Data Collection, Analysis, and Quality Subcommittee
MINUTES

Tuesday, June 11, 2024
1:00 p.m. – 2:00 p.m.
Zoom

Attendance: Stacey Manware, Lt. Col. Mark Davison, Diana Gugliotta, James McGennis, Kevin Neary, Allison Beas, Chief Vern Riddick

Staff: Ken Barone, Jim Fazzalaro, Erica Escobar

I. Welcome & Introductions

Chair Stacey Manware called the meeting to order at 1:02 p.m. and members introduced themselves.

II. Approval of the May 14, 2024, minutes

A motion was made and seconded to approve the meeting minutes from May 14, 2024. The minutes were approved unanimously.

III. Old Business

a. Model Policy work group

Ken updated members on the model policy work group, aiming to finalize membership. The group will include Chief Dryfe, Michael Gailor, and Lieutenant Colonel Davison, with additional members welcome. They will review and propose changes to data policies, aiming for resolution by September. Interested participants should reach out if they wish to join the working group. All members will have the chance to review final recommendations before they are presented to the Advisory Board.

b. Traffic Stop reporting liaison program

An update was provided on the traffic stop reporting liaison program, which aims to establish designated contacts for agencies to discuss and clarify the program, including data collection initiatives and legal aspects. However, due to recent developments and additional reporting requirements—such as use of force, police pursuits, and body and dashcam compliance—the focus is

shifting to a broader data reporting liaison program. This approach would streamline communication by integrating all reporting requirements into a single liaison system, rather than managing separate liaisons for each requirement.

The goal is to enhance communication and support between law enforcement and the reporting body, allowing for more efficient handling of questions and policy issues. To support this, a comprehensive data reporting manual is being developed. This manual will cover:

- State reporting requirements for various data categories.
- Detailed instructions on what data needs to be collected and why.
- Procedures for how to collect and submit data.
- Answers to frequently asked questions.
- Information on where the data goes and who to contact with questions or issues.

The manual and the liaison program are planned for a coordinated rollout in the fall. Feedback is welcome if there are concerns about this broader approach.

c. Comprehensive recertification training program materials

Ken updated on the recertification training program, introducing new materials for feedback. These updates aim to clarify data collection requirements and enhance officers' understanding of reporting laws.

Due to limited time for recertification, the training will cover key reporting mandates and their benefits to state agencies. A PowerPoint presentation outlining these changes will be shared for review.

The training will include a review of the traffic stop definition established in 2012, covering:

- Officer-initiated contacts resulting in detention.
- Checkpoints and spot checks.
- Exclusions like providing motorist assistance or stops linked to specific incidents.

Kevin Neary suggested splitting the traffic stop definition into two columns: one for what constitutes a traffic stop and one for what does not. Ken recommended noting that commercial vehicles and parking violations will be covered later if examples are listed.

Ken addressed the current confusion among agencies about handling commercial vehicles. Historically, no formal policy existed, and past discussions centered on weigh stations. The goal was to avoid requiring profiling information for all vehicles passing through weigh stations, as these stations require every commercial vehicle to stop without officer discretion. Profiling data is only needed if a vehicle bypasses the weigh station or is stopped during regular patrols.

Ken proposed focusing on the weigh station exception and exploring if other exemptions for commercial vehicles might apply. He suggested clarifying that profiling information should only be required for vehicles stopped outside of standard weigh station operations or targeted campaigns.

Additionally, Ken emphasized the need for guidance on prolonged detention, similar to DUI checkpoints. Reporting is not required for vehicles passing through DUI checkpoints unless deviations occur. He proposed applying a similar approach to weigh stations, where reporting would be necessary only if a vehicle is further detained.

The discussion included creating a new enforcement category to clarify when profiling information must be collected, particularly if a stop escalates. Profiling data should be recorded for infractions related to weigh stations, distinguishing these from general enforcement cases. Simplifying the process involves requiring profiling information only if a stop escalates. Additionally, the need to differentiate between regulatory violations issued to organizations and those issued to individual drivers was highlighted. Profiling data may not be necessary for company violations but should be considered if the driver is cited for other infractions.

Ken moved on to the next topic of his presentation, which focused on handling parking violations for occupied vehicles. Currently, parking tickets for unoccupied vehicles are not considered traffic stops. The need to determine if parking violations involving occupied vehicles should be treated as traffic stops was discussed. This should be incorporated into training and reviewed by the advisory board for consistency. Ken suggested that if the simplest solution is not to collect data on parking violations, the policy could exclude these from traffic stop data, similar to assistance to motorists. Stacey Manware agreed and proposed addressing the issue through training and proper use of statutes. She volunteered to review past records to ensure accuracy and inform the project. Opinions on exempting all parking violations from data collection or requiring data for occupied vehicles varied. The decision was deferred for further consideration and will continue at the next meeting.

IV.   New Business

    a.   2022 Report Updated Figures

Ken announced that the 2022 traffic enforcement analysis will be released next Thursday, June 20th, ahead of the usual October schedule. This year's report includes new figures for public interest: historical trends in traffic enforcement, monthly traffic stop data for the past four years, weekly patterns in traffic enforcement, and seasonal variations in enforcement of specific violations.

The report reveals a downward trend in traffic enforcement since before 2020, with a significant drop in 2020 due to the pandemic. A new chart shows traffic enforcement peaking in April and August due to federally funded campaigns, with a noticeable drop during the pandemic. Weekly data shows enforcement peaking from Sunday to Wednesday and decreasing afterward.

Ken noted that the report aims to be more engaging by including these new insights. He invited suggestions for additional data or presentation formats for the 2023 report. Kevin suggested overlaying enforcement trends with traffic volume and crash data in future reports to better understand the impact of traffic volume on enforcement and crashes.

b. 2023 Data Review

The topic was not discussed due to time constraints.

c. Infraction records equity analysis

The topic was not discussed due to time constraints.

The meeting was adjourned at 2:00 p.m.