



# St. Anthony Police Department 2017 Traffic Data Collection Report



*The mission of the St. Anthony Police Department is to improve the quality of life by preserving the peace and safety of the community.*

City of St. Anthony Village  
3301 Silver Lake Road  
St. Anthony, Minnesota 55418

# Table of Contents

St. Anthony Police Department 2017 Traffic Data Collection Report.....	1
Introduction.....	1
Background .....	2
Community Setting and Demographics.....	3
Traffic Safety Objective .....	6
Traffic Stop Data.....	6
Traffic Stop by Type.....	7
Number of Traffic Stops by Race .....	7
Reason for the Stop by Race .....	8
Traffic Stops by Race and Gender .....	8
Citation vs. Warning.....	9
Search of Person by Race.....	9
Search / Inventory of Vehicle by Race .....	10
Traffic Stops by Residence.....	11
Looking Ahead .....	12

# St. Anthony Police Department 2017 Traffic Data Collection Report

## INTRODUCTION

The mission of the St. Anthony Police Department is to improve the quality of life by preserving the peace and safety of the community.

To help realize our mission, the Department is committed to better serving our communities through partnerships and the use of data in the decision-making process. To that end, we recently joined with several area police departments to participate in the recent Ramsey County Traffic Stop Data Initiative to collect and disseminate data related to all police traffic stops.

Categories represented in data collection include the race and gender of each driver stopped, reasons for the stop, and reasons for issued citations, among others. A complete copy of the 2017 report of the data can be found below.

Among the key findings:

- The vast majority of motorists that were stopped by the St. Anthony Police Department in 2017 resided outside of its patrol communities.
- Of the 2,104 traffic stops in the cities of St. Anthony and Lauderdale in 2017, a majority of the stops were for moving violations, which is consistent with the traffic safety objective of the Department.
- There was relative consistency within each racial group in regard to the reason a traffic stop was initiated, the gender of the driver, and the number of stops that resulted in a person or vehicle search.

The City of St. Anthony has noted inconsistencies in the way that data is collected among jurisdictions that make some categories of direct city-to-city comparison problematic. For example, while some organizations have adopted a race category of “other” the St. Anthony Police Department requires officers to use their best judgement when indicating the race of individuals without the option of “other.” With that in mind, we are evaluating our own systems and working with other organizations to better standardize the data collection process.

After completing the City’s first year of this particularly vigorous data collection endeavor and system building process, we are still learning and identifying areas for growth. Going forward, the St. Anthony Police Department remains committed to monitoring the data, ongoing training of our personnel, looking for ways to improve our services in a procedurally equitable way, and better understanding of factors that might lead to demographic disparities in service delivery. We are excited for the opportunities now available through our new data collection system.

## BACKGROUND

The St. Anthony Police Department is committed to the principles of Procedural Justice in all aspects of service to the community. The information in this report provides for an opportunity for transparency and voice, and a pathway for more discussions surrounding the fairness of process and impartiality. The St. Anthony Police Department is committed to the accurate and transparent collection of traffic data to better inform the community and increase the ability to make data-driven decisions. As such, the department made it mandatory beginning in October of 2016 that every traffic stop be recorded via a police report regardless of the outcome or nature of the stop. Prior to this, officers were already required to complete reports on all arrests, citations, written warnings, or any other stop that resulted in any use of force or lengthy detention. This change of over a year ago, has been successfully implemented.

In addition to the aforementioned mandatory reporting requirements, in January of 2017, the St. Anthony Police Department joined all other Ramsey County police agencies in the uniform commitment to collect and disseminate specific data related to all traffic stops. The data collected is as follows:

- The perceived **race** of the driver, recorded according to the following FBI race codes:
  - W=White; B=Black; A=Asian or Pacific Islander; I=American Indian or Alaskan Native; U=Unknown

Note: The St. Anthony Police Department follows the FBI race classifications, which classifies Hispanic/Latino as an ethnic indicator, not a race. As such, Hispanic/Latino is classified as White, as it is recorded in the RMS and on Minnesota traffic citations.

- The **gender** of the driver
- Whether the **driver was searched**
- Whether the **vehicle was searched**
- The **reason** for the traffic stop, defined as the first reason an officer can articulate for stopping a vehicle and categorized as one of the following:
  - a **moving** violation (i.e. speeding, stop light or stop sign violation, etc.)
  - a **vehicle** violation (i.e. expired registration, defective equipment, etc.)
  - an **investigative** stop (i.e., unlicensed vehicle owner, warrant hit, missing person notification, stolen vehicle hit, an attempt to locate hit, involved in articulable suspicious activity. etc.)
  - a **911** call or citizen report

The common entry point for this data collection was the Ramsey County Emergency Communications Center (RCECC). Having this data collected by the 911 dispatch center was chosen due to the fact that all agencies utilized their services and officers could simply provide the required traffic stop data to the dispatch center upon completing a stop. Due to the fact that the St. Anthony Police Department provides policing services in both Ramsey and Hennepin Counties, and therefore utilizes the services of the Hennepin County Emergency Communications Center in addition to the RCECC, a method for collecting all of the St. Anthony Police Department traffic stop data across both counties was necessary. Due to the inability of the department's Records Management System (RMS) to effectively extract the data in a format consistent with the other Ramsey County agencies, the department sought the assistance of personnel contracted through the Department of Justice (DOJ) to identify a software program that allowed the department to query the data appropriately. While this effort was time consuming and labor intensive, the work accomplished promised to serve the department's data collection needs into the foreseeable future.

## COMMUNITY SETTING AND DEMOGRAPHICS

The St. Anthony Police Department provides policing services in the communities of St. Anthony Village and Lauderdale. These communities are smaller in size, as compared to their neighboring communities, and are first ring suburbs of either Minneapolis, St. Paul, or both. The public school system in St. Anthony is serviced by the St. Anthony-New Brighton School District (ISD #282), while the City of Lauderdale is within the district boundaries of the Roseville Area School District (ISD #623). The following is information specific to each of these communities:

### CITY OF ST. ANTHONY VILLAGE

The City of St. Anthony Village is 2.35 square miles and borders Minneapolis, Roseville, Columbia Heights, and New Brighton. For comparative purposes, the cities of Minneapolis and Roseville are 58.42 and 13.84 square miles, respectively. According to the U.S. Census Bureau's 2016 estimation, St. Anthony Village is populated by 8,790 persons with the following demographic breakdown: 6.4% Black, 5.4% Asian/Pacific Islander, 1.1% Native American/Alaskan Native, 4.4% Other/two or more races, and 82.7% White.<sup>1</sup> The demographic data for students enrolled in the St. Anthony-New Brighton School district in 2018 was reported as follows: 8.2% Hispanic/Latino, 9.1% Black, 0.6% American Indian/Alaska Native, 8.1% Asian, 0.2% Native Hawaiian/Pacific Islander, 6.9% two or more races, and 66.9% White.<sup>2</sup> It should be noted that the FBI race codes and the race codes used by the Minnesota Department of Education are not consistent.

### CITY OF LAUDERDALE

As a first ring suburb of both Minneapolis and St. Paul, along with a shared border with the cities of Roseville to the north and Falcon Heights to the east, the City of Lauderdale is 0.42 square miles. It also borders the St. Paul campus of the University of Minnesota (U of M) and is home to a number of U of M students. Passing through the city is a heavily traveled thoroughfare, State Highway 280, which connects the cities of Minneapolis and St. Paul with the northern suburbs. The U.S. Census Bureau's 2016 population estimation for the City of Lauderdale was 2,472 with the following demographic breakdown: 11.4% Black, 18.5% Asian/Pacific Islander, 1.5% Native American/Alaskan Native, 1.9% Other/two or more races, and 66.6% White.<sup>3</sup> Students enrolled in the Roseville Area School district in 2018 were reported as follows: 13.5% Hispanic/Latino, 16.0% Black, 0.4% American Indian/Alaska Native, 20.1% Asian, 0% Native Hawaiian/Pacific Islander, 6.3% two or more races, and 43.7% White.<sup>4</sup>

The Cities of St. Anthony Village and Lauderdale are significantly smaller in physical size as compared to their surrounding communities, as illustrated in Figures 1 and 2. As revealed by an analysis of traffic stop data, a noteworthy number of motorists stopped by St. Anthony police officers did not reside in either of their communities. As such, an important contribution to this data analysis is a consideration of the demographic composition of the following neighboring communities (see Figure 3):

<sup>1</sup> <https://factfinder.census.gov>

<sup>2</sup> <http://rc.education.state.mn.us>

<sup>3</sup> <https://factfinder.census.gov>

<sup>4</sup> <http://rc.education.state.mn.us>

**CITY OF MINNEAPOLIS**

Minneapolis is 58.42 square miles. According to the U.S. Census Bureau’s 2016 estimation, the population is 404,670 with the following demographic breakdown: 18.8% Black, 5.9% Asian/Pacific Islander, 1.2% Native American/Alaskan Native, 9.3% Other/two or more races, and 64.8% White.<sup>5</sup>

**CITY OF ST. PAUL**

St. Paul is 56.18 square miles. According to the U.S. Census Bureau’s 2016 estimation, the population is 297,160 with the following demographic breakdown: 15.7% Black, 17.3% Asian/Pacific Islander, 0.8% Native American/Alaskan Native, 7.5% Other/two or more races, and 58.6% White.<sup>6</sup>

**CITY OF COLUMBIA HEIGHTS**

Columbia Heights is 3.521 square miles. According to the U.S. Census Bureau’s 2016 estimation, the population is 19,689 with the following demographic breakdown: 18.1% Black, 5.8% Asian/Pacific Islander, 2.0% Native American/Alaskan Native, 10.2% Other/two or more races, and 63.9% White.<sup>7</sup>

**CITY OF ROSEVILLE**

Roseville is 13.84 square miles. According to the U.S. Census Bureau’s 2016 estimation, the population is 35,254 with the following demographic breakdown: 7.4% Black, 9.3% Asian/Pacific Islander, 0.8% Native American/Alaskan Native, 4.3% Other/two or more races, and 78.2% White.<sup>8</sup>

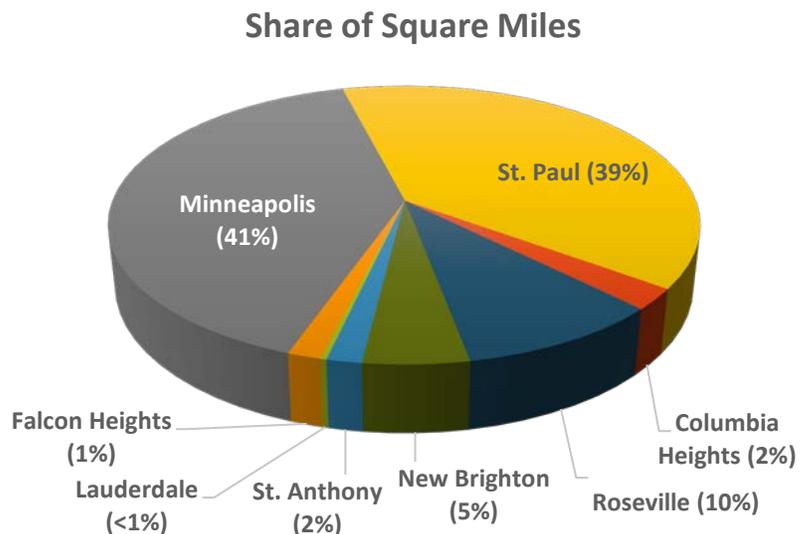
**CITY OF NEW BRIGHTON**

New Brighton is 7.062 square miles. According to the U.S. Census Bureau’s 2016 estimation, the population is 22,233 with the following demographic breakdown: 8.7% Black, 5.8% Asian/Pacific Islander, 0.3% Native American/Alaskan Native, 5.6% Other/two or more races, and 79.6% as White.<sup>9</sup>

**CITY OF FALCON HEIGHTS**

Falcon Heights is 2.239 square miles. According to the U.S. Census Bureau’s 2016 estimation, the population is 5,534 with the following demographic breakdown: 6.7% Black, 15.0% Asian/Pacific Islander, 0.0% Native American/Alaskan Native, 3.8% Other/two or more races, and 74.4% as White.<sup>10</sup>

Figure 1 – Combined Square Mileage of Adjacent Communities



<sup>5</sup> <https://factfinder.census.gov>

<sup>6</sup> <https://factfinder.census.gov>

<sup>7</sup> <https://factfinder.census.gov>

<sup>8</sup> <https://factfinder.census.gov>

<sup>9</sup> <https://factfinder.census.gov>

<sup>10</sup> <https://factfinder.census.gov>

Figure 2 – Combined Population of Adjacent Communities

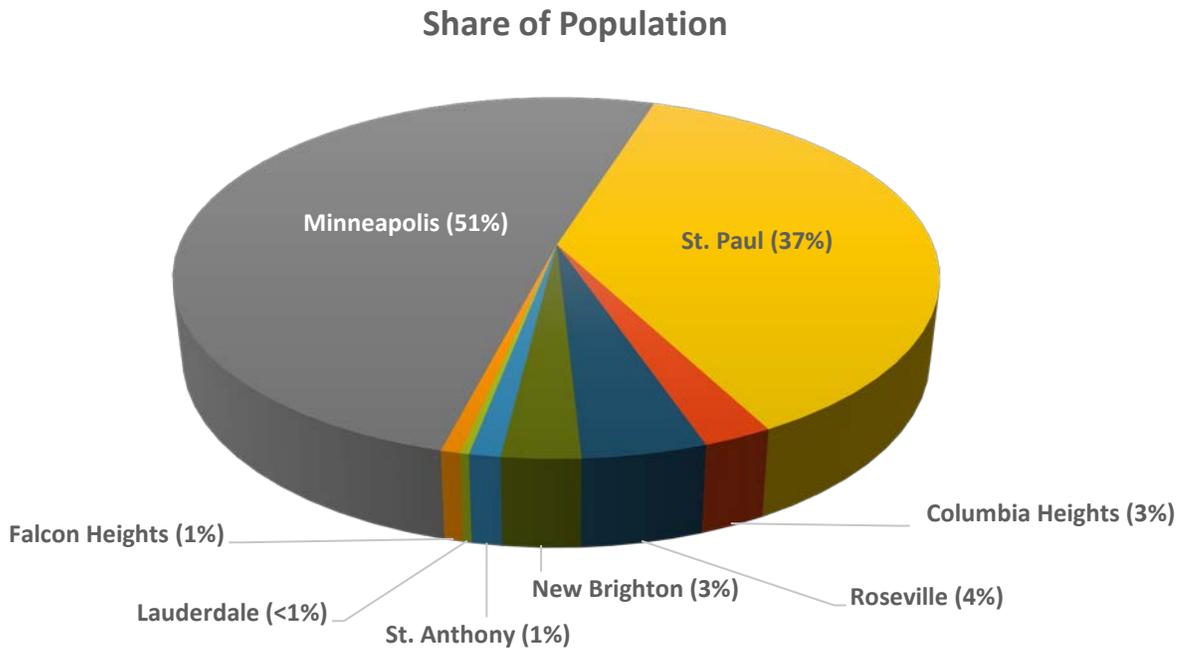
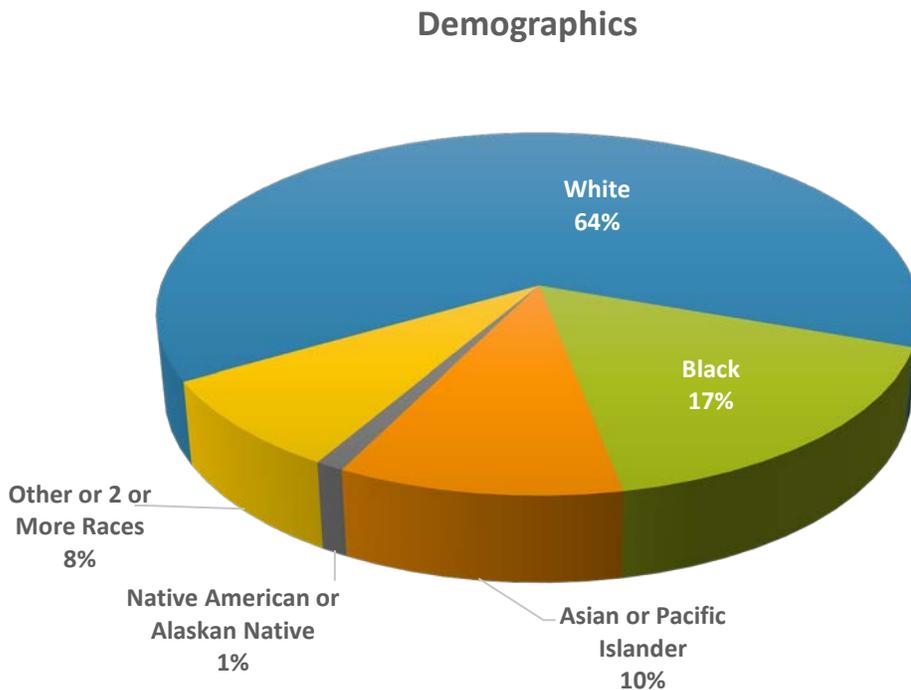


Figure 3 - Combined Demographics of Adjacent Communities



## **TRAFFIC SAFETY OBJECTIVE**

Speeding, distracted driving, impaired driving, and failing to wear a seatbelt have been top contributors of fatalities on Minnesota roadways.<sup>11</sup> With a traffic safety focus, it is a primary objective of the St. Anthony Police Department to reduce vehicle crashes and unsafe driving behaviors through education and enforcement of traffic laws, keeping in mind the behaviors most likely to lead to injuries and death. This work supports the vision of the St. Anthony Police Department and the City of St. Anthony Village of creating a safe and secure community.

For several years, the St. Anthony Police Department has worked with other Ramsey County agencies as part of the Toward Zero Death (TZD) program, which seeks to reduce vehicle crashes by a concerted effort focused on speeding, distracted driving, impaired driving, and seatbelt use. The TZD program identifies several major focus areas and directs efforts to solve traffic related problems through education, coordination of emergency medical and trauma services, enforcement of traffic laws, engineering, and legislation.<sup>12</sup> This proactive attention to dangerous driving conduct is also consistent with the concerns of the community, as reflected by the numerous traffic and driving related complaints that the department fields through elected officials, city staff, and via citizen complaints on a regular basis.

The collection of traffic data not only provides transparency with the community, but also assists the police department in making data-driven decisions for directed patrol activities. Traffic stop data, traffic complaints, and accident data all serve to provide for better resource allocation on the roadways. It also provides the department with particulars with which to summons the attention of other necessary entities to solve traffic-related problem areas. These may include deficiencies in roadway design, signage, landscape, etc. The data collection effort also serves to evaluate the department's directed patrol efforts and quickly modify efforts if positive results are not being realized.

## **TRAFFIC STOP DATA**

The objective of the St. Anthony Police Department's traffic safety efforts is on reducing traffic crashes, and the injuries and fatalities that result. While focusing on the top four contributing factors to traffic fatalities (speed, distracted driving, impaired driving, seatbelt), officers also come across other safety related and non-safety related violations that they use discretion to address. These include, but are not limited to, stop light and stop sign violations, defective safety equipment, expired registration, loud and/or defective emissions equipment, impaired driving, possession of illegal substances, driving without a valid license, and operating an uninsured motor vehicle. Some of these violations leave an officer with very little, or no, discretion to decide between an arrest, citation, verbal warning, a person search, and/or impounding a vehicle –due to the concern for the motoring public.

The data in this section is based on information that was inputted into the Records Management System (RMS) by St. Anthony police officers and later retrieved from the RMS.

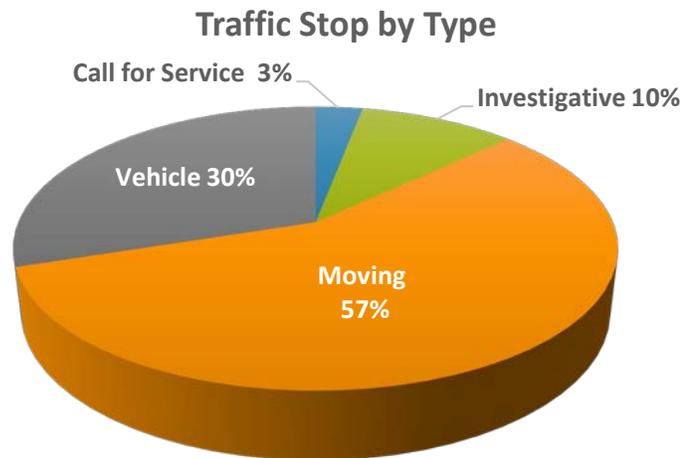
<sup>11</sup> <https://dps.mn.gov/divisions/ots/reports-statistics/Documents/2015-crash-facts.pdf>

<sup>12</sup> <http://www.minnesotatzd.org/whatistzd/foures/>

**TRAFFIC STOP BY TYPE**

In 2017, the St. Anthony Police Department conducted 2,104 traffic stops in the cities of St. Anthony and Lauderdale for an initial reason of either a moving violation, a violation involving the vehicle, an investigative purpose, or in response to a call for service/911 call. As shown in Figure 4, the majority of the traffic stops were for a moving violation, which is consistent with the traffic safety objective of the St. Anthony Police Department.

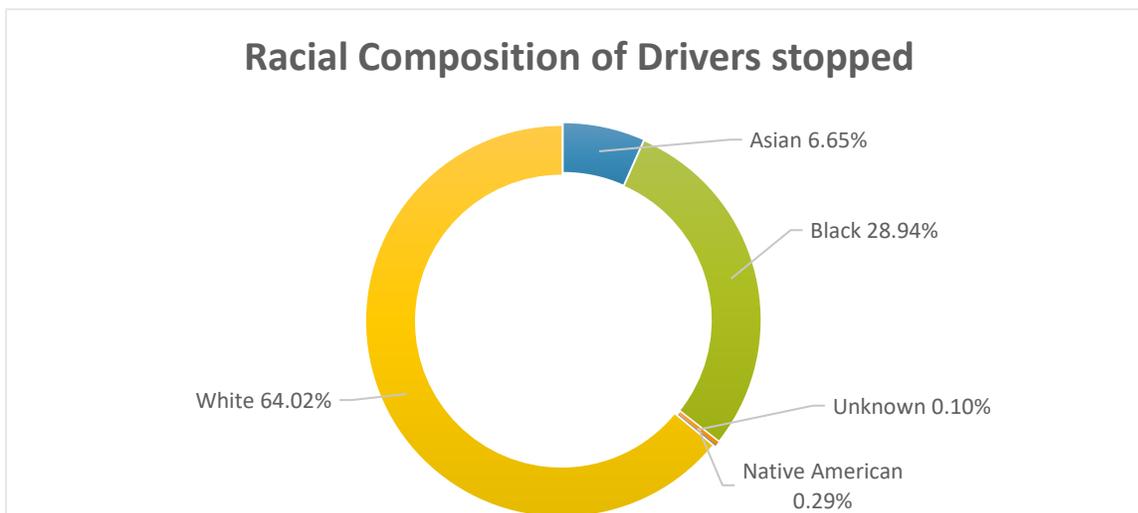
Figure 4 – Traffic Stop by Type



**NUMBER OF TRAFFIC STOPS BY RACE**

During each of the 2104 traffic stops, the police officer recorded the perceived race of the driver, this data is presented in Figure 5. These were either White, Black, Asian/Pacific Islander, Native American/Alaskan Native or Unknown. The observed patterns in the data are similar to the patterns of neighboring police agencies that have made their data publicly available. Nevertheless, the St. Anthony Police Department is committed to better understanding the data, along with the factors leading to demographic disparities.

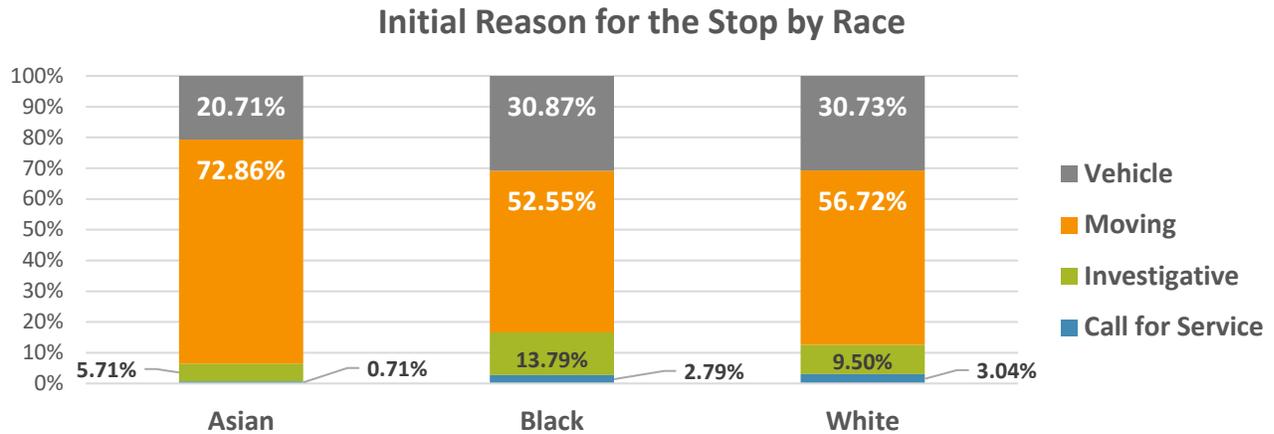
Figure 5 – Number of Traffic Stops by Race



### REASON FOR THE STOP BY RACE

On all traffic stops, officers indicated the race of the driver and the reason for the stop. The reason for the stop was fairly consistent across each racial group, these results are presented in Figure 6.

Figure 6 – Reason for the Stop by Race

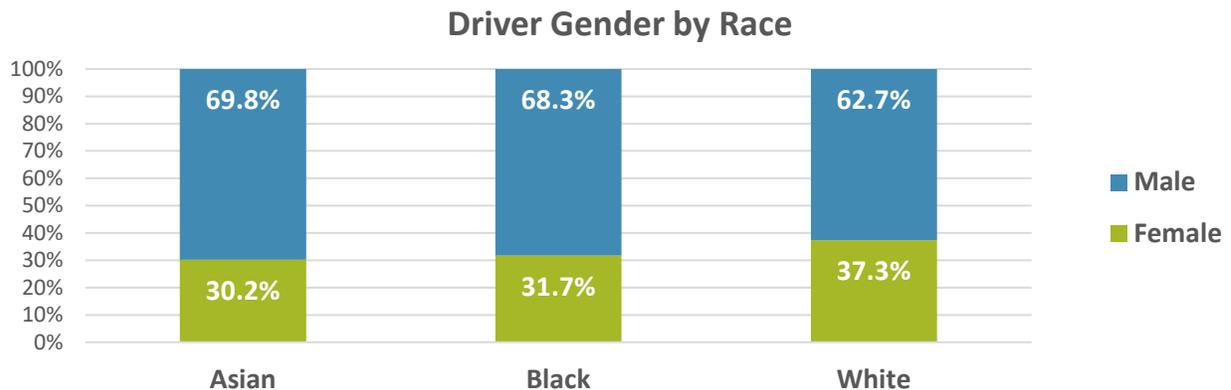


Note: Native American/Alaskan Native drivers in 2017 totaled only 9. As such, the sample size was too minimal for an accurate comparison to the other demographics.

### TRAFFIC STOPS BY RACE AND GENDER

In addition, officers indicated the gender of the driver in each traffic stop, these results are presented in Figure 7. While males were stopped by police more often, the percentage of those stopped was relatively consistent across each racial group.

Figure 7 – Traffic Stops by Race and Gender

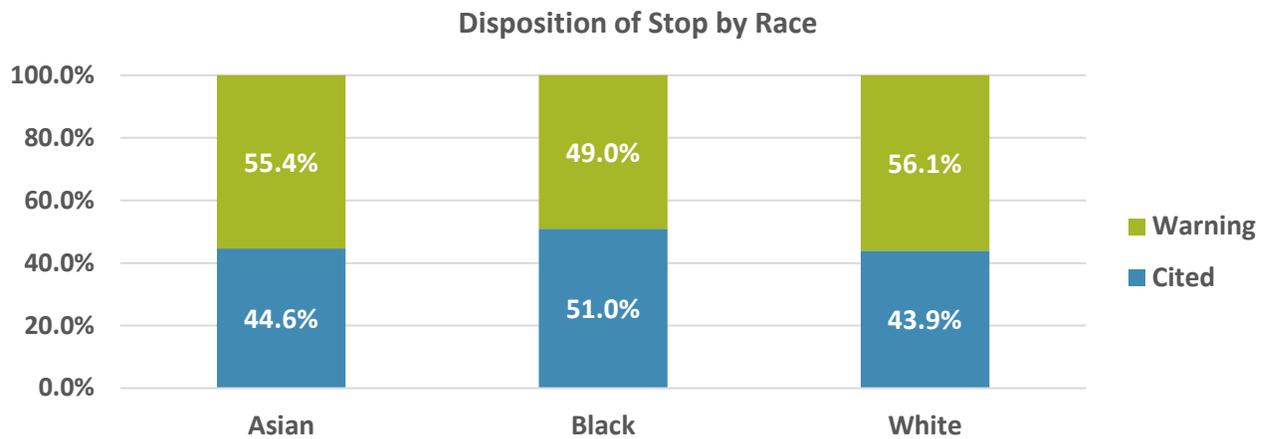


Note: Native American/Alaskan Native drivers in 2017 totaled only 9. As such, the sample size was too minimal for an accurate comparison to the other demographics.

### CITATION VS. WARNING

The total number of traffic stops can be further divided between citations and warnings. In 2017, 46% of traffic stops concluded with a citation, with the other 54% of drivers being given a warning. Figure 8 shows this data broken down by race. In some instances, officers have greater discretion to issue a warning (i.e. speeding, stop light, expired registration), but little to none in others (i.e. driving without a license, uninsured motor vehicle). The data suggest that while the likelihood of a driver being issued a citation were relatively consistent, there is a marginal difference between the percentages of Black and White drivers who were issued a citation versus a warning. The main source of this disparity for Black drivers was found to exist in vehicles originally stopped for a vehicle violation in which the officer learned during the course of the interaction with the driver that he/she did not have a valid driver's license – a misdemeanor offense. In such cases, officers have very little discretion in issuing a warning.

Figure 8 – Citation vs. Warning

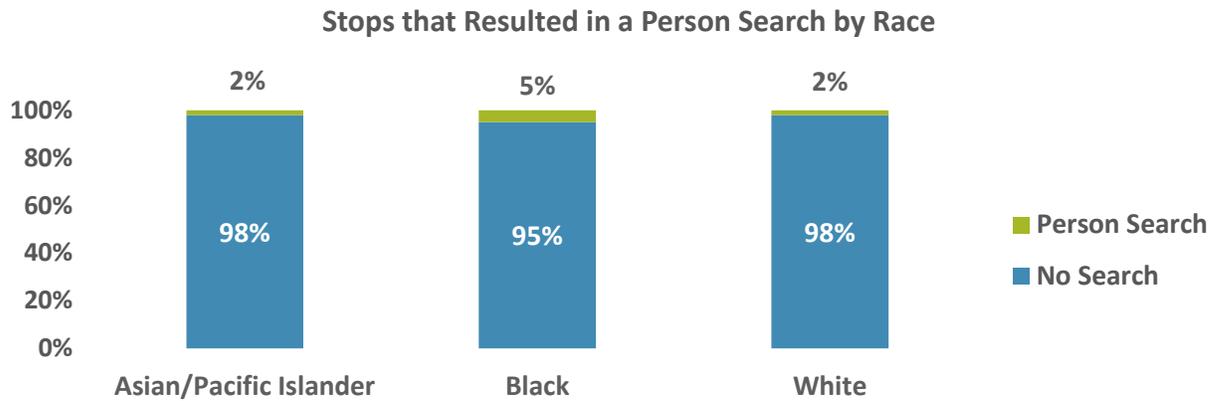


Note: Native American/Alaskan Native drivers in 2017 totaled only 9. As such, the sample size was too minimal for an accurate comparison to the other demographics.

### SEARCH OF PERSON BY RACE

Officers indicated if a traffic stop resulted in the search of a person occupying the vehicle. A search could be due to reasonable suspicion that contraband was inside the vehicle, incident to a custodial arrest (as required by department policy), or other reason articulated in a police report and within the scope of the traffic stop and in conformance with state law and case law. The information in Figure 9 illustrates that the vast majority of traffic stops did not result in a person search.

Figure 9 – Stops that Resulted in a Person Search by Race

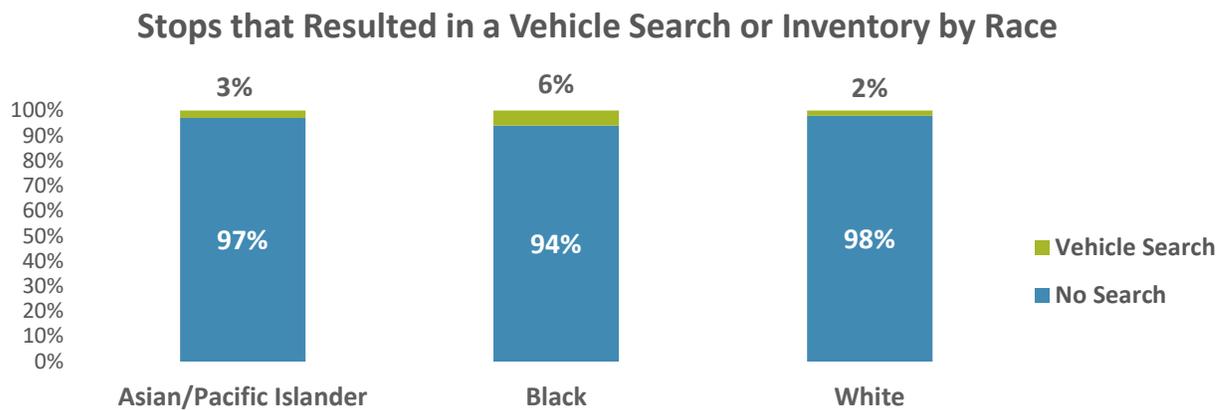


Note: Native American/Alaskan Native drivers in 2017 totaled only 9. As such, the sample size was too minimal for an accurate comparison to the other demographics.

### SEARCH / INVENTORY OF VEHICLE BY RACE

Officers indicated if a traffic stop resulted in the search of a vehicle. A vehicle search could be due to reasonable suspicion that contraband was inside the vehicle, incident to a custodial arrest, or an inventory prior to a vehicle impound (as required by department policy). The information in Figure 10 illustrates that the vast majority of traffic stops did not result in a vehicle search or inventory and the demographic disparities were insignificant.

Figure 10 – Stops that Resulted in a Vehicle Search or Inventory by Race

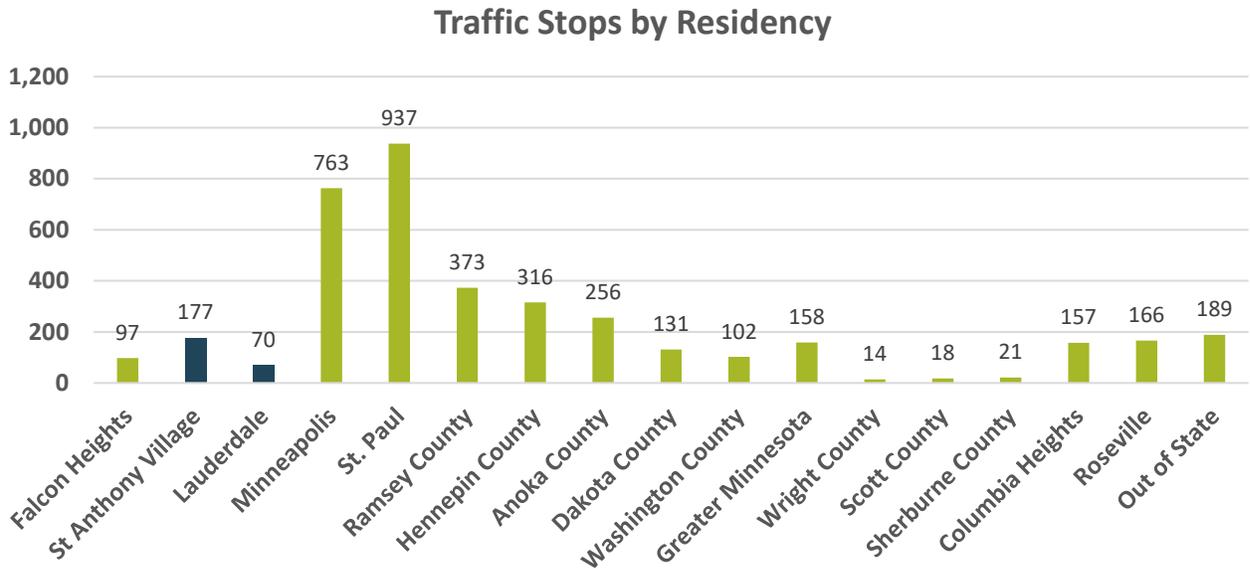


Note: Native American/Alaskan Native drivers in 2017 totaled only 9. As such, the sample size was too minimal for an accurate comparison to the other demographics.

### TRAFFIC STOPS BY RESIDENCE

The residency of the driver of each vehicle stopped, in addition to any occupants of that vehicle who were issued a citation or warning, were analyzed. The cities of St. Anthony and Lauderdale, along with cities that were within close proximity to these communities, were analyzed individually. Please see Figure 11. The data revealed that the vast majority of motorists that were stopped by the St. Anthony Police Department in 2017 resided outside of their patrol communities, as illustrated in Figure 12.

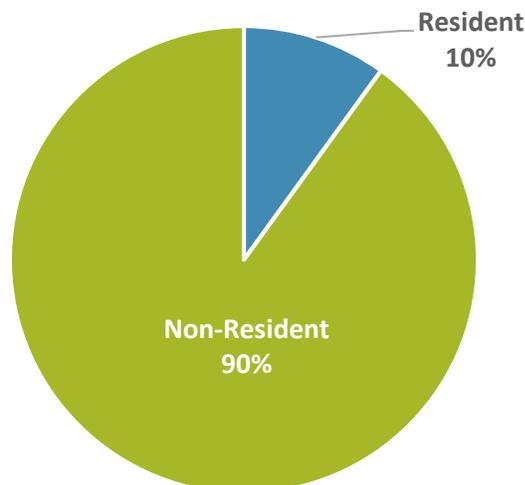
Figure 11 – Traffic Stop by Residency



Note: Any communities identified individually are not included in the number reflected for the county in which they reside.

Figure 12 – Traffic Stops by Residency

### Driver Residency for 2017 Stops



## LOOKING AHEAD

The collection, analyzation, and dissemination of data is vitally important in the decision making process. The ability to properly allocate resources, promote a safer community, maintain the commitment to the community to be transparent and provide an opportunity for voice, and to add to the overall discussion and exploration into policing practices of the St. Anthony Police Department and other police agencies is a prime focus of the department. As such, the St. Anthony Police Department is keenly interested in community feedback and discussion in all aspects of department policing to create for improved relationships built on trust and understanding. In 2017, approximately 80% of St. Anthony policing activities were a result of a call for service, and the department looks forward to this type of continuous community partnership.

The St. Anthony Police Department is committed to a culture of fair and impartial policing to all persons that demonstrates the pillars of Procedural Justice: fairness, transparency, providing an opportunity for voice, and impartiality in all decision-making. As part of this commitment, department personnel have taken advantage of the following training opportunities since late 2016 and will continue to participate in such training in upcoming years:

- Implicit Bias Training for all personnel
- Actively involved in the Government Alliance on Race and Equity (GARE)
- Fair and Impartial Policing Training for all personnel
- Two officers trained as Fair and Impartial Policing instructors
- Procedural Justice Training for all personnel
- Two officers trained as Procedural Justice instructors
- Crisis Intervention Training for all officers
- Incorporation of the Integrated Communication Assessment and Tactics (ICAT) de-escalation principles into use-of-force training

In addition, the St. Anthony Police Department will be implementing a Body Worn Camera (BWC) program in 2018 and upgrading all squad car cameras to a high definition system that will work in concert with the BWCs. The department is also engaged in strategic planning sessions with the community, facilitated by Department of Justice Collaborative Reform Initiative personnel, to better identify the goals and objectives that the community would like for their police department. Part of this strategic plan is to build the infrastructure to easily obtain traffic stop and other data that is timely, relevant, and in line with the goals and objectives established by the police department and the community.

Community inquiries, comments, and the resulting conversation is vital to understanding and relationship building. Anyone who would like to contribute to the discussion are encouraged to contact the St. Anthony Police Department by calling 612-782-3350, emailing [police@savmn.com](mailto:police@savmn.com), completing a community feedback form on the Collaborative Reform Initiative page on the St. Anthony Village website, or stopping by the department during business hours.