

TRAFFIC STOP DATA REPORT 2025

St. Louis Park
Police Department



St. Louis Park Police Department
3015 Raleigh Ave. S., St. Louis Park, MN 55416

DISCLAIMER

The data included in this report is true and accurate on the day that the data has been collected and subsequently exported. Occasionally the numbers may adjust due to outside factors that include, but are not limited to, technology malfunctions and case evolution.

Report updated 03/06/2026



INTRODUCTION

On January 1, 2022, St. Louis Park Police Department began collecting data on traffic stops and accidents. Officers were not required to collect data for traffic stops deemed investigative. For example, Officers were provided information that a vehicle was involved in a shoplifting incident and conducted a traffic stop on the vehicle. Due to Officers being provided information that connects the vehicle to a crime, they were not required to collect the driver's demographics. For both accidents and traffic stops, sometimes multiple reports were completed, as Officers collected data on each driver involved. Occasionally, multiple vehicles were stopped in connection with one call, and often more than one vehicle was involved in an accident. Officers also collected data on unsuccessful traffic stops that resulted in the driver fleeing from the stop. Collecting the data on accident reports was meant as a baseline to compare with the traffic stops conducted.

St. Louis Park Officers collected the following data regarding the drivers on traffic stops and in accidents:

- Perceived race
- Perceived ethnicity
- Perceived gender
- Age
- Resident vs. Non-resident of St. Louis Park
- Whether the vehicle was searched
- Disposition of the contact (advised/assisted, arrest, cited)

For each traffic stop and accident, the time, date, and location of the incident are also recorded by the dispatchers.

On January 1, 2025, St. Louis Park Police Department changed the requirements for collecting this data. Data is no longer collected on accident reports and data is collected regarding all traffic stops. All stops are also categorized by the reason for the stop, which includes violations, investigative, and citizen-initiated. A violation stop may include someone pulled over for speeding or driving without headlights on when they are needed, an investigative stop may include someone pulled over for the vehicle being connected to a crime or being listed as stolen, and a citizen-initiated stop may include Officers stopping a vehicle based on a citizen reported driving complaint.



As a critical public safety tool, traffic stop locations in St. Louis Park are informed by crime and accident data, along with information provided by residents and visitors. Our goal is to proactively address concerns before they become broader issues. Education and enforcement-related strategies each play an important role in our approach, with citations most often issued for behaviors likely to result in crashes or harm to the public. We believe this is an effective strategy to help keep everyone safe and to maintain trust with the community.

CITY DEMOGRAPHICS

In the 2020 Census, the population of St. Louis Park was 50,010, with approximately 21.9% of the total population being persons of color.¹

¹https://data.census.gov/profile/St._Louis_Park_city,_Minnesota?g=160XX00US2757220



2025 DATA AT A GLANCE

The St. Louis Park Police Department is committed to transparency. Traffic stop data will be published annually to the city website to achieve this. The data will explain who is being stopped and why, where the stop occurred, and the disposition of the stop.

2025 Data at a Glance

- St. Louis Park Officers collected data on 4,681 traffic stops.
- 4,703 stops were for violations.
- 139 stops were investigatory.
- 19 stops were citizen-initiated.
- 17 guns were recovered from traffic stops.
- Most traffic stops occur in areas that experience higher crime, citizen complaints, and/or accidents.
- Officers most frequently issue citations for behavior that is reckless and is likely to result in crashes, injuries, or death.
- Officers often use traffic stops as an opportunity to educate people on safer driving in lieu of a citation.



In 2025, St. Louis Park Officers collected data on 4,861 traffic stops. Of the total, 4,703 (96.75%) reports were for traffic violations, 139 (2.86%) were for investigative stops, and 19 (0.39%) were for citizen-initiated stops.

St. Louis Park is separated into four beats, or districts, that are referred to as SL41, SL42, SL43, and SL44. The area that these districts cover can be seen in the map below.

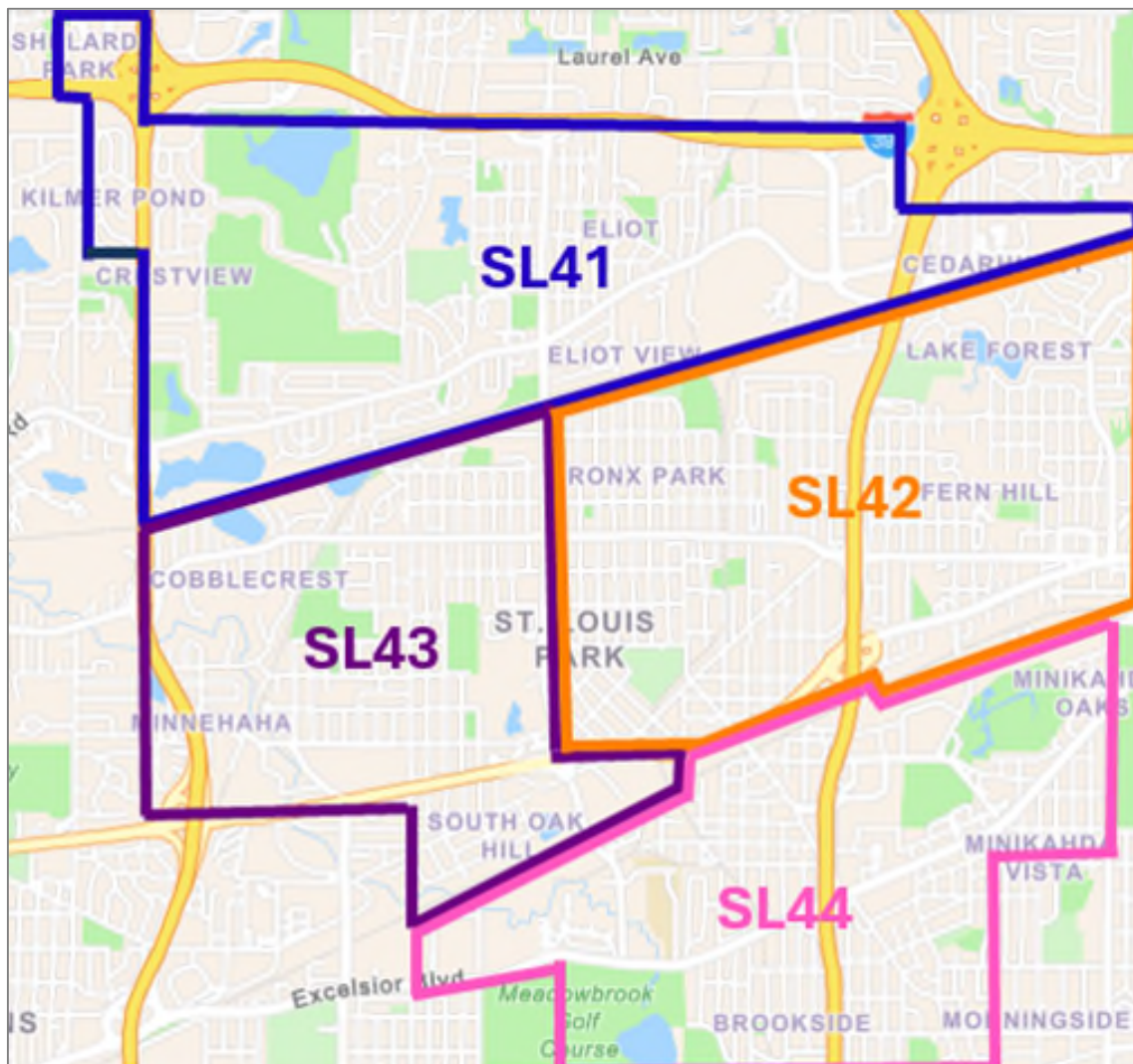


Figure 1 – St. Louis Park Beat Map

Of the 4,861 stops by St. Louis Park Officers, the majority of drivers (72.85%) were not St. Louis Park residents.

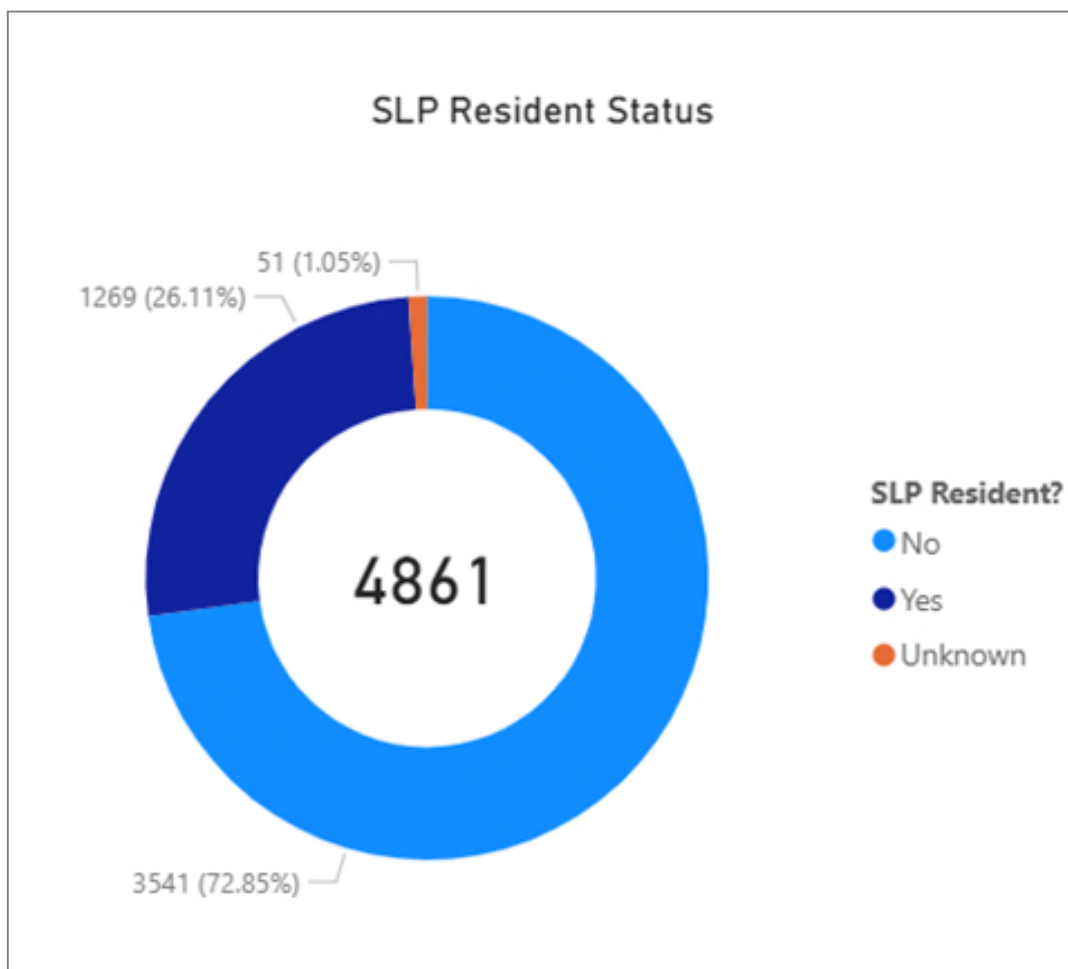


Figure 2 – Resident Status of Contacted Driver

In 2025, St. Louis Park Officers collected data on 4,861 drivers from traffic stops, the majority of which occurred in beats SL43 (22.86%) and SL44 (21.23%). The data point labeled as blank is typically due to Officers conducting a stop outside of the St. Louis Park city limits. This can be due to many factors, such as Towards Zero Death (TZD) stops, which can occur in any jurisdiction, or a vehicle not stopping until outside of city limits.

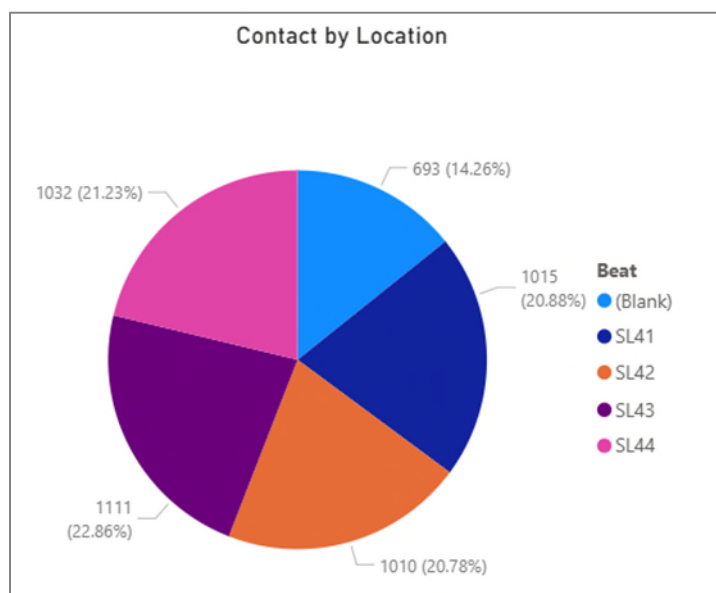


Figure 3 – Location (Beat) of Total Stops

Officers most frequently conducted stops between 9:00 p.m. and 11:59 p.m. (hours 2100 – 2300 in Fig. 4), with the fewest number of stops conducted between 3:00 a.m. and 6:59 a.m. (hours 0300 – 0600 in Fig. 4).

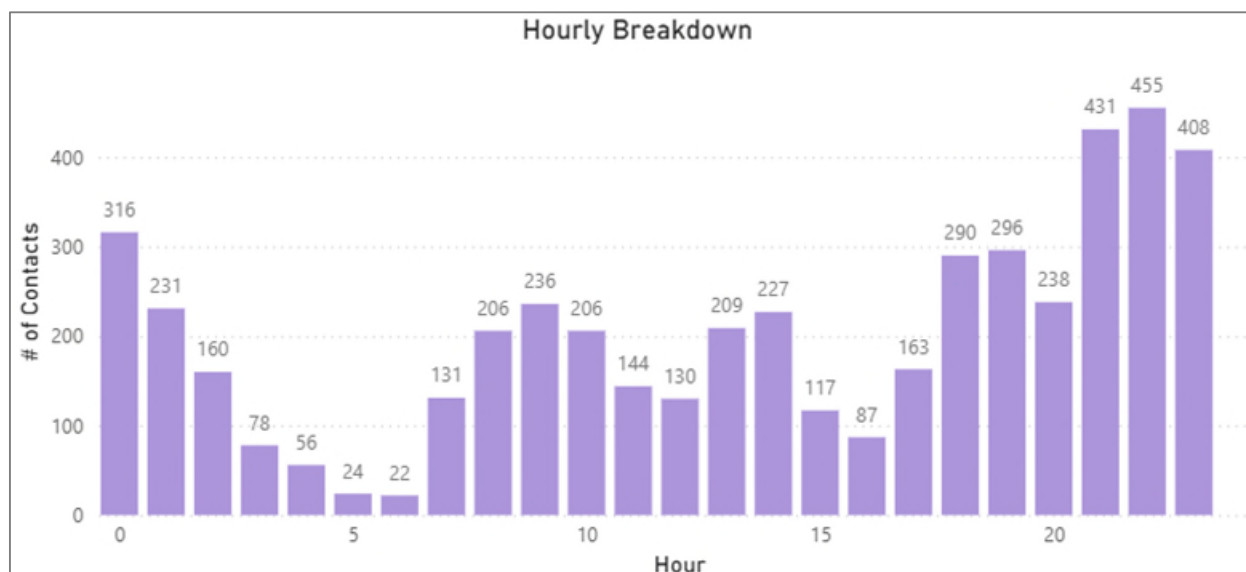


Figure 4 – Total Stops by Hour

Of the 4,703 individuals stopped for traffic violations, the majority were in beats SL43 (22.69%) and SL44 (21.50%). The data point labeled as blank is typically due to Officers initiating a stop that is not within St. Louis Park city limits.

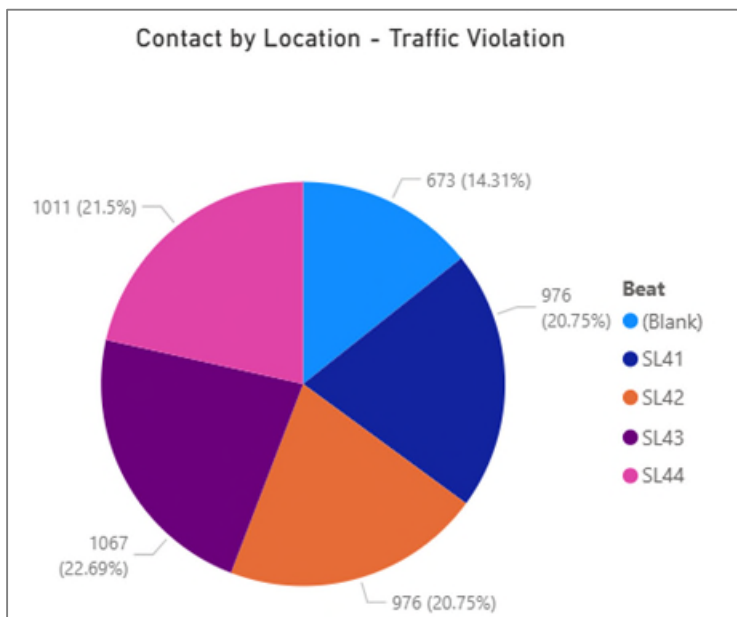


Figure 5 – Location (Beat) of Traffic Violation Stops

Most of the traffic violation stops that Officers conducted occurred between 9:00 p.m. to 11:59 p.m. (hours 2100 – 2300 in Fig. 6). Officers conducted the fewest number of stops between 3:00 a.m. to 6:59 a.m. (hours 0300 – 0600 in Fig. 6).

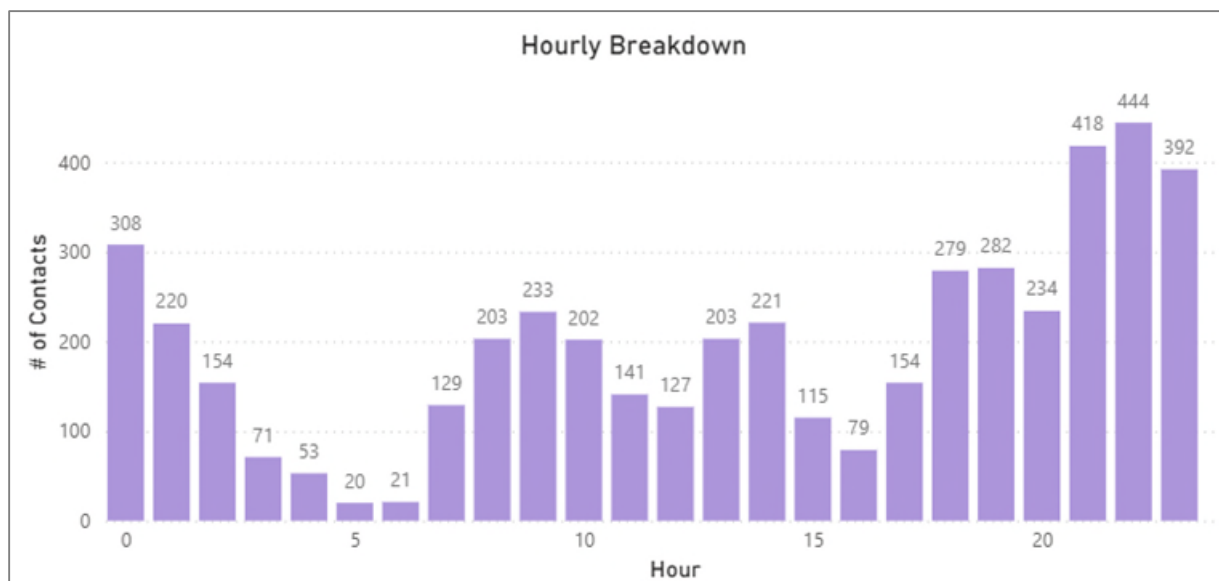


Figure 6 – Traffic Violation Stops by Hour

Of the 139 individuals stopped for investigative reasons, the majority were in beats SL41 (23.74%) and SL43 (29.5%) The data point labeled as blank is typically due to Officers initiating an investigative stop that is not within St. Louis Park city limits.

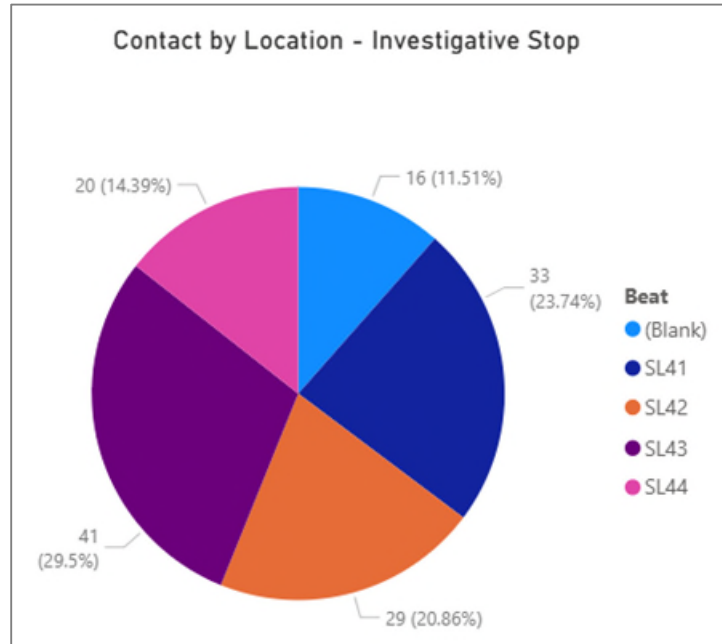


Figure 7 – Location (Beat) of Investigative Stops

Most of the investigative stops that Officers conducted occurred between 10:00 p.m. to 11:59 p.m. (hours 2200 – 2300 in Fig. 8). Officers conducted the fewest number of stops between 6:00 a.m. to 9:59 a.m. (hours 0700 – 0900 in Fig. 8).

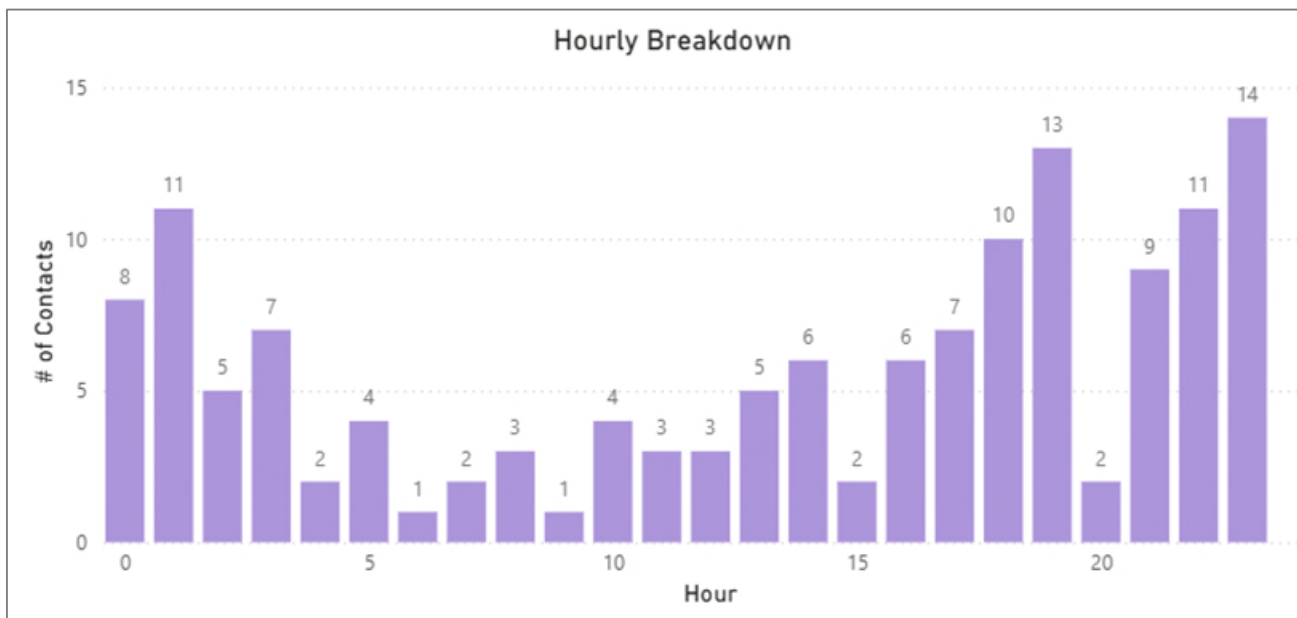


Figure 8 – Investigative Stops by Hour

Of the 19 individuals involved in a citizen-initiated stop, the majority were in beats SL41 (31.58%) and SL42 (26.32%). The data point labeled as blank is typically due to Officers responding to a citizen-initiated stop that is not within St. Louis Park city limits.

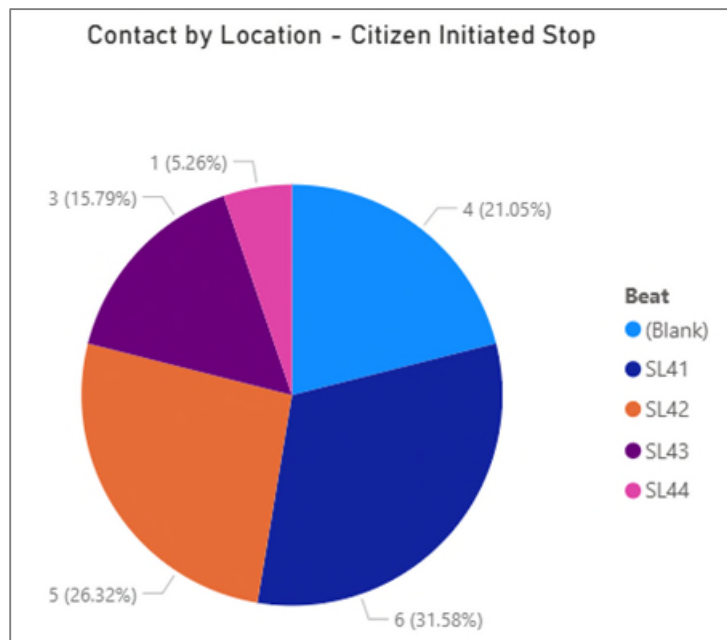


Figure 9 – Location (Beat) of Citizen-Initiated Stops

Most of the citizen-initiated stops that Officers conducted occurred between 4:00 p.m. to 9:59 p.m. (hours 1600 – 2100 in Fig. 10). Officers conducted to the fewest number of citizen-initiated stops between 4:00 a.m. to 8:00 a.m. (hours 0400 – 0800 in Fig. 10).

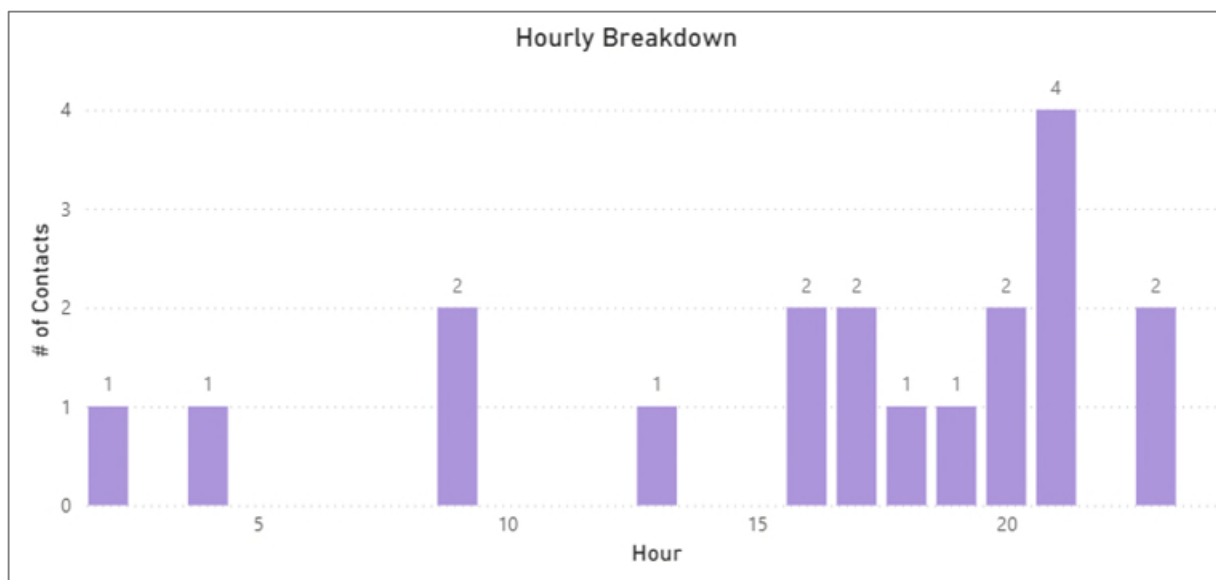


Figure 10 – Citizen-Initiated Stops by Hour

Officers may conduct legal searches of vehicles without a warrant for various reasons, such as:

- Drug paraphernalia, weapons, or stolen items in plain view
- Established probable cause based on the totality of circumstances
- Search incident to arrest
- Inventory search if the vehicle is being towed
- Consent from the driver or owner of the vehicle

Of the 4,861 individuals that St. Louis Park Officers collected data on in 2025, 258 (5.31%) had their vehicle searched. 231 (89.53%) of the vehicles searched stemmed from a traffic violation, 24 (9.3%) of the searches stemmed from an investigative stop, and 3 (1.16%) of the vehicles searched stemmed from a citizen-initiated stop.

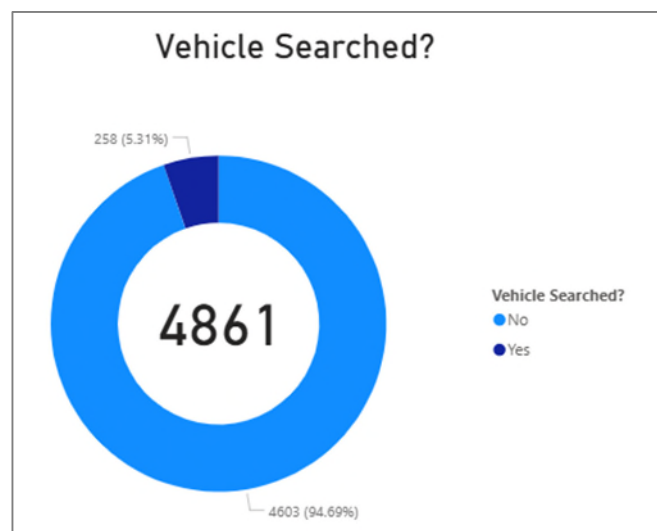


Figure 11 – Vehicles Searched During Stops



Figure 12 – Vehicles Searched by Type of Stop

Of the 258 vehicles that were searched, 59.69% of the vehicles searched had Black or African American drivers, followed by 39.15% with White drivers, 0.78% with American Indian or Alaskan Native drivers, and 0.39% with Asian drivers. Additionally, of the 258 vehicles searched, 78.29% were male drivers and 21.32% were female drivers.

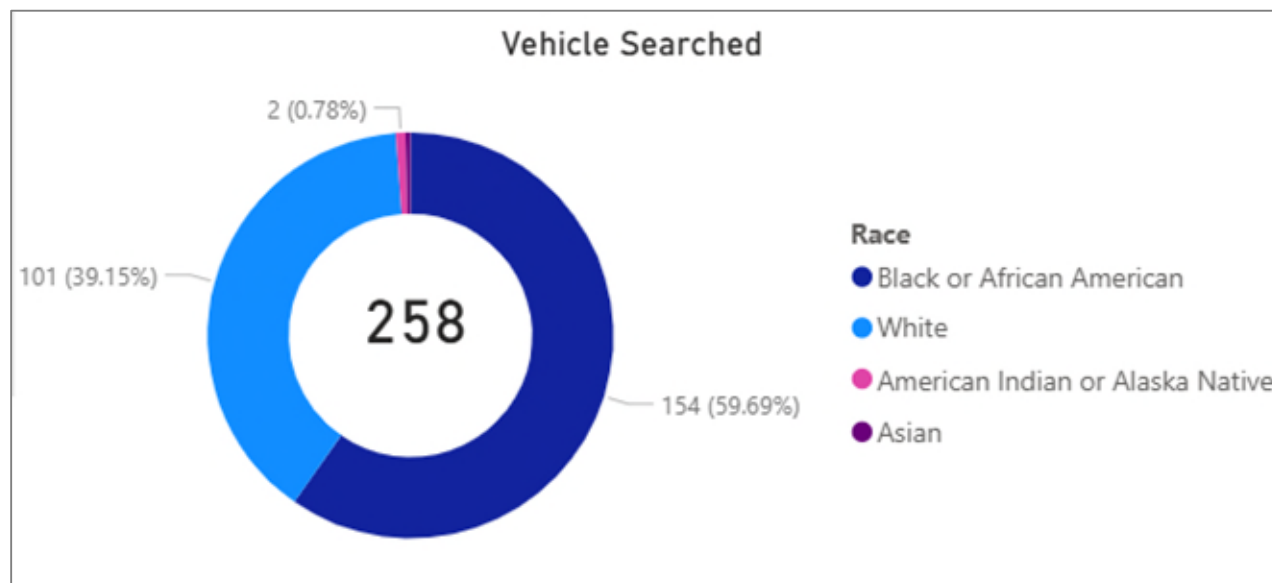


Figure 13 – Race of Driver for Vehicles Searched

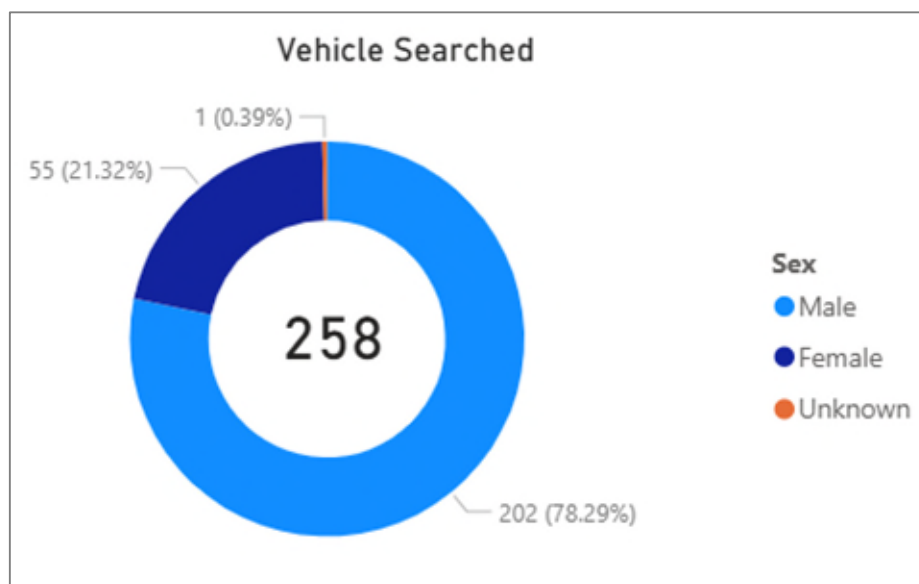


Figure 14 – Gender of Driver for Vehicles Searched

All calls for service are given a disposition at the close of the call. For the tracking purposes related to this report, violations, investigative stops and citizen-initiated stops are closed with an assisted/advised, cited, or arrest disposition. In 2025, less than 4% of all stops resulted in an arrest. Most stops were cleared with an assisted/advised disposition at 76.67% of stops closed in this manner.

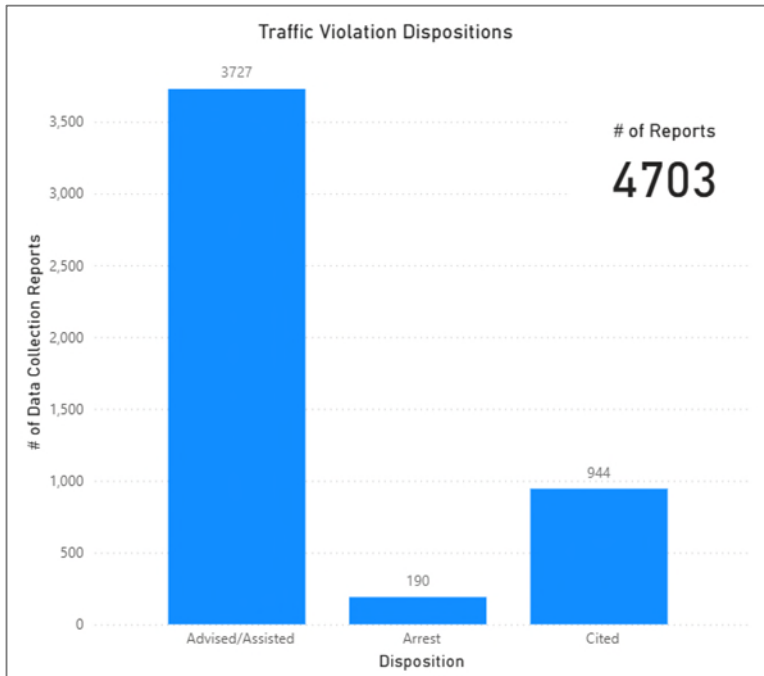


Figure 15 – Disposition of Traffic Violation Stops

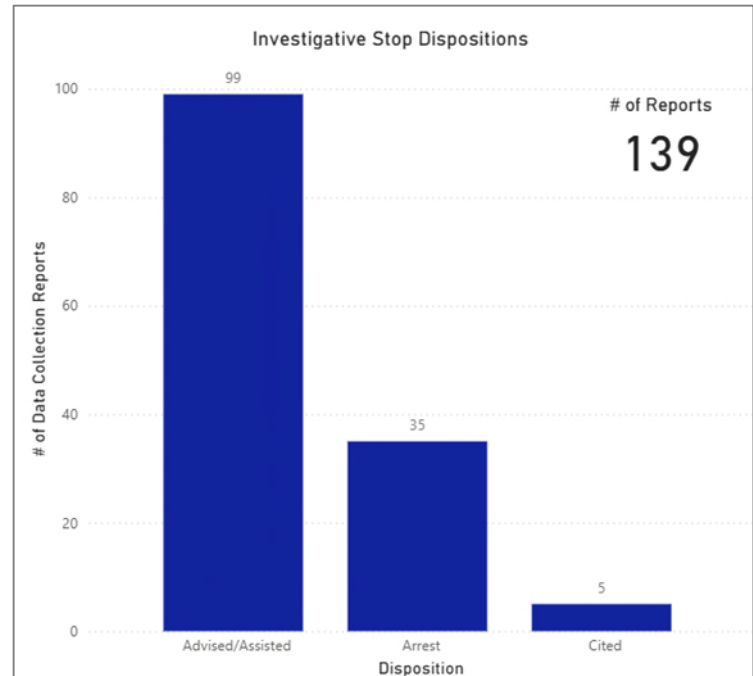


Figure 16 – Disposition of Investigative Stops

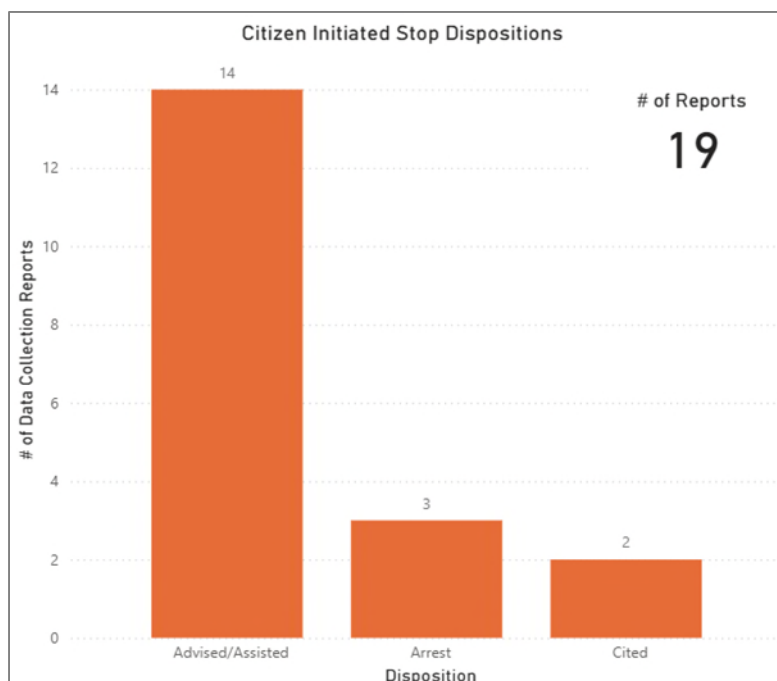


Figure 17 – Disposition of Citizen-Initiated Stops

Of the 4,861 stops conducted, 3,166 were male, 1,638 were female, and 57 were an unknown gender. Possible reasons the gender may be listed as unknown is that the vehicle fled from St. Louis Park Officers or the gender of the individual was unclear to Officers during their contact.

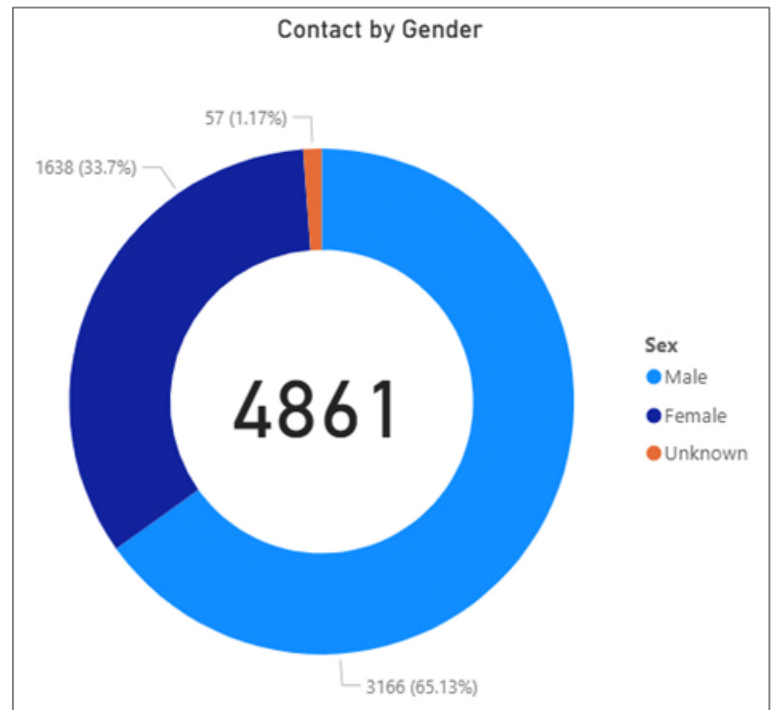


Figure 18 – Total Contacts by Gender

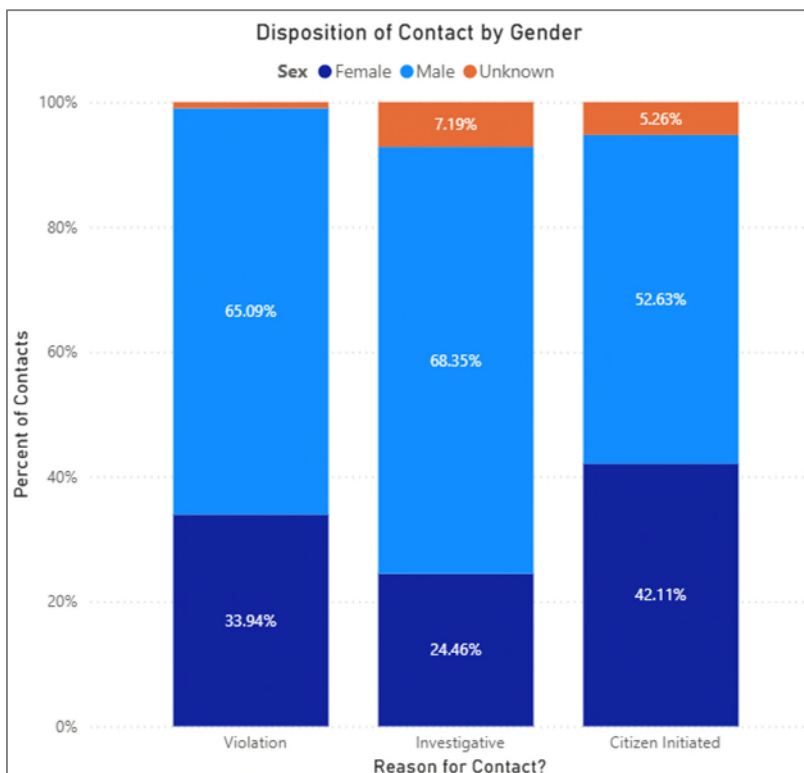


Figure 19 – Disposition of Stops by Gender

Of the 4,703 individuals that were stopped for a traffic violation, 65.09% were males, 33.94% were females, and 0.98% were an unknown gender.

Of the of the 139 individuals that were stopped for investigative purposes, 69.35% were males, 24.46% were females, and 7.19% were an unknown gender.

And of the 19 citizen-initiated stops, 52.63% were males, 42.11% were females, and 5.26% were an unknown gender.

Over half of the total stops that Officers collected data on were conducted on White individuals. 1,960 (40.32%) stops were Black or African American, followed by 158 (3.25%) Asian, 90 (1.85%) listed as unknown, and less than 1% each for those perceived to be American Indian or Alaskan Native and Native Hawaiian or Other Pacific Islander.

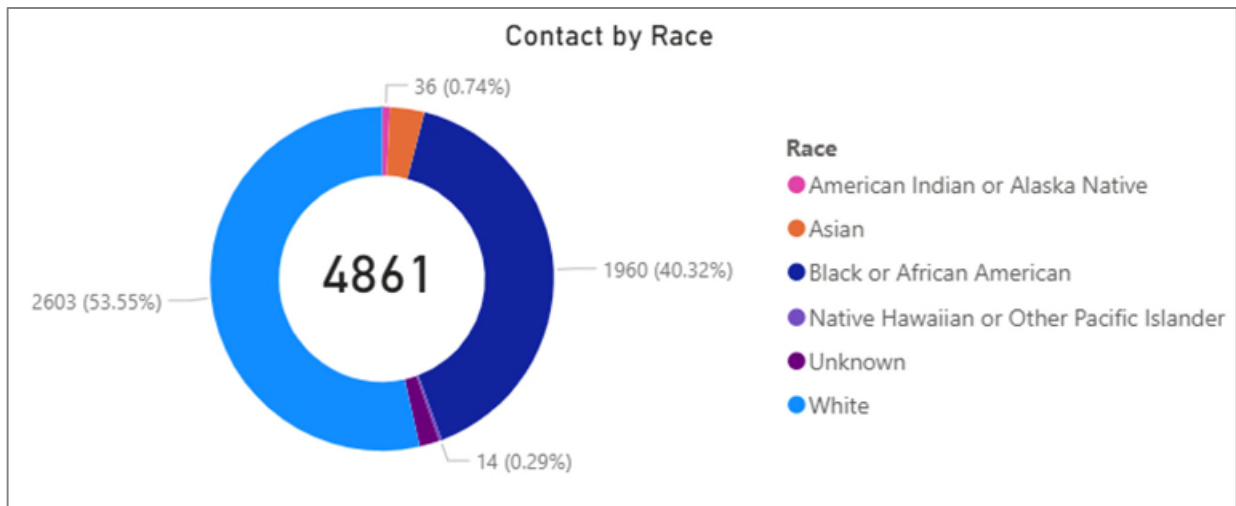


Figure 20 – Total Stops by Race

Additionally, of all 4,861 stops, 10.33% were perceived to be Hispanic or Latino.

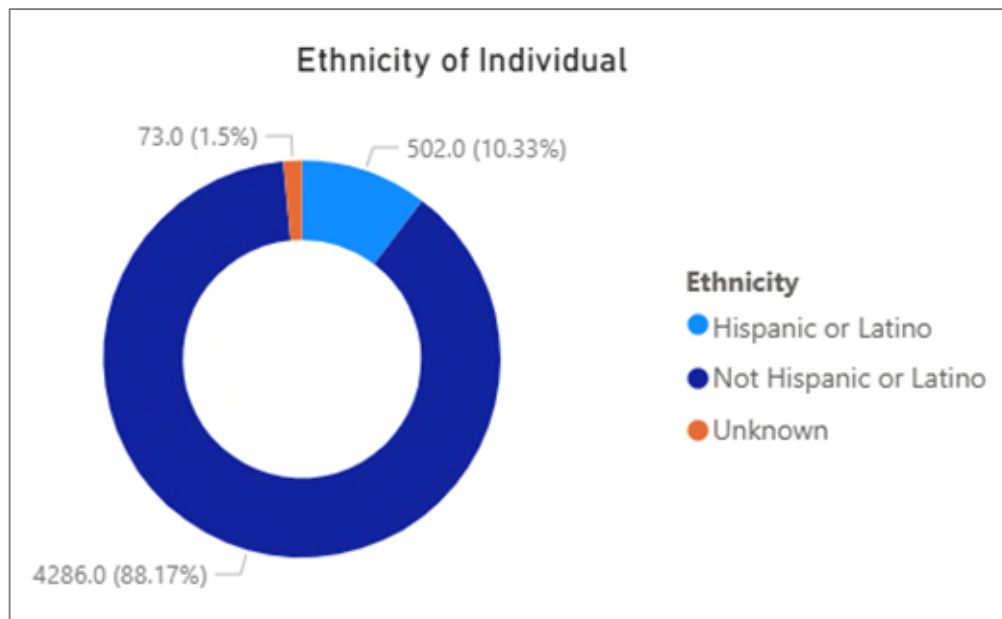


Figure 21 – Total Stops by Ethnicity

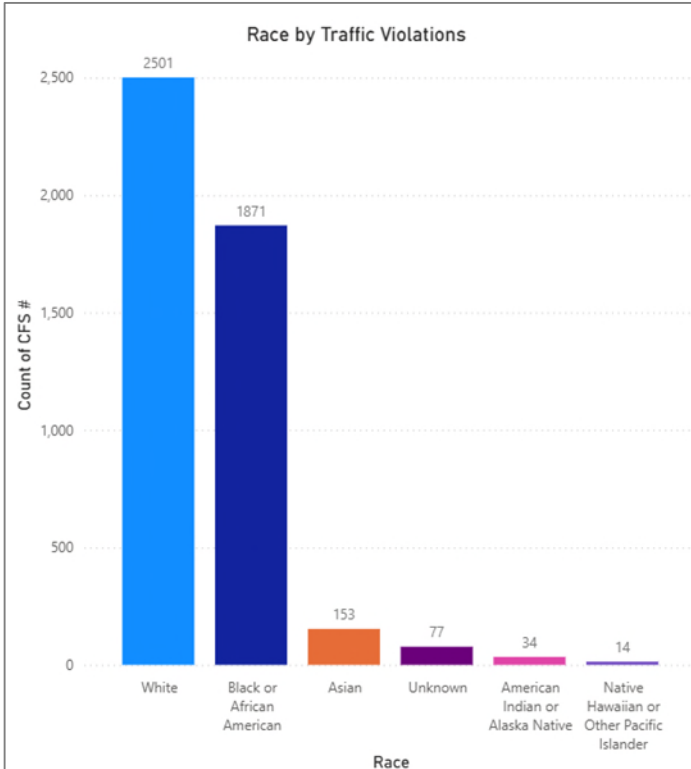


Figure 22 – Race by Traffic Violations

Of the 4,703 traffic violation stops, 53.18% of the individuals were White, 39.78% were Black or African American, 3.25% were Asian, 1.64% individuals were an unknown race, 0.72% were American Indian or Alaskan Native, and 0.30% were perceived as Native Hawaiian or Other Pacific Islander.

Of the 139 investigative stops, 60 individuals were White, 59 individuals were Black or African American, 12 individuals were of an unknown race, 5 individuals were Asian, and 2 individuals were American Indian or Alaskan Native.

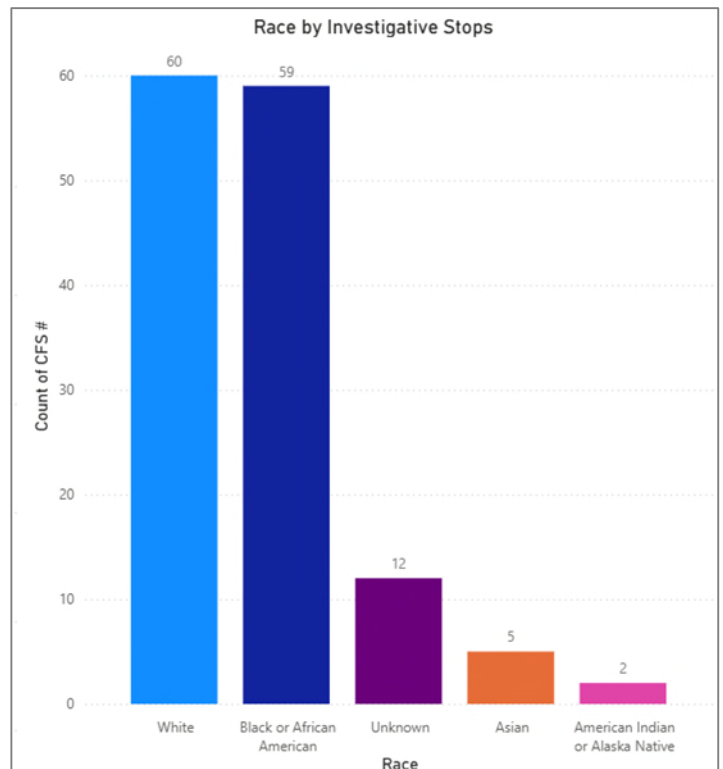


Figure 23 – Race by Investigative Stops

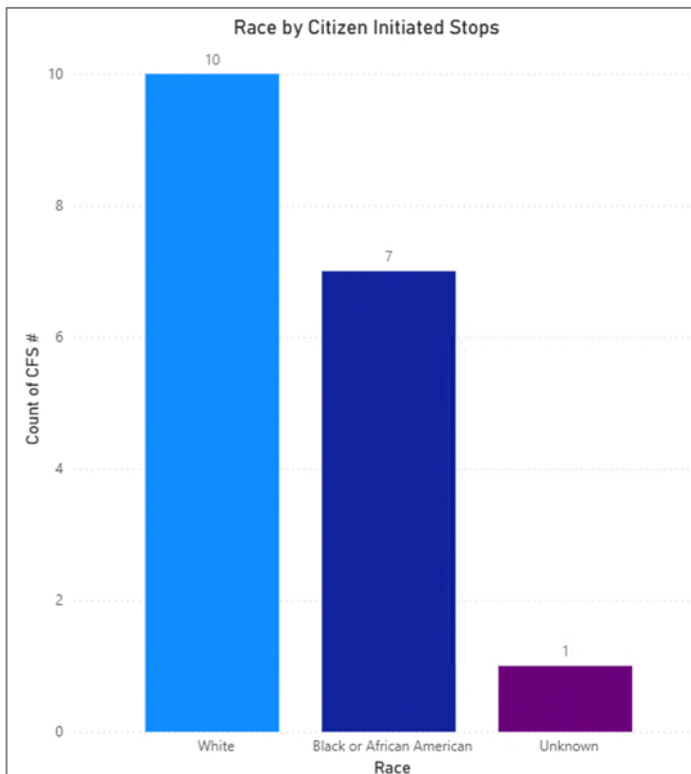


Figure 24 – Race by Citizen-Initiated Stops

Of the 19 citizen-initiated stops, 52.63% of the individuals were White, 36.84% were Black or African American, and 10.53% were of an unknown race.

88.43% of individuals stopped for traffic violations were males, 10.31% were females, and 1.26% were an unknown gender.

79.86% of individuals stopped for investigative reasons were males, 11.51% were females, and 8.63% were an unknown gender.

And 84.21% of individuals stopped for citizen-initiated purposes were males, 5.26% were females, and 10.53% were an unknown gender.

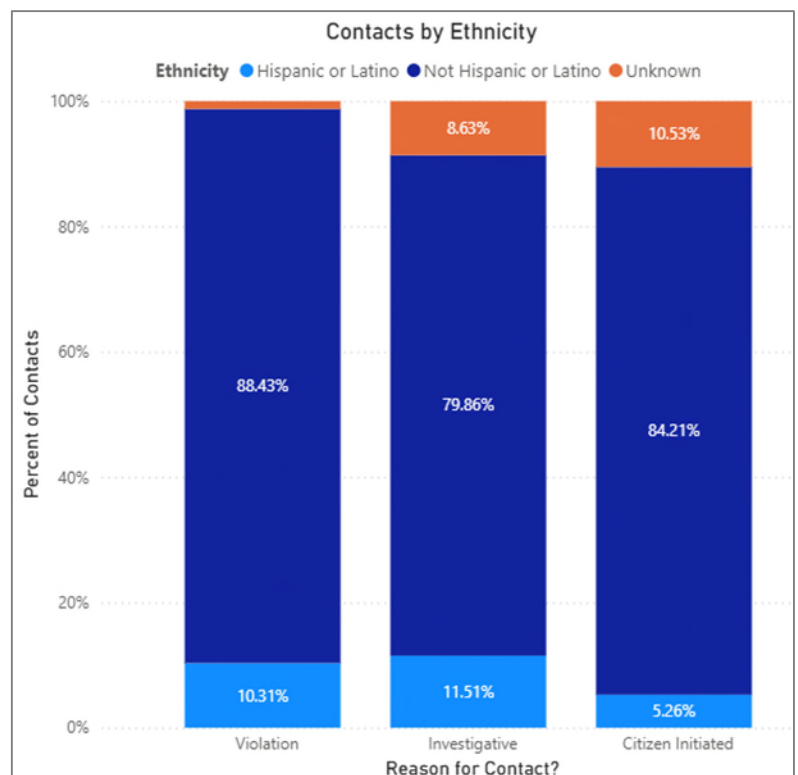


Figure 25 – Contacts by Ethnicity

Officers made contact with 116 juveniles during these stops in 2025. 112 juveniles were involved in traffic violation stops and 4 juveniles were involved in investigative stops. 2.59% of the juveniles that were stopped had their vehicles searched.

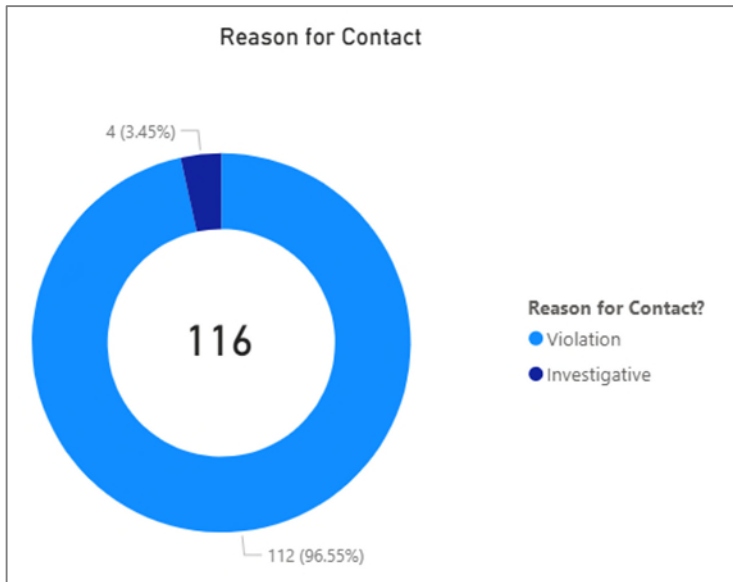


Figure 26 – Reason for Contact for Juveniles

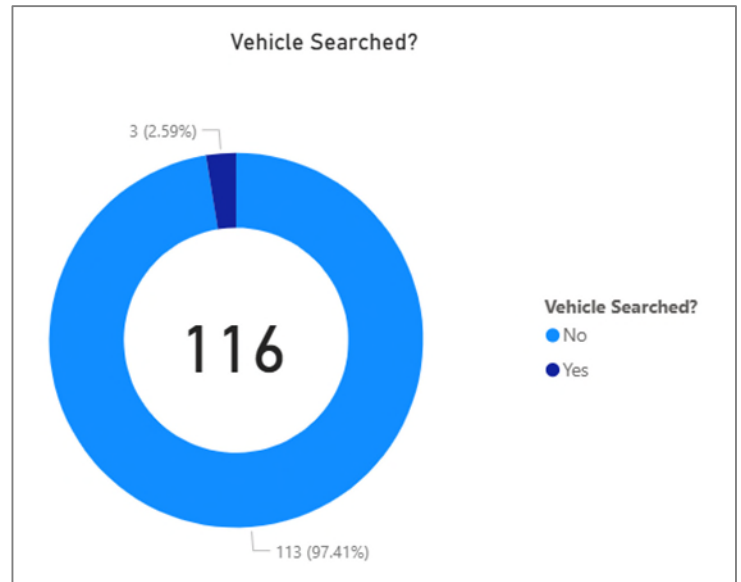


Figure 27 – Vehicles Searched for Juveniles

Of the 116 juveniles contacted, 86 were male, 28 were female, and 2 were an unknown gender. Additionally, 87 were White, 27 were Black or African American, and 2 were Asian.

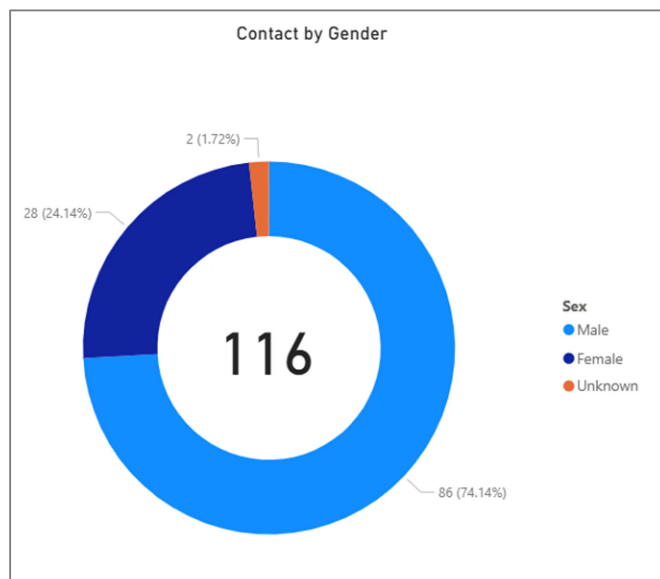


Figure 28 – Juveniles Contacted by Gender

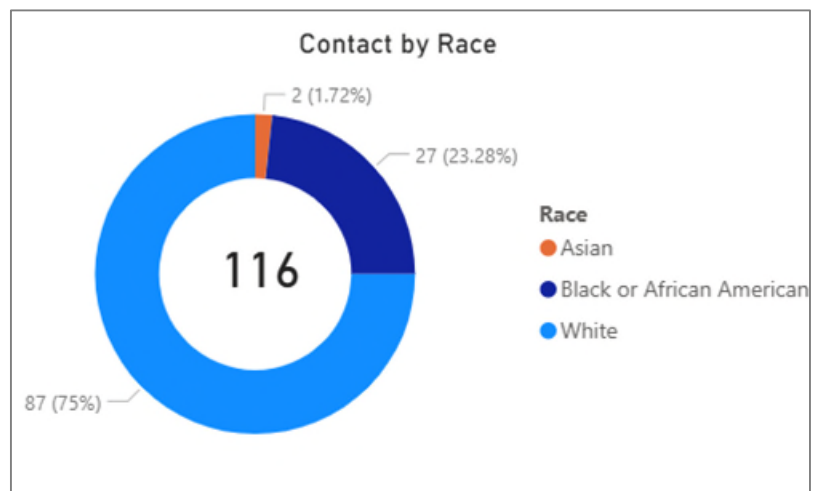


Figure 29 – Juveniles by Reason for Contact by Race