

Minutes
Ames Resident Police Advisory Committee
Room 135, City Hall
Wednesday, September 28th, 2022

Call To Order:

This meeting was called to order at 5:37 p.m. by chair Emily Rebollozo. Members present were Chunhui Xiang, William Arce, Edna Clinton, Virginia Speight, Tim Rasmussen, Roberto Dubiel, and Emily Rebollozo. Chief Huff was in attendance as well.

Approval of minutes

Minutes were approved by William Arce, Roberto Dubiel seconded, to approve the minutes of the September 14th, 2022 ARPAC meeting. Vote to motion 6 - 0. Motion Carried

Police Chief Comments

General APD statistics and discussion -

The committee went over the July and August report.

July Report:

- | | |
|-----------------------------------|-------------------------------------------|
| 1. July Calls for Service: 2383 | 5. Year to date Calls for Service: 15,861 |
| 2. July Arrests/Charges: 941 | 6. July Accidents: 107 |
| 3. July Citations: 112 | 7. July Written Warnings: 48 |
| 4. July Use of Force Incidents: 5 | \$398,950 Total Estimated Damage |

August Report:

- | | |
|-------------------------------------|-------------------------------------------|
| 5. August Calls for Service: 2657 | 5. Year to date Calls for Service: 18,522 |
| 6. August Arrests/Charges: 122 | 6. August Accidents: 117 |
| 7. August Citations: 175 | 7. August Written Warnings: 68 |
| 8. August Use of Force Incidents: 7 | \$524,199 Total Estimated Damage |

APD/ISU Traffic Stop Study and discussion -

APD has partnered CR Research Group LC to evaluate potential disproportionality in the APD's discretionary traffic stop activity. This review was focused on assessing stops made by the department between January of 2018 and December of 2019. This centered on evaluating two broad categories; racial disparity in vehicle stops and dissimilarities across racial demographics in the outcome or disposition of a stop. To evaluate the likelihood of being stopped, the research team utilized driver-population *benchmarks* fashioned from roadside observations and census data. What a benchmark should be seen as is a standard that can be used to judge the percentage of drivers that should be stopped by the police when no bias is occurring.

When it came to conducting observations, zones were determined and surveyors were deployed to monitor traffic at several locales in selected zones. The observers watched at various points in time during the day ranging from 9:00 am until 2:00 am and logged more than 88,000 observations from locations around the city. The process of comparing police data to benchmarks is straightforward. It centers on identifying differences between the demographic percentages from the police traffic stop data and benchmark information. Any positive difference between police data and benchmark information

signifies **disproportionality** or an over representation of drivers who identify as people of color in the data.

This methodology makes it possible to track disproportionality by area of town, by time of day, by duty assignment, and individual officers. While the method serves as a useful tool in assessing disproportionality, please keep in mind that the process produces only *estimates* of disproportionality. Like any sample, a benchmark may be associated with a degree of uncertainty or indeterminacy. What this means is that numerical estimates of disproportionality are likely associated with some error and the true population parameter may be larger or smaller than the estimate.

What did the committee look over?

The committee went over Stop Locations, Benchwork Comparisons, Disproportionality Index Values, Officer Level Analysis, Stop Outcome Results, Conclusions, Limitations of the Study, and Recommendations.

Tour of Ames Police Department -

The Committee toured the PD with Chief Huff.

Committee Member Comments

Upcoming Events

Adjourned

William Arce called for adjournment, seconded by Tim Rassmusin
Time Adjourned - 7:50 p.m.