

# **POLICY MOTION**

**COMMITTEE:** TRANSPORTATION AND INFRASTRUCTURE

**TITLE:** MOTION IN SUPPORT OF SUBMITTING A LETTER IN SUPPORT OF THE LOS ANGELES CIVILIAN POLICE COMMISSION ADOPTING OF A POLICY PLACING ADDITIONAL LIMITS ON PRETEXTUAL TRAFFIC AND PEDESTRIAN STOPS.

**PURPOSE:** To reduce the pretextual traffic and pedestrian stops by Los Angeles police that studies have shown disproportionately target BIPOC individuals and communities.

**BACKGROUND:**

On March 1, 2022, the Los Angeles Police Department (“LAPD”) adopted a policy limiting police officers’ use of pretextual stops based on growing research and support that such stops aren’t effective and have undermined public trust in the police – particularly among Black and Latino residents who have been disproportionately targeted in the past. As numerous reports demonstrate<sup>1</sup>, BIPOC individuals are more likely to be stopped for minor traffic and pedestrian violations than non-BIPOC individuals.<sup>2</sup> Many of these stops are pretextual and are either racially motivated or the result of implicit bias of law enforcement. The result is a disproportionate amount of police contact with the BIPOC community that drives disproportionate incarceration of BIPOC individuals, much of which never would occur but for pretextual traffic stops.

The new policy requires LAPD officers making a pretextual stop to articulate on their body-worn video cameras the reason for the change and such stops can only happen if officers “are acting upon articulable information” and not a “mere hunch or on generalized characteristics,” including race. Officers who fail to do so will be required first to undergo training and will face increasingly severe discipline for subsequent violations.

**THE MOTION:**

The MVCC is in support of the LAPD action on March 1, 2022 that adopted a policy placing limits on officers conducting pretextual traffic and pedestrian stops. The MVCC is also in support of the LAPD adopting policies that further restrict officers’ use of “pretextual stops,” including but not limited to:

- A) Eliminating pretextual stops for minor violations for cyclists and pedestrians;
- B) Eliminating pretextual stops for minor traffic violations where such violation can be documented without direct and personal police interaction and instead documented through video and/or photographic evidence (e.g. the relevant vehicles and license plates),

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<sup>1</sup> <https://oag.ca.gov/system/files/media/ripa-board-report-2022.pdf>  
<https://www.racecounts.org/push-la>

<sup>2</sup> <https://www.nyu.edu/about/news-publications/news/2020/may/black-drivers-more-likely-to-be-stopped-by-police.html>.

## **POLICY MOTION**

with the associated citations sent to the mailing address associated with the relevant vehicle and/or license plate; and

C) Implementing sufficient training to educate police officers on implicit racial biases and de-escalation tactics.

### **DIRECTED TO:**

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### **ACTION/VOTE COUNT:**

Approved in March 2, 2022 MVCC T&I Committee Meeting; 8-0-1