# FARMINGTON HILLS POLICE DEPARTMENT ANALYSIS 2022

**Phase 2 – Traffic Stops and Citations Assessment & Analysis**

**Section 1 of 2**

**Primary Report**

# January 8, 2024



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# PROJECT SCOPE AND OBJECTIVES

The objective of this project is to complete an assessment of the Police Department's policies, procedures, training, customs, and culture regarding traffic stops and the issuance of traffic citations. The assessment will focus on identifying any bias regarding traffic stops and citations.

## Winbourne Consulting Contract/Statement of Work Tasks

*Assess the Police Department traffic stop policies, procedures, and training to compare law enforcement industry model policies, standards, guidelines, and best practices.*
*Information required to complete the assessment may include:*

1. CAD breakdown
   a. Traffic stops
      i. All traffic stops for the entire City by type of stop (event code) and disposition code
      ii. Traffic stops by District, Beat, Zone
      iii. Traffic stops by shift – Day, evening, and midnight
      iv. Does the department differentiate a vehicle stop for a traffic offense versus a crime-related one (e.g., BOLO, suspicious activity, wanted person, suspect vehicle, etc.)?
      v. Can the CAD system map the above data (e.g., multiple map views)?
   b. Traffic Stop/Anti-Bias
      i. Does the Department collect driver/passenger demographic data for each stop?
   c. Traffic stop Warnings (no further action)
   d. Traffic stop resulting in arrests
      i. Can the CAD/RMS provide a breakdown of arrests made from traffic stops?
         1. Type of crime – Traffic/DL, DUI, drugs, weapons, wanted person, etc.
         2. Demographics of persons arrested
   e. Traffic stop Use of Force
      i. Breakdown of Use of Force incidents for types of activity including traffic stops
   f. Vehicle search data
      i. Does the Department collect data regarding when searches of vehicles are made related to traffic stops
         1. Consent search
         2. Incident to arrest
         3. Criminal investigation/search warrant
2. Enforcement via automated systems [e.g., ALPR, speed cameras, either mobile or fixed (school zone) red-light cameras, etc.]

3. *Traffic citation data*
    a. *Does the department enter traffic citation data into the RMS?*
    b. *Does the local court or state enter traffic citations into a database? If yes, can this data be queried (e.g., generate various types of reports)*
4. *City demographic information*
    a. *Entire City*
    b. *District, Beat Zone*
    c. *Roadway demographics (e.g., during different times of day, a manufacturing plant, office building, industry, etc., can change the demographic of a roadway with workers traveling to or from work)*
5. *Traffic crash data*
    a. *Volume, locations – District, Beat, Zones*
    b. *Crash patterns – Run red light, speeding*
    c. *Most dangerous intersections*
6. *Revenue breakdown from traffic citations*
    a. *Breakdown of revenue generated from traffic citations*
        i. *State*
        ii. *County*
        iii. *City – Does the money go to a City general fund?*
7. *CALEA and/or State accreditation standards*
8. *BWC/In-Car camera*
    a. *Does the department employ a BWC/In-Car camera system?*
    b. *Does the department have a formal QA process regarding officer demeanor and professionalism at traffic stops*
9. *Critical incidents (officer-involved shooting, vehicle pursuits w/injuries, violent felony incidents, etc.)  NOTE: The Winterbourne team may specify particular critical incidents based on interviews and personal research.*
10. *GIS Mapping (e.g., heat maps, with additional layers of real numbers of*
    a. *Traffic accidents, layered by severity*
    b. *Locations of traffic citations issued*
        i. *If possible, Map 1 detailing citations issued to Farmington Hills residents*
        ii. *Map 2, detailing citations issued to non-Farmington Hills addresses*
    c. *Traffic patterns, particularly identifying principal routes of ingress, egress, and commuting patterns by rush hours, weekday, and weekend denominators*
    d. *General (all) arrests*
    e. *If possible, general (all) locations of documented use of force. (This may be delimited by Department-defined "serious" uses of force)*
    f. *If possible, areas broken down by demographics and – separately – incidences of crime*

g. *If possible, areas broken down by*
   i. *Total 911 CFS, by precedence*
   ii. *Total on-view (officer initiated) activity*
h. *Other GIS data/mapping requirements identified as relevant by FHPD leadership*

*The assessment will be completed via online interviews with relevant personnel and a review of department documentation.*

## City Contract/Statement of Work Responsibilities

1. *Provide a single point of contact that will manage the project for the City. Tasks will include*
   1. *Communication with the Winbourne Consulting Project Manager*
   2. *Communication with relevant City personnel*
   3. *Scheduling meetings with City and other relevant personnel as needed*
   4. *Communicating with personnel to obtain information/data*
2. *Provide access to relevant personnel, including but not limited to:*
   1. *Command Staff personnel*
   1. *Department personnel - Training, Patrol, Investigations, Traffic, Records Management, Communications, etc.*
   2. *Subject matter expert personnel who can generate the required data*
   3. *Other personnel to be determined*
3. *Provide requested relevant documentation and data.*

## Winbourne Consulting Contract/Statement of Work Deliverables

1. *Project plan and status reports as project tasks and milestones are completed*
2. *Develop findings and recommendations relevant to project objectives*
3. *Obtain input from relevant City personnel regarding the findings and recommendations*
4. *Complete a draft report of findings and recommendations to be reviewed by the City for accuracy*
5. *Submit a final report*
6. *Complete an in-person presentation of the report if needed*

## Overview of Methodology

The Phase 2 analysis started in earnest with the conclusion of the Phase 1 report and City Council presentation on January 23, 2023.

The same methodology used for the Phase 1/Training Assessment was used for Phase 2/Traffic Stop and Citation Analysis. Activities included:

- A comprehensive information request for various types of data was provided to the FHPD project team
- Numerous subject matter experts were engaged:
  - FHPD
  - CLEMIS
  - District Court Administrator's Office

The findings and recommendations in this report are based on:
  - o Law enforcement standards, guidelines, and best practices
  - o Decades of law enforcement leadership and experience,
  - o Professional relationships with law enforcement experts throughout the USA.
  - o Our experience as advisors and participants in policy development for a large number of police agencies – of all sizes – over the last 30+ years
- To arrive at the Findings and Recommendations, the Winbourne Team conducted a comprehensive review of data and documents provided by FHPD. This document production was supplemented by the assessment team utilization of an additional ~990 pages of outside studies and external source material.
- National research outcomes were used where relevant as additional benchmarks and criteria. Throughout this study, the findings, and recommendations we present were compared and contrasted to research initiatives from the National Police Institute (formerly the National Police Foundation), the International Association of Chiefs of Police (IACP), the Bureau of Justice Assistance, DOJ Office of Community Oriented Policing Services, and other prominent academic and professional institutions.

## Overarching Statement of Methodology and Basis for Conclusions

The conclusions, analysis, findings, and recommendations presented in this study should be considered under the rubric of this all-encompassing predicate:

*Winbourne's conclusions are based upon neutrality and the standard of objective reasonableness. Opinions presented in this report are held by their authors to a reasonable degree of professional certainty. They are based on education, training, and experience in active policing and knowledge of policing standards and best practices.*

*The basis for all opinions and conclusions in this assessment is founded upon decades of continuous professional experience, national/international public safety networks and relationships, participation in academic and organizational research studies and reform initiatives, and both past and contemporaneous engagement, evaluation, information-sharing, and study of policies/practices in police agencies of all sizes throughout the US.*

*This is not an academic study intended to conform to control/treatment analysis standards or the other conventions that characterize formal academic (e.g., university) research formats.*

It is important to remember that research conclusions about traffic enforcement are seldom 100% definitive. Causations are rarely asserted, at least not without qualifications. For example, the arguments both supportive of traffic enforcement – specifically that it saves lives – and the arguments that question the efficacy, social injustice, and creation of public hazard through traffic enforcement are largely *correlative versus causal*.

Correlation does not equal causality, although a strong correlation is a good starting point. In the studies we reviewed, it was very rare to see a study on racial bias and unjust outcomes of traffic that includes arguments supportive of the need for traffic enforcement to save lives; just as rare is the study that balances the efficacy of traffic enforcement to save lives alongside the impact of biased stops in human tragedy.

As stated in the seminal report entitled <u>What Works in Policing</u> [NIJ, Sherman et al.], "*scientific knowledge is provisional. The most important limitation of science is that the knowledge it produces is always becoming more refined, and therefore, no conclusion is permanent. As the U.S. Supreme Court noted in its analysis of scientific evidence in the case of Daubert vs. Merrell Dow (1993),3 no theory (or program) of cause and effect can ever be proved to be true. It can only be disproved.*"

Lastly, generalizations are inherently uncertain. The rules of science are relatively clear about how to test cause and effect in any given study—a concept known as "internal validity." The rules about how to judge how widely the results of any study may be generalized are far less clear, especially in social sciences—a concept known as "external validity." How much a conclusion can be generalized requires continued testing: replication. "*Until replications become far more common in crime prevention evaluations, the field will continue to suffer from the uncertain external validity of both positive and negative findings*" [NIJ-Sherman et al.]

## SUMMARY OF FINDINGS AND RECOMMENDATIONS

**Findings and Recommendation #1 – FHPD Strengths**

- At the outset, we note that the Farmington Hills Police Department (FHPD) has many strengths, enabling its leaders to address the challenges we discuss in this report. Among these strengths are:
  - FHPD's conscientious, experienced, and principled leadership
  - A statement of mission and core values which prioritizes reverence for life and constitutional policing
  - A commitment to situational awareness as the basis for policy and training
  - Comprehensive, multi-faceted accountability systems
  - Rigorous and comprehensive training programs, including industry standard-level fair and impartial (implicit bias) training
  - An institutional commitment to procedural justice and police legitimacy
  - Specific traffic safety initiatives, most notably commercial vehicle regulatory enforcement
  - Finally, a commitment to continuously, progressively improve

**Findings and Recommendation #2 – Exceed CALEA and Michigan Accreditation Standards**

- FHPD's Traffic Stop and Citation policies meet CALEA and Michigan Accreditation Standards
- It is important to note that state and national accreditation standards represent more of an essential baseline than a leading-edge body of policies and practices
- The need to address deficiencies and implement model practices is the focus of this Phase 2 report
- Winbourne believes that FHPD is well-positioned to achieve these goals

**Findings and Recommendation #3 – Create a Formal Traffic Safety and Enforcement Protocol**

- FHPD should create and implement a formal traffic safety and enforcement strategic protocol that is data-informed and focused upon life safety as the ultimate goal of enforcement, warnings, education, and prevention
- The development of the protocol should be a top priority
- The elements of this strategic protocol include:
  - Mission statement such as:
    - *FHPD is committed to uniformity and consistency in enforcement to obtain and promote voluntary compliance. To this end, FHPD focuses on opportunities for qualitative enforcement – centered on prevention and education through warnings and non-punitive contacts – as preferable over quantitative enforcement whenever practical*
  - Clarity regarding FHPD traffic enforcement objectives. For example, there can be a perceived belief that traffic enforcement in Farmington Hills is founded upon revenue generation

- o Establishing objectives focused on accidents, injuries, and inherently dangerous driving behaviors
  - o Using timely, reliable data and evidence to implement strategies and programs
  - o Focused personnel education and enforcement initiatives. Ensure personnel understand department objectives and what is not permissible (e.g., pre-textual traffic stops)
- FHPD has started completing components of this initiative, including the implementation of the Traffic Enforcement Plan for 2024

**Findings and Recommendation #4 – Improve the Quality of FHPD Data**
- The inability to obtain the required data for this project was a significant constraint. FHPD does not have any personnel with expert knowledge regarding CLEMIS system data and "Advanced" certification to mine CLEMIS data
- To successfully achieve a formal Traffic Safety and Enforcement strategy, FHPD needs access to quality data (e.g., timely, accurate, relevant, objective, and comprehensive)
- many factors influence the quality of data, including:
  - o Department strategic objectives
  - o Leadership direction
  - o Change management culture of the department
  - o Clear policies and procedures
  - o Training personnel to proficiency
  - o Capabilities of the various systems (e.g., Computer Aided Dispatch, Mobile application, Records Management System)
  - o Formal Quality Assurance/Quality Improvement (QA/QI) process
- Virtually all law enforcement initiatives are data-driven, including Crime Analysis, COMPSTAT, Community Policing, and Intelligence Led Policing
- FHPD requires dedicated subject matter experts to leverage data from all FHPD systems
- A formal plan is required that includes:
  - o FHPD subject matter expertise regarding Business Intelligence/Analytics. Note: This position requires specific mathematical and statistical analysis capabilities. It is not a position for the average police officer or IT technician
  - o Workflows and business processes that leverage existing systems to acquire and analyze data
  - o Clear direction regarding the type of information that should be collected
  - o The types of reports and dashboards that should be published daily, weekly, monthly, etc.

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**Findings and Recommendation #5 – Fully Leverage CLEMIS System Capabilities**

- Related to the above #4, a focused effort is needed to ensure FHPD has personnel that fully understand CLEMIS systems, including:
    - Capabilities and functionality
    - Current configuration
    - Opportunities to change or enhance the current configuration
- FHPD has already made progress regarding this recommendation. FHPD did not collect relevant information regarding each traffic stop and citation when the project started. FHPD personnel learned there was new CLEMIS Mobile system functionality, implemented an Activity Report pilot project, and subsequently expanded it to all patrol operations. Refer to the Activity Report section

**Findings and Recommendation #6 – Implement a Consistency of Operations Initiative**

- Problematic enforcement priorities and practices examined at length in this report include:
    - The perception there could be a lack of uniformity in issuing traffic citations between residents and non-residents
    - Random and uncoordinated enforcement patterns
    - Inconsistent and insufficient traffic safety staffing and deployment, particularly related to DUI and aggressive driving enforcement
    - Ambiguity about traffic enforcement as principally being a revenue generator
    - Outdated and high liability policies, particularly vehicular pursuits
- All these problematic practices should be addressed and changed
- A formal Traffic Enforcement and Safety Program is required to obtain Consistency of Operations from all personnel

**Findings and Recommendation #7 – Enhance the Current Anti-Bias Initiative**

- While FHPD has implemented an anti-bias initiative, some areas can be enhanced, including:
    - Random assessment of Body Worn Camera (BWC) videos related to traffic stops and citations
    - Generate reports to identify trends and patterns of the department, shifts, squads, and individual personnel
    - Management observation in the field
    - Community input and surveys
- Note: At the end of 2023, the City Council approved a five-year $2.9M project to purchase a suite of Axon BWC applications and equipment. The suite includes applications that will significantly enhance FHPD's ability to implement an automated process to assess BWC video and audio information regarding BWC utilization, policies, procedures and anti-bias factors. FHPD expects the suite to be operational by June 2024

**Findings and Recommendation #8 – Discontinue Issuing Impeding Traffic Citations When Not Appropriate**
- The analysis identified the highest volume of traffic citations for 2020, 2021, and 2022 was Impeding Traffic, which is a less common traffic offense
- Research revealed the FHPD instructed personnel to write this citation going back to 2003
- In November 2023, the FHPD updated its policy regarding civil citations and specifically provided instructions on when impeding traffic should not be used. Refer to the Impeding Traffic section

**Findings and Recommendation #9 – Continue the Focus on Commercial Vehicle Enforcement Program**
- FHPD provided excellent information regarding the Traffic Unit's Commercial Vehicle Enforcement Program, which has a direct nexus to the safety of citizens

**Findings and Recommendation #10 – Enhance Automated License Plate Reader Policy and Procedures**
- The implementation of a robust Automated License Plate Reader (ALPR) system in Farmington Hills is both an opportunity and a potential risk
- If ALPR is not deployed with scrupulous neutrality and strategic necessity, the potential for both public objection and civil legal action are real risks
- At an operational level, absent clear protocols, there will be the potential for an increase in high-risk apprehension scenarios, particularly high-speed pursuits.

# Law Enforcement Bias Definition and Assessment Factors

## Law Enforcement Bias Definition

The formal definition of law enforcement bias is centered upon the doctrine of implicit bias, which has been developed and refined by social psychologists since the 1950s and is consistent in all reputable police bias training - *Attitudes or stereotypes which affect our understanding, actions and decisions in an unconscious manner.*

In other words, making decisions based on stereotypes, without ill-intention or as a conscious act:

Knowledge of a stereotype indicates the presence of implicit bias.

Note: Law enforcement implicit bias is distinguished from explicit bias, which is overt, conscious, ill-intentioned and, if proven, criminal and/or grounds for discipline to include termination and decertification

*Sources: Tom Tyler; Fair and Impartial Policing LLC, (Lori Fridell and Anna Laszlo)]*

## Law Enforcement Assessment Factors

There is no single data point to evaluate and determine systematic bias in law enforcement activity. A combination of factors must be assessed including:
- Complaints
    - Internal and external
    - Type of complaint
    - Frequency of complaints
- Peer input
    - Supervisors (e.g., direct observation)
    - Co-workers
    - Training Staff
- Criminal Justice System input
    - Courts
    - District Attorney
    - Non-prosecutions
        - Type of offense
        - Frequency
        - Arrestee demographics
    - Public Defender/Defense Attorneys
- Officer body of work
    - On-scene observation
    - Review Body Worn Camera audio/video information
    - Use Force incidents
    - Formal discipline

- o Performance evaluations
- Specific types of behavior
  - o Over or under vigilance patterns in engaging particular ethnicities, races, genders, classes, etc.
  - o Over-reactions to ambiguous situations involving particular ethnicities, races, genders, classes, etc.
  - o Indifference to or hostility to bias policing training, policy, or objectives promoting procedural justice and constitutional policing
- Statistical information
  - o Data analysis of all relevant activities
  - o Self-initiated activity
  - o Traffic stops and citations
  - o Arrests
- Department analysis
  - o Trends and patterns
- Community input
  - o City leadership
  - o Community organizations and leaders
  - o Business organization and leaders
  - o Neighborhood organizations and leaders
- Civil litigation

## Complexities of Demographic Information

Demographic information used in law enforcement bias assessments must be viewed in context and not a silo. For example:

- The District/Beat an officer is assigned to work may have a significant influence on the race and ethnicity of people the officer encounters. Without this context, there could be a perception the officer is targeting a specific race or ethnic population
- Roadway demographics can be different from residential demographics for a variety of reasons
- The demographics of vehicle drivers:
  - o Can change depending upon Month, Day of Week and Time of Day
  - o Can have a specific pattern (e.g., Shift change - hundreds of personnel arrive and leave in X time period
  - o Can be influenced by roadway construction, traffic patterns (r.g., long delay due to crash) and special events

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# Summary of Traffic Stop and Citation Data

Important Note:
- As stated throughout the report, numerous issues were encountered in obtaining the required data. Many of the problems were not resolved, causing the report to be completed with the data provided
- There were numerous instances when data from one report did not match the same type of data in another report. This can be due to many factors, such as:
    - How each report is designed and configured
    - The timing of data between the two reports is not the same (e.g., one database has access to information another database does not)
    - There is a misinterpretation of what the data is
    - System error
- We could never obtain a clear explanation regarding the differences encountered. One example is the CLEMIS "ad hoc" reports did not match FHPD Transparency Dashboard data
- Refer to Section 2 of this report for detailed information. The following is a high-level summary of the data.

## 2006 to 2021 City of Farmington Hills Civil Infractions Issued

**Findings: From 2006 to 2020, there was a consistent decline in the number of traffic citations issued**
- 76.8% decrease from the high in 2017 (17,316) to the low in 2020 (4,012)
- Numerous reasons can be attributed to a decline in traffic citations
    - Traffic citations not emphasized FHPD management
    - Reduced overall staffing
    - Reduced number of Traffic Unit personnel
    - Prioritize Patrol personnel on being available for Calls for Service
    - COVID
    - Other
- Over the 2006 to 2020 time period, the FHPD Traffic Safety Section (TSS) has had different staffing levels.  In 2008-2010, TSS was reduced from nine members to five members. FHPD advised efforts to increase the number of TSS personnel has been unsuccessful due to budget constraints. One position has been restored. The current TSS staffing level is six
- Traffic citations increased from 38.4% from 2020 (4,012) to 2022 (5,553)

| Year Issued | Total Issued |
|---|---|
| 2006 | 16,202 |
| 2007 | 17,316 |
| 2008 | 15,681 |
| 2009 | 13,317 |
| 2010 | 10,123 |
| 2011 | 8,773 |
| 2012 | 8,592 |
| 2013 | 9,349 |
| 2014 | 8,036 |
| 2015 | 6,753 |
| 2016 | 6,407 |
| 2017 | 8,269 |
| 2018 | 9,337 |
| 2019 | 7,310 |
| 2020 | 4,012 |
| 2021 | 5,326 |
| 2022 | 5,553 |

## Reduction in Civil Fines Collected

Finding: from 2020 to 2022, Civil Fines collected had a 4.6% decrease.

- 2019 – 2020  $135,601.50
- 2020 – 2021  $124,931.50        7.9% reduction
- 2021 – 2022  $129,318.75        3.5% increase

| City of Farmington Hills 47th District Court | 2019-2020 | 2020-2021 | 2021-2022 |
|---|---|---|---|
| Civil Fines | $ 135,601.50 | $ 124,931.30 | $ 129,318.75 |
| Court Costs & SVR | $ 636,106.71 | $ 699,100.02 | $ 512,901.42 |
| Probation | $ 156,113.95 | $ 141,492.75 | $ 146,765.49 |
| Presentence Invest | $ 13,506.08 | $ 11,991.56 | $ 13,590.01 |
| Ordinance Fees | $ 709,899.23 | $ 609,578.60 | $ 623,194.61 |
| Motor Carrier Fines | $ 54,405.25 | $ 53,477.60 | $ 54,556.16 |
| Parking Fines | $ 14,440.00 | $ 8,780.00 | $ 8,545.00 |
| Bond Forfeitures | $ 8,912.00 | $ 4,565.80 | $ 16,153.80 |
| Trust Fund Work Release (Total of City + Hills) | $ 46,001.26 | $ 23,834.32 | $ 18,826.00 |
| District Court Building Fund | $ 60,606.13 | $ 54,578.80 | $ 52,692.00 |
| | $ 1,835,592.11 | $ 1,732,330.75 | $ 1,576,543.24 |

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## 2020 – 2022 Three-Year Total

| Year | Citations Issued | Increase From Previous Year |
|------|------------------|------------------------------|
| **2020** | 4,012 | |
| **2021** | 5,326 | 32.8% increase |
| **2022** | 5,553 | 4.3% increase |

## 2020-2022 Stop Data by Month

| Month | 2020 TSTOP | 2020 TIME SPENT HH:MM:SS | 2021 TSTOP | 2021 TIME SPENT HH:MM:SS | 2022 TSTOP | 2022 TIME SPENT HH:MM:SS |
|-------|-----------|---------------------------|-----------|---------------------------|-----------|---------------------------|
| January | 1,134 | 214:56:36 | 879 | 188:27:54 | 590 | 88:23:43 |
| February | 960 | 182:53:07 | 809 | 174:27:26 | 448 | 65:12:54 |
| March | 520 | 96:24:45 | 875 | 188:26:46 | 631 | 94:31:08 |
| April | 39 | 8:59:08 | 692 | 135:52:33 | 720 | 115:42:49 |
| May | 135 | 30:20:42 | 837 | 169:36:52 | 792 | 121:46:22 |
| June | 194 | 37:25:01 | 1,003 | 195:06:12 | 782 | 135:05:14 |
| July | 416 | 77:10:28 | 1,148 | 222:32:13 | 903 | 169:24:26 |
| August | 466 | 101:05:40 | 788 | 153:56:19 | 726 | 141:50:34 |
| September | 503 | 112:37:01 | 658 | 120:26:04 | 771 | 138:24:20 |
| October | 715 | 146:31:26 | 662 | 112:27:05 | 769 | 128:00:22 |
| November | 681 | 113:25:31 | 595 | 97:47:14 | 1,059 | 177:41:03 |
| December | 731 | 156:41:27 | 569 | 96:03:54 | 1,266 | 201:33:54 |
| | **6,494** | **1278:30:52** | **9,515** | **1855:10:32** | **9,457** | **1577:36:49** |

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## Traffic Citations Issued to City Residents and Non-Residents

**Finding: A disproportionate number of traffic citations are issued to non-residents versus City residents.**

**2020**
- Total civil infractions issued — 4,012
- Residents — 1,003 — 25%
- Non-Residents — 3,009 — 75%

**2021**
- Total civil infractions issued — 5,326
- Residents — 1,148 — 21.6%
- Non-Residents — 4,178 — 78.4%

**2022**
- Total civil infractions issued — 5,553
- Residents — 1,392 — 25%
- Non-Residents — 4,161 — 75%

## Traffic Stop Use of Force Incidents

**Finding: From 2020 to 2022, there has been an increase in Use of Force incidents related to Traffic Stops:**
- 2020  6.5%
- 2021  11.1%
- 2022  19.2%

Data Source: Phase II - 1. CAD Breakdown e. Traffic Stops Use of Force data 2020
i. Breakdown of Use of Force incidents for types of activity including traffic stops.

| Year | Use of Force Incidents | Traffic Stop Related | Traffic Stops | Ratio to Traffic Stops |
|---|---|---|---|---|
| **2020** | 62 | 4 (6.5%) | 6,494 | 0.06% |
| **2021** | 63 | 7 (11.1%) | 9,515 | 0.07% |
| **2022** | 73 | 14 (19.2%) | 9,457 | 0.15% |

## Traffic Stop Vehicle Pursuit Incidents

FHPD reported there were no vehicle pursuits as a result of a traffic stop in 2020, 2021, and 2022.

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## 2020 – 2022 FHPD Traffic Stop Summary District, Beat and Zone

**Finding: There are a significantly higher number of traffic stops in Area E than in other FHPD Beats.**

- Area E includes Interstate 696 and 11 Mile Road
- No factual determination can be made for the difference in traffic stop volume
- Anecdotal statements include primary roadways in Beat E are used to travel between Detroit and Novi, where there are numerous malls and stores

| Area Code | Beat Code | 2020 | 2021 | 2022 |
|-----------|-----------|------|------|------|
| A | FHA1 | 286 | 395 | 531 |
| A | FHF1 | 304 | 363 | 212 |
| A | FHG1 | 323 | 382 | 223 |
| B | FHB1 | 663 | 1079 | 908 |
| B | FHF2 | 593 | 788 | |
| C | FHC1 | | | 158 |
| C | FHC2 | 760 | 916 | 1133 |
| D | FHH1 | 727 | 997 | 698 |
| D | FHD1 | 443 | 834 | 657 |
| D | FHD2 | | | 155 |
| E | FHG2 | 363 | 541 | 307 |
| E | FHC1 | 305 | 327 | 185 |
| E | FHD2 | 229 | 400 | 297 |
| E | FHE1 | 1139 | 1963 | 1718 |
| **TOTAL** | | **6135** | **8985** | **7182** |

## 2020 - 2022 Traffic Stop Summary

| | FHA1 A | FHF1 A | FHG1 A | FHB1 B | FHF2 B | FHC1 C | FHC2 C | FHH1 D | FHD1 D | FHD2 D | FHG2 E | FHC1 E | FHD2 E | FHE1 E |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2020 | 286 | 304 | 323 | 663 | 593 | | 760 | 727 | 443 | | 363 | 305 | 229 | 1139 |
| 2021 | 395 | 363 | 382 | 1079 | 788 | | 916 | 997 | 834 | | 541 | 327 | 400 | 1963 |
| 2022 | 531 | 212 | 223 | 908 | | 158 | 1133 | 698 | 657 | 155 | 307 | 185 | 297 | 1718 |
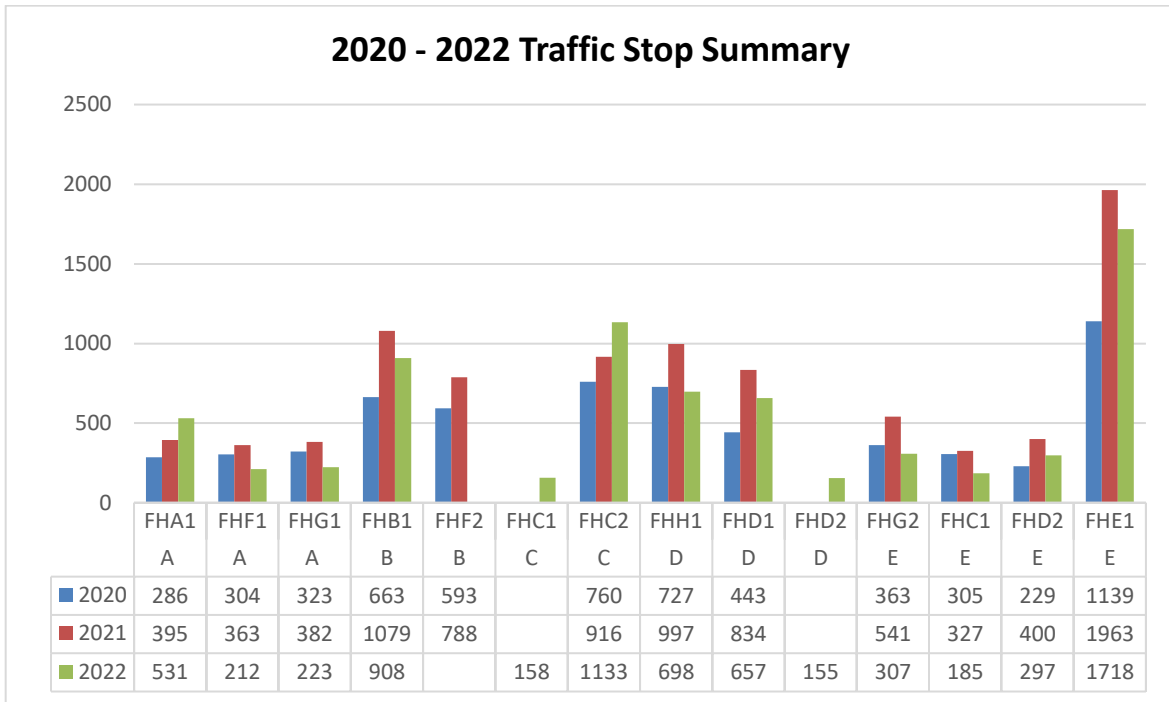
## 2020-2022 Traffic Stop by Shift

| Farmington Hills Police Department 2020-2022 Traffic Stop by Shift | | | |
|---|---|---|---|
| | **2020** | **2021** | **2022** |
| 1 - 7:00 AM - 3:00 PM | 2434 | 3611 | 3965 |
| 2 - 3:00 PM to 11:00 PM | 2421 | 3665 | 3599 |
| 3 - 11:00 PM to 7:00 AM | 1639 | 2239 | 1893 |
| **Grand Total** | **6494** | **9515** | **9457** |
| | **2020** | **2021** | **2022** |

## 2020 – 2022 Averages - FHPD Traffic Stop Summary District, Beat and Zone

| Farmington Hills Police Department Traffic Stop Summary by District, Beat, Zone | | | | | | | |
|---|---|---|---|---|---|---|---|
| Area Code | Beat Code | 2020 | Avg/Month | 2021 | Avg/Month | 2022 | Avg/Month |
| A | FHA1 | 286 | 24 | 395 | 33 | 531 | 44 |
| A | FHF1 | 304 | 25 | 363 | 30 | 212 | 18 |

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| | | | | | | | |
|---|---|---|---|---|---|---|---|
| A | FHG1 | 323 | 27 | 382 | 32 | 223 | 19 |
| B | FHB1 | 663 | 55 | 1079 | 90 | 908 | 76 |
| B | FHF2 | 593 | 49 | 788 | 66 | | 0 |
| C | FHC1 | | 0 | | 0 | 158 | 13 |
| C | FHC2 | 760 | 63 | 916 | 76 | 1133 | 94 |
| D | FHH1 | 727 | 61 | 997 | 83 | 698 | 58 |
| D | FHD1 | 443 | 37 | 834 | 70 | 657 | 55 |
| D | FHD2 | | 0 | | 0 | 155 | 13 |
| E | FHG2 | 363 | 30 | 541 | 45 | 307 | 26 |
| E | FHC1 | 305 | 25 | 327 | 27 | 185 | 15 |
| E | FHD2 | 229 | 19 | 400 | 33 | 297 | 25 |
| E | FHE1 | 1139 | 95 | 1963 | 164 | 1718 | 143 |
| **TOTAL** | | **6135** | | **8985** | | **7182** | |

## 2020 – 2022 Top 20 Citations

| Order | 2021 | | 2021 | | 2022 | |
|---|---|---|---|---|---|---|
| | **Farmington Hills Police Department** **2020 – 2022 Citations** **Top 20 Violations Issued by Year** | | | | | |
| 1 | SPEEDING - (NON-EXPRESSWAY) 01-5 OVER | 565 | IMPEDED TRAFFIC | 1093 | IMPEDED TRAFFIC | 1206 |
| 2 | IMPEDED TRAFFIC | 563 | SPEEDING - (NON-EXPRESSWAY) 01-5 OVER | 593 | PLATE - EXPIRED PLATE | 1146 |
| 3 | INSURANCE - NO PROOF OF INSURANCE | 265 | LICENSE - DROVE WHILE LICENSE SUSP/REV/DENIED | 441 | INSURANCE - NO PROOF OF INSURANCE | 624 |
| 4 | LICENSE - DROVE WHILE LICENSE SUSP/REV/DENIED | 263 | PLATE - EXPIRED PLATE | 409 | SPEEDING - (NON-EXPRESSWAY) 01-5 OVER | 461 |
| 5 | DISOBEYED TRAFFIC SIGNAL | 230 | INSURANCE - NO PROOF OF INSURANCE | 383 | LICENSE - DROVE WHILE LICENSE SUSP/REV/DENIED | 442 |
| 6 | ACCIDENT - FAILED TO STOP WITHIN ASSURED CLEAR DISTANCE AHEAD | 210 | ACCIDENT - FAILED TO STOP WITHIN ASSURED CLEAR DISTANCE AHEAD | 339 | SPEEDING - (NON-EXPRESSWAY) 16-20 OVER | 385 |
| 7 | DISOBEYED TRAFFIC CONTROL DEVICE | 190 | SPEEDING - (NON-EXPRESSWAY) 16-20 OVER | 284 | ACCIDENT - FAILED TO STOP WITHIN ASSURED CLEAR DISTANCE AHEAD | 335 |
| 8 | SPEEDING - XWAY 01-5 OVER | 190 | DISOBEYED TRAFFIC CONTROL DEVICE | 266 | REGISTRATION - EXPIRED REGISTRATION | 287 |
| 9 | DOMESTIC VIOLENCE | 181 | DISOBEYED TRAFFIC SIGNAL | 266 | SPEEDING - (NON-EXPRESSWAY) 11-15 OVER | 283 |
| 10 | SPEEDING - (NON-EXPRESSWAY) 16-20 OVER | 181 | IMPROPER LANE USE | 198 | DISOBEYED TRAFFIC CONTROL DEVICE | 281 |
| 11 | PLATE - EXPIRED PLATE | 169 | SPEEDING - XWAY 01-5 OVER | 178 | DISOBEYED TRAFFIC SIGNAL | 204 |
| 12 | EQUIPMENT VIOLATION - TAIL LIGHTS | 114 | SPEEDING - (NON-EXPRESSWAY) 11-15 OVER | 153 | INSURANCE - VIOLATION OF NO INSURANCE - CI | 201 |
| 13 | LOMC - EQUIPMENT VIOLATION | 112 | DOMESTIC VIOLENCE | 152 | SPEEDING - XWAY 16-25 OVER | 198 |
| 14 | SPEEDING - (NON-EXPRESSWAY) 06-10 OVER | 112 | EQUIPMENT VIOLATION - TAIL LIGHTS | 149 | DOMESTIC VIOLENCE | 176 |
| 15 | SPEEDING - XWAY 16-25 OVER | 111 | SPEEDING - XWAY 16-25 OVER | 147 | EQUIPMENT VIOLATION - TAIL LIGHTS | 163 |
| 16 | PARKING - HANDICAP PARKING | 108 | LOMC - EQUIPMENT VIOLATION | 123 | ACCIDENT - FAILED TO OBSERVE TRAFFIC | 115 |
| 17 | SPEEDING - XWAY 26+ OVER | 108 | INSURANCE - VIOLATION OF NO INSURANCE - CI | 122 | EQUIPMENT VIOLATION | 112 |
| 18 | EQUIPMENT VIOLATION | 107 | REGISTRATION - EXPIRED REGISTRATION | 114 | ACCIDENT - FAILED TO YIELD FOR ONCOMING TRAFFIC | 98 |
| 19 | SPEEDING - (NON-EXPRESSWAY) 11-15 OVER | 107 | SPEEDING - (NON-EXPRESSWAY) 21-25 OVER | 112 | SPEEDING - (NON-EXPRESSWAY) 21-25 OVER | 96 |
| 20 | DISOBEYED STOP SIGN | 89 | ACCIDENT - FAILED TO OBSERVE TRAFFIC | 101 | DISOBEYED STOP SIGN | 93 |

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## 2020 – 2022 – Top 20 Citations Issued By Officers

| 2020 - 2022 TOP 20 Citation Officers | | | |
|---|---|---|---|
| Officer | 2020 | 2021 | 2022 |
| 1 | 307 | 428 | 565 |
| 2 | 351 | 376 | 466 |
| 3 | 307 | 310 | 446 |
| 4 | 272 | 269 | 412 |
| 5 | 256 | 263 | 363 |
| 6 | 230 | 261 | 341 |
| 7 | 187 | 213 | 312 |
| 8 | 169 | 197 | 294 |
| 9 | 165 | 171 | 289 |
| 10 | 165 | 167 | 271 |
| 11 | 146 | 145 | 270 |
| 12 | 143 | 144 | 267 |
| 23 | 140 | 139 | 264 |
| 14 | 139 | 136 | 262 |
| 15 | 131 | 126 | 261 |
| 16 | 130 | 122 | 260 |
| 17 | 127 | 105 | 250 |
| 18 | 120 | 104 | 246 |
| 19 | 116 | 103 | 244 |
| 20 | 113 | 91 | 243 |

## 2020 Top 20 Citations Issued Data Table

| | Farmington Hills Police Department<br><br>2020 Citations<br>Monthly Violations Summary<br>Additional Violations Option | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Violation Description** | **Viol Count** | **Percentage** | **Accident** | **Shift One** | **Shift Two** | **Shift Three** | **Shift Four** |
| **1** | SPEEDING - (NON-EXPRESSWAY) 01-5 OVER | **565** | 9.22% | 0 | 163 | 201 | 201 | 0 |
| **2** | IMPEDED TRAFFIC | **563** | 9.19% | 8 | 96 | 225 | 242 | 0 |
| **3** | INSURANCE - NO PROOF OF INSURANCE | **265** | 4.33% | 46 | 63 | 118 | 84 | 0 |
| **4** | LICENSE - DROVE WHILE LICENSE SUSP/REV/DENIED | **263** | 4.29% | 24 | 69 | 114 | 80 | 0 |
| **5** | DISOBEYED TRAFFIC SIGNAL | **230** | 3.76% | 0 | 63 | 123 | 44 | 0 |
| **6** | ACCIDENT - FAILED TO STOP WITHIN ASSURED CLEAR DISTANCE AHEAD | **210** | 3.43% | 198 | 55 | 71 | 84 | 0 |
| **7** | DISOBEYED TRAFFIC CONTROL DEVICE | **190** | 3.10% | 1 | 35 | 67 | 88 | 0 |
| **8** | SPEEDING - XWAY 01-5 OVER | **190** | 3.10% | 0 | 64 | 107 | 19 | 0 |
| **9** | DOMESTIC VIOLENCE | **181** | 2.96% | 0 | 49 | 73 | 59 | 0 |
| **10** | SPEEDING - (NON-EXPRESSWAY) 16-20 OVER | **181** | 2.96% | 0 | 42 | 96 | 43 | 0 |
| **11** | PLATE - EXPIRED PLATE | **169** | 2.76% | 2 | 59 | 73 | 37 | 0 |
| **12** | EQUIPMENT VIOLATION - TAIL LIGHTS | **114** | 1.86% | 0 | 19 | 34 | 61 | 0 |
| **13** | LOMC - EQUIPMENT VIOLATION | **112** | 1.83% | 0 | 0 | 36 | 76 | 0 |
| **14** | SPEEDING - (NON-EXPRESSWAY) 06-10 OVER | **112** | 1.83% | 0 | 24 | 48 | 40 | 0 |
| **15** | SPEEDING - XWAY 16-25 OVER | **111** | 1.81% | 1 | 15 | 76 | 20 | 0 |
| **16** | PARKING - HANDICAP PARKING | **108** | 1.76% | 0 | 12 | 45 | 18 | 0 |
| **17** | SPEEDING - XWAY 26+ OVER | **108** | 1.76% | 0 | 42 | 54 | 12 | 0 |
| **18** | EQUIPMENT VIOLATION | **107** | 1.75% | 0 | 31 | 57 | 19 | 0 |
| **19** | SPEEDING - (NON-EXPRESSWAY) 11-15 OVER | **107** | 1.75% | 0 | 23 | 52 | 32 | 0 |
| **20** | DISOBEYED STOP SIGN | **89** | 1.45% | 1 | 25 | 40 | 24 | 0 |

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## 2021 Top 20 Citations Issued Data Table

| | **Farmington Hills Police Department** **2021 Citations** **Monthly Violations Summary** **Additional Violations Option** | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Violation Description** | **Viol Count** | **Percentage** | **Accident** | **Shift One** | **Shift Two** | **Shift Three** | **Shift Four** |
| 1 | IMPEDED TRAFFIC | **1093** | 12.94% | 27 | 293 | 419 | 381 | 0 |
| 2 | SPEEDING - (NON-EXPRESSWAY) 01-5 OVER | **593** | 7.02% | 0 | 209 | 196 | 188 | 0 |
| 3 | LICENSE - DROVE WHILE LICENSE SUSP/REV/DENIED | **441** | 5.22% | 26 | 152 | 174 | 115 | 0 |
| 4 | PLATE - EXPIRED PLATE | **409** | 4.84% | 14 | 141 | 190 | 77 | 0 |
| 5 | INSURANCE - NO PROOF OF INSURANCE | **383** | 4.53% | 49 | 129 | 151 | 103 | 0 |
| 6 | ACCIDENT - FAILED TO STOP WITHIN ASSURED CLEAR DISTANCE AHEAD | **339** | 4.01% | 315 | 126 | 120 | 93 | 0 |
| 7 | SPEEDING - (NON-EXPRESSWAY) 16-20 OVER | **284** | 3.36% | 0 | 121 | 103 | 60 | 0 |
| 8 | DISOBEYED TRAFFIC CONTROL DEVICE | **266** | 3.15% | 3 | 47 | 97 | 122 | 0 |
| 9 | DISOBEYED TRAFFIC SIGNAL | **266** | 3.15% | 2 | 111 | 108 | 47 | 0 |
| 10 | IMPROPER LANE USE | **198** | 2.34% | 0 | 84 | 64 | 50 | 0 |
| 11 | SPEEDING - XWAY 01-5 OVER | **178** | 2.11% | 1 | 73 | 56 | 49 | 0 |
| 12 | SPEEDING - (NON-EXPRESSWAY) 11-15 OVER | **153** | 1.81% | 0 | 43 | 80 | 30 | 0 |
| 13 | DOMESTIC VIOLENCE | **152** | 1.80% | 0 | 52 | 53 | 47 | 0 |
| 14 | EQUIPMENT VIOLATION - TAIL LIGHTS | **149** | 1.76% | 0 | 71 | 41 | 37 | 0 |
| 15 | SPEEDING - XWAY 16-25 OVER | **147** | 1.74% | 0 | 36 | 28 | 83 | 0 |
| 16 | LOMC - EQUIPMENT VIOLATION | **123** | 1.46% | 0 | 0 | 49 | 74 | 0 |
| 17 | INSURANCE - VIOLATION OF NO INSURANCE - CI | **122** | 1.44% | 16 | 55 | 39 | 28 | 0 |
| 18 | REGISTRATION - EXPIRED REGISTRATION | **114** | 1.35% | 2 | 29 | 47 | 38 | 0 |
| 19 | SPEEDING - (NON-EXPRESSWAY) 21-25 OVER | **112** | 1.33% | 0 | 52 | 34 | 26 | 0 |
| 20 | ACCIDENT - FAILED TO OBSERVE TRAFFIC | **101** | 1.20% | 97 | 27 | 66 | 8 | 0 |

## 2022 Top 20 Citations Issued Data Table

| | **Farmington Hills Police Department**<br>**2022 Citations**<br>**Monthly Violations Summary**<br>**Additional Violations Option** | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | **Violation Description** | **Viol Count** | **Percentage** | **Accident** | **Shift One** | **Shift Two** | **Shift Three** | **Shift Four** |
| **1** | PLATE - EXPIRED PLATE | 306 | 11.31% | 5 | 119 | 54 | 76 | 0 |
| **2** | IMPEDED TRAFFIC | 269 | 9.94% | 2 | 58 | 29 | 151 | 0 |
| **3** | LICENSE - DROVE WHILE LICENSE SUSP/REV/DENIED | 183 | 6.76% | 6 | 90 | 36 | 26 | 0 |
| **4** | INSURANCE - NO PROOF OF INSURANCE | 176 | 6.50% | 11 | 86 | 20 | 37 | 0 |
| **5** | SPEEDING - (NON-EXPRESSWAY) 01-5 OVER | 124 | 4.58% | 0 | 49 | 43 | 11 | 0 |
| **6** | DOMESTIC VIOLENCE | 108 | 3.99% | 0 | 45 | 33 | 23 | 0 |
| **7** | SPEEDING - (NON-EXPRESSWAY) 16-20 OVER | 104 | 3.84% | 0 | 25 | 21 | 40 | 0 |
| **8** | ACCIDENT - FAILED TO STOP WITHIN ASSURED CLEAR DISTANCE AHEAD | 72 | 2.66% | 68 | 30 | 11 | 19 | 0 |
| **9** | SPEEDING - XWAY 16-25 OVER | 69 | 2.55% | 0 | 8 | 0 | 60 | 0 |
| **10** | REGISTRATION - EXPIRED REGISTRATION | 67 | 2.48% | 1 | 17 | 20 | 16 | 0 |
| **11** | SPEEDING - (NON-EXPRESSWAY) 11-15 OVER | 64 | 2.37% | 0 | 21 | 18 | 13 | 0 |
| **12** | INSURANCE - VIOLATION OF NO INSURANCE - CI | 58 | 2.14% | 6 | 29 | 13 | 11 | 0 |
| **13** | EQUIPMENT VIOLATION - TAIL LIGHTS | 55 | 2.03% | 0 | 28 | 9 | 5 | 0 |
| **14** | LOMC - EQUIPMENT VIOLATION | 52 | 1.92% | 3 | 11 | 0 | 41 | 0 |
| **15** | DISOBEYED TRAFFIC SIGNAL | 45 | 1.66% | 0 | 17 | 15 | 6 | 0 |
| **16** | ALCOHOL - OPERATING WHILE INTOXICATED 1ST OFFENSE | 40 | 1.48% | 11 | 19 | 10 | 6 | 0 |
| **17** | DISOBEYED TRAFFIC CONTROL DEVICE | 34 | 1.26% | 0 | 17 | 3 | 8 | 0 |
| **18** | ALCOHOL - OPEN INTOXICANTS IN VEH/DRIVER | 33 | 1.22% | 4 | 20 | 5 | 5 | 0 |
| **19** | REGISTRATION - NO REGISTRATION ON PERSON | 31 | 1.15% | 0 | 15 | 11 | 3 | 0 |
| **20** | EQUIPMENT VIOLATION | 30 | 1.11% | 0 | 18 | 9 | 2 | 0 |

## 2020 – 2022 Traffic Stop Search Data Table

Note:
- Neither CAD nor Business Objects have a program to run a report for the Farmington Hills Police Department to collect Vehicle Search Data
- FHPD used light duty and new police officers to search through information to obtain the data manually

|  | 2020 | 2021 | 2022 |
|---|---|---|---|
| **Traffic Stops** | 364 | 589 | 564 |
| **Vehicle Searches** | 337 | 560 | 565 |
| **Person Searches** | 280 | 301 | 496 |
|  |  |  |  |
| **Type of Search** | **2020** | **2021** | **2022** |
| **Consent** | 241 | 402 | 264 |
| **Inventory Search** | 159 | 222 | 366 |
| **Incident to Arrest Search** | 95 | 49 | 410 |
|  |  |  |  |
| **Driver Sex** | **2020** | **2021** | **2022** |
| **Male** | 232 | 402 | 393 |
| **Female** | 115 | 206 | 184 |
| **Unknown** | 34 | 13 | 31 |
| **Unoccupied Vehicle** | 0 | 1 | 0 |
|  |  |  |  |
| **Driver Race** | **2020** | **2021** | **2022** |
| **White** | 125 | 209 | 192 |
| **Black** | 221 | 386 | 375 |
| **Indian** | 0 | 0 | 1 |
| **Asian** | 0 | 0 | 4 |
| **Unknown** | 36 | 20 | 36 |
| **Unoccupied Vehicle** | 0 | 1 | 0 |
|  |  |  |  |
| **Driver Race/Sex** | **2020** | **2021** | **2022** |
| **White Male** | 85 | 140 | 132 |
| **Black Male** | 145 | 253 | 250 |
| **White Female** | 37 | 67 | 56 |
| **Black Female** | 75 | 131 | 126 |
|  |  |  |  |
| **Passenger Sex** | **2020** | **2021** | **2022** |
| **Male** | 40 | 89 | 67 |
| **Female** | 31 | 77 | 63 |

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| Unknown | 0 | 0 | 0 |
|---|---|---|---|
| | | | |
| **Passenger Race** | **2020** | **2021** | **2022** |
| **White** | 23 | 53 | 50 |
| **Black** | 37 | 109 | 68 |
| **Asian** | 0 | 1 | 0 |
| **Unknown** | 3 | 3 | 0 |

## 2020 – 2022 Traffic Stop Search Bar Charts

**Farmington Hills Police Department
Vehicle Search Data 2020-2022
Type of Search**

| | Consent | Inventory Search | Incident to Arrest Search |
|---|---|---|---|
| **2020** | 241 | 159 | 95 |
| **2021** | 402 | 222 | 49 |
| **2022** | 264 | 366 | 410 |

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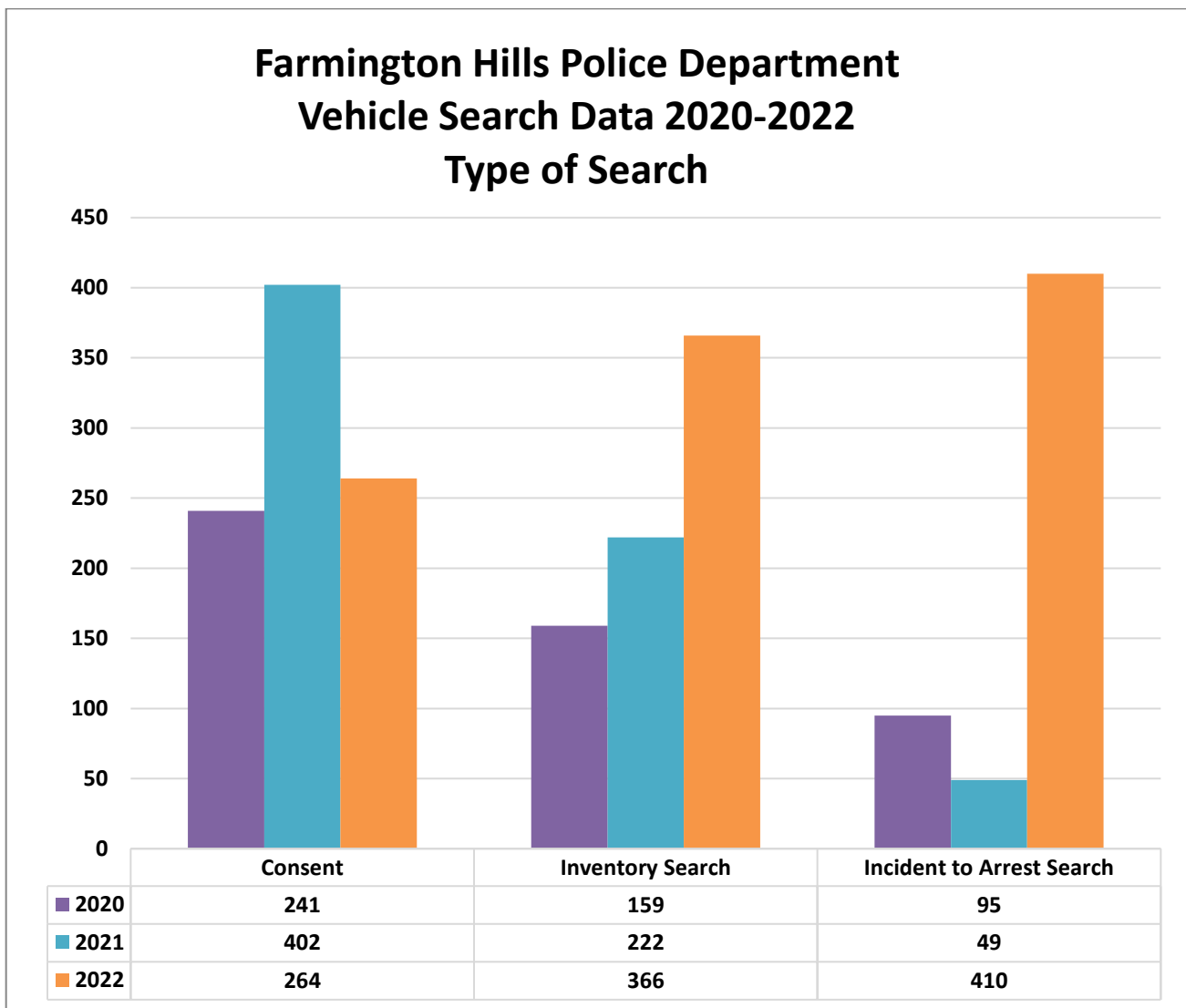
**Farmington Hills Police Department**
**Vehicle Search Data 2020-2022**
**Driver Gender**

| | Male | Female | Unknown | Unoccupied Vehicle |
|---|---|---|---|---|
| 2020 | 232 | 115 | 34 | 0 |
| 2021 | 402 | 206 | 13 | 1 |
| 2022 | 393 | 184 | 31 | 0 |
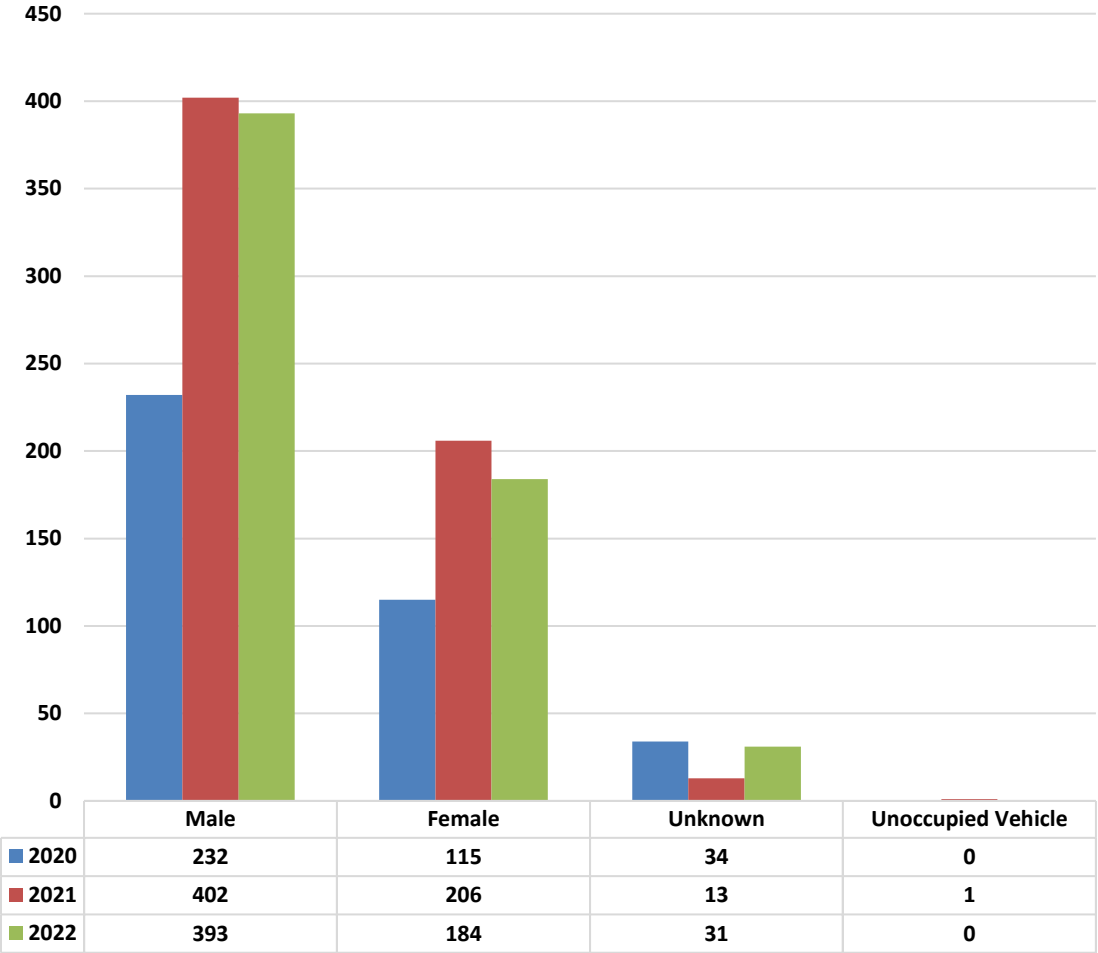
## Farmington Hills Police Department
## Vehicle Search Data 2020-2022
## Driver Race
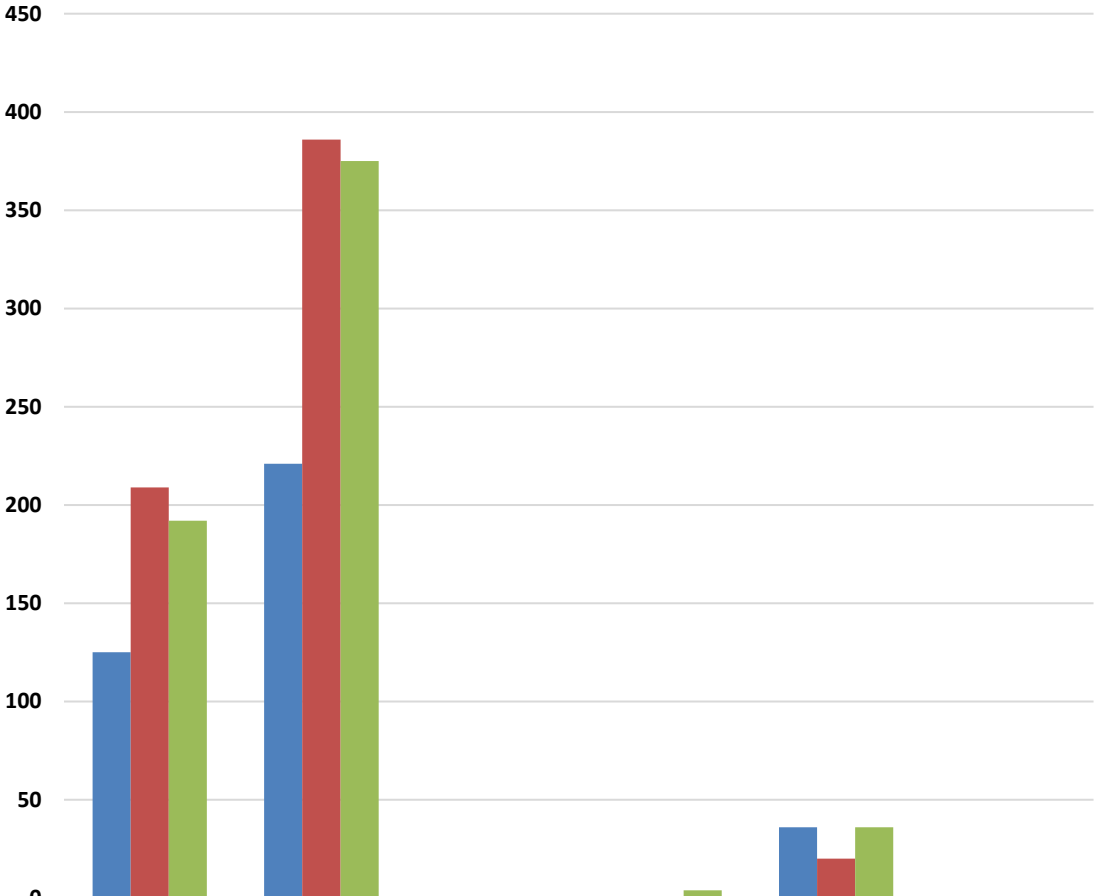


|  | White | Black | Indian | Asian | Unknown | Unoccupied Vehicle |
|---|---|---|---|---|---|---|
| 2020 | 125 | 221 | 0 | 0 | 36 | 0 |
| 2021 | 209 | 386 | 0 | 0 | 20 | 1 |
| 2022 | 192 | 375 | 1 | 4 | 36 | 0 |

## Farmington Hills Police Department
## Vehicle Search Data 2020-2022
## Driver Race/Gender

| | White Male | Black Male | White Female | Black Female |
|---|---|---|---|---|
| 2020 | 85 | 145 | 37 | 75 |
| 2021 | 140 | 253 | 67 | 131 |
| 2022 | 132 | 250 | 56 | 126 |
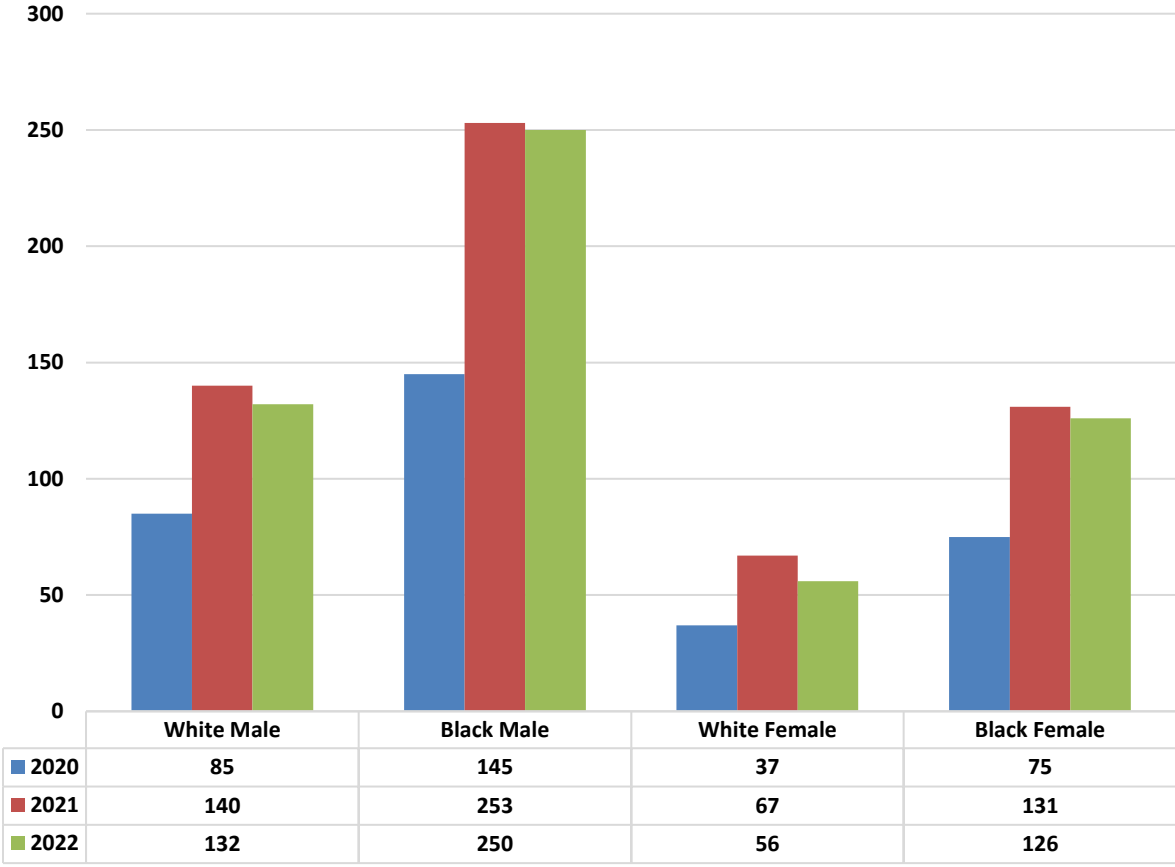
**Farmington Hills Police Department**
**Vehicle Search Data 2020-2022**
**Passenger Gender**
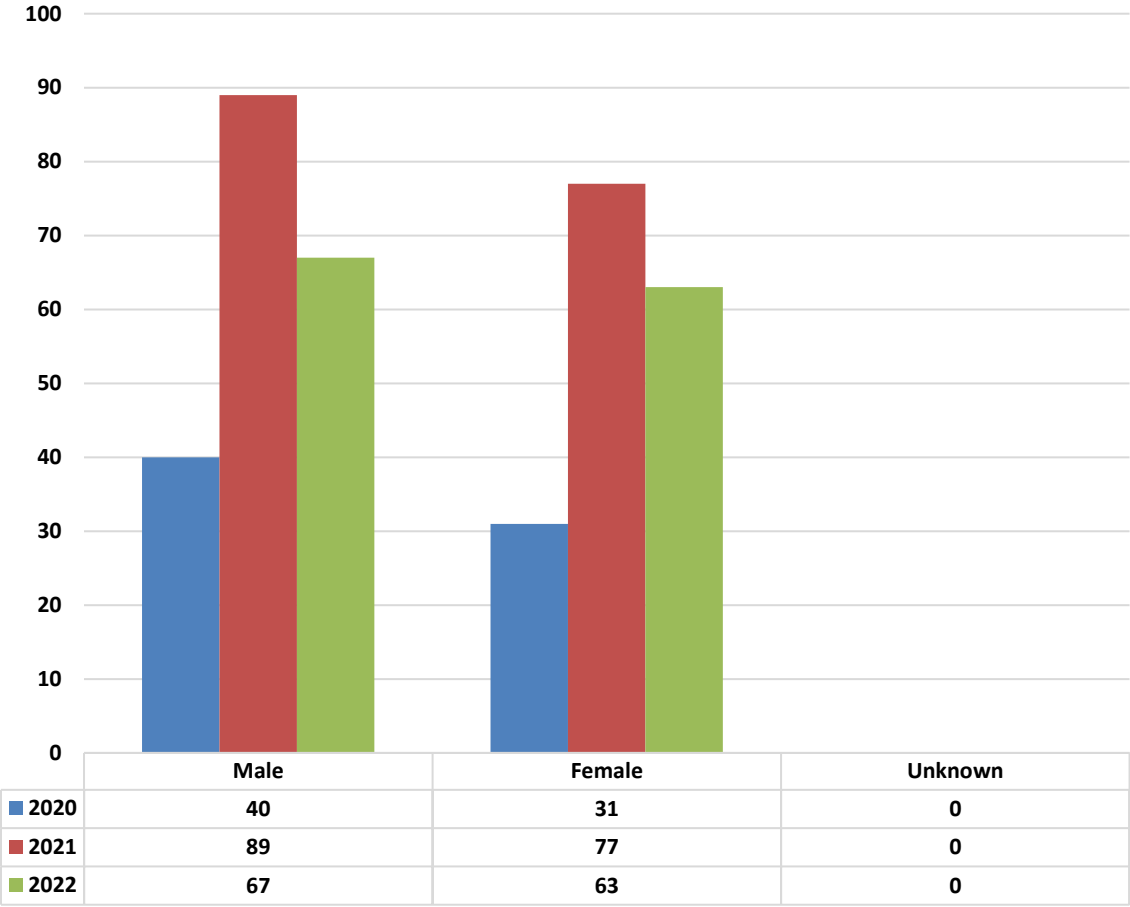
| | Male | Female | Unknown |
|---|---|---|---|
| 2020 | 40 | 31 | 0 |
| 2021 | 89 | 77 | 0 |
| 2022 | 67 | 63 | 0 |

**Farmington Hills Police Department**
**Vehicle Search Data 2020-2022**
**Passenger Race**



| | White | Black | Asian | Unknown |
|---|---|---|---|---|
| 2020 | 23 | 37 | 0 | 3 |
| 2021 | 53 | 109 | 1 | 3 |
| 2022 | 50 | 68 | 0 | 0 |
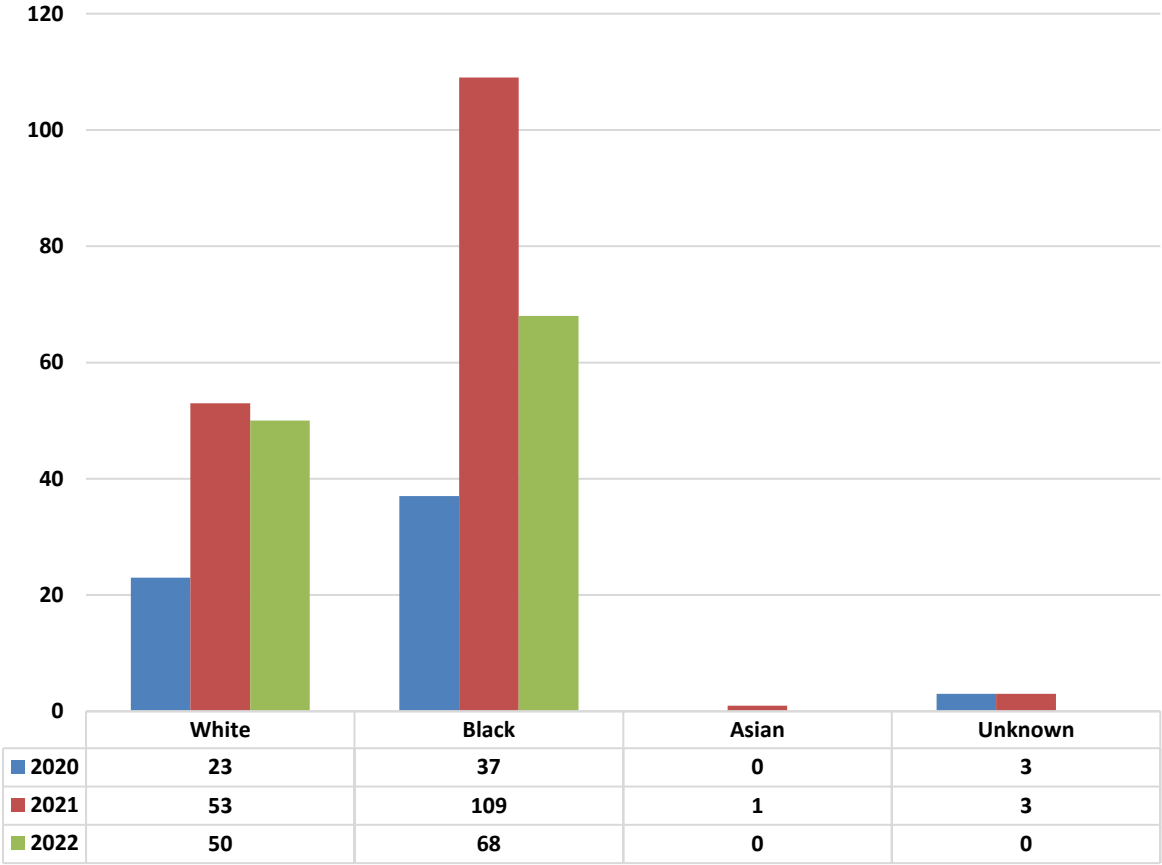
## 2022 Vehicle Search - Race/Gender Comparison Data

| 2022 | Arrest | Consent | Consent/ Inventory | Inventory | Incident to Arrest | Incident to Arrest/ Inventory | Incident to Arrest/ Consent | Incident to Arrest, Consent, Inventory | Incident to Arrest/ Search Warrant |
|---|---|---|---|---|---|---|---|---|---|
| **Farmington Hills Police Department** **2022 Vehicle Search Comparison** | | | | | | | | | |
| White Male | 0 | 18 | 8 | 7 | 10 | 52 | 20 | 4 | 0 |
| Black Male | 0 | 57 | 20 | 27 | 10 | 81 | 34 | 6 | 1 |
| Asian Male | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Indian Male | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| White Female | 0 | 6 | 3 | 2 | 2 | 27 | 11 | 2 | 0 |
| Black Female | 0 | 24 | 10 | 6 | 2 | 50 | 20 | 0 | 0 |
| Asian Female | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown Male | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 0 |
| Unknown Female | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Unknown Unknown | 0 | 0 | 0 | 1 | 3 | 20 | 4 | 0 | 0 |

## 2022 Vehicle Search - Age Comparison Data

| Age | Drivers | W/M | B/M | W/F | B/F | Other | Unk/M | Unk/F | Unk/Unk |
|---|---|---|---|---|---|---|---|---|---|
| **Farmington Hills Police Department** **2022 Vehicle Search Comparison** **Age Data** | | | | | | | | | |
| Below 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16-19 | 21 | 4 | 9 | 0 | 6 | 0 | 1 | 1 | 0 |
| 20-29 | 228 | 42 | 106 | 18 | 58 | 2 | 1 | 1 | 0 |
| 30-39 | 179 | 40 | 79 | 22 | 35 | 1 | 1 | 0 | 1 |
| 40-49 | 76 | 24 | 32 | 6 | 14 | 0 | 0 | 0 | 0 |
| 50+ | 74 | 26 | 24 | 11 | 11 | 1 | 1 | 0 | 0 |
| Age Unknown | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 29 |
| **TOTAL** | **608** | **136** | **250** | **57** | **124** | **4** | **4** | **3** | **30** |

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## FHPD Patrol Beat Demographic Data

Note: Data provided by FHPD.

## Patrol Beat A Data Table

| Farmington Hills Police Department Demographic Data by Patrol Beat A | |
| --- | --- |
| White | 8,110 |
| Black/African American | 2,113 |
| Hispanic or Latino | 391 |
| Asian | 1,854 |
| American Indian or Alaskan Native | 8 |
| Hawaiian or Pacific Islander | 1 |

## Patrol Beat B Data Table

| Farmington Hills Police Department Demographic Data by Patrol Beat B | |
| --- | --- |
| White | 7,287 |
| Black/African American | 2,080 |
| Hispanic or Latino | 310 |
| Asian | 2,681 |
| American Indian or Alaskan Native | 21 |
| Hawaiian or Pacific Islander | 2 |

## Patrol Zone C Data Table

| Farmington Hills Police Department Demographic Data by Patrol Beat C | |
|---|---:|
| White | 5,355 |
| Black/African American | 2,497 |
| Hispanic or Latino | 383 |
| Asian | 468 |
| American Indian or Alaskan Native | 25 |
| Hawaiian or Pacific Islander | 8 |

## Patrol Beat D Data Table

| Farmington Hills Police Department Demographic Data by Patrol Beat D | |
|---|---:|
| White | 3,859 |
| Black/African American | 1,324 |
| Hispanic or Latino | 154 |
| Asian | 452 |
| American Indian or Alaskan Native | 10 |
| Hawaiian or Pacific Islander | 2 |

## Patrol Beat E Data Table

| Farmington Hills Police Department Demographic Data by Patrol Beat E | |
|---|---:|
| White | 6,536 |
| Black/African American | 2,293 |
| Hispanic or Latino | 276 |
| Asian | 1,500 |
| American Indian or Alaskan Native | 26 |
| Hawaiian or Pacific Islander | 2 |

## Patrol Beat F Data Table

| Farmington Hills Police Department Demographic Data by Patrol Beat F | |
|---|---:|
| White | 4,607 |
| Black/African American | 1,901 |
| Hispanic or Latino | 360 |
| Asian | 4,526 |
| American Indian or Alaskan Native | 25 |
| Hawaiian or Pacific Islander | 3 |

## Patrol Beat G Data Table

| Farmington Hills Police Department Demographic Data by Patrol Beat G | |
|---|---:|
| White | 9,042 |
| Black/African American | 1,940 |
| Hispanic or Latino | 344 |
| Asian | 781 |
| American Indian or Alaskan Native | 13 |
| Hawaiian or Pacific Islander | 4 |

## Patrol Beat H Data Table

| Farmington Hills Police Department Demographic Data by Patrol Beat H | |
|---|---:|
| White | 5,333 |
| Black/African American | 1,218 |
| Hispanic or Latino | 423 |
| Asian | 619 |
| American Indian or Alaskan Native | 19 |
| Hawaiian or Pacific Islander | - |

# DEMOGRAPHIC INFORMATION

## City of Farmington Hills

Data Source: FHPD SharePoint - P2 4.a and Wikipedia

*The city demographics for the City of Farmington Hills are detailed below. The data used was collected from the US Census Bureau in 2020. The City of Farmington Hills has a population base of 83,292 residents.*

A breakdown by age and sex are the following:
- Female                                    51.4%
- Male                                      48.6%
- Under five years of age                   5.1%
- Under 18 years of age                     18.0%
- Persons 65 years and over                 20.4%
- Ages 18 to 64                             56.5%

A Breakdown by Race:
- White Alone                               62.1%
- Black or African American Alone           18.5%
- American Indian and Alaska Native         0.3%
- Asian Alone                               14.3%
- Native Hawaiian Pacific Other             0.1%
- Two or More Races                         4.0%
- Hispanic or Latino                        2.3%
- Foreign Born Persons                      21.1%

*The City of Farmington Hills is 33.2 square miles in geographic size and is broken up into 36 one-square-mile geographical areas for mapping purposes.*

*The City of Farmington, which has its own Public Safety Department, is within the City of Farmington Hills and consists of 2.8 square miles.*

*Farmington Hills has numerous significant roadways that run through its city boundaries. These roadways include Grand River Avenue, Northwestern Highway, Twelve Mile Road, and Orchard Lake Road. In addition to these major surface streets, expressways 1-696, M-5, and 1-275 also run through the city's boundaries.*

## Adjacent Cities

Source of Data: Wikipedia

### Detroit Metropolitan Area

- *Metro Detroit is a major metropolitan area in the U.S. state of Michigan, consisting of the city of Detroit and over 200 municipalities*
- *The Office of Management and Budget (OMB), a federal agency of the United States, defines the Detroit–Warren–Dearborn Metropolitan Statistical Area (MSA) as the six counties of Lapeer, Livingston, Macomb, Oakland, St. Clair, and Wayne. As of the 2010 census, the MSA had a population of 4,296,250 with an area of 3,913 square miles (10,130 km2)*
- *As of the census of 2010, there were 4,296,250 people, 1,682,111 households, and 1,110,454 families residing within the metropolitan statistical area. The census reported 70.1% White, 22.8% African American, 0.3% Native American, 3.3% Asian, 0.02% Pacific Islander, 1.2% from other races, and 2.2% from two or more races. Hispanic or Latino of any race were 6.2% of the population. Arab Americans were at least 4.7% of the region's population (considered white in the US Census)*

### Detroit

- *2020 Census*
  - *Population of 639,111*
  - *Racial makeup – African American 77.7%, White 14.7%, Hispanic or Latino 8.0%, Asian 1.6%*

### Farmington City

- *2020 Census*
  - *Population 11,594*
  - *The city's racial makeup was 71.5% White, 11.4% African American, 0.4% Native American, 13.9% Asian, 0.1% Pacific Islander, 0.4% from other races, and 2.1% from two or more races. Hispanic or Latino of any race were 2.1% of the population.*

### Southfield

- *2020 Census*
  - *Population 76,618*
  - *The racial makeup of the city was 70.10% African American, 21.05% White, 0.17% Native American, 2.34% Asian, Hispanic, or Latino 2.23, Other races 4.1%*

## Redford Township

- *2020 Census*
  - *Population 48,492*
  - *The ethnic and racial makeup of the population was 44.1% white, 50.2% African American, 0.4% Asian, 3.0% reporting more than one race, and 5.5% Hispanic. White alone non-Hispanic accounted for 41.5 % of the population*

## Novi

- *2020 Census*
  - *Population 66,243*
- *2010 Census*
  - *The city's racial makeup was 73.0% White, 8.1% African American, 0.2% Native American, 15.9% Asian, 0.7% from other races, and 2.1% from two or more races. Hispanic or Latino people of any race were 3.0% of the population.*

## Livonia

- 2020 Census
  - Population 95,535
- 2010 Census
  - The city's racial makeup was 92.0% White, 3.4% African American, 0.2% Native American, 2.5% Asian, 0.4% from other races, and 1.4% from two or more races. Hispanic or Latino people of any race were 2.5% of the population

## West Bloomfield

- *2020 Census*
  - *Population 65,888*
- *2010 Census*
  - *The racial makeup of the township was 77.6% White, 11.4% Black or African American, 0.1% Native American, 8.4% Asian, 0.02% Pacific Islander, 0.4% from other races, and 2.0% from two or more races. Hispanic or Latino of any race were 1.60% of the population*

## Troy

- *2020 Census*
  - *Population 87,294*
  - *The city's racial makeup was 62.2% White, 4.0% African American, 0% Native American, 27.3% Asian, 1.2% from other races, and 5.1% from two or more races. Hispanic or Latino residents of any race were 2.2% of the population*

# FHPD DISTRICTS AND BEATS

## FHPD Districts

Data Source: Phase II – 1. CAD Breakdown. A. Traffic Stops (2021 data)
ii Traffic Stops by District, Beat, Zone.

*The City of Farmington Hills is 33.3 square miles (8 Mile Rd to 14 Mile Rd and Haggerty Rd to Inkster Rd).*

*The Farmington Hills Police Department has divided the jurisdiction into an eight (8) Car District Plan (Districts A, B, C, D, E, F, G, and H) on Day Shift and Afternoon Shift.*

*On the Midnight Shift, the five (5) Car District Plan is utilized, consuming Districts F, G, and H into Districts A, B, C, D, and E.*

*The Operations Division currently operates with three different shifts,*
- *Midnight Shift 2300 - 0700 hours*
- *Day Shift 0700 - 1500 hours*
- *Afternoon Shift 1500 - 2300 hours*

*There is also a Night Support Shift that runs from 1900 - 0300 hours but falls under the command of the respective shift depending on the time of the incident (Afternoon or Midnight Shift).*

*Additionally, there is a Traffic Section (various hours and events) and a Directed Patrol Unit (DPU) that may also conduct traffic stops.*

## FHPD Beats

Beat Code explanation:
- FH is for Farmington Hills
- The city is broken up into Beats, or Districts as FHPD officers call them
- The Beats or Districts are labeled A, B, C, D, E, F, G, and H
    - H district covers 8 Mile – 10 Mile, from Middlebelt to Orchard Lake
- There are up to two cars assigned to each Beat or District, depending on the number of officers working that day
- If only five officers are working that day, FHPD will have cars in Districts A, B, C, D, and E
- The number 1 after the letter E means District E, one car assigned to that District
- If there is a two after that E, that means two cars

## FHPD 8 Patrol Districts/Beats – Morning and Afternoon Shift
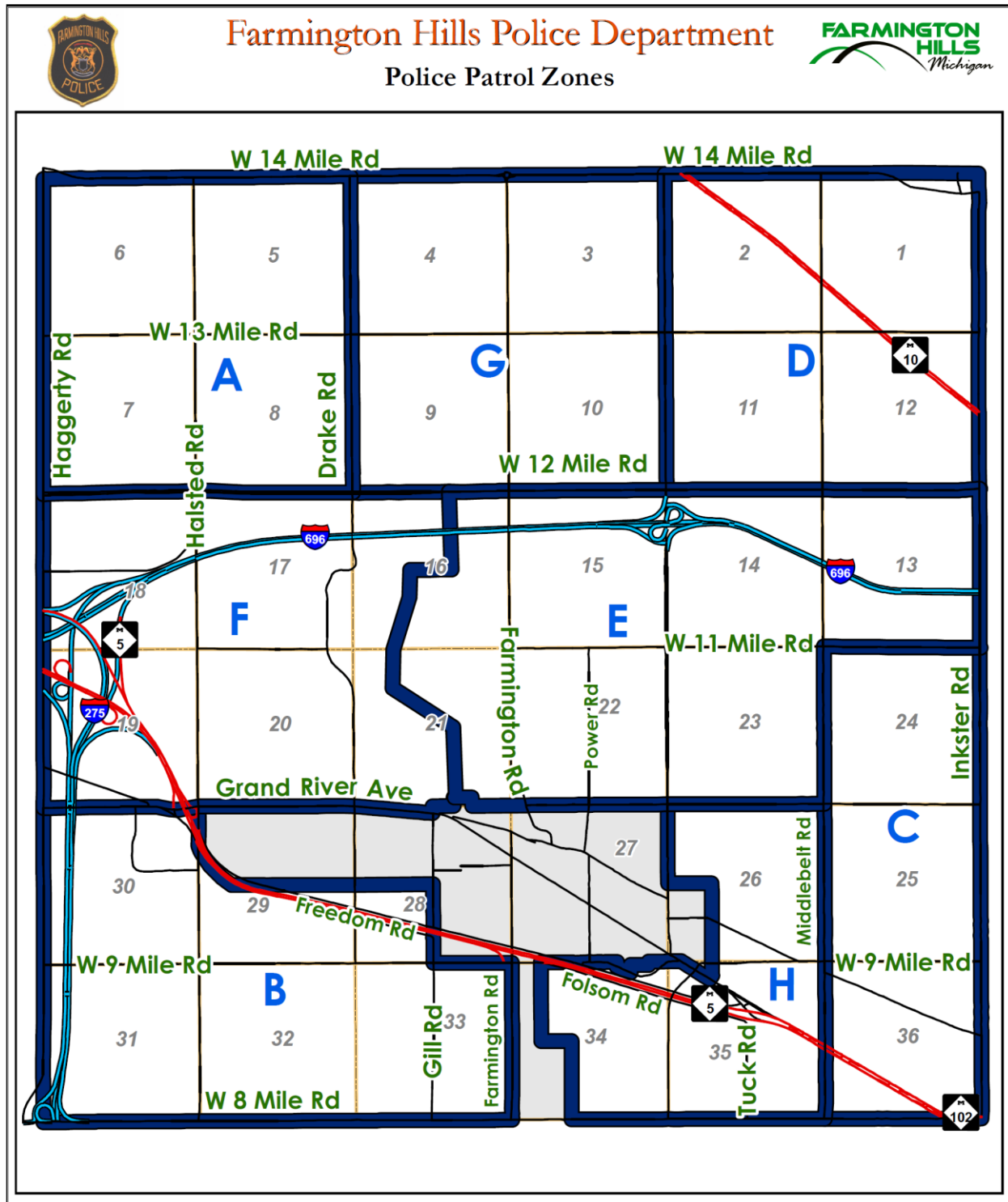
## FHPD 5 Patrol Districts/Beats – Midnight Shift
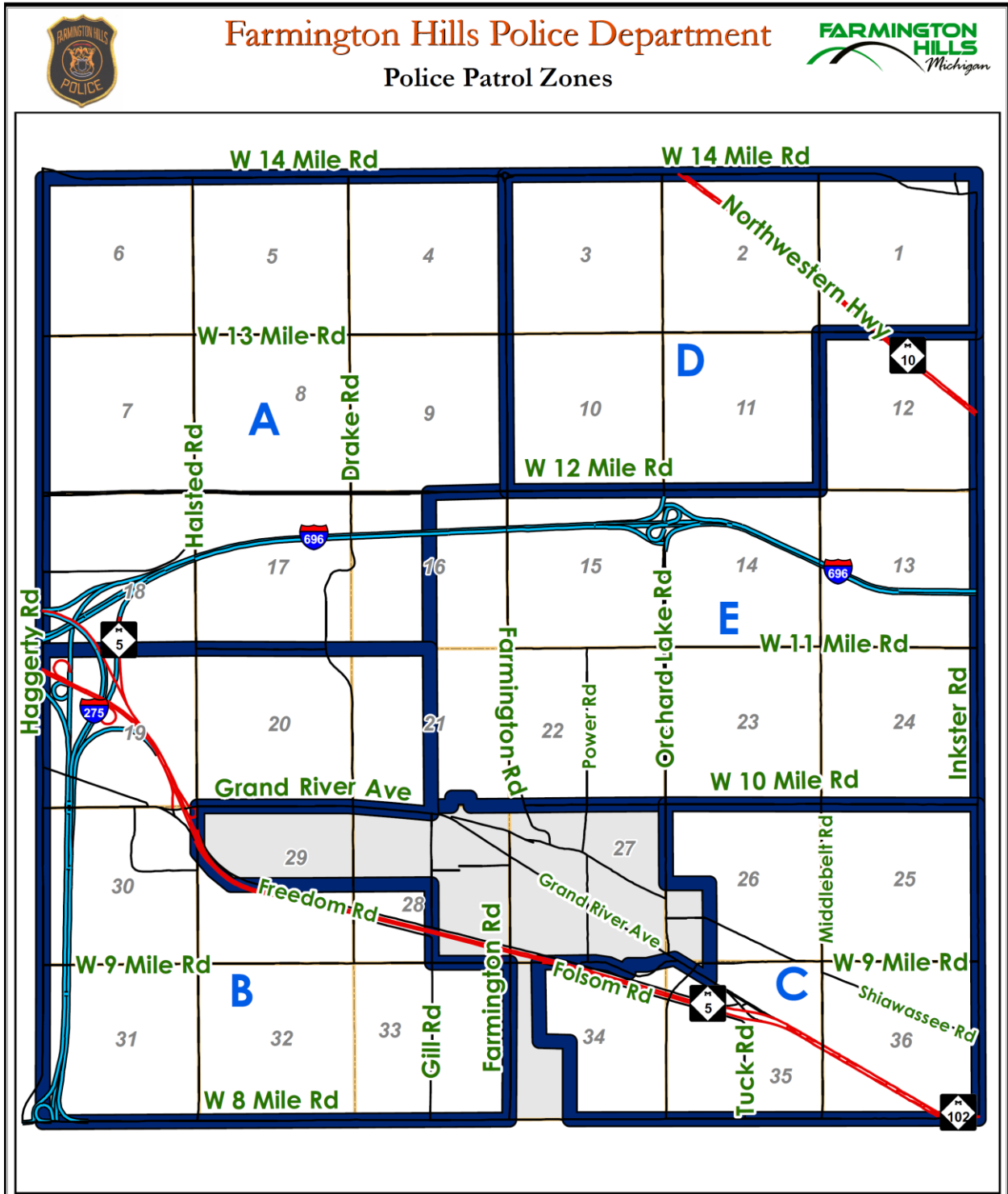
# PROBLEMS OBTAINING FHPD TRAFFIC STOP AND CITATION DATA

## Summary of Issue

The Phase 2 analysis was significantly delayed and constrained due to the inability to obtain accurate, relevant, and comprehensive data.

1. The FHPD does not have any subject matter experts regarding the capabilities, functionality, and configuration of the CLEMIS CAD/Mobile system
2. The FHPD does not have any subject matter experts who have been trained to complete advanced data queries using the CLEMIS database
3. CLEMIS could only provide existing "canned" reports and could not generate the reports requested for this project

## Data and Reports Available for the Analysis

The following reports, data tables, and bar charts were created for this report.

**CIVIL INFRACTIONS**
- Civil infractions issued 2006-2022

**CIVIL CITATIONS – Residents vs. Non-residents**
- 2020-2022 Data (Number issued/Residents/Non-residents/Percentage)
- Traffic stop Use of Force incidents
- 2020-2022 Use of Force Incidents/Traffic Stop Related

**TRAFFIC STOP AND CITATION DATA**
- 2020 - 2022 Three-Year Total
- 2020 – 2022 FHPD Traffic Stop Summary by Beat Data Table
    - 2020 – 2022 FHPD Traffic Stop Summary by Beat Bar Chart
- 2020-2022 Citation Data by Month Data Table
- 2020-2022 Traffic Stop by Shift Data Table
    - 2020-2022 Traffic Stop by Shift Bar Chart
- 2020-2022 Averages - FHPD Traffic Stop Summary by Beat Data Table
- 2020- 2022 Monthly Average Data Table
- Monthly Average By Year Data Table

**2020 TRAFFIC STOP AND CITATION DATA**
- 2020 Traffic Stop Summary by Beat Data Table
    - 2020 Traffic Stop Summary by Beat Bar Chart

- o 2020 Traffic Stop Summary by Beat Pie Chart
- 2020 Traffic Stop By Shift Data Table
  - o 2020 Traffic Stop By Shift Pie Chart
- 2020 Traffic Citation Data by Month Data Table
  - o 2020 Traffic Citation Data by Month Bar Chart
- 2020 Additional Violation Options - Violation Summary Data Table
- 2020 Additional Violation Options - Secondary Officer Counts Data Table


**2021 TRAFFIC STOP AND CITATION DATA**
- 2021 Traffic Stop Summary by Beat Data Table
  - o 2021 Traffic Stop Summary by Beat Bar Chart
  - o 2021 Traffic Stop Summary by Beat Pie Chart
  - o 2021 Traffic Stop Summary by Beat Bar Charts
- 2021 Traffic Citation Data by Month Data Table
  - o 2021 Traffic Citation Data by Month Bar Chart
- 2021 Traffic Stop by Shift Data Table
  - o 2021 Traffic Stop by Shift Pie Chart
- 2021 Additional Violation Options - Violation Summary Data Table
- 2021 Additional Violation Options - Secondary Officer Counts Data Table


**2022 TRAFFIC STOP AND CITATION DATA**
- 2022 Traffic Stop by Beat Data Table
  - o 2022 Traffic Stop by Beat Bar Chart
- 2022 Traffic Citation by Month Data Table
- 2022 Traffic Stop by Shift Data Table
- 2022 Traffic Stop by Shift Data Table
- 2022 Additional Violation Options - Violation Summary Data Table
- 2022 Additional Violation Options – Full Table
- 2022 Additional Violation Options - Secondary Officer Counts Summary Data Table
- 2022 Additional Violation Options - Secondary Officer Counts – Full Table


**TRAFFIC STOP VEHICLE AND PERSON SEARCH**
- FHPD Level of Effort to Obtain Search Data
- 2020 – 2022 Traffic Stop Search Data Table
  - o 2020 – 2022 Vehicle/Person Search Comparison Bar Chart
  - o 2020 – 2022 Vehicle Search - Type of Search Comparison Bart Chart
  - o 2020 – 2022 Vehicle Search - Driver Sex Comparison Bart Chart
  - o 2020 – 2022 Vehicle Search - Driver Race Comparison Bar Chart
  - o 2020 – 2022 Vehicle Search - Driver Race/Sex Comparison Bar Chart
  - o 2020 – 2022 Vehicle Search - Passenger Sex Comparison Bar Chart
  - o 2020 – 2022 Vehicle Search - Passenger Race Comparison Bar Chart

- 2022 Vehicle Search - Race/Sex Comparison Data Table
  - o 2022 Vehicle Search - Race/Sex Comparison Bar Chart
- 2021 Vehicle Search - Race/Sex Comparison Data Table
  - o 2021 Vehicle Search - Race/Sex Comparison Bar Chart
- 2020 Vehicle Search - Race/Sex Comparison Data Table
  - o 2020 Vehicle Search - Race/Sex Comparison Bar Chart
- 2022 Vehicle Search - Age Comparison Data Table
  - o 2022 Vehicle Search - Age Comparison Bar Chart
- 2021 Vehicle Search - Age Comparison Data Table
  - o 2021 Vehicle Search - Age Comparison Bar Chart
- 2020 Vehicle Search - Age Comparison Data Table
  - o 2020 Vehicle Search - Age Comparison Bar Chart


**FHPD PATROL ZONE/DISTRICT DEMOGRAPHIC DATA**
- Patrol Beat A Data Table
  - o Patrol Beat A Bar Chart
- Patrol Beat B Data Table
  - o Patrol Beat B Bar Chart
- Patrol Zone C Data Table
  - o Patrol Beat C Bar Chart
- Patrol Beat D Data Table
  - o Patrol Beat D Bar Chart
- Patrol  Beat E Data Table
  - o Patrol  Beat E Bar Chart
- Patrol Beat F Data Table
  - o Patrol Beat F Bar Chart
- Patrol Beat G Data Table
  - o Patrol Beat G Bar Chart
- Patrol Beat H Data Table
  - o Patrol Beat H Bar Chart

## Examples of Data and Reports Not Available for the Analysis

1. At the start of the analysis, FHPD did not have a comprehensive list of dispositions related directly to traffic stops. For example:
    1. Type of traffic infraction
    2. Warning or citation issued
    3. Demographic information (e.g., race, gender)
    4. Vehicle search completed (e.g., voluntary probable cause, incident to arrest) (e.g., voluntary, probable cause, incident to arrest)
    5. Person search (e.g., voluntary, "Stop and Frisk/reasonable suspicion, incident to arrest)
    6. Traffic stop related to a crime (e.g., stolen tag, BOLO, wanted person)
2. Inability of the system to generate Traffic Stop Disposition reports based on FHPD disposition data
3. Inability to generate reports that differentiate the reason for traffic (e.g., traffic offense, crime, BOLO, wanted person, etc.)
4. Inability to pool different data sets to generate reports (e.g., all traffic stops, Beats in City and Disposition)
5. The CLEMIS system cannot map traffic stop data. For example:
    1. Pin map of all traffic stops for each District/Beat
        i. All officers for a District/Beat
        ii. Patrol squads/Shifts for a District/Beat
        iii. Traffic Unit activity in each District/Beat
    2. Heat/Density map of all FHPD traffic stops
    3. Pin map of different types of traffic stops and dispositions


## Example Traffic Stop and Citation Data Issues

### Traffic Stop Disposition Data

**Finding: The CLEMIS system disposition workflow prohibits the ability to generate Traffic Stop Disposition reports.**

Data Source: *Traffic Stop Workflow*

*Officers are responsible in CAD for clearing their own CFS with a disposition, but the disposition is in the notes section.*

*The CLEMIS representative also advised FHPD that the "Business Objects" software can only capture mandatory data and will not produce a report from the "Notes Section."*

## Inability to Separate Traffic Related Stops from Crime/Other Stops

**Finding: The CLEMIS database cannot differentiate between traffic, crime, BOLO, or wanted person.**

Data Source: *Phase II - 1. CAD Breakdown a. Traffic Stops {2021 Data) iv. Does the department differentiate a vehicle stop for a traffic offense versus a crime-related one (e.g., BOLO, suspicious activity, wanted person, suspect vehicle, etc.)?*

FHPD Response:

> *If an officer calls out on a traffic stop, that is recorded in CAD for traffic enforcement.*

> *Any crime-related activity category is recorded as that related crime in CAD.*

> *If it is a crime-related activity, this information would have to be looked at on a case-by-case basis in the narrative of the incident report to learn if a particular incident started as a traffic stop.*

> *If an arrest is made by the officer or possible criminal activity has to be documented, a new incident number is generated, and the possible criminal activity or arrest is documented under that newly generated incident report number.*

Data Source: *Phase II - 1. CAD Breakdown a. Traffic Stops (2022 Data)*
*i. All traffic Stops for entire City by type of stop (event code) and disposition code*

> *The CLEMIS representative advised that it is not possible in Business Objects to determine between the type of stop for either Found on Patrol (FOP – found by an officer on regular patrol) or whether the officer was dispatched to an incident, BOL or crime-related activities resulting in a traffic stop and would have to manually done (report by report).*

> *We have found this extremely time-consuming when we manually mine data for vehicle searches, and current staffing cannot provide this information.*

> *A disposition from each traffic stop also falls under the same conditions. If a citation is issued, the Traffic Stop "CFS" number should be documented at the top of the Citation.*

> *Officers are responsible in CAD for clearing their own CFS with a disposition, but the disposition is in the notes section. The CLEMIS representative also advised FHPD that the "Business Objects" software can only capture mandatory data and will not produce a report from the "Notes Section."*

## Inability to Develop Traffic Stop Disposition Reports

**Finding: The CLEMIS system could not generate Traffic Stop Disposition reports.**

Data Source: *Phase II - 1. CAD Breakdown a. Traffic Stops (2022 Data)*
*i. All traffic Stops for entire City by type of stop (event code) and disposition code*

> *The CLEMIS representative advised that it is not possible in Business Objects to determine between the type of stop for either Found on Patrol (FOP – found by an officer on regular patrol) or whether the officer was dispatched to an incident, BOL or crime-related activities resulting in a traffic stop and would have to manually done (report by report).*

> *We found this extremely time-consuming when we manually mined data for Vehicle Searches, and current staffing cannot provide this information.*

> *A disposition from each traffic stop also falls under the same conditions. If a citation is issued, the Traffic Stop "CFS" number should be documented at the top of the Citation.*

> *Officers are responsible in CAD for clearing their own CFS with a disposition, but the disposition is in the notes section.*

> *The CLEMIS representative also advised FHPD that the "Business Objects" software can only capture mandatory data and will not produce a report from the "Notes Section."*

Data Source: *Phase II - 1. CAD Breakdown a. Traffic Stops {2021 Data)*
*PDF - All traffic Stops for entire City by type of stop {event code) and disposition code*

> *…If a citation is issued, the Traffic Stop "CFS" number should be documented at the top of the Citation.*

> *Officers are responsible in CAD for clearing their own CFS with a disposition, but the disposition is in the notes section.*

> *The CLEMIS representative also advised FHPD that the "Business Objects" software can only capture mandatory data and will not produce a report from the "Notes Section."*

## Inability to Map Traffic Stop Data

**Finding: The CLEMIS system cannot generate Traffic Stop map reports.**

Data Source: *Phase II – 1. CAD Breakdown. a. Traffic Stops (2021 Data)*
*v. Can the CAD system map the above data {e.g., multiple map views) Traffic stops*

> *The representative of CLEMIS advised that CAD does not map this data.*

## FHPD "Basic User" versus "Advanced User Constraint

**Finding: FHPD does not have any Advanced Users to generate CLEMIS reports**

Data Source: *Phase II - 1. CAD Breakdown a. Traffic Stops {2021 Data)*
*PDF - All traffic Stops for entire City by type of stop {event code) and disposition code*

> *CLEMIS also advised that the "Basic User" of "Business Objects" cannot program for a specific report.*

> *The Basic User can only run data from the reports already programmed in the system. To program for a specific report/data, an "Advanced User" would need to program for this information, and only a select few are "Advanced Users."*

> *Since the "Business Objects" software is being updated in early 2023, there have been no "Advanced Users" classes for some time.*

> *After the update, training courses for both "Basic User" and "Advanced User" will be provided.*

> *This means we are left with what's already programmed in the system and CLEMIS programming a specific report for our use.*

> *The representative advised that a new programmed report specific to our request will take some time, and depending on the data captured, the information requested may or may not be in the report.*

## Inability to Separate Traffic Citations Revenue from Civil Infractions

Data Source: P2 – 6 Ticket Revenue. FHPD response

*I requested the District Court provide information on ticket revenue for 2021 and 2022. They stated that the information doesn't exist as they don't distinguish the origins of the money.* (Emphasis added) *Their records don't classify revenue in categories and could be from several different sources.*

*These sources include misdemeanors, ordinance violations, warrants, zoning violations, and traffic citations. I was also told, even if money is paid in a current year, it may be from an offense that happened years ago and is just being paid now which would skew the data.*

# CLEMIS DATA

The request for Phase 2 CLEMIS data started during the Phase 1/Training assessment. Numerous problems were encountered while attempting to obtain CLEMIS data, including:

1. FHPD does not have personnel who were experts regarding "canned" CLEMIS reports
2. FHPD does not have personnel who are trained to the "Advanced" level that would provide them access to the CLEMIS database
3. There are some significant limitations regarding CLEMIS data
4. CLEMIS was not able to produce any custom reports

The following is a high-level snapshot only of communications with CLEMIS. Numerous other emails are available if needed. The objective of this section is to provide background information only.

## February 21, 2023 Email

*From: Tom Maureau*
*Sent: Tuesday, February 21, 2023 10:38 AM*
*To: Manning, Jim <manningjt@oakgov.com>; Jeff King <jking@fhgov.com>*
*Cc: Richard Blendea <RBlendea@fhgov.com>; Mike Flatt <Mflatt@fhgov.com>; Michael Connolly <mconnolly@fhgov.com>; Amber Daughtry <adaughtry@w-llc.com>; Clark Kimerer <ckimerer@w-llc.com>*
*Subject: FHPD Analysis 2022 - CLEMIS Data Update*

*Chief King and Director Manning – Quick Update regarding CLEMIS data.*

*Director Manning – Please reply-all if there are any errors or edits that are needed.*

*Note: Below is the SOW scope for Phase 2 and Phase 3 to get Director Manning up to speed regarding project objectives.*

- *Director Manning and I had a very productive conversation on Friday/February 16, 2023 regarding the capabilities of CLEMIS to provide data for the City of Farmington Hills "FHPD Analysis 2022" project*
- *CLEMIS produces a number of "canned" reports that are available to FHPD. These reports have some ad hoc capabilities to change attribute parameters*
- *The CLEMIS system has extensive data mining query capabilities via the utilization of Business Objects (e.g., Business Intelligence/Analytics solution)*
  - *All attributes in the system can be queried*
  - *The CLEMIS system has a data warehouse (my wording) with all FHPD data*
  - *FHPD personnel with appropriate Business Objects proficiency would have permission to go into the system and develop customized FHPD reports*

- o *Note: There needs to be a discussion between FHPD and CLEMIS about Business Objects training for FHPD personnel*
- *Director Manning advised CLEMIS would assist the City as best possible depending on personnel bandwidth, planned activities, timeline to obtain the information, etc.*
- *We discussed the various reasons there could be differences between the FHPD Transparency Dashboard and the "canned" reports we were provided by FHPD. For example:*
  - o *The queries could be different. One is asking for X while the other is asking for Y*
  - o *Intentional exclusion – One report may intentionally exclude some type of data (e.g., juvenile, sex crime, domestic battery, etc.)*
  - o *Timing – The submission of report data to the CLEMIS system is dynamic while the Transparency Dashboard is a static report (e.g., when the Transparency Dashboard was originally created not all report data was available)*
- *Next steps*
  - o *Winbourne Consulting will send Director Manning:*
    - ▪ *A list of reports we are seeking relevant to Phase 2 and Phase 3 of the project. We will have that completed by tomorrow at the latest*
    - ▪ *Some questions regarding the FHPD Transparency Dashboard reports*

*Will keep everyone posted.*

*Tom*

## April 7, 2023 Email

**From:** Armstrong, Michael *<armstrongm@oakgov.com>*
**Sent:** Friday, April 7, 2023 4:17 PM
**To:** Manning, Jim *<manningjt@oakgov.com>*; Long, Jeffrey A *<longje@oakgov.com>*
**Cc:** Turner, Shelly Lynn *<turnersl@oakgov.com>*; Corbett, Charles C *<corbettc@oakgov.com>*; Nelms, Benjamin *<nelmsb@oakgov.com>*; McDonald, Robert C *<mcdonaldrc@oakgov.com>*
**Subject:** RE: FHPD Analysis 2022 - Phase 2 Traffic Stop/Citation CLEMIS Information Request

The questions have been copied and answered below. Please let Chuck, Rob, Shelly or myself know if you have any further questions.

Thank you,
Michael

*General Questions*
1. *Is there an ability to export the requested data to a spreadsheet so it can be sorted? Yes, this can be placed into a spreadsheet. The report that Robert McDonald and I created along with exports out of CrimeView as well should be able to provide the data.*

2. Is there an ability to map any of the data (e.g., traffic stop location, citation location address, etc.)? *Yes, This functionality can be found in Crimeview, however demographic information may not be available based on system.*

3. Is there an ability to create a heat map based on traffic stop location and/or citation location data? *Yes, This functionality can be found in CrimeView, however demographic information may not be available based on system.*

4. Does the CLEMIS database include any revenue information for State Motor Vehicle Code and City civil citations issued? *Yes, the ePayments screen can be used to get total ticket payment information.*

**Michael Armstrong**
**Contractor**
CLEMIS Division
Information Technology
Oakland County, Michigan
**All ways, moving forward**

## June 30, 2023 Email

**From:** Tom Maureau <TMaureau@w-llc.com>
**Sent:** Friday, June 30, 2023 4:14 PM
**To:** Long, Jeffrey A <longje@oakgov.com>; Manning, Jim <manningjt@oakgov.com>
**Cc:** Jeff King <Jking@fhgov.com>; Richard Blendea <RBlendea@fhgov.com>

Director Manning and Jeff – FHPD Chief King and Captain Blendea are copied on this email.

If it is more effective for everyone to talk, please let us know and we will schedule a meeting next week.

This discussion started in February 2023. As stated below in the email string, the City of Farmington Hills hired Winbourne Consulting to complete an analysis of FHPD Traffic Stop/Citation and Arrest procedures and data.

FHPD has a limited capability to generate the types of reports needed to complete the assessment.

We contacted CLEMIS to learn if the data for the needed information exists and if yes, could CLEMIS generate the desired reports. Director Manning advised CLEMIS did have the data, the business intelligence system capability and could generate some reports for FHPD. Understanding that CLEMIS personnel are busy, we limited the Traffic Stop/Citation report list and advised we would provide the Arrest data reports after the Traffic data reports we completed to avoid confusion and overwhelming CLEMIS personnel.

*Apparently there was a misunderstanding and CLEMIS did not create the reports. Upon recognizing there was a misunderstanding, we restarted the discussion. However, CLEMIS is now advising that FHPD should create the reports, but they do not have the expertise to do so.*

*As requested by CLEMIS, we can have FHPD be the originator of the report request if that is what needs to occur.*

*Bottom line question – Will CLEMIS create the requested reports? Thanks.*

*Tom Maureau*
*Vice President*
*Winbourne Consulting, Inc*
*Cell 850.545.3508*
*Tmaureau@w-llc.com*
*1101 Wilson Boulevard, 6th Floor, Arlington, VA 22209*
*www.winbourneconsulting.com*


## July 5, 2023 Email


**From:** Manning, Jim *<manningjt@oakgov.com>*
**Sent:** Wednesday, July 5, 2023 9:35 AM
**To:** Tom Maureau *<TMaureau@w-llc.com>*; Long, Jeffrey A *<longje@oakgov.com>*
**Cc:** Jeff King *<Jking@fhgov.com>*; Richard Blendea *<RBlendea@fhgov.com>*
**Subject:** RE: FHPD Analysis 2022 - Phase 2 Traffic Stop/Citation CLEMIS Information Request

Hello Tom,

For clarification, CLEMIS can assist with information that FHPD cannot access. If we can pull the information.  Talking with my staff, the information you have requested should be accessible to FHPD and personnel have been trained on how to pull the data.  If we need to assist with some refresh training on how to pull the data that is requested, we can assist with this effort.  I apologize for the delay regarding the "questions" that were sent back in February. I didn't understand that your "objectives" were an actual request of CLEMIS staff.

Bottom line –

CLEMIS can provide a refresher to personnel who have been trained how to create the reports.  We have a list of personnel trained if needed.
If FHPD personnel cannot create the reports, CLEMIS will assist with pulling the data if available.

Let me know if you have any questions.

*Jim Manning*
*Applications Services Director - Public Safety*
*Information Technology / CLEMIS*
*Oakland County, Michigan*

## Limitations with CLEMIS System – Ann Arbor Traffic Stop Policy News Article

Note: This article is included to provide background information. The issue is directly related to FHPD.

### *Ann Arbor has new directive for police after updating traffic stop policy*

*Updated: Aug. 30, 2023, 11:27 a.m.*
*Published: Aug. 29, 2023, 8:00 a.m.*
*By Ryan Stanton | ryanstanton@mlive.com*

ANN ARBOR, MI — City Council has issued another new directive for the Ann Arbor Police Department regarding traffic stops.

*Council is calling on AAPD to create an official policy mandating how officers must log stops, following up on the city's recent decision to put an end to pulling over motorists for relatively minor offenses in hopes of avoiding racial profiling.*

*Officers use a digital reporting system known as the Court and Law Enforcement Management Information System, or CLEMIS, to log data. But the system has limitations, according to city officials and researchers who've analyzed traffic stop data.*

*The pull-down menus allow officers to select only one reason for making a stop (such as speeding, alcohol/drugs and equipment violations) and only one outcome (arrest, citation, verbal warning, or assist), even when there may be multiple reasons and multiple outcomes, council stated in a resolution approved 10-0 on Aug. 21.*

*"The inability to capture data reflecting every reason for contact and every outcome of each police interaction makes full transparency between law enforcement and the public impossible to achieve," the resolution states.*

*Officers are trained to select the most serious reason for contact and the most serious outcome when using CLEMIS, but there has been no policy requiring them to do so, leading to the possibility that data could be improperly recorded, either intentionally or inadvertently, creating an inaccurate picture of policing in Ann Arbor, the council resolution states.*

*"The proper recording and representation of all reasons for contact and all outcomes is essential for obtaining more accurate, comprehensive and insightful data, improving the efficacy of policy-making, ensuring data-driven law enforcement strategies and reinforcing public trust and transparency in law enforcement," the resolution states.*

*Council directed AAPD to make selecting the most serious reason for contact and the most serious outcome the department's official policy as long as CLEMIS remains in its current form, and to record all reasons and outcomes if the system is ever updated to allow that.*

*In the meantime, council also is directing City Administrator Milton Dohoney to advocate for changes to CLEMIS.*

*Council approved those directives after approving a nearly $530,000, five-year agreement for continued use of the CLEMIS system through Oakland County.*

*"It wasn't long ago when we passed the ordinance against low-level, secondary stops — driven by our collective realization that they disproportionately affected our Black and brown community members," said Council Member Cynthia Harrison, D-1st Ward, who also sponsored the latest resolution about logging stops.*

*"Together we made a commitment to our residents to ensure equitable treatment for all," she said. "But our work toward a more just Ann Arbor is not done."*

*Ann Arbor's approval of Michigan's first driving equality ordinance in July came after an Eastern Michigan University research study — in partnership with the city's police oversight commission — found significant racial disparities in Ann Arbor traffic stops, with non-white motorists stopped and searched more frequently. The study also identified limitations with the CLEMIS system and recommended more robust data reporting.*

*"I can't say enough about how important data is to understanding what's going on," said Council Member Dharma Akmon, D-4th Ward, agreeing there are gaps.*

*It's important to have data painting a more comprehensive picture for all parties involved in traffic stops, said Council Member Ayesha Ghazi Edwin, D-3rd Ward.*

*Council Member Chris Watson, D-2nd Ward, hinted at more to come on matters related to policing.*

*"There's a lot of steps that I think we're going to be taking, looking at dispatching, looking at our dashboards," he said.*

# 47ᵗʰ DISTRICT COURT ADMINISTRATOR COMMUNICATION

Numerous issues were encountered while attempting to obtain District Court information that caused a delay in the completion of the report. For the most part, the information requested was received.

The following is a high-level snapshot of communication with the District Court Administrator's Office. Numerous other emails are available if needed. The objective of this section is to provide background information only.

## Questions to 47ᵗʰ District Court Regarding Traffic Citation Data

**From:** Tom Maureau <*TMaureau@w-llc.com*>
**Sent:** Monday, October 02, 2023 8:49 AM
**To:** Matt Friedrich <*MFriedrich@fhgov.com*>
**Cc:** Stacy Parke <*SParke@fhgov.com*>
**Subject:** FHPD Analysis - Fine/cost breakdown at the 47th District Court

Mr. Friedrich – Thank you for your email.

Quick Background Information
The City of Farmington Hills contracted with Winbourne Consulting, Inc. to complete an analysis of several areas related to FHPD operations. One area is a Traffic Stop and Citation Analysis for the years 2020, 2021 and 2022. Below is a copy and paste from our contract with the City that fully explains the project.

During the assessment it was learned that FHPD issues a significant number of City Ordinance Traffic Citations versus a State Motor Vehicle Code Citations.

We have been attempting to obtain the below data for a significant amount of time. We understand your office is busy. We are hoping most of the information is already in existing reports and/or can be obtained with a nominal level of effort. Anything you can do to help expedite this process is appreciated. That said, it is more important for us to receive the information versus speed.

Let us know if you would like to talk.

*The following is the information we are seeking to complete the analysis.*

*Does the 47th District Court Administrator have any documentation and information regarding the following areas:*

1. *The legal authority of City Police Departments in the State of Michigan to issue a City Ordinance Traffic Citation for a State of Michigan Motor Vehicle Code Traffic Offense*
2. *The City of Farmington Hills City ordinance that provides FHPD officers the legal authority to issue a City Ordinance Traffic Citation based on a State of Michigan Motor Vehicle Code Violation*
3. *The practice of other police departments in the 47th District Court jurisdiction regarding the issuance of a City Ordinance Traffic Citation versus a State of Michigan Motor Vehicle Code Citation*
   a. *Do other Cities is the 47th District have the same type of City Ordinance the City of Farmington Hills has (e.g., City Ordinance that replicates State of Michigan Motor Vehicle Code violations allowing a City Ordinance Traffic Citation to be issued for the violation)*
   b. *Is the issuance a City Ordinance Traffic Citation versus a State of Michigan Motor Vehicle Code Citation a common practice in the 47th District*
   c. *Does the 47th District Court have any documentation or information that shows the City Police Departments that employ this practice*
   d. *Does the 47th District Court have any reports that show the number of City Ordinance Traffic Citations and State Motor Vehicle Code Citations issued for 2020, 2021 and 2022 for the 47th District*
4. *Documentation and information how City Ordinance Traffic Citation fines in the 47th District Court are developed and implemented*
   a. *For example, what entity has the authority to develop and implement City Ordinance fines*
   b. *Any information that shows the history of City Ordinance Traffic Citation fines for the past ten years*
5. *Breakdown regarding the distribution of Traffic Citation revenue for:*
   a. *State Motor Vehicle Code Traffic Citation*
   b. *City Ordinance Traffic Citation*
   c. *For example:*
      i. *For a State Motor Vehicle Citation for Speeding 15 MPD over the speed limit, how is the revenue distributed to the State, County and City*
      ii. *For a City Ordinance Citation for Speeding 15 MPD over the speed limit, how is the revenue distributed to the State, County and City*
6. *Documentation that shows the Traffic Citation fine amount for:*
   a. *State Motor Vehicle Code Traffic violations*
   b. *City Ordinance Traffic Violations*
7. *For 2020, 2021 and 2022, how many traffic citations did FHPD issue for:*
   a. *State Motor Vehicle Code Traffic violations*
   b. *City Ordinance Traffic violations*

8. *For 2020, 2021 and 2022, does the 47ᵗʰ District Court have any reports or information that that show a breakdown on the type of traffic citations that were issued by FHPD for:*
    a. *State Motor Vehicle Code Traffic Citation*
    b. *City Ordinance Traffic Citation*
9. *For 2020, 2021 and 2022, please provide the amount of revenue FHPD generated each year for:*
    a. *State Motor Vehicle Code Traffic Citations*
    b. *City Ordinance Traffic Citations*
10. *Any information the 47ᵗʰ District Court can provide on this topic is appreciated*

*Tom Maureau*
*Vice President*
*Winbourne Consulting, Inc*
*Cell 850.545.3508*
*Tmaureau@w-llc.com*
*1101 Wilson Boulevard, 6th Floor, Arlington, VA 22209*
*www.winbourneconsulting.com*


## 47ᵗʰ District Court Administrator Response

Information provided by District Court Administrator Stacey Parke in blue.

Does the 47ᵗʰ District Court Administrator have any documentation and information regarding the following areas:

1. The legal authority of City Police Departments in the State of Michigan to issue a City Ordinance Traffic Citation for a State of Michigan Motor Vehicle Code Traffic Offense.

    *While this inquiry is more appropriately directed to the FHPD and/or their legal counsel, you may want to refer to Michigan's Motor Vehicle Code (Act 300 of 1949), including, but not necessarily limited to MCL 257.742.*

2. The City of Farmington Hills City ordinance that provides FHPD officers the legal authority to issue a City Ordinance Traffic Citation based on a State of Michigan Motor Vehicle Code Violation

    *While this inquiry is also more appropriately directed to the FHPD and/or their legal counsel, you may want to refer to the Code of Ordinances for the City of Farmington Hills, including, but not necessarily limited to Chapter 30, Article II, which can be found at:https://library.municode.com/mi/farmington_hills/codes/code_of_ordinances?nodeId =PTIIC OOR_CH30TRMOVE.*

3. The practice of other police departments in the 47th District Court jurisdiction regarding the issuance of a City Ordinance Traffic Citation versus a State of Michigan Motor Vehicle Code Citation

   a. Do other Cities is the 47th District have the same type of City Ordinance the City of Farmington Hills has (e.g., City Ordinance that replicates State of Michigan Motor Vehicle Code violations allowing a City Ordinance Traffic Citation to be issued for the violation)

      *This inquiry is also more appropriately directed to the FHPD, Farmington Public Safety, and/or their legal counsel. Having stated that, and by way of example only, you may want to refer to the Code of Ordinances for the City of Farmington, including, but not necessarily limited to Chapter 31, Article II, which can be found at: https://library.municode.com/mi/farmington/codes/code_of_ordinances?nodeId=PTII COOR_CH31TRMOVE.*

   b. Is the issuance a City Ordinance Traffic Citation versus a State of Michigan Motor Vehicle Code Citation a common practice in the 47th District

      *Any inquiry regarding any "practice" related to the issuance of a traffic ticket should be directed to the law enforcement agency issuing the ticket. The Court and police departments fall under separate branches of government (Executive/Judicial), and are independent of one another, and separate agencies.*

   c. Does the 47th District Court have any documentation or information that shows the City Police Departments that employ this practice

      *See above.*

   d. Does the 47th District Court have any reports that show the number of City Ordinance Traffic Citations and State Motor Vehicle Code Citations issued for 2020, 2021 and 2022 for the 47th District

      *This inquiry should be directed to any/all law enforcement agencies who are responsible for issuing civil infractions, including the FHPD, as the Court cannot and does not track how many civil infractions are issued by any/all law enforcement agency(ies) during any particular time period. Having stated that, the Court's incoming caseload information can be found on the State Court Administrative Office's Interactive Court Data Dashboard using the following link: https://www.courts.michigan.gov/publications/statistics-and-reports/interactive-court-data-dashboard/*

4. Documentation and information on how City Ordinance Traffic Citation fines are developed and implemented in the 47th District Court. For example, what entity has the

authority to develop and implement City Ordinance fines. Michigan law, including MCL 257.907 for civil infractions. Any information that shows the history of City Ordinance Traffic Citation fines for the past ten years.

*The Court's current Fine Schedule, which covers both local ordinance violations and state law civil infractions, is found here: https://fhgov.com/stay-connected/forms,-permits-applications/download/47th- district-court/trafficfines1-1-2018.aspx.*

5. Breakdown regarding the distribution of Traffic Citation revenue for:
   a. State Motor Vehicle Code Traffic Citation
   b. City Ordinance Traffic Citation
   c. For example:
      • For a State Motor Vehicle Citation for Speeding 15 MPD over the speed limit, how is the revenue distributed to the State, County and City
      • For a City Ordinance Citation for Speeding 15 MPD over the speed limit, how is the revenue distributed to the State, County and City

   *a.-c. For civil infractions, the first $40 goes to the State of Michigan for a Justice System Assessment. The fine and costs go to the City general fund (for the jurisdiction in which the ticket was issued) if the ticket is written as a local ordinance violation, while the fine would go to the Oakland County Library Fund if the ticket was written under state law (costs go to the City for the jurisdiction in which the ticket was issued).*

   *With that, for a typical ticket for 15 MPH over the speed limit (non- construction, non-expressway, non-school zone, etc.), the breakdown of fines/costs/fees would be: $40 goes to the State of Michigan for a Justice System Assessment, fines of $30, costs of $80, and the only difference in how the money is distributed would be whether the fine goes to the Library Fund or the City.*

6. Documentation that shows the Traffic Citation fine amount for:
   a. State Motor Vehicle Code Traffic violations
   b. City Ordinance Traffic Violations

   *See link provided in response to #4.*

7. For 2020, 2021 and 2022, how many traffic citations did FHPD issue for:
   a. State Motor Vehicle Code Traffic violations
   b. City Ordinance Traffic violations

|      | OI   | SI  |
|------|------|-----|
| 2020 | 3935 | 77  |
| 2021 | 5223 | 103 |
| 2022 | 5762 | 65  |

*a.-b. This inquiry should be directed to the FHPD, as the Court does not track how many civil infractions were issued by any law enforcement agency during any particular time period. Having stated that, below you will find the Court's incoming caseload information related to FHPD local ordinance and state law civil infractions which the Court processed:*

*For additional information, we refer you to the Michigan Interactive Data Dashboard: https://www.courts.michigan.gov/publications/statistics-and-reports/interactive-court-data-dashboard/*

For 2020, 2021 and 2022, does the 47th District Court have any reports or information that that show a breakdown on the type of traffic citations that were issued by FHPD for:

    c. State Motor Vehicle Code Traffic Citation
    d. City Ordinance Traffic Citation

*a.-b. This inquiry should be directed to the FHPD, as the Court does not track how many civil infractions were issued by any law enforcement agency during any particular time period.*

8. For 2020, 2021 and 2022, please provide the amount of revenue FHPD generated each year for:
    a. State Motor Vehicle Code Traffic Citations
    b. City Ordinance Traffic Citations

*No such report exists at the Court for traffic citations for FHPD revenue. Our case processing system does not separate fines/costs payments by case types--e.g., civil infractions, misdemeanors, nontraffic. All monies collected and transmitted to the City for fines/costs are grouped for all the case types.*

## District Court Administrator October 18, 2023, Letter

### STATE OF MICHIGAN

THE DISTRICT COURT     47TH JUDICIAL DISTRICT

31605 W. ELEVEN MILE ROAD
FARMINGTON HILLS, MICHIGAN 48336
PHONE 248-871-2900
FAX 248-871-2901

| **MARLA E. PARKER**<br>DISTRICT JUDGE | **STACY PARKE**<br>COURT ADMINISTRATOR | **JAMES B. BRADY**<br>DISTRICT JUDGE |
|---|---|---|

October 18, 2023

Mr. Tom Maureau
Winbourne Consulting, LLC.
1101 Wilson Boulevard, 6th Floor,
Arlington VA 22209

Dear Mr. Maureau:

     This letter is in response to your request dated October 2, 2023 sent to Matt Friedrich's attention with a cc to me via email. Let the record reflect that this is the first request we have received in writing from your Company. I will assume your statement of "we have been attempting to obtain the below data for a significant amount of time" is meant toward other agencies.

     We have given our best efforts to supply answers to questions that pertain to our Court—even with limited resources. Many of the questions seem geared toward the police departments and the attorneys representing the City. As Court Administrator of the 47th District Court, I must be cautious and not make legal interpretations or give answers that pertain to other agencies. Please see the attachment for the Court's responses and helpful caseload data links.

     The Michigan State Court Administrator's Office recently rolled out a new interactive data dashboard and that system may help you glean the information needed in order to conduct your study for the City of Farmington Hills. Our Court's caseload data is accessible at this new site. The link for the Dashboard can be found at www.courts.mi.gov and/or:

- Michigan Data Dashboard -- www.courts.michigan.gov/publications/statistics-and-reports/interactive-court-data-dashboard.

Another helpful link may be:

- District Court Fee and Assessment Table (PDF page 3 starts the civil fine breakdown and shows how things are distributed)

Regards,

47th District Court

Stacy Parke, Court Administrator

Attachment
c. Mr. Matt Friedrich, Deputy Court Administrator

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## State of Michigan Versus City Ordinance Traffic Citation Revenue



*Authored by Lieutenant Michael Connolly*

I requested the District Court provide information on ticket revenue for 2021 and 2022. They stated that the information doesn't exist as they don't distinguish the origins of the money. Their records don't classify revenue in categories and could be from several different sources. These sources include misdemeanors, ordinance violations, warrants and zoning violations, as well as traffic citations. I was also told, even if money is paid in a current year, it may be from an offense that happened years ago and is just being paid now which would skew the data. I was given the breakdown on monies for a typical speeding citation that might be issued by a Farmington Hills officer. A speeding ticket (1-5 miles over) costs the motorist $140 in fines/costs. The breakdown of that ticket is $40 goes to the State of Michigan, and $100 would remain with the City of Farmington Hills. The Court would then send that portion of the fine/cost to the City, and it is deposited in the City's general fund. I was provided with the total number of tickets issued by Farmington Hills officers over the last 16 years.

### 2006 through 2021 City of Farmington Hills Civil Infractions Issued

| Year Issued | Total Issued |
|---|---|
| 2006 | 16202 |
| 2007 | 17316 |
| 2008 | 15681 |
| 2009 | 13317 |
| 2010 | 10123 |
| 2011 | 8773 |
| 2012 | 8592 |
| 2013 | 9349 |
| 2014 | 8036 |
| 2015 | 6753 |
| 2016 | 6407 |
| 2017 | 8269 |
| 2018 | 9337 |
| 2019 | 7310 |
| 2020 | 4012 |
| 2021 | 5326 |

*The yearly ticket average over the last 16 years is 9675 tickets per year, with the median being 8773 in 2011. The 3-year average high is 16400 tickets a year, with a 3-year average low at 5248 tickets for years. In 2021, tickets issued are down almost 70% from its 15-year high point in 2007 and down 45% from the 16-year average.*

# NEW FHPD POLICY AND PROCEDURES

## Traffic Stop Activity Log

- As previously stated in the report, at the start of the project, the FHPD did not collect relevant disposition information for traffic stops and citations
- During a January 15, 2023, onsite meeting with FHPD management, anti-bias, and Professional Traffic Stop initiative criteria were discussed, including an assessment of all options
- FHPD personnel learned of new functionality with the CLEMIS Mobile application intended for this initiative. While the CLEMIS functionality is not ideal, it does provide a significant improvement for FHPD
- The FHPD developed and implemented an Activity Log pilot project to collect relevant data. The pilot project was started on February 3, 2023
- The Activity Log pilot project was successful, and the program was implemented in all Patrol operations in August 2023
- The initiative includes monthly reports and a management review process

## Activity Log Pilot Project

**From:** Mike Flatt *<Mflatt@fhgov.com>*
**Sent:** Friday, February 3, 2023 5:39 PM
**To:** Domenic Lauria *<DLauria@fhgov.com>*; Kurt Bearer *<KBearer@fhgov.com>*; Jason McDonald *<JMcDonald@fhgov.com>*; Brian Moore *<BMoore@fhgov.com>*
**Cc:** Justin Barry *<JBarry@fhgov.com>*; Richard Blendea *<RBlendea@fhgov.com>*; Andrius Radze *<ARadze@fhgov.com>*; Daniel Rodriguez *<DRodriguez@fhgov.com>*; John Piggott (*JPiggott@fhgov.com*) *<JPiggott@fhgov.com>*; Brian Kersanty *<BKersanty@fhgov.com>*
**Subject:** Activity Log Pilot Program

Lieutenants,

Due to the recent ongoing third-party assessment of the Farmington Hills Police Department's Yearly Officer Training, Citations, and Arrests, some of the data requested could not be collected easily or at all.  New information came to light regarding CLEMIS being able to capture this data.  This information that came to light refers to the Officer's Activity Logs, parameters that can be set, and those parameters that were already available in the system.  In leu of every officer having to put data for person and vehicle tabs of every CFS, the Activity Logs have the capabilities of capturing this data for us.  For regular patrol officer activity logs these parameters are not set up, but we would like to start a Pilot Program to see how this may or may not work.  We have set the parameters (mandatory fill in boxes) in the Traffic Selection (1st attached document) of the Activity Logs Division.  The parameters added to the Traffic Division of the Activity Log can be found under Traffic Stop-TS and the parameters are as follows,

1. *Reason for Contact*
   a. *Speed*
   b. *Belt/Restraint*
   c. *Alcohol/Drugs*
   d. *Assist*
   e. *Traffic Vio*
   f. *Crime BOL*
   g. *Equipment Vio*
   h. *Weighmaster*
   i. *Other*
2. *Outcome of Stop*
   a. *Citation*
   b. *Arrest*
   c. *Assist*
   d. *Verbal Warn*
3. *Search*
   a. *After Arrest*
   b. *Plain View*
   c. *Consent*
   d. *Impound*
   e. *P/C*
   f. *K-9*
   g. *No Search*
4. *Gender*
   a. *Male*
   b. *Female*
5. *Age*
6. *Race Known prior to Stop*
   a. *Yes*
   b. *No*
7. *Race*
   a. *White*
   b. *Native Am*
   c. *African Am*
   d. *Pacific Island*
   e. *Hispanic*
   f. *Middle Eastern*
   g. *Asian*
   h. *Multi Racial*
8. *Hazardous / Non-Hazardous / Warning / Code Violation*

*Now, these were the parameters that were in the CLEMIS Activity Log that can be added or subtracted to depending on what information we get back from our Pilot Program. CLEMIS is currently creating a program to run in Business Objects to mine this data and we will be able to*

*run this program to collect this data. Currently there are three officers on Day Shift utilizing this data collection (Officers Rohrer, Ward, and Quinonez), so in the next week we will be able to see how this data sheet will look. I have received feedback from one of the Officers already, that advised it doesn't take any time to complete the mandatory fields, but there are some concerns. One, that the CFS does not appear in the Activity Log right away. If the Officer did not collect/keep the information after clearing the incident in CLEMIS (specifically AGE), when filling out the Activity Log the Officer may have trouble completing the mandatory fields. Two, the questions of race and gender, not all drivers' licenses are reporting race and gender, which would leave the Officer to ask or guess. Third, the mandatory field of search was originally specified to search of the vehicle, but this field does not stipulate between person or vehicle. And Fourth, there is only one portal for demographics and what if there is more than one occupant in the vehicle.*

*Some of the above questions I am attempting to answer, but The Chief would like to expand this Pilot Program to a Three-Month Assessment with Three Officers from each of the Three Different Shifts.*

*What I am requesting from the three Patrol Shift Lieutenants is to pick the Three Officers from your shift, advise them on this Pilot Program and the length of this program, to have them use Traffic Division Activity Logs on their shift for the duration of Pilot Program, to use the Traffic Stop-TS for all their traffic stops, and complete the mandatory fields for Traffic Stops-TS. Please let me know who selected and if you have any questions concerning this.*

*Depending on how this Pilot Program works out, the idea is to implement these parameters in anything the Officers find on patrol (FOP) (suspicious person, suspicious circumstance, etc.....). We are also looking for any suggestions that you may have concerning this Pilot Program.*

*Sorry for such a long e-mail but thank you and the officers you select in advance for participating in this Pilot Program. As soon as selection of the officers involved in this program are made and any questions that you or they have answered. We will start the Pilot Program.*

*The attachments to this email are to help explain the program.*

*Thank You,*
*Lt. Flatt*

**FARMINGTON HILLS POLICE**

**INTEROFFICE CORRESPONDENCE**

RECEIVED

*Jeff King, Chief of Police* 1-28-20
*Farmington Hills Police Dept.*

**TO:** Chief Jeff King (Through the Chain of Command)

**FROM:** Lieutenant Michael Flatt *MF*

**DATE:** Tuesday, January 24, 2022

**SUBJECT:** Officer Activity Logs / CLEMIS Activity Log Pilot Test

*\* PILOT APPROVED FOR 3 MONTH PERIOD.*
*- EXPAND TO INCLUDE 3 OFC'S FROM EACH PATROL SHIFT (D/A/M).*
*DC - CHIEF*
*(02) LT. FLATT.*

The following information was not in the original request from or for "The FHPD Analysis 2022". But, through the collection of various data (i.e., Traffic Stops, Vehicle Searches, Demographics, etc....) and investigating the current capabilities of the CLEMIS system that FHPD is currently using, another possible way of collecting data has been discovered. All FHPD Officers in Patrol are required to produce an Activity Log for each day worked on their shift. This log encompasses activities the officer was dispatched to, found on patrol, any special attentions or details worked, and any other pertinent information the officer handled during their shift. With these Activity Logs, various parameters can be set in CLEMIS (*must fill in drop down categories) to capture demographics of an individual, if a vehicle was searched during this encounter, and if an arrest, citation or warning had been issued. CLEMIS advised at this point there is only one port for this information and does not have the capability to capture more than one individual. CLEMIS further advised that these parameters are not available to close out a Call For Service (CFS) and this information would only be enclosed if a report (CFS Report/CR Report) or a citation/warning was issued.

At this point, FHPD is conducting a "Pilot" with three Day Shift Officers (Officer Rohrer, Officer V. Rodriguez, and Officer Quinonez) asking them to use the Traffic Module for the Activity Logs, which engages the parameters covered in this document. CLEMIS advised that a report can be programed in "Business Objects" to extract this information and after a couple weeks this information can be compiled and will be sent to me for review and assessment. As an example, a current patrol activity log, a pilot activity log and an example MSP Activity Log has been attached to this interoffice. MSP has used their activity log for many years, using their own software UD-2x MSP form (Activity Log / Field Services Bureau Automated Daily). Also attached to this interoffice are the screen shots for the current Activity Log close out of an incident and the "Pilot" screen shots of the Activity Log close out of an incident. Both close out functions would add that incident to the Officer's Activity Log.

**READ & FORWARDED**

*1-26-23*

**CAPTAIN**
**ADMINISTRATIVE BUREAU**

**RECOMMEND APPROVAL**

*1.26-23*

**ASSISTANT CHIEF**
**ADMINISTRATIVE BUREAU**

*RECOMMEND COMPILED DATA REVIEW IN 3 MO'S TO DETERMINE*

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## Example MDC Screen Shots

Screenshot provided by FHPD.

## Example Activity Log Reports

Screenshots provided by FHPD.

CURRENT LOG

**FARMINGTON HILLS PD**
**DAILY ACTIVITY LOG**

| Officer Name / Badge | Division | Date | Total Time / Overtime | Unit 1 / Car Nbr 1 |
|---|---|---|---|---|
| C Towns / 00527 | Patrol | 01/13/2023 | 480 / No | 527 / 858 |
| Officer Name / Badge | Shift | Start / End Time | Activity/Patrol Time (%) | Start / End / Total Mileage |
| S Ahmed / 00462 | Days (2) | 07:00 / 15:00 | 327 / 153 (32 %) | 71440 / 71507 / 67 |

### Checklist

| PATROL VEHICLE CHECKLIST EQUIPMENT | CHECKED OK? YES | CHECKED OK? NO | COMMENTS | PATROL VEHICLE CHECKLIST EQUIPMENT | CHECKED OK? YES | CHECKED OK? NO | COMMENTS |
|---|---|---|---|---|---|---|---|
| Does the Fire Extinguisher need to be charged? | ☐ | ☑ | | Is Heavy Vest Bag missing the security tag? | ☐ | ☑ | |
| Is Piano Box missing a PBT or an AED? | ☐ | ☑ | | | ☐ | ☐ | |

### Activity Details

| START | END | TOTAL | CATEGORY | COUNT | INCIDENT NBR | LOCATION | NOTES / ACTIVITIES |
|---|---|---|---|---|---|---|---|
| 07:03 | 07:03 | 0.00 | UNIT STATUS | | | Reporting Area: - | STATUS: UO-UNIT ON / TIME: Jan 13 2023 07:03:21 AM |
| 07:30 | 07:50 | 20.00 | MISC ROAD DUTIES | | | Reporting Area: | Comments: / Misc Text: patrolling district |
| 07:53 | 08:01 | 8.00 | TRAFFIC STOP | 0 | 230002091 | W TWELVE MILE RD/ORCHARD LAKE RD / Reporting Area: | STATUS: USDP-DISPATCHED / TIME: Jan 13 2023 07:53:28 AM |
| 08:30 | 08:50 | 20.00 | MISC ROAD DUTIES | | | Reporting Area: | Comments: / Misc Text: patrolling district |
| 08:52 | 08:59 | 7.00 | TRAFFIC STOP | 0 | 230002102 | W TWELVE MILE RD/NEW MARKET ST / Reporting Area: | STATUS: USDP-DISPATCHED / TIME: Jan 13 2023 08:52:20 AM |
| 08:55 | 08:57 | 2.00 | CITATIONS | | 230002102 / CIT: 23H00425 | UPON NB ORCHARD LAKE RD and AT/NEAR 12 MILE RD / Reporting Area: | Misc Text: / Status: USCIT-CITATION ON / Time: 1/13/2023 8:55 AM / Ticket updated from ticket entry main screen screen (Uniform). |
| 09:01 | 09:15 | 14.00 | DISPATCHED CALLS | 0 | 230002105 | 28355 FIELDSTONE / Reporting Area: | STATUS: USDP-DISPATCHED / TIME: Jan 13 2023 09:01:28 AM |
| 09:19 | 09:29 | 10.00 | DISPATCHED CALLS | 0 | 230002107 | 31455 NORTHWESTERN HWY / Reporting Area: | STATUS: USDP-DISPATCHED / TIME: Jan 13 2023 09:19:48 AM |
| 09:57 | 10:05 | 7.92 | TRAFFIC STOP | | 230002111 | W TWELVE MILE RD/ORCHARD LAKE RD / Reporting Area: | STATUS: USDP-DISPATCHED / TIME: Jan 13 2023 09:57:57 AM |
| 10:00 | 10:02 | 1.75 | CITATIONS | | 230002111 / CIT: 23H00427 | UPON NB ORCHARD LAKE RD and AT/NEAR 12 MILE RD / Reporting Area: | Misc Text: / Status: USCIT-CITATION ON / Time: 1/13/2023 10:00 AM / Ticket updated from ticket entry main screen screen (Uniform). |
| 10:03 | 10:03 | 0.35 | CITATIONS | | 230002111 / CIT: 23H00427 | UPON NB ORCHARD LAKE RD and AT/NEAR 12 MILE RD / Reporting Area: | Misc Text: / Status: USCIT-CITATION ON / Time: 1/13/2023 10:03 AM / Ticket updated from ticket entry main screen screen (Uniform). |
| 10:19 | 10:39 | 19.50 | DISPATCHED CALLS | | 230002114 | 36239 W THIRTEEN MILE RD / Reporting Area: | STATUS: USDP-DISPATCHED / TIME: Jan 13 2023 10:19:51 AM |
| 10:43 | 12:45 | 122.00 | DISPATCHED CALLS | 0 | 230002116 | 30024 WILLOW CT S / Reporting Area: | STATUS: USDP-DISPATCHED / TIME: Jan 13 2023 10:43:06 AM |
| 12:59 | 13:30 | 31.00 | DISPATCHED CALLS | 0 | 230002141 | VENICE CT/MIDDLEBELT RD / Reporting Area: | STATUS: USDP-DISPATCHED / TIME: Jan 13 2023 12:59:06 PM |
| 13:30 | 13:57 | 27.00 | CRASH REPORTS | 0 | 230002141 | PRIMARY RD: VENICE CT/INT. RD: MIDDLEBELT RD / Reporting Area: | Misc Text: / Status: USCR-CRASH ON / Time: 1/13/2023 1:12 PM / Crash updated in main header screen. |
| 13:59 | 14:30 | 31.00 | MEAL BREAK | 0 | | Reporting Area: | STATUS: USMB-MEAL BREAK / TIME: Jan 13 2023 01:59:03 PM |
| 14:30 | 14:40 | 10.00 | OTHER | | | Reporting Area: | Comments: fuel / Misc Text: |

### Category Summary

| CATEGORY | TOTAL | CATEGORY | TOTAL | CATEGORY | TOTAL |
|---|---|---|---|---|---|
| | | | | | |

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PILOT LOG

## FARMINGTON HILLS PD
### DAILY ACTIVITY LOG

| Officer Name / Badge | Division | Date | Total Time / Overtime | Unit 1 / Car Nbr 1 |
|---|---|---|---|---|
| B Rohrer / 00391 | Traffic | 01/18/2023 | 490 / No | 391 / 867 |
| Officer Name / Badge | Shift | Start / End Time | Activity/Patrol Time (%) | Start / End / Total Mileage |
| | Days (2) | 06:50 / 15:00 | 333 / 157 (32 %) | 95836 / 95888 / 52 |

### Checklist

| PATROL VEHICLE CHECKLIST EQUIPMENT | CHECKED OK? YES | NO | COMMENTS | PATROL VEHICLE CHECKLIST EQUIPMENT | CHECKED OK? YES | NO | COMMENTS |
|---|---|---|---|---|---|---|---|
| Does the Fire Extinguisher need to be charged? | ☐ | ☑ | | Is Heavy Vest Bag missing the security tag? | ☐ | ☑ | |
| Is Piano Box missing a PBT or an AED? | ☐ | ☑ | | | ☐ | ☐ | |

### Activity Details

| START | END | TOTAL | CATEGORY | COUNT | INCIDENT NBR | LOCATION | NOTES / ACTIVITIES |
|---|---|---|---|---|---|---|---|
| 06:50 | 07:15 | 25.00 | BRIEFING | | | STATION / Reporting Area: | Comments: ROLL CALL EQUIP / Misc Text: |
| 07:17 | 07:25 | 8.00 | DISPATCHED CALLS | 0 | 230002962 | 31550 NORTHWESTERN HWY / Reporting Area: | STATUS: USDP-DISPATCHED — TIME: Jan 18 2023 07:17:07 AM |
| 07:27 | 07:30 | 3.00 | TRAFFIC STOP | 0 | 230002963 | NORTHWESTERN HWY/MIDDLEBELT RD / Reporting Area: | Comments: VERY POLITE, ONLY 1 PRIOR TICKET. STATUS: USDP-DISPATCHED TIME: Jan 18 2023 07:27:42 AM. ADDITIONAL INFO / VALUE: Reason for Contact: TV:Traffic Vio. Outcome of Stop: VWR:Verbal Warn. Search: NS:No Search. Race: M:Middle Eastern. Gender: M:Male. Known: N. Age: 69 |
| 07:35 | 07:57 | 22.00 | TRAFFIC ENFORCEMENT | | | 10/POWER / Reporting Area: | Comments: TRAFF ENFORCE, STOP SIGN / Misc Text: |
| 07:58 | 08:02 | 4.45 | TRAFFIC STOP | 0 | 230002967 | TEN MILE RD/POWER RD / Reporting Area: | Comments: VERY POLITE, NO PRIOR TICKETS, TINTED WINDOWS. STATUS: USDP-DISPATCHED TIME: Jan 18 2023 07:58:38 AM. ADDITIONAL INFO / VALUE: Reason for Contact: TV:Traffic Vio. Outcome of Stop: VWR:Verbal Warn. Search: NS:No Search. Race: M:Middle Eastern. Gender: F:Female. Known: N. Age: 41 |
| 08:20 | 08:40 | 20.00 | DETAIL | 0 | | 12/KENDALWOOD / Reporting Area: | Comments: GIFT CARD DETAIL, FOR THE DESK. JFN3141 OH / Misc Text: |
| 09:00 | 09:30 | 30.00 | SUBDIVISION CHECK | | | SECTION 14 / Reporting Area: | Comments: NO PROBLEMS / Misc Text: |
| 09:45 | 10:13 | 28.95 | OTHER | 0 | | ET WORK / Reporting Area: | STATUS: USST-STATION TIME: Jan 18 2023 09:45:07 AM |
| 10:01 | 10:09 | 7.70 | CLEAR CR | | 230002867 | 24969 WOODVIEW CT FARMINGTON HILLS MI 48335 / Reporting Area: | Misc Text: Status: USCLR2-CLEAR - CR ON | Time: 1/18/2023 10:01 AM | CLEAR report updated in admin tab. |
| 10:19 | 10:26 | 7.00 | VEHICLE MAINTENANCE | 0 | 230002968 | 30775 W TWELVE MILE RD / Reporting Area: | STATUS: USDP-DISPATCHED TIME: Jan 18 2023 10:19:35 AM |
| 10:37 | 10:58 | 21.00 | TRAFFIC STOP | 0 | 230002990 | W TWELVE MILE RD/ORCHARD LAKE RD / Reporting Area: | Comments: OFC QUINONEZ MADE A STOP FOR UNK REASONS AND I BACKED. THE DRIVER WAS ARRESTED FOR A WARRANT AND EVENTUALLY CCW VIO. STATUS — TIME |

Page 1 of 2          Activity Log ID: 2773463          Submitted by: FHROHRERB          Submitted Date: 01/18/2023 14:44

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MSP LOG

FIELD SERVICES BUREAU AUTOMATED DAILY

UD-2X Michigan State Police

| OFFICER(S) | BADGE | DATE | | WEAPONS | SPEED MEASUREMENT INFORMATION | | |
|---|---|---|---|---|---|---|---|
| KURISH, CHRISTOPHER | 1367 | 07/04/2017 | Tuesday | RIFLE 2228 - LE231667 | | OUT | IN |
| ASSIGNMENT(S) | | CAR NUMBER | IN  OUT  TOTAL | TASER 624667 - KURISH | Display Segment Check | N | N |
| GENERAL | 6:00 AM - 2:00 PM | 2208 | 6096  5955  141 | | Internal Verification | N | N |
| | | | | EQUIPMENT | Range Test | N | N |
| | | | | PORTABLE 9630582 - | Audio Test | N | N |
| | | | | | Patrol Speed Test | N | N |

| Start | Clear | Activity | Code | Location | Activity Description / Notes |
|---|---|---|---|---|---|
| | | | | | **Assignment #1 GENERAL DISTRICT 2 METRO SOUTH POST POST 22 HOLIDAY OT 32925 7/4/2017 6:00 AM KURISH** |
| 6:00 AM | | ON | | | ON-DUTY |
| 6:00 AM | 6:10 AM | CI | | SCHOOLCRAFT / 96 | 2208/MI 2016 DODG BLU, , NO DAMAGE |
| 6:10 AM | | STOP | 8062 | E 96 / MERRIMAN | 1999 TOYT CAMRY TAN DSK3287/MI, LASHAWN MARY COUNTS, B/F, 3/7/1990 F1 - FRONT DRIVER |
| | | VI | | | DSK3287/MI 1999 TOYT TAN |
| | 6:20 AM | VW | 8062 | | LASHAWN MARY COUNTS, B/F, 3/7/1990 |
| 6:20 AM | | STOP | 8062 | E I-96 / TELEGRAPH | 2007 CHEV IMPALA TAN DMM2197/MI, ERIC DEMOND AUSTIN, B/M, 7/4/1972 F1 - FRONT DRIVER |
| | | VI | | | DMM2197/MI 2007 CHEV TAN |
| | | VW | 8062 | | ERIC DEMOND AUSTIN, B/M, 7/4/1972 |
| | 6:35 AM | S | 8180 | | #X2553746 ERIC DEMOND AUSTIN, B/M, 7/4/1972 |
| 6:35 AM | | STOP | 8062 | E 96 / JOY | 2017 FORD EXPLORER WHI BRC1740/MI, JASON PAUL HELLE, W/M, 10/4/1979 F1 - FRONT DRIVER |
| | | VW | 8062 | | JASON PAUL HELLE, W/M, 10/4/1979 |
| | 6:45 AM | VI | | | BRC1740/MI 2017 FORD WHI |
| 6:55 AM | | STOP | 8062 | W I-96 / LIVERNOIS | 2015 FORD FUSION MAR DGV4842/MI, GREGORY LASHUN-BONNETT THOMAS, B/M, 6/14/1996 F1 - FRONT DRIVER |
| | | VW | 8062 | | GREGORY LASHUN-BONNETT THOMAS, B/M, 6/14/1996 |
| | | S | 8180 | | #X2553747 GREGORY LASHUN-BONNETT THOMAS, B/M, 6/14/1996 |
| | 7:10 AM | VI | | | DGV4842/MI 2015 FORD MAR |
| 7:15 AM | | STOP | 8061 | S M-10 / LIVERNOIS | 2015 CHRY WHI DRG9454/MI, KAYLA MONIQUE SMITH, B/F, 11/24/1998 F1 - FRONT DRIVER |
| | | S | 8180 | | #X2553748 KAYLA MONIQUE SMITH, B/F, 11/24/1998 |
| | | VI | | | DRG9454/MI 2015 CHRY WHI |
| | 7:30 AM | VW | 8061 | | KAYLA MONIQUE SMITH, B/F, 11/24/1998 |
| 7:30 AM | 7:40 AM | CA | | S 10 / LINWOOD | DCS6484/MI 2008 DODG SIL |
| 8:15 AM | 8:35 AM | OA | 54003 | LONYO / MICHIGAN | OFFICER ASSIST |
| 8:35 AM | 8:45 AM | PIV | | MICHIGAN / LONYO | MORGAN HERNANDEZ (HC), U/M, 7/4/1985, USED MOBILE FINGERPRINT SCANNER FOR TROOPER GREEN. |
| 8:47 AM | 9:40 AM | OA | 93001 | W 94 / 30TH | OFFICER ASSIST |
| 9:45 AM | | ORIG | 93001 | W. I-94 / W GRAND | #022-0006025-17 JAYLAN JAURRON-LARENZ ROBERSON, B/M, 5/14/1999 F1 - FRONT DRIVER |
| | | VW | 8144 | | JAYLAN JAURRON-LARENZ ROBERSON, B/M, 5/14/1999 |
| | | ARR | 8281 | | JAYLAN JAURRON-LARENZ ROBERSON, B/M, 5/14/1999, 1 |
| | | VI | | | CLC8556/MI 2009 CHEV WHI |
| | 10:15 AM | TOW | | | CLC8556/MI 2009 CHEV WHI, GOCH & SONS TOWING |
| 10:15 AM | | STOP | 8062 | W I-96 / SCOTTEN | 2013 FORD FUSION BLK DFC8726/MI, KALEN LEVI FRIDAY, B/M, 10/19/1990 F1 - FRONT DRIVER |
| | | VW | 8062 | | KALEN LEVI FRIDAY, B/M, 10/19/1990 |
| | | VI | | | DFC8726/MI 2013 FORD BLK |
| | 10:30 AM | S | 8180 | | #X2553750 KALEN LEVI FRIDAY, B/M, 10/19/1990 |
| 10:30 AM | | ORIG | 54003 | E I-96 / JOY | #NRO-0000022-17 MARCUS LARENZO BARNES, B/M, 7/7/1970 F1 - FRONT DRIVER |
| | | S | 8180 | | #X2553751 MARCUS LARENZO BARNES, B/M, 7/7/1970 |
| | | VI | | | TEMP/MI 2003 MERC BLK |
| | | ARR | 8271 | | MARCUS LARENZO BARNES, B/M, 7/7/1970, 1 |
| | 10:45 AM | VW | 8062 | | MARCUS LARENZO BARNES, B/M, 7/7/1970 |
| 10:55 AM | | STOP | 8062 | W I-96 / MERRIMAN | 2017 CHEV SILVERADO SIL DB52860/MI, DAN DARCY SMITH, B/M, 9/16/1991 F1 - FRONT DRIVER |
| | | VI | | | DB52860/MI 2017 CHEV SIL |
| | | S | 8180 | | #X2553752 DAN DARCY SMITH, B/M, 9/16/1991 |
| | 11:05 AM | VW | 8062 | | DAN DARCY SMITH, B/M, 9/16/1991 |
| 11:15 AM | 11:25 AM | PI | | SCHOOLCRAFT / MERRIMAN | EXXON |

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## Officer Activity Log Example – MSP Trooper

MICHIGAN STATE POLICE
FIELD SERVICES BUREAU DAILY REPORT

Redacted

| KURISH, CHRISTOPHER | Trooper | 1367 | POST | HOURS WORKED | 0600 - 1400 | DATE 07/04/2017 |

| ASSIGNMENT 1 | HOURS | ASSIGNMENT 2 | HOURS | ASSIGNMENT 3 | HOURS | ASSIGNMENT 4 | HOURS |
| GENERAL (32925) | 0600 - 1400 | | | | | | |

| HRS | TCH | AUTHORIZED BY | 2 AUTHORIZED BY |
| 8.00 | 8.00 | COURIER, LANCE | SGT LISS |

**HOURS WORKED**

| | JR. | SR. |
|---|---|---|
| Obligated | | |
| Administrative | | |
| Enforcement | | 3.97 |
| Incident | | 1.00 |
| Investigative | | 0.67 |
| Other | | 2.36 |
| TOTAL | 0.00 | 8.00 |

**PATROL HOURS / MILES**

| | JR/TIME | MILES | SR/TIME | MILES |
|---|---|---|---|---|
| Freeway | | | 2.37 | 70 |
| Trunkline | | | | |
| County | | | | |
| Traffic | | | | |
| Other | | | | 71 |
| TOTAL | 0.00 | 0 | 2.37 | 141 |

**CRIMINAL INCIDENT HOURS**

| DESCRIPTION | FILE CLASS | INCIDENT NUMBER | JR. | SR. |
|---|---|---|---|---|

**NON-CRIMINAL INCIDENT HOURS**

| DESCRIPTION | FILE CLASS | INCIDENT NUMBER | JR. | SR. |
|---|---|---|---|---|
| TRAFFIC VIOLATIONS | 54003 | | | 0.33 |
| ACCIDENT, TRAFFIC | 93001 | | | 0.88 |
| ACCIDENT, TRAFFIC | 93001 | 022-0006025-17 | | 0.50 |
| TRAFFIC VIOLATIONS | 54003 | NRO-0000022-17 | | 0.25 |
| TRAFFIC VIOLATIONS | 54003 | NRO-0000022-17 | | 0.25 |

**ARRESTED**

| NAME | RACE | SEX | INCIDENT NO. | OFFICER LAST | LOCATION | CODE |
|---|---|---|---|---|---|---|
| ROBERSON, JAYLAN | B | M | 022-0006025-17 | KURISH | W. I-94 | 8281 |
| BARNES, MARCUS | B | M | NRO-0000022-17 | KURISH | E I-96 | 8271 |
| BOOKER, ANTHONY | B | M | NRO-0000022-17 | KURISH | W I-96 | 8281 |

**VEHICLES TOWED**

| PLATE/VIN | MAKE | COLOR | TOWED TO / BY |
|---|---|---|---|
| 2018/15TK961130925 | CHEV | WHI | GOCH & SONS TOWING |

**USE OF FORCE**

| Type | Total |
|---|---|

**PROPERTY SEIZED**

| Type | Total |
|---|---|

**CRASH SUMMARY**

| Type | Total |
|---|---|
| Traffic | 1 |

| | JR./TIME | JR. | SR./TIME | SR. |
|---|---|---|---|---|
| **ADMINISTRATIVE** Total | 0.00 | 0 | 0.00 | 0 |
| Operational Support | | | | |
| Court | | | | |
| Desk | | | | |
| Training | | | | |
| Recruiting | | | | |
| Sergeant Duties | | | | |
| Public Relations | | | | |
| Post/District Meeting | | | | |
| Report Writing | | | | |
| Subpoena Service | | | | |
| **CONTACTS** Total | 0.00 | 0 | 3.25 | 16 |
| Contacts Per Hour | | | | 6.28 |
| Original Traffic Stops | | | 0.50 | 2 |
| Traffic Stops | | | 2.25 | 11 |
| Citations (Non-Driver) | | | | |
| Verbal Warnings (Non-Driver) | | | | |
| Car Assists | | | 0.33 | 2 |
| Person(s) Investigated | | | 0.17 | 1 |
| **INVESTIGATIVE** Total | 0.00 | 0 | 0.66 | 18 |
| Vehicles Inspected | | | | 14 |
| Cars Investigated | | | 0.33 | 2 |
| Property Inspections | | | 0.33 | 2 |
| Liquor Inspections | | | | |
| Background Investigation | | | | |
| Address Check | | | | |
| **ENFORCEMENT** Total | 0.00 | 0 | 1.22 | 26 |
| Citations (Driver) | | | | 9 |
| Verbal Warnings (Driver) | | | | 14 |
| Vehicles Towed | | | | 1 |
| Officer Assists | | | 1.22 | 2 |
| SOR - Address Check | | | | |
| **INCIDENTS** Total | 0.00 | 0 | 1.00 | 3 |
| AT POST | | | | |
| DISPATCHED | | | 0.50 | 1 |
| OTHER AGENCY | | | | |
| PATROL | | | 0.50 | 2 |
| Supplementals | | | | |
| **ARRESTS** Total | 0.00 | 0 | 0.00 | 3 |
| FUGITIVE FELONY | | | | |
| FUGITIVE MISDEMEANOR | | | | |
| ORIGINAL FELONY | | | | |
| ORIGINAL MISDEMEANOR | | | | 3 |

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# New Activity Log Report Examples

**CLEMIS**

**Traffic Division Report**
**Summary**
For 03/01/2023 thru 04/01/2023

| Officer | Count |
|---|---|
| | 25 |
| | 5 |
| | 43 |
| | 16 |
| | 33 |
| | 21 |
| | 56 |
| | 56 |
| | 17 |
| | 24 |
| **Sum:** | **296** |

| Reason For Contact | Count |
|---|---|
| Assist | 1 |
| Crime BOL | 2 |
| Equipment Vio | 66 |
| Other | 52 |
| Speed | 56 |
| Traffic Vio. | 96 |
| Weighmaster | 2 |
| | 21 |
| **Sum:** | **296** |

| Outcome of Stop | Count |
|---|---|
| Arrest | 37 |
| Assist | 2 |
| Citation | 113 |
| Verbal Warn | 123 |
| | 21 |
| **Sum:** | **296** |

| Search | Count |
|---|---|
| After Arrest | 10 |
| Consent | 20 |
| Impound | 7 |
| No Search | 238 |
| | 21 |
| **Sum:** | **296** |

| Gender | Count |
|---|---|
| Female | 108 |
| Male | 167 |
| | 21 |
| **Sum:** | **296** |

| Race | Count |
|---|---|
| African Am. | 143 |
| Asian | 8 |
| Hispanic | 4 |
| Middle Eastern | 16 |
| Multi Racial | 5 |
| Native Am. | 2 |
| White | 97 |

| Race Known | Count |
|---|---|
| No | 260 |
| No Value | 21 |
| Yes | 15 |
| **Sum:** | **296** |

5/9/23     Traffic Division Report     Page 1 of 2

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**CLEMIS**.org

**Traffic Division Report
Summary**

For 03/01/2023 thru 04/01/2023

| Age | Count |
|-----|-------|
| 18-28 | 89 |
| 29-38 | 44 |
| 39-48 | 33 |
| 49-58 | 23 |
| 59-68 | 1 |
| 69+ | 13 |
| u/18 | 68 |
| | 25 |
| **Sum:** | **296** |

| | |
|-----|-------|
| | 21 |
| **Sum:** | **296** |

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**CLEMIS**

**Traffic Division Report
By Officer**

**For 03/01/2023 thru 04/01/2023**

### FHBUCCINNAM

| Activity Start Date | TS Reason For Contact | TS Outcome of Stop | TS Search | TS Race | TS Gender | TS Known? Y/N | TS Age |
|---|---|---|---|---|---|---|---|
| 03/10/2023 23:27:00 | Traffic Vio. | Arrest | No Search | African Am. | Female | N | 67 |
| 03/11/2023 23:35:00 | Equipment Vio | Verbal Warn | No Search | African Am. | Female | N | 26 |
| 03/12/2023 00:21:00 | Traffic Vio. | Verbal Warn | No Search | African Am. | Female | N | 19 |
| 03/12/2023 03:03:00 | Traffic Vio. | Arrest | Impound | African Am. | Male | N | 46 |
| 03/13/2023 02:25:00 | Traffic Vio. | Citation | No Search | African Am. | Male | N | 24 |
| 03/14/2023 03:23:00 | Traffic Vio. | Arrest | No Search | Hispanic | Male | N | 40 |
| 03/14/2023 23:58:00 | Equipment Vio | Citation | No Search | African Am. | Female | N | 17 |
| 03/16/2023 00:27:00 | Equipment Vio | Verbal Warn | No Search | African Am. | Male | N | 20 |
| 03/16/2023 01:08:00 | Traffic Vio. | Arrest | Consent | African Am. | Male | N | 30 |
| 03/16/2023 23:29:00 | Traffic Vio. | Verbal Warn | No Search | African Am. | Female | N | 54 |
| 03/17/2023 02:23:15 | | | | | | | |
| 03/17/2023 02:57:22 | | | | | | | |
| 03/23/2023 01:18:00 | Traffic Vio. | Citation | No Search | African Am. | Female | N | 25 |
| 03/23/2023 03:23:00 | Traffic Vio. | Verbal Warn | No Search | African Am. | Female | N | 23 |
| 03/23/2023 03:36:00 | Other | Arrest | Consent | African Am. | Male | N | 25 |
| 03/24/2023 01:31:00 | Traffic Vio. | Arrest | No Search | African Am. | Male | N | 33 |
| 03/25/2023 00:43:00 | Other | Verbal Warn | No Search | African Am. | Male | N | 48 |

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## Impeding Traffic Citations – New FHPD Policy

- Analysis of traffic citation data revealed the highest volume of citations for 2020, 2021, and 2022 was Impeding Traffic
- FHPD personnel advised it was a long-standing practice to issue a Civil Citation for Impeding Traffic versus a State Motor Code or other ordinance offense that could have a negative impact on driver licenses and vehicle insurance
- The City adopted all State Motor Code violations in 2003
- Research revealed:
  - An Impeding Traffic Civil Citation ($200) could cost more than the original offense (Speeding 1 – 5 MPH over $140)
  - The City receives the entire fine amount for a Civil Citation versus a shared amount for a State Motor Code Citation
  - The City Attorney manages city Civil Citations, while State Motor Code Citations are managed by the State Prosecutor, who is employed at the county level
  - Other local Cities employ the same practice, including:
    - City of Novi
    - City of Troy
    - Township of West Bloomfield

## 2003 City Ordinance Resolution

# CITY OF FARMINGTON HILLS

### CITY CLERK'S OFFICE
31555 W. 11 Mile Road, Farmington Hills, MI 48336-1165
(248) 871-2410

R-191-03

### RESOLUTION

IT IS RESOLVED, that City Council hereby ENACTS Ordinance C-7-03, amending the City Code, Chapter 30, Article II, to adopt by reference the Michigan Vehicle Code (MVC) and the Uniform Traffic Code for Cities, townships, and Villages (UTC), for the purpose of regulating traffic and motor vehicles in the City of Farmington Hills and to repeal the version of the City Uniform Traffic Code as previously set forth in Article II and the vehicle size, weight and load regulations as previously set forth in Article VII of Chapter 30; and

FURTHER RESOLVES, approval of the ordinance summary for publication.

| | |
|---|---|
| Motion by: | MC RAE |
| Support by: | OLIVERIO |
| Roll Call Vote: | |
| Yeas: | BARNETT, BATES, BRICKNER, ELLIS, MC RAE AND OLIVERIO |
| Nays: | NONE |
| Absent: | NONE |
| Abstentions: | NONE |

MOTION CARRIED 6-0.

I, Kathryn A. Dornan, the duly authorized City Clerk of the City of Farmington Hills, Oakland County, Michigan, do hereby certify that the foregoing is a true copy of a resolution adopted by the City Council of the City of Farmington Hills on October 20, 2003.

Kathryn A. Dornan, City Clerk

DATE: October 21, 2003

## 2003 City Ordinance

ORDINANCE NO. C-7-2003
CITY OF FARMINGTON HILLS
OAKLAND COUNTY, MICHIGAN

AN ORDINANCE TO AMEND CHAPTER 30, ARTICLE II OF THE CITY CODE OF THE CITY OF FARMINGTON HILLS TO ADOPT BY REFERENCE THE MICHIGAN VEHICLE CODE (MVC) AND THE UNIFORM TRAFFIC CODE FOR CITIES, TOWNSHIPS, AND VILLAGES (UTC), FOR THE PURPOSE OF REGULATING TRAFFIC AND MOTOR VEHICLES IN THE CITY OF FARMINGTON HILLS, AND TO REPEAL THE VERSION OF THE CITY UNIFORM TRAFFIC CODE AS PREVIOUSLY SET FORTH IN ARTICLE II AND THE VEHICLE SIZE, WEIGHT AND LOAD REGULATIONS AS PREVIOUSLY SET FORTH IN ARTICLE VII OF CHAPTER 30.

**THE CITY OF FARMINGTON HILLS ORDAINS:**

<u>Section 1.</u>

The Farmington Hills City Code, Chapter 30, "Traffic and Motor Vehicles", Article II, "Uniform Traffic Code", is hereby amended in its entirety to read as follows

### ARTICLE II. MOTOR VEHICLE AND UNIFORM TRAFFIC CODES
### DIVISION 1.  MOTOR VEHICLE CODE
**Sec. 30-26. Adoption by Reference.**

The Michigan Vehicle Code, being Act 300 of the Public Acts of 1949, MCL 257.1, et seq., as amended now and in the future is hereby adopted and incorporated by reference as an ordinance of the City of Farmington Hills.

**Sec. 30-27.  References in the Vehicle Code.**

Where necessary to the enforcement of the Michigan Vehicle Code or the collection of fines, costs and penalties for violations as a City Ordinance, references in the Michigan Vehicle Code to "local authorities", "local authority" or "authority having jurisdiction" shall mean the City Council of the City of Farmington Hills; references to "municipality" shall mean the City of Farmington Hills; references to "municipal charter" shall mean the Charter of the City of Farmington Hills; references to "local ordinances" shall mean the Code of Ordinances of the City of Farmington Hills, and references to the "city" shall mean the City of Farmington Hills.

**Sec. 30-28. Copies**

Printed copies of the Michigan Vehicle Code, as amended from time to time, shall be kept on file in the office of the City Clerk and made available to the public at all times the

office is open.

**Sec. 30-29. Limitations.**

Violations of the Michigan Vehicle Code for which the maximum period of imprisonment is greater than 93 days shall not be enforced by the City of Farmington Hills as an ordinance violation.

**Sec. 30-30. Penalties.**

The penalties provided in the Michigan Vehicle Code are adopted by reference subject to the limitations stated in Section 30-29.

### DIVISION 2.  UNIFORM TRAFFIC CODE

**Sec. 30-51. Adoption.**

The City of Farmington Hills hereby adopts and incorporates by reference as an ordinance of the City the Uniform Traffic Code for Cities, Townships, and Villages as promulgated by the Director of the Michigan Department of State Police pursuant to the Administrative Procedures Act of 1969, 1969 PA 306, MCL 24.201 to 24.328 and made effective October 30, 2002, and all future amendments and revisions of the Uniform Traffic Code when they are promulgated and effective in this state.

**Sec. 30-52.  References in the Uniform Traffic Code.**

References to "governmental unit" and "municipality" in the Uniform Traffic Code for Cities, Townships, and Villages shall mean the City of Farmington Hills

**Sec. 30-53.  Copies.**

Printed complete copies of the October 2002 edition of the Uniform Traffic Code for Cities, Townships, and Villages, and all future amendments and revisions thereto, shall be kept on file in the office of the City Clerk and made available to the public at all times the office is open.

**Sec. 30-54.  Penalties.**

The penalties provided in the Uniform Traffic Code for Cities, Townships, and Villages are adopted by reference

Section 2. Repealer
Chapter 30, Article II, Divisions 1 through 10, inclusive, and Article VII of the City Code, as such existed prior to the effective date of this Ordinance, are hereby expressly repealed in their entirety.  All other ordinances, parts of other ordinances, or other sections of the

City Code in conflict with this Ordinance are repealed only to the extent necessary to give this Ordinance full force and effect.

Section 3. Severability

Should any section, subdivision, clause, or phrase of this Ordinance be declared by the courts
to be invalid, the validity of the Ordinance as a whole, or in part, shall not be affected other than the part invalidated.

Section 4. Savings

All proceedings pending and all rights and liabilities existing, acquired, or incurred at the time this Ordinance takes effect, are saved, and may be consummated according to the law in force when they were commenced.

Section 5. Effective Date

The provisions of this Ordinance are ordered to take effect twenty-one (21) days after enactment.

Section 6 – Enactment

This Ordinance is declared to have been enacted by the City Council of the City of Farmington Hills at a meeting called and held on the 20th day of October, 2003 and ordered to be given publication in the manner prescribed by law.

# 47th District Court Traffic Fine Schedule

**47th District Court Traffic Fine Schedule**
Traffic Division Telephone: (248) 871-2920

| INFRACTION | Violation Fees (SOS Points) | If in a Construction or School Zone |
|---|---|---|
| Speed 1 - 5 Over | $140 (1) | $150 (3) |
| Speed 6 - 10 Over | $145 (2) | $170 (3) |
| Speed 11- 15 Over | $150 (3) | $180 (4) |
| Speed 16 - 20 Over | $160 (4) | $200 (5) |
| Speed 21- 25 Over | $240 (4) | $340 (5) |
| Speed 26 + Over | $240 (4) | $340 (5) |
| Expressway Speeding: 1 - 5 over limit | $150 (0) | $160 (3) |
| Expressway Speeding: 6 - 10 over limit | $160 (1) | $180 (3) |
| Expressway Speeding: 11 - 15 over limit | $180 (2) | $220 (4) |
| Expressway Speeding: 16 - 25 over limit | $210 (3) | $280 (5) |
| Expressway Speeding: 26+ over limit | $240 (4) | $340 (5) |
| Impeded Traffic | $200 (0) | $260 (0) |
| Impeded Traffic (w/ Accident) | $225 (0) | $310 (0) |
| Seat Belt Viol. - Driver | $65 (0) | |
| Seat Belt Viol. - Passenger | $65 (0) | |
| Child Restraint Law | $130(0) | |
| No Proof of Insurance | $160 (0) | |
| With Valid Proof *For Date of Incident* | $25 (0) | |
| Parking - Handicap | $140(0) | |
| Parking - Farminton Downtown Hourly Viol. | $25 (0) | |
| All Other Parking Violations | $70 (0) | |
| Equip. Viol.: (Waivable) | $130 (0) | |
| Equip. Viol.: Excessive Smoke (Waivable) | $130 (0) | |
| Equip. Viol.: Headlight (Waivable) | $130 (0) | |
| Equip. Viol.: Mirror (Waivable) | $130 (0) | |
| Equip. Viol.: Tinted Windows (Not Waivable) | $130 (0) | |
| Equip. Viol.: Tinted Windows (Waivable) | $130 (0) | |
| Equip. Viol.: Tail Lights (Waivable) | $130 (0) | |
| Equip. Viol.: Excessive Noise/Muffler (Waivable) | $130 (0) | |
| Equip. Viol.: Bumper (Miss./Defect.)(Waivable) | $130 (0) | |
| Equip. Viol.: Tires (Waivable) | $130 (0) | |
| Equip. Viol.: Turn Signals (Waivable) | $130 (0) | |

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| | | |
|---|---|---|
| Equip. Viol.: Windshield (Waivable) | $130 (0) | |
| Expired Plate | $130 (0) | |
| No Registration on Person (Waivable) | $130 (0) | |
| Careless Driving | $210 (3) | $280 (3) |
| Careless Driving (w/ Accident) | $240 (3) | $340 (3) |
| Disobey Stop Sign | $140 (3) | $150 (3) |
| Disobey Traffic Control Device | $140 (2) | $150 (2) |
| Disobey Traffic Signal | $140 (3) | $150 (3) |
| Drove in an Unsafe Manner | $140 (2) | $150 (2) |
| Drove Left of Center | $140 (2) | $150 (2) |
| Drove on Priv. Prop. to Avoid Traf. Contr. Dev. | $140 (2) | $150 (2) |
| Drove w/o Lights | $140 (2) | $150 (2) |
| Failed to Dim Lights | $140 (2) | $150 (2) |
| Failed to Signal/Observe | $140 (2) | $150 (2) |
| Failed to Stop for School Bus | $240 (3) | $340 (3) |
| Failed to Stop in Assured Clear Distance | $180 (2) | $220 (2) |
| Failed to Stop Leaving Private Property | $140 (2) | $150 (2) |
| Failed to Use Due Care | $140 (2) | $150 (2) |
| Failed to Yield for Oncoming Traffic | $140 (2) | $150 (2) |
| Failed to Yield Right of Way | $140 (2) | $150 (2) |
| Failed to Yield Right of Way at Stop Sign | $140 (2) | $150 (2) |
| Failed to Yield to Emerg. Veh. (w/ Accident) | $240 (2) | $340 (2) |
| Failed to Yield to Emergency Vehicle | $210 (2) | $280 (2) |
| Failed to yield to Stationary Emergency Responder | $540 (2) | $940 (2) |
| Followed too Closely | $140 (2) | $150 (2) |
| Improper Backing | $140 (0) | $150 (0) |
| Improper Crossing - Divided Highway | $140 (2) | $150 (2) |
| Improper Lane Use | $140 (2) | $150 (2) |
| Improper Passing | $140 (3) | $150 (3) |
| Improper Turn | $140 (2) | $150 (2) |
| Obstructed Vision | $130 (2) | |
| Pedestrian Viol. | $140 (0) | |
| Prohibited Turn | $140 (2) | $150 (2) |
| Refused PBT (Non-commercial Vehicle) | $240 (0) | |
| Squealing Tires/Unsafe Start | $140 (0) | $150 (0) |
| Texting While Driving: 1st Viol. | $240 (0) | $340 (0) |
| Texting While Driving: 2nd or Subseq. Viol. | $340 (0) | $540 (0) |
| Too Fast for Conditions | $140 (2) | $150 (2) |
| Unattended Vehicle - Running | $130 (0) | |
| Viol. of Basic Speed Law | $140 (2) | $150 (2) |

| | | |
|---|---|---|
| Wrong Way on One-Way Street | $140 (2) | $150 (2) |
| Violation with Accident (except as listed above) (SOS points are equal to the non-accident charge) | $180 | $220 |

If your violation is not listed, a mandatory appearance may be required. Please contact the Traffic Division at (248) 871-2920.

## Inability to Separate Traffic Citations from Civil Infractions

Data Source: P2 – 6 Ticket Revenue

> *FHPD requested the District Court provide information on ticket revenue for 2021 and 2022. They stated that the information doesn't exist as they don't distinguish the origins of the money. Their records don't classify revenue in categories and could be from several different sources.* (Emphasis added)

> *These sources include misdemeanors, ordinance violations, warrants, zoning violations, and traffic citations. I was also told, even if money is paid in a current year, it may be from an offense that happened years ago and is just being paid now which would skew the data.*

## Civil Infraction Revenue Breakdown

Data Source: P2 – 6 Ticket Revenue

- *A speeding ticket (1-5 miles over) costs the motorist $140 in fines/costs*
- *The breakdown of that ticket is $40 goes to the State of Michigan, and $100 would remain with the City of Farmington Hills.*
- *The Court would then send that portion of the fine/cost to the City, and it is deposited in the City's general fund.*
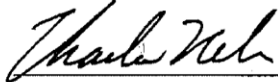
## FHPD 2017 Impeding Traffic General Order

# FARMINGTON HILLS POLICE
# GENERAL ORDER

## 17-007

| SUBJECT | | |
|---|---|---|
| **IMPEDED TRAFFIC VIOLATIONS** | | |
| REFERENCE | | |
| **Michigan Motor Vehicle Code 257.676b** | | |
| DATE OF ISSUE | EFFECTIVE DATE | DISTRIBUTION |
| 3-1-2017 | 3-1-2017 | |
| AMENDED DATE | EXPIRATION DATE | CANCELS |
| | 2-28-2017 | TB 13-036 |

The 47th District Court authorizes and supports the practice of allowing officers to issue a violation for Impeding Traffic when an officer has stopped a driver for a moving violation. The Impeded Traffic charge is appropriate when using discretion for a moving violation, as opposed to Parked- Blocking Traffic. Impeded Traffic is considered a moving violation and allows the court to impose sanctions against drivers who neglect to respond appropriately and therefore is the only "no point" violation authorized for use.

Charles Nebus
Chief of Police

## Updated FHPD Alternative Traffic Violations General Order – November 10, 2023

# FARMINGTON HILLS POLICE
## GENERAL ORDER

| SUBJECT | | |
|---|---|---|
| **ALTERNATIVE TRAFFIC VIOLATIONS** | | |
| REFERENCE | | |
| **Michigan Motor Vehicle Code** | | |
| DATE OF ISSUE | EFFECTIVE DATE | EXPIRATION DATE |
| 11-10-2023 | 11-10-2023 | 11-10-2028 |
| AMENDED DATE/PURPOSE | | |
| REPLACES G.O. 17-007 "IMPEDED TRAFFIC VIOLATIONS" | | |

It shall be the policy of the Farmington Hills Police Department to issue traffic citations to motorists for the infraction they are responsible for. As an alternative it shall be acceptable to issue a citation that is a reduction in severity of the same offense. For example, an officer (as a matter of discretion) is permitted to issue a citation for speeding; 5 miles-per-hour over the limit, in lieu of a citation for 15 miles-per-hour over the limit, if that was the reason for the stop. Officers may also elect to issue a written warning where appropriate. Properly documented traffic stops resulting in verbal warnings are also permitted.

Under no circumstances shall an officer issue a citation for Impeding Traffic, or any other violation if the driver did not commit that infraction.

The reduction of an infraction to an alternate lesser violation that was not committed in view of the officer is a function of the judicial process.

Jeff King
Chief of Police

# Traffic Enforcement Plan for 2024

*Inter-Office Communication*

*To:        Chief Jeff King (Through the Chain of Command)*
*From:      Sergeant Hadar Saad f*
*Date:      December 14, 2023*
*Subject:   Traffic Enforcement Plan for 2024*

*The Farmington Hills Police Department has studied the map of crash statistics from the Michigan State Police (Mi-CAT) in reference to the City of Farmington Hills. With keeping public safety as the utmost priority, the attached map shows the various locations of reported crashes within the city. Additionally, since August 2023, MSP has asked FHPD for assistance on primary investigations involving serious and fatal crashes on the local expressways (I-696 and 1-275) within the City of Farmington Hills.*
*The Traffic Enforcement Plan for 2024 will be as follows;*

*This is based on complaints from citizens, parents, and Farmington Public School Staff.*
3. **School bus stops** *(i.e. Failure to Stop for School Bus) in the morning and afternoon.*
4. **School zones** *during school days, thirty (30) minutes before and after school hours (i.e. Speeding and Disobey Traffic Control Signal).*

*The analysis of the Mi-CAT map shows that the listed locations had the highest numbers of traffic crashes and severity of the crashes.*

5. **Expressways** *(i.e. Speeding, Following Too Close, Careless and Distracted Driving).*
6. **Orchard Lake Road, from 1-696 overpass to** 14 **Mile Road** *(i.e. Speeding, Unsafe Change, Reckless/Careless Driving).*
7. **Grand River Avenue, Halsted to Haggerty Roads.** *(i.e. Speeding, Reckless/Careless Driving and Failed to Yield)*
*This proposed plan does not restrict Farmington Hills Police Officers from the continued enforcement of the Michigan Motor Vehicle Code throughout the city but highlights areas of the police department that receives routine complaints or responds to a high volume of traffic crashes.*

## Data Query Tool Crash Map

Current Query: Crashes for the Year 2022 – Farmington Hills
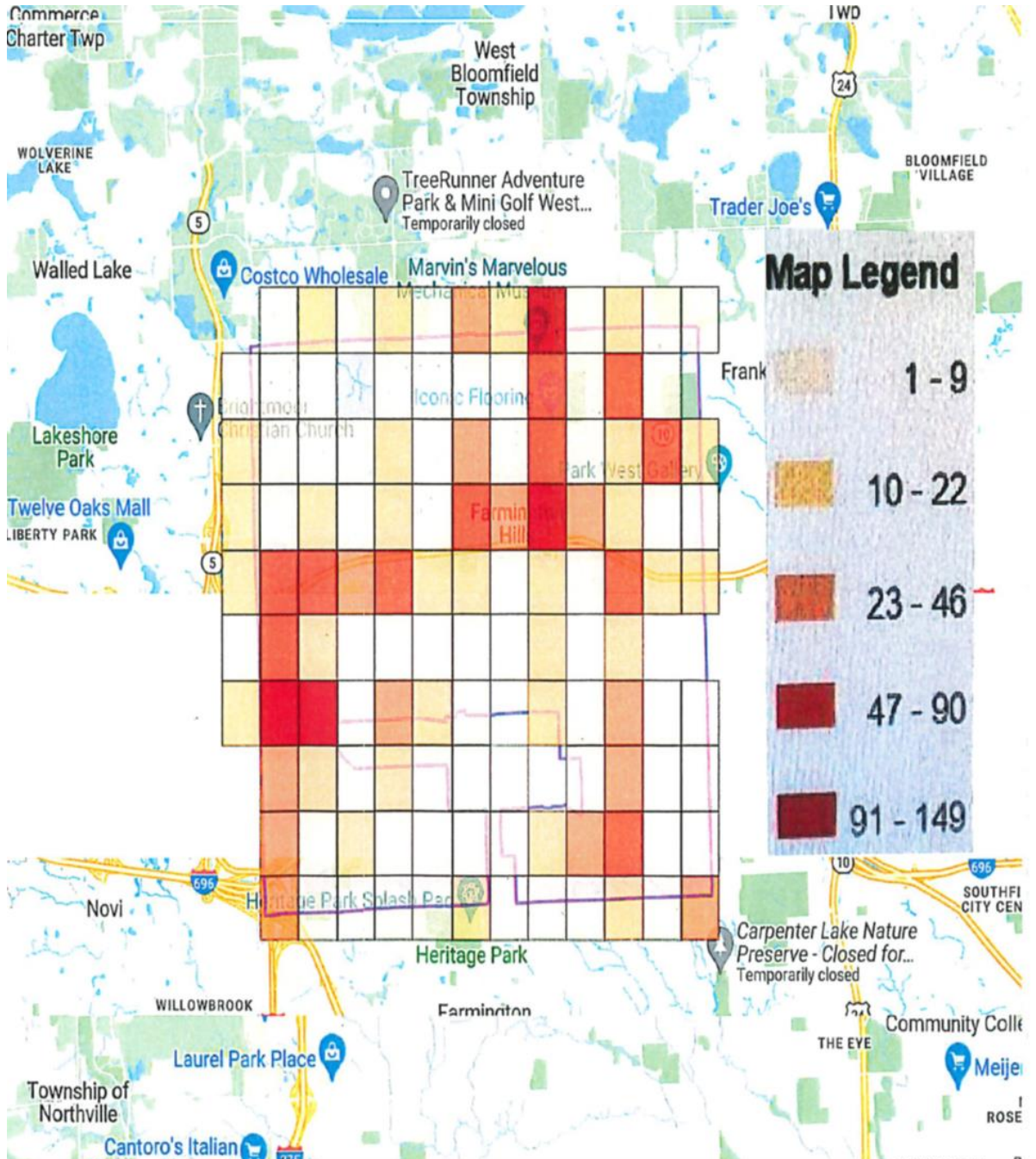
# FHPD TRAFFIC ENFORCEMENT PROGRAM: MISSION, POLICY AND PROCEDURES AND BEST PRACTICE ANALYSIS

## The Building Blocks to Create a Mission, Vision, and Core Values Statement to Govern FHPD Traffic Enforcement

**Overview**

In FHPD 2022 Phase One Report, a high priority was placed on the connection between the Department's Mission, Vision, and Core Values – representing the high order goals and principles which guide and define the FHPD – and Department policies, procedures, training programs and accountability measures. As a starting point to assess the "big picture" as concerns FHPD's traffic stop strategies and tactics, Winbourne returns to this methodology in our Phase Two Report. The foundation for this approach was cited at various points in the Phase One Report:

> The <u>essential values</u> of FHPD are the basis of all policy, training, operations, and accountability systems. This principle is a foundational finding of the seminal study <u>American Policing in 2022</u>, commissioned by the US Department of Justice – Office of Community Oriented Policing Service (COPS):
>
>> "When police departments establish a set of organizational values – especially when they do so with community input - they create a foundational belief system on which all organizational and individual decision-making can be based. For instance, articulating that collaboration, leadership, ethics, excellence, and the respect for human dignity are an organization's core values means that everything within [that organization] - from recruitment, promotions, discipline, to training…. must be in alignment with that which the organization purports to believe" –Jim Buermann, Director of the National Police Foundation.

Of priority focus in both the Phase One and this (Phase Two) report is verifying a consistent, unbroken connection between Mission/Vision/Core Values and the Department's specific policies, strategies, operations, training, and accountability systems, in this case as pertains to FHPD Traffic Safety and Enforcement System and Programs.  This nexus was represented graphically as follows:

In other words, the FHPD traffic safety and enforcement system needs a clear and uniform Mission/Vision/Core Values manifesto as a subset of the overarching priorities and guiding principles of the Department as a whole.  To put it plainly, the days of random, generalized issuance of traffic citations have been replaced – in model police departments – by purposeful,  intensively data driven focus upon value-based strategies and practices.

When it comes to the strategic and tactical program of police traffic enforcement, model practices have evolved in high capability police agencies which are based upon the following formulae:

**Triad One**

The "Engineering, Enforcement, Education" safety triad.  To that, we will argue,  an emerging component of engineering is technology.
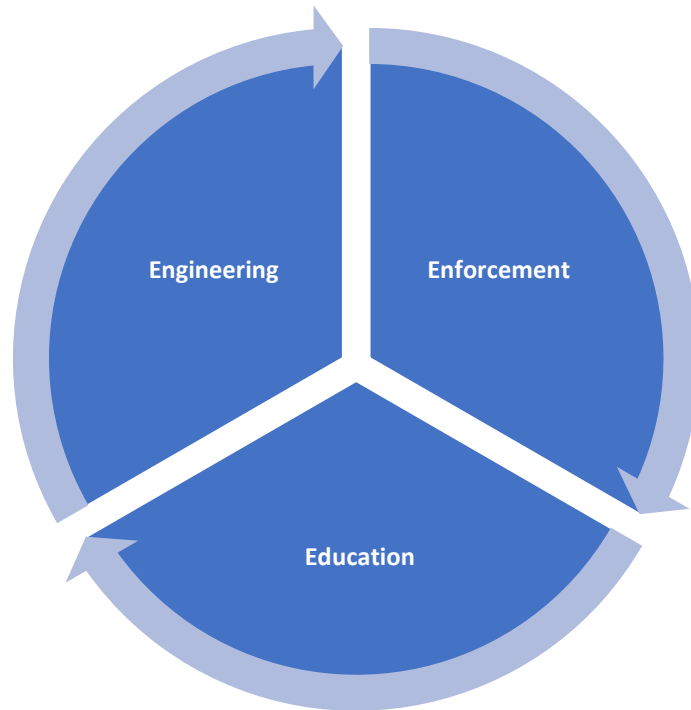


**Triad Two**

Police Strategies – especially traffic enforcement – must be Data informed, Community informed, and Police Practice informed

Below we will adapt these principles to present the practical components of a leading-edge Traffic Safety Mission and Strategic Mission Statement.

## Commentary: The Traffic Safety Dilemma: Two Opposing, Unresolved Positions About the Value of Traffic Enforcement Programs in the U.S.

### Case Statement One: The Case for Rigorous, Focused Enforcement of Traffic Laws

For all the controversy arising from the strategies and tactics used by police in the enforcement of traffic laws, the most important fact is that traffic stops are the most prevalent way – for better or worse – that police have contact with the public.  In 2020, for example, the police contacted 61.5 million persons ages 16 and older. Of that number, 33 million were drivers or passengers in a traffic stop (7.9 million more were contacted as a result of traffic collisions). [Rand June 30, 2021; NHTSA, 2022].
Of greater significance is the statistic that on average, about 41 million citations for traffic infractions or citations are issued in the US every year [NHTSA 2022]. Given the coincidence of the annual number of police traffic related contacts – 46 million – and the annual number of traffic tickets issued – 41 million - this suggests that almost every person stopped receives a citation of some kind.  This is not true, of course, as it is not uncommon for multiple tickets to be issued for a single traffic stop. (Regrettably, the data for both multiple violations as well as warnings in lieu of citation is imprecise, inconsistent, and unreliable – a fact which will be discussed later in this report)

But the point to focus upon is that the opportunity to promote traffic safety and – more tenuously – build relations between the police and public are overwhelmingly represented by the traffic enforcement function of the police.

Of additional significance (but much less frequency) is the legitimate traffic enforcement function leading to discovery of more significant crimes and threats to public safety, including the apprehension of dangerous criminals. The precise number of traffic stops that result in discovery of more serious crime remains statistically unknown on a consistent basis, however.

Most important, numerous studies establish – or suggest -  a connection between traffic enforcement and reduction in automobile related death and injury.

For example, annual miles driven has increased throughout the United States since 1970, topping out at the end of 2019 at 3,269 million miles. By February 2021, the total had dropped 30% to 2,772 million miles. In this same period, traffic enforcement through citation and arrest decreased by about 18% on a national basis. Despite driving less, the 24% increase in the rate of motor vehicle deaths in 2020 was the largest since 1924 with 42,060 people dying in crashes. [Rand/Police One 2022]

Two significant studies support this correlation.  The first is the often-cited "Fresno Study." While somewhat distant in time (2004, but periodically tested and updated) the experiment was documented in the report titled "Aggressive traffic enforcement: a simple and effective injury prevention program" {Davis, Bennick et al]. What follows is our summary:

- **Method:** A vigorous enforcement program was established within Fresno, Calif, city boundaries using increased traffic patrol officers, and subsequent evaluation of data on citations, collisions, fatal collisions.  The salient methodology was dramatic: the City of Fresno Police Department increased the staffing of its traffic division from 20 to 84 officers in 2003,
- **Results:** There were significant increases in citations issued – a 229% increase - with marked decreases in motor vehicle crashes, injury collisions, fatalities, and fatalities related to speed. There was a decrease in admissions from MVCs, a significant decrease in the number of patients with moderate injury severity), a decrease in hospital length of stay for all MVC victims, and a decrease in hospital charges for MVC patients. These changes were not seen in the area of Fresno County outside the area of increased enforcement.
- **Conclusions:** Aggressive traffic enforcement decreased MVCs, crash fatalities, and fatalities related to speed, and it decreased injury severity. This is a simple, easily implemented injury prevention program with immediate benefit.

The 2ⁿᵈ study of interest was conducted by NYPD in 2020. In a sense, it analyzed the reverse of the Fresno study. What follows is our summary:

- From March 12 to December 31, 2020, the NYPD wrote 52.9% fewer tickets than it did during the same period in 2019. During that same period, fatal crashes spiked 16%, resulting in 31 more traffic deaths, compared with the previous year. In the first quarter of 2021, traffic enforcement was down 37.2%, when compared with the same period the previous year—and fatal crashes were up 9.7%, compared with the first quarter of the previous year. The increase in fatal crashes argues for more enforcement of dangerous driving behavior, not less [Study of the Correlation Between Decreased Traffic Enforcement and Traffic Fatalities/Injuries, NYPD 2020]

It is important to note that both these studies – supporting the value of rigorous traffic enforcement and its favorable impacts to life safety – did not validate that any and all traffic enforcement correlates to positive outcomes. Equipment violations, non-dangerous, regulatory infractions, etc., were not included in what has been termed aggressive traffic safety enforcement initiatives:

- NYPD In 2019, the department wrote 747,343 tickets for moving violations. Of those, 90.4% were for "hazardous violations"—offenses such as speeding, texting, DUI, reckless/aggressive driving, and failing to yield to pedestrians. [NYPD Study 2022]

- A strategic vision, then, must be founded on illegal traffic acts *which imperil safety and result in injury or death*.  (Our emphasis) These include DUI, aggressive/reckless driving, speed, disregard of pedestrian safety systems, inattention, violation of control laws in high vulnerability areas (e.g. school zones) etc.

In conclusion, there is a strong case to be made that traffic enforcement – specifically focused upon dangerous driving incidents rather than random, generalized citation – strongly correlates with improving life safety.


## Case Statemeht Two: Uneven Enforcement, Racial Disparities, Tragic Outcomes and False Conclusions About the Value of Aggressive – or even Routine - Traffic Enforcement Demands New Approaches and Priorities.

When arguing that traffic enforcement saves lives, "correlation does not equate to causality", as noted above. Researchers tend to be skeptical – even dismissive – of studies like Fresno or NYPD that argue the value of traffic enforcement based on life

safety outcomes. Even the idea that traffic stops deter crime by establishing a regular police presence has been debunked as long ago as the Kansas City Preventive Patrol Experiment in the 1970s, which concluded that there aren't sufficient numbers of police in the nation to be consistently present and visible to deter crime, and that random patrol and enforcement yields random and ineffectual results. The "science" of law enforcement and police activity doesn't exist and consists instead of inferences and wishful thinking.

Although the prevention of damage, death, and injury that results from a narrow bandwidth of dangerous driving supports the need for strategic traffic enforcement, "racial disparities in who the police stop make it a flashpoint for those who want to end the practice. As research continues to show widespread racial disparities of those stopped, it is increasingly seen as a practice that, if stopped, would serve the cause of social justice" [David D. Kirkpatrick, Steve Eder, Kim Barker, and Julie Tate New York Times, Oct. 31, 2021, Updated Nov. 30, 2021]

As a research fellow for the International City-County Managers Association (ICMA) [Winbourne – Kimerer] reviewed 118 Police and African American men/women fatal encounters (2014-2022) reveal the following as precursors to fatal encounters:

1. *Traffic stops*
2. *Vehicle pursuits*
3. *Misdemeanor crimes or low-level criminality (including infractions that would result in a ticket)*
4. *Arrest and control tactics, particularly involving bodily compression that endangers breathing or blood flow.*
5. *Subject resistance and non-compliance. In particular, relatively minor crimes or incidents which degenerate into resisting arrest, obstruction, or assault on an officer (the latter varying in degrees of severity)*
6. *In-custody management of arrestees*
7. *Volleys of gunfire (i.e., a large number of gunshots) by one or multiple officers are frequent: this fact both decreases chances for survival, and brings into question the training, capabilities, and self-discipline of officers involved in fatal encounters*
8. *Bystander or non-criminal victim fatalities*
9. *Finally, a number of fatal police encounters are best classified as accidental and non-intentional (this classification does not preclude a finding of negligence, however)*

Note: While metropolitan cities predominate in the number of fatal police encounters, smaller jurisdictions are also represented. Some cities have remarkably higher numbers of fatal police encounters, which are not attributable to large per capita population effects (e.g., Minneapolis, Baltimore).

While there are various statistics quantifying fatal encounters between police and African American men and women from 2014 to the present day, a conservative statistical estimate of the number of these encounters is nearly 180. Please bear in mind, this is the *beginning* of analysis: it is not a proxy for rigorous research and evidence-based examination. A small sampling of these incidents

- ***Rayshard Brooks,*** *June 12, 2020: Atlanta, Georgia - Officer Involved shooting - DUI stop, grappling, attempted to flee when shot. One officer charged with murder; 2nd charged with aggravated assault. Chief Erika Shields resigned.*
- ***Ronald Greene,*** *May 10, 2019: Monroe, Louisiana – Arrest following a high-speed chase for traffic infraction. TASER/asphyxia/other force. Louisiana State Patrol. Greene was TASER-ed, punched and choked, then dragged face down after handcuffing and remained face down for nine minutes. No criminal charges against involved officers: one officer later died in a car crash; one was fired for a different excessive force complaint; one was suspended.*
- ***Philando Castile,*** *July 6, 2016: Falcon Heights, Minnesota - Traffic Stop. Officer involved shooting. Castile, who had a CCW permit, informed the officer he had a weapon in his glove compartment. The officer alleged Castile pulled out the weapon; the passenger (who was in the car with her 4-year-old child) disputes that account. Officer acquitted of manslaughter; fired from the department.*
- ***Samuel Vincent DuBose,*** *July 19, 2015: Cincinnati, Ohio – Traffic Stop/alleged assault (vehicle) on officer. Officer involved shooting. DuBose was stopped for a missing front license plate by a University of Cincinnati police officer. The officer alleged that DuBose tried to drive off, dragging the officer. Body-cam footage disputes that account. Officer tried twice, both resulted in hung juries.*
- ***Sandra Bland,*** *July 13, 2015: Waller County, Texas (Texas State Trooper) – Traffic Stop/arrest for obstructing/resisting. Committed suicide three days after arrest – discussed in this paper and Malcolm Gladwell's Talking to Strangers.*
- ***Walter Scott,*** *April 4, 2015: North Charleston South Carolina – Traffic stop (broken taillight). Scott shot as he attempted to flee. Officer involved shooting. Officer sentenced to 20 years imprisonment.*

The argument, then, in opposition to the huge number of traffic citations issued in this country: *Is it worth the risk of tragic outcomes*? This argument begs the question about public safety priorities. As David Weisburd (renowned GMU Criminologist) posed in so many words: "Why do the police need to be overly committed to enforcing low-consequence laws and being in places they don't need to be?"

This last point, we argue, is foundational: Most reasonable people would point out that it wasn't the petty shoplift, the broken taillight, or selling single cigarettes that were the reasons for the use of deadly force; it was <u>subsequent, escalating behaviors, like assault or resisting arrest, that were the true predicate for these outcomes</u>. That rationale, however, does not preclude reasonable people from questioning the need for these

potentially tragic outcomes to be set in motion in the first place, particularly given the escalating number of police contacts with subjects in behavioral health crisis or co-occurring mental/alcohol/drug disabilities. And lest we forget, police officers – injured, killed, fired, or imprisoned – are also casualties of these arguably unnecessary encounters.

Lastly, routine traffic stop tactics and protocols may also contribute to tragic outcomes. A traffic stop is almost always a single officer event; sometimes the officer logs out – sometimes not. The environment of a stop is inherently dangerous – in traffic, often compounded by the capricious unsafe vehicle placement of the driver being stopped.

Further,  documentation of stops (e.g., warning, citation) may be inconsistent, confounding analysis to address safety and equity through data analysis.

Finding "fishing holes" or zealously enforcing trivial regulations often results in antagonism and alienation, with no appreciable positive effects in terms of improving life or traffic safety.

In the extreme, tragic encounters can turn on what criminologists describe as "officer-created jeopardy: When Officers regularly — and unnecessarily — place themselves in danger by standing in front of fleeing vehicles or reaching inside car windows, then fired their weapons in what they later said was self-defense. A mindset of elevated risk of traffic stops can result in mutual defensiveness and sense of danger.  (In fact, because the police pull over so many cars and trucks — tens of millions each year — an officer's chances of being killed at a vehicle stop are less than 1 in 3.6 million, excluding accidents, two studies have shown. At stops for common traffic infractions, the odds are as low as 1 in 6.5 million, according to a 2019 study by Jordan Blair Woods, a law professor at the University of Arkansas) [David D. Kirkpatrick, Steve Eder, Kim Barker and Julie Tate - New York Times, Oct. 31, 2021, Updated Nov. 30, 2021]

Concluding Comment
This dilemma is the foundation of both the Risk and SWOT analysis and Mission-Strategic Vision sections which follow.

# Validating that baseline FHPD Policies, Procedures, and Training Programs meet or exceed model practices and baseline state and national accreditation standards.

Meeting the State of Michigan and National Law Enforcement Accreditation Standards is a benchmark in Winbourne's FHPD traffic safety and enforcement programs evaluation. At the state level, the Michigan Commission on Law Enforcement Standards (MCOLES) has statutory responsibilities for establishing mandatory minimum standards for law enforcement officers and civilian staff.

Additionally, the Michigan Association of Chiefs of Police (MACP) has established a comprehensive accreditation process founded upon compliance with the MCOLES policy, training, and operational standards for law enforcement. The Michigan Law Enforcement Accreditation Commission (MLEAC) oversees the evaluation of Michigan law enforcement agencies for accreditation purposes.

The national Commission on Accreditation for Law enforcement Agencies (CALEA) was established in 1978 to create national standards for law enforcement agencies. Accreditation through CALEA is voluntary. MCOLES and CALEA standards are similar.

Traffic Safety and Enforcement standards comprise five broad categories found in MCOLES Section 3.6: Conducting motor vehicle stops; Enforcement of violations; Enforcement options, specifically warnings; Uniform traffic issuance and arrest; Special classes of offenders; and Direction and control of traffic.

In the MCOLES reaccreditation on-site assessment report 2021, the assessment team found that the Farmington Hills Police Department meets standards established by MCOLES through written directives, comprehensive training, and operational protocols. For Section 3.6 - Traffic Enforcement, the assessment team found that FHPD "has applicable policies regarding traffic violation enforcement options; traffic direction and control; procedures to conduct motor vehicle stops, including high risk stops, and options to arrest, including warning citations."

CALEA standards are similar to MCOLES and warrant confirming FHPD compliance. However, we note that state and national accreditation standards represent more of a baseline than a body of policies and practices aimed at an agency ascending from good to great.

Winbourne's charge in preparing the three reports is to identify a path forward for FHPD that preserves the high standards they've worked hard to implement and continuously improve. We term this process as moving from the basic to the best. While Winbourne finds that policy and procedural training integrity based upon

accreditation benchmarks are met or exceeded by FHPD, there are certain areas for additional examination, as will be discussed later in this report. In particular, we will mention the following topics for review and improvement: Enforcement uniformity and transparency, the documentation of warnings instead of enforcement, and the rigorous use of data as the foundation for a life safety focus in traffic enforcement programs.

Winbourne finds policy, procedural, and training integrity with the benchmarks listed.

> "The agency shall have a written directive establishing procedures for directed traffic enforcement based on a review of the jurisdiction's crash data, requests for traffic enforcement, crime data or trends, school zones, and roadway conditions, which justify the need for directed enforcement in a specific location." [MLEAC 5.15, CALEA 61 60 31.3.]

> *"The department appropriately warns, cites, or arrests traffic violators to gain compliance with traffic laws and to develop driver awareness of the causes of traffic accidents. Rather than ignore a minor violation, officers may stop the vehicle and call the violation to the driver's attention. Officers have discretion to issue a traffic warning to urge caution and alertness in the operation of the vehicle."*

## Moving from the basic to the best – Addressing risks and developing a model strategic traffic safety and enforcement program

### Overview

The single most important element of a leading-edge traffic safety/traffic enforcement program is to base a strategic and tactical program on 1. Objectives focused on accidents, injuries, and inherently dangerous driving behaviors; and 2. Data and evidence allow for focused presence and enforcement to prevent and deter accidents and, risk of injuries, and inherently dangerous driving behaviors.

### Why is this a defensible, desirable strategic focus?

Best practice case studies over the last 40+ years have been consistent in concluding that a strategic vision founded on illegal traffic acts *that imperil safety and result in injury or death* should govern traffic enforcement priorities: DUI; aggressive/reckless driving; excessive speed – especially in high consequence corridors, like school zones; disregard of red light and other crucial traffic control systems – primarily because of inattention, like texting; disregard of pedestrian safety, and the like should constitute the

overwhelming number of citations – and, where necessary, arrests – in the total annual enforcement picture for a police agency.

Everything else – except commercial vehicle inspection/enforcement (more on that to come) – should focus on warnings and education. The argument that traffic enforcement must be based on life safety, not revenue, or an unproven belief in deterrence through visibility is why this overarching strategic vision is defensible and desirable. Both of these false, problematic assumptions will be examined in detail below.

The studies described in the case statement (above) support this argument:

- The Fresno Study focused on selective enforcement of dangerous driving behaviors and their correlation to reducing collisions, injuries, and fatalities. Following a massive increase of dedicated traffic enforcement officers (from 20 to 84), citations/arrests focused upon dangerous driving, NOT equipment violations, non-critical traffic control rules, etc., positively affected life safety outcomes. **Over 80% of all enforcement actions were expressly focused upon dangerous driving behaviors listed above** DUI; aggressive/reckless driving; excessive speed – especially in high consequence corridors, like school zones; disregard of red lights and other crucial traffic control systems – primarily because of inattention, like texting; disregard of pedestrian safety, and the like.
  - On the one hand, the huge increase in dangerous driving prevention through enforcement – a 229% increase – correlated with a marked decrease in motor vehicle crashes, injury collisions, fatalities, and fatalities related to speed; no correlation was established between random enforcement of minor violations and infractions. The focus of this approach was unequivocally "injury prevention" as opposed to generalized, unfocused issuance of citations or NOIs.

- The NYPD in 2020 validated these conclusions through a kind of reverse mirroring of the Fresno Study: From March 12 to December 31, 2020 (remember the first wave of COVID?), the NYPD wrote 52.9% fewer tickets than it did during the same period in 2019. During that period, fatal crashes spiked 16%, resulting in 31 more traffic deaths compared with the previous year. In the first quarter of 2021, traffic enforcement was down 37.2% compared with the same period the previous year—and fatal crashes were up 9.7% compared with the previous year's first quarter. In 2019, the department wrote 747,343 tickets for moving violations. Of those, *90.4% were for "hazardous violations"*—offenses such as speeding, texting, DUI, reckless/aggressive driving, and failing to yield to pedestrians. [NYPD Study 2022]

The important point here is that in both these studies, which supported the value of rigorous dangerous driving traffic enforcement and its favorable impacts on life safety –

there was no validation that *any traffic enforcement correlates to positive outcomes.* Equipment violations (not including commercial vehicle regulatory enforcement), non-dangerous regulatory infractions, etc., were <u>not </u>included in aggressive traffic safety enforcement initiatives.

Two fallacies about traffic enforcement buttress these outcomes and Winbourne's overarching recommendation:

First, there is a belief that regular, visible enforcement of **any** traffic violation creates a deterrent effect that positively reinforces safe driving behaviors through the threat of citation or apprehension. Plainly stated, no reliable study or best practice we (Winbourne) are familiar with validates this conclusion. Over 50 years ago, the often derided (but never disproven) Kansas City Preventive Patrol Experiment empirically established a commonly held conclusion in policing:  *Random patrol and random enforcement yield random results.*

Now, even more than in the past, the notion that visible police presence and visible police action create a deterrent effect is a resounding fallacy. Why? Among many reasons, staffing levels and 911-driven patrol/dispatch patterns expose just how absent and thinly spread police proactive officers are, rather than being omnipresent, immediately responsive, and in a predictable position to arrest and enforce.  It is self-evident that the ability of the police to intervene and enforce through broad deployment and occasional transitory visibility is more luck than purposeful predictability. And those with diminished respect for the law and the safety of others know it.

Second, enforcement of non-dangerous driving infractions has a higher probability of creating contempt rather than respect for the law and police. In the extreme, it creates unnecessary and elevated potential for confrontation, as discussed in the case statement (above).  Little good comes from a citation or notice of infraction that will be viewed, not without reason, as simple revenue collecting. Educational – no. Respectful – no. Deterring – no. As we will examine in more detail through the lens of Ferguson, Missouri (below), A strategic vision must be founded on targeting illegal traffic acts that *imperil safety and result in injury or death*.  Everything else should predominantly focus on warning, education, and a commitment that public safety is not defined by or linked to the process of gathering cash.

A recent Police One survey (conducted from April 22, 2021, to May 4, 2021) directed to a total of 1,036 police officers or deputies who work in patrol illustrates the dilemma between serious and questionable traffic stop patterns:

"When asked about the most common reasons for a traffic stop, speeding was unsurprisingly the top choice at 43%. Interestingly, *equipment violations were second*

*with 24% selecting it as their top reason for the stop*. Suspicion of criminal activity, at 9%, was far lower…"

We note two important exceptions to the preceding analysis:

First, while random enforcement is mainly ineffective as either a deterrent or to buy down injury risk, *directed, concentrated enforcement programs* at locations of high risk and hazard are one of the few enforcement approaches of proven efficacy. One reason we will continue to examine is the nexus between data-informed locations  of dangerous driving and drivers and focused aggressive enforcement at those "hotspots." The idea that the problem drivers relocate to another location has been debunked mainly by research (see Weisburd et al. in Sources and Citations)

Second, the specialized enforcement capacity and authority of FHPD concerning commercial vehicle operation is a critical function. The insufficiency of police and other regulatory agents to help ensure safe commercial vehicle operation on US roadways is profound, and the danger posed to the public by an overloaded semi-tractor trailer is obvious. Suffice it to say, there is a big difference between brake or equipment failure on an 18-wheeler than a broken taillight on a mini-van, and FHPD's ability and authority to augment agents to enforce equipment safety standards for commercial vehicles is eminently justified and important.

## Traffic Safety Mission Statements

As discussed above, the first and most essential building block to create a model Traffic Safety program is to articulate a concise and universally applied mission statement while the overall statement of objectives and core values discussed in detail in the Phase 1 report Constitute a model for progressive constitutional policing Winbourne finds that spelling out the guiding principles and high-level objectives specifically as relates to traffic enforcement is both a best practice And the foundation for all training protocols procedural guidelines and accountability.

Here are two examples for consideration or adaptation.  Both are versions we modified from existing language provided by the National Highway Traffic Safety Administration, the International Association of Chiefs of Police, and the Major Cities Police Chiefs Association:

1. *The primary purpose of the FHPD in enforcing traffic laws is to reduce crash-related injuries and fatalities. This entails an explicit, uniform enforcement program focused  collision-prone locations, drunk-driving arrests, and approach to safety education and outreach. We strive to ensure that officers enforce the right violations in the right places while focusing on the overarching goal of the department's traffic strategy: injury reduction on the roads.*

2. *FHPD is committed to uniformity and consistency in enforcement, with the goal of obtaining and promoting voluntary compliance. To this end, FHPD focuses on opportunities for qualitative enforcement – centered on prevention and education through warnings and non-punitive contacts – as preferable over quantitative enforcement whenever practical*

One element which merits consideration and inclusion in a mission statement Is summarized by the term intelligence LED policing. To understand the potential value of including this is part of a mission statement Consider the following case study from Oakland CA:

In her 2019 <u>book, Biased: Uncovering the Hidden Prejudice That Shapes What We See, Think and Do</u>, Dr. Jennifer Eberhardt examined how implicit bias and detrimental outcomes of traffic enforcement may be overcome, managed, or mitigated with intelligence-led training.

*"In Oakland, I and a number of my colleagues were able to help the police department to reduce the number of stops – including traffic stops - they were making of people who weren't committing any serious crimes or dangerous driving. That was the goal. And we did this by pushing officers to ask themselves a simple question before each stop they made: Is this stop intelligence-led? Yes or no. What they meant by intelligence-led was, did I have prior information to tie this specific person to a particular crime? Just adding that question to the form that officers complete during a stop slows them down. They're thinking, Why am I considering pulling this person over? We're trying to push them to use the objective standards that they have and tie people to specific crimes rather than Do I have an intuition about this person? It was kind of a change in mindset at the moment of action.*

*So in 2017, Oakland officers made about 32,000 stops across the city. And in 2018, with the addition of that question, they made about 19,000 stops."*

Therefore, absent intelligence or information connecting an individual to a crime or public safety concern, less attention, for example, should be given to observations of vehicle equipment violations where no strong causal connection to collisions, and hence public safety, exists. ( This principle should not be extended to regulating commercial vehicle operation, which presents unique risk to public safety)

**Findings in assessing FHPD's adherence to the principles articulated above**

Discussion and adoption of a mission statement specific to traffic enforcement is an easy enhancement. Whether these proposed principles are operationalized in policy, procedures, and training remains open and will be the focus of most of the following analysis.

## Organizational Guidelines

Organizational guidelines are the overarching policy parameters that are the foundation for specific protocols and procedures. Like the Mission Statement (discussed above), all FHPD policies, tactics, and procedural rules must be consistent with the following guidelines intended to mirror the Department's Mission.

In a review of the substantial body of academic and practical data on this topic, as well as multiple decades of experience, the Winbourne team has identified the essential elements of leading-edge public safety organizations. It has identified the building blocks of leading-edge Traffic Safety programs with remarkable consistency, to include CALEA and other state and local accreditation standards.

The following list is adapted from numerous sources, most notably from IACP:

*GOAL: To establish guidelines for the <u>uniform enforcement of traffic laws</u> within the jurisdiction, consistent with and agencies mission vision and core values. Toward that end, every department will develop a written directive to support the concept of uniform enforcement action for traffic law violations.*

*HIGH-LEVEL GUIDELINES:*

*A.     The department will create a process to ensure that traffic officers apply uniform traffic enforcement action for similar traffic violations. The directive will define the circumstances that may prompt a physical arrest, a citation, or a warning, depending on the nature of the violation and the applicable statutes.*

*B. The department will encourage officers to take the appropriate type of enforcement action available whenever the situation warrants. Officers will draw upon their training, experience, and common sense when deciding the appropriate course of action.*

*C. The department will encourage the uniform and consistent enforcement of traffic laws to promote voluntary compliance with traffic laws and to avoid strictly quantitative enforcement action. Qualitative enforcement action should be*

*continuously stressed, and center the value of prevention and education, which is best achieved through warnings.*

Winbourne notes that the essential elements of these guidelines are *uniformity and consistency in enforcement*, aiming to obtain and promote voluntary compliance. In addition, the emphasis on *qualitative* enforcement – centered on prevention and education through warnings and non-punitive contacts – should be prioritized whenever practical over *quantitative* enforcement.

**Findings in assessing FHPD's adherence to the principles articulated above**

As will be examined in both the data and policy/procedural sections of this report, the kind of uniformity and consistency that are the foundation of model practices needs improvement; moreover, the priority of qualitative (rather than quantitative) enforcement priorities, strategies, and tactics remains problematic. As discussed at numerous points in this report, life safety priorities must be the foundation of any model traffic enforcement program, noting once again that random enforcement yields random results. More significantly, in post-Ferguson law enforcement, the revenue implications of issuing traffic citations must be unequivocally divorced from any agency's Traffic Safety mission and program.

# Enforcement Integrity and Uniformity

## The Lessons from Ferguson, MO

We must state clearly at the outset there is virtually no credible comparison between the 2023 Farmington Hills Police Department and the 2014 Ferguson, MO, Police Department. In a real sense, these two departments should reasonably be assessed as opposites, particularly regarding professionalism, expertise, and commitment to constitutional policing. Nevertheless, the conclusions the Department of Justice reached in evaluating the 2014 Michael Brown officer-involved shooting demand study and consideration, particularly in light of the previous discussion how about clarity of mission and unity of effort. More to the point, about the consequences of placing any level of priority on the revenue gathering than traffic safety.

Ferguson was a cautionary tale, although admittedly an extreme example of what happens to community trust and police legitimacy when public safety is either perceived to be, or is, in fact, subordinate to, balancing a budget or harvesting revenue. As discussed above, the single most effective way to defeat the argument of randomly enforcing traffic laws for revenue, is to meet a police and community standard based on the priority of life safety.

While specific to Ferguson PD, the following recommendations are included in this report as a set of benchmarks. They are synthesized from the DOJ report and other analytical sources in the appendix.

- *Prohibit the use of ticketing and arrest quotas, whether formal or informal*
- *Require that officers report in writing all stops, searches, and arrests, including pedestrian stops, and that their reports articulate the legal authority for the law enforcement action and sufficient description of facts to support that authority*
- *Require documented supervisory approval before 1) Issuing any citation/summons that includes more than two charges; 2) Making an arrest on any of the following charges: i. Failure to Comply/Obey; ii. Resisting Arrest; iii. Disorderly Conduct/Disturbing the Peace; iv. Obstruction of Government Operations; 3) Arresting or ticketing an individual who sought police aid, or who is cooperating with police in an investigation; 4) Arresting on a municipal warrant.*

## Resident vs. Non-resident citations

The last procedural example that Winbourne considers inconsistent with the overarching organizational priority of uniform enforcement is the statistical inconsistency between citations issued to residents and nonresidents. While, again, there are a number of reasons to adopt this approach, the status of being a resident, versus a non-resident, is a questionable and problematic criterion for unequal treatment in traffic enforcement or any other police enforcement arena. This disparity will be examined in greater detail in the data analysis section of this report.

**Finding in assessing FHPD's adherence to the principle articulated above**

Winbourne recommends re-thinking and revising this practice on grounds of the uniform and equitable enforcement requirement.

# Strategic, Data and GIS Driven Planning and Tactical Traffic Safety Deployments

The findings above concerning using uniform, consistent, reliable data are the foundation of this critical subsection. It bears repeating that *random enforcement yields random results.* Generalized traffic enforcement is not a strategy: There is an unfortunate tendency to treat traffic enforcement as a monolith, which ignores the truth that not all traffic stops are created equal or are of equal value.

As a matter of best practice, traffic enforcement goals, procedures, strategies, and tactics are among the most intensive, data-reliant missions in high-capability police organizations. A number of fundamental capabilities are required to integrate a life safety traffic enforcement program, discussed throughout this report. Two in particular are considered foundational:

> First, a robust capacity to obtain data in real-time and in granular detail to establish criteria to guide deployments, obtain a reliable picture of traffic risk, and facilitate strategic planning, particularly to meet the overarching priority of saving lives.

> Second, the capacity to rigorously analyze the data. This capacity represents the data dependent, strategic planning element of a high order Traffic Safety program. This analytical capacity is made up of numerous components: GIS analytics (for example, heat mapping); the ability to correlate enforcement patterns/outcomes with injuries, accidents, complaints of dangerous driving, and other relevant criteria; engineering and crash data, and other information sets discussed in detail throughout this report.

This two-part standard is universal. Both the State (MCOLES) and CALEA include almost identical language:

> "The agency shall have a written directive establishing procedures for directed traffic enforcement based on a review of the jurisdiction's crash data, requests for traffic enforcement, crime data or trends, school zones, and roadway conditions, which justify the need for directed enforcement in a specific location." [MLEAC 5.15, CALEA 61 60 31.3.]

The basic elements of any robust system of data, GIS, and other information sources to inform a comprehensive Traffic Safety strategic and tactical plan have been consistently articulated by the National Highway Traffic Safety Administration (NHTSA) In collaboration with the IACP in their regularly revised and updated Manual of Police Traffic Services Policies and Procedures.

- *"POLICY The department will develop—or participate in—a traffic records system to capture and store vital traffic records for agency use. Moreover, the department will cooperate to the extent possible with its counterparts throughout the jurisdiction in promoting the development of standardized collection instruments, procedures, and reporting guidelines to enhance the effectiveness and efficiency of the data collected.*

- *PROCEDURES*

  - *The department will use a precise traffic records management system to gather and maintain timely data on traffic crashes, traffic enforcement, roadway hazards, traffic analytical reports, and other traffic information the agency deems necessary.*
  - *The traffic records system will be a reliable resource of traffic-related information, aiding traffic patrol personnel in the performance of their duties and assisting police executives in their critical decision-making roles.*
  - *The traffic records system will detail the method by which records are received, processed, stored, and disseminated within the agency and to the public. The security of the files will be taken into account.*
  - *The traffic records system will contain specific and compatible location information both on crashes and on citation issuance to enable the department to analyze the data for informed and expeditious decisions involving traffic enforcement.*
  - *As part of the traffic records system plan, regular reviews will be conducted, and a record retention and archive schedule will be in place."*

NHTSA outlines this data-based focused approach in their Selective Traffic Enforcement Program, which may be found in Appendix Three.

**Findings in assessing FHPD's adherence to the principles articulated above**

Data access insufficiencies and lack of capacity concerning analytical tools present a challenge. Problem-solving these shortfalls must remain a high priority, and we encourage continuous vigilance in creating and maintaining a data-driven life safety-based program and to further commit to and systematize the highest reasonable level of transparency and information sharing with community and elected leaders.

By way of summarizing this important sub-section, a recent article published by Winbourne provides some relevant commentary:

*"… a critical way to exploit the value of data to inform best practices is describable as an "information access audit." In other words, does necessary, relevant data - if even available - have to be painstakingly retrieved, researched and created from nothing or, preferably, has the data been pre-programmed to be immediately accessible and available for study and analysis."*

*To meet this need, RFPs, CAD-RMS projects, and contractor requirements need to include explicit provisions for data retrieval according to the priorities of the public safety entity, rather than the vendor.*

*Relatedly, geospatial (GIS) and temporal coordinates and correlations are among the consistent data-based characteristics which inhere in every important human event or activity.  For police, this includes criminal acts, victimization, the trajectories which bring people into and out of incident locations, and the presence or absence of people to observe or deter a crime. The "policing of place" - utilizing evidence-based approaches - is as important to the history of the policing profession as any of our precedent, pragmatic public safety "revolutions", from the Basic Car Plan to the Professional Model to the SARA model."*

## Warnings:  Data requirements, strategic priority, and empowering and supporting officer discretion

In the Phase 1 report, emphasis was placed on the value of setting forth clear definitions – and encouragement – for the prudent use of discretion:

*"**Recommendation 4.1** The effective use of officer discretion builds community trust, improving safety and efficacy. We recommend scenario-based training using discretion as an element in the comprehensive annual training programs. Current theories about police discretion in the main posit that discretion is to be exercised according to a framework or parameters. However, oftentimes, these policy provisos are unclear or not to be found. Police discretion holds the key to a lot of potentially favorable police engagements. It is an area of focus, informed by data and community input, which would be a worthwhile investment of time and care"*

Throughout this report, Winbourne has taken a strong position about the priority of linking Traffic Enforcement to Life Safety, which inevitably moves the dial toward prevention and education. Admittedly, some dangerous drivers don't want to listen or learn, and there is no argument that the consequence of causing risk to innocent people should be as severe as the law allows.  An in-depth statistical analysis will reveal these

driving patterns and the criminals who create this risk. Still, in the main, many, if not most, drivers will benefit and positively reflect upon a warning versus a citation. The need to emphasize and provide guidelines for discretion in issuing warnings, versus a citation or notice of infraction, is characteristic of all the high-capability police organizations we are familiar with.

This position has a clear mandate to consistently and comprehensively record stops that end in a warning and the circumstances of the initial stop, demographic, and other critical information. Winbourne has identified some shortfalls in this important data and analysis category, which FHPD has worked hard to correct.

A model policy statement that is embedded in FHPD values and training is worth repeating:

> *"The department appropriately warns, cites, or arrests traffic violators to gain compliance with traffic laws and to develop driver awareness of the causes of traffic accidents. Rather than ignore a minor violation, officers may stop the vehicle and call the violation to the driver's attention. Officers have discretion to issue a traffic warning to urge caution and alertness in the operation of the vehicle."*

**Findings in assessing FHPD's adherence to the principles articulated above**

Discussion and adoption of a mission statement specific to traffic enforcement is an easy enhancement. Whether these proposed principles are operationalized in policy, procedures, and training remains open and will be the focus of most of the following analysis.

## Pretext stops

Among the most significant emerging policies, particularly in high-capability police organizations, are the explicit parameters governing pretext stops**,** whether in specific jurisdictional policy or as a matter of State Law (as in California). Parameters and responsibilities for police personnel involving pretextual stops will continue to face extreme scrutiny in court on 4th and 14th Amendment grounds and in the court of public trust.

In evaluating California's Racial and Identity Profiling Act (RIPA), the RAND Corporation offered the following analysis:

> *"The first consideration is to capture the data about traffic stops in your jurisdiction and then act on that information. California's Racial & Identity Profiling*

*Act (RIPA) reporting requirements will soon apply to every traffic stop in that state. Other states and likely federal action may create a similar mandate for all. As it does, policymakers can base subsequent legislation on data instead of supposition. Agencies could also seek to match the appearance and perceived identity of persons stopped for suspected criminal conduct against the appearance of persons the public reports as being responsible for criminal conduct, another way to assess the frequency of stops for that purpose against the actual crime data in that community."*

The requirement for clear policy language governing pretext stops is obvious. While the Supreme Court allows for limited, specifically defined "pre-textual stops" in certain situations, there remains significant concern regarding the manner and frequency with which officers are stopping individuals (pedestrians, cyclists, and motorists) for perceived minor violations to investigate other crimes. Their fears largely stem from a belief that such enforcement activities are arbitrary, capricious, and a reflection of an individual officer's implicit or explicit bias(es). Moreover, some community members question how such pretextual stops affect crime reduction.

**<u>Finding in assessing FHPD's adherence to the principles articulated above</u>**

Winbourne recommends a comprehensive examination – to include community, peer agencies, legal advisors, and city leadership on the model policies, procedures, and training/accountability programs governing so-called "pretext stops" and adapting FHPD policies and procedures accordingly. A sample policy is attached in the appendix.

# Community Engagement

In the Phase 1 Report, Winbourne found FHPD to have commendable outreach, transparency, and community engagement programs. In Winbourne's experience, police department engagement with the community on the topics found in this report is uncommon, if not rare.  To capitalize on FHPD's relationship with the Farmington Hills community,  creating opportunities and agendas to talk about traffic enforcement priorities and community concerns related to traffic safety,  the findings and outcomes of traffic-related data analysis,  and the evidence-based nexus to more serious crime would be a leading edge initiative in public safety, and well within the capabilities and values of FHPD.

> *"This proposition finds support in recent surveys conducted by Lexis-Nexis Police One: This survey finding validates officer and public engagement to discern levels of local support for the continuance (or alteration) of police responsibilities for traffic enforcement. These conversations can address both an officer's reluctance to stop vehicles as well as issues of racial profiling, procedural justice, and the concerns of many who want to lower the frequency of police-involved shootings of Black and Latino men. One core issue to resolve in this work is addressing the racial disparities found in the pretext and traffic stops for minor violations. The police should consider how they want to participate in that dialog and whether ending some traffic stop practices is something they want to support."*

In the Phase 1 report, a key recommendation describes the value of regular, systematic community assessment surveys. While they don't replace in-person dialogue,  surveys can provide a credible overview of community values and priorities- including traffic enforcement and safety.  That recommendation is reiterated here:

> *"R.2.5 The systematic use of citizen assessment surveys is widely utilized by police agencies and governments throughout the US. The benefits of regular public safety assessments via well-designed community survey instruments contribute to situational awareness and provide insight into community priorities. Numerous models of objective and productive community survey instruments are available to FHPD, which the Winbourne Team will gladly assist with as a separate project. Model citizen assessment surveys are specific to the jurisdictional police agencies. While some approaches attempt to integrate more general assessment instruments (city-county general government, fire, and emergency management surveys, for example), a law enforcement-specific survey instrument is generally most effective and informative"*

**Finding in assessing FHPD's adherence to the principle articulated above**

Winbourne finds a FHPD is a model agency in their community engagement and outreach programs. Expanding the topics about Traffic Safety and Enforcement included in community meetings and discussions have been a focal point of this Phase 2 report, and – along with the Phase 1 report observations on the desirability of community surveys and a dedicated FHPD social media platform – will be proposed in the Recommendation section (below)

## Subject/suspect non-compliance training, awareness, and procedures

An element that permeates every strategic analysis of police traffic stops is non-compliance. More than any other factor, non-compliance (resistance) is central to both officer and violator safety and dominates the debate about traffic stops, social justice, and race-based jeopardy.

In another survey conducted by Lexis-Nexis Police One for RAND [1020 officers from 72 different police jurisdictions reporting from 2019 to 2021], the findings were striking, although somewhat inconsistent:

> *"513 respondents noted that driver cooperation had remained about the same, 504 said it had worsened. The highest levels of noncompliance were those suspected of drug or alcohol influence and persons suspected of criminal conduct.*
>
> *Almost 80% said their agency had not altered their traffic stop policies to address driver noncompliance.*
>
> *Only 6% strongly agree that they have received adequate training for traffic stops involving noncompliant drivers; 46% disagree or strongly disagree. At the same time, more than 83% agree or strongly agree that they are confident in handling such an instance."*

RAND concluded, "*Officers feel they are ready to handle such a circumstance; this presumption may be in error and not discovered until it is too late. Agencies could develop or enhance existing training to deal with opportunities to improve the ways officers manage a non-compliant driver, especially if it progresses to a stage where the person will be taken into custody. Trained skills in voice command, arrest, and control techniques that do not involve weapons and de-escalation skills could be taught and tested until they can be employed without delay. Finally, we argue that these challenges are tied to separate strategic needs – traffic enforcement to reduce harm, and non-compliance must be treated as separate priorities (not lumped together)*

[One final survey result of significance: *"Eighty-seven percent said they do not support proposals that reduce the role of the police to enforce traffic laws"*]

**Findings in assessing FHPD's adherence to the principles articulated above**

Winbourne finds policy, procedural, and training integrity with the benchmarks listed.

The Phase 1 report concluded that the FHPD training program was thorough, particularly concerning non-compliant resistive subjects. Comprehensive analysis of data, as well as a systematic review of body-worn camera video consistent with department policy, will further illuminate and refine both the policy and training implications.

## Monitoring and Measuring Implicit Bias In Traffic Stops

The FHPD program addressing implicit bias was evaluated at length in Phase 1. In conversations with the authors of the nationally recognized implicit bias awareness program used by FHPD, and the majority of police agencies around the nation, Dr. Lorrie Fridell and Anna Laszlo concurred the training must be supported by systematized monitoring and oversight. The following reflects their conclusions.

While there have been concerted efforts in some jurisdictions to measure biased policing, these measurements were based mainly on vehicle stop data collection, which is limited by being impersonal and inferential. Some agencies, however, have extended measurement efforts to correlate the use of force, police contacts with the public, and other police activities. *"The collection and reporting of data that includes subject demographics can be an important part of an agency's efforts to promote fair and bias-free policing and how these efforts are perceived by the community. A data collection program can convey to the community a commitment to fair and bias-free policing, accountability, and transparency."*

However, these efforts must be undertaken with an understanding on the part of law enforcement and community members regarding what this data can and cannot reveal about bias in policing. While it is not difficult to show disparity where one group is disproportionately represented among people who are stopped in their vehicles or detained on the street, the real challenge for data analysts is determining the causes or sources of that disparity. *"Concluding that "disparity" is the same as "bias" is not correct, as some portion of the identified disparity may be produced, in part, by other legitimate factors."* Although measuring biased policing is not a simple task, such efforts can help assess the efficacy of programmatic efforts and determine if changes are needed to training, policy, and procedures.

One option that appears to be underutilized by FHPD is the systematic review of body-worn camera footage for enforcement actions or stops that don't result in a complaint. The authority for this kind of review appears to be permitted within the FHPD body worn camera policy, specifically under the training proviso:

> *"A supervisor may review/audit a BWC/ICC video(s) at any time necessary for legitimate departmental and criminal justice purposes. Reasons include in the interest of improving officer safety and performance, investigating citizen complaints, any use-of-force incident and any foot or vehicle pursuit. Training personnel may review BWC/ICC video(s) to research and develop departmental training. BWC video(s) that may be presented as training video(s) to department personnel shall have the approval of the Training Section's chain of command [Winbourne emphasis added].*

The key to systematizing this kind of leading-edge commitment to accountability and improvement is to ensure that it is non-punitive and instead collaborative, instructional, and squarely in the realm of improvement, individual and departmental. This concept will be dealt with in more detail in the recommendations section of this report.

The benchmarks for this kind of non-disciplinary, neutral, and objective approach are found in the procedural justice doctrine which was a central recommendation in the Phase 1 report:

> ***Phase 1 – Recommendation 4.2:*** *We recommend evaluation and possible integration of Procedural Justice protocols. A significant finding of the President's Commission on 21st Century Policing, Procedural Justice policies training and protocols speaks to people's perceptions of the fairness of a process, like law enforcement, not necessarily the outcome of the process. It is well documented that perceptions of fairness are strongly influenced by the quality of the experience, not just the result. There have been several applications of Procedural Justice models, supported by DOJ, IACP and the Police Executive Research Forum (PERF), among others. The cornerstone of Procedural Justice theory is a consistent process applied equally to everyone. The theory rests on four pillars:*
>
> - *Treat everyone with dignity and respect*
> - *Be as neutral and unbiased as possible.*
> - *Give people a voice by listening to their side of the story.*
> - *Convey a sense that decisions are based on trustworthy motives"*

In that (Phase 1) report, we noted that "the Winbourne team strongly believes that FHPD is using Procedural Justice principles but would do well to audit their current programs

for consistency in curricula, naming conventions, and other more explicit alignments to Procedural Justice doctrines and practices".

Finally, as will be elaborated in the recommendations section, the use of the Guardian Tracking System should include explicit categories within personnel early warning policies dealing with documented training or correctives related to implicit bias.

> *"The Farmington Hills Police Department uses the Guardian Tracking software package in part to document uses of force incidents, discipline, counseling, and other corrective or complimentary action. The "Personnel Early Warning System" will assist supervisory personnel in monitoring employee performance. It will give warning to a supervisor when a subordinate records a set number of incidents in any chosen category. The supervisor will be required to respond to the warning by conducting an "Early Intervention Review." [General Order - Guardian Tracking DOI 4-16-2020] "*

## **Findings in assessing FHPD's adherence to the principles articulated above**

Winbourne finds policy, procedural, and training integrity with the benchmarks listed. The Phase 1 report concluded that FHPD policies, procedures, and – in particular – training and accountability programs on implicit bias and fair and impartial policing were thorough and comprehensive.

Analysis of data, as well as a random, regular, and systematic review of body-worn camera video, consistent with department policy, will further illuminate and refine both the policy and training implications of the findings listed above.

## Commentary on Automated License Plate Reader Enforcement

Implementing a robust ALPR system in Farmington Hills, permitted by State Law, is both an opportunity and a potential risk. Enhanced enforcement options through ALPR technology are a clear opportunity, both to identify serious offenders and provide some level of deterrence (noting that deterrence is a sometimes fickle and unreliable phenomenon). On the downside, if ALPR is not deployed with scrupulous neutrality and strategic necessity, the potential for both public objection and civil legal action are real risks. At an operational level, the potential for an increase in high-risk apprehension scenarios – particularly high-speed pursuits – will require clearly stated rules of engagement and – as noted elsewhere in the report – a reassessment of FHPD vehicle pursuit and emergency vehicle operations policies and training.

FHPD advised they completed comprehensive research to purchase the FLOCK ALPR system and develop ALPR system policies, procedures and training protocols. FLOCK system anti-bias features and audit trail capabilities have been incorporated into the FHPD plan. The final ALPR plan and policy was vetted and approved by City legal counsel.

At this time, 28 of 40 total cameras have been installed and the FHPD remains in the "trial period" pending full implementation.

## RISK INFORMED CONSOLIDATED RECOMMENDATIONS

A third critical building block in creating a Traffic Safety Mission Statement was previously examined in the Phase 1 Report:

> Recommendation 2.2: We urge FHPD to continue its process of assessing risk and expand risk assessment models to all department operations. The upcoming Phase 2 and Phase 3 studies focused on traffic stops and arrests, should further this objective. System-wide, top-to-bottom risk assessment regularly invariably pays dividends, particularly to high-reliability organizations like FHPD.

A focus on situational awareness is the foundation for identifying risk. Risk modeling provides a roadmap for policy and training priorities and specific programs to buy down risk. There are standard models for risk analysis, and each requires the kind of situational realities that have been consequential to police officers, their organizations, and the communities they serve. Three of the most widely accepted formularies for risk are the Gordon Graham Model, the THIRA (Threat Hazard Identification and Risk Assessment) template from FEMA, and the Threat-Vulnerability-Consequence (TVC) model used in the public and private sectors. The TVC model, for example, is:
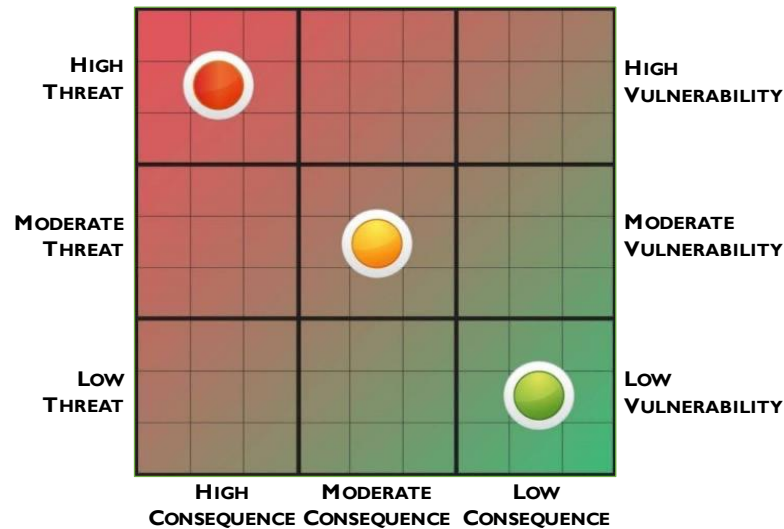
Fundamentally, high capability organizations are distinguished by being able to authoritatively answer the question "This is *why* – FHPD, for example, prioritizes enforcement through citation of these traffic safety scenarios" (e.g., high risk, inherently dangerous violations), which is one element of a triad that includes a focus on prioritizing "education," e.g., warnings, and "engineering," which may include temporary or permanent changes in routing/road design and technology such as automated enforcement.

# APPENDICES

## APPENDIX ONE: SOURCES AND CITATIONS

A. FHPD document production

- Sample Shift Summary Reports (Oct-Nov. 2022)

- Sample Major Incident Summaries

- FHPD General Order - Force Response to Resistance and Violence G.O. Uniform and Dress Standards for Department Personnel G.O.

- FHPD General Order – Firearms Certification

- FHPD General Order - Guardian Tracking – Command Responsibilities

- FHPD General Order – Use of Force: Michigan Complied Law 780.972 and Graham v Connor 490 U.S. 386 (1989)

- FHPD General Order - Integrated Body-Worn and In-Car Camera System

- FHPD General Order - Command Responsibility

- 2022 National Commission on Accreditation of Law Enforcement Agencies (CALEA) Standards Manual

- FHPD Dispatch Summaries (2019-2022 to date)

- Telecommunicator Training Program Manual – State of Michigan Dispatcher Training Requirements Manual

- Agreement Between City of Farmington Hills, Michigan, and The Michigan Fraternal Order of Police Labor Council - Effective July 1, 2017, to June 30, 2022

- 2019-2022 Spring and Fall Training Program Curricula via memoranda

- Technology used to document and track use of force – summary memorandum and Policies

- FHPD Sample Blank and Completed Use of Force Reporting Forms

- FHPD Manual of Regulations

- FHPD FTO Training Manual

- FHPD Fair and Impartial Policing Curriculum and Power point

- FHPD Implicit Bias in Policing Curriculum and Power point

- FHPD Training Staff Qualifications/resumes (via memorandum)

- Michigan Law Enforcement Accreditation Process and Standards Manual

- Michigan Commission on Law Enforcement Standards Licensing Standards Manual

- 2019-2021 FHPD Complaint/Misconduct Investigation Summaries

- 2019-2021 FHPD Use of Force Investigation Summaries

- 2019-2021 FHPD Officer and Suspect/subject Injury Summaries

- Official Training/Certification Records of FHPD Training Staff (incl. Firearms and Defensive Tactics instructors (total of 30 records)

- FHPD General Order "Alternative Traffic Violations" [Replaces G.O. 17-007 "Impeded Traffic Violations] 11-10-2023

B. External Studies and Sources

- Stanford University Open Policing Project – Police Traffic Stop Data Analysis and Findings c. 2023 https://openpolicing.stanford.edu/findings/

- PBS NewsHour June 7, 2023 Interview with Tracey Meares , Yale Researcher (Amna Nawaz, moderator) https://www.pbs.org/newshour/show/study-shows-first-words-from-police-during-traffic-stops-affect-outcome-for-black-drivers

- National Highway Traffic Safety Administration(NHTSA) Manual of Police Traffic Services Policies and Procedures, in collaboration with IACP, last revision 2022 www.nhtsa.gov

- National Consensus Policy on Use of Force, re: Traffic Stops and Enforcement, DOJ pub. 2020 [This report is a collaborative effort among 11 of the most significant law enforcement leadership and labor organizations in the United States The policy reflects the best thinking of all consensus organizations and is solely intended to serve as a template for law enforcement agencies to compare and enhance their existing policies]

- Emerging Issues in Use of Force – Traffic Stops,  Office of Community Oriented Policing Services, U.S. Department of Justice rev. 2021 International Association of Chiefs of Police (IACP) National Symposium Report

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- Jim Burack, Putting the "Local" Back in Local Law Enforcement, in, American Policing in 2022: Essays on the Future of the Profession 79-83 (Debra R. Cohen McCullough & Deborah L. Spence, eds., 2012).

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- Policing, Danger Narratives, and Routine Traffic Stops, Jordan Blair Woods, University of Arkansas School of Law, Fayetteville - University of Michigan Law Review June 2019

## Appendix Two: Factors that Inhibit a Comparison of Police Department Statistical Information

Comparing FHPD policy, procedure and statistical information to another police department is complicated and will typically not provide accurate information for which a definitive or actionable statement can be made.

The primary requirement to make a definitive or actionable statement from a police department comparison assessment is to ensure the data from all departments involved in the assessment is the same regarding timeliness, accuracy, relevancy, comprehensive and objectiveness. For the most part, police departments do not collect data in a standardized, scientific, and systematic manner. Additionally, is not easy to validate police department data reliability so it is difficult to state with confidence an "apples-to-apples" comparison has been completed.

Many factors inhibit the ability to complete a police department data comparison assessment that will result in actionable information. For example:

- Information may be segmented and does not show the complete and accurate picture.

- Crime statistics are socially constructed as society decides what is criminal therefore data collected by one community may be different from another community.

- Statistical information may be based on operational definitions, resulting in disagreement regarding the definition's accuracy and relevancy.

- Police departments may engage in administrative practices which result in statistics that are partial to their perspective of criminal activity.

- Counting rules used by police departments to categorize crimes change overtime so it is difficult to draw comparisons of crimes between different time periods

The following may be different for the jurisdictions/departments involved in the comparison assessment:

1. Jurisdiction strategic objectives

2. Police department strategic objectives

3. Jurisdiction population and demographics

4. Jurisdiction and police department political and organization structure

5. Jurisdiction and police department funding

6. Police department staffing

7. Allocation and deployment of police staff

8. Community and police department initiatives

9. Police department incorporation of public safety industry best practices, standards, and guidelines

10. Police department policies, procedures, and training curriculum

11. Police department technology systems

12. Types of data collected by the police department

13. Ability to generate reports and statistical analysis

14. Quality of police department data

15. Types and volume of crime, quality of life issues and traffic issues affecting the jurisdiction

16. Proximity to locations that impact types and volume of crime, quality of life issues and traffic issues affecting the jurisdiction

Additionally, many jurisdictions will not provide the comprehensive data needed to complete the comparison assessment for a variety of reasons including:

1. The jurisdiction does not want to participate in the comparison assessment.

2. The jurisdiction does not have the technology and business intelligence/analytics systems to produce the required data.

3. The jurisdiction does not collect the type of data needed to complete a comparison assessment.

4. The jurisdiction does not have personnel with the required knowledge, skills, and abilities to generate the required data.

5. The jurisdiction does not have personnel with the required bandwidth to generate the required data.

6. The jurisdiction does not have timely or accurate data.

Finally, the department requesting the data has no control over when departments receiving the request will deliver the data. This makes it very difficult to establish an actionable project plan and schedule.

The result is the level of effort to obtain other department data; evaluate the quality of the data; understand the data for relevancy and usability; and then defend any findings

and recommendations that are based on the data; is so time, cost, and labor intensive, there is no positive return on investment to complete this type of comparison assessment.

The most actionable comparison assessment process is to compare FHPD information against public safety industry best practices, standards, and guidelines.

# APPENDIX THREE: STRATEGIC INITIATIVE – STEP

**FROM: National Highway Traffic Safety Administration (NHTSA) _Manual of Police Traffic Services Policies and Procedures,_ in collaboration with IACP, last revision 2022** _www.nhtsa.gov_

PURPOSE The purpose of this policy is to establish guidelines to manage properly the department's traffic patrol resources to assure the safe, orderly flow of traffic and to discourage criminal activity within the jurisdiction.

POLICY The department will design a detailed Selective Traffic Enforcement Program (STEP) for the assignment of traffic personnel to prevent traffic crashes, to reduce traffic violations, and to deter criminal behavior. III. DEFINITIONS Selective Traffic Enforcement Program (STEP): a systematic process of deploying sworn officers to meet public needs based on the analysis of traffic crash data, traffic enforcement activities, and criminal offense patterns within the community. IV. PROCEDURE A. In order to implement a valid STEP, the department will annually compile and analyze all traffic crash data, roadway traffic volume and conditions, traffic enforcement statistics, and criminal activity patterns. B. To achieve the benefits of a STEP, all officers will be adequately trained in the aspects of selective enforcement. Supervisors will consider available relevant data in making appropriate patrol assignments to reduce ultimately traffic crashes, to diminish traffic violations, and to prevent criminal activity. C. Traffic enforcement officers will be deployed in a manner consistent with the department's STEP. The enforcement effort will be routinely directed toward the times and locations where traffic crashes, violations, and criminal acts take place. D. The department will annually evaluate STEP. All information concerning enforcement, crashes, and criminal activity will be considered in determining whether or not Manual of Police Traffic Services Policies and Procedures Page 1 of 2 program modifications are required to address new circumstances or changing conditions. E. Supervisors who are responsible for the operation of STEP will be provided with the informational reports and data analysis. The department personnel who are assigned to conduct the compilation and analysis of data will be educated and experienced in statistical analysis.

PROCEDURES A. Training. Officers will receive initial and ongoing training in conducting professional traffic stops, emphasizing the need to respect the rights of all persons to be treated equally and to be free from unreasonable searches and seizures. The content of these programs will include officer safety; courtesy; cultural awareness, and language barriers; arrest, search, seizure, and other constitutional issues; and interpersonal communications skills. Manual of Police Traffic Services Policies and Procedures

## APPENDIX FOUR – EXAMPLE OF PRETEXT STOP POLICY

**LOS ANGELES POLICE** DEPARTMENT MANUAL
**VOLUME** I
**Established by Special Order No.** . 2022

### *240. 06 POLICY - LIMITATION ON USE OF PRETEXTUAL STOPS*

*PREAMBLE.   While the exercise of an officer's discretion in initiating a "stop" or conducting a detention is authorized under the law, it should reflect the necessary balance of the role of law enforcement in the prevention of crime and receiving and thereafter maintaining the community's trust that the officer's actions are fair and without bias.  Conducting a vehicle or pedestrian stop and/or detention can promote public safety and the protection of the public from serious and sometimes violent crime.  Such stops can also subject motorists and pedestrians to inconvenience, confusion, and anxiety, and strain relationships between law enforcement and the community because some members of the community perceive stops as biased, racially motivated, or unfair.  To maintain public trust, the Department's use of pretext stops as a crime reduction strategy must be measured, in furtherance of achieving the necessary balance between the perception of fairness and identifying those engaged in serious criminal conduct.*

*Pretext Stops Defined.   A pretextual or pretext stop is one where officers use reasonable suspicion or probable cause of a minor traffic or code violation (e.g., Municipal Code or Health and Safety Code) as a pretext to investigate another, more serious crime that is unrelated to that violation.*

*Policy.*

*Use of Traffic/Pedestrian Stops - General.   Traffic or pedestrian stops made for the <u>sole purpose</u> of enforcing the Vehicle Code or other codes are intended to **protect public safety.** Therefore, officers should make stops for minor equipment violations or other infractions <u>only</u> when the officer believes that such a violation or infraction significantly interferes with public safety.*

> *Note:  The public safety reason for all traffic/pedestrian stops, citations and warnings should be articulated on body-worn video (BWV) and should include an officer's response to any questions posed by the individual stopped.*

*Pretext Stops* - *Restricted.* It is the Department's policy that pretextual stops shall not be conducted **unless** officers are acting upon articulable information in addition to the traffic violation, which may or may not amount to reasonable suspicion, regarding a serious crime (i.e., a crime with potential for great bodily injury or death), such as a Part I violent crime, driving under the influence (DUI), reckless driving, street racing, street takeovers, hit and run, human or narcotics trafficking, gun violence, burglary, or another similarly serious crime. Such decisions should not be based on a mere hunch or on generalized characteristics such as a person's race, gender, age, homeless circumstance, or presence in a high-crime location.

**PURPOSE:** The purpose of this Order is to establish Department Manual Section 1/240.06, *Policy - Limitation on Use of Pretextual Stops.* The policy provides parameters and responsibilities for Department personnel when utilizing pretextual stops so that they remain in compliance with the 4th and 14th Amendments to the United States Constitution.

**PROCEDURE:**

    I.    **POLICY - LIMITATION ON USE OF PRETEXTUAL STOPS ESTABLISHED.** Department Manual Section 1/240.06, *Policy - Limitation on Use of Pretextual Stops,* has been established and is attached.

**AMENDMENTS:** This Order adds Section 1/240.06 to the Department Manual.

**AUDIT RESPONSIBILITY:** The Commanding Officer, Audit Division, shall review this directive and determine whether an audit or inspection shall be conducted in accordance with Department Manual Section 0/080.30.

If you have any questions, you may contact the Office of Constitutional Policing and Policy, at (213) 486-8730.

MICHEL R. MOORE
Chief of Police