St. Anthony Police Department
2021 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

St. Anthony Police Department – 2021 Traffic Data Collection Report

In 2018, the St. Anthony Police Department developed a Strategic Plan with assistance from members of the Department of Justice's Collaborative Reform Initiative for Technical Assistance team. This plan sought and received input from internal and external stakeholders, and also included a public meeting where community members had an opportunity to contribute to the plan. The Strategic Plan is also on the police department website and availability for public input remains.

One of the identified objectives in the plan was a shift from "traffic enforcement" to a more identifiable focus on "traffic safety." Speeding, distracted driving, impaired driving, and failing to wear a seatbelt have been the top contributors of fatalities on Minnesota roadways and it is a primary objective to reduce crashes and change unsafe driving behaviors through education and the enforcement of traffic laws. In 2021, The St. Anthony Police Department responded to 191 vehicle crashes.

We also know that these driving behaviors are a concern to our community members, as nearly all reports of driving complaints focus on this type of conduct on our roadways. The St. Anthony Police Department received 136 driving complaints in 2021. This does not cover the general complaints officers receive while engaged in informal dialogue while out in the community.

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 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 2020 estimation, St. Anthony Village is populated by 9,257 persons with the following demographic breakdown: 8.2% Black or African American, 2.2% American Indian or Alaskan Native, 4.4 % Asian, 0.0% Native Hawaiian and Other Pacific Islander, 2.1% Hispanic or Latino, 1.8% Other/two or more races, and 76.8% White[1].

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.

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[1] https://www.census.gov/quickfacts/fact/table/stanthonycityminnesota/PST045221

The U.S. Census Bureau's 2020 population estimation for the City of Lauderdale was 2,624 with the following demographic breakdown: 7.2% Black or African American, 0.00% American Indian or Alaskan Native, 16.1% Asian, 0.0% Native Hawaiian and Other Pacific Islander, 2.3% Hispanic or Latino, 9.8% Other/two or more races, and 63.1% White[2].

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 significant number of motorists stopped by St. Anthony police officers did not reside in either St. Anthony or Lauderdale. As such, an important contribution to this data analysis is a consideration of the demographic composition of the following neighboring communities:

City of Minneapolis

Minneapolis is 58.42 square miles. According to the U.S. Census Bureau's 2020 estimation, the population is 429,954 with the following demographic breakdown: 18.9% Black or African American, 1.4% American Indian or Alaskan Native, 5.9% Asian, 0.0% Native Hawaiian and Other Pacific Islander, 9.6% Hispanic or Latino, 6.0% Other/two or more races, and 59.7% White[3].

City of St. Paul

St. Paul is 56.18 square miles. According to the U.S. Census Bureau's 2020 estimation, the population is 311,527 with the following demographic breakdown: 15.5% Black or African American, 0.8% American Indian or Alaskan Native, 19.1% Asian, 0.0% Native Hawaiian and Other Pacific Islander, 9.0% Hispanic or Latino, 6.3% Other/two or more races, and 55.2% White[4].

City of Columbia Heights

Columbia Heights is 3.521 square miles. According to the U.S. Census Bureau's 2020 estimation, the population is 21,973 with the following demographic breakdown: 21.5% Black or African American, 1.2% American Indian or Alaskan Native, 4.3% Asian, 0.1% Native Hawaiian and Other Pacific Islander, 8.1% Hispanic or Latino, 5.6% Other/two or more races, and 60.9% White[5].

City of Roseville

Roseville is 13.84 square miles. According to the U.S. Census Bureau's 2020 estimation, the population is 36,254 with the following demographic breakdown: 8.1% Black or African American, 0.5% American Indian or Alaskan Native, 8.4% Asian, 0.0% Native Hawaiian and

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[2]https://censusreporter.org/profiles/16000US2735738-lauderdale-mn/

[3] https://www.census.gov/quickfacts/fact/table/minneapoliscityminnesota/PST045221

[4] https://www.census.gov/quickfacts/fact/table/stpaulcityminnesota/PST045221

[5] https://www.census.gov/quickfacts/fact/table/columbiaheightscityminnesota/PST045221

Other Pacific Islander, 4.4% Hispanic or Latino, 7.1% Other/two or more races, and 72.3% White[6].

City of New Brighton

New Brighton is 7.062 square miles. According to the U.S. Census Bureau's 2020 estimation, the population is 23,454 with the following demographic breakdown: 10.4% Black or African American, 0.3% American Indian or Alaskan Native, 6.2% Asian, 0.0% Native Hawaiian and Other Pacific Islander, 7.9% Hispanic or Latino, 4.4% Other/two or more races, and 73.1% White[7].

City of Falcon Heights

Falcon Heights is 2.239 square miles. According to the U.S. Census Bureau's 2020 estimation, the population is 5,369 with the following demographic breakdown: 7.1% Black or African American, 0.0% American Indian or Alaskan Native, 14.1% Asian, 0.3% Native Hawaiian and Other Pacific Islander, 2.2% Hispanic or Latino, 3.9% Other/two or more races, and 72.3% White[8].

Figure 1 – Combined Square Mileage of Adjacent Communities

[6] https://www.census.gov/quickfacts/fact/table/rosevillecityminnesota/PST045221
[7] https://www.census.gov/quickfacts/fact/table/newbrightoncityminnesota/PST045221
[8] https://www.census.gov/quickfacts/fact/table/falconheightscityminnesota/PST045221
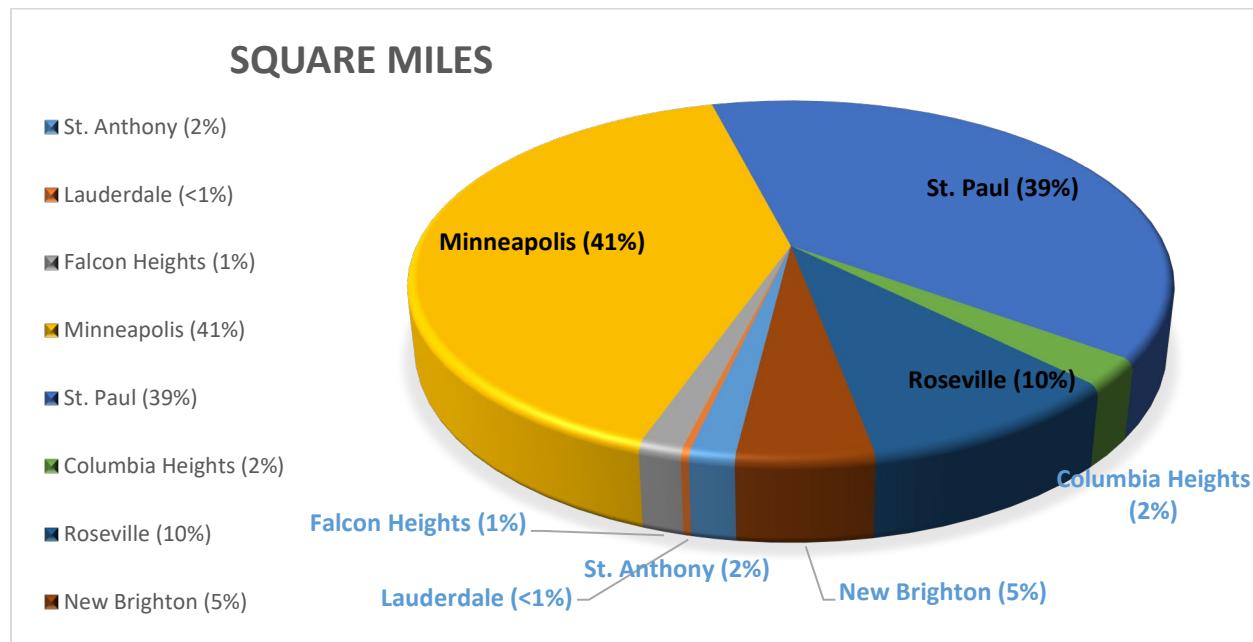
Figure 2 – Combined Population of Adjacent Communities

POPULATION

- St. Anthony (1%)
- Lauderdale (<1%)
- Falcon Heights (1%)
- Minneapolis (51%)
- St. Paul (37%)
- Columbia Heights (3%)
- Roseville (4%)
- New Brighton (3%)

Minneapolis (51%)

St. Paul (37%)

Falcon Heights (1%)

Lauderdale (<1%)

St. Anthony (1%)

New Brighton (3%)

Columbia Heights (3%)

Roseville (4%)
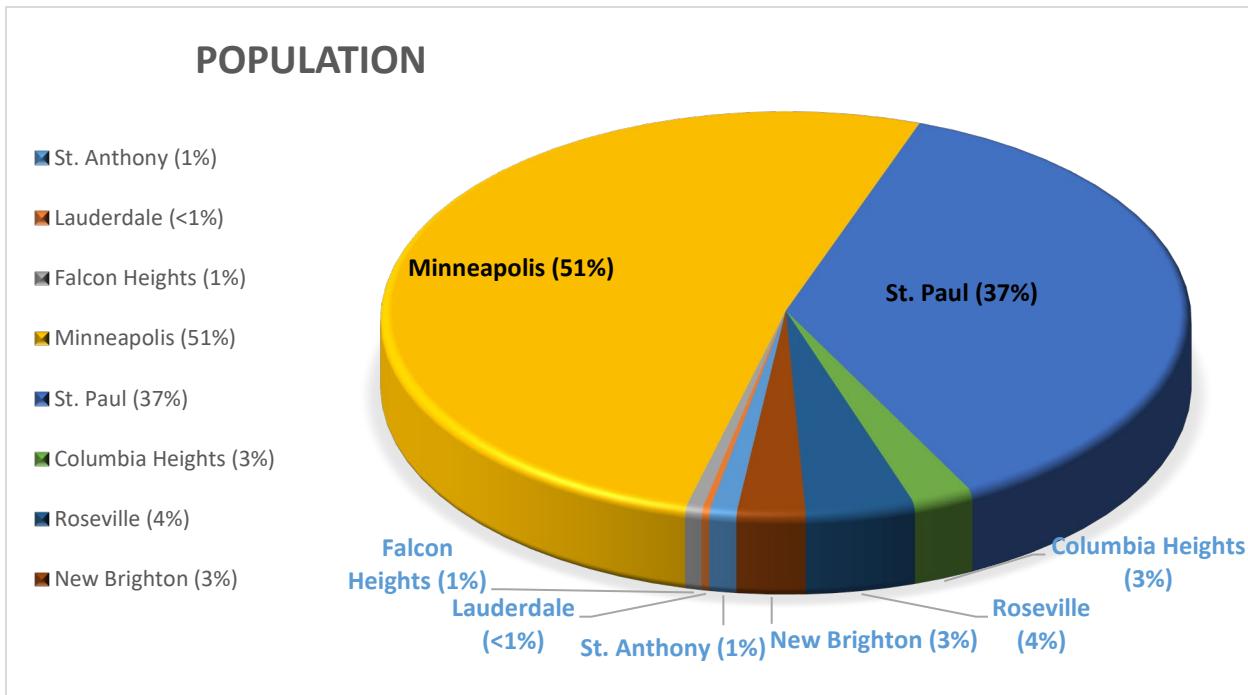
Figure 3 - Combined Demographics of Adjacent Communities

DEMOGRAPHICS

- White
- Black or African American
- Asian
- American Indian or Alaskan Native
- Hispanic or Latino
- Other/2 or More
- Hawaiian/Pacific Islander

White
57%

Black or African American
17%

Hawaiian/Pacific Islander
0%

Hispanic or Latino
9%

Other/2 or More
5%

American Indian or Alaskan Native
1%

Asian
11%
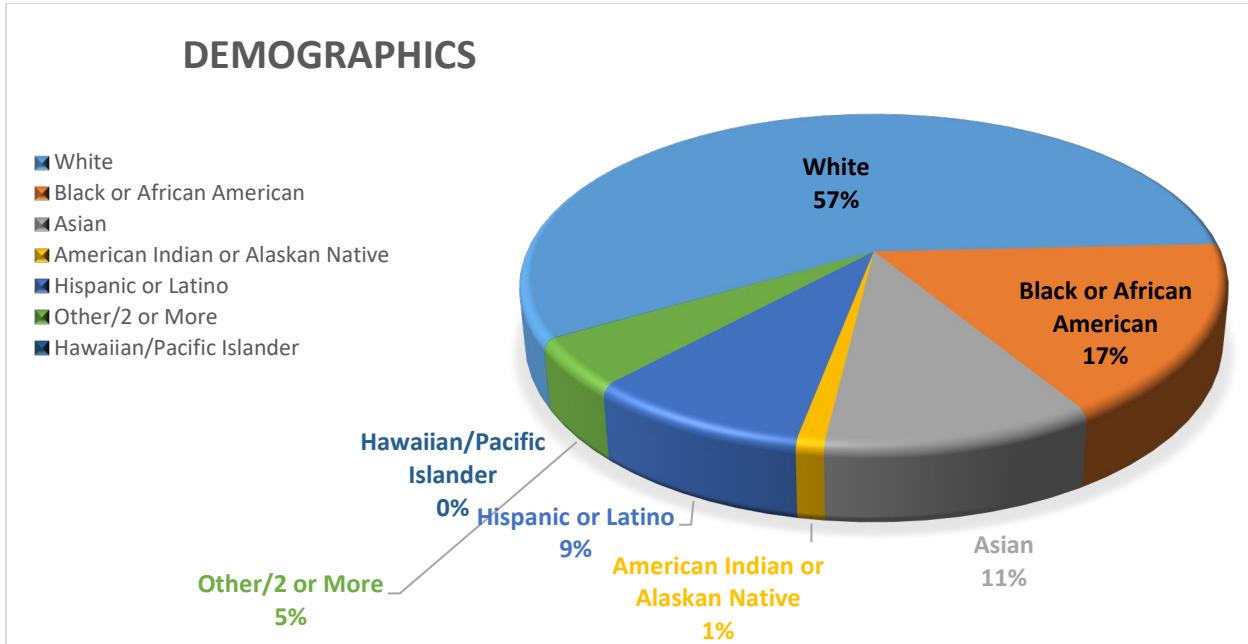
Traffic Stop Data

Traffic Stops by Residence

As outlined in the Figures 1 and 2 of this report, the City of St. Anthony only shares a very small portion of the total area and population as compared with those of adjacent cities. As part of our traffic analysis, the address city of every driver (as recorded on their State driver's license or identification card) was coded to reflect the percentage of driver's who resided in either St. Anthony, Lauderdale, or another community outside of these cities. These codes showed if the driver was in an adjacent community, and if not, what metro county they resided, or it they were outstate or outside the State of Minnesota. The analysis revealed that only 5 percent of driver's stopped resided in the City of St. Anthony, and only 1 percent resided in the City of Lauderdale. It was also revealed that 41% of drivers resided in either Minneapolis or St. Paul, both large communities adjacent to the Cities of St. Anthony and Lauderdale.

Figure 4 – Traffic Stops by Residency
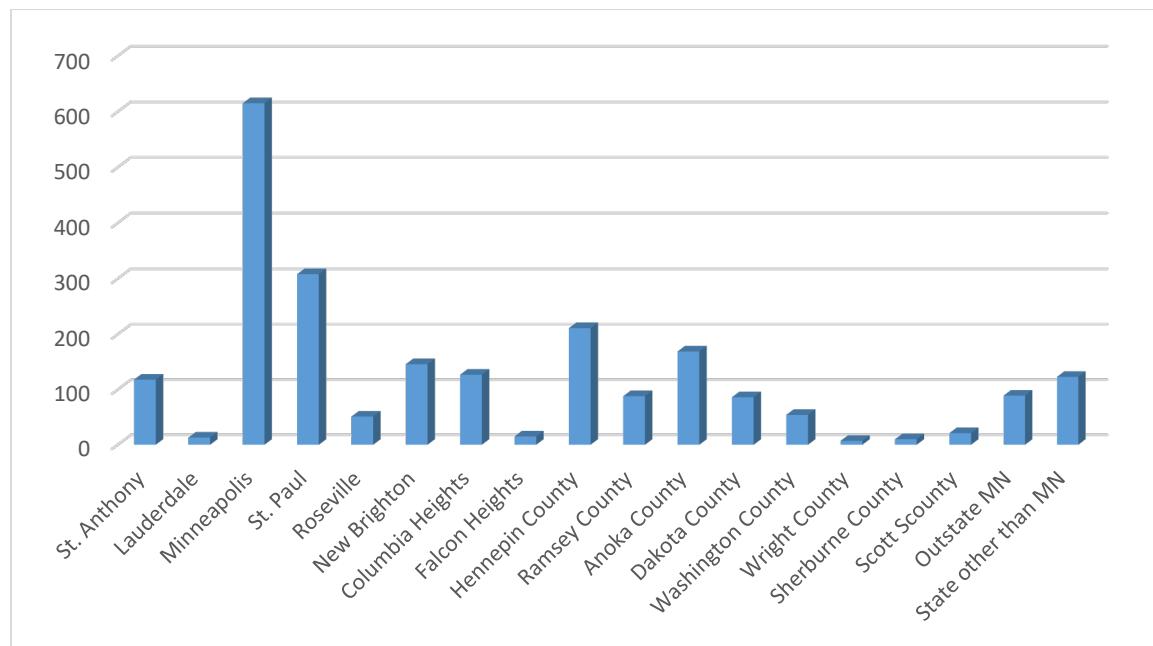
Figure 5 – Traffic Stops by Residency
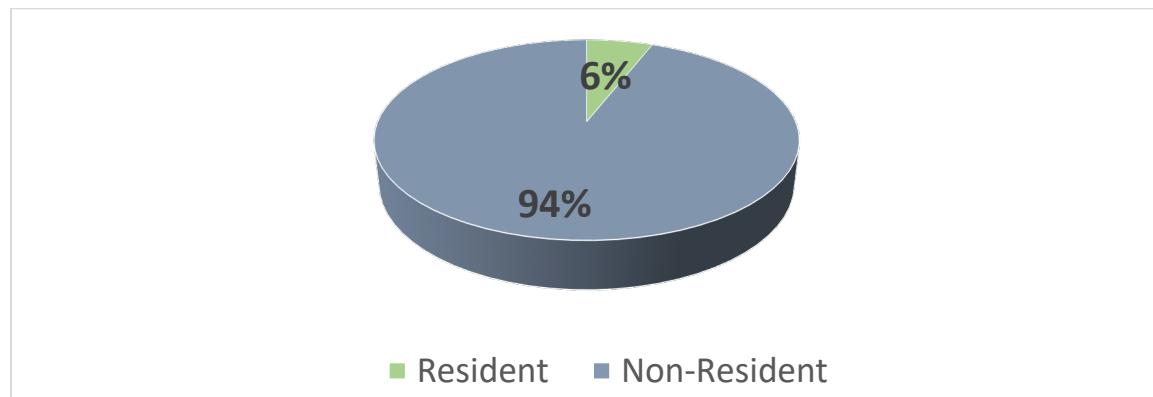
In 2017, we began coding all of our traffic stops as either a moving violation, a vehicle violation, an investigative stop, or a traffic stop as a result of a 911 call for service. This was done in an effort to accurately track, report, and adjust as necessary, our education and enforcement actions to align with the Strategic Plan. Each stop classification is defined as follows:

- ► **Moving Violation:** Speeding, distracted driving, stop light or stop sign violation, seatbelt violation, etc.
- ► **Vehicle Violation:** Expired registration, defective or illegal equipment, etc.
- ► **Investigative Stop:** Unlicensed vehicle owner, warrant hit, missing person notification, stolen vehicle hit, involved in articulable suspicious activity, etc.
- ► **911 Call for Service:** Traffic stop that was the result of a call to 911 or other citizen report.

In 2021, the number of stops that were the result of a moving violation (those violations which are known to cause accidents and deaths on Minnesota roadways and are of the most concern to our community, as reflected in the number of complaints received by the department) have risen in each of these years respectively. Specifically, stops for moving violations have risen from 57% in 2017 to 83% in 2021. This is consistent with our Strategic Plan of a traffic safety approach to education and enforcement.

*Figure 6 – Traffic Stop by Type 2017-2021*
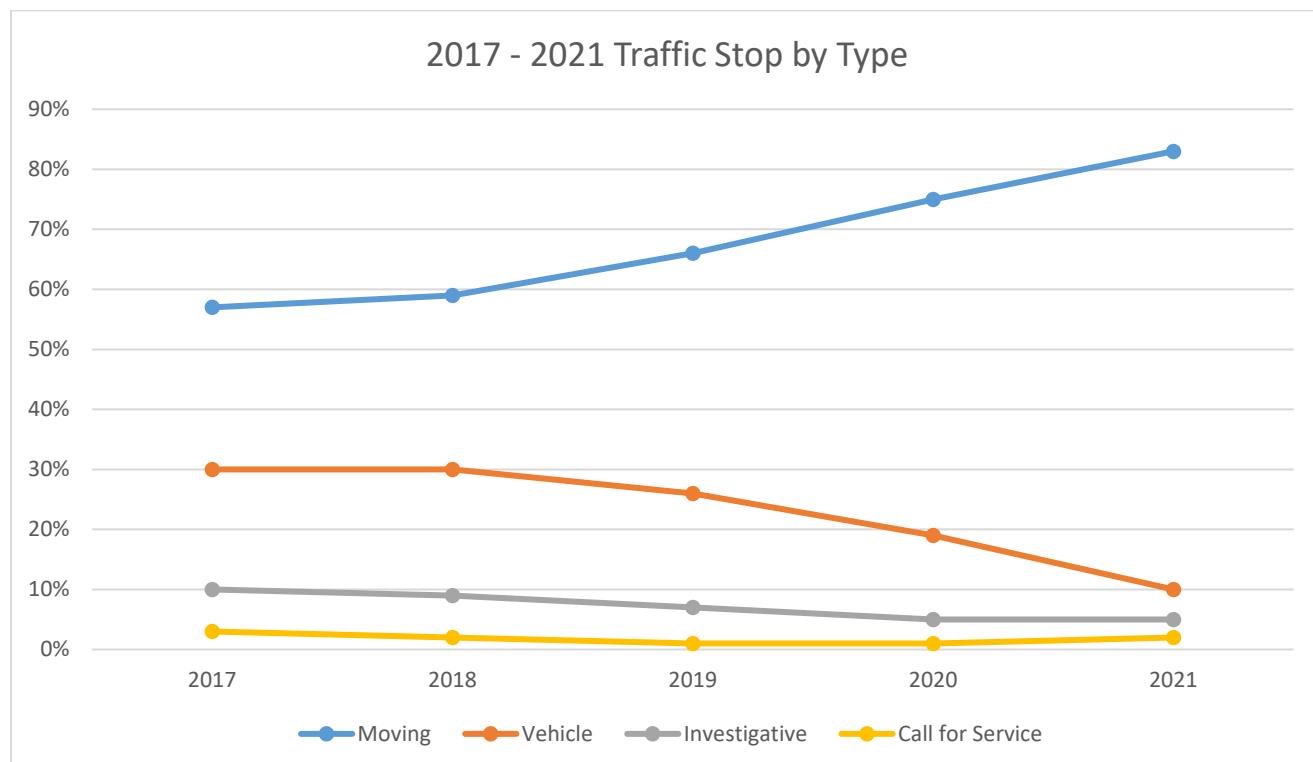
Figure 7 – Traffic Stops by Type
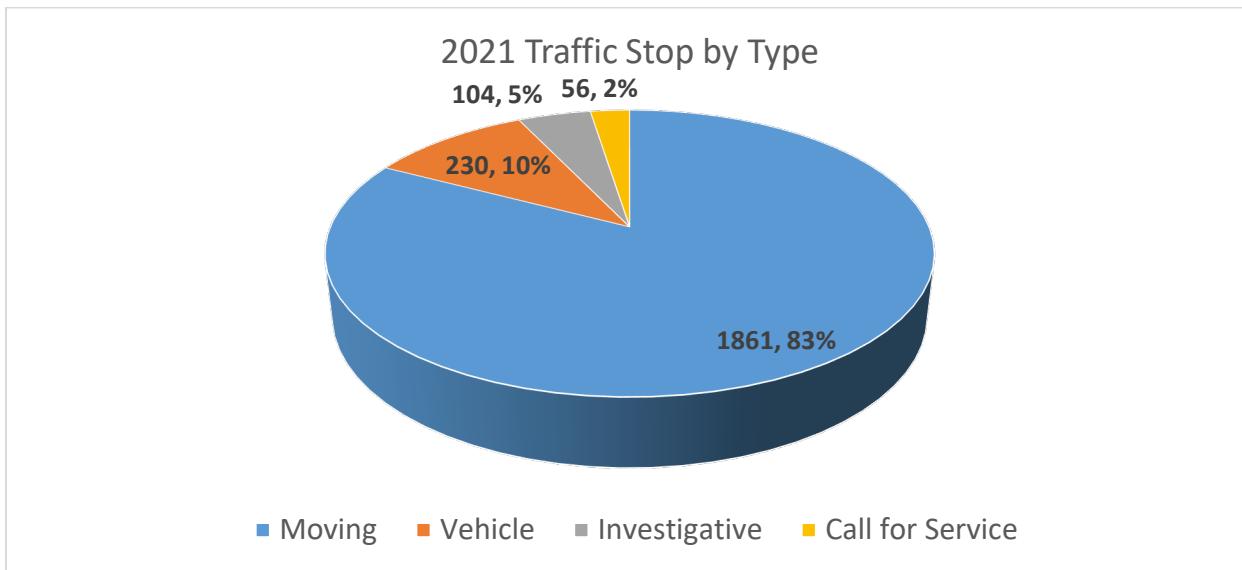
Traffic Stop by Race and Gender

In addition to this classification system, officers were instructed to report on the race and gender of the driver, as perceived by the officer during the course of the traffic stop interaction. With a strong focus on driving behavior (i.e. moving violations), the officer is generally made aware of a moving violation well before any determination of the physical characteristics of the vehicle occupants can be made. Environmental factors, such as time of day, weather, traffic patterns, location, etc. also make early identification of the driver by the officer less likely. The perceived race of the driver, consistent with the National Incident Based Reporting System (NIBRS) race coding system, were recorded as one of the following:

- ► White
- ► Black or African American
- ► Asian
- ► American Indian or Alaska Native
- ► Native Hawaiian or Pacific Islander
- ► Unknown

It should be noted that the race codes in NIBRS records a person of Hispanic/Latino descent as an ethnicity description within one of the aforementioned race codes. As such, an officer making a traffic stop would record the perceived race of the driver, along with whether the driver's ethnicity was of Hispanic or Latino descent. For example, a driver's race could be recorded as Black or African American of Hispanic/Latino descent, White of Hispanic/Latino descent, etc.

Figure 8 – 2021 Traffic Stops by Race

Traffic Stops by Race

Asian, 4%

Unknown, 0%

Pacific Islander/Native Hawaiian, 0%

White, 56%

American Indian/Alaska Native, 1%

African American, 39%

- ■ White
- ■ African American
- ■ Asian
- ■ American Indian/Alaska Native
- ■ Pacific Islander/Native Hawaiian
- ■ Unknown
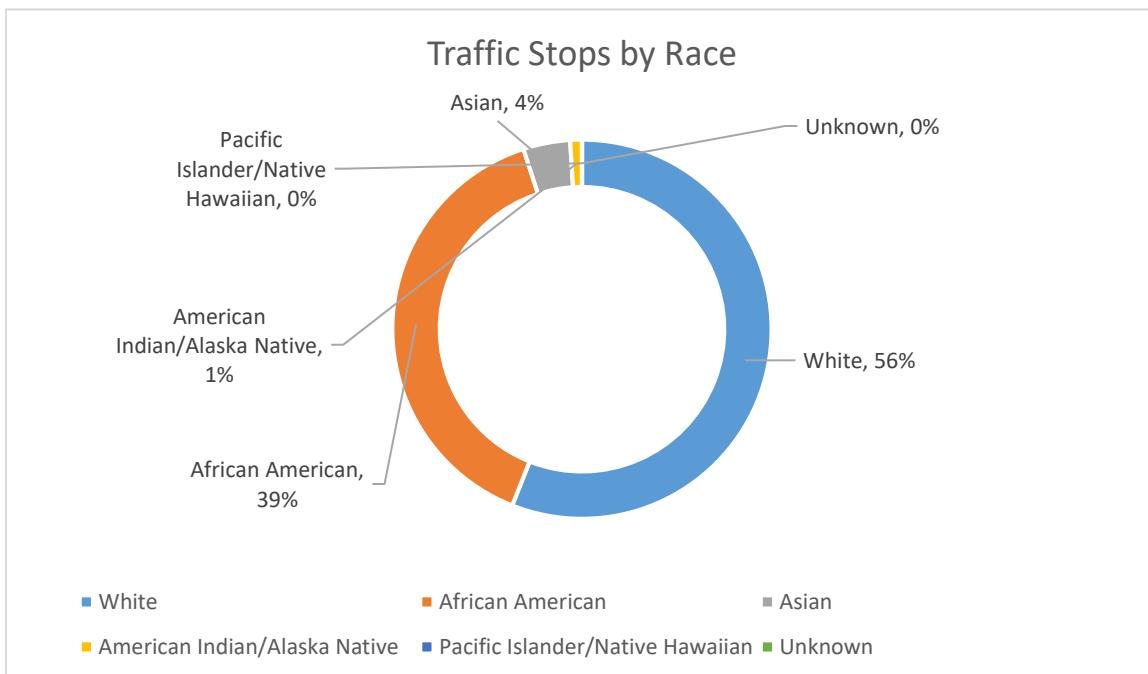
Figure 9 – 2021 Traffic Stops by Gender

Gender of Drivers Stopped

36%

64%

- ■ Male
- ■ Female
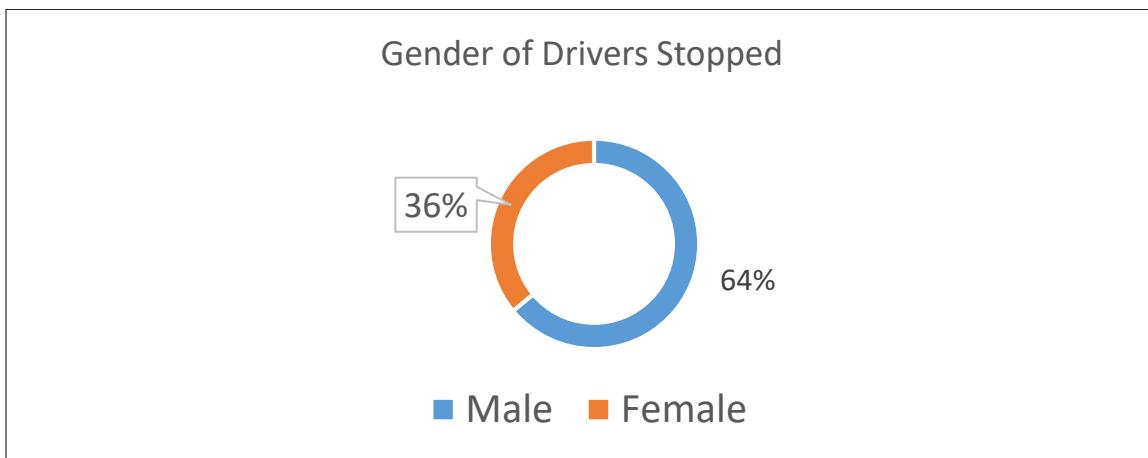
Traffic Stop by Race – A Deeper Examination

Following the collection and examination of the previously reported traffic stop type data (i.e. moving, vehicle, investigative, call for service), the St. Anthony Police Department chose to look further into each category individually to evaluate for consistency across each Race demographic as well as gathering a better understanding of how our traffic stop data aligns with our traffic safety goal. This required staff to manually look at each traffic stop and code them with an additional code. The results are reflected in Figures 10, 11, and 12.

Note: Because the number of traffic stops of Asian, American Indian/Alaska Native, and Native Hawaiian/Pacific Islander drivers were so small, their sample size was too minimal for an accurate comparison to the other demographics. Also, the "Call for Service" category is not included, as it could not be broken down any further.

The results of this analysis revealed that the reason White drivers and Black or African American drivers were stopped, are nearly identical in each of the 35 categories.

Figure 10 – Traffic Stop Moving Violations

Moving Violations

	Speeding 5-9mph over	Speeding 10-14mph over	Speeding 15-19mph over	Speeding 20+mph over	Stop Light	Stop Sign
African American	0%	10%	25%	20%	6%	5%
White	0%	9%	23%	17%	7%	5%

Moving Violations (cont.)

	Illegal Phone Use	Illegal U-Turn	Weaving Outside Lane	Fail to Signal	Illegal Turn/Lane Use	Illegal Passing	No Headlights Activated
African American	2%	1%	2%	1%	2%	0%	5%
White	3%	0%	2%	2%	2%	1%	6%

Moving Violations (cont.)

	Crosswalk Violation	Wrong Way in Traffic	Careless/Reckless	Seatbelt Violation	Fail to Dim Headlights	Littering
African American	0%	0%	1%	0%	1%	0%
White	1%	0%	1%	1%	0%	0%

Figure 11 – Traffic Stops Vehicle Violations

Vehicle Violations

	Expired Registration	No License Plates	1 Missing Plate	Defective Headlight	Defective Taillight/Brake light
African American	3%	3%	0%	1%	1%
White	5%	2%	1%	0%	1%

Vehicle Violations (cont.)

	Display Wrong Plates	Obstructed Vision	Illegal Window Tint	Multiple Vehicle Violations	Loud Exhaust
African American	0%	0%	0%	2%	0%
White	0%	0%	0%	2%	0%

━━ African American ━━ White
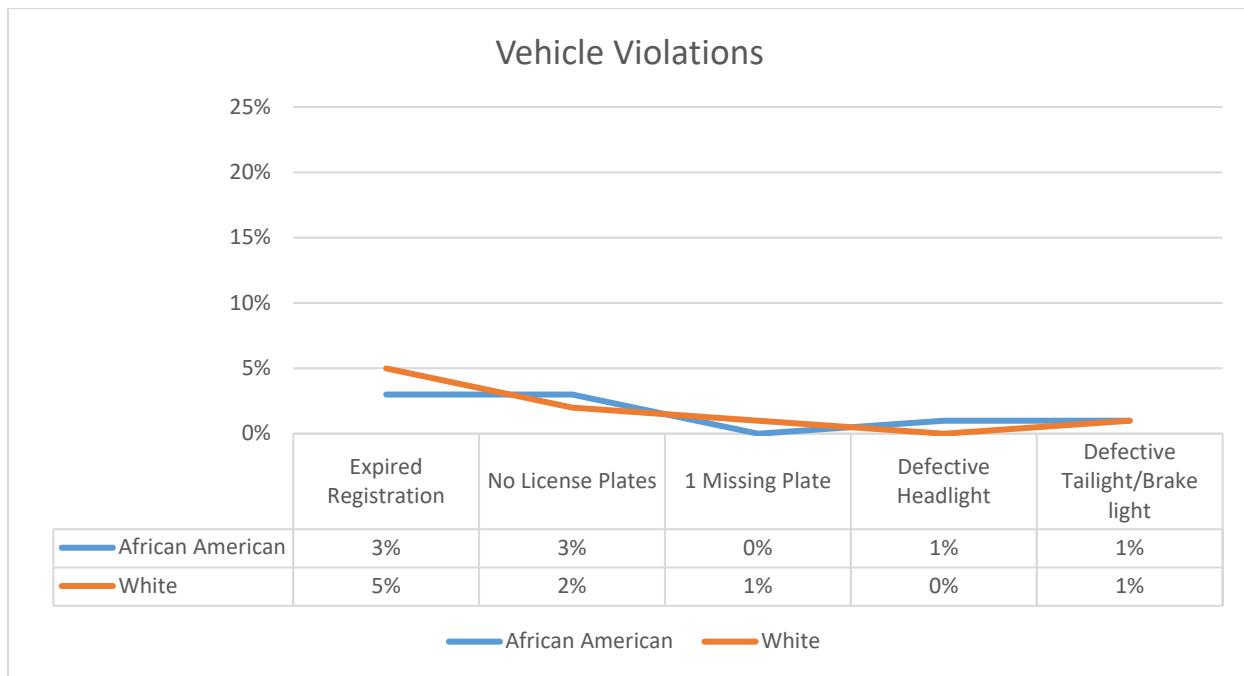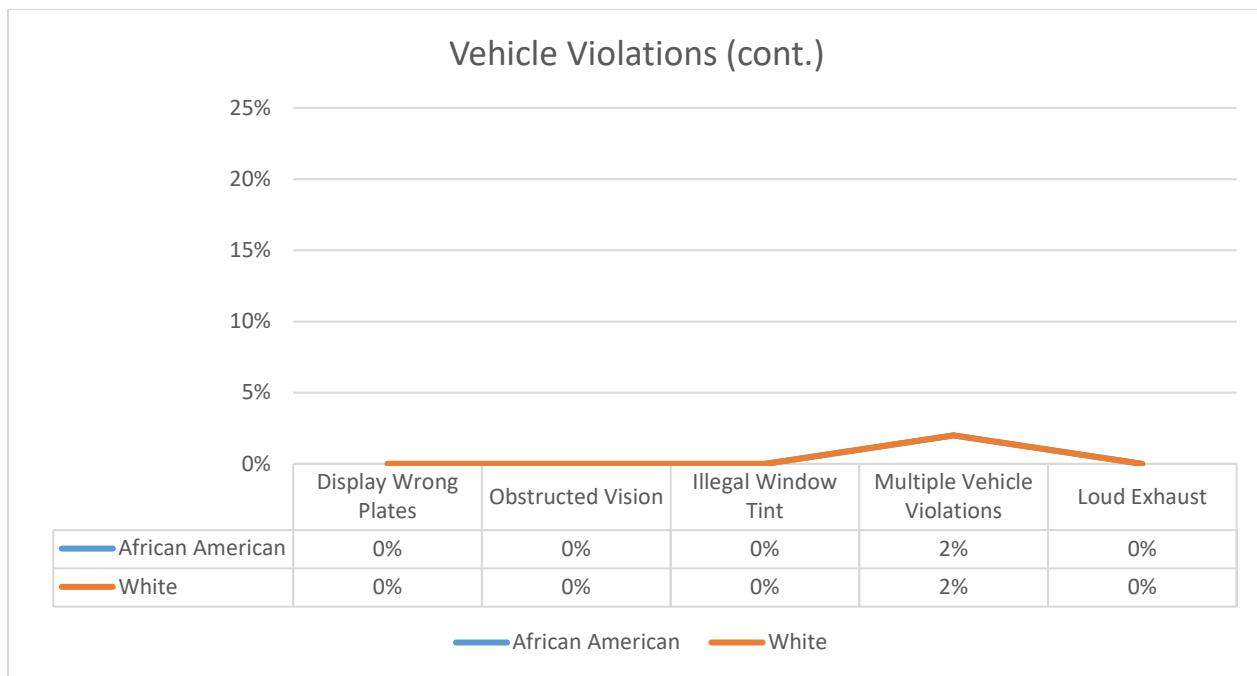
Figure 12 – Traffic Stops: Investigative Stops

Investigative Stops

	License Plate Check = No Driver's License	License Plate Check = Arrest Warrant	Suspicious Activity	License Plate Check = Stolen Vehicle	License Plate Check = Suspended Registration
African American	2%	1%	0%	0%	0%
White	3%	1%	0%	0%	0%

━━ African American ━━ White
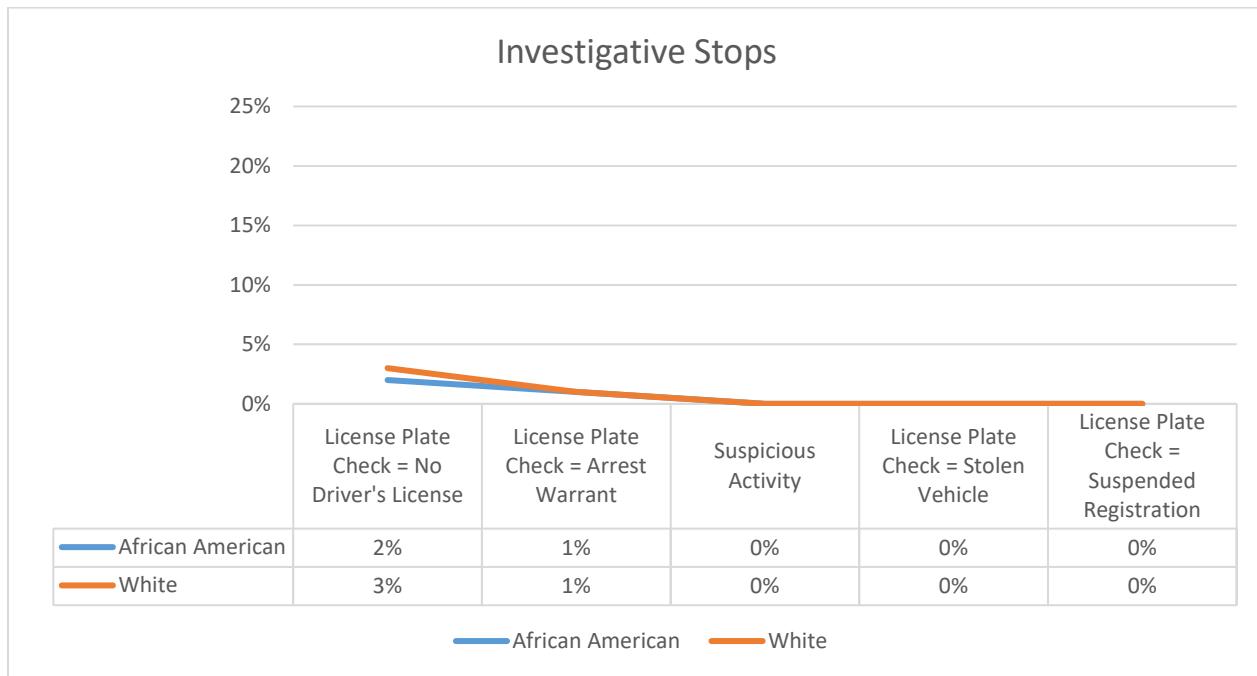
Traffic Stop by Race – Surrounding Communities

As we earlier considered the population demographics of our adjacent communities, we sought to do the same with the traffic stop data as it pertains to the perceived race of the driver. Of the

communities described previously, the police agencies of St. Paul[9], Minneapolis[10], Roseville[11] and New Brighton[12] had publicly available data consistent with the data on race collected by the St. Anthony Police Department. As illustrated in Table 1, there is relative consistency between the St. Anthony Police Department and our adjacent communities.

Table 1 – Traffic Stop by Race Comparison

Race	*Surrounding Area Police*	*St. Anthony Police Dept.*
Black or African American	43%	39%
White or Hispanic/Latino	46%	56%
Asian	7%	4%
American Indian/Alaska Native	1%	1%
Other / Unknown	3%	0%

While we as an agency do not have the resources or expertise to research, collect, analyze and understand all of variables and dynamics that lead to the outcomes illustrated in the data, we are committed to our mission, vision, strategic plan and traffic safety initiative. We are also committed to a continuous evaluation of our policing procedures, training, to learning, and being proactive in doing our part to ensure a fair, equitable and just community partnership.

Looking Ahead

Fair, impartial, and professional policing is paramount to the legitimacy of the St. Anthony Police Department and all police agencies. We recognize the need for public approval, cooperation, and community with us to achieve our mission, "To improve the overall quality of life by preserving the peace and safety of the community," which encompasses our traffic safety objective. In an effort to steadfastly pursue our mission and vision, we continue to bolster the following department training and initiatives:

- ► Implicit Bias Training for all personnel
- ► Continued Membership in the Government Alliance on Race and Equity (GARE)
- ► Fair and Impartial Policing Training for all personnel
- ► Department trained Fair and Impartial Policing instructors
- ► Procedural Justice training for all personnel
- ► Department trained 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
- ► Mental Health Response training

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[9] https:// https://information.stpaul.gov/Public-Safety/Traffic-Stop-Vehicle-Stops-by-Race-and-Year/tt58-98fx

[10] http://opendata.minneapolismn.gov/datasets/police-stop-data

[11] https://www.cityofroseville.com/3319/Traffic-Stop-Data

[12] https://www.newbrightonmn.gov/traffic-stop-data

- ► Participation in numerous "Community Conversations" throughout the year
- ► Revitalization of our Community Academy and other department sponsored community engagements

In addition, all St. Anthony police officers continue to wear a Body Worn Camera (BWC) during all traffic stops and nearly all community interactions. Since the BWC program's inception in 2018, a monthly internal audit of the BWC use by officers is conducted. Supervisors randomly select BWC videos and confirm that a video is present for every call requiring its use, that the video was classified properly, and that the officer's actions were professional and within department policy. In 2021, a total of 477 videos were randomly viewed, with 99 percent of those meeting the criteria set forth in policy. Video is also reviewed following any complaint or concern received to access fairness, impartiality, professionalism, and any deviation from department policy. Finally, the St. Anthony Police Department had the BWC program audited by an outside independent auditor, as required by Minnesota State Statute. The auditor found no discrepancies with the program.

The St. Anthony Police Department continues to partner with a [Driver Diversion Program](#), which aims to help individuals obtain a valid driver's license after it had been invalided. We understand that having a valid driver's license is vital to many people maintaining employment, making necessary appointments, and contributes to a better overall quality of life. Simply issuing ticket after ticket often does not solve this problem, and we are happy to be part of a solution that offers a path to license reinstatement and the doors it opens for the individual.

We are also proud to be a part of the [*Lights On!*](#) program that gives officers the opportunity to provide a motorist with defective lighting a coupon to have the equipment fixed at a repair facility. This program is grant funded and is provided at no cost to the vehicle driver. So, instead of a traffic stop that is punitive, we offer a restorative solution that enhances our partnership with our motoring community and increases traffic safety through properly functioning motor vehicles.

As a department, we strive to improve and encourage inquires, comments and conversations. Anyone who would like to contribute to the discussion should contact the St. Anthony Police Department by calling 612-782-3350, emailing police@savmn.com, or by making an appointment with the Chief of Police.