

Communication from Public

Name:

Date Submitted: 03/04/2026 11:43 AM

Council File No: 20-0875

Comments for Public Posting: Stop the STOPS

Wednesday, 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:

As a resident of Los Angeles' 13th Council District, I am in support of the PUSH LA coalition's efforts to ban pretextual stops in the City of Los Angeles.

Alternatives to traffic safety will make the city safer. Pretextual stops disproportionately target Black and Latino drivers and lead to community mistrust of police.

I am aware that other states throughout the country have taken recent efforts to decrease the number of pretextual stops. I would much rather our community and government officials invest resources into street design to make our roads more safer for pedestrians and motorists.

For the above reasons, I respectfully request that the Council votes YES to ban pretextual stops and invest in equity and care-centered approaches to traffic safety.

Respectfully,

Terrick Gutierrez

cc: The Honorable Marqueece Harris-Dawson, Council President

Communication from Public

Name: Marsha Mitchell
Date Submitted: 03/03/2026 02:03 PM
Council File No: 20-0875
Comments for Public Posting: Letter of Support



Mar 3, 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:

Community Coalition is proud to support 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.

For three decades, Community Coalition (CoCo) has worked to transform South LA's social and economic conditions in South LA that foster addiction, crime, violence, and poverty by building a community institution that involves thousands in creating, influencing, and changing public policy.

A pretextual stop typically occurs when an officer uses a minor traffic violation (such as a broken taillight or defective bumper) as the reason to stop a person (i.e., pretext) when the officer's underlying intention is to investigate for evidence of a more serious offense. Pretextual stops are problematic for numerous reasons:

- **Racial Bias:** 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.

- **Harm to Impacted Communities:** 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.¹
- **Ineffectiveness:** 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.² Research also [shows](#) that discovery rates (i.e., the rate at which contraband or evidence of a crime is found) during pretextual stops are very low, and that limiting pretextual stops does not lead to increased crime.³

In light of these problems, and many others, states and localities throughout the nation—including San Francisco, Philadelphia, Virginia, and Oregon—have recently taken action to significantly curtail the use of pretextual stops. Instead of pretextual stops, communities need greater investments in street design, engineering, and infrastructure (without surveillance) in high-need areas.

For the above reasons, Community Coalition respectfully requests that the Council votes YES to ban pretextual stops and invest in equity and care-centered approaches to traffic safety.

Respectfully,

Marsha Mitchell

Marsha Mitchell

cc: The Honorable Marqueece Harris-Dawson, Council President

¹ C. Smith et al., “Reimagining Community Safety in California: From Deadly and Expensive Sheriffs to Equity and Care-Centered Wellbeing,” Catalyst California & ACLU SoCal (Oct. 2022), https://catalyst-ca.cdn.prismic.io/catalyst-ca/126c30a8-852c-416a-b8a7-55a90c77a04e_APCA+ACLU+REIMAGINING+COMMUNITY+SAFETY+2022_5.pdf.

² Sarode AL, et al. Traffic stops do not prevent traffic deaths, 9(1) J. Trauma Acute Care Surg. 141-47 (Nat’l Inst. Health July 2021), <https://pubmed.ncbi.nlm.nih.gov/34144561/>.

³ Fliss, M.D., Baumgartner, F., Delamater, P. et al. (2020). Re-prioritizing traffic stops to reduce motor vehicle crash outcomes and racial disparities. *Injury Epidemiology*, 7(3). <https://doi.org/10.1186/s40621-019-0227-6>; Chohlas-Wood, A., Goel, S., Shoemaker, A., & Shroff, R. (2018, November 19). *An Analysis of the Metropolitan Nashville Police Department’s Traffic Stop Practices*. Stanford Computational Policy Lab. <https://policylab.stanford.edu/media/nashville-traffic-stops.pdf>.

Communication from Public

Name: R. Jimenez

Date Submitted: 03/04/2026 07:42 PM

Council File No: 20-0875

Comments for Public Posting: As a South LA resident since 2017 I have 2 major concerns when speaking on traffic enforcement. First, South LA residents deserve to live in communities that are healthy both physically and emotionally. In no other parts of the LA do people go for a walk and carry a metal pipe, or stick for fear of being attacked. The alternative is not to live your home. Second, there needs to be enforcement of addressing the insane amount of vehicles parked and driving around South LA with expired tags and in many cases vehicles, without even license plates. Again, why is this allowed in South LA? This lawlessness contributes to people believing it's sanctioned to break laws. Then when these same people cause accidents they just drive away, cause they can. People driving down center dividers, center turn lanes and blatant disregard for red lights is insane. We South LA residents deserve to live in a safe community. So safe that you politicians would live in our communities not just say you represent the constituents.

Communication from Public

Name: Gabriela Vazquez

Date Submitted: 03/04/2026 09:03 PM

Council File No: 20-0875

Comments for Public Posting: 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: La Defensa is proud to support 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. La Defensa advocates for investments in care-first policies and alternatives to incarceration programming and services for all of Los Angeles. When we create true alternatives to punishment, we also increase public safety. A pretextual stop typically occurs when an officer uses a minor traffic violation (such as a broken taillight or defective bumper) as the reason to stop a person (i.e., pretext) when the officer's underlying intention is to investigate for evidence of a more serious offense. Pretextual stops are problematic for numerous reasons: Racial Bias: 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. Harm to Impacted Communities: 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. Ineffectiveness: 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. Research also shows that discovery rates (i.e., the rate at which contraband or evidence of a crime is found) during pretextual

stops are very low, and that limiting pretextual stops does not lead to increased crime. In light of these problems, and many others, states and localities throughout the nation—including San Francisco, Philadelphia, Virginia, and Oregon—have recently taken action to significantly curtail the use of pretextual stops. Instead of pretextual stops, communities need greater investments in street design, engineering, and infrastructure (without surveillance) in high-need areas. For the above reasons, La Defensa respectfully requests that the Council votes YES to ban pretextual stops and invest in equity and care-centered approaches to traffic safety. Respectfully, Gabriela Vazquez, Deputy Director of La Defensa Gabriela Vazquez cc: The Honorable Marqueece Harris-Dawson, Council President

LA DEFENSA

March 4, 2026

Honorable Members of the Transportation Committee &
Ad Hoc Committee on Unarmed Crisis Prevention, Intervention, and Community Services
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LA DEFENSA

- **Ineffectiveness:** 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.² Research also [shows](#) that discovery rates (i.e., the rate at which contraband or evidence of a crime is found) during pretextual stops are very low, and that limiting pretextual stops does not lead to increased crime.³

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Respectfully,

Gabriela Vazquez, Deputy Director of La Defensa

Gabriela Vazquez

cc: The Honorable Marqueece Harris-Dawson, Council President

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