

Communication from Public

Name: Carolina Goodman
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Council File No: 20-0875
Comments for Public Posting: Please see attached.



March 4, 2026

Honorable Members of the Transportation Committee &
Ad Hoc Committee on Unarmed Crisis Prevention, Intervention, and Community Services
Los Angeles City Council
200 N. Spring St.
Los Angeles, CA 90012

Re: Council File 20-0875: Banning Pretextual Stops & Investing in Traffic Safety Alternatives
- SUPPORT

Dear Councilmembers:

The League of Women Voters of Greater Los Angeles (LWVGLA) is in strong support of the PUSH LA coalition's efforts to prevent racial profiling in the City of Los Angeles by banning pretextual stops based on vehicle equipment violations and administrative (i.e., non-moving) violations, and shifting toward equity and care-centered approaches to traffic safety.

LWVGLA's Position on Criminal Justice states:

- A criminal justice system that is just, effective, equitable, transparent, and that fosters public trust;
- The elimination of systemic bias, including the disproportionate policing and incarceration of marginalized communities;
- Policing practices that promote safety for both law enforcement officers and the communities they serve;
- Reliance on evidence-based research in decision-making about law-enforcement programs and policies (including scheduled, periodic audits of program and policy effectiveness)

A recent [report](#) from Catalyst California shows that in 2025, Black people accounted for 31% of stops for minor traffic violations while only comprising 8% of the city's population. Latine people were also overrepresented—making up 58% of minor violation stops while accounting for 47% of the city's population. White people were significantly underrepresented, accounting for only 8% of minor traffic stops while comprising 28% of the city's population.

Pretextual stops often operate as a form of racial profiling that inflicts severe mental and emotional trauma, extracts wealth through ticket fees and fines, and all too often results in physical harm through uses of force.

Pretextual stops have little to no bearing on traffic safety outcomes. For example, a 2021 study by the National Institute of Health compared over 150 million traffic stops in 33 states to vehicle collision death rates in the same geographic areas. It found that, in aggregate, there was no significant correlation between high stop rates and vehicle collision death rates.

Data from the [2026 Annual Report of the Racial and Identity Profiling Advisory Board](#) show that officers ask drivers perceived to be Black and Hispanic/Latine(x) for consent to search more frequently than drivers perceived to be White, yet the discovery rate of weapons or other contraband is minimal.

Ending pretextual stops will contribute to the reduction of numbers of racially disparate direct deadly police interactions, in which there is a heightened “presumption of peril.” Also, most high-speed pursuits stem from traffic violations, not serious felony offenses. The most recent publicly released Police Pursuits Report in California in 2022 showed that 19 percent of police pursuits resulted in a crash, which took 34 lives.

Instead of pretextual stops, communities need greater investments in street design, engineering, and infrastructure (without surveillance) in high-need areas.

For the above reasons, the League of Women Voters of Greater Los Angeles urges YES votes to ban pretextual stops and invest in equity and care-centered approaches to traffic safety.

Respectfully,

Carolina Goodman, Chair
Committee on Criminal Justice Reform
League of Women Voters of Greater Los Angeles

cc: The Honorable Marqueece Harris-Dawson, Council President