

1 COMMUNITY COMMISSION for PUBLIC SAFETY  
2 and ACCOUNTABILITY

3 SPECIAL HEARING ON PRETEXTUAL TRAFFIC STOPS

4 August 27, 2024  
5 6:30 p.m.  
6 DuSable Museum  
7 740 East 56th Street  
8 Chicago, Illinois

9 PRESENT:

10 MR. ANTHONY DRIVER, Commission President;  
11 MS. REMEL TERRY, Commission Vice President;  
12 MS. SANDRA WORTHAM, Commission member;  
13 MS. KELLY PRESLEY, Commission member;  
14 MS. ABIERRE MINOR, Commission member;  
15 MR. AARON GOTTLIEB, Commission member;  
16 MR. BRIAN KENNER, Deputy Director.

1           PRESIDENT COOPER: Good evening, everyone.  
2           The August 27th, 2024, meeting of the Community  
3           Commission for Public Safety and Accountability  
4           is called to order at 6:30 p.m.

5                         We will begin with calling the roll.  
6           Commissioner Driver is present. Commissioner  
7           Gottlieb.

8           COMMISSIONER GOTTLIEB: Present.

9           PRESIDENT DRIVER: Commissioner Terry.  
10          Commissioner Minor. Commissioner Presley.

11          COMMISSIONER PRESLEY: Present.

12          PRESIDENT DRIVER: Commissioner Wortham.

13          COMMISSIONER WORTHAM: Present.

14          PRESIDENT DRIVER: With four out of seven --  
15          four out of six members of the Community  
16          Commission of Public Safety and Accountability  
17          present, we have a quorum, and we can conduct the  
18          Commission's business.

19                         The next order of business -- the  
20          next item of business is public comment. If you  
21          would like to share something related to the  
22          Commission's work on public safety and  
23          accountability, you have a few options. You can  
24          speak at a public meeting. You can also submit

1 your public comment in writing by emailing your  
2 comments to  
3 CommunityCommissionPublicComment@CityofChicago.  
4 org, or you can bring a copy of your comment to  
5 one of the Commission's public meetings and give  
6 it to someone on the Commission or someone on the  
7 Commission staff.

8 People who wanted to speak during  
9 the public comment period tonight were asked to  
10 submit their names in advance. Names were then  
11 drawn at random by a member of the Commission  
12 staff.

13 Speakers will be called in the order  
14 in which their names were drawn.

15 If your name is called to offer  
16 public comment, we ask that you approach the  
17 microphone and line up in the order in which your  
18 name is called. When it is your turn to speak,  
19 please say your name and then spell your name and  
20 then offer your comments. Each speaker will have  
21 up to two minutes. We have allotted a total of  
22 30 minutes for public comment.

23 Our first two speakers are -- our  
24 first speaker is virtual, and it is Humberto

1 Maldonado. Not here.

2 Alees Edwards. District Council  
3 Member Alees Edwards.

4 MS. EDWARDS: Can you hear me? Good  
5 afternoon, everybody. Can you hear me? Hello?

6 PRESIDENT DRIVER: Should we keep going?  
7 Somebody from --

8 MS. EDWARDS: Hello?

9 PRESIDENT DRIVER: She's going to speak?

10 MS. EDWARDS: Can you all hear me? Hello?

11 COMMISSIONER PRESLEY: Hello, Alees.

12 MS. EDWARDS: You can hear me? Because I've  
13 been speaking. Can you hear me?

14 PRESIDENT DRIVER: Yes.

15 MS. EDWARDS: My name is Alees Edwards.

16 A-L-E-E-S. Last name E-D-W-A-R-D-S. I'm a  
17 District Councilor in the 11th Police District.  
18 And I am giving public comment in support of  
19 stopping the pretextual traffic stops in my  
20 district. We have the largest number of  
21 pretextual traffic stops. And as I am going into  
22 the community, having conversations with some of  
23 my community members, they're always commenting  
24 about some of the negative experiences that

1 they've had with, you know, the Chicago Police  
2 Department, and the majority of this is with  
3 traffic stops. And I can say that there was at  
4 least one experience that we had with someone  
5 that we actually knew, that was a family member  
6 of one of the pillars in our community, and not  
7 only was this individual who has a, you know,  
8 outstanding, you know, reputation within the  
9 community, has a job as a construction worker,  
10 was stopped in front of his home and was given --

11 PRESIDENT DRIVER: Did we lose her?

12 MS. EDWARDS: I'm sorry?

13 PRESIDENT DRIVER: Go ahead.

14 MS. EDWARDS: He was stopped in front of his  
15 home and was given a ticket for having his car  
16 lights on while the street lights were on. He  
17 was harassed by Chicago Police Department because  
18 he was afraid to get out of his car as a young  
19 black male. They called other officers. They  
20 were threatening to, you know, break his window  
21 and drag him out of the car. He did end up  
22 getting out. They tossed his car, which was an  
23 illegal search that they did, you know, to his  
24 glove compartment box. It was a very traumatic

1 experience for him, for his parents, his mother,  
2 his father, and his sister. His sister actually  
3 witnessed it and taped some of it. And so for  
4 this reason alone, I do know that sometimes  
5 traffic stops are needed, but when it is being  
6 used disproportionately in underserved  
7 communities for I would say no purpose, no  
8 reason, no cause, there's a lot of trauma that  
9 happens to community members, and it sometimes  
10 ends deadly, and so for that reason, that reason  
11 alone --

12 PRESIDENT DRIVER: Thank you, Alees. That is  
13 time.

14 Our next speaker is Ali Longbottom.  
15 I'm going to call you in groups of three so you  
16 can line up, and it will help move the process a  
17 little faster.

18 First speaker, Ali Longbottom,  
19 second is Dominic Amato, and the third Alderman  
20 Daniel La Spata.

21 MS. LONGBOTTOM: Hi. My name is Ali  
22 Longbottom. A-L-I, L-O-N-G-B-O-T-T-O-M. Thank  
23 you for the opportunity to speak today. My name  
24 is Ali. I'm here with Chicago Apple Seed Center

1 for Fair Courts to address the critical issue of  
2 pretextual traffic stops and to emphasize the  
3 role of the CCPSA in representing our  
4 communities' priorities.

5 First and foremost, we must end  
6 racially biased pretextual traffic stops through  
7 long-standing policy reform. These stops  
8 disproportionately target marginalized  
9 communities, eroding trust between the public and  
10 the police.

11 The data is clear that this  
12 practice does not enhance public safety, but  
13 instead perpetuates systemic injustice.

14 CCPSA has a unique opportunity to  
15 lead the charge in ending this harmful practice.

16 Any policy implemented must be  
17 comprehensive. We can't afford half measures  
18 that allow the police to pivot to similar  
19 practices under a different name.

20 We need a policy that outright ends  
21 pretextual traffic stops, limits stops for  
22 low-level offenses that do not present road  
23 safety dangers, and end suspicionless searches  
24 during traffic stops.

1 Over half of traffic stops CPD made  
2 from 2019 to 2021 were for having a headlight or  
3 taillight issue or improperly displayed or  
4 expired registration plates. Stopping someone  
5 for these issues is more likely to create a  
6 dangerous scenario for them as they interact with  
7 police than to improve road safety. Consent  
8 searches also enable cops to conduct fishing  
9 expeditions of people and have very racially  
10 disparate enforcement.

11 Law enforcement needs to have an  
12 independent legal basis to search before asking  
13 for consent.

14 CCPSA is entering closed-door  
15 negotiations on these issues, despite being  
16 created to be the voice of the people on matters  
17 of public safety and policing.

18 We expect transparency on how these  
19 conversations are progressing, and we trust that  
20 CCPSA will advocate for policies that align with  
21 the community's demand for accountability,  
22 transparency, and true public safety.

23 In conclusion, the problem of  
24 pretextual traffic stops is extensive and



1 requires strong, swift action.

2 The CCPSA has the power to make  
3 meaningful change, and we urge CCPSA to --

4 PRESIDENT DRIVER: That's time. Thank you.

5 MR. AMATO: Hi. My name is Dominic Amato,  
6 and I am the co-chair of the Transportation Group  
7 for the Chicago Chapter of the Sierra Club.

8 As part of our work towards ending  
9 traffic violations in the City, we also believe  
10 that enforcement needs reform in a way that leads  
11 to safer and more equitable outcomes for all the  
12 citizens who live here.

13 We believe we should not be  
14 responsible for enforcing minor violations.

15 In 2023, 70 percent of traffic  
16 stops occurred either due to expired tags or a  
17 burnt-out light. Does that sound like a useful  
18 -- a good use of police resources?

19 That also does not include data  
20 from 200,000 unreported stops, nearly a quarter  
21 of all stops that was recently unearthed by  
22 investigations and the outlet Injustice Watch.  
23 Or how about the 911 rapid response teams that  
24 were too busy pulling people over for minor

1 offenses instead of responding to emergency  
2 calls? How can we justify the use of such police  
3 force for such colossal waste?

4 Chicago also lags in homicide  
5 closure rates compared to the nation at large.  
6 Using loose pretext to search for weapons hasn't  
7 fixed that and has only widened the gulf of  
8 mistrust between the people and the police.

9 Imagine if we used some of those  
10 wasted resources for solving crimes by doing  
11 actual investigative work.

12 Maybe we could make meaningful  
13 progress in addressing fighting crime in the  
14 City.

15 Police officers shouldn't be  
16 involved with traffic enforcement because there  
17 are better options. We can reduce speeding  
18 through infrastructure and automated enforcement.

19 Police don't enforce these laws  
20 consistently between people of color and other  
21 citizens of Chicago.

22 If we really want to address these  
23 problems, we can do so without active policing.  
24 Sorry. People of color, and especially black

1 Chicagoans are unfairly targeted by law  
2 enforcement, either human or machine, and buried  
3 under punitive fines that leave them having to  
4 risk jail time for minor infractions that lead to  
5 unpaid tickets.

6 We punish poor people for being poor  
7 as if that's a fault of their own, rather than  
8 equal investment in their well-being.

9 I don't want someone to go to jail  
10 because they couldn't afford to fix their  
11 taillight, but need a car because they live in a  
12 food and transit desert. I want the City to do a  
13 better job of making this a choice no one should  
14 ever have to make. We all --

15 PRESIDENT DRIVER: Time. Time. Thank you.

16 ALDERMAN LA SPATA: Good evening,  
17 Commissioners. My name is Daniel La Spata. I  
18 represent the First Ward as alderperson here in  
19 the City of Chicago.

20 I also chair the Committee on  
21 Pedestrian and Traffic Safety for the City  
22 Council.

23 What brings me here today is the  
24 opportunity to work with you on following up on a

1 hearing that we actually had in my committee a  
2 year ago in collaboration with a lot of the  
3 individuals in the room this evening in  
4 collaboration with the Free2Move coalition,  
5 knowing that this is an issue that is directly  
6 related to your work.

7                   When we see the way traffic  
8 stops operate in the City of Chicago, those who  
9 gave public comment in my committee just about a  
10 year ago shared how that fractured their trust  
11 with the Chicago Police Department, how it gave  
12 them traumas that persisted in their lives. That  
13 is work that is a relationship with the Chicago  
14 Police Department that we can't afford for  
15 Chicagoans, particularly for Black and Brown  
16 Chicagoans.

17                   I'm a Chicagoan who has lived in  
18 this City for 25 years now this August who has  
19 never been pulled over by the Chicago Police  
20 Department. Contrast that with my colleagues in  
21 the room, Black, Latinx, Asian American, alders  
22 who all that day had stories of pretextual  
23 traffic stops that impacted their lives, and not  
24 stories of their youth, of recklessness in the

1 past, stories from their adulthood, stories of  
2 traffic stops from their time in office.

3 I was really grateful last term to  
4 have an opportunity to vote for the creation of  
5 this Commission. I'm glad that we voted to  
6 create one of the most powerful bodies for police  
7 accountability in the United States. And I trust  
8 and believe and am encouraged by this hearing,  
9 and that you will use the full power of your  
10 authority to create meaningful and lasting reform  
11 where traffic stops are concerned. Thank you.

12 PRESIDENT DRIVER: Thank you. Our next three  
13 speakers are Alexandra Block, David Orlikoff, and  
14 Kyle Lucas.

15 MS. BLOCK: Good evening, Commissioners and  
16 members of the public. My name is Alexandra  
17 Block. I'm the director of the Criminal Legal  
18 System and Policing Project at the ACLU of  
19 Illinois, and I have the honor of representing  
20 the plaintiffs in Wilkins versus City of Chicago,  
21 which is a proposed class action lawsuit against  
22 the City of Chicago of based on the  
23 discrimination that our clients and hundreds of  
24 of thousands of other black and Latinx clients

1 face based on CPD's pretextual traffic stop  
2 program.

3 It's beyond dispute that CPD's mass  
4 traffic stop program has disproportionately  
5 affected Black and Brown drivers throughout the  
6 City for years.

7 What's less well understood but  
8 very important to examine is what are the  
9 policies and practices that CPD employs that  
10 cause the racially disparate effects that  
11 everyone here today and for years has been  
12 complaining about. And our investigation has  
13 shown that there are three issues that are  
14 creating the problems. Three policies and  
15 practices that CPD is employing. One is quotas.  
16 Quotas that require police officers to stop  
17 certain numbers of drivers in a day or in a week  
18 or in a year, and those quotes incentivize  
19 officers to make baseless, unconstitutional,  
20 unlawful, and discriminatory traffic stops.

21 The third is saturation policing.  
22 Sending police disproportionately into Black and  
23 Brown neighborhoods.

24 And the third is simply racial

1 profiling. It's important to understand why  
2 these disparate impacts are occurring, to  
3 understand what to do about them. And we  
4 encourage CCPSA to look not only into solutions  
5 but into causes.

6 PRESIDENT DRIVER: Time. Thank you.

7 MS. BLOCK: Thank you.

8 MR. ORLIKOFF: Good evening, Commissioners.  
9 My name is David Orlikoff. I am a lifelong  
10 Chicagoan and elected 14th District Councilor  
11 working to achieve greater community control over  
12 police in beautiful Humboldt Park where I live,  
13 as well as Logan Square, Wicker Park, and  
14 surrounding areas.

15 We held a survey that shows  
16 constituents overwhelmingly want police to spend  
17 their time answering 911 calls and responding to  
18 emergency situations, and conducting traffic  
19 stops is their lowest priority, alongside  
20 non-emergency activity.

21 The biggest disconnect between the  
22 people's priorities and CPD's practices is around  
23 pretextual traffic stops, a discriminatory and  
24 dishonest replacement for the federally banned

1 stop and frisk practice.

2           Pretextual traffic stops are as  
3 wasteful for Chicago's taxpayers as they are  
4 harmful to the Black and Brown communities that  
5 are receiving over 97 percent of all associated  
6 use of force.

7           There is a real frustration that  
8 police are not responding to over half of 911  
9 calls as reported by the Inspector General of  
10 Chicago, and are instead violating constitutional  
11 and civil rights through a systematic top-down  
12 practice that closely resembles racist quotas.

13           I'm also here today to mark a  
14 momentous first of its kind historical event. 35  
15 District Councilors representing millions of  
16 Chicagoans across the City have officially joined  
17 a DC proposal group calling for the passing of  
18 Free2Move's three-point policy platform to end  
19 pretextual traffic stops by limiting low-level  
20 stops, banning suspicionless consent searches  
21 without probable cause, and ending the use of  
22 stops for an excuse of unrelated motivations.

23           This is the first and only time in  
24 history that a majority of District Councilors



1 have come to a clear policy consensus, revealing  
2 that ending pretextual stops is the number one  
3 issue for public safety in Chicago.

4 Solving this problem is exactly why  
5 the CCPSA was created and the following elected  
6 District Councilors will not rest until  
7 Free2Move's policy platform is fully enacted  
8 ending pretextual stops for good. Alexander  
9 Perez, District 2. Anthony Bryant, Kenya  
10 Franklin, District 3. Lovie Bernard, Gloria  
11 Jenkins, Brenda Waters, District 4. Robert  
12 McKay, Ponchita Moore, District 5. David Boykin,  
13 District 6. Teresa Chandler, District 7. Erin  
14 Vogel, District 9. Kiisha Smith, Rosemarie  
15 Domingue, Elliana Bahena, District 10. Alees  
16 Edwards, District 11. Michelle Pag, Leonardo --

17 PRESIDENT DRIVER: Time. Thank you.

18 MR. LUCAS: Hi. My name is Kyle Lucas. I'm  
19 the executive director of Better Streets Chicago.  
20 We are a grassroots organization fighting for  
21 safer streets for all Chicagoans. And we are a  
22 proud member of the Free2Move coalition that's  
23 fighting to end pretextual traffic stops.

24 I am a victim of traffic violence.

1 In the last year, I have been hit three times  
2 while riding my bicycle in the City of Chicago.

3 Every single time that I was hit,  
4 the police never came when I called.

5 Last year, I heard a crash outside  
6 of my window one night. Me and the neighbor  
7 rushed out to see what was going on, and we found  
8 a car with a mother and five children, and their  
9 father was running around trying to play police  
10 officer, getting footage from any businesses  
11 around the area, because when we called 911,  
12 police never showed. Me and my neighbor waited  
13 around with the family while the mother was taken  
14 to the hospital. But the police never came. And  
15 this is really striking to me as you hear all  
16 these stories about people who have so much  
17 police intervention in their lives from small  
18 infractions, getting pulled over for a broken  
19 taillight, for example. But when people are  
20 actually facing crisis and need help, they're  
21 left alone. And this is, I think, the stark  
22 contrast that really highlights why it's so  
23 important that we actually change this policy  
24 because this policy is having a dramatic negative

1 impact on Black and Brown Chicagoans' lives,  
2 people who really need help and getting the help  
3 they need when they need it.

4 So I urge you to adopt the Free2Move  
5 Coalition's three-prong platform and end this  
6 injustice. Thank you so much.

7 PRESIDENT DRIVER: Thank you.

8 Our next three speakers are David  
9 Boykin, Lee Bielecki, and Beth Rochford.

10 Also for the purposes of a quorum,  
11 all six Commissioners are now present.  
12 Commissioner Terry and Commissioner Minor are now  
13 present.

14 MR. BIELECKI: David says he is not going to  
15 speak, so Lee Bielecki, L-E-E, B-I-E-L-E-C-K-I,  
16 District Councilor for the CCPSA in the 22nd  
17 District. I know there's going to be a lot of  
18 talk about how the traffic stops affect people in  
19 the marginalized communities, and they do, they  
20 affect them. They affect them to the tune of  
21 Chicago Police in the last two and a half years  
22 recovering over 10,000 guns on traffic stops.

23 It was last week I witnessed a  
24 video of a young man coming out of a convenience

1 store in Chicago and Laramie when a car pulled  
2 up, and as he was coming out of the door, two men  
3 jumped out, one with a handgun and another with  
4 an AK-47 and shot him dead. Would his life have  
5 been saved by a traffic stop? I can't say.

6 I do think there's a better way to  
7 conduct traffic stops, as one of the few people  
8 probably in this room that's ever had conducted  
9 traffic stops, since I was a Chicago police  
10 officer for 27 years. I can tell you they're  
11 very dangerous. They're very traumatic.

12 I still remember when Ella French  
13 was across the street in the hospital after she  
14 was shot and murdered on a traffic stop. So --  
15 and the hundreds of police officers that stood  
16 outside there.

17 I think there is a better way,  
18 hopefully Alderman La Spata and the City Council  
19 can come to some resolution to help Chicago  
20 police officers in conducting traffic stops.

21 L.A. County is investigating in May  
22 to create a study on civilians who can perform  
23 low-level traffic stops. It would be interesting  
24 to see how that survey comes out.

1                   But the trauma caused by violence  
2 in the marginalized communities far outweighs the  
3 trauma from a traffic stop. Thank you.

4           MS. ROCHFORD: Hello. My name is Elizabeth,  
5 traditional spelling, Rochford, R-O-C-H-O-R-D,  
6 and I'm a 17th District Coucilor. I'm not a  
7 prognosticator but allow me to fast forward to  
8 some of what we will hear tonight.

9                   Traffic stops are coming down, but  
10 what I would like to know is why did they  
11 increase so drastically when stop and frisk as a  
12 harassment technique was obviously in peril.

13                   Superintendent Snelling was not in  
14 charge, but he was part of the leadership and  
15 should have access to this information.

16                   Why is Chicago the only major city  
17 who has seen a dramatic increase in traffic stops  
18 since the COVID era?

19                   A New York Times journalist  
20 recently stated "Chicago broke our scale," while  
21 other cities are consistently decreasing in  
22 traffic stops.

23                   Now let me move to the future. We  
24 want pretextual traffic stops gone.

1                   We live in a city with significant  
2 violence problems. Police need to extract  
3 themselves from the ticket business. You need to  
4 be in the solving crimes and finding an actual  
5 effective way of getting guns off the street  
6 business.

7                   As in South Africa, there would  
8 be no reconciliation without truth. We need CPD  
9 to acknowledge the real harm their policies and  
10 practices have caused, and they need to partner  
11 with us to begin the healing process. Thank you.

12                  PRESIDENT DRIVER: Our next three speakers  
13 are Patricia Jjemba, Darrell Dacres, and Omar  
14 Dacres.

15                  MS. JJEMBA: Patricia Jjemba on behalf of the  
16 Cook County Law Office. I'm the director of  
17 legislative and external affairs at the Cook  
18 County Public Defender's Office. I'm here  
19 because Chicago Police practices impact the  
20 majority of the 70,000 cases we represent clients  
21 in annually.

22                   The Cook County Public Defender's  
23 Office stands with Free2Move Coalition, position  
24 them in negotiations with CPD. CCPSA must uplift

1 community demands that prioritize public safety,  
2 accountability, and transparency.

3 It is undisputed that the CPD uses  
4 investigatory stops, pat-downs, and traffic stops  
5 in a disproportionate and even violent manner  
6 against Blacks, Latinx, and poor Chicagoans.

7 Officers target and wait for these  
8 drivers to commit minor traffic offenses, or  
9 outright fabricate violations as justification to  
10 pull them over.

11 These stops are not only  
12 constitutional violations, but also the gateway  
13 to criminal charges inflicting a lifetime of  
14 collateral consequences.

15 Our attorneys reviewed tens of  
16 thousands of hours of body-worn camera footage.  
17 Drivers and passengers are harassed, bullied,  
18 taunted, and pulled out of their vehicles in the  
19 most violent and humiliating of ways.

20 The Sun-Times reported the five  
21 officers involved in Dexter Reed's shooting death  
22 conducted 50 traffic stops in three days between  
23 March 19th and the 21st, including eight that  
24 were made within the roughly three hours before

1 the deadly encounter. None of these 50 stops  
2 address actual threats to community safety, but  
3 all of them harass drivers and serve as fishing  
4 expeditions.

5 Many of other clients mistakenly  
6 believe that having a valid FOID card alone  
7 allows them to legally possess a firearm. When  
8 CPD finds a gun in the car, they arrest drivers  
9 and even passengers who would otherwise be  
10 law-abiding gun-carrying citizens, but for a lack  
11 of their concealed carry license. Begins then  
12 the criminal prosecution that leads to jobs and  
13 housing loss, pretrial appointments, and  
14 conflicts with work, child care, and educational  
15 commitments.

16 Without oversight, CPD lacks the  
17 ability to curb these oppressive practices. We  
18 urge CCPSA to listen to the community and involve  
19 them in --

20 PRESIDENT DRIVER: Time. Thank you.

21 MR. DARRELL DACRES: Thank you. Hello,  
22 everybody. I'm Darrell Dacres, violence  
23 prevention program manager for ONE North Side  
24 Violence Prevention Program, CP4P, also District



1 Council for the 20th District.

2 Now I've experienced from early in  
3 stages of traffic stops when it was stop and  
4 frisk transform into this pretextual thing.  
5 Started when I was 12 being harassed, bullied by  
6 police in my own community. And I seen that  
7 transition into my participants, the same people  
8 I work with, being pulled over, harassed,  
9 speakers pulled out their car, parts of their car  
10 being dismantled, broken, not paid for. There's  
11 no repercussions for it. Unnecessary. A lot of  
12 these times there's no arrest made, and when  
13 there is an arrest, it is oftentimes dismissed  
14 when it goes to court because it is petty cases.

15 I recently in the past three months  
16 been pulled over twice by CPD for -- once -- or  
17 the last time it was for being too close to the  
18 fire hydrant. I wasn't in the yellow. I wasn't  
19 on the fire hydrant. It was nothing illegal  
20 happening. They pulled up to me, guns out,  
21 drawn, looking in my car, pulled out -- you know,  
22 trying to pull out to see if there was people in  
23 the car. There was nobody. I was released. But  
24 my life was in danger.

1           Time before that, I was arrested on  
2 false pretenses. They were trying to take me to  
3 DuPage. There was, you know -- they say it was  
4 -- I was a victim of identity theft, but we all  
5 know that that was just you fit the description.

6           I did 36 hours in the County Jail  
7 away from my family, and eventually they  
8 dismissed the case.

9           How many times are we going to  
10 watch our Black and Brown children arrested for  
11 things they have not done for petty cases such as  
12 restrictions on a taillight, expiration of  
13 registration.

14           These things are not criminal, and  
15 people shouldn't be labeled criminal for these  
16 petty things.

17           I encourage the CCPSA to take  
18 action and take control.

19           PRESIDENT DRIVER: Time. Thank you.

20           MR. OMAR DACRES: Good evening, ladies and  
21 gentlemen.

22           My name is Omar Dacres. I am the  
23 victims advocate for Rogers Park and Uptown on  
24 the North side of Chicago. Under the CP4P model,

1 I work for ONE North Side.

2 The man who just left the stand, I  
3 also work for him under the same model and the  
4 same program. I was in the car with him on his  
5 last stop. They came up to the car, guns out,  
6 asking me questions. I was a passenger. I don't  
7 know if you saw me walk down the steps, I need a  
8 lot of help because I am what you would call  
9 disabled, but it doesn't stop me from doing my  
10 job.

11 The point that I'm trying to make  
12 here is that for me to have this job that you see  
13 me carry better than I do -- better than anybody  
14 else in the City who has my job, as I was put  
15 under 17 weeks of extreme training to teach me  
16 about traumas and all the different kinds of  
17 traumas.

18 Now, I'm not up here to give you  
19 stats on who was shot, when, where, and how and  
20 when and why. I'm here to tell you that the  
21 police should be under the same scrutiny, should  
22 be under the same training as we talk -- the same  
23 practices that we were taught to do the job that  
24 we have to do. They came up to the car with

1 their guns out.

2 Now, that police officer could have  
3 been having a bad day, and my three children  
4 wouldn't have had no father, just because of a  
5 traffic stop where I wasn't even the pilot of the  
6 vehicle.

7 I'm not here to waste time, and I'm  
8 not going to wait until you tell me to stop the  
9 clock, but if he came up and had a bad day, my  
10 clock would have been stopped. Stop pretextual  
11 stops, please.

12 PRESIDENT DRIVER: Our last two speakers are  
13 Crista Noel and Dion McGill.

14 Go ahead, Crista.

15 MS. NOEL: Good evening, everybody. Hey, how  
16 y'all doing? Okay.

17 Go on ahead and pass this stuff  
18 they talk about, because it sounds really simple,  
19 but I want you to notice that the people who are  
20 Black who spoke about actually getting stopped,  
21 didn't say nothing about those three things when  
22 they got stopped. Okay? They talked about gun  
23 pointing, they talked about being snatched out of  
24 cars, they talked about things that -- these

1 three little things that they want you to do  
2 ain't got nothing to do with.

3 You do not know what's going on  
4 during these traffic stops by passing that stuff  
5 they talking about. So just pass it, so it's  
6 over. Okay?

7 And then we'll get down to the  
8 nitty gritty of going in to the community and  
9 actually talking to black people who were stopped  
10 and not white allies who are telling you what's  
11 happening based on stats. Okay?

12 You need to know what's happening  
13 during these traffic stops, because there is your  
14 change. Okay? Your change is not in stats.  
15 Your change is in voice, knowing what exactly  
16 happens so that you can change the behavior of  
17 the police officers that are doing this. Okay?

18 One of them in particular, I don't  
19 know how many times y'all have come and sat in  
20 the federal court with the judge over the Consent  
21 Decree, but one of my guys had his CCL, right,  
22 his FOID. They stopped him over the sticker, and  
23 they arrested him, an arbitrary arrest.  
24 Pretextual, my butt. Arbitrary arrest. These

1 guys want to arrest people. That is part of  
2 traffic stops, arrests. They ain't talking about  
3 arrests. So just pass that real quick so we can  
4 get down to business.

5 MR. LEWIS: Hello. My name is Gary Lewis. I  
6 am one of them such cases. As I was going home,  
7 and I was pulled over for no more than driving a  
8 nice vehicle in what the police officer stated in  
9 a not-so-nice neighborhood.

10 I sued the City, and I was awarded  
11 a settlement. But more importantly, Chuck Goudie  
12 did a story in February the 21st, and it was  
13 called Search Switch, and it was the answer to  
14 stop and frisk.

15 Chuck Goudie came over to my house  
16 and did an interview. I was pulled over just  
17 doors from my house. And I was in the car with  
18 just me and my dog, and the officer was coming up  
19 a one-way street, so I pulled over, and he went  
20 down to the stop sign, and he bust a U-turn, and  
21 he came to the side of me and stated that my  
22 license plates didn't come back to anything. I  
23 was driving a loaner vehicle, because my vehicle  
24 was at Hinsdale Land Rover, and I was in a Land

1     Rover Defender, which is kind of flashy. And I  
2     knew that that was fabricated, because I am in a  
3     loaner vehicle. And long story short, I was in  
4     prison -- I was in the police station for two  
5     days. And COPA confirmed that the license plate  
6     did come back. They was coming to my door  
7     telling me false stories. And I had a seizure  
8     while in custody. So I'm one of them horror  
9     stories, and I had just lost my mother to death  
10    prior to getting pulled over and basically taken  
11    into the police station.

12                    So you can look up my story, Stop  
13    Switch by Gary Lewis, CPD. Chuck Goudie did it.

14           PRESIDENT DRIVER: I'll let Dion go, and then  
15    I'm going to let you close.

16           MR. MCGILL: Dion McGill, District Councilor,  
17    7th Police District.

18                    I want to thank everyone who got us  
19    here, all the people who did the hard work,  
20    coalition, you guys are amazing. Everyone that  
21    spoke has been so eloquent. I don't even want to  
22    even try to talk about some of the things they  
23    talked about. So it gives me a great opportunity  
24    to talk about a little bit of a higher umbrella

1 issue. Like this is just a tip of the iceberg.  
2 Right? What we have in this City is a trust  
3 problem, and it is the tip of the iceberg. That,  
4 like, the District Councils are supposed to build  
5 trust between the community and the police, build  
6 relationships. So then I go to people, and I go  
7 you have to take that leap of faith of trust, but  
8 then I'll see a news article that says on top of  
9 the countless traffic stops that we all see each  
10 and every day in the community, there's 200,000  
11 unreported ones that are occurring. Right? That  
12 have, like, not been put on the books.

13 So how am I supposed to tell people  
14 to trust when they're being lied to every day?

15 I like to use just absolute terms.  
16 Those are lies. So I go to the community, I go,  
17 Well, you have to trust the police. Right? Is  
18 that what I'm supposed to tell them? That  
19 doesn't make any sense to me.

20 So if these pretextual traffic  
21 stops continue, it erodes everything. Right?

22 I was reading a research just the  
23 other day that a traffic stop can actually stop  
24 someone from voting. Is there any coincidence



1 that the communities that have some of the  
2 highest traffic stops also have some of the  
3 lowest voter turnout in the City?

4 That's not a coincidence. Right?  
5 We don't even think that deep, but we have to at  
6 some point. And I wished -- I wish to my soul  
7 Snelling was here, because I wanted to tell him  
8 eye to eye, We have a trust problem. You have  
9 the power to fix it. These people in front of us  
10 have the power to help you to fix it, but if you  
11 don't comment, you don't deny, that's not true,  
12 that's not the real -- f\*\*\* all that. It's just  
13 -- it's frustrating, and it does nothing to get  
14 us to where we need to go. Thank you.

15 MR. SIMS: For every speaker that came up  
16 here, I commend y'all for just being open.  
17 However you all don't even hardly realize the  
18 reality that we suffer as Black Americans in this  
19 City.

20 Just last night, I spent 13 hours  
21 in District 1 arrested for nothing.

22 On July 22nd, just past, I spent  
23 hours in the 50 West Washington building arrested  
24 for nothing.

1 I have three order of protections.

2 In July 22nd, 2020, I was jumped on  
3 by the criminals dressed up as police officers in  
4 the 24th District.

5 Countless events that take place.  
6 I spoke with you all. I spoke with the Free2Move  
7 Coalition, and most of you all in this room  
8 possibly know who I am. I'm just attending these  
9 meetings and being here, sharing with you all my  
10 consistent trauma.

11 I got our so-called allies and a  
12 host of other people in this room that will never  
13 realize that they have the freedom to move  
14 throughout life, they have the freedom to move  
15 throughout the workplace, freedom to move  
16 throughout education, freedom to move throughout  
17 business, and just life, period; whereas, I'm  
18 hindered, hampered in every motion.

19 Same to you as you tell your story,  
20 but here it is. These moments for me are too  
21 consistent, which means they must be  
22 manufactured.

23 And I have an organization, a  
24 Community Commission of Public Safety to aid me,

1       however I'm not getting aided.

2                       Free2Move Coalition should have  
3       jumped along, but no. And so I'm a man in the  
4       wind. Just like most Black Americans here in the  
5       City of Chicago, in the wind, arguing points in  
6       which we won't get anything out of, policies  
7       which won't aid us, legislations that won't even  
8       help us.

9                       So where we stand? I'm just  
10       saying, honestly, where do we stand?

11                      I don't want to be told to sit down  
12       when I need to say something, especially when  
13       it's important. Especially when it pertains to  
14       this.

15                      You all know who I am. But  
16       pretextual stops, I guess, is more important than  
17       the people.

18                      PRESIDENT DRIVER: Thank you. We've reached  
19       the end of our public comment period.

20                      I would like to thank you,  
21       everyone, who offered their comments tonight.  
22       Your input is valuable.

23                      COMMISSIONER WORTHAM: Okay. Hello,  
24       everyone. Good evening.

1                   So there are actually several  
2 groups of policies on Chicago Police Department's  
3 website that are currently posted for input and  
4 comment.

5                   So I'll just read those off. The  
6 first is interactions with persons with  
7 disabilities, policy suite. The comment period  
8 for that group of policies ends on September  
9 12th.

10                  Also, we have the gang and  
11 narcotics-related loitering suite of directives,  
12 as well as the police encounters and the Fourth  
13 Amendment policy suite. And the policy period  
14 for both of those last two -- that's not what I  
15 meant to say. Comment period for both of those  
16 last two ends on September 9th.

17                  So if you are interested, which --  
18 if you are interested in reviewing those policies  
19 and commenting on them, you can use the QR code  
20 on the screen. And those policies related to the  
21 police encounters and the Fourth Amendment are  
22 related to traffic stops, and the Commission is  
23 reviewing those to better understand the  
24 implications for our work and the next steps on

1 all of this.

2 So UR code if you'd like to offer  
3 comment on those. Thank you.

4 PRESIDENT DRIVER: Thank you. Our next order  
5 of business is going to be a panel discussion.  
6 And before I read prepared remarks, I feel like  
7 it is important to say a question that I've  
8 gotten over and over in regards to how did we get  
9 here in this moment. Specifically, why didn't  
10 the CCPSA address this issue or take on this  
11 issue long before today. And that's a question  
12 I've gotten maybe five times since I've even  
13 stepped into this room.

14 We had an Interim Commission. The  
15 District Council members, the Nominating  
16 Committee were going through their process of  
17 investigating permanent commissioners. There  
18 were a number of issues that the Interim  
19 Commission did address. This is an issue that is  
20 very critical, very important that we get it  
21 right. So rather than me and myself and Remel  
22 Terry, who are now the only two people who are  
23 from the Interim Commission rushing to do that,  
24 knowing that there was a chance that the

1 nominating committee may not select us, knowing  
2 that there was a chance that Mayor Johnson may  
3 not select us, and/or the Nominating Committee  
4 could have selected people who would have joined  
5 the Commission and may have wanted to go in a  
6 different direction, I felt it inappropriate to  
7 start something and not know if we will be able  
8 to finish it or get it right, knowing that a  
9 permanent Commission was coming.

10 We've been on record a long time  
11 ago saying that the moment the permanent  
12 Commission was established, this would be  
13 something that we would look to address.

14 So I did want to clear that up,  
15 because there were a lot of questions that I got  
16 about that when I came into this room.

17 The ordinance creating the  
18 Commission -- our next order of business is a  
19 subject matter hearing on pretextual traffic  
20 stops.

21 The ordinance creating the  
22 Commission gives residents of Chicago the power  
23 to require the Commission to hold a public  
24 meeting on a specific subject.

1           If at least 2000 Chicago residents  
2 sign petitions supporting a meeting on some  
3 subject, the Commission must meet to discuss it.

4           On July 25th, 2024, the Commission  
5 received a petition with more than 2000  
6 signatures, calling for a special meeting on  
7 pretextual traffic stops.

8           The purpose of this special hearing  
9 is to learn about how pretextual traffic stops  
10 impact communities and public safety and to learn  
11 from other jurisdictions that have changed their  
12 policies on police-initiated traffic stops.

13           First, we will hear from  
14 representatives from the coalition that led the  
15 petition drive.

16           They will summarize why they  
17 submitted the petition.

18           The Chicago Police Department will  
19 then give a brief statement.

20           Then presenters who have worked on  
21 or studied changes to traffic stop policy in  
22 other jurisdictions will address pretextual  
23 traffic stops and Commissioners will ask them  
24 questions.

1           Before we begin, it is important to  
2 understand that what we mean tonight when we talk  
3 about pretextual traffic stops.

4           A pretextual traffic stop is when a  
5 police officer stops a car for violating a  
6 traffic law, like for a broken taillight or an  
7 expired license plate, but the traffic law  
8 violation isn't the primary motivation for the  
9 stop, it's a pretext.

10          With a pretextual traffic stop, the  
11 officer's primary motivation for the stop is to  
12 find evidence that the driver has committed  
13 another crime, like they are carrying an illegal  
14 gun, or have stolen property, or possess illegal  
15 drugs.

16          The Supreme Court has ruled that  
17 pretextual traffic stops are constitutional.  
18 Police can stop drivers for violations of traffic  
19 laws and use the stops to try to find evidence  
20 that the driver has committed another crime.

21          Even though the U.S. Constitution  
22 allows pretextual traffic stops, state and local  
23 governments are permitted to pass laws, and  
24 police departments can enact policies that place



1 guardrails around them.

2 And over the last several years, a  
3 number of jurisdictions have passed laws or  
4 changed policies that put restrictions on traffic  
5 stops.

6 Tonight and in the coming months,  
7 the Commission will look closely at traffic stop  
8 policies and practices in Chicago and in some of  
9 these other jurisdictions.

10 The Commission first took up the  
11 issue of traffic stops at the beginning of the  
12 year during the goal-setting process.

13 Every January, the Commission sets  
14 goals for the Police Department, and then, over  
15 the course of the year, works -- we work to  
16 assess the progress the Police Department is  
17 making towards those goals.

18 This year, with support from Police  
19 Superintendent Snelling, the Interim Commission  
20 adopted a goal to articulate a crime-fighting  
21 strategy that is rooted in constitutional  
22 policing and supported by the community.

23 As a part of this goal, the  
24 Commission noted that it wanted to ensure that

1 the Superintendent address concerns about the  
2 potential overuse of policing tactics that  
3 disproportionately impact Black and Brown people,  
4 devastate communities, and reduce trust and  
5 police -- reduce community trust and police  
6 legitimacy without necessarily making communities  
7 safer.

8 As part of this goal, Superintendent  
9 Snelling agreed to ensure that all CPD officers  
10 receive effective training on constitutional  
11 policing, with a special focus on policing  
12 guidelines related to traffic stops and consent  
13 searches of vehicles.

14 The goal also says that policing  
15 actions must be guided by well-articulated  
16 community-informed strategies. So the Commission  
17 can explore whether CPD's traffic stops policies  
18 and practices are guided by a strategy that is  
19 both clearly articulated and community informed.  
20 And the goal also says that the CPD practices  
21 must be "data-driven, effective, and mindful of  
22 equity."

23 So as part of this goal evaluation,  
24 we will be looking for evidence about whether

1 CPD's traffic stops practices actually meet that  
2 description.

3 The Commission is also engaged in  
4 conversations with the Independent Monitoring  
5 Team that oversees the consent decree, the  
6 Illinois Attorney General's Office, and the  
7 City's Law Department to ensure that the topic of  
8 traffic stops remains within the Commission's  
9 policy jurisdiction.

10 Tonight, we will hear from experts  
11 who will speak about what jurisdictions have done  
12 to address concerns about traffic stops and about  
13 the impact those changes have made.

14 Thank you to all our presenters who  
15 volunteered to be here and provide their  
16 perspectives and experience and to engage in a  
17 thoughtful discussion.

18 We ask that everyone remain  
19 respectful throughout tonight's discussion and  
20 allow each presenter the opportunity to answer  
21 questions that are posed to them.

22 VICE PRESIDENT TERRY: Good evening,  
23 everyone. The following statement is being  
24 shared on the advisement of our counsel at our

1 City of Chicago Department of Law.

2           The City of Chicago is currently a  
3 defendant in a class action lawsuit on the  
4 subject of traffic stops. Because of the  
5 lawsuit, there are limitations on what City  
6 officials can say tonight. This means that the  
7 lack of any City or CPD response to statements  
8 made or data presented at this hearing should not  
9 in any way be construed as the City's agreement  
10 with or acceptance of any such statements or data  
11 and should not be construed as an admission of  
12 any wrongdoing.

13           A representative from the Chicago  
14 Police Department will make a statement tonight  
15 but won't be responding to questions.

16           After tonight, we'll have other  
17 opportunities to get information from CPD using  
18 tools that the Commission has by law.

19           Additionally, Dr. Baumgartner, one  
20 of the panelists this evening, has been retained  
21 as an expert witness against the City in another  
22 pending lawsuit, and as part of this work in that  
23 matter has reviewed materials related to the  
24 class action traffic stop lawsuit and written an

1 opinion in support of the plaintiff's case  
2 against the City.

3 This won't have an impact on the  
4 Commission's work. Our primary focus tonight is  
5 to hear from experts from around the country and  
6 to ask them questions, and we will do just that.

7 Going forward, we want to continue  
8 to hear from community about solutions.

9 Our next outreach steps include:  
10 Reaching out and learning from people most  
11 impacted and getting their input regarding  
12 solutions. Listening to all stakeholders and  
13 other constituents to determine the most  
14 impactful approach for City of Chicago;  
15 additional hearings on traffic stops, and working  
16 in partnership with CPD to determine the purpose  
17 and strategy for using traffic stops, and to  
18 define how CPD evaluates the outcomes of their  
19 strategies.

20 PRESIDENT DRIVER: We would now like to  
21 invite Amy Thompson and Joy Imobhio of Free2Move  
22 to the podium to describe why they worked to  
23 gathered signatures for the petition that led to  
24 tonight's meeting. Thank you for joining us.

1 MS. IMOBHIO: Good evening, Commissioners and  
2 fellow Chicagoans and friends. Thank you all so  
3 much for being here and your commitment to this  
4 important issue.

5 My name is Joy Imobhio, and I am  
6 joined by my colleague Amy Thompson, and we're  
7 here today representing the Free2Move Coalition.  
8 The Free2Move Coalition is an alliance working to  
9 create a safer, more racially equitable system of  
10 traffic safety in Chicago.

11 Over the next three years, we've  
12 analyzed data on pretextual traffic stops that  
13 attest to the lived experiences of Chicagoans.  
14 It's clear that change is needed.

15 Today we want to share with you  
16 what that research shows and what our coalition  
17 thinks needs to be done to begin addressing this  
18 serious issue. Next slide please.

19 I want to briefly explain the types  
20 of stops that our coalition is focused on.

21 We analyzed data we obtained from  
22 CPD that document CPD's traffic stops for a  
23 moving, equipment, or licensing registration  
24 traffic offense. Any of these stops could be a

1 pretextual traffic stop. That's when an officer  
2 uses the violation of the traffic code, typically  
3 a minor violation, as an excuse to pull someone  
4 over when their real motivation is to investigate  
5 the person for signs of criminal activity that  
6 they don't have a reasonable suspicion of.

7 We are not talking about stops for  
8 crimes like robbery or carjacking. If an officer  
9 has reasonable suspicion or probable cause for  
10 crimes like that, they can pull over a car for  
11 that reason.

12 So those are not the type of stops  
13 that we're talking about here. Rather, we're  
14 talking about stops made for a traffic code  
15 violation. Slide, please.

16 In 2015, CPD was required to limit  
17 its use of pedestrian stop and frisk; instead, it  
18 just funneled that discriminatory practice into  
19 escalated traffic stops. From there, traffic  
20 stops increased by 700 percent and have stayed  
21 high ever since. Although it's been reported  
22 that stops this year have gone down by 40  
23 percent, that's still too high.

24 If you assume those numbers remain

1 steady through the rest of the year, that's still  
2 over 350,000 stops, more than any year before  
3 2018.

4 So while the decrease is good,  
5 there's still a long way to go. Slide, please.

6 In 2004 and the years thereafter,  
7 most stops were made for moving offenses. Now,  
8 however, CPD stops are focused instead on minor  
9 violations.

10 In 2023, nearly 70 percent of  
11 traffic stops were made for registration or light  
12 issue.

13 CPD has said it uses traffic stops  
14 to find criminal activity and fight violence, but  
15 when you really look at the data, it shows that  
16 the strategy of using minor traffic stops as a  
17 pretext to fish for criminal activity doesn't  
18 work.

19 In 2023, just 3.7 percent of stops  
20 resulted in a citation. Only 2.2 percent  
21 resulted in an arrest. Less than 1 percent  
22 resulted in a recovery of illegal items like  
23 drugs or weapons. And within that, less than 0.5  
24 percent resulted in finding any gun. With over



1 half a million stops last year, this data shows  
2 that using traffic stops as a pretext to fish for  
3 people engaging in crime is remarkably  
4 ineffective. Slide, please.

5 But beyond being ineffective, CPD's  
6 traffic stop practices disproportionately harm  
7 Black and Latine drivers in communities.

8 In 2023 Black drivers were over 51  
9 percent of those stopped, and yet they make up  
10 less than 29 percent of Chicago's population.

11 In District 11, a district with over  
12 96 percent Black or Latine residents, had 10  
13 percent of the City stops despite being only 2.5  
14 percent of the City's population.

15 Slide, please. We also see racial  
16 disparities in consent searches which is what  
17 happens when an officer asks the person for their  
18 permission to search. Officers don't need to  
19 have any suspicion of criminal activity before  
20 asking for that consent.

21 In 2023, over 95 percent of consent  
22 search requests were made to Black or Latine  
23 drivers.

24 To address these problems, the

1 Free2Move Coalition developed a three-part policy  
2 to reduce racially disparate pretextual traffic  
3 stops.

4 We don't have time to fully dig into  
5 those today, but we wanted to briefly mention  
6 them, because the panelists you're going to hear  
7 from will be discussing some of these policy  
8 changes.

9 First, we want to limit stops made  
10 solely for the low-level violations that are the  
11 most common pretext; things like recently expired  
12 registration or one broken headlight. These  
13 stops aren't keeping us safe, and they're a waste  
14 of public resource.

15 Second, we want to prevent police  
16 from being able to use this stop code -- the  
17 traffic code as an excuse to stop someone when  
18 what they're really interested in is criminal  
19 activity. This will make it so police focus on  
20 actual evidence of criminal activity instead of  
21 relying on traffic offenses as an excuse to fish.

22 Finally, we want to end  
23 suspicionless consent searches during traffic  
24 stops. This will require police to have some

1 level of criminal suspicion before asking a  
2 driver for consent to search.

3 Next slide. This is such an  
4 important issue that sits at the heart of why  
5 this Commission exists. This is why community  
6 members submitted over 2,400 signatures to demand  
7 this hearing.

8 Today we want to increase public  
9 safety. To learn more, please follow this QR  
10 code on the screen or reach out to me or Amy.

11 I hand it back over to you,  
12 President Driver.

13 PRESIDENT DRIVER: Thank you. Thank you  
14 again for submitting your petition calling for a  
15 special meeting on this important topic.

16 Now I would like to ask CPD's Chief  
17 of Constitutional Policing, Angel Novalez, to  
18 give a brief statement on the work the Department  
19 has done regarding traffic stops.

20 This information, in addition to  
21 the information derived from future meetings  
22 hosted by the Commission, will help inform our  
23 discussions with them regarding the development  
24 and implementation of any necessary policy or

1 reforms.

2 The Department has committed to  
3 stay for the duration of this special meeting to  
4 hear what the experts are saying about this  
5 topic.

6 I'd now like to invite the  
7 Department up to give an update.

8 CHIEF NOVALEZ: Good evening. And thank you  
9 very much for having me today. My name is Angel  
10 Novalez, Chief of Constitutional Policing and  
11 Reform. I'm honored to be here on behalf of  
12 Superintendent Snelling.

13 At the Chicago Police Department,  
14 we must always have connection to communities.  
15 This is why I'm here, to listen to communities  
16 and everybody in this room.

17 Thank you all for coming and  
18 sharing your experiences this evening.

19 Since becoming Superintendent about  
20 a year ago, Superintendent Snelling has made it  
21 very clear that a strategy to reduce crime should  
22 not -- should not solely encompass traffic stops.

23 I want to acknowledge -- I'm sorry.  
24 Additionally, Superintendent has acknowledged

1 that oversight of our traffic stops is absolutely  
2 necessary, and then he has taken steps to show  
3 this.

4 I want to acknowledge that  
5 discussion of traffic stops can be complicated.  
6 What we define in policy is nuance and detail;  
7 however, it must always be rooted in the Fourth  
8 Amendment and in constitutional policing  
9 principles.

10 More importantly, I am here to  
11 listen this evening. Thank you for sharing your  
12 concerns during this public comment, and I look  
13 forward to hearing from the panel and the subject  
14 matter experts here today. The more we listen,  
15 the more we can learn, and the more we can learn,  
16 the stronger we can make our policies and our  
17 training.

18 In order to ensure that we are  
19 serving you, the communities, we must have sound  
20 policies and first-rate training for our  
21 officers.

22 This is why CPD believes that  
23 traffic stops should be added to the Consent  
24 Decree. We believe that adding traffic stops to

1 the Consent Decree provides a robust oversight  
2 process to ensure that we develop strong policies  
3 and training.

4 Uniquely, with the addition to the  
5 Consent Decree, we will also be folding CCPSA to  
6 have a role in the policy development process.  
7 This is new, but we believe that it's important.  
8 We need to hear the voices of the community that  
9 CCPSA is connected to.

10 In 2025, we will be prioritizing  
11 Fourth Amendment training which will include  
12 training on traffic stops.

13 This training will include an  
14 eight-hour foundational course and an eight-hour  
15 practical scenario-based course for officers.

16 The foundational course is a -- in  
17 combination with the scenario-based course is  
18 pivotal to training as it reinforces these  
19 concepts.

20 We are developing this training in  
21 conjunction with national subject matter experts  
22 with a review of community members. We see this  
23 training as a starting point, and as new policies  
24 develop, we'll have additional training.

1                   During our policy development  
2 process, we will continue to seek community  
3 input. This can be accessed through the Chicago  
4 Police Department website.

5                   As always, we hope to hear from all  
6 of you, and we hope that you all continue to  
7 share your feedback.

8                   At the end of the day, this is about  
9 culture change. We didn't get here overnight,  
10 and we're not going to get out of this overnight;  
11 however, we do believe that the Police Department  
12 is taking concrete steps to go in the right  
13 direction.

14                   We ask that you walk with us in that  
15 direction.

16                   With your community voices and  
17 expertise, we can get at this together.

18                   Thank you, and I look forward to  
19 listening to everybody here. Thank you.

20                   PRESIDENT DRIVER: Thank you, Chief Novalez.  
21 We will now move to the presenters.

22                   Presenting to us today are Dr.  
23 Frank Baumgartner, Dr. JJ Naddeo, Rory Pulvino,  
24 John Choi, Charmin Leon, and Max

1 Carter-Oberstone.

2           Due to the limited amount of time  
3 we have in this venue and scheduling constraints  
4 for our presenters, we have allotted ten minutes  
5 per presenter for presentations and questions  
6 from the Commission.

7           This is the start of the  
8 conversation, and the presenters have all agreed  
9 to continue working with the Commission as we  
10 conduct our research on this topic.

11           We will start with Dr. Baumgartner.

12           DR. BAUMGARTNER: Thank you very much for  
13 having me. I'm going to try to be very, very  
14 brief. I just wanted to --

15           PRESIDENT DRIVER: Dr. Frank Baumgartner  
16 holds the Richard J. Richardson Distinguished  
17 Professorship in the Department of Political  
18 Science at UNC-Chapel Hill. In recent years, he  
19 has focused on studies of criminal justice  
20 issues, including the death penalty, racial  
21 disparities in traffic stop outcomes, and other  
22 issues.

23           Dr. Baumgartner, thank you for  
24 joining us.



1 DR. BAUMGARTNER: Thank you very much for  
2 having me. I'll be very brief, and I wanted to  
3 agree with the Chief who just spoke about the  
4 need for culture change. And one of the things I  
5 want to talk about is where did the current  
6 culture come from.

7 I want to focus on a particular  
8 sheriff's deputy in Daytona Beach, Florida, in  
9 the 1980s. His name was Bob Vogel. Sheriff  
10 Vogel. He eventually became the elected sheriff  
11 in Volusia County, Florida. He kept pulling over  
12 Black and Brown men on I-95 as they drove through  
13 his district in Florida, based on a hunch that  
14 these men might be drug couriers. And judges in  
15 the local courts kept throwing out these arrests  
16 based on racial profiling saying that it was  
17 illegal. So sheriff -- Deputy Sheriff Vogel went  
18 to the Florida traffic code, and he studied it in  
19 detail, and he found over 500 legal  
20 justifications for a traffic stop.

21 And since that day, the pretextual  
22 traffic stop was born. And it has now been  
23 instructed and entered into the curriculum in  
24 police academies throughout the country.

1           First, one has to find the legal  
2 justification to pull over the driver. Second,  
3 one can pull over the driver, but you can't pull  
4 them over without first identifying that legal  
5 justification. That's a pretextual traffic stop.  
6 It's been common practice since the 1980s.

7           In the United States, police conduct  
8 over 20 million traffic stops every year, and as  
9 we saw in Chicago, it's over 500,000. So,  
10 naturally, some small percent of those traffic  
11 stops do lead to the discovery of some bad  
12 behavior; some guns, some criminal behavior, some  
13 contraband. But it has been from the beginning  
14 understood even by the police who conduct these  
15 stops, it's a needle in the haystack, fishing  
16 expedition as was described.

17           The crime-fighting value of these  
18 traffic stops is quite low, but there are  
19 anecdotes that confirm the value for the police.  
20 The main anecdote is Timothy McVey. The Oklahoma  
21 City bomber was actually arrested after bombing  
22 the Oklahoma City federal building by an Oklahoma  
23 State trooper in a routine traffic stop. So  
24 there is some -- there are occasional times when

1 somebody who is an actual serious criminal is  
2 pulled over in a traffic stop, but that's related  
3 to the millions and millions of traffic stops  
4 that occur on a routine basis, not the  
5 effectiveness of traffic stops as a strategy.

6 I want to mention three things that  
7 are lost, and then three important  
8 considerations, and then I'll conclude my  
9 remarks.

10 Three things that are lost are the  
11 innocent individuals who are humiliated,  
12 frightened, and detained creating long-lasting  
13 material harms and emotional harm -- emotional  
14 pain from those unjustified detentions by the  
15 police.

16 Second that's lost are drivers who  
17 are actually driving dangerously. We need to  
18 enforce the traffic code against people who are  
19 speeding, going 80 miles an hour in a 35 zone,  
20 people who are actually putting other citizens at  
21 risk by their dangerous driving. And diverting  
22 the traffic code into the war on drugs is not a  
23 way to keep the road safer.

24 Third, better ways to fight crime.

1 If the goal is to arrest people who are involved  
2 in serious crimes, we need to investigate the  
3 criminals, do some detective work, spend time  
4 investigating their activities and arrest them  
5 for some valid legal reason. Don't simply pull  
6 over 10,000, 20,000, a hundred thousand people  
7 hoping that a few of them by luck and mere chance  
8 will be the ones -- will have been involved in  
9 some crime.

10 I want to mention three elements of  
11 the environment that should structure any  
12 understanding of pretextual traffic stop. First  
13 is the legal environment. Sheriff Vogel had it  
14 right legally. The police do have the right to  
15 pull you over if you have an expired tag. It is  
16 illegal to have an expired tag. It would require  
17 the legislature to decriminalize that behavior  
18 and to reduce the scope of the traffic code down  
19 to some small number of violations, and I don't  
20 expect that to happen.

21 So the legal environment is still on  
22 the side of the police, and we can't expect the  
23 United States Supreme Court to come to the aid of  
24 people who argue that they've been unjustly

1 detained. So that's not a route that I think we  
2 can take.

3           The political environment is a  
4 different thing. There is a crisis in almost  
5 every community in Chicago and elsewhere about  
6 trust in the police. And I would just say from  
7 the police perspective, pulling back on  
8 pretextual traffic stops will have very little  
9 effect on crime, but it's going to have a great  
10 effect on community trust and community  
11 engagement with the police.

12           I would challenge any police leader,  
13 identify the top 100 arrests of which your  
14 department is most proud in the last 12 months,  
15 the top arrests that your department has made,  
16 then count how many of those arrests that are the  
17 top value arrests came from a traffic stop.

18           If that number is low, then don't  
19 allow anyone in your department to claim that a  
20 traffic stop is a, quote unquote, "Effective tool  
21 in reducing crime," because they may not be.

22           And then finally, I would mention  
23 the institutional environment, the legal  
24 environment, the political environment, and

1 finally the institutional environment. To  
2 enhance public safety on the roads, to reduce  
3 injurious or deadly traffic accidents, perhaps we  
4 should assign traffic safety to an agency that  
5 does not have the authority to arrest people.  
6 Perhaps there should be an agency that's totally  
7 focused on traffic safety and reducing accidents.  
8 The police would naturally oppose this, because  
9 the creation of the automobile was a fantastic  
10 improvement in the authority of police agencies  
11 throughout the United States, but it would allow  
12 the police to focus on fighting crime, rather  
13 than being involved in needle-in-the-haystack  
14 strategies to pull over hundreds of thousands of  
15 people --

16 PRESIDENT DRIVER: Can you hear me?

17 DR. BAUMGARTNER: -- a year. Thank you very  
18 much.

19 PRESIDENT DRIVER: Thank you. We want to  
20 move to Commissioner questions. And I know  
21 Commissioner Gottlieb had a question for you.

22 COMMISSIONER GOTTLIEB: Yes. So, Dr.  
23 Baumgartner, thank you so much for taking the  
24 time today. I know you've done a lot of work on

1 Fayetteville, North Carolina, and I was wondering  
2 if you could speak to the experience there that  
3 they've had with -- originally with traffic stop  
4 reform and then rolling it back.

5 DR. BAUMGARTNER: Certainly. The City of  
6 Fayetteville, North Carolina, is a very racially  
7 diverse city, and there were quite significant  
8 controversies in the city about allegations of  
9 racial profiling by the police, similar to what  
10 we're talking about here.

11 This led to allegations by the local  
12 NAACP, challenges by the city council, the city  
13 manager, finally the police chief left, and the  
14 city manager was fired, I believe. It was quite  
15 a big shakeup.

16 They brought in a new police chief  
17 who was committed to reforming the way that  
18 people -- that his police department interacted  
19 with citizens, and that new police chief brought  
20 in a policy that he was able to convince his  
21 officers to adopt as with a pretty strong  
22 consensus that this might be an effective  
23 strategy. So there was buy-in by the police  
24 leadership, and they stopped doing pretextual

1 stops. He told them to stop doing equipment  
2 stops, tag stops. And what happened in  
3 Fayetteville is that crime continued to decline  
4 as it had been declining, but that community  
5 calls to 911 increased as a rate compared to the  
6 crime rate.

7 So people seemed to be more trusting  
8 of the police and more willing to call them into  
9 their neighborhoods when they thought that they  
10 were being fairer.

11 PRESIDENT DRIVER: Thank you. I have a quick  
12 follow-up question, and that is how much of this  
13 do you believe is a -- and I heard you mention  
14 that Chief Novalez talked about culture. How  
15 much of this is a policy change and how much is a  
16 cultural shift, and how much can policy influence  
17 culture?

18 DR. BAUMGARTNER: Well, I would point out  
19 that at the same time that Fayetteville's police  
20 chief and the leaders of that department  
21 enthusiastically adopted a reform, in another  
22 city of North Carolina, the reform was forced on  
23 the department against its will, and it totally  
24 backfired. They mandated that consent searches



1 had to get a written signature by the driver,  
2 which drivers typically would not consent to.  
3 But they had such an increase in probable cause  
4 searches, that there was a net increase in  
5 overall searches. And I think that was because  
6 the police leaders, from the chief on down,  
7 refused to participate in that culture shift.  
8 They disagreed with the policies that were  
9 mandated on them by the city council.

10 So it really requires institutional  
11 buy-in by the police. And it requires a culture  
12 shift. And I think some hard questions for  
13 police leaders to challenge their own training.  
14 The training in the police community is that this  
15 is an effective strategy. The evidence suggests  
16 it may not be.

17 So that's a hard question for  
18 people.

19 COMMISSIONER WORTHAM: Hello. Hi. Thank you  
20 for your time this evening. I have a question  
21 actually just based on what you just said.

22 I heard you say I believe in your  
23 introductory remarks that the evidence suggests  
24 it may not be an effective strategy. And I'm

1 going to tie that to your Timothy McVey example.  
2 When -- in the jurisdictions you've worked with  
3 or studied, do you have any data -- I understand  
4 the subjective characterization, the Timothy  
5 McVey examples, or examples where we are getting  
6 guns, and we are seeing contraband or illegal  
7 activity are -- subjectively a small percentage.  
8 Do you have the data on that?

9                   And then a related question is,  
10 when you were working -- or your experience of  
11 any work with communities on the concern about  
12 that subjectivity. So if you get five guns off  
13 the street out of a hundred thousand stops, sure,  
14 you can say that's a small number, but I'm sure  
15 to the life that's saved from those five guns,  
16 they might not see it as small. So do you know  
17 how that conversation, if at all, was navigated  
18 in jurisdictions that made this change?

19                   DR. BAUMGARTNER: Yeah, I think that's a  
20 really good question, and it's important to  
21 understand, you might get five guns out of a  
22 hundred thousand traffic stops, or whatever the  
23 number is, some low percentage. So we have to  
24 understand the difference between a percentage

1 and a number. It's nice to remove whatever  
2 number of illegal guns that might be used in  
3 crime from a community that could make us safer,  
4 but there's two things to balance with that.  
5 There's 99,995 people who got pulled over who  
6 were innocent for each of those five guns that  
7 got removed. So what happened to those 99,000  
8 people and what is their trust level in the  
9 police after they were subjected to a policy that  
10 singled them out with no suspicion, only because  
11 of their appearance or a stereotype of their  
12 demographic profile?

13 So I think that's a very important  
14 thing. And the other is just community trust in  
15 the police. And would the police be able to  
16 spend their time better on something else? Could  
17 they have gotten 50 guns out of the community if  
18 they had reallocated all the time and money and  
19 cars and equipment and officer time that went  
20 into those 100,000 traffic stops that generated  
21 five guns?

22 I would like to think that they  
23 could spend their time better, but that's a  
24 question for police leaders. I'm not an expert

1 on that. But certainly we have to understand the  
2 low pay-off per traffic stops.

3 PRESIDENT DRIVER: Thank you, Dr.  
4 Baumgartner. I don't mean to cut you off. We do  
5 have to get to our next presenter. I really  
6 appreciate your insight.

7 Next we will hear from Dr. JJ Naddeo  
8 and Rory Pulvino from the Justice Innovation Lab.

9 Dr. Naddeo is an economist with the  
10 Center for Economic Studies at the U.S. Census  
11 Bureau and a researcher at the Justice Innovation  
12 Lab and economist and data analyst at Free Our  
13 Vote.

14 Rory Pulvino is Director of  
15 Analytics at the Justice Innovation Lab where he  
16 leads a team of data engineers, analysts, and  
17 outside researchers in designing data-driven  
18 solutions for a more equitable, effective, and  
19 fair justice system.

20 JJ and Rory, thank you for joining  
21 us.

22 MR. PULVINO: Thank you. Next slide, please.  
23 So JJ and I worked together to examine when the  
24 City of St. Paul changed their policy to no

1 longer conduct non-public safety stops.

2 I'm going to go over this really  
3 quickly because we've already heard a lot about  
4 what this was.

5 But in the case of St. Paul, what  
6 they were -- the conduct that they were stopping  
7 was stopping stops for minor vehicle violations  
8 that they determined were non-public safety  
9 stops. And so I just want to highlight, and this  
10 was highlighted earlier, that non-public safety  
11 stops does not necessarily mean that they are  
12 pretextual stops, although anecdotal evidence  
13 suggests that most pretextual stops are  
14 non-public safety stops. Next slide.

15 And so we've actually already heard  
16 a lot about this as well as to why do police tend  
17 to conduct non-public safety stops.

18 The general reasoning is that they  
19 improve road safety. So there is a reason that  
20 those things that are violations are there, and  
21 they are for safety of vehicles, and then they  
22 also increase the probability that someone --  
23 that the police will find contraband that may be  
24 used in a more serious crime. So generally

1 that's thought to be guns, drugs, other weapons.  
2 And so being able to conduct these stops may  
3 increase the probability of finding those items  
4 and then removing them from the neighbor -- the  
5 neighborhood.

6           There's obvious costs to this, so  
7 enforcement is uneven by race and income as  
8 you'll -- you've heard tonight, and as you will  
9 hear more about. It decreases trust in law  
10 enforcement in communities where trust is crucial  
11 for solving other crimes. The fees and costs of  
12 fixing minor vehicle violations caused  
13 significant financial distress upon the  
14 communities that they are affected by. And so  
15 they can lead to a cycle of poverty. And there  
16 is officer and motorist safety risks to  
17 conducting traffic stops in general. And so  
18 people have spoken about those.

19           Turn it over to JJ.

20           DR. NADDEO: Yeah, I'll jump in. Thanks for  
21 having me. So this figure is just showing you  
22 the number of stops per month -- so the average  
23 number of stops per month in vehicle violation  
24 stops, so the light blue, the dark blue is moving

1 violations, and then there is the small orange  
2 sliver that says other stops or uncategorized  
3 stops. And this really is just to show you right  
4 around that red dotted line, September 2021, the  
5 -- when the policy in St. Paul or in Ramsey  
6 County took place, that first St. Paul Police  
7 Department, right, vehicle violations basically  
8 disappeared. So this was just sort of showing  
9 you visually that policy.

10 Can you go to the next slide,  
11 please?

12 So kind of our job and what we were  
13 tasked with doing is getting the best guess at  
14 like what impact this policy had.

15 So just comparing before and after  
16 means can -- right, sort of lead you astray in a  
17 lot of -- in a lot of ways, which I won't spend  
18 too much time getting into, but our kind of --  
19 our job or what we first -- our first stab at  
20 this was to try to forecast into the future what  
21 we thought the outcomes, that I'll talk about,  
22 were -- would have been if this policy didn't  
23 take place. So it basically takes all of the  
24 data before the policy happens, and we try to use

1 it to forecast into the future, so think of it  
2 like a weather forecast. Hopefully we do better  
3 than that.

4 This is showing you just for vehicle  
5 violation stops what are forecast, so that's sort  
6 of the black dots with the -- with the gray sort  
7 of uncertainty -- measure of uncertainty would  
8 have been if, right, the policy hadn't taken  
9 place. And then the sort of red hollow dots  
10 after the policy show you sort of the average of  
11 what actually happened. Okay. Next slide.

12 So this is just taking what I just  
13 showed you and sort of putting it into a succinct  
14 sort of panel, and so you can see that top left,  
15 this is the percentage change in our forecast  
16 between -- so this is going to be a percentage  
17 change in what we forecasted versus what actually  
18 happened.

19 So you can see vehicle violation  
20 stops, almost a hundred percent decrease. Moving  
21 violation stops interestingly, right, don't  
22 really change -- or decrease a little bit in the  
23 beginning, and then over time increase to sort of  
24 replace the vehicle violation stops, and then we



1 have sort of outcomes of interest. So this is  
2 citizen calls for service, 911 calls for service,  
3 gun seizures, reported criminal incidents by  
4 SPPD, and then traffic incidents. And what you  
5 can see there is that for none of these you see a  
6 very statistical -- statistically significant  
7 increase or decrease that is sustained.

8           And so this is sort of our main  
9 takeaway is, well, you see a hundred percent  
10 decrease in vehicle stop -- traffic stops or  
11 vehicle violations, and you don't really see a  
12 corresponding increase in things that measure  
13 crime or also decreases in gun seizures, which  
14 we've talked a lot about already.

15           I should also point out, right, that  
16 the gun seizures per month is around 43, and  
17 that, right, compared to that 1500 to 2000 mark  
18 of number of stops, it is a small percentage of  
19 time that guns are being seized, so that's  
20 important to sort of note.

21           Very, very quickly here, because I  
22 don't have much time, sort of recapping what I've  
23 just said. We eliminated, right, of all stops  
24 for vehicle violations. There's no rebound that

1 we saw -- that we observed. There's no sustained  
2 increase in crime or traffic incidents or real  
3 decrease in gun seizures. And then something  
4 that's been touched on, right, the change in  
5 stops for vehicle violations was much greater for  
6 Black motorists than white motorists.

7 And, right, this change was larger  
8 during the daytime than at night.

9 So I will sort of -- I will end  
10 there, because I think we're out of time. Thank  
11 you.

12 PRESIDENT DRIVER: Thank you. We will begin  
13 with a question from Commissioner Minor.

14 COMMISSIONER MINOR: Thank you so much for  
15 your -- for this presentation.

16 I just have a question a little bit  
17 to understand better about the trends that you  
18 kind of just walked us through.

19 So can you talk to us a little bit  
20 more about what kinds of -- so since you all had  
21 created this band for traffic violations, what  
22 strategies were law enforcement using for -- to  
23 continue to engage and make sure they are seizing  
24 these guns? Where were they finding them?

1                   Also I wanted to know a little bit  
2 more about just like how did you arrive to a  
3 total band? And also what are the other  
4 enforcement mechanisms for road safety in this  
5 state?

6           DR. NADDEO: I think I'm probably not  
7 qualified to sort of -- I'm like the nerd looking  
8 at the numbers telling you -- giving you  
9 estimates. But I know John Choi's on this call,  
10 and he can probably speak much more eloquently  
11 about that. Yeah, I'll sort of -- I'll sort of  
12 leave it there. I don't want to waste time, you  
13 know, coming up with reasons why I think maybe  
14 the policy was implemented and leave it up to the  
15 experts.

16           COMMISSIONER GOTTLIEB: Thanks so much for  
17 the presentation, and you presented a lot of  
18 numbers, so I just want to kind of try to present  
19 the takeaways that I understand them and sort of  
20 make sure that I'm right. I'm a social  
21 scientist, too, so I understand kind of your  
22 caution with some of the numbers.

23                   So my understanding is that  
24 basically what you found is that stops decrease a

1 lot in a way that -- like quite statistically  
2 significant and not -- it's extremely not to be a  
3 true effect, but that you found really no  
4 evidence that it impacted crime rates at all or  
5 gun seizures at all. Is that correct?

6 DR. NADDEO: Yeah, that is correct. And we  
7 -- you know, this wasn't the only set of analysis  
8 that we did. So I can direct you to a lengthy  
9 paper with a lot of appendices, trying to really  
10 tease out if this was a true sort of null effect  
11 or if it was by chance.

12 So, yeah, I think you're  
13 understanding that correctly.

14 COMMISSIONER GOTTLIEB: Thank you.

15 PRESIDENT DRIVER: Any more Commissioner  
16 questions? Thank you.

17 We will next -- next we'll hear  
18 from John Choi from the Ramsey County Minnesota  
19 District Attorney's Office.

20 John Choi is a state and national  
21 leader in progressive justice reform, working  
22 with public officials and impacted communities to  
23 reimagine justice and the role of prosecutors.  
24 Most recently, John worked with the county law

1 enforcement leaders to reduce reliance on  
2 non-public-safety traffic stops.

3 John, thank you for joining us.

4 MR. CHOI: Good evening, and thank you so  
5 much for allowing me to be a part of your special  
6 Commission hearing today on non-public safety  
7 traffic stops.

8 For the people who are in law  
9 enforcement that are listening in the room, I  
10 want to tell you that I used to be a prosecutor  
11 that used to believe that these types of traffic  
12 stops actually could make a difference around  
13 public safety because -- and it was legal. And I  
14 have evolved by looking and studying research and  
15 data. There's so much research and data out  
16 there. And also most importantly, listening to  
17 my community, especially the aspect of our  
18 community that has been most impacted by crime  
19 and victimization, and listening to their  
20 perspective, and they are asking for this change.

21 And so in Ramsey County, we made  
22 this -- it was over a long period of time in  
23 terms of a conversation that I had with my police  
24 chiefs. But I came to this realization that I

1 was perpetuating an unjust police practice by  
2 opening my front door to say bring those cases  
3 in, and to make it into an analogy. I mean I  
4 don't think anywhere in -- on any basketball team  
5 would we ever allow for a player who only shoots  
6 2 percent of their shots that go in and not think  
7 about all those missed shots and continue to  
8 perpetuate playing that particular player over  
9 and over again.

10 In fact, we would probably tell  
11 that person that we need to make a change and  
12 move to something different.

13 And so these are the conversations  
14 that I had with my law enforcement leaders in  
15 Ramsey County. Ramsey County is home to St. Paul  
16 and its surrounding suburbs. We have nine police  
17 agencies. We're a population of about 540,000  
18 people, and we made the change to -- with these  
19 conversations I said that I wanted to have my  
20 policy saying that I'm not -- if there's a case  
21 that emanates or stems from a non-public-safety  
22 traffic stop, that the general rule will be that  
23 we are not going to prosecute that case, as well  
24 as having a general rule that I don't want to

1 have cases sent to me based solely on a consent  
2 search without some articulable suspicion.

3 Go to the next slide. And luckily  
4 for me, there was -- and this is the definition  
5 of what we have as a non-public safety traffic  
6 stop. And then the next slide, please. And I  
7 was lucky that we had partners in all of this.

8 My largest police agency, St. Paul  
9 Police Department, and then the Roseville Police  
10 Department, and the Maplewood Police Department  
11 are my two largest suburban agencies, as well as  
12 St. Anthony Village Police Department, and we  
13 made this change together.

14 So in Roseville, they actually  
15 enacted a written policy. In St. Paul, they did  
16 an email directing their police to prioritize  
17 moving violations, the things that really  
18 mattered to public safety, like speeding,  
19 careless driving, impaired driving, and Maplewood  
20 did the same in terms of guidance to their police  
21 officers. And so we did this together, which I  
22 think is really critical.

23 And if we go to the next slide.  
24 And you heard some of the results. But we were

1 also very intentional. We said that -- you know,  
2 we said when we announced this in September of  
3 2021, we'd like to see more emphasis on moving  
4 violations, the public safety stops that actually  
5 matter. We would like to see these  
6 non-public-safety traffic stops dramatically  
7 reduced. And also to intentionally address the  
8 racial disparity.

9           We knew going into this work that  
10 Black motorists were four times more likely to be  
11 subject to a non-public-safety traffic stop, and  
12 9 times more likely to be subject to a search.  
13 And so we leaned in and specifically said -- and  
14 I think this is how we build trust and legitimacy  
15 of our criminal legal system, as well as in  
16 policing, that we are listening to our  
17 communities, and we're actually taking action,  
18 and we are actually trying to affect the -- the  
19 racial disparities that we have in our systems.  
20 And we also knew that just because there's so  
21 much research and data out there. You'll see  
22 Frank Baumgartner's research out there, but they  
23 have -- people have researched this to no end for  
24 the past 20 years, and what they have found is



1 that this practice is ineffective, and it  
2 recovers very small amounts of guns, and when we  
3 knew this would be a -- no discernable impact on  
4 crime rates. That's what the Justice Innovation  
5 Lab, the two researchers that you just heard  
6 from, JJ and Rory, talk about. And so those were  
7 the results that we've had.

8           Go to the next slide. And we also  
9 said that we need to have an alternative, and  
10 that alternative was to partner with a foundation  
11 in our community, Lights On!, which is a  
12 partnership that grew out of Minnesota in the  
13 wake of the killing of Philando Castile. And at  
14 that time Lights On! was an organization that  
15 distributed coupons or vouchers to police  
16 agencies so they could hand them out to help  
17 people with financial assistance to get their  
18 brake light fixed or whatever that might be.

19           We expanded that partnership so  
20 that instead of pulling people over, what we do  
21 now is we can put into the -- our CAD system the  
22 information of what the equipment violation was,  
23 a missing tab or left rear brake light out or  
24 whatever it might be. That information is sent

1 to a 911 center, and then that information the  
2 next day is sent to our police departments, and  
3 then they will generate a letter, and then that  
4 letter will instruct them that if they need  
5 assistance to fix this defect -- first of all,  
6 that they have to fix it, and then secondly, if  
7 they need assistance, that we have funding  
8 available to do that. And we've had hundreds of  
9 people that have called, and the response has  
10 just been wonderful. We also help people with  
11 their license tab expirations and pay -- get  
12 themselves good in the system. And the positive  
13 feedback that all of the police departments who  
14 have participated in this has been just enormous.  
15 And I think when we do this, when we build trust,  
16 and we build relationships, build alternatives  
17 -- and we built out this alternative because we  
18 were working also and listening to the police  
19 perspective and also listening to that  
20 perspective if there was a law on the books that  
21 says you need to have tabs, well then we need to  
22 probably figure out a way to build out this  
23 alternative, and thanks to the foundation, we  
24 were able to do that.

1                   But I think when you do these  
2 things -- when you actually put intentional  
3 leadership at the forefront and make decisions  
4 and make these changes, we can make a difference.  
5 And I think you'll see improved homicide  
6 clearance rates and improved clearance rates on  
7 non-fatal shootings --

8           PRESIDENT DRIVER: Time. Can you hear me?

9           MR. CHOI: -- and so the results on the  
10 alternatives.

11           PRESIDENT DRIVER: Thank you. We will now  
12 move to questions from Commissioners, beginning  
13 with Commissioner Terry.

14           VICE PRESIDENT TERRY: Thank you to all the  
15 presenters, first and foremost, and thank you,  
16 Mr. Choi. My question is rooted in what -- was  
17 this just a departmental policy, or were there  
18 other factors put in place to address this  
19 decrease? Like was the county or the state  
20 involved with changing certain rules, or was this  
21 just a departmental policy that passed, and if  
22 you can be more specific about what that  
23 entailed?

24           MR. CHOI: I think this is all about

1 collective impact. When we all decide to pull in  
2 the same direction, we can make a lot of change.

3 So I as a prosecutor had my own  
4 prosecution policy. Four of the police agencies  
5 of my nine had some sort of directive or guidance  
6 or a policy to de-emphasize these stops. We  
7 brought the foundation -- our community  
8 foundation to the table, built out an  
9 alternative, and we got everybody pulling in that  
10 same direction.

11 And, ultimately, I think someone  
12 talked about this issue about, you know, we had  
13 policies, but also, too, we had the will and the  
14 culture change there, because culture will eat  
15 policy for lunch any day. And I think it's so  
16 important for the leaders in law enforcement to  
17 really lean in if they want to see these changes  
18 happen.

19 PRESIDENT DRIVER: Any other Commissioner  
20 questions? Wortham, Minor, Presley?

21 COMMISSIONER WORTHAM: Hi. Good evening.  
22 Thank you again for your time. And I'm not sure  
23 if I misheard you, and I don't want to misquote  
24 you. When you were explaining how it started in

1 your office, did I hear you say that you decided  
2 the general rule would be you would not prosecute  
3 cases if they came in on what I think you  
4 described as like the non-public-safety stops, so  
5 what we're talking about stops for municipal code  
6 violations. So my question to you is two-fold.  
7 One is that -- was that a bright-line rule?  
8 Understanding prosecutors always have  
9 prosecutorial discretion, right? Like that's  
10 part of your job. Did you make a bright-line  
11 rule in the office that you would never? Or did  
12 you look at the evidence and then decide on a  
13 case-by-case basis generally that you would not  
14 prosecute?

15 And as a related note, I will just  
16 ask mine really quickly together, I understand  
17 where you were going with the basketball analogy.  
18 But realistically we're not talking about  
19 basketball, right? Specifically we're talking  
20 about recovery of guns. Even if it is a very  
21 small amount, one gun, as you know, can cause,  
22 you know, mass devastation for many, many  
23 families. And so how did you square that  
24 conversation in working with community and law

1 enforcement as you enacted your policies? Thank  
2 you again.

3 MR. CHOI: So my policy is very specific to  
4 cases that emanate or stem from a  
5 non-public-safety traffic stop; so it could be a  
6 gun case, it could be a contraband, right, drugs,  
7 guns, whatever it might be. Now, we do have a  
8 public safety exception. And we've been very  
9 transparent with that. So we've had like 20 some  
10 cases that have been presented that implicated  
11 this policy from one of the nonparticipating  
12 agencies. And in 16 of those cases out of, I  
13 think, 22 or 24, we declined to prosecute.

14 Also, too, with regard to -- true,  
15 we're talking about guns, but I really think the  
16 key to reducing gun violence is actually solving  
17 crimes.

18 And I don't know what your  
19 clearance rate is in Chicago, but like in many  
20 big cities, it's not probably very good for  
21 non-fatal shootings. We should be paying  
22 attention to that. If we can't solve those  
23 crimes, the shooters who want to kill other  
24 people will continue to do that.

1           If we can't solve homicides, that  
2 will continue as well.

3           And so I think putting more emphasis  
4 actually on the investigations, things that  
5 matter I think to our public safety -- and also  
6 traffic enforcement matters, too. But let's  
7 focus on DWI. Let's focus on people who are  
8 driving carelessly. Since the pandemic, I feel  
9 like there's -- people are driving much more  
10 recklessly these days and speeding in  
11 neighborhoods where there are children present.  
12 Those are the things that I think the public  
13 wants. And that's where we have scarce resources  
14 in law enforcement and in prosecution. So we  
15 should focus on the things that really matter.  
16 And, again, let's solve crimes.

17           PRESIDENT DRIVER: We need to move on to our  
18 next question. Sorry to cut you off.

19           COMMISSIONER MINOR: Thank you so much for  
20 this presentation. I have to start with a brief  
21 anecdote, because the Lights On! program lit me  
22 up with excitement. So when we first began  
23 having these conversations about pretextual  
24 traffic stops, I talked about my best -- I'm a

1 commuter. My best friend loves to drop me off,  
2 and she was just moving back to the City from  
3 Oklahoma. And I often joke that her tints are so  
4 dark that it's always night inside of her car.  
5 And in Oklahoma, you don't have to -- you can  
6 have dark tints, she's legally compliant, but  
7 since she moved to Chicago, she is no longer  
8 legally compliant, but she doesn't have the funds  
9 to lighten up her tints. So I love the  
10 innovation that comes from this Lights On!  
11 program that will replace traffic tickets with  
12 repair vouchers.

13 Can you talk to me a little bit  
14 more about how did you create a sustainable  
15 funding stream for this program?

16 And can you also talk a little bit  
17 about like stakeholder negotiations, and what did  
18 partnership -- what was the path to creating  
19 partnership with various law enforcement agencies  
20 for this program as well?

21 MR. CHOI: So we -- the St. Paul Minnesota  
22 Foundation really stepped up very big, and I  
23 helped raise some of the money, but we created a  
24 Ramsey County Public Safety Traffic Stop Fund,



1     which to this day -- we raised about \$150,000 at  
2     the very beginning, and to this day it still  
3     funds many of those vouchers, so working with, I  
4     think, the foundation community. It also brings  
5     in -- it buys in, I think, a broader set of  
6     people to be involved in this initiative, and  
7     community foundations are, I think, a good place  
8     to go to, and maybe the public entities there in  
9     Chicago have some resources to devote to this,  
10    and I think that's -- there's a public purpose  
11    there.

12                   I also think that it's really  
13    important that we are thinking about this as to  
14    kind of building a coalition. And this coalition  
15    has to include the police. There has to be  
16    allies within police leadership. It seems to me  
17    like the police leadership in Chicago with  
18    chief or Commissioner Snelling wants to move in  
19    this direction, so building relationship with  
20    him.

21                   To be honest with you, this  
22    conversation with my police chiefs occurred over  
23    a two-year period, and I will also tell you that  
24    there have been so many -- the most tragic things

1 in my community resulted because of some aspect  
2 of the -- of pretextual traffic stops.

3 Philando Castile in my jurisdiction  
4 who was killed was pulled over because of  
5 mistaken belief that somehow this type of  
6 policing would make all of us safer.

7 And we also had George Floyd across  
8 the river and Dante Wright. And I think those  
9 experiences help us recognize what is really  
10 important and that we can address not only the  
11 safety of motorists, but also the safety of  
12 police officers as well.

13 And so it's a long conversation,  
14 but I think we have to just keep at it and  
15 recognize that we need everybody at the table and  
16 providing grace to each other as well.

17 Sometimes we show up in rooms, and  
18 we think that we have all of the right answers,  
19 and the truth is, we all don't. We need to  
20 listen better to one another. But, ultimately,  
21 have a goal of wanting to have a better version  
22 of public safety and actually better outcomes.

23 So look at those crime statistics  
24 that you have, the clearance rates, and improve

1       them.

2               COMMISSIONER PRESLEY: Thank you, Mr. Choi.  
3 Kelly Presley, one of the Commissioners, also an  
4 attorney, and I was hoping that you could explain  
5 a little bit about the significance of a  
6 prosecutor saying do not bring me this, I will  
7 not prosecute that, and how you were able to make  
8 that general rule and maintain a relationship  
9 with the police department?

10              MR. CHOI: Well, I think historically we have  
11 police leadership in St. Paul and in Ramsey  
12 County that is really committed to listening to  
13 our aspect of community that has been probably  
14 the most impacted by crime. And so there's, I  
15 think, that opportunity there to recognize that  
16 addressing racial disparities and listening to  
17 the perspectives of those who have been most  
18 policed need to have a voice at the table.

19                               So I think that was already  
20 present.

21                               But, again, a big part of this is  
22 just talking and building out relationships.

23                               I mean, quite frankly, this is the  
24 most controversial thing that I have done in my

1 long tenure as the elected county attorney here  
2 in St. Paul, Minnesota. But it would have been  
3 even more controversial had I not been able to  
4 bring along some of the police leaders and  
5 agencies.

6 We also have to recognize how hard  
7 this is for our police leaders. It takes a  
8 tremendous amount of courage, because everybody  
9 in policing has been raised to believe that  
10 anything that wouldn't use this type of strategy  
11 is heresy.

12 And there is this strong culture  
13 within these organizations, and our leaders need,  
14 I think, support to try to help them be the  
15 leaders that they need to be, and it's not --  
16 it's just not easy.

17 But I commend my police chiefs who  
18 made this hard decision and went to the roll call  
19 trainings and explained why they were doing this.  
20 And their message was very simple, that we need  
21 to focus on things that really matter to our  
22 public safety and this type of policing has not  
23 worked. Our community is asking for a change,  
24 and we're going to lean into it and monitor the

1 results. And we also said out loud, we won't do  
2 this if it has negative impacts to our public  
3 safety. But the research that we had, the  
4 Justice Innovation Lab proves that I think there  
5 was absolutely no impact.

6 In fact, you could argue those  
7 nonparticipating agencies in my jurisdiction,  
8 they actually had an increase in crime.

9 So, you know, I think there's just  
10 -- focus on the data and the research and pulling  
11 together, building relationships, keeping  
12 everybody together, we can --

13 PRESIDENT DRIVER: Thank you.

14 MR. CHOI: -- building together --

15 PRESIDENT DRIVER: Can we mute him? Thank  
16 you. Thank you.

17 I apologize for cutting you off. I  
18 don't know if you are able to hear me. We are on  
19 a tight timeline and need to move on to our next  
20 speaker.

21 The next speaker we'll hear from is  
22 Charmin Leon from the Center for Policing Equity.

23 Charmin Leon is the Co-Director of  
24 Law Enforcement Initiatives at the Center for

1 Police Equity. Over the last two years, she has  
2 testified in state houses across the country in  
3 support of legislation that seeks to deprioritize  
4 low-level traffic infractions which  
5 disproportionately affect Black and Brown  
6 motorists. She is a former sergeant with the  
7 Cleveland Division of Police in Ohio, working  
8 patrol and serving as an investigator in the  
9 Office of Professional Standards. Thank you for  
10 joining us.

11 Before she speaks, can we also --  
12 I also remind Commissioners that we have a  
13 timeline to be out of this building, so if we  
14 can, please, please, please be brief in your  
15 question. Thank you.

16 MS. LEON: Can you hear me?

17 PRESIDENT DRIVER: Yes, we can hear you.

18 MS. LEON: Very good. Okay. I will stick to  
19 my written statement then.

20 Good evening, and thank you for  
21 having me. I'd like to take my allotted time to  
22 speak from my perspective as a former patrol  
23 officer and certified instructor for the City of  
24 Cleveland division of police here in Ohio. I'm

1 currently with the Center for Policing Equity,  
2 also known as CPE. CPE has worked with dozens of  
3 law enforcement agencies across the country who  
4 seek our assistance to improve their data  
5 collection practices, because they know that data  
6 can help them pinpoint the core issues, driving  
7 inequity and assess the effectiveness of their  
8 policies and practices.

9 We have a number of publications  
10 available regarding traffic safety on our  
11 website, and I will put that link in the chat.

12 During my time on patrol, which was  
13 in Cleveland's 4th District, one of the ways  
14 officers were considered productive was in  
15 connection with the amount of citations they  
16 generated. That practice leaves fewer officers  
17 available to answer calls for service.

18 Additionally, it increases the time off radio as  
19 they're spending more time in court, which was  
20 often times a point of contention for those left  
21 to pick up on more calls.

22 We weren't connecting the dots that  
23 we were overimposing on economically depressed  
24 communities and causing more harm to a greater

1 number of people, most of whom were not involved  
2 in criminal activities. Causing that type of  
3 distress in our residents served to undermine our  
4 legitimacy and cooperation with solving more  
5 serious crimes.

6           Officers need direction when going  
7 out for their shift. Too much discretion without  
8 goals or objectives from shift bosses is not  
9 intelligent policing or smart policing, which is  
10 the trajectory of this profession.

11           Cleveland is under a Consent Decree  
12 and the DLJ cited a lack of close and effective  
13 supervision as part of our problem.

14           We need supervisors taking a close  
15 look at what their officers are doing, where  
16 they're doing it, and why, and determine whether  
17 or not it aligns with your deployment strategies  
18 and departmental goals.

19           If your officers cannot speak to  
20 what those things are, that is problematic, and  
21 increases the risk of officers going on  
22 ineffective fishing expeditions, which a lot of  
23 the speakers today have spoken to.

24           When we frame these measures as



1 handcuffing our officers, we are doing a grave  
2 disservice to our residents and officers alike.

3           Avoidable use-of-force incidents and  
4 other officer injuries justify a pivot in our  
5 approach to public safety.

6           You also want to look at whether or  
7 not your officers are issuing non-moving  
8 violations at a higher rate in economically  
9 depressed areas than your more affluent areas.

10           We train officers on dispensing  
11 procedural justice to our citizens, and this has  
12 to be measured and monitored. If the  
13 justification for those types of stops is that  
14 it's in a high-crime area, you have to look at  
15 the hit rates for those stops. It seemed  
16 intuitive that you would make more stops in  
17 high-crime areas to discover crimes, but you have  
18 to you collect and analyze your data to confirm  
19 or dispel that theory.

20           Other jurisdictions have implemented  
21 constraints on low-level stops and did not see an  
22 increase in crime but rather a decrease in racial  
23 disparities and traffic crashes, which earlier  
24 was in my speaking points, Fayetteville, North

1 Carolina, deprioritized non-safety stops and saw  
2 racial disparities decline by 21 percent and  
3 traffic fatalities dropped by 28 percent.  
4 Legislators can assist in these efforts by  
5 allowing grace periods for motorists to update  
6 registrations. If they are looking to collect  
7 fines for expired tags and fees for  
8 registrations, they can take on those  
9 administrative tasks themselves with mailed  
10 alerts and relieve patrol officers of that duty  
11 that takes them away from addressing more serious  
12 crimes.

13 Finally, CPE's data brief on racial  
14 disparities in use of force at traffic stops  
15 published new data from other jurisdictions as  
16 well nationwide finding that Black drivers are  
17 not only stopped for non-safety violations more  
18 often than white drivers and searched -- and  
19 searched once stopped, but these stops are more  
20 likely to end in force than safety-related stops.

21 This underscores the real risk that  
22 non-safety stops carry for Black drivers.  
23 Ultimately, you cannot manage what you do not  
24 measure, and if you are not collecting and

1 analyzing your data, what information are you  
2 using to manage your workforce?

3 Look at your numbers. Look at your  
4 hit rates. Look at your enforcement practices  
5 across neighborhoods.

6 Look at crashes and the specific  
7 moving violations that are tied to those crashes.  
8 More tickets do not equate to more safety. These  
9 practices help to elevate -- changing those  
10 practices helps to elevate the profession and  
11 reduce the harm we do not want to inflict on  
12 communities. We can do this better and more  
13 equitably. Thank you.

14 PRESIDENT DRIVER: Thank you. Begin with our  
15 questioning from Commissioner Presley.

16 COMMISSIONER PRESLEY: Thank you so much for  
17 being here. I really want to focus on the equity  
18 piece of what you had to talk about.

19 Can you talk a little bit more  
20 about the significance -- can you talk a little  
21 bit more about the significance of pulling  
22 pretextual traffic stops and what are identified  
23 as high-crime areas relative to areas that are  
24 not identified as high crime and the risk that

1 that may place on those neighborhoods that aren't  
2 identified as high crime?

3 MS. LEON: Sure. So you said -- so your  
4 question is the -- say that again, the importance  
5 of it or the relevance?

6 COMMISSIONER PRESLEY: The significance to  
7 the areas that are not identified as high crime  
8 or the risks associated with ignoring such areas  
9 and focusing heavily on other areas.

10 MS. LEON: Well, that's what you would like  
11 the deployment strategies within departments to  
12 define. Right? What are our goals? What are we  
13 seeking to -- again, Dr. Choi talked about  
14 building cases. Right? Doing more -- how did he  
15 put it? Oh, no. That was Baumgartner. Do some  
16 detective work. Right? Have -- build a case for  
17 the stops. If you are in a high-crime area, if  
18 you're patrolling that area, you get to know who  
19 the players are. Right? The majority of crimes  
20 are committed by a small number of people. We  
21 know who those folks are. So just randomly  
22 pulling people over for minor infractions, again  
23 look at your hit rates.

24 The Free2Move presentation earlier,

1 when they showed the percentage, the low  
2 percentage of confiscation of drugs or weapons,  
3 you have to look at that and balance it on --  
4 with the harm that is done, especially the  
5 economic harm that we are causing in economically  
6 depressed communities. Things that can change  
7 the trajectory of a family with 400, 300, \$750  
8 fines. Right? And it doesn't map onto safety,  
9 and that's what these different jurisdictions are  
10 finding when they are constraining those and  
11 deprioritizing them. If they are still on the  
12 books, sure, they're a legal reason to stop.

13 But is that a part of what your  
14 departmental goals -- is that part of your  
15 departmental goals, just to stop anyone who has  
16 any kind of violation and burden them with this  
17 kind of economic burden? I hope I answered your  
18 question.

19 COMMISSIONER PRESLEY: Thank you.

20 PRESIDENT DRIVER: Thank you. We will now  
21 move on to our last speaker who is Max  
22 Carter-Oberstone. He is an attorney specializing  
23 in appellate litigation and serves as a  
24 commissioner on the San Francisco Police

1 Commission which recently passed a traffic stop  
2 reform policy.

3 In 2021, Max was an Orrick Justice  
4 Fellow at the Policing Project at NYU Law School,  
5 a nonprofit think tank focused on police reform  
6 and democratic accountability. There, he drafted  
7 model legislation on a range of policing-related  
8 topics. He also designed and implemented the  
9 Policing Project's Fourth Amendment impact  
10 litigation strategies.

11 Max, thank you for joining us.

12 MR. CARTER-OBERSTONE: Good evening. Thank  
13 you so much, everyone, for having me. Delighted  
14 to be here.

15 I realize I'm batting cleanup, so I  
16 will not repeat anything that others have already  
17 spoken to or at least try my best.

18 Really just want to maybe focus on  
19 two aspects around the passage of our pretext  
20 policy here in San Francisco. And just by way of  
21 background, our policy just became effective last  
22 month. It enjoyed broad support, including  
23 support by the chief of police. Every  
24 commissioner who at one point or another voted

1 for it, and hundreds of community organizations,  
2 including San Francisco's leading traffic and  
3 pedestrian safety organizations.

4 So the two things I might just focus  
5 on are the process by which we received public  
6 input during the drafting process and the way  
7 that we used data here in San Francisco.

8 So around the public input process,  
9 we probably had the most robust public feedback  
10 process that the commission has ever had in its  
11 century-long existence. And this was important  
12 because, you know, allowing for public  
13 participation, I think, adds to the legitimacy of  
14 any policy when people are heard and can actively  
15 participate, but we actually also just received a  
16 lot of really valuable feedback that ultimately  
17 made its way into the final policy that was  
18 adopted.

19 And so I really recommend to any  
20 jurisdiction that undertakes a policy like this  
21 to think about how to hear and solicit feedback  
22 from the public.

23 So a few different prongs of our  
24 process were working groups. So this was a

1 convening of about 20 or so individuals who were  
2 all subject matter experts, so we had a lot of  
3 people from law enforcement, a lot of folks from  
4 the legal community, non-legal community  
5 organizations, traffic safety experts, et cetera.

6 We went over the policy line by line  
7 over the course of four meetings. Every single  
8 recommendation that was made by anyone in that  
9 room was compiled and made public on our website.  
10 We also had a series of town hall events, a dozen  
11 or so, all across the city that, you know, were  
12 kind of scheduled after 5:00 o'clock where folks  
13 could come after work and learn about the policy  
14 and provide their feedback. Folks could come  
15 either in person or appear by Zoom, and there was  
16 also an online survey that folks could fill out  
17 and provide their views on the policy and related  
18 traffic issues.

19 We also did town halls specifically  
20 for line-level officers in which command staff  
21 were not invited, so that officers could feel  
22 free to give their unbridled views on the policy,  
23 and we received a lot of excellent and unbridled  
24 feedback during those sessions.



1           We also did something that may not  
2           sound like a big deal but is pretty radical in  
3           San Francisco, which is at the very outset, we  
4           published a rough draft of the policy so that  
5           everyone involved could have something concrete  
6           to respond to.

7           Typically, our policy-making process  
8           can be a little bit opaque and the public only  
9           finds out about it at the very end. And what  
10          this allowed was -- we just received public  
11          comment via email, and every single comment that  
12          we got was posted in real-time to our website so  
13          that folks could see what others were saying  
14          about the policy.

15          And then we also invited a series of  
16          expert guest speakers to come to our commission  
17          meetings, not unlike the hearing that you all are  
18          holding tonight, so that we could receive their  
19          wisdom and guidance.

20          The second piece that I wanted to  
21          touch on is how we used our local data here. So  
22          I think one of the big reasons jurisdictions have  
23          implemented policies like this is because they  
24          want to do data-driven and evidence-based

1     policing, so it is critical that any stops you're  
2     deemphasizing, it's supported by the data that  
3     they actually don't lead to arrests or discovery  
4     of contraband at a high rate.

5             And so we were able to get that data  
6     and make sure everything that we're deemphasizing  
7     in San Francisco, you know, you see arrest rates  
8     at a tiny fraction of a percent. And we also  
9     worked with our local traffic agency to overlay  
10    traffic data on top of that. So every single  
11    stop that we're deemphasizing has resulted in  
12    zero deaths, zero injuries, and zero crashes on  
13    our roadway, and that really ensures that you  
14    really limit any potential downside that you  
15    could see as a result of a policy like this, so  
16    that there should be no kind of negative public  
17    safety implications associated with it.

18            I see I'm at my one-minute warning.  
19    I will stop there, and I welcome any questions  
20    from the Commission.

21            PRESIDENT DRIVER: Thank you. Commissioner  
22    Terry.

23            VICE PRESIDENT TERRY: Thank you so much for  
24    this presentation. So I had a question,

1 everything that -- I want to know is how everyone  
2 worked together to get some of these things  
3 accomplished. What were the other -- was there  
4 specificity around the policy that you all pass?  
5 What changes needed to be made to the traffic  
6 code, et cetera, to stop a lot of what you were  
7 seeing in terms of the number of traffic stops?

8 The other piece I would like to  
9 know that no one really spoke about in terms of  
10 we know that these don't help the crime, but have  
11 you seen or --

12 MR. CARTER-OBERSTONE: I'm sorry to cut you  
13 off. My audio just came back on. I wasn't able  
14 to hear anything you said before this point, I  
15 apologize.

16 COMMISSIONER TERRY: No worries. I'll try to  
17 make it quick. I want to know about the policies  
18 that you all had to pass to make the work that  
19 you all were doing successful, whether that was  
20 just again departmental, was it municipal, what  
21 have you?

22 The other piece I wanted to know  
23 is, we know that these things aren't yielding  
24 what we say the -- addressing crimes issues.

1       What has -- has there been a decrease in crime in  
2       San Francisco as you implore these things?  And  
3       what led to that that they did not have to use  
4       the traffic stops, and what has been the response  
5       from community?

6               MR. CARTER-OBERSTONE:  Sure.  So I'll answer  
7       your second question first.  We don't know yet  
8       what the results are, because the policy just  
9       went into effect about a month ago, so we won't  
10      have data on outcomes probably until the last  
11      quarter of this calendar year.

12               In terms of your first question, how  
13      is the policy implemented, so just -- so a couple  
14      of things on that.

15               You know, the way our policy works  
16      is -- or I should just say -- let me back up.

17               In San Francisco, the police  
18      commission has pretty much plenary authority over  
19      police policy, so it was done in writing, not  
20      like an email or other more informal directives  
21      that we've heard about tonight.

22               The policy calls out nine categories  
23      of low-level traffic infractions which are  
24      deemphasized.  It also restricts the usage of

1 consent searches and investigatory questions.

2 I think it's really critical to have  
3 a policy in writing that is binding.

4 A big reason that you have pretext  
5 stops is because we as a general matter give  
6 officers in the field so much discretion in how  
7 they do their job. And in this particular  
8 context, that broad discretion is not yielding  
9 public safety results, and so I think you do need  
10 something in writing. It's optimal at least to  
11 have something in writing. And it's also just  
12 out of fairness to the officers to give them and  
13 the public clear notice about what's allowed and  
14 what's not allowed, because I don't think it's  
15 fair to after the fact -- after a stop's been  
16 made that may have been in a gray area, you know,  
17 just kind of second-guess what the officer did  
18 after the fact. I think just saying upfront,  
19 Here's what's allowed, here's what's not allowed,  
20 and everyone is really clear about that at the  
21 outset, I think that's the optimal way to do  
22 this.

23 COMMISSIONER PRESLEY: I just want to know in  
24 the policy, do you outline any kind of clear

1 consequences for officers if they were to engage  
2 with a traffic stop with the outline deemphasize  
3 infraction?

4 MR. CARTER-OBERSTONE: Yes, so with all of  
5 the Commission's policies, officers are subject  
6 to discipline if they violate the policy, so that  
7 could be anything from an oral reprimand, a  
8 written reprimand, all the way up to unpaid days  
9 of suspension and even termination, and we have a  
10 separate document that governs kind of the range  
11 of penalties that could be applicable given the  
12 nature of a violation and has to do with also  
13 kind of whether the officer has committed  
14 violations in the past, other factors like that.

15 But, yes, so the main and immediate  
16 consequence would be -- would be discipline.

17 PRESIDENT DRIVER: Thank you. Are there any  
18 other questions from Commissioners?

19 With that, I would like to thank  
20 all of our panelists for their diligence and  
21 presentations and for joining us today.

22 Before I read the closing statement,  
23 are there any -- any Commissioners that would  
24 like to make any comment before I read the last

1 statement and adjourn the meeting? Okay. I have  
2 something to say, so I guess I'll close.

3 One, just wanted to like thank you  
4 all for being here today. Thank you to Impact  
5 for Equity, the Free2Move Coalition, all of the  
6 folks who are part of that for submitting those  
7 petitions and getting the ball rolling on having  
8 this hearing.

9 Thank you to our panelists. This  
10 is very informative for me as far as us trying to  
11 figure out how do we move forward in a way that  
12 is productive. And also just wanted to lift up  
13 the human aspect of this. I think the only  
14 person who I remember saying it in public comment  
15 was Councilor McGill, where he talked about our  
16 job is to build trust and what some of this stuff  
17 can do to erode trust.

18 I personally am a person who had  
19 been struggling with this issue particularly, in  
20 a sense as a person who, one, is charged with  
21 oversight, but, two, who frequently gets pulled  
22 over. And I think it was mentioned a few times,  
23 and I did want to comment on it, that it's not  
24 just an inconvenience when you get pulled over.

1 The processing that you go through -- that I go  
2 through, I'll speak for myself, as a person who's  
3 been pulled over four times in -- since April of  
4 this year. It's not just, you know, an  
5 inconvenience for me in the hopes that somebody  
6 found a gun.

7           Every time I get pulled over, I go  
8 through a whole process of trying to figure out  
9 how to make myself smaller, how to make myself  
10 more less threatening, I should say. And, you  
11 know, I've said this multiple times before, I  
12 firmly believe that there are really good police  
13 officers, and I've met a lot of them since being  
14 a part of this Commission. But prior to that, my  
15 only interaction with police officers were either  
16 being stopped on the street or being stopped in  
17 the car. So that was the perception that I had  
18 of the police department. I never got a chance  
19 to meet people like Angel Novalez or other folks  
20 who I truly in my heart believe have my best  
21 interest, but that was my gateway into  
22 understanding what policing was, was being pulled  
23 over and not getting a ticket and not  
24 understanding what that is.



1                   So I did want to lift up the  
2                   comments that he made. And then I'll close with,  
3                   I would like to also thank all members of the  
4                   public who came out to lend their voice to this  
5                   process. We look forward to working with  
6                   Chicagoans to get this right. You have received  
7                   a lot of information tonight, and the Commission  
8                   is interested in hearing the public's thoughts  
9                   and reflections. As you can see here, there's a  
10                  QR code behind me. Please scan that code and  
11                  provide your feedback on the information shared  
12                  in tonight's meeting.

13                         Also, as always, you can submit your  
14                         feedback at  
15                         CommunityCommissionPublicComment@CityofChicago.  
16                         org.

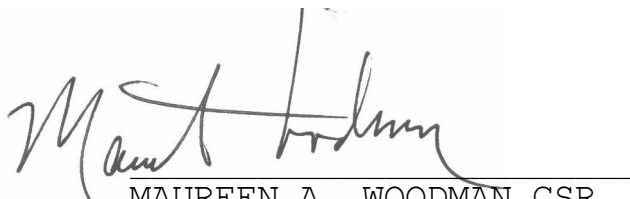
17                         We will keep you all informed as the  
18                         Commission moves forward with its work in  
19                         addressing traffic stops. Thank you all. And  
20                         with that, the special meeting of the CCPSA is  
21                         now adjourned.

22   (WHEREUPON, the proceedings  
23   were adjourned at 8:40 p.m.)

24

1 STATE OF ILLINOIS )  
2 ) SS:  
3 COUNTY OF C O O K )

4 MAUREEN A. WOODMAN, C.S.R., being first  
5 duly sworn, says that she is a court reporter  
6 doing business in the City of Chicago; that she  
7 reported in shorthand the proceedings had at the  
8 hearing of said cause; that the foregoing is a  
9 true and correct transcript of her shorthand  
10 notes, so taken as aforesaid, and contains all  
11 the proceedings of said hearing.

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18 MAUREEN A. WOODMAN, CSR  
19 License No. 084.002740  
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