of Minnesota Commerce Department funding an auto theft detective. Detective McCarty began working as an auto theft detective in the fourth quarter of 2019. It is important for the community to know, the Maplewood Police Department does not use automated license plate readers as part of our investigative or enforcement activity.

In 2019, officers continued the practice of logging specific traffic stop data in the computer-aided dispatch program that is not normally obtained on other citizen contacts. The information gathered by each officer on each stop is; the perceived sex (male or female) of the driver contacted, the perceived race of the driver, the primary reason for the stop, if the driver was searched, if the vehicle was searched, and how they cleared the call. Unlike the City of Maplewood records, the CAD information lists Hispanic/Latino as a separate race, not an ethnicity. For the race, officers can choose from White, Black, Latino, Asian, Native American, or other.

Officers are instructed to use the first reason they observed for the stop as the reason for the stop. Many times officers have multiple reasons for a stop. If an officer sees a speeding, with illegal window, and runs the plate and finds the registered owner has a warrant, the officer has three articulable reasons to conduct a lawful stop but has to select moving violation for the reason as only one entry can be made per stop. This is important as many of the first observations are for a moving violation or an equipment violation, yet additional reasons for the stop are the true reason for the stop to occur like the example above.

Below are the identified criteria for each stop reason:

   Moving Violation
        A violation committed by a driver/passenger while a vehicle is on the road.
        - Speeding, swerving over the line, signaling turns, blocking traffic
        - Littering, disobeying traffic signs or signals, incomplete stop, loud music
   Vehicle Violation
        Equipment affixed to vehicles or equipment is not operable.
        o Registration issues to include expired tabs, revoked plates, no license plates, no temporary plate documentation
        o Broken or burned out lights, no license plate light, cracked windshield, illegal lights on the vehicle
        o Loud muffler

---

[11] Minnesota Traffic Crashes in 2018. (n.d.). Retrieved January 21, 2020, from https://dps.mn.gov/divisions/ots/reports-statistics/Documents/2018-crash-facts.pdf

o   Obstructed view
Investigative Stop
Officer articulates reasonable suspicion for conducting a traffic stop
o   A vehicle or a person has been identified or is wanted for a crime
o   BOLO vehicle or person(s), KOPS alerts, attempt to locate
o   Vehicles or persons matching the description of suspect vehicles or persons
o   Suspicious vehicle
o   The vehicle stopped for reasonable suspicion of a crime
9-1-1 Call / Citizen Reported
Any call where a citizen complaints or calls for service
o   Citizen complaints or citizen calls
o   9-1-1 caller calling on a reckless driver in the area

Clearing codes for officers after conducting a traffic stop are; citation issued, issued a warning, a report filed, and advised. Issued warning and advised have been placed together for this analysis as they are regularly used interchangeably by officers on the street.

In 2019, the Maplewood Police Department conducted 3,995 traffic stops recorded in the computer-aided dispatch system. This is a 25% increase over traffic stops made in 2018. In 2018 officers made 2,986 stops compared to 3,995 in 2019. Other traffic stops, secondary to calls, may not appear in this data and would be reflected in the arrested data.

Traffic Stops by Gender

A total of 2,404 males were stopped and 1,591 females were stopped. Meaning men were stopped at a significantly higher rate overall, representing 60% of the stops. Men were stopped for moving violations 1201 times compared to women who were stopped 843 times. Men were stopped for vehicle violations 1026 times compared to women who were stopped 641 times. Men were stopped for investigations 176 times compared to women who were stopped 106 times.
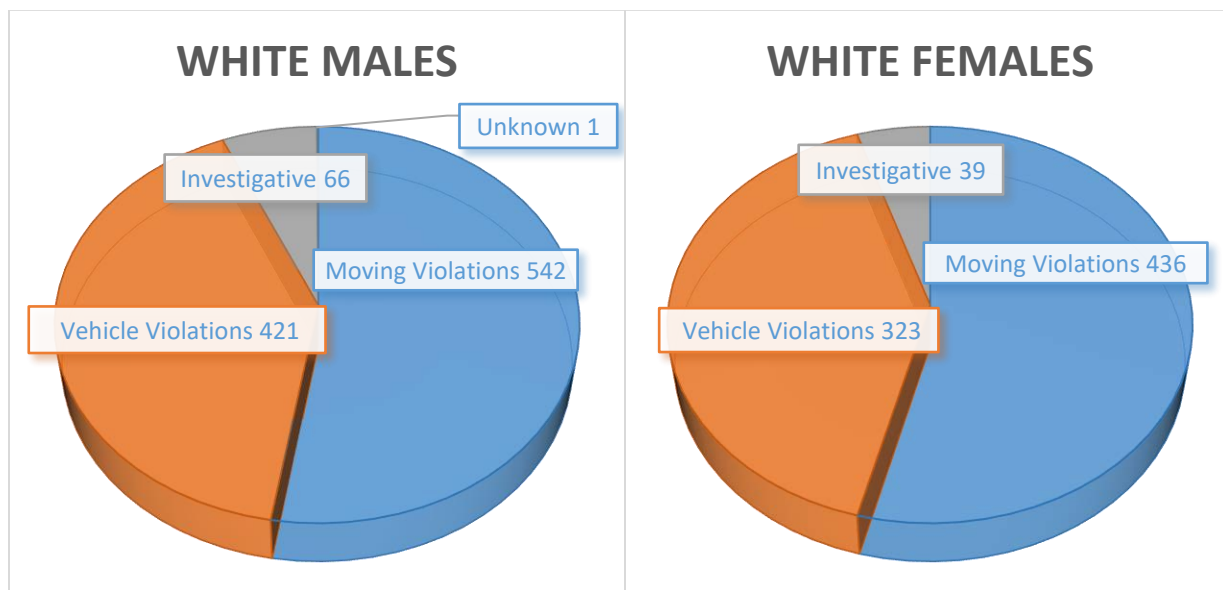
TOTAL OF REASONS FOR STOPS

Unknown

Investigative Stop
5%

Moving Violation 65%

Vehcile Violation 30%
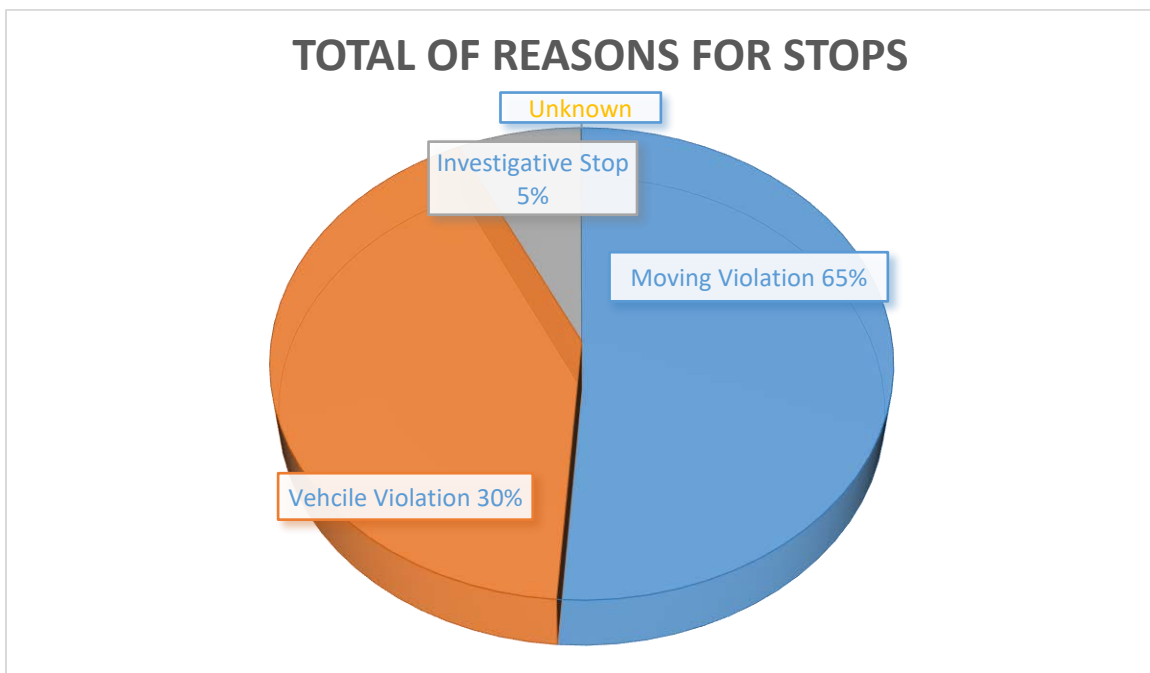
Traffic Stops by Race

Whites represented the highest number of stops at 1828, Blacks were second with 1095 stops, Asians were the third most stopped accounting for 661, Latinos were stopped 327 times, others were stopped 68 times, and Native Americans/Alaskan Natives were stopped 16 times.

STOPS BY RACE

Latino Other Native American/Alaskan Native

Asian
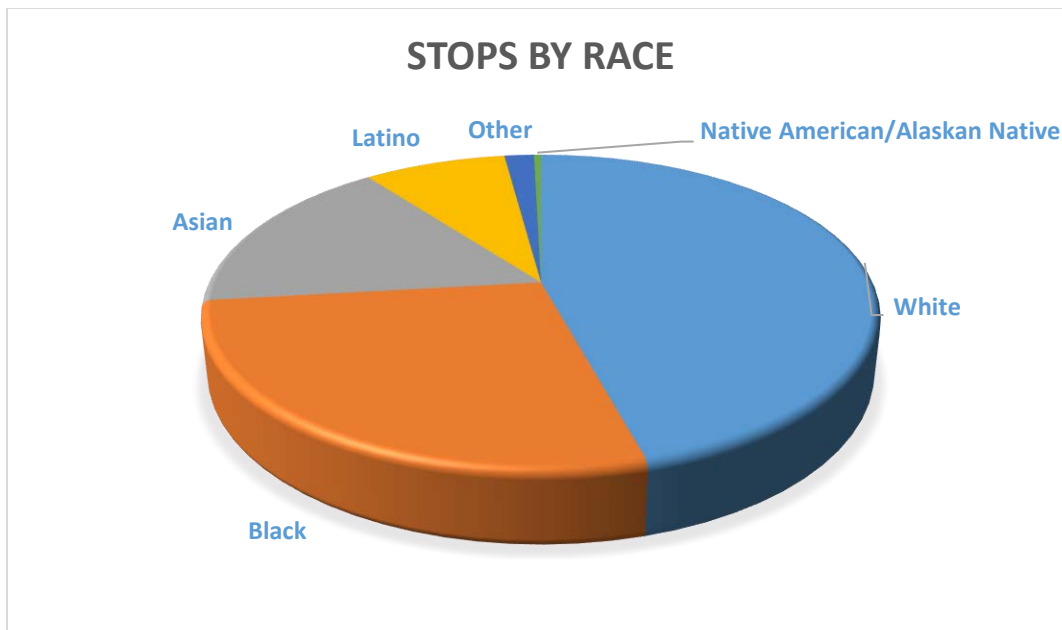
White

Black

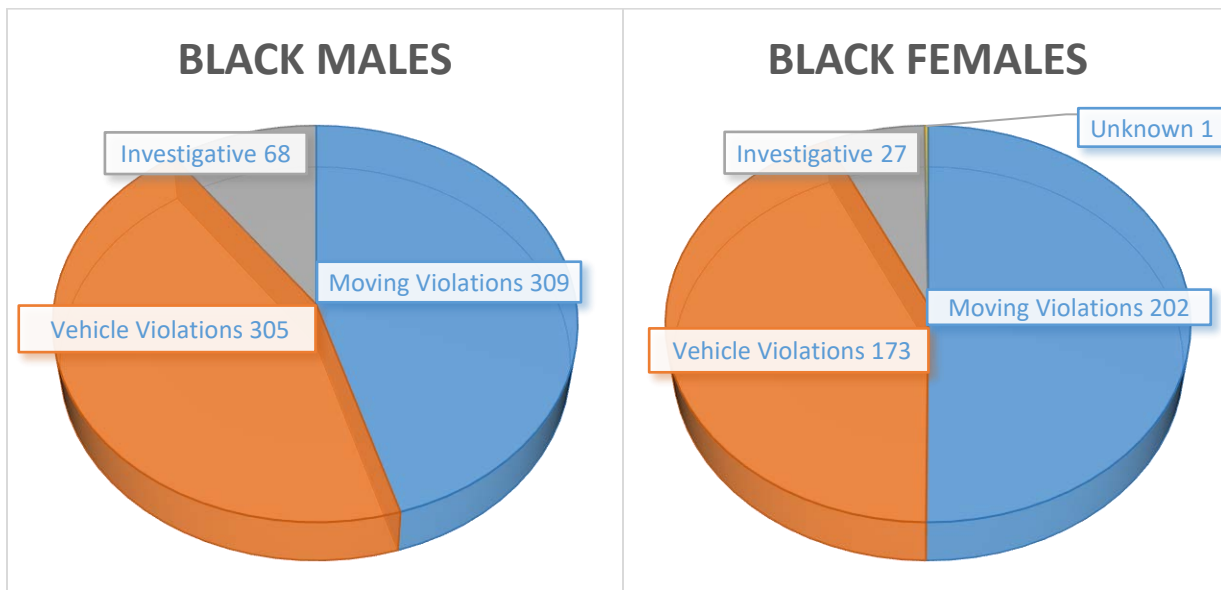## Race and Gender and Reason for Stop

Whites were stopped 1,828 times by Maplewood officers in 2019. Below is a breakdown by gender and reason for the stop. Overall, 1030 White males were stopped, and 798 White females were stopped.

WHITE MALES

Unknown 1

Investigative 66

Moving Violations 542

Vehicle Violations 421

WHITE FEMALES

Investigative 39

Moving Violations 436

Vehicle Violations 323

Blacks were stopped 1095 times by Maplewood officers in 2019. Below is a breakdown by gender and reason for the stop. Overall 682 Black males were stopped, and 413 Black females were stopped.

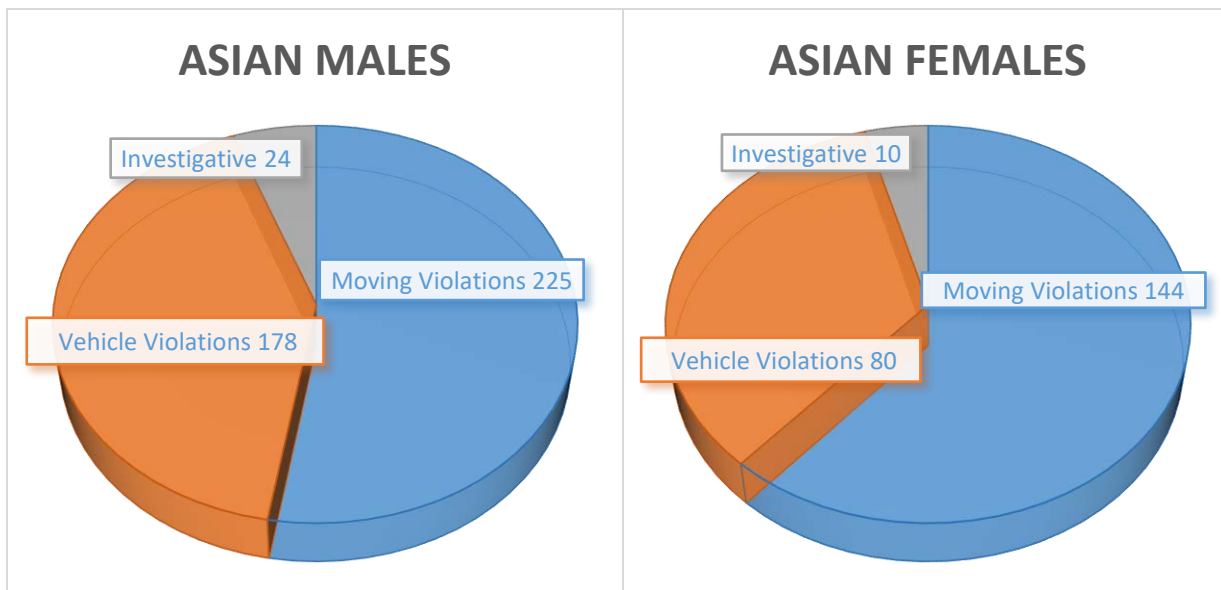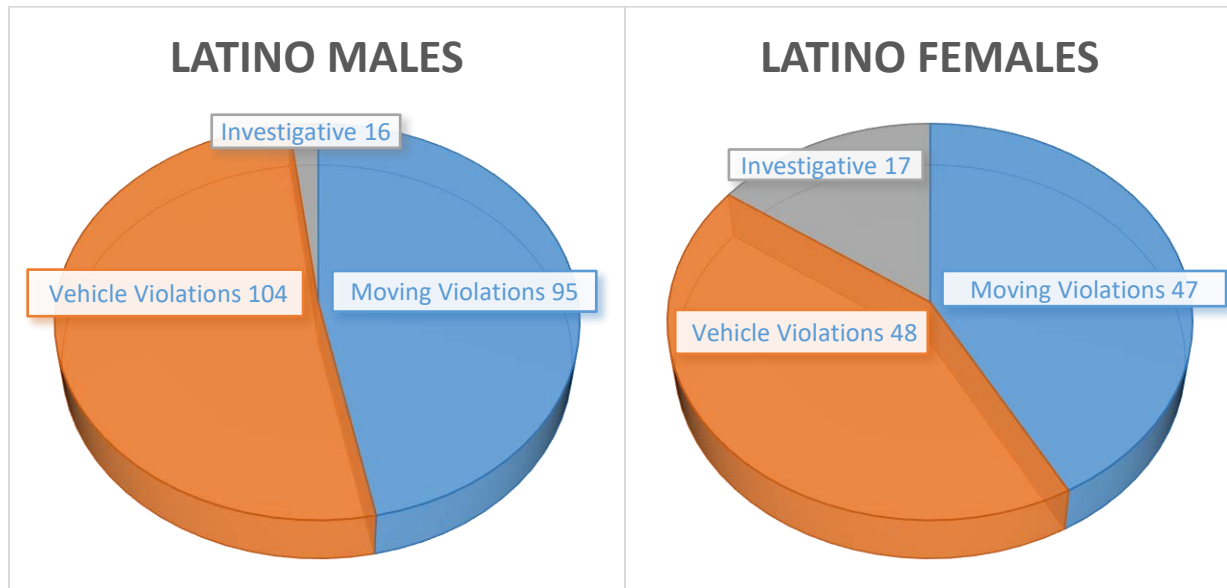Asians were stopped 661 times by Maplewood officers in 2019. Below is a breakdown by gender and reason for the stop. Overall 427 Asian males were stopped, and 234 Asian females were stopped.

Latinos were stopped 327 times by Maplewood officers in 2019. Below is a breakdown by gender and reason for the stop. Overall 215 Latino males were stopped, and 112 Latino females were stopped.

LATINO MALES

Investigative 16

Vehicle Violations 104

Moving Violations 95

LATINO FEMALES

Investigative 17

Moving Violations 47

Vehicle Violations 48

When looking at others and Native Americans/Alaskan Natives, the sample size is too small to draw any real conclusions. As seen from the nine charts above, regardless of race or gender, officers are stopping people based on actions statistically similarly, indicating the Maplewood Police Department is impartial with its traffic enforcement regardless of who they are stopping.

Conclusion

An overview of the information provided shows some clear and some concerning information. The vast majority of arrests made by officers are non-discretionary in nature. Non-discretionary arrests accounted for 75% of adult arrests and 87% of juvenile arrests. Additionally, as most of those arrested do not reside in the City of Maplewood, we can not use the population's demographics for comparison.

In this year's report, the locations of 9-1-1 calls for police services were studied. It was found that business and rental properties consume a disproportionate amount of emergency services. We continue to see mental health as a significant public health and safety concern with calls for service and the underlining cause of police interaction.

We continue to see when officers have discretion, their adult arrest trends tend to more closely mirror the populations they are encountering versus a more disproportional trend associated with a non-discretionary arrest.

Lastly, when looking at traffic stops, data shows that officers stop people for the same reasons regardless of gender or race. The lack of statistical abnormalities indicates equitable enforcement by officers.

If you have any additional questions regarding the information contained in this report, please contact the Maplewood Police Department through our social media or website. Everyone at the Maplewood Police Department hopes this information gives you a better understanding of what officers are encountering and the actions your officers are taking.

CRIMINAL ACTIVITY
PART I OFFENSES
(Actual and Attempts)

MONTH OF: October 2020	Cases This Month	This Month Clearances	Cases Year-to-Date	Cases Last Year-to-Date
Homicide	0	0	0	1
Rape	0	0	2	3
Robbery	1	0	10	7
Agg. Assault	2	2	15	14
Burglary	5	1	48	36
Theft (includes shoplifting and bike)	53	1	361	296
Auto Theft	3	0	40	27
Arson	0	0	0	2
TOTALS	64	4	476	386

TRAFFIC ACTIVITY

	This Month	Year-to-Date	Last Year-to-Date
Motor Vehicle Crashes:	33	223	331
Property Damage	30	204	298
Personal Injury	3	19	33
Fatal	0	0	0
DWI	8	94	125
Parking Violations	10	154	330
Hazardous Moving Violations	25	343	400
Non-Hazardous Moving Violations	19	363	546
Traffic Stops – No Citation	130	1,141	1,995

MISCELLANEOUS POLICE ACTIVITY

	This Month	This Month Last Year	Year-to-Date	Last Year-to-Date
CFS by Complaint Number	805	793	7,840	8,224
CFS by Officers' Response	1,313	1,279	13,112	14,255
Adult Arrests (not including traffic)	28	30	294	321
Juvenile Arrests (not including traffic)	0	1	7	11
Warrant Arrests	2	11	35	77
Non-Traffic Citations	11	12	121	147

Incident Type Report (Summary)

Incident Type	Total Incidents	Total Incidents % of Incidents	Total Property Loss	Total Content Loss	Total Loss
Incident Type Category: 1 - Fire					
113 - Cooking fire, confined to container	2	6.9%	500		500
130 - Mobile property (vehicle) fire, other	1	3.4%	500	500	1,000
131 - Passenger vehicle fire	1	3.4%	5,000	100	5,100
	Total: 4	**Total: 13.8%**	**Total: 6,000**	**Total: 600**	**Total: 6,600**
Incident Type Category: 2 - Overpressure Rupture, Explosion, Overheat (No Fire)					
251 - Excessive heat, scorch burns with no ignition	1	3.4%			
	Total: 1	**Total: 3.4%**	**Total: 0**	**Total: 0**	**Total: 0**
Incident Type Category: 3 - Rescue & Emergency Medical Service Incident					
341 - Search for person on land	1	3.4%			
	Total: 1	**Total: 3.4%**	**Total: 0**	**Total: 0**	**Total: 0**
Incident Type Category: 4 - Hazardous Condition (No Fire)					
412 - Gas leak (natural gas or LPG)	2	6.9%			
440 - Electrical wiring/equipment problem, other	1	3.4%			
442 - Overheated motor	1	3.4%			
444 - Power line down	1	3.4%			
445 - Arcing, shorted electrical equipment	3	10.3%			
	Total: 8	**Total: 27.6%**	**Total: 0**	**Total: 0**	**Total: 0**
Incident Type Category: 5 - Service Call					
522 - Water or steam leak	1	3.4%			
550 - Public service assistance, other	1	3.4%			
	Total: 2	**Total: 6.9%**	**Total: 0**	**Total: 0**	**Total: 0**
Incident Type Category: 6 - Good Intent Call					
651 - Smoke scare, odor of smoke	3	10.3%			
	Total: 3	**Total: 10.3%**	**Total: 0**	**Total: 0**	**Total: 0**
Incident Type Category: 7 - False Alarm & False Call					
733 - Smoke detector activation due to malfunction	1	3.4%			
743 - Smoke detector activation, no fire - unintentional	1	3.4%			
745 - Alarm system activation, no fire - unintentional	8	27.6%			
	Total: 10	**Total: 34.5%**	**Total: 0**	**Total: 0**	**Total: 0**
	Total: 29	**Total: 100.0%**	**Total: 6,000**	**Total: 600**	**Total: 6,600**

Report Filters

Basic Incident Date Time:	is between '10/01/2020' and '10/31/2020'
Agency Name:	is equal to 'NEW BRIGHTON'

Report Criteria

Incident Type (Fd1.21):	Is Not Blank

2020 Use of Force - By Month

	#	YTD
January	11	11
February	2	13
March	7	20
April	3	23
May	6	29
June	6	35
July	7	42
August	4	46
September	7	53
October	5	58
November		
December		

Use of Force Statistics

October

Year	# for Month	Year-to-Date
2020	5	58
2019	6	57
2018	5	43
2017	6	48
2016	3	34