

Communication from Public

Name: Community Coalition

Date Submitted: 03/05/2026 11:49 AM

Council File No: 20-0875

Comments for Public Posting: 3/5/2026 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. CoCo is a social justice nonprofit that has been working for the residents of South Los Angeles for over 30 years. We've seen firsthand how pretextual stops have negatively impacted our staff, members, and community. 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, 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, Community Coalition
cc: The Honorable Marqueece Harris-Dawson, Council President



3/5/2026

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.

CoCo is a social justice nonprofit that has been working for the residents of South Los Angeles for over 30 years. We've seen firsthand how pretextual stops have negatively impacted our staff, members, and community.

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,

Community Coalition

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: Melanie Kim

Date Submitted: 03/04/2026 04:24 PM

Council File No: 20-0875

Comments for Public Posting: Los Angeles City Council March 4, 2026 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 San Francisco Public Defender proudly supports the PUSH LA coalition’s efforts to prevent racial profiling and discrimination in the City of Los Angeles by banning pretextual stops based on vehicle equipment violations and administrative violations (i.e., non-moving) and shifting toward equity and care-centered approaches to traffic safety.???? For over 100 years, the San Francisco Public Defender’s Office has provided dedicated and passionate legal representation to people who are charged with a crime and unable to afford an attorney. Our mission is to protect and defend the rights of our clients through effective, vigorous, compassionate, and creative legal advocacy. A pretextual stop occurs when an officer uses a minor traffic violation (such as a broken taillight or expired registration) as the reason to stop a person (i.e., the pretext) looking for evidence of other, unrelated crimes the officer lacks the legal basis to do so. Pretextual stops are problematic for numerous reasons: Encourage Racial Profiling: Pretext stops are a long-standing police tactic that wreaks untold economic, physical, psychological, and intergenerational harm, especially against Black people.¹ Even when controlling for location, time of day, and other factors, Black drivers are still stopped and searched at higher rates than white drivers in the same area because officers use “visible cues to determine the likelihood of criminality. . .that cause an overly great focus on young men of color.”² 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 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.³ Waste Scarce Public Resources: Pretextual stops have little bearing on

traffic (or public) safety outcomes yet waste precious resources. 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, no significant correlation existed between high stop rates and vehicle collision death rates.⁴ Similarly, 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.⁵ Considering these problems, and many others, other jurisdictions—including Ann Arbor, MI; Berkeley, CA; Chapel Hill, NC; Denver, CO; Memphis, TN; San Francisco, CA; Fayetteville, NC; Ramsey County, MN; Philadelphia, PA; Virginia; and Oregon—have recently acted to significantly curtail the use of pretextual stops and shift away from so-called “low-level” traffic stop.⁷ Early data—including from San Francisco, CA; Fayetteville, NC, and Virginia—show that limiting pretext stops reduces racial disparities in traffic stops while also not negatively impacting public safety.⁶ Instead of ineffective, wasteful, and racially biased pretextual stops, communities need greater investments in street design, engineering, and infrastructure (without surveillance) in high-need areas.⁸ Because Los Angeles holds a significant portion of the state’s drivers, adopting this policy would have an outsized impact on stubborn racial disparities in traffic stops. Moreover, not only will a yes vote will spare many people the indignity of a pretext stop but it will also demonstrate to other communities and the state legislature that this reform can reduce racial injustice while improving traffic safety for everyone. For the above reasons, the San Francisco Public Defender respectfully requests that the Council votes YES to ban pretextual stops and invest in equity and care-centered approaches to traffic safety. Sincerely, Brian Cox Integrity Unit Director SF Public Defender's Office Respectfully,

Los Angeles City Council
200 N. Spring St.
Los Angeles, CA 90012

March 4, 2026

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

Dear Councilmembers:

The San Francisco Public Defender proudly supports the PUSH LA coalition’s efforts to prevent racial profiling and discrimination in the City of Los Angeles by banning pretextual stops based on vehicle equipment violations and administrative violations (i.e., non-moving) and shifting toward equity and care-centered approaches to traffic safety.

For over 100 years, the San Francisco Public Defender’s Office has provided dedicated and passionate legal representation to people who are charged with a crime and unable to afford an attorney. Our mission is to protect and defend the rights of our clients through effective, vigorous, compassionate, and creative legal advocacy.

A pretextual stop occurs when an officer uses a minor traffic violation (such as a broken taillight or expired registration) as the reason to stop a person (i.e., the pretext) looking for evidence of other, unrelated crimes the officer lacks the legal basis to do so. Pretextual stops are problematic for numerous reasons:

- **Encourage Racial Profiling:** Pretext stops are a long-standing police tactic that wreaks untold economic, physical, psychological, and intergenerational harm, especially against Black people.¹ Even when controlling for location, time of day, and other factors, Black drivers are still stopped and searched at higher rates than white drivers in the same area because officers use “visible cues to determine the likelihood of criminality. . .that cause an overly great focus on young men of color.”² A recent [report](#) from Catalyst California shows

¹ David D. Kirkpatrick, Steve Eder, Kim Barker & Julie Tate, *Why Many Police Traffic Stops Turn Deadly*, **N.Y. Times**, Oct. 31, 2021, <https://www.nytimes.com/2021/10/31/us/police-traffic-stops-killings.html>.

² John Sides, *What Data on 20 Million Traffic Stops Can Tell Us About “Driving While Black”*, **Wash. Post**, July 17, 2018, <https://www.washingtonpost.com/news/monkey-cage/wp/2018/07/17/what-data-on-20-million-traffic-stops-can-tell-us-about-driving-while-black/>.

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 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.³
- **Waste Scarce Public Resources:** Pretextual stops have little bearing on traffic (or public) safety outcomes yet waste precious resources. 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, no significant correlation existed between high stop rates and vehicle collision death rates.⁴ Similarly, 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.⁵

Considering these problems, and many others, other jurisdictions—including [Ann Arbor, MI](#); [Berkeley, CA](#); [Chapel Hill, NC](#); [Denver, CO](#); [Memphis, TN](#); [San Francisco, CA](#); [Fayetteville, NC](#); [Ramsey County, MN](#); [Philadelphia, PA](#); [Virginia](#); and [Oregon](#)—have recently acted to significantly curtail the use of pretextual stops and shift away from so-called “low-level” traffic stop. Early data—including from San Francisco, CA;

³ . Smith et al., *Reimagining Community Safety in California: From Deadly and Expensive Sheriffs to Equity and Care-Centered Wellbeing* (Catalyst Cal. & ACLU S. Cal., Oct. 2022), https://catalyst-ca.cdn.prismic.io/catalyst-ca/126c30a8-852c-416a-b8a7-55a90c77a04e_APCA+ACLU+REIMAGINING+COMMUNITY+SAFETY+2022_5.pdf.

⁴ Anuja Sarode et al., *Traffic Stops Do Not Prevent Traffic Deaths*, 9 *J. Trauma Acute Care Surgery* 141 (2021), <https://pubmed.ncbi.nlm.nih.gov/34144561/>.

⁵ M.D. Fliss et al., *Re-Prioritizing Traffic Stops to Reduce Motor Vehicle Crash Outcomes and Racial Disparities*, *Injury Epidemiology* 7, art. 3 (2020), <https://doi.org/10.1186/s40621-019-0227-6>; Aaron Chohlas-Wood, Sharad Goel, Austin Shoemaker & Ravi Shroff, *An Analysis of the Metropolitan Nashville Police Department’s Traffic Stop Practices* (Stan. Computational Pol’y Lab, Nov. 19, 2018), <https://policylab.stanford.edu/media/nashville-traffic-stops.pdf>.

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

Respectfully,



Brian Cox
Integrity Unit Director
San Francisco Public Defender
brian.cox@sfgov.org

cc: The Honorable Marqueece Harris-Dawson, Council President

⁶ Parambir Dhillon, *Data Reveals Effectiveness of Pretext Traffic Stop Bans in San Francisco*, **Berkeley Pub. Pol’y J.** (Feb. 6, 2026), <https://bppj.berkeley.edu/news/data-reveals-effectiveness-pretext-traffic-stop-bans-san-francisco>; Zac Dillon, *Coalition Letter on Traffic Stop Data* (S.F. Pub. Def., Jan. 13, 2026), <https://media.api.sf.gov/documents/Coalition Letter on Traffic Stop Data 1.13.26.pdf>; Cal. Dep’t of Just., **Racial & Identity Profiling Advisory Board**, *2026 Annual Report* 137 (2026), <https://oag.ca.gov/system/files/media/ripa-board-report-2026.pdf>.

Communication from Public

Name: Keshawn Price
Date Submitted: 03/05/2026 07:39 PM
Council File No: 20-0875
Comments for Public Posting: Letter from Pillars of the Community (San Diego) in support of ending pretextual stops.



PILLARS OF THE COMMUNITY

Mar 5, 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:

Pillars of the Community 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.

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

Respectfully,
Keshawn Price
Civic Engagement Manager

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>.