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**From:** Adrienna Wong <[REDACTED]>  
**Sent:** Tuesday, September 22, 2026 3:34 PM  
**To:** Police Commission  
**Subject:** Public Comment re Prohibiting Pretextual Stops & Consent Searches by LAPD  
**Attachments:** 2026.09.22 Letter to Police Commission re Pretextual Stops.pdf

**ATTENTION: This email originated outside of LAPD. Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

Please find attached a public comment letter to the Board of Police Commissioners.

Thank you,

Adrienna Wong, Senior Staff Attorney  
ACLU Foundation of Southern California

[aclusocal.org](https://aclusocal.org) || [facebook](#) || [twitter](#) || [blog](#)

**The ACLU: Stand for Justice**

THIS MESSAGE IS INTENDED ONLY FOR THE USE OF THE INDIVIDUAL OR ENTITY TO WHICH IT IS ADDRESSED AND MAY CONTAIN INFORMATION THAT IS PRIVILEGED, CONFIDENTIAL AND EXEMPT FROM DISCLOSURE UNDER APPLICABLE LAW. IF THE READER OF THIS MESSAGE IS NOT THE INTENDED RECIPIENT OR THE EMPLOYEE OR AGENT RESPONSIBLE FOR DELIVERING THE MESSAGE TO THE INTENDED RECIPIENT, YOU ARE HEREBY NOTIFIED THAT ANY DISSEMINATION, DISTRIBUTION OR COPYING OF THIS COMMUNICATION IS STRICTLY PROHIBITED.



## Southern California

September 22, 2026

Board of Police Commissioners  
Los Angeles Police Department  
100 West First Street, Room 134  
Los Angeles, CA 90012

### Re: Prohibiting Pretextual Stops & Consent Searches by LAPD

Dear Commissioners,

The ACLU of Southern California writes to request that the Board of Police Commissioners (“Board”) adopt a new policy to prohibit the use of pretextual stops and consent searches by the Los Angeles Police Department (“LAPD”). These practices undermine public safety, waste tremendous public dollars, and disproportionately harm communities of color, immigrants, and low-income people.

The ACLU of Southern California is a longtime member of the PUSH L.A. (Promoting Unity Safety & Health Los Angeles) coalition, a broad coalition of advocacy and interfaith groups that launched to demand an end to pretextual stops after data analyses revealed that LAPD officers stop and search Black and Latine people many more times than their share of the city’s population. The ACLU’s California affiliates also co-sponsored the Racial and Identity Profiling Act of 2015 (RIPA), and brought racial profiling litigation against the California Highway Patrol that led to a ban on consent searches during traffic stops by that agency.

Since the murder of George Floyd in 2020, law enforcement agencies, localities, and states have increasingly shifted away from using “pretextual” or “non-safety” traffic stops. In June 2020, the Los Angeles City Council (“Council”) introduced a motion (Council File 20-0875), to put the City of Los Angeles on a pathway to doing so. This past May, almost six years after the motion was introduced, the City Council passed a series of directives requesting that the Board prohibit LAPD from using pretextual stops and consent searches, subject to limited exceptions. The Board should urgently implement the Council’s directives for the following reasons:

- **Racial Bias:** A [report](#) from Catalyst California shows that in 2025, Black people accounted for 31% of stops for minor traffic violations—which are often used as pretext—by LAPD while only comprising 8% of LA 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 are a primary method of racial profiling. These stops inflict severe mental and emotional trauma, extract wealth through ticket fees and fines, and all too often result in physical harm or death through uses of force.<sup>1</sup> For example, data

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<sup>1</sup> 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->

from California cities shows that when officers pull people over for non-safety violations—such as vehicle equipment or administrative issues—and search for evidence of crimes, there is a [significantly greater likelihood](#) that force is used.

- **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.<sup>2</sup> 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.<sup>3</sup> An [analysis](#) of Los Angeles vehicle stops showed that just 0.04% resulted in the discovery of firearms. To add, research shows that for the 2024-25 fiscal year, the [cost of stops](#) for minor traffic violations by LAPD was approximately \$77.4 million.

Furthermore, an [analysis](#) of consent searches during stops for minor traffic violations by LAPD shows that they are extremely ineffective with a 91 - 97% failure rate. Data also showed that Black and Latine people were often no more, and usually less likely than white people to be found in possession of contraband during these searches, yet officers were far more likely to search Black and Latine people. And, reports from the Office of Inspector General to the Los Angeles Police Commission show that consent searches often occur illegally and in violation of department policy.<sup>4</sup>

In light of these problems, states and localities throughout the nation—including San Francisco, Philadelphia, Virginia, Oregon, and Connecticut—have significantly curtailed the use of non-safety related traffic stops and consent searches. These actions have produced drops in racial disparities, with no adverse impact to public safety. After Fayetteville, NC reprioritized traffic stops to emphasize safety-related stops, [racial disparities in stops declined by 21%](#), safety-related stops increased from 30% to 80% of all stops, traffic fatalities dropped 28%, total crashes dropped 13%, and violent crime remained unchanged.

For the above reasons, the ACLU of Southern California respectfully requests that the Board adopt a new LAPD policy in furtherance of the directives passed by the LA City Council.

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[ca.cdn.prismic.io/catalyst-ca/126c30a8-852c-416a-b8a7-55a90c77a04e\\_APCA+ACLU+REIMAGINING+COMMUNITY+SAFETY+2022\\_5.pdf](https://ca.cdn.prismic.io/catalyst-ca/126c30a8-852c-416a-b8a7-55a90c77a04e_APCA+ACLU+REIMAGINING+COMMUNITY+SAFETY+2022_5.pdf).

<sup>2</sup> 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/>.

<sup>3</sup> 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>.

<sup>4</sup> Matthew J. Baragan, "Review of Los Angeles Police Department's Gang Enforcement Detail Stops with Recorded Searches and Related Matters," Office of the Inspector General, Los Angeles Police Commission, Executive Summary & p. 8-10 (Sep. 1, 2026), [https://www.lapdpolicecom.lacity.org/090126/BPC\\_26-246.pdf](https://www.lapdpolicecom.lacity.org/090126/BPC_26-246.pdf); Mark P. Smith, "Review of Stops Conducted by the Los Angeles Police Department in 2019," Office of the Inspector General, Los Angeles Police Commission, p. 50-51 (Oct. 27, 2020), [https://www.oig.lacity.org/files/ugd/b2dd23\\_d3e88738022547acb55f3ad9dd7a1dcb.pdf](https://www.oig.lacity.org/files/ugd/b2dd23_d3e88738022547acb55f3ad9dd7a1dcb.pdf) (hereafter "LA Inspector General Report").

September 22, 2026

Page 3

Respectfully,

Adrienna Wong  
Sr. Staff Attorney  
ACLU Foundation of Southern California

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**From:** Carolina Goodman <[REDACTED]>  
**Sent:** Wednesday, September 23, 2026 9:08 AM  
**To:** Police Commission  
**Cc:** Rasha Shields; DJANGO SIBLEY; MATTHEW BARRAGAN; JULIE BUCHWALD  
**Subject:** Prohibit Pretext Stops  
**Attachments:** 2026.09.23 PROHIBIT PRETEXT STOPS LETTER OF SUPPORT.pdf

**ATTENTION: This email originated outside of LAPD. Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

Dear Police Commissioners,

Please see attached.

Sincerely,



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



September 23, 2026

Board of Police Commissioners  
Los Angeles Police Department  
100 West First Street, Room 134  
Los Angeles, CA 90012

**Re: Prohibiting Pretextual Stops & Consent Searches by LAPD**

Dear Commissioners,

The League of Women Voters of Greater Los Angeles (“LWVGLA”) writes to request that the Board of Police Commissioners (“Board”) adopt a new policy to prohibit the use of pretextual stops and consent searches by the Los Angeles Police Department (“LAPD”). These practices undermine public safety, waste tremendous public dollars, and disproportionately harm communities of color, immigrants, and low-income people.

Through a collaborative, grassroots driven input process, League members across the state came to consensus on which issue areas would be our main focus. In addition to Making Democracy Work, Criminal Justice Reform: Preventing Crime, Promoting Safety was identified as one of those areas. The most effective criminal justice reforms consider the safety and well being of both peace officers and the communities they serve, especially people most impacted. Our request for a new policy with respect to the use of pretextual stops and consent searches stems from this belief.

Since 2016, LWVGLA has closely followed the work of the California Racial and Identity Profiling Advisory (“RIPA”) Board and has advocated with the Police Commission for best practices based on RIPA annual reports. In June 2020, the Los Angeles City Council (“Council”) introduced a motion (Council File 20-0875), to put the City of Los Angeles on a pathway to shift away from using pretextual or non-safety traffic stops. In May 2026, the Council passed a series of directives requesting that the Board prohibit LAPD from using pretextual stops and consent searches, with limited exceptions. The Board should urgently implement the Council’s directives for the following reasons:

- **Racial Bias:** A [report](#) from Catalyst California shows that in 2025, Black people accounted for 31% of stops for minor traffic violations—which are often used as pretext—by LAPD while only comprising 8% of LA 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.

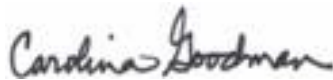
- **Harm to Impacted Communities:** Pretextual stops are a primary method of racial profiling. These stops inflict severe mental and emotional trauma, extract wealth through ticket fees and fines, and all too often result in physical harm or death through uses of force. For example, data from California cities shows that when officers pull people over for non-safety violations—such as vehicle equipment or administrative issues—and search for evidence of crimes, there is a [significantly greater likelihood](#) that force is used.
- **Ineffectiveness:** Pretextual stops have little to no bearing on traffic safety outcomes. For example, a 2021 study by the National Institute of Health found that, in aggregate, there was no significant correlation between high stop rates and vehicle collision death rates. Research also [shows](#) that discovery rates during pretextual stops are very low, and that limiting pretextual stops does not lead to increased crime. An [analysis](#) of Los Angeles vehicle stops showed that just 0.04% resulted in the discovery of firearms. To add, research shows that for the 2024-25 fiscal year, the [cost of stops](#) for minor traffic violations by LAPD was approximately \$77.4 million.

Furthermore, an [analysis](#) of consent searches during stops for minor traffic violations by LAPD shows that they are extremely ineffective with a 91 - 97% failure rate. Data also showed that Black and Latine people were often no more, and usually less likely, than white people to be found in possession of contraband during these searches, yet officers were far more likely to search Black and Latine people. And, reports from the Office of Inspector General to the Los Angeles Police Commission show that consent searches often occur illegally and in violation of department policy.

In light of these problems, states and localities throughout the nation have significantly curtailed the use of non-safety related traffic stops and consent searches, producing drops in racial disparities, with no adverse impact to public safety. After Fayetteville, NC reprioritized traffic stops to emphasize safety-related stops, [racial disparities in stops declined by 21%](#), safety-related stops increased from 30% to 80% of all stops, traffic fatalities dropped 28%, total crashes dropped 13%, and violent crime remained unchanged.

For the above reasons, LWVGLA respectfully requests that the Board adopt a new LAPD policy in furtherance of the directives passed by the LA City Council.

Respectfully,



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

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**From:** Briana Walker <[REDACTED]>  
**Sent:** Wednesday, September 23, 2026 1:16 PM  
**To:** Police Commission  
**Subject:** Community Coalition Letter on Police Commission & Pretext Stops  
**Attachments:** Community Coalition on LAPD Pretextual Stops & Consent Searches.pdf

**ATTENTION: This email originated outside of LAPD. Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

To Whom It May Concern,

Please accept this letter from the Community Coalition requesting that the Board of Police Commissioners adopt a new policy to prohibit the use of pretextual stops and consent searches by the Los Angeles Police Department

Best,

Briana

--

**Briana Walker | She/Her ([what's that?](#))**

Program Manager

## **Community Coalition**

8101 S. Vermont Ave.

Los Angeles, CA 90044

[CoCoSouthLA.org](https://CoCoSouthLA.org)

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9/21/2026

Board of Police Commissioners  
Los Angeles Police Department  
100 West First Street, Room 134  
Los Angeles, CA 90012

**Re: Prohibiting Pretextual Stops & Consent Searches by LAPD**

Dear Commissioners,

Community Coalition writes to request that the Board of Police Commissioners (“Board”) adopt a new policy to prohibit the use of pretextual stops and consent searches by the Los Angeles Police Department (“LAPD”). These practices undermine public safety, waste tremendous public dollars, and disproportionately harm communities of color, immigrants, and low-income people.

Black drivers are mentally and physically traumatized during traffic stops. Time and again, across the nation, we have seen Black and Brown men and women lose their lives for what are routine traffic tickets for other citizens. The routine practice of pretextual traffic stops is often marred by racial profiling, police misconduct, and the disproportionate targeting of minority communities. These stops typically involve officers using minor violations as a reason to conduct a stop and search. This has fueled frustration, anger, and disillusionment among Los Angeles residents who are unfairly targeted and marginalized.

Since the murder of George Floyd in 2020, law enforcement agencies, localities, and states have increasingly shifted away from using “pretextual” or “non-safety” traffic stops. In June 2020, the Los Angeles City Council (“Council”) introduced a motion (Council File 20-0875), to put the City of Los Angeles on a pathway to doing so. This past May, almost six years after the motion was introduced, the City Council passed a series of directives requesting that the Board prohibit LAPD from using pretextual stops and consent searches, subject to limited exceptions. The Board should urgently implement the Council’s directives for the following reasons:

- **Racial Bias:** A report from Catalyst California shows that in 2025, Black people accounted for 31% of stops for minor traffic violations—which are often used as pretext—by LAPD while only comprising 8% of LA 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 are a primary method of racial profiling. These stops inflict severe mental and emotional trauma, extract wealth through ticket fees and fines, and all too often result in physical harm or death through uses of force.<sup>1</sup> For example, data from California cities shows that when officers pull people over for non-safety violations—such as vehicle equipment or administrative issues—and search for evidence of crimes, there is a [significantly greater likelihood](#) that force is used.
- **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.<sup>2</sup> 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.<sup>3</sup> An [analysis](#) of Los Angeles vehicle stops showed that just 0.04% resulted in the discovery of firearms. To add, research shows that for the 2024-25 fiscal year, the [cost of stops](#) for minor traffic violations by LAPD was approximately \$77.4 million.

Furthermore, an [analysis](#) of consent searches during stops for minor traffic violations by LAPD shows that they are extremely ineffective with a 91 - 97% failure rate. Data also showed that Black and Latine people were often no more, and usually less likely than white people to be found in possession of contraband during these searches, yet officers were far more likely to search Black and Latine people. And, reports from the Office of Inspector General to the Los Angeles Police Commission show that consent searches often occur illegally and in violation of department policy.<sup>4</sup>

In light of these problems, states and localities throughout the nation—including San Francisco, Philadelphia, Virginia, Oregon, and Connecticut—have significantly curtailed the use of non-safety related traffic stops and consent searches. These actions have produced drops in racial disparities, with no adverse impact to public safety. After Fayetteville, NC reprioritized traffic stops to emphasize

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<sup>1</sup> 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](https://catalyst-ca.cdn.prismic.io/catalyst-ca/126c30a8-852c-416a-b8a7-55a90c77a04e_APCA+ACLU+REIMAGINING+COMMUNITY+SAFETY+2022_5.pdf).

<sup>2</sup> 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/>.

<sup>3</sup> 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>.

<sup>4</sup> Matthew J. Baragan, “Review of Los Angeles Police Department’s Gang Enforcement Detail Stops with Recorded Searches and Related Matters,” Office of the Inspector General, Los Angeles Police Commission, Executive Summary & p. 8-10 (Sep. 1, 2026), [https://www.lapdpolicecom.lacity.org/090126/BPC\\_26-246.pdf](https://www.lapdpolicecom.lacity.org/090126/BPC_26-246.pdf); Mark P. Smith, “Review of Stops Conducted by the Los Angeles Police Department in 2019,” Office of the Inspector General, Los Angeles Police Commission, p. 50-51 (Oct. 27, 2020), [https://www.oig.lacity.org/\\_files/ugd/b2dd23\\_d3e88738022547acb55f3ad9dd7a1dcb.pdf](https://www.oig.lacity.org/_files/ugd/b2dd23_d3e88738022547acb55f3ad9dd7a1dcb.pdf) (hereafter “LA Inspector General Report”).

safety-related stops, [racial disparities in stops declined by 21%](#), safety-related stops increased from 30% to 80% of all stops, traffic fatalities dropped 28%, total crashes dropped 13%, and violent crime remained unchanged.

For the above reasons, Community Coalition respectfully requests that the Board adopt a new LAPD policy in furtherance of the directives passed by the LA City Council.

Respectfully,

Leslie Cooper Johnson

A handwritten signature in black ink that reads "Leslie Johnson". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Vice President of Programs and Organizational Culture  
Community Coalition

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**From:** People for Mobility Justice <[REDACTED]>  
**Sent:** Thursday, September 24, 2026 5:24 PM  
**To:** Police Commission  
**Subject:** [Support Letter] RE: Prohibiting Pretextual Stops & Consent Searches  
**Attachments:** People for Mobility Justice\_Letter Re\_ LAPD Pretextual Stops & Consent Searches.pdf

**ATTENTION: This email originated outside of LAPD. Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

Dear Board of Police Commissioners,

Please see attached a letter of support from People for Mobility Justice regarding the prohibition of pretextual stops and consent searches by LAPD.

Sincerely,

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People for Mobility Justice

<http://www.peopleformobilityjustice.org>



September 24, 2026

Board of Police Commissioners  
Los Angeles Police Department  
100 West First Street, Room 134  
Los Angeles, CA 90012

**Re: Prohibiting Pretextual Stops & Consent Searches by LAPD**

Dear Commissioners,

People for Mobility Justice writes to request that the Board of Police Commissioners (“Board”) adopt a new policy to prohibit the use of pretextual stops and consent searches by the Los Angeles Police Department (“LAPD”). These practices undermine public safety, waste tremendous public dollars, and disproportionately harm communities of color, immigrants, and low-income people.

People for Mobility Justice is dedicated to ensuring that all communities, particularly those historically marginalized, have access to safe, affordable, and sustainable transportation options. Our mission is to advocate for mobility solutions that promote social, economic, and environmental justice. Pretextual policing perpetuates cycles of harm and racial violence towards Black and Brown communities who not only drive motor vehicles, but also who are cyclists that encounter layered experiences in public spaces without the protection of a vehicle and are simply trying to meet their basic needs in getting to work, school, essential appointments, and other day-to-day necessities to improve their quality of life.

Since the murder of George Floyd in 2020, law enforcement agencies, localities, and states have increasingly shifted away from using “pretextual” or “non-safety” traffic stops. In June 2020, the Los Angeles City Council (“Council”) introduced a motion (Council File 20-0875), to put the City of Los Angeles on a pathway to doing so. This past May, almost six years after the motion was introduced, the City Council passed a series of directives requesting that the Board prohibit LAPD from using pretextual stops and consent searches, subject to limited exceptions. The Board should urgently implement the Council’s directives for the following reasons:

- **Racial Bias:** A [report](#) from Catalyst California shows that in 2025, Black people accounted for 31% of stops for minor traffic violations—which are often used as

pretext—by LAPD while only comprising 8% of LA 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 are a primary method of racial profiling. These stops inflict severe mental and emotional trauma, extract wealth through ticket fees and fines, and all too often result in physical harm or death through uses of force.<sup>1</sup> For example, data from California cities shows that when officers pull people over for non-safety violations—such as vehicle equipment or administrative issues—and search for evidence of crimes, there is a [significantly greater likelihood](#) that force is used.
- **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.<sup>2</sup> 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.<sup>3</sup> An [analysis](#) of Los Angeles vehicle stops showed that just 0.04% resulted in the discovery of firearms. To add, research shows that for the 2024-25 fiscal year, the [cost of stops](#) for minor traffic violations by LAPD was approximately \$77.4 million.

Furthermore, an [analysis](#) of consent searches during stops for minor traffic violations by LAPD shows that they are extremely ineffective with a 91 - 97% failure rate. Data also showed that Black and Latine people were often no more, and usually less likely than white people to be found in possession of contraband during these searches, yet officers were far more likely to search Black and Latine people. And, reports from the Office of Inspector General to the Los Angeles Police Commission show that consent searches often occur illegally and in violation of department policy.<sup>4</sup>

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<sup>1</sup> 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](https://catalyst-ca.cdn.prismic.io/catalyst-ca/126c30a8-852c-416a-b8a7-55a90c77a04e_APCA+ACLU+REIMAGINING+COMMUNITY+SAFETY+2022_5.pdf).

<sup>2</sup> 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/>.

<sup>3</sup> 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>.

<sup>4</sup> Matthew J. Baragan, “Review of Los Angeles Police Department’s Gang Enforcement Detail Stops with Recorded Searches and Related Matters,” Office of the Inspector General, Los Angeles Police Commission, Executive

In light of these problems, states and localities throughout the nation—including San Francisco, Philadelphia, Virginia, Oregon, and Connecticut—have significantly curtailed the use of non-safety related traffic stops and consent searches. These actions have produced drops in racial disparities, with no adverse impact to public safety. After Fayetteville, NC reprioritized traffic stops to emphasize safety-related stops, [racial disparities in stops declined by 21%](#), safety-related stops increased from 30% to 80% of all stops, traffic fatalities dropped 28%, total crashes dropped 13%, and violent crime remained unchanged.

For the above reasons, People for Mobility Justice respectfully requests that the Board adopt a new LAPD policy in furtherance of the directives passed by the LA City Council.

Respectfully,

*Kalayaan Mendoza*

Kalayaan Mendoza  
Senior Mobility Justice Organizer  
People for Mobility Justice

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Summary & p. 8-10 (Sep. 1, 2026), [https://www.lapdpolicecom.lacity.org/090126/BPC\\_26-246.pdf](https://www.lapdpolicecom.lacity.org/090126/BPC_26-246.pdf); Mark P. Smith, “Review of Stops Conducted by the Los Angeles Police Department in 2019,” Office of the Inspector General, Los Angeles Police Commission, p. 50-51 (Oct. 27, 2020), [https://www.oig.lacity.org/\\_files/ugd/b2dd23\\_d3e88738022547acb55f3ad9dd7a1dcb.pdf](https://www.oig.lacity.org/_files/ugd/b2dd23_d3e88738022547acb55f3ad9dd7a1dcb.pdf) (hereafter “LA Inspector General Report”).

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**From:** Voices For LAPD <[REDACTED]>  
**Sent:** Monday, September 28, 2026 4:54 PM  
**To:** Police Commission  
**Subject:** BOPC 9-29-26

**ATTENTION: This email originated outside of LAPD. Do not click on links or open attachments unless you recognize the sender and know the content is safe.**

LAPD Police Commissioners, Chief McDonnell, the LAPD and All,

As we approach the final quarter of 2026, it is time once again for the People of Los Angeles to hold their Police Commission accountable to the mission of transparency, accountability, and genuine community policing.

We have raised these concerns before, and we raise them again — not out of frustration alone, but out of a deep and abiding commitment to public safety and the communities we serve.

The Board of Police Commissioners exists to provide civilian oversight of the LAPD on behalf of the People. Yet the question must be asked: **Are you truly performing that oversight?** Are you attending divisional roll calls? Are you visiting Community Relations and Senior Lead Officer units? Are you hearing directly from the men and women on the front lines of policing in this city?

Community policing is not a buzzword. It is not a phrase to be repeated at meetings and forgotten in practice. It is a living, breathing commitment that requires action — monthly neighborhood watch meetings, Coffee with a Cop events, Basic Car Area meetings, Clergy Council engagement, and Community Police Advisory Board meetings in **every division**, in **every** neighborhood, in **every** community across Los Angeles.

The People have a right to know:

- Where are these meetings taking place, and are they being recorded, documented, and tabulated for the public record?
- Who are the so-called "community leaders" being engaged, and how are they selected? Are they hand-picked stakeholders, or are they truly representative of the communities they claim to speak for?
- What is being done to ensure that **every** Angelino — not just those in select Neighborhood Engagement Areas — has access to community policing resources and points of contact?

Public comment is the voice of the People, and that voice must be protected. We have witnessed, on more than one occasion, members of the public being denied their right to speak — whether through mismanagement of the Zoom public comment queue or through the prioritization of in-person speakers over those participating remotely. This is unacceptable. Transparency and fairness in public participation are not optional — **WE, THE PEOPLE, DEMAND IT!**

To quote President John F. Kennedy: *"Let us not seek the Republican answer or the Democratic answer, but the right answer. Let us not seek to fix the blame for the past. Let us accept our own responsibility for the future."*

The Police Commission must accept its responsibility and do its duty. The LAPD must accept its responsibility. And We, the People, will continue to show up — in person, on Zoom, and in every public forum available to us — until the promise of transparent, accountable, and effective community policing is fulfilled for **every** resident of this great city.

We pray for the safety of our officers. We pray for the victims of crime and for their healing. And we pray that all who serve in positions of public trust will do so with integrity, courage, and a genuine commitment to the People they serve.

For the People,  
**Voices For LAPD**

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**From:** Chauncey Smith <[REDACTED]>  
**Sent:** Tuesday, September 15, 2026 1:48 PM  
**To:** Police Commission; Heather Aubry; Rasha Shields; Daniel Tabor; Jeffrey Skobin; Fabian Garcia; MATTHEW BARRAGAN  
**Cc:** Leslie Cooper; JULIE BUCHWALD  
**Subject:** Letter re: Pretextual Stops and Consent Searches  
**Attachments:** Catalyst CA - Letter to BPC re Pretext Stops and Consent Searches.pdf

**ATTENTION:** This email originated outside of LAPD. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Board of Police Commissioners,

Thank you for your efforts to address the issue of pretextual stops and consent searches. Attached for your review is a letter on this topic. Please feel free to reach out if any questions arise.

Thanks very much.

Best,

**Chauncey Smith** (he/him/his)  
*Director of Coalitions*  
Catalyst California (formerly Advancement Project California)





September 15, 2026

Board of Police Commissioners  
Los Angeles Police Department  
100 West First Street, Room 134  
Los Angeles, CA 90012

**Re: Prohibiting Pretextual Stops & Consent Searches by LAPD**

Dear Commissioners,

Catalyst California writes to request that the Board of Police Commissioners (“Board”) adopt a new policy to prohibit the use of pretextual stops and consent searches by the Los Angeles Police Department (“LAPD”). These practices undermine public safety, waste tremendous public dollars, and disproportionately harm communities of color, immigrants, and low-income people.

Catalyst California advocates for racial justice by building political power and transforming public systems. We partner with communities of color, conduct innovative research, develop policies for actionable change, and shift money back into our communities. We are a convener of PUSH LA, a broad cross-sector coalition of organizations that aim to end racial profiling by LAPD and improve traffic safety.

Since the murder of George Floyd in 2020, law enforcement agencies, localities, and states have increasingly shifted away from using “pretextual” or “non-safety” traffic stops. In June 2020, the Los Angeles City Council (“Council”) introduced a motion (Council File 20-0875), to put the City of Los Angeles on a pathway to doing so. This past May, almost six years after the motion was introduced, the City Council passed a series of directives requesting that the Board amend and strengthen LAPD’s policy manual to prohibit pretextual stops and consent searches, subject to limited exceptions. The Board should urgently implement the Council’s directives for the following reasons:

- **Racial Bias:** A [report](#) from Catalyst California shows that in 2025, Black people accounted for 31% of stops for minor traffic violations—which are often used as pretext—by LAPD while only comprising 8% of LA 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 are a primary method of racial profiling. These stops inflict severe mental and emotional trauma, extract wealth through ticket fees and fines, and all too often result in physical harm or death through uses of force.<sup>1</sup> For example, data from California cities shows that when officers pull people over for non-safety violations—such as vehicle equipment or administrative issues—and search for evidence of crimes, there is a [significantly greater likelihood](#) that force is used.
- **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.<sup>2</sup> 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.<sup>3</sup> An [analysis](#) of Los Angeles vehicle stops showed that just 0.04% resulted in the discovery of firearms. To add, research shows that for the 2024-25 fiscal year, the [cost of stops](#) for minor traffic violations by LAPD was approximately \$77.4 million.

Furthermore, an [analysis](#) of consent searches during stops for minor traffic violations by LAPD shows that they are extremely ineffective with a 91 - 97% failure rate. Data also showed that Black and Latine people were often no more, and usually less likely than white people to be found in possession of contraband during these searches, yet officers were far more likely to search Black and Latine people. And, reports from the Office of Inspector General to the Los Angeles Police Commission show that consent searches often occur illegally and in violation of department policy.<sup>4</sup>

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<sup>1</sup> 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](https://catalyst-ca.cdn.prismic.io/catalyst-ca/126c30a8-852c-416a-b8a7-55a90c77a04e_APCA+ACLU+REIMAGINING+COMMUNITY+SAFETY+2022_5.pdf).

<sup>2</sup> 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/>,

<sup>3</sup> 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>.

<sup>4</sup> Matthew J. Baragan, "Review of Los Angeles Police Department's Gang Enforcement Detail Stops with Recorded Searches and Related Matters," Office of the Inspector General, Los Angeles Police Commission, Executive Summary & p. 8-10 (Sep. 1, 2026), [https://www.lapdpolicecom.lacity.org/090126/BPC\\_26-246.pdf](https://www.lapdpolicecom.lacity.org/090126/BPC_26-246.pdf); Mark P. Smith, "Review of Stops Conducted by the Los Angeles Police Department in 2019," Office of the Inspector General, Los Angeles Police Commission, p. 50-51 (Oct. 27, 2020), [https://www.oig.lacity.org/files/ugd/b2dd23\\_d3e88738022547acb55f3ad9dd7a1dcb.pdf](https://www.oig.lacity.org/files/ugd/b2dd23_d3e88738022547acb55f3ad9dd7a1dcb.pdf) (hereafter "LA Inspector General Report").

In light of these problems, states and localities throughout the nation—including San Francisco, Philadelphia, Virginia, Oregon, and Connecticut—have significantly curtailed the use of non-safety related traffic stops and consent searches. These actions have produced drops in racial disparities with no adverse impact on public safety. After Fayetteville, NC reprioritized traffic stops to emphasize safety-related stops, [racial disparities in stops declined by 21%](#), safety-related stops increased from 30% to 80% of all stops, traffic fatalities dropped 28%, total crashes dropped 13%, and violent crime remained unchanged.

For the above reasons, Catalyst California respectfully requests that the Board adopt a new LAPD policy in furtherance of the directives passed by the LA City Council.

Respectfully,

A handwritten signature in black ink, appearing to read "Chauncey Smith", written in a cursive style.

Chauncey Smith  
Director of Coalitions  
Catalyst California