



**CITY OF YPSILANTI**  
**POLICE ADVISORY COMMISSION MEETING**  
**Thursday, September 24, 2020 @ 7:00 PM**  
**Zoom Meeting**  
**One South Huron, Ypsilanti, MI 48197**

Page

**I. CALL TO ORDER**

**II. ROLL CALL**

**COMMISSIONERS:**

Andy Fanta  
Heather Berkowitz  
Kathleen McCormick  
Herman Humes  
Gail Wolkoff  
Colleen Kennedy  
Renee Echols

**STAFF LIASION:**

Police Chief Tony DeGuisti

**III. AGENDA APPROVAL**

**IV. APPROVAL OF MINUTES**

3 - 4

- A. Approval of the August 27, 2020 Meeting  
[POLICE ADVISORY COMMISSION - 27 Aug 2020 - Minutes](#)

**V. PUBLIC COMMENT (3 MINUTES)**

**VI. RESOLUTIONS/MOTIONS/DISCUSSIONS**

- A. Monthly statistical report - Chief DeGiusti
- B. Discussion regarding FOIA request for data
- The hire date of the officer and the date the officer left the force. If they have not left the force then state they are still on the force.
  - Why the person left the force if they did not leave the force state that they have not left the force.
  - The age of the officer upon hire.
  - The race of the officer.
  - If they lived in Ypsilanti of Ypsilanti Township during the time they were an officer.
  - A list of complaints filed against the officer with dates, places, race of the officer, age of the complainant, race of the complainant, ward of the complainant, ward assignment of the officer if any and any other relevant information like sexual orientation, sexual identity, or gender are involved.
  - Uses of force by the officer, the severity of the use of force, and if the

- use of force resulted in death or long term injury.
- Disciplinary actions taken against the officer.
- Promotions given to the officer.
- How many traffic stops the officer is involved in and the racial breakdown of those stops.
- If the officer was involved in perpetrating any crimes themselves misdemeanor or felony that would be a matter of public record.
- Trainings that the officers were a part of and the dates of those trainings.

C. Discussion regarding NACOLE:  
<https://www.nacole.org>

**VII. OLD BUSINESS**

**VIII. PUBLIC COMMENT (3 MINUTES)**

- 5** A. Police Advisory Commission 2021 Schedule  
[2021 PAC Meeting Schedule](#)
- 7** B. Neil Gross, New York Times, "Still Guilty of Driving While Black"  
[New York Times Article](#)

**IX. COMMUNICATIONS**

**X. NEXT MEETING DATE**

- A. October 22, 2020

**XI. ADJOURNMENT**



# DRAFT MINUTES POLICE ADVISORY COMMISSION Meeting

7:00 PM - Thursday, August 27, 2020  
Council Chambers

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The POLICE ADVISORY COMMISSION of the City of Ypsilanti was called to order on Thursday, August 27, 2020, at 7:00 PM, in the Council Chambers, with the following members present:

**PRESENT:**

**ABSENT:**

## **I CALL TO ORDER**

The meeting was called to order at 7:11 pm

## **II ROLL CALL**

### **COMMISSIONERS:**

PRESENT: Andy Fanta, Heather Berkovitz, Kathleen McCormick, Herman Humes, Gail Wolkoff, Colleen Kennedy, Renee Echols

## **III AGENDA APPROVAL**

The agenda was approved as amended

Change: 2nd public comment added after Section VII Old Business

## **IV APPROVAL OF MINUTES**

a) Approving the minutes of July 23, 2020

Commissioner Humes moved, seconded by Commissioner Berkovitz to approve the minutes

APPROVED: Yes - 7; No - 0; Absent - 0

## **V PUBLIC COMMENT (3 MINUTES)**

Three members of the public made comment

## **VI RESOLUTIONS/MOTIONS/DISCUSSIONS**

a) Welcome New Commissioners

b) Monthly statistical report - Chief DeGiusti

c) Approval of the 2021 Police Advisory Meeting Schedule

Commissioner Humes moved, seconded by Commissioner Berkovitz to approve the minutes

**APPROVED AS AMENDED: Yes - 7; No - 0; Absent - 0**

- d) Community Policing Models
  - 1. Y-PAC Role
  - 2. Unfolding Stages
  - 3. Community Involvement
- e) Qualified Immunity Doctrine
- f) Cops Don't Need Army Fatigues
- g) Dream Deferred

**VII OLD BUSINESS**

**VIII PUBLIC COMMENT (3 MINUTES) - ADDED**

One member of the public made comment

**IX NEXT MEETING DATE**

**X ADJOURNMENT**

**The meeting adjourned at 8:53 pm**



**City of Ypsilanti**  
**POLICE ADVISORY COMMISSION**  
**One South Huron Street**  
**Ypsilanti, Michigan 48197**

**2021 Calendar of Meetings**

The regular meetings of the City of Ypsilanti **Police Advisory Commission** for 2021 will generally be held on the **fourth Thursday** of each month, at 7:00 p.m. in the City Hall Council Chambers (first floor) at One South Huron Street, Ypsilanti, Michigan. Dates for 2021 **Commission** meetings are as follows:

January 28  
February 25  
March 25  
April 22  
May 27  
June 24  
July 22  
August 26  
September 23  
October 28  
November 18  
December 17

The City of Ypsilanti encourages persons with disabilities to participate and will provide necessary reasonable auxiliary aids and services, such as signers for the hearing impaired, Limited English Proficiency (LEP) services, and audios of printed materials being considered at the meeting. Individuals requiring auxiliary aids or services should provide two (2) days' notice to the City, and contact the City by writing or calling the following:

City Clerk's Office  
One South Huron Street  
Ypsilanti, Michigan 48197-5420  
(734) 483-1100

All persons are welcome to attend. For further information on the Police Advisory Commission, contact the Office of the Chief of Police at 505 W. Michigan, or 734-483-8590, or <http://cityofypsilanti.com/671/Police-Advisory-Commission>



# Still Guilty of Driving While Black

NYT-9-10-20 PA-23

Neil Gross

**I**N HIS speech last week in Pittsburgh, Joe Biden pushed back against Donald Trump's mischaracterization of him as soft on crime and beholden to progressives intent on defunding or abolishing police departments.

He pledged to work with mayors and governors to tamp down violence. He also vowed to make progress on police reform, invoking the names of Breonna Taylor, George Floyd and Jacob Blake, and the cause of racial justice for which they have come to stand.

Mr. Biden's remarks were powerful. So far, however, he has not been very specific about his plans for overhauling the police, beyond calling for federal oversight of troubled departments, stricter use-of-force standards and more money for community policing. While this no doubt reflects a political calculus that it is better to emphasize character than policy details, it also speaks to a sense of uncertainty in Democratic circles: How can the police be meaningfully reformed?

There's a substantial body of social science research that provides answers. Consider, as an example, research on how to reduce racial disparities in vehicle stops.

Police officers in the United States pull over more than 19 million vehicles annually, making vehicle stops the No. 1 reason for contact between citizens and the police.

Studies show that Black drivers are stopped disproportionately, a gap that cannot be accounted for by factors like differences in driving behavior or greater poverty, which might translate into more cars on the road with equipment vio-

lations. Research also suggests that when Black drivers are pulled over, they tend to be treated less respectfully by the police and are given less leniency.

The latest study to document these patterns comes from the computer scientist Emma Pierson and her colleagues at the Stanford Open Policing Project, who analyzed data on vehicle stops from 21 state patrol agencies and 35 city police departments from 2011 to 2018. The researchers found that Black drivers were stopped about 43 percent more often than their white counterparts, relative to their share of the population.

To assess the role of police bias, the Stanford team compared stops that took place in daytime — when, at least in principle, it would be easier for officers to observe a driver's skin color — to those that occurred at night.

Stops of Black people were higher during the day. The study also found that Black and Latino drivers had their cars searched twice as often as white drivers, though Black and white drivers were about equally likely to be found to have drugs or guns, and Latino drivers were less so.

Frequent, intrusive vehicle stops aren't just an inconvenience. Beyond being a source of legal and even physical peril, and something that can get in the way of economic opportunity (since many jobs require travel by car), such stops, according to other studies, are a potent reminder to Black Americans of all the ways in which the full rights of citizenship remain denied to them.

Many "bias processes" influence the disproportionate stopping of Black drivers, according to research by the sociologist Patricia Warren and her colleagues. These include explicit racial profiling, implicit associations police officers may hold

between blackness and criminality, and police deployment patterns in minority neighborhoods. But biases can be curbed through institutional redesign.

One thing that would make a big difference would be to end "pretextual" traffic stops. These are stops where a police officer harbors some vague suspicion that a driver may be involved in criminal activity — a suspicion so vague that it wouldn't hold up in court. The officer makes the stop anyway, using as a pretext that the driver has violated a minor rule of the road. In 1996, the Supreme Court ruled this practice constitutional. Police officers

## One way to reform the police: End the racial disparity in traffic stops.

now routinely make pretextual stops of minority (as well as other) drivers.

In Washington State, however, pretextual stops were banned in 1999 when its highest court ruled that such stops violated the state constitution. It then changed its mind in a 2012 case, *State v. Arreola*.

This gave the legal scholar Stephen Rushin and the economist Griffin Edwards an opening. They compared stops made by the Washington State Patrol in the period when pretextual stops were disallowed to those made after the *Arreola* decision. Sure enough, racial disparities rose significantly when troopers were given the legal authority to stop drivers on pretext. Vague suspicions turn out to be a prime outlet for bias.

If state legislatures and police departments nationwide were to prohibit pretext-

stops. The police department in Austin, Texas, for example, has used these stops since 2012 and continues to stop Black drivers disproportionately. But by reducing the frequency of vehicle searches sent forms make the experience of Black stopped less onerous. It's one thing pulled over and ticketed, and quite another to have your car rifled through.

A third reform has even more potential. Police departments these days are under considerable pressure to track racial disparities in their operations. Yet little done with this information.

Research by the sociologist Emilio Tella on how to achieve greater gender racial equity in employee pay shows that you want to move an organization from biased practices, transparency and accountability are key. If everyone company knows how well each of its different units is faring on diversity and equity metrics, managers will be motivated to make sure that their own unit doesn't lag behind.

Though police unions might resist, police departments could leverage this principle. Every month, they could generate statistics showing how officers on particular patrol shifts or in specific precincts are doing at stopping drivers proportionate to their demographic representation of the community.

Such statistics should be made available on a dashboard the public could see. Sergeants and other supervisors could then be evaluated by how well they manage the behavior of their officers to ensure equity.

These three changes — banning pretextual stops, requiring written consent searches and holding supervisors accountable for the inequitable behavior of their officers — could bring greater justice to our roads. They represent the kind of sensible, research-based policy fixes in policing that are long overdue.

NEIL GROSS is a professor of sociology at Colby College.