

From: [Sameena Usman](#)
To: [Elias, Cindy \(POL\)](#); [Carter-Oberstone, Max \(POL\)](#); [Byrne, Jim \(POL\)](#); [Yanez, Jesus \(POL\)](#); [Benedicto, Kevin \(POL\)](#); [Walker, Debra \(POL\)](#); [SFPD, Commission \(POL\)](#); [Youngblood, Stacy \(POL\)](#)
Subject: 163 signatures in favor of Ending Pretext Stops
Date: Wednesday, January 11, 2023 11:44:33 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

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Dear Commissioners and Seargent Youngblood,
It has come to my attention that our action alert e-mails were not received. Therefore, below is the e-mail that was sent and the names of all the signatories. We look forward to your support for the End Pretext Stops vote today.
Sameena Usman

Dear Commissioners,
I urge you to please approve a revision to DGO 9.01 regarding traffic enforcement and to end biased pretext stops in San Francisco. Police use alleged traffic violations - hanging an air freshener or tasbeeh, sleeping in their car, driving with a broken taillight, and riding a bike without headlights – to conduct these stops, oftentimes as an excuse to harass and search motorists, bicyclists, and pedestrians.

Studies have shown that pretext stops are biased and disparately impact people of color. Black San Franciscans make up less than five percent of San Francisco’s population but account for 26 percent of stops and 36 percent of searches.

Since 2018, San Francisco Police Department has stopped Black people at least six times the rate of white people, searched Black people at least 10 times the rate of white people, and was at least 12 times more likely to use force on Black people than white people.

Biased pretext stops have and continue to cause generational harm to the community and can lead to police misconduct and use of force – even death. Daunte Wright, Willie McCoy, Cristian Cobian, and Philando Castile were all tragically killed by police during a pretext stop.

Biased pretext stops do little to reduce crime; however, it increases the chance of interaction with law enforcement which can result in the use of force. Research shows that enforcing pretextual infractions has significant downsides in terms of the harassment and profiling of communities of color and is a waste of taxpayer resources. Please adopt a comprehensive policy to prohibit these racially biased traffic stops in San Francisco as soon as possible, and do not provide SFPD with easily used exceptions that will reduce the effectiveness of the much-needed policy change.

Sincerely,

First Name	Last Name
1. Sameena	Usman

2. Shiba	Bandeeba
3. Brian	Hofer
4. Yoel	Haile
5. M	Jawaid
6. Reem	Bilbeisi
7. Mali	Daimee
8. Hoda	Balla
9. Robin	Goka Huynh
10. Sarah	Ismail
11. Nora	Elsokk
12. moina	shaiq
13. Sabra	Suharwardy
14. De	Moore
15. shahida	Habibullah
16. Dr. Hatem	Bazian
17. Muneem	Shaik
18. Sara	Mostafavi
19. Nilofer	Qazen
20. Samia	Hasnain
21. me Elliot	Helman
22. Shagufta	Ahmed
23. Nisreen	Zeidan
24. Erick	Arguello
25. Khalida	Jamshed
26. Ghulam	Nurie
27. Merfat	Gamal
28. Fadumo	Hassan
29. Dyan	Evans
30. Zoheb	Vacheri
31. Ahmed	Elzeftawi
32. Izhar	Saeed
33. Noshaba	Afzal
34. Noor	Bilbeisi
35. Seema	Badar
36. Rabia	Khan
37. Musaab	Attaras
38. Mohammad	Imaduddin
39. Patricia	Sosa
40. Zayna	Arain
41. Amina	Khan
42. Jasmine	James
43. Julie	Alley
44. Maya	Pollak
45. Jamilah	Friday
46. Natalya	Bomani

47. Julian	Johnson
48. Natalia	Serrano
49. Emmet	Winter
50. Flo	Kelly
51. Ian	James
52. Catriona	Esquibel
53. Sam	Hamner
54. Tatiana	Lewis
55. Anthony	Ginez
56. Sabrina	Hansia
57. Amina	Abid
58. Usmaan	Alloo
59. Noor	Akhter
60. Baha	Shadid
61. Eden	Schwartz
62. Melanie	Kim
63. Peter	Calloway
64. sylvia	cediel
65. Sayed	Refai
66. Abdul	M
67. Michael	Brown
68. Gabriella	Rodezno
69. AbdulLatif	Diwan
70. Aisha	Alloo
71. ALEEM	RAJA
72. Debora	warren
73. Khwaja	Mohammed
74. Danielle	Harris
75. Buland	Malik
76. Emma	Ward
77. Razi	Mohammed
78. Arif	Azim
79. Samer	Darwish
80. Carmen	Sanchez
81. Nathan	Conn
82. Suzan	Abu Qbeitah
83. Diana	Saballos
84. AJ	Cho
85. Sura	Hassan
86. Fran	Taylor
	Biblowitz,
87. Iris	RN
88. Sarim	Siddiqui
89. Mohammad	Mohiuddin
90. JL	Angell
91. Aneela	

	Ahmed
92. Amro	E
93. Genevieve	Fujimoto
94. Iftikhar	Ahmed
95. Janet	Klein
96. Judy	Strain
97. Renee	Enteen
98. Michael	Tomczyszyn
99. Said	Mansour
100. Val	Farrelly
101. Alan	Murawski
102. Donna	Alleyne-Chin
103. Nasim	Kamran
104. Stan	Fitzgerald
105. Eric	Nichandros
106. Scott	Barlow
107. Shahnawaz	Saigal
108. Shelley	Abbate
109. patricia	cachopo
110. Warren M.	Gold
111. Anis	Alhadi
112. Susan	Perez
113. Birgit	Hermann
114. Ahmed	Attia
115. Martin	Horwitz
116. Leon	Van Steen
117. Hatem	Ahmed
118. STACIE	CHARLEBOIS
119. John	Oda
120. Susan	Wehrle
121. Jawaid	Ijaz
122. Samuel	Durkin
123. Yousuf	Azhar
124. singgih	tan
125. Nora	Privitera
126. Johnna	Edmunds
127. Justin	Truong
128. Abdul	Haq
129. Nadia	Sindi
130. thalia	lubin
131. Alice	Polesky
132. Rhea Elina	Laughlin
133. Tedi	Mills
134. Michael	
Grant	White

135. Karen	Kirschling
136. Giovannina	Fazio
137. Rukaya	Hetu
138. Angela	Adams
139. Akbar	Soleimanieh
140. Carol	Chandler
141. Debra	Reynolds
142. Arif	Obaid
143. Sally	Abbott
144. Yasir	Abdalla
145. Isabel	Lopez
146. Allan	Campbell
147. Jess	Hernandez
148. Aman	Nawabi
149. Scott	Grinthal
150. Vic	DeAngelo
151. Jennifer	Kozicki
152. Kevin	Walsh
153. Nathan	Hinsley
154. Andrea	Salinas
155. Maxine	Anderson
156. Melanie	Grossman
157. Faysal	Shaarani
158. Utkarsh	Nath
159. Kaylah	May
160. Lauren	Chinn
161. Kaylena	Katz
162. Jessie	Seyfer
163. Ana	Fuentes

Sameena

Sameena Usman

Senior Government Relations Coordinator

Council on American-Islamic Relations

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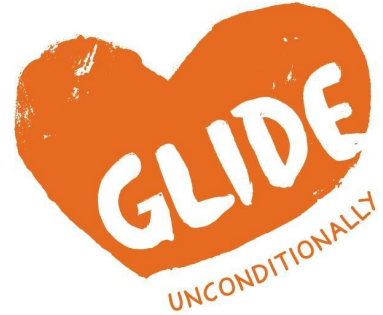
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January 10, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
cindy.elias@sfgov.org



Submitted via electronic mail

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

GLIDE writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

As a leading social service provider in San Francisco's Tenderloin neighborhood, each day at GLIDE we address the physical, mental, and emotional effects of involvement in the criminal legal systems and the toll it takes on our clients. Nearly 70 percent of those we serve identify as people of color, well over half of whom are currently experiencing homelessness and are disproportionately burdened by poverty, displacement, and systemic racism and violence. At GLIDE, we have worked for decades to break cycles of poverty and marginalization for low-income San Franciscans, and we know that people thrive not by punishment but through education, opportunity, supportive services, empathy, and respect.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its

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residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of GLIDE, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about the organization’s position, please write to me at wsaver@glide.org.

Sincerely,



Wesley Saver
Senior Policy Manager, GLIDE

Cc: San Francisco Police Commission, via sfpd.commission@sfgov.org
San Francisco Board of Supervisors, via Board.of.Supervisors@sfgov.org



Northern
California

January 10, 2023

Via Email

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

The ACLU of Northern California and its over 11,000 members in San Francisco write in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

The ACLU of Northern California is an enduring guardian of justice, fairness, equality, and freedom working to protect and advance civil liberties for all Californians. The genesis of the ACLU of Northern California was the 1934 San Francisco General Strike, where lawyers and organizers were called upon to protect the rights of Bay Area Maritime workers against vicious attacks by police, and two trade unionists were shot and killed. Since our founding, we have worked continuously to hold the institution of policing and Police Departments across the state, including SFPD, accountable to the communities they serve and to the rights of people enumerated in the Constitution.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with the people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.



Northern California

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The harms suffered are particularly acute among already over-policed communities of color, and we cannot look at the evidence and continue to discount the harms in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, and these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco per year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to



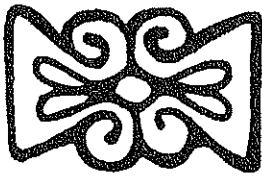
Northern California

continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of the ACLU of Northern California, we ask the Police Commission unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at yhaile@aclunc.org.

Sincerely,

Yoel Y. Haile
Criminal Justice Program Director
ACLU of Northern California
39 Drumm St | San Francisco, CA 94111
Office: 415-293-6350
yhaile@aclunc.org

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org



INSTITUTO FAMILIAR DE LA RAZA, INC.

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Administration FAX: (415) 647-0740

January 9, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

Instituto Familiar de la Raza writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

Instituto Familiar de la Raza is a San Francisco healing agency whose mission is to promote and enhance the health and well-being of the Chicano/Latino/Indígena CLI community. For over 40 years, IFR has established a leadership role in community violence prevention, school-based mental health consultations, family programming, culturally-based integrated HIV services, and indigenous/Maya wellness programs. Viewed a whole, our programs are designed to provide a seamless continuum of health and wellness programs for Chicanos/Latinos in San Francisco. We remain committed to this mission.

As a community, we know all too well the negative impact racial profiling has on our communities. We are supporting DGO 9.07 because we have an obligation to advocate for the well-being of our communities in every area they are impacted. Historically, our CLI youth and young adults have been targets and unfortunately creates a downward trajectory that too often ends with incarceration. Disproportionate Minority Contact is real. As a San Francisco community we need to Stop and Prevent racial profiling NOW. We need to stop the behavior that facilitates further engagement with the criminal justice system beginning with police bias.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including a recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount

complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

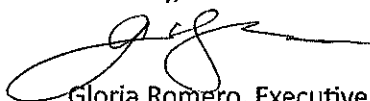
Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life-altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of Instituto Familiar de la Raza, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at gloria.romero@ifrsf.org

Sincerely,



Gloria Romero, Executive Director
Instituto Familia de la Raza



INSTITUTO FAMILIAR DE LA RAZA, INC.

From: [Lluvia Hernandez](#)
To: [SFPD, Commission \(POL\); Board of Supervisors \(BOS\)](#)
Cc: DPH-gloria.romero@ifrsf.org; wsaver@glide.org
Subject: Action Request: Help End Racially Biased Traffic Stops in San Francisco!
Date: Tuesday, January 10, 2023 2:30:13 PM
Attachments: [Action Request Help End Racially Biased Traffic Stops in San Francisco!.pdf](#)

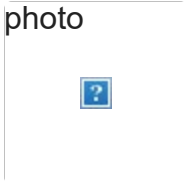
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Dear Police Commission & Board of Supervisors,

In this email, Please find IFR's signed Action Request to help end Racially Biased Traffic Stops in San Francisco! thank you.

Kind Regards,

photo



Lluvia Hernandez

Executive Assistant, Instituto Familiar de la Raza

Mobile: (415)912-8914 | Lluvia.Hernandez@ifrsf.org

www.ifrsf.org

2919 Mission Street San Francisco, CA 94110



Currently living and working on Ohlone territory ([why include Indigenous land acknowledgment?](#))



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ASIAN AMERICAN BAR ASSOCIATION
of the Greater Bay Area



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進步會
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會
華人
權益



January 10, 2022

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Submitted via electronic mail

Re: DGO 9.07 (End Pretext Stops) — SUPPORT

Dear President Elias,

As organizations that serve Asian American and Pacific Islander (AAPI) communities in San Francisco, we write in strong support of Department General Order (DGO) 9.07, and respectfully request your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

Our support for this policy change is deeply rooted in our own community histories of being targeted by police traffic and pedestrian stops, and fighting against the pain and humiliation of these experiences. We remember and choose to honor that history, and this is why we stand in solidarity with other communities of color in San Francisco to support this important measure.

Racist police targeting of Asian Americans is intimately connected to the founding stories of many of our organizations in the late 1960s and early 1970s. For example, the Asian Law Caucus' earliest major case, in 1972, arose from the San Francisco Police Department's racially discriminatory targeting of Asian Americans. That case, *Chann v. Scott*, challenged SFPD's

policy of targeting Chinese youth with routine police sweeps through Chinatown. During these sweeps, SFPD officers indiscriminately arrested Chinese youth without probable cause based on assumptions that they were Wah Ching gang members. As part of these sweeps, SFPD officers photographed and fingerprinted each arrestee, and collected this biometric data into a dossier of suspected Chinese gang members – a precursor of modern-day gang databases. Similarly, one of the Chinese Progressive Association’s earliest mobilizations was a 1972 march to the Vallejo police station to protest the false arrest of news vendor Harry Wong for selling literature from China.

Today, traffic stops are the most common source of all police interactions with community members. And rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race – especially for Black and Brown San Franciscans. Furthermore, the searches that often result from these stops have extremely low yield rates for “contraband” and are essentially a waste of resources.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Pretext stops are a poor investigative tool, and they cause anger and alienation among the communities of color that they target. Moreover, for victims of racially biased policing, pretext stops can not only be humiliating, but life altering and dangerous because they can lead to use of force and police misconduct. And when – as is the case in San Francisco – these stops are applied unevenly across racial lines, they impose tremendous social costs on the particular communities of color who bear the brunt of these stops.

Ending these practices is important to us because the intrusive, demeaning fishing expeditions permitted by current SFPD policy echo the experiences that motivated early Chinatown activists and Asian American movement leaders to found organizations like ours. In supporting the proposed policy, we stand in solidarity not only with the communities most impacted by these practices today, but with the then-young Chinatown residents whom our organizations first mobilized with to defend against racially biased policing half a century ago.

We believe the policy could be improved by going further than it does. However, we appreciate that the Police Commission decided on the current proposed language after extensive community consultation. We further acknowledge that, while the initial version already incorporated careful consideration of potential risks to public safety, the Police Commission made further narrowing amendments in an abundance of caution, in order to ensure that all plausible public safety objections have been addressed. Especially in light of the cautious

approach taken by the Police Commission in drafting the DGO, we urge its expeditious passage and implementation.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. On behalf of the undersigned organizations, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact Carl Takei of Asian Americans Advancing Justice - Asian Law Caucus, at carlt@advancingjustice-alc.org.

Sincerely,

Asian Americans Advancing Justice - Asian Law Caucus
Asian American Bar Association of the Greater Bay Area
Chinese for Affirmative Action
Chinese Progressive Association

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org



The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

The Booker T. Washington Community Service Center writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

BTWCSC is the oldest Black-led, Black-serving organization in San Francisco, serving the Fillmore and Western Addition community for more than a century. Our Black community is disproportionately impacted by these unjust stops; since 2018, SFPD has stopped Black people at least six times the rate of white people, searched Black people at least 10 times the rate of white people, and were at least 12 times more likely to use force on Black people than white people. This over policing must end. We are sick and tired of having "The Talk" with our young people in regards to their mistreatment by law enforcement, solely based on the color of their skin. We strongly believe that our Black and African/American community would directly benefit from the passage of DGO 9.07.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and



equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of Booker T. Washington Community Service Center, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at ssimley@btwcsc.org or 415-928-6596.

Sincerely,

Shakirah Simley

Executive Director

Booker T. Washington Community Service Center

800 Presidio Ave, San Francisco, CA 94115

ssimley@btwcsc.org

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org

From: [Shakirah Simley](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Board of Supervisors \(BOS\)](#)
Subject: BTWCSC Support to End Racially-based Traffic Stops
Date: Wednesday, January 11, 2023 2:53:29 PM
Attachments: [BTWCSC End Pretext Stops — SUPPORT LETTER.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Good afternoon President Elias and Commissioners,

Please see attached for the Booker T. Washington Community Service Center's letter in strong support of Department General Order (DGO) 9.07. We hope that the SF Police Commission stands in solidarity with the community in ending these racially-based traffic stops.

Respectfully,

Shakirah

--

Shakirah Simley

Executive Director

Booker T. Washington Community Service Center

800 Presidio Ave, San Francisco, CA 94115

<https://btwcsc.org/>

ssimley@btwcsc.org

Work Cell: 415-308-7194

Desk: 415-928-6596 ext. 100



January 10, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

The San Francisco Bay Area office of the Council on American-Islamic Relations (CAIR-SFBA) writes in strong support of the Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently, under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

CAIR-SFBA's mission is to enhance understanding of Islam, encourage dialogue, protect civil liberties, empower American Muslims, and build coalitions that promote justice and mutual understanding. We provide free legal services to community members to face harassment from law enforcement, in addition to other civil rights concerns such as discrimination, hate crimes, school bullying, and immigration issues.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including a recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life-altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of

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California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of CAIR-SFBA, please unanimously pass DGO 9.07 and end pretext stops in San Francisco.

For questions about our position, please contact me at zbiloo@cair.com.

Sincerely,

Zahra Biloo
Executive Director

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org

California Coalition for Women Prisoners

OAKLAND OFFICE

4400 Market Street
Oakland, CA 94608

Phone: 415-255-7036 ext. 4
Fax: 415-552-3150



LOS ANGELES MAIL

P.O. Box 291585
Los Angeles, CA 90029

www.womenprisoners.org
info@womenprisoners.org

January 10, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

California Coalition for Women Prisoners (CCWP) writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

San Francisco can and should be a leader in making these long overdue changes. In California overall, Black youth ages 15-17 are searched at six times the rate of white teenagers. Black youth ages 10-17 are handcuffed/detained at a higher rate than all other groups, and police use force twice as often against Black residents.¹ This is unacceptable.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount

¹ <https://www.theguardian.com/us-news/2023/jan/03/california-police-force-against-black-people-report>

complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

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Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of CCWP, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at courtney@womenprisoners.org.

Sincerely,



- Courtney Hanson

Development & Communications Coordinator
California Coalition for Women Prisoners (CCWP)

From: [Sarah Lee](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [Carla Gomez](#)
Subject: DGO 9.07 — End Pretext Stops — ILRC SUPPORT
Date: Tuesday, January 10, 2023 3:02:00 PM
Attachments: [image611387.png](#)
[image505695.png](#)
[image591691.png](#)
[image293057.png](#)
[image026783.png](#)
[ILRC_DGO 9.07 End Pretext Stops — SUPPORT .pdf](#)

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Dear President Elias and Commissioners,

The Immigrant Legal Resource Center writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Please see attached for our full letter.

Sincerely,

Carla Gomez, Senior Staff Attorney, ILRC
Sarah Lee, Senior Community Organizer, ILRC

[Sarah Lee](#) she/her/hers

Andy Grove Immigrants' Rights Fellow - Senior Community Organizer

Immigrant Legal Resource Center

1458 Howard Street | San Francisco, CA 94103

Email: slee@ilrc.org

Website: www.ilrc.org

Austin, TX Office: 6633 East Hwy 290, Suite 102 | Austin, TX 78723

Houston Office

San Antonio, TX Office: 500 6th Street, Suite 204 | San Antonio, TX 78215

Washington, DC Office: 600 14th Street NW, Suite 502 | Washington, DC 20005



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1225 8th Street, Suite 590
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www.caimmigrant.org

January 9, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

The California Immigrant Policy Center (CIPC) writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

CIPC recognizes that the movements for immigrant justice and Black liberation are deeply tied to one another and we stand in solidarity with Black communities and other allies to condemn law enforcement and state violence. Through policy analysis, advocacy, strategic communications, and capacity building, CIPC builds power with our state's Black and brown communities to achieve transformative change rooted in racial justice.

Traffic stops are the most common source of all police interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of the entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of the California Immigrant Policy Center, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at bhuizar@caimmigrant.org or (213) 250-0880 ext. 110.

Sincerely,



Bruno Huizar
Policy Manager
California Immigrant Policy Center
Email: bhuizar@caimmigrant.org
Phone: (213) 250-0880 ext. 110.

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org

From: [Tonia Randell](#)
To: [SFPD, Commission \(POL\)](#); [Board of Supervisors \(BOS\)](#)
Cc: [Ariann Harrison](#); [Aude Bouagnon](#)
Subject: DGO 9.07 - End Pretext Stops - Support
Date: Wednesday, January 11, 2023 8:02:29 AM
Attachments: [Jan Police Commission letter.docx](#)

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Marie Harrison Community Foundation Support Letter

Tonia Randell
Administrative Director
Marie Harrison Community Foundation, Inc
t.randell@sfmhcf.org
415.574.7371



From: [Maddie Rodriguez](#)
To: [SFPD, Commission \(POL\)](#); [Board of Supervisors \(BOS\)](#)
Subject: DGO 9.07 — End Pretext Stops — SUPPORT
Date: Monday, January 9, 2023 4:55:46 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear President Elias and Commissioners,

I am writing in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

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In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, "pretext stops are ripe for racial profiling," have "disturbing racial disparities," and recommends, "prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses." This form of structural racism can be addressed via policy change

without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD's traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco's ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. Please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about my position, please contact me at rodriguezmariemaddie@gmail.com.

Sincerely,
Madison Rodriguez

From: [Joanna Lawrence Shenk](#)
To: [SFPD, Commission \(POL\)](#); [Board of Supervisors \(BOS\)](#)
Subject: DGO 9.07 — End Pretext Stops — SUPPORT
Date: Tuesday, January 10, 2023 9:42:24 AM
Attachments: [End Pretext Stops in SF.pdf](#)

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January 10, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

First Mennonite Church of San Francisco writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

As Mennonites in the Historic Peace Church tradition, we are committed to creating a world rooted in peacemaking and justice. Our understanding, through study and experience, is that policing in this city and many cities targets people of color disproportionately in relation to their demographic size in the city. This is not only unjust, it is immoral. As people of faith we call on city leaders to make the moral choice and end pretext stops. We are proud to stand with other faith communities in San Francisco and are grateful for the depth of analysis outlined below to back our demand.

As you may know, traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to

discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of First Mennonite Church of San Francisco, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at joanna@menno.org.

Sincerely,

Rev. Joanna Lawrence Shenk

Associate Pastor, [First Mennonite Church of San Francisco](https://www.firstmennonitechurchsf.org/)
joanna@menno.org

(she/her)

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org

Rev. Joanna Lawrence Shenk

Associate Pastor, [First Mennonite Church of San Francisco](#)

Unceded Ohlone homelands

joanna@menno.org

(she/her)

Author of "[The Movement Makes Us Human: An Interview with Dr. Vincent Harding on Mennonites, Vietnam, and MLK.](#)"

"You'll be free indeed, not when your days are without a care, nor your nights without grief, but rather when these things bind up your life, and yet you rise above them, unbound." -Kahlil Gibran

From: [Courtney Hanson](#)
To: [SFPD, Commission \(POL\); Board of Supervisors \(BOS\)](#)
Subject: DGO 9.07 — End Pretext Stops — SUPPORT
Date: Tuesday, January 10, 2023 9:59:34 AM
Attachments: [CCWP End Pretext Stops Support Letter.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Good morning,

Please see attached letter urging your support for Department General Order (DGO) 9.07, and respectfully requesting your AYE vote on the proposed policy.

Let us know if you have any questions.

- Courtney Hanson
(916) 316-0625
Development & Communications Coordinator
California Coalition for Women Prisoners (CCWP)
[Donate here to support our work.](#)

From: [Wes Saver](#)
To: [Elias, Cindy \(POL\)](#)
Cc: [Board of Supervisors \(BOS\)](#); [SFPD, Commission \(POL\)](#)
Subject: DGO 9.07 — End Pretext Stops — SUPPORT
Date: Tuesday, January 10, 2023 2:52:42 PM
Attachments: [2023.01.10 - End Pretext Stops - GLIDE.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear President Elias and Commissioners,

On behalf of GLIDE, please see the attached letter of support for DGO 9.07. We respectfully request your AYE vote and urge the unanimous passage of the policy.

Thank you for your hard work, unprecedented community engagement during this DGO process, and consideration of this request.

Sincerely,

Wes

--

Wesley Saver, MPP

Senior Policy Manager

Center for Social Justice

GLIDE 330 Ellis Street, Room 511, San Francisco, CA 94102

OFFICE (415) 674-5536 | **MOBILE** (847) 682-8639 | **PRONOUNS** He/Him

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From: [Carl Takei](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Board of Supervisors \(BOS\)](#)
Subject: DGO 9.07 (End Pretext Stops) - SUPPORT
Date: Tuesday, January 10, 2023 11:29:23 AM
Attachments: [API letter in support of pretext stops policy - Jan 10 2022.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear President Elias and Police Commissioners,

Please see the attached letter in support of Department General Order 9.07, submitted by Asian Americans Advancing Justice - Asian Law Caucus, Asian American Bar Association of the Greater Bay Area, Chinese for Affirmative Action, and Chinese Progressive Association.

Sincerely,
Carl Takei

Cc: San Francisco Board of Supervisors

--

Carl Takei

Criminal Justice Reform Program Manager and Senior Staff Attorney

(Pronouns: he/him)

Asian Americans Advancing Justice – Asian Law Caucus

T: (415) 212-8588

E: carlt@advancingjustice-alc.org

W: www.advancingjustice-alc.org

From: [Erick Arguello](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Board of Supervisors \(BOS\)](#)
Subject: DGO 9.07- End Pretext Stops- SUPPORT
Date: Tuesday, January 10, 2023 12:04:12 AM
Attachments: [DGO 9.07- End Pretext Stops-SUPPORT01102023.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

President Elias and Commissioners,
Please find attached letter on behalf of Calle 24 Latino Cultural District.

In solidarity,

Erick

Erick Arguello
Founder, Council President
Calle 24 Latino Cultural District
3250 24th St.
San Francisco, Ca 94110
www.calle24sf.org





January 09, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

Calle 24 Latino Cultural District writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.


Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, prohibiting police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of Calle 24 Latino Cultural District, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at erick@calle24sf.org.

Sincerely,



Erick Arguello
Founder and President

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org

From: [Mattie Armstrong](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Board of Supervisors \(BOS\)](#)
Subject: Dolores Street Community Services Supports DGO 9.07 – End Pretextual Stops!
Date: Tuesday, January 10, 2023 4:37:07 PM
Attachments: [Dolores Street Letter in Support of DGO 9.07.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear President Elias and Commissioners:

Dolores Street Community Services' Deportation Defense and Legal Advocacy Program writes in **strong support of Department General Order (DGO) 9.07**, and respectfully requests your AYE vote on the proposed policy. **Attached please find a detailed letter** explaining why DGO 9.07 is critical to preventing the harmful use of traffic stops and pretextual stops by the San Francisco Police Department.

We hope you will take our support for DGO 9.07 under consideration.

Sincerely,

Mattie M. Armstrong (she/her/ella)
Equal Justice Works Legal Fellow
Sponsored by Akin Gump Strauss Hauer & Feld LLP
Dolores Street Community Services
Deportation Defense and Legal Advocacy Program
938 Valencia St., San Francisco, CA 94110
T: (415) 282-6209 x *133 | F: (415) 857-7759
E-mail: mattie@dscs.org

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DOLORES STREET
COMMUNITY SERVICES

938 Valencia Street San Francisco, CA 94110

January 10, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: Support for DGO 9.07 End Pretext Stops

Dear President Elias and Commissioners,

Dolores Street Community Services' Deportation Defense and Legal Advocacy Program writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. We understand that DGO 9.07 is currently under submission, but if approved it would update the San Francisco Police Department's (SFPD) outdated traffic enforcement policy. It is that traffic stops have historically been used by police in a racially disparate manner to over-police communities of color. To address this, DGO 9.07 would limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

Dolores Street Community Services has been serving the San Francisco immigrant community since 1982, when the Dolores Street Baptist Church opened its doors to refugees fleeing war and famine in Central America. Today, in addition to Dolores Street's housing and organizing work, we host the Deportation Defense and Legal Advocacy Program. The Deportation Defense program represents noncitizens fighting deportation, provides immigrant legal services, and advocates to change the systems that persecute our immigrant neighbors and tear communities apart.

Dolores Street is strongly committed to supporting San Francisco's Latinx community, which has been consistently harmed by racist policing practices in San Francisco. What's more, the Deportation Defense program has direct experience working with immigrants placed in deportation proceedings as a direct result of a traffic stop. Based on our experience, we believe it is important to make sure steps are taken to prevent police from using racialized stops in their enforcement actions.

Data, including recent SPUR analysis that was presented to the San Francisco Police Commission on December 14, 2022, shows sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

In addition, pretext stops are an ineffective investigative tool that is often disproportionately used to target Black and Brown communities. We cannot continue to discount the data or ignore the collateral

and sometimes deadly consequences of these stops. In the use of pretext stops, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have borne the cost of this abuse.

The policy proposed in DGO 9.07 would end as many as 10,000 unnecessary traffic stops in San Francisco each year. Racially biased policing can be humiliating, life altering, and dangerous for victims — these kinds of stops can be the site of police misconduct, impose severe burdens on those least able to bear them, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. The DGO 9.07 represents a meaningful solution to the disparate outcomes of pretext stops. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating stops that present no public safety risk and it brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement DGO 9.07 in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they cannot expect equal treatment, and that the most visible government agents they are likely to encounter — the police — can continue to treat them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you listen to those who are disparately harmed by racially biased policing and take action to stop it. On behalf of Dolores Street Community Services’ Deportation Defense and Legal Advocacy Program, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at kate@dscs.org.

Sincerely,

/s/ Kate Mahoney

Legal Program Director, Deportation Defense & Legal Advocacy Program

Dolores Street Community Services

938 Valencia St., San Francisco, CA 94110

T: (415) 857-7765 | F: (415) 282-2826

E-mail: kate@dscs.org

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org



January 9, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

Roadmap To Peace writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

Roadmap to Peace is a seven member service provider coalition in San Francisco. We place Latinx youth/TAY and their families on a road to wholeness by facilitating authentic community connections and wrap-around services for them to thrive. The vision and service philosophy of Roadmap to Peace (RTP) is based on collective action which includes leadership development, advocacy and community building. We work with highly in-risk and system-involved Chicana/Latinx/Indigena youth and young adults to build their self-confidence, self-determination and self-empowerment.

As a community, we know all too well the negative impact racial profiling has on our communities. We are supporting DGO 9.07 because we have an obligation to advocate for the well-being of our communities in every area they are impacted. Historically, our CLI youth and young adults have been targets and unfortunately creates a downward trajectory that too often ends with incarceration. Disproportionate Minority Contact is real. As a San Francisco community we need to Stop and Prevent racial profiling NOW. We need to stop the behavior that facilitates further engagement with the criminal justice system beginning with police bias.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including a recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore

the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

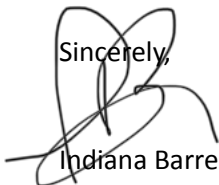
Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life-altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of Instituto Familiar de la Raza, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at gloria.romero@ifrsf.org

Sincerely,



Indiana Barrenechea, Director

From: [Richmond District Rising](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [WCC Core](#)
Subject: End Pretext Stops - support DGO 9.07
Date: Monday, January 9, 2023 6:20:21 PM

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The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Dear President Elias and Commissioners,

We west side organizations, Richmond District Rising and the Westside Community Coalition support Department General Order (DGO) 9.07. We strongly urge your vote on this proposed policy. As community organizations representing residents of the Richmond and Sunset districts in the city, we feel that DGO 9.07 is an update to SFPD's traffic enforcement policy that is long overdue. Limiting the use of pretext stops, prohibiting consent searches during traffic stops and improving traffic stop data collection and reporting requirements can mitigate the current racially disparate application of the law.

Our organizations are committed to equity and enabling residents to have access to all that they need to thrive. It is a vision of a just community where we take care of one another and there is no circumstance where we can tolerate race-based pretext stops that serve to criminalize black and brown people. There is voluminous evidence that has demonstrated that this practice is a manifestation of systemic racism and has enabled racial profiling to run rampant in our police force. Rooting out racism from law enforcement personnel will not happen overnight but policy changes that take away the ability to criminalize and unfairly burden people of color communities is something that we can do immediately.

On behalf of **Richmond District Rising** and the **Westside Community Coalition**, we hope that the Commission will make the right decision and vote for the immediate passage of DGO 9.07. There is no justification for these harmful practices and they must come to an end.

Sincerely,
Don Misumi
for Richmond District Rising and Westside Community Coalition



January 9, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

The SF Berniecrats write in strong support of Department General Order (DGO) 9.07, and respectfully request your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

The SF Berniecrats exist to offer real solutions to this broken system. Since 2016 the SF Berniecrats have been supporting the work of allied organizations in their fight against police brutality.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of the SF Berniecrats, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact us at sfberniecrats@gmail.com.

Sincerely,

SF Berniecrats E-Board

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org



January 10, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 – End Pretext Stops – SUPPORT

Dear President Elias and Commissioners,

Sister Warriors Freedom Coalition (SWFC) writes in strong support of Department General Order (DGO) 9.07 and respectfully requests your AYE vote on the proposed policy. Currently, under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

SWFC is a statewide coalition to end the incarceration of women and trans people of all genders, led by systems- and directly-impacted people. We've been deeply rooted in San Francisco for 30+ years and have witnessed the intergenerational, long-lasting harms caused by racially biased policing. Pretext stops and other unnecessary police contact lead to the increased criminalization of people of color - which we know entrenches already marginalized people more deeply in poverty and ultimately destabilizes entire communities. That's not to mention the increased exposure to potential police misconduct, leading to physical harm and even death of unfairly targeted people. We believe that San Francisco, as a political leader in this country, can and should improve traffic safety without further traumatizing and undermining the well-being of our communities.

Traffic stops are the most common source of all interactions between police and members of the public, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including a recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines. Black and Brown San Franciscans are clearly targeted for more aggressive treatment, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents – the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous – these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing – be it explicit or implicit bias – ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter – the police – view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, SWFC respectfully requests that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. Please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at april@sisterwarriors.org.

Sincerely,

A handwritten signature in black ink that reads "April Grayson". The signature is fluid and cursive, with the first letter of each name being capitalized and prominent.

April Grayson
Policy Associate
Sister Warriors Freedom Coalition

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org

From: [Indiana Barrenechea](#)
To: [SFPD, Commission \(POL\)](#); wsaver@glide.org; [Board of Supervisors \(BOS\)](#)
Subject: End Pretext Stops
Date: Tuesday, January 10, 2023 4:54:33 PM
Attachments: [End Pretext Stops - RTP.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

On behalf of Roadmap to Peace, Latino Task Force and Mission Peace Collaborative, we stand in community and endorse the following campaign.

Please see attached our letter of support.



*CONFIDENTIALITY NOTICE: This message and any attachments are solely for the intended recipient(s) and may contain confidential or privileged information protected by Federal and State law. If you are not the intended recipient, please notify me by reply e-mail and immediately and permanently delete this message and any attachments. Please be aware that any disclosure, copying, distribution or unauthorized use of the contents of this information, or the taking of any action in reliance on the contents of this information, is strictly prohibited and may be unlawful. Thank you.

From: [West Side Tenants Association](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Board of Supervisors \(BOS\)](#)
Subject: End Pretexts Stops -DGO 9.07
Date: Monday, January 9, 2023 9:39:09 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

The Honorable Cindy Elias 9 January, 2023
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners:

The **West Side Tenants Association (WSTA)** is in strong support of Department General Order (DGO) 9.07, and respectfully requests your YES vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

WSTA is a tenant-led SF organization that strongly believes that safe and dignified housing is a human right and land should not be a commodity. We organize to support and defend renters from eviction, displacement and harassment. This includes our unhoused neighbors who struggle for safe and dignified shelter and housing in one of the wealthy cities on earth. We are committed to equity and enabling residents to have access to all that they need to thrive.

We strive to make our city a just community where we take care of one another and there is no circumstance where we can tolerate race-based pretext stops that serve to criminalize black and brown people. There is voluminous evidence that has demonstrated that this practice is a manifestation of systemic racism and has enabled racial profiling to run rampant in our police force. Rooting out racism from law enforcement personnel will not happen overnight, but policy changes that take away the ability to criminalize and unfairly burden people of color communities is something that we can do immediately. And much more needs to be done to change historical and present injustices.

On behalf of the West Side Tenants Association, we strongly urge and are hopeful that the Commission will make the right decision and vote for the immediate passage of DGO 9.07. There is no justification for these harmful and traumatic practices. They must come to an end.

Sincerely,

Steve Leeds for the West Side Tenants Association

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org

--

Hello from the [West Side Tenants Association](#)! We are tenants and community members on the West side of San Francisco who believe that safe and dignified housing is a human right and land should not be a commodity. We believe in building community by developing strong

relationships -- if you are facing displacement, you are not alone.





January 10, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

First Mennonite Church of San Francisco writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

As Mennonites in the Historic Peace Church tradition, we are committed to creating a world rooted in peacemaking and justice. Our understanding, through study and experience, is that policing in this city and many cities targets people of color disproportionately in relation to their demographic size in the city. This is not only unjust, it is immoral. As people of faith we call on city leaders to make the moral choice and end pretext stops. We are proud to stand with other faith communities in San Francisco and are grateful for the depth of analysis outlined below to back our demand.

As you may know, traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities

that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of First Mennonite Church of San Francisco, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at joanna@menno.org.

Sincerely,

Joanna Lawrence Shenk

Rev. Joanna Lawrence Shenk

Associate Pastor, [First Mennonite Church of San Francisco](#)

joanna@menno.org

(she/her)

Cc: San Francisco Board of Supervisors, [Board.of.Supervisors@sfgov.org](#)

From: [Youngblood, Stacy \(POL\)](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Kilshaw, Rachael \(POL\)](#); [SFPD, Commission \(POL\)](#); [Reynolds, Sondra \(POL\)](#); [Singh, Kristine \(POL\)](#); [Youngblood, Stacy \(POL\)](#)
Subject: FW: DGO 9.07 — End Pretext Stops — SUPPORT
Date: Wednesday, January 11, 2023 8:40:47 AM
Attachments: [ACLU NC letter to End Pretext Stops.pdf](#)

From: Yoel Y. Haile <yhaile@aclunc.org>
Sent: Tuesday, January 10, 2023 9:50 PM
To: SFPD, Commission (POL) <SFPD.Commission@sfgov.org>; Youngblood, Stacy (POL) <Stacy.A.Youngblood@sfgov.org>
Cc: Board of Supervisors (BOS) <board.of.supervisors@sfgov.org>
Subject: DGO 9.07 — End Pretext Stops — SUPPORT

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commission President Elias and Commissioners,

Please find attached a letter from the ACLU of Northern California in support of DGO 9.07.

Best,
Yoel

"Nobody in the world, nobody in history, has ever gotten their freedom by appealing to the moral sense of the people who were oppressing them."---Assata Shakur

Yoel Y. Haile
Criminal Justice Program Director
ACLU of Northern California
39 Drumm St | San Francisco, CA 94111
Office: 415-293-6350
yhaile@aclunc.org

From: [Youngblood, Stacy \(POL\)](#)
To: [SFPD, Commission \(POL\)](#)
Subject: FW: Protect our community! End biased police stops!
Date: Tuesday, January 10, 2023 3:01:44 PM

From: Sameena Usman <susman@cair.com>
Sent: Tuesday, January 10, 2023 3:00 PM
To: Youngblood, Stacy (POL) <Stacy.A.Youngblood@sfgov.org>
Subject: Protect our community! End biased police stops!

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Sergeant Stacy Youngblood,

I urge you to please approve a revision to DGO 9.01 regarding traffic enforcement and to end biased pretext stops in San Francisco. Police use alleged traffic violations - hanging an air freshener or tasbeeh, sleeping in their car, driving with a broken taillight, and riding a bike without headlights – to conduct these stops, oftentimes as an excuse to harass and search motorists, bicyclists, and pedestrians.

Studies have shown that pretext stops are biased and disparately impact people of color. Black San Franciscans make up less than five percent of San Francisco’s population but account for 26 percent of stops and 36 percent of searches.

Since 2018, San Francisco Police Department has stopped Black people at least six times the rate of white people, searched Black people at least 10 times the rate of white people, and was at least 12 times more likely to use force on Black people than white people.

Biased pretext stops have and continue to cause generational harm to the community and can lead to police misconduct and use of force – even death. Daunte Wright, Willie McCoy, Cristian Cobian, and Philando Castile were all tragically killed by police during a pretext stop.

Biased pretext stops do little to reduce crime; however, it increases the chance of interaction with law enforcement which can result in the use of force. Research shows that enforcing pretextual infractions has significant downsides in terms of the harassment and profiling of communities of color and is a waste of taxpayer resources. Please adopt a comprehensive policy to prohibit these racially biased traffic stops in San Francisco as soon as possible, and do not provide SFPD with easily used exceptions that will reduce the effectiveness of the much-needed policy change.

Sincerely,
Sameena Usman

From: [David Downs](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Breed, Mayor London \(MYR\)](#)
Subject: Fwd: U.S. Traffic Deaths Remain Unacceptably High Despite Minor Decrease
Date: Wednesday, January 11, 2023 11:52:01 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Tell the SFPD to enforce all traffic laws, please.

----- Forwarded message -----

From: **Governors Highway Safety Association** <asnider@ghsa.org>
Date: Mon, Jan 9, 2023 at 7:20 AM
Subject: U.S. Traffic Deaths Remain Unacceptably High Despite Minor Decrease
To: <david.downs@gmail.com>



FOR IMMEDIATE RELEASE
January 9, 2023

CONTACT: [Adam Snider](#), 202-580-7930
202-365-8971 (after hours)

U.S. Traffic Deaths Remain Unacceptably High Despite Minor Decrease

Statement by Jonathan Adkins, Executive Director, Governors Highway Safety Association (GHSA)

WASHINGTON, D.C. – The National Highway Traffic Safety Administration (NHTSA) [released](#) a preliminary [estimate](#) today finding that 31,785 people died in traffic crashes in the first nine months of 2022, 65 fewer deaths than the same period the year before.

A reduction in roadway fatalities is welcome, but the 0.2% decline announced by NHTSA follows an unprecedented two-year surge in roadway deaths and dangerous driving. Coupled with that is a continued rise in bicyclist and pedestrian deaths, underscoring the urgent need to ensure that road users not in vehicles enjoy the same protections as drivers and their passengers.

Today's news is a small step forward for safer roads. Crash fatalities rose 7.2% in 2020 despite a historic drop in driving and jumped another 10.5% in 2021. This giant backward slide is due in part to a spike in unsafe motorist behaviors that included speeding, impaired and distracted driving, and lack of seat belt use.

We cannot afford to inch our way to zero traffic deaths. We must act now – and quickly – to prevent crashes and save lives. Adoption and implementation of the Safe System approach outlined in the U.S. Department of Transportation's *National Roadway Safety Strategy* offers a proven roadmap for making meaningful gains in reducing traffic crashes, injuries and deaths. The approach calls for combining all effective countermeasures – equitable traffic enforcement, infrastructure that slows down drivers and protects non-motorized road users, community engagement campaigns developed with local input, vehicle technology that protects people both inside and outside the vehicle, and investments in post-crash care – to create a multi-layered traffic safety net that keeps everyone safe.

NHTSA also released an analysis of roadway fatalities for the first six months of 2022. [Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories Through June 2022](#) shows a mixture of increases and decreases across various contributing factors. Rural road deaths increased 5% in the first half of 2022, according to the estimate. Last year, GHSA released a [report](#) funded by State Farm® showing that rural roads are disproportionately deadly per mile driven and offering suggestions to make these roads safer. The NHTSA analysis also found that unbuckled passenger vehicle occupant fatalities in the first six months of 2022 fell 7% compared to the same period the year before.

###

About GHSA

The Governors Highway Safety Association (GHSA) is a nonprofit association representing the highway safety offices of states, territories, the District of Columbia and Puerto Rico. GHSA provides leadership and representation for the states and territories to improve traffic safety, influence national policy, enhance program management and promote best practices. Its members are appointed by their Governors to administer federal and state highway safety funds and implement state highway safety plans. Visit ghsa.org for more information or follow us on [Facebook](#) and [Twitter](#).



Governors Highway Safety Association | 660 North Capitol Street NW, Suite 220, Washington, DC 20001-1642

[Unsubscribe david.downs@gmail.com](mailto:david.downs@gmail.com)

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From: [Kerry Hopkins](#)
To: [SFPD, Commission \(POL\)](#); [Youngblood, Stacy \(POL\)](#); tracy@sfpo.org
Subject: I oppose the revised draft of the General Traffic Enforcement Order 9.07!
Date: Monday, January 9, 2023 10:48:26 AM

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Message to the Police Commission

From your constituent Kerry Hopkins
Email houseofsin@me.com

I am a resident of District 9

I oppose the revised draft of the General Traffic Enforcement Order 9.07!

Message to the Police
Commission

Dear Commissioners,

I write to oppose the most recent revised draft of General Traffic Enforcement Order 9.07 that, with some exceptions, would largely prohibit SFPD from citing or detaining anyone in connection with at least nine vehicle code infractions.

While we strongly support eliminating racial bias in traffic stops, this is the wrong way to do it because it is dangerous to public safety. (Bias in traffic enforcement is already contrary to law and the Constitution). Any remnants should be addressed by other means, including officer training and accountability, not by ordering SFPD to abandon altogether the enforcement of duly enacted California traffic laws or city ordinances. This will result in the following negative effects:

- * Increased traffic accidents: Traffic deaths skyrocketed nationwide last year. In San Francisco, at the current rate there will be 31 pedestrian traffic deaths this calendar year even though the professed city goal is Zero deaths, with the elderly, Blacks, and the homeless disproportionately killed. It is common knowledge that traffic enforcement in San Francisco is already lacking due to the shortage of police officers and Police Commission inattention. This policy only adds to the crisis on our roads.
- * More shootings. There is an epidemic in gun

violence - an increase of over 70% shootings in San Francisco from 2019. How are police supposed to reduce shootings if the Police Commission makes it even more difficult to spot illegal guns in vehicles?

* More crime. Small traffic crimes are often just the tip of the iceberg - criminals convicted for serious and violent crimes are often arrested after a traffic stop, as are those violating the terms of their probation or parole. This order only makes the streets more dangerous.

* More road rage. One particularly ridiculous provision would allow anyone to walk down the middle of the street slowly and block traffic without fear of being detained, even on highly trafficked roads with dozens of vehicles backed up.

Some Commissioners claim this traffic order will make us safer by forcing officers to attend to serious crimes instead. Don't take this argument seriously. In fact, it creates additional reporting requirements and thus reduces police availability. And it goes against the proven effectiveness of "broken windows" policing.

What would make us safer: the Commission's advocacy for and implementation of full staffing of SFPD by adding the 500 officers that San Francisco is short. Instead, this proposed traffic order to prohibit enforcing laws will surely impede morale and make police hiring and retention more difficult.

Please reject this proposal.

From: [ML Holmstadt](#)
To: [SFPD, Commission \(POL\)](#); [Youngblood, Stacy \(POL\)](#); tracy@sfpoa.org
Subject: I oppose the revised draft of the General Traffic Enforcement Order 9.07!
Date: Monday, January 9, 2023 11:15:33 AM

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Message to the Police Commission

From your constituent ML Holmstadt

Email lolly-mom@att.net

I am a resident of District 2

I oppose the revised draft of the General Traffic Enforcement Order 9.07!

Message to the Police Commission

Dear Commissioners,

I write to oppose the most recent revised draft of General Traffic Enforcement Order 9.07 that, with some exceptions, would largely prohibit SFPD from citing or detaining anyone in connection with at least nine vehicle code infractions.

While we strongly support eliminating racial bias in traffic stops, this is the wrong way to do it because it is dangerous to public safety. (Bias in traffic enforcement is already contrary to law and the Constitution). Any remnants should be addressed by other means, including officer training and accountability, not by ordering SFPD to abandon altogether the enforcement of duly enacted California traffic laws or city ordinances. This will result in the following negative effects:

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violence - an increase of over 70% shootings in San Francisco from 2019. How are police supposed to reduce shootings if the Police Commission makes it even more difficult to spot illegal guns in vehicles?

* More crime. Small traffic crimes are often just the tip of the iceberg - criminals convicted for serious and violent crimes are often arrested after a traffic stop, as are those violating the terms of their probation or parole. This order only makes the streets more dangerous.

* More road rage. One particularly ridiculous provision would allow anyone to walk down the middle of the street slowly and block traffic without fear of being detained, even on highly trafficked roads with dozens of vehicles backed up.

Some Commissioners claim this traffic order will make us safer by forcing officers to attend to serious crimes instead. Don't take this argument seriously. In fact, it creates additional reporting requirements and thus reduces police availability. And it goes against the proven effectiveness of "broken windows" policing.

What would make us safer: the Commission's advocacy for and implementation of full staffing of SFPD by adding the 500 officers that San Francisco is short. Instead, this proposed traffic order to prohibit enforcing laws will surely impede morale and make police hiring and retention more difficult.

Please reject this proposal.

From: [Andrew Vik](#)
To: [SFPD, Commission \(POL\)](#); [Youngblood, Stacy \(POL\)](#); tracy@sfpoa.org
Subject: I oppose the revised draft of the General Traffic Enforcement Order 9.07!
Date: Monday, January 9, 2023 11:25:40 AM

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Message to the Police Commission

From your constituent Andrew Vik
Email andrewvik@yahoo.com

I am a resident of District 8

I oppose the revised draft of the General Traffic Enforcement Order 9.07!

Message to the Police
Commission

Dear Commissioners,

I write to oppose the most recent revised draft of General Traffic Enforcement Order 9.07 that, with some exceptions, would largely prohibit SFPD from citing or detaining anyone in connection with at least nine vehicle code infractions.

While we strongly support eliminating racial bias in traffic stops, this is the wrong way to do it because it is dangerous to public safety. (Bias in traffic enforcement is already contrary to law and the Constitution). Any remnants should be addressed by other means, including officer training and accountability, not by ordering SFPD to abandon altogether the enforcement of duly enacted California traffic laws or city ordinances. This will result in the following negative effects:

- * Increased traffic accidents: Traffic deaths skyrocketed nationwide last year. In San Francisco, at the current rate there will be 31 pedestrian traffic deaths this calendar year even though the professed city goal is Zero deaths, with the elderly, Blacks, and the homeless disproportionately killed. It is common knowledge that traffic enforcement in San Francisco is already lacking due to the shortage of police officers and Police Commission inattention. This policy only adds to the crisis on our roads.
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violence - an increase of over 70% shootings in San Francisco from 2019. How are police supposed to reduce shootings if the Police Commission makes it even more difficult to spot illegal guns in vehicles?

* More crime. Small traffic crimes are often just the tip of the iceberg - criminals convicted for serious and violent crimes are often arrested after a traffic stop, as are those violating the terms of their probation or parole. This order only makes the streets more dangerous.

* More road rage. One particularly ridiculous provision would allow anyone to walk down the middle of the street slowly and block traffic without fear of being detained, even on highly trafficked roads with dozens of vehicles backed up.

Some Commissioners claim this traffic order will make us safer by forcing officers to attend to serious crimes instead. Don't take this argument seriously. In fact, it creates additional reporting requirements and thus reduces police availability. And it goes against the proven effectiveness of "broken windows" policing.

What would make us safer: the Commission's advocacy for and implementation of full staffing of SFPD by adding the 500 officers that San Francisco is short. Instead, this proposed traffic order to prohibit enforcing laws will surely impede morale and make police hiring and retention more difficult.

Please absolutely reject this proposal.

From: [Gloria Asaro](#)
To: [SFPD, Commission \(POL\)](#); [Youngblood, Stacy \(POL\)](#); tracy@sfpoa.org
Subject: I oppose the revised draft of the General Traffic Enforcement Order 9.07!
Date: Monday, January 9, 2023 11:53:00 AM

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Message to the Police Commission

From your constituent Gloria Asaro
Email gloriaasaro64@gmail.com
I am a resident of District10

I oppose the revised draft of the General Traffic Enforcement Order 9.07!

Message to the Police
Commission

Dear Commissioners,

I write to oppose the most recent revised draft of General Traffic Enforcement Order 9.07 that, with some exceptions, would largely prohibit SFPD from citing or detaining anyone in connection with at least nine vehicle code infractions.

While we strongly support eliminating racial bias in traffic stops, this is the wrong way to do it because it is dangerous to public safety. (Bias in traffic enforcement is already contrary to law and the Constitution). Any remnants should be addressed by other means, including officer training and accountability, not by ordering SFPD to abandon altogether the enforcement of duly enacted California traffic laws or city ordinances. This will result in the following negative effects:

- * Increased traffic accidents: Traffic deaths skyrocketed nationwide last year. In San Francisco, at the current rate there will be 31 pedestrian traffic deaths this calendar year even though the professed city goal is Zero deaths, with the elderly, Blacks, and the homeless disproportionately killed. It is common knowledge that traffic enforcement in San Francisco is already lacking due to the shortage of police officers and Police Commission inattention. This policy only adds to the crisis on our roads.
- * More shootings. There is an epidemic in gun

violence - an increase of over 70% shootings in San Francisco from 2019. How are police supposed to reduce shootings if the Police Commission makes it even more difficult to spot illegal guns in vehicles?

* More crime. Small traffic crimes are often just the tip of the iceberg - criminals convicted for serious and violent crimes are often arrested after a traffic stop, as are those violating the terms of their probation or parole. This order only makes the streets more dangerous.

* More road rage. One particularly ridiculous provision would allow anyone to walk down the middle of the street slowly and block traffic without fear of being detained, even on highly trafficked roads with dozens of vehicles backed up.

Some Commissioners claim this traffic order will make us safer by forcing officers to attend to serious crimes instead. Don't take this argument seriously. In fact, it creates additional reporting requirements and thus reduces police availability. And it goes against the proven effectiveness of "broken windows" policing.

What would make us safer: the Commission's advocacy for and implementation of full staffing of SFPD by adding the 500 officers that San Francisco is short. Instead, this proposed traffic order to prohibit enforcing laws will surely impede morale and make police hiring and retention more difficult.

Please reject this proposal.

From: [Gail Rutherford](#)
To: [SFPD, Commission \(POL\)](#); [Youngblood, Stacy \(POL\)](#); tracy@sfpoa.org
Subject: I oppose the revised draft of the General Traffic Enforcement Order 9.07!
Date: Monday, January 9, 2023 7:44:00 PM

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Message to the Police Commission

From your constituent Gail Rutherford

Email gail_rutherford@yahoo.com

I am a resident of District 4

I oppose the revised draft of the General Traffic Enforcement Order 9.07!

Message to the Police
Commission

Dear Commissioners,

I write to oppose the most recent revised draft of General Traffic Enforcement Order 9.07 that, with some exceptions, would largely prohibit SFPD from citing or detaining anyone in connection with at least nine vehicle code infractions.

While we strongly support eliminating racial bias in traffic stops, this is the wrong way to do it because it is dangerous to public safety. (Bias in traffic enforcement is already contrary to law and the Constitution). Any remnants should be addressed by other means, including officer training and accountability, not by ordering SFPD to abandon altogether the enforcement of duly enacted California traffic laws or city ordinances. This will result in the following negative effects:

- * Increased traffic accidents: Traffic deaths skyrocketed nationwide last year. In San Francisco, at the current rate there will be 31 pedestrian traffic deaths this calendar year even though the professed city goal is Zero deaths, with the elderly, Blacks, and the homeless disproportionately killed. It is common knowledge that traffic enforcement in San Francisco is already lacking due to the shortage of police officers and Police Commission inattention. This policy only adds to the crisis on our roads.
- * More shootings. There is an epidemic in gun

violence - an increase of over 70% shootings in San Francisco from 2019. How are police supposed to reduce shootings if the Police Commission makes it even more difficult to spot illegal guns in vehicles?

* More crime. Small traffic crimes are often just the tip of the iceberg - criminals convicted for serious and violent crimes are often arrested after a traffic stop, as are those violating the terms of their probation or parole. This order only makes the streets more dangerous.

* More road rage. One particularly ridiculous provision would allow anyone to walk down the middle of the street slowly and block traffic without fear of being detained, even on highly trafficked roads with dozens of vehicles backed up.

Some Commissioners claim this traffic order will make us safer by forcing officers to attend to serious crimes instead. Don't take this argument seriously. In fact, it creates additional reporting requirements and thus reduces police availability. And it goes against the proven effectiveness of "broken windows" policing.

What would make us safer: the Commission's advocacy for and implementation of full staffing of SFPD by adding the 500 officers that San Francisco is short. Instead, this proposed traffic order to prohibit enforcing laws will surely impede morale and make police hiring and retention more difficult.

Please reject this proposal.

From: [John Grauel](#)
To: [SFPD, Commission \(POL\)](#); [Youngblood, Stacy \(POL\)](#); tracy@sfpoa.org
Subject: I oppose the revised draft of the General Traffic Enforcement Order 9.07!
Date: Tuesday, January 10, 2023 11:11:05 AM

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Message to the Police Commission

From your constituent John Grauel
Email john@carbonrose.com

I am a resident of District 2

I oppose the revised draft of the General Traffic Enforcement Order 9.07!

Message to the Police
Commission

Dear Commissioners,

I write to oppose the most recent revised draft of General Traffic Enforcement Order 9.07 that, with some exceptions, would largely prohibit SFPD from citing or detaining anyone in connection with at least nine vehicle code infractions.

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Please reject this proposal.

From: [Peter Frings](#)
To: [SFPD, Commission \(POL\)](#); [Youngblood, Stacy \(POL\)](#); tracy@sfpoa.org
Subject: I oppose the revised draft of the General Traffic Enforcement Order 9.07!
Date: Tuesday, January 10, 2023 3:32:26 PM

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Message to the Police Commission

From your constituent Peter Frings
Email pfrings@gmail.com
I am a resident of District 2

I oppose the revised draft of the General Traffic Enforcement Order 9.07!

Message to the Police
Commission

Dear Commissioners,

I write to oppose the most recent revised draft of General Traffic Enforcement Order 9.07 that, with some exceptions, would largely prohibit SFPD from citing or detaining anyone in connection with at least nine vehicle code infractions.

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Please reject this proposal.

From: [Brian Adler](#)
To: [SFPD, Commission \(POL\)](#); [Youngblood, Stacy \(POL\)](#); tracy@sfpoa.org
Subject: I oppose the revised draft of the General Traffic Enforcement Order 9.07!
Date: Wednesday, January 11, 2023 12:06:45 PM

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Message to the Police Commission

From your constituent Brian Adler
Email familyadler@hotmail.com
I am a resident of District 4

I oppose the revised draft of the General Traffic Enforcement Order 9.07!

Message to the Police
Commission

Dear Commissioners,

I write to oppose the most recent revised draft of General Traffic Enforcement Order 9.07 that, with some exceptions, would largely prohibit SFPD from citing or detaining anyone in connection with at least nine vehicle code infractions.

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Please reject this proposal.



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San Antonio, TX 78215

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6633 East Hwy 290
Suite 102
Austin, TX 78723

January 10, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

The Immigrant Legal Resource Center (ILRC) writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

The ILRC is a national non-profit organization that provides critical support at the intersection of criminal and immigration law through legal analysis, policy work, trainings, technical assistance, and developing and disseminating best practices. As a former veteran public defender in San Francisco, I know and have witnessed the disproportionate impact of pre-text traffic stops on the Latinx community, often leading to traumatic deportation. Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on their race and national origin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost including separation of families due to deportation. Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs





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6633 East Hwy 290
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Austin, TX 78723

ilrc@ilrc.org
www.ilrc.org



with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of the ILRC, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at cgomez@ilrc.org.

Sincerely,
Carla Gomez, Senior Staff Attorney, ILRC

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org



DATE: 01/10/2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

Marie Harrison Community Foundation for social and environmental justice writes in strong support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

We are an environmental non-profit working for health and safety in District 10 communities and San Francisco. There can be no environmental justice without social justice.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

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Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of Marie Harrison Community Foundation for social and environmental justice, please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at A.Harrison@SFMHCF.ORG

Sincerely,

Arieann Harrison
Executive Director
Marie Harrison Community Foundation

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org

From: [Bruno Huizar](#)
To: [SFPD, Commission \(POL\)](#); [Board of Supervisors \(BOS\)](#)
Subject: Letter of Support - Department General Order (DGO) 9.07
Date: Tuesday, January 10, 2023 3:17:27 PM
Attachments: [DGO 9.07 — End Pretext Stops — SUPPORT \(Jan92023\).pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear San Francisco Police Commission and San Francisco Board of Supervisors,

On behalf of the California Immigrant Policy Center, we write to you in strong support of Department General Order (DGO) 9.07, and respectfully request your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

I have attached our official letter of support for the Department General Order (DGO) 9.07 to this email. If you have any questions, please reach out to me at bhuizar@caimmigrant.org. Thank you for your consideration.

Sincerely,
Bruno Huizar

--



Bruno Huizar

Policy Manager

p: (213) 250-0880 ext. 110

a: 634 S. Spring St., Ste 600A Los Angeles, CA 90014

w: caimmigrant.org **e:** bhuizar@caimmigrant.org

pronouns: they/them



Member, Board of Supervisors
District 1



City and County of San Francisco

CONNIE CHAN

陳詩敏

第一區市參事

January 11, 2023

San Francisco Police Commission
City and County of San Francisco
1245 3rd Street San Francisco, CA 94158

Dear President Elias and Commissioners:

re: Proposed Department General Order 9.07.01 Curtailing the Use of Pretext Stops

I write today in support of the proposed San Francisco Police Department General Order (DGO) 9.07.01, Curtailing the Use of Pretext Stops. This policy, which aims to reduce racial bias in our policing and advance racial equity in the San Francisco criminal justice system, will further the San Francisco Police Department's work to comply with the [United States Department of Justice recommendations](#) for reform and departmental improvements. A pilot of this policy to allow for review of the data and its impact would be appropriate.

[Data](#) has shown that traffic stops for low-level offenses as a pretext to investigate unrelated criminal activity without reasonable suspicion, also known as pretext stops, returns negligible public safety benefits in addition to being disproportionately focused on communities of color. In a survey of the San Francisco Police Department data on traffic stops, it was found that when officers pull over a Black person they search the vehicle 39% of the time, whereas a white person's vehicle is searched only 27% of the time. Additionally, Black people account for 25% of the traffic stops in San Francisco, though they make up less than 6% of the population of San Francisco. It is also worth noting that San Francisco ranks higher in racially disparate traffic stops than Oakland, San Jose, Sacramento or Los Angeles. We can and should do better.

DGO 9.07.01 prevents officers from stopping or pulling over individuals for low-level traffic infractions which are not related to public safety, or road safety in nine instances:

- expired or missing registration tags;
- sleeping in vehicles;
- obscured license plates when back plate is visible;
- failure to illuminate license plates;
- driving with a missing or broken tail light during the day
- driving with a missing or broken break light
- failure to signal at turns;
- hanging objects from rear view mirrors; or

Member, Board of Supervisors
District 1



City and County of San Francisco

CONNIE CHAN

陳詩敏

第一區市參事

- infractions against pedestrians and bicyclists unless there is an immediate danger of a crash

The proposed policy of preventing bias-motivated traffic stops will advance the important work of creating a San Francisco Police Department grounded in racial equity. I look forward to reviewing the data collected from this policy. Thank you for your support.

Sincerely,

A handwritten signature in blue ink, appearing to read "Connie Chan".

Connie Chan
District 1 Supervisor

From: [Jacob Denney](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Board of Supervisors \(BOS\)](#)
Subject: Letter of support for DGO 9.07 to end pretext stops
Date: Wednesday, January 11, 2023 8:58:21 AM
Attachments: [SPUR DGO 907 SUPPORT.pdf](#)

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Dear Commissioners,

Please see the attached letter of support for DGO 9.07, which would end pretext stops in San Francisco.

Thank you,

--

Jacob Denney (he/they)
Economic Justice Policy Director
415.506.9414
jdenney@spur.org

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From: [Burke, Robyn \(BOS\)](#)
To: [SFPD, Commission \(POL\)](#)
Subject: Letter of Support for Pretext Stop Policy
Date: Wednesday, January 11, 2023 11:14:34 AM
Attachments: [Letter of Support - Pretext Stops - SF Police Commission.pdf](#)

Dear Police Commission,

Attached, please find a letter of support from Supervisor Connie Chan for proposed DGO 9.07.01.
Please let me know if you have any questions.

Best,
Robyn

Robyn Burke
Office of Supervisor Connie Chan
Robyn.Burke@sfgov.org
chanstaff@sfgov.org | (415) 554-7410
<https://sfbos.org/supervisor-chan-newsletter>



HARVEY MILK
LGBTQ DEMOCRATIC CLUB

January 10, 2023

President Cindy Elias & Police Commissioners
San Francisco Police Commission
1245 3rd Street
6th floor
San Francisco, CA 94158
sfpd.commission@sfgov.org

Chief William Scott
San Francisco Police Department
1245 3rd Street
San Francisco, CA 94158
SFPDchief@sfgov.org

Executive Director Paul Henderson
Department of Police Accountability
1 South Van Ness Ave
8th Floor
San Francisco, CA 94103
sfdpa@sfgov.org

Delivered via email

Re: Letter In Support of Changes to DGO 9.01 to End Biased Stops

Dear President Elias and Members of the Police Commission, Chief Scott, and Director Henderson,

We are writing today to respectfully request that you adopt a comprehensive policy to prohibit racially-biased traffic stops in San Francisco. No one should ever be at risk of being stopped by police because of their race, and ending “pretext stops” has proven to be one of



HARVEY MILK

LGBTQ DEMOCRATIC CLUB

the few reforms that can actually make a meaningful impact on racial disparities without any significant risks to public safety.

Despite other reforms by the San Francisco Police Department (SFPD), significant racial disparities have persisted in SFPD’s traffic stops, with San Francisco mirroring trends seen in other parts of California and nationwide which show over-policing of communities of color via pretextual stops. By its own numbers, since 2018, SFPD has stopped Black people at least six times the rate of white people, searched Black people at least 10 times the rate of white people, and were at least 12 times more likely to use force on Black people than white people. We cannot go back on the lessons learned following the unjustified and tragic deaths of Daunte Wright, Cristian Cobian, Sandra Bland, Philando Castile, and so many other people of color following pretextual stops by police. It is time for creative policy solutions that do not reinforce a racist status quo.

As noted, research and data have shown that policies like the policy currently proposed will help our City address racially biased policing in a responsible way. The California Committee on Revision of the Penal Code– a statewide committee of electeds, judges, and attorneys tasked with reviewing our state’s criminal laws– has recognized the racially disparate effects of pretext stops and recommended changes to the law in order to end them, noting in its [2022 Annual Report](#) that “[l]aw enforcement openly admit that many [traffic stops] are ‘pretext stops’ to investigate serious offenses– yet data show these traffic stops rarely result in the discovery of evidence of crime.”

San Francisco’s own data bears that out: two of the stops included in the proposed DGO— driving with an expired registration and failure to display license plates correctly— make up two of the three most common reasons Black motorists are stopped in San Francisco. These stops rarely, if ever, result in citations for Black motorists, with just 22 percent of Black motorists stopped for failing to display their license plates actually receiving a ticket. This is a clear indicator that these stops are used as a means of detaining certain drivers and not as a way to enforce traffic safety.



HARVEY MILK
LGBTQ DEMOCRATIC CLUB

The Police Commission should adopt a cutting-edge policy that is focused on public safety, not fishing expeditions. Racial profiling and the generational harms caused by biased policing must be aggressively addressed. In addition to the recognized ineffectiveness of pretextual infractions, which have little demonstrable impact on reducing crime, these stops have significant downsides in terms of the harassment and profiling of communities of color, and are a waste of taxpayer resources. People who are impacted by pretextual stops and biased policing support the work that has already been done, and support a strong policy.

We urge you to pass the strongest policy possible to ensure we can end biased stops make a meaningful dent in the racial disparities that have persisted for too long.

Sincerely,
The Harvey Milk LGBTQ Democratic Club

CC: Board of Supervisors

From: [Harvey Milk Club Correspondent](#)
To: [SFPD, Commission \(POL\)](#); [SFPD, Chief \(POL\)](#); [CMS, SFDPA \(DPA\)](#)
Cc: [Executive Board - Harvey Milk LGBTQ Democratic Club](#); [Board of Supervisors \(BOS\)](#)
Subject: Letter: Public Comment on Department General Order 9.07
Date: Tuesday, January 10, 2023 4:09:45 PM
Attachments: [Letter Supporting Changes to Pretext Stop Policy \(3\).pdf](#)

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Hello,

Please see the attached letter from the Harvey Milk LGBTQ Democratic Club.

Best,
The Harvey Milk LGBTQ Democratic Club

Youth Commission
City Hall ~ Room 345
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(415) 554-6446
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YOUTH COMMISSION MEMORANDUM

TO: San Francisco Police Commission

CC: Angela Calvillo, Clerk of the Board
Alisa Somera, Legislative Deputy Director

FROM: 2022-2023 Youth Commission

DATE: Wednesday, January 11, 2023

RE: SUBJECT: Youth Commission Action on January 3, 2023

At its in-person meeting on Tuesday, January 3, 2023, the Youth Commission took the following action:

1. Motion to Support RESOLUTION 2223-AL-05 [Resolution advocating for the Board of Supervisors and the Mayor of San Francisco to support the Coalition to End Biased Stops in San Francisco.]

Please do not hesitate to contact Youth Commissioners or Youth Commission staff (415) 554- 6446 with any questions. Thank you.

SAN FRANCISCO PUBLIC DEFENDER

MANOHAR RAJU – PUBLIC DEFENDER
MATT GONZALEZ – CHIEF ATTORNEY



January 10, 2023

The San Francisco Police Commission
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Racially-biased Traffic Stops — SUPPORT

Dear President Elias, Vice President Carter-Oberstone, and Police Commissioners,

The San Francisco Public Defender's Office writes in strong support of San Francisco Police Department (SFPD) Department General Order (DGO) 9.07 and respectfully requests your **AYE** vote on the proposed policy. Currently under submission, DGO 9.07 would update SFPD's traffic enforcement policy to limit the use of racially biased traffic stops, limit consent searches and questioning during traffic stops, and improve traffic stop data collection and reporting requirements.

The San Francisco Public Defender represents more than 25,000 of some of the most vulnerable and underserved people in the San Francisco criminal legal system, most of whom are Black or brown community members. Our office has a constitutional duty to provide the most zealous representation to our clients—and, by extension, their families and communities. This duty compels us to speak truth to power and call out the abuses and overreach of the criminal legal system—including the abuses our clients experience at the hands of SFPD, whether it is the daily indignity of living in fear of an interaction with police *because of pretext stops* or the violence caused by those stops. For too long, we have seen the excesses of a department that seems to have little regard for our clients or their communities. Too often, our clients are targeted by police for merely walking, biking, or driving while Black or brown.

Because we see the harms that pretext stops have had, our office has long been at the forefront of pushing the Commission to end the practice. It is a form of harassment based on racialized beliefs of criminality. As a key stakeholder in the criminal legal system, we need—and indeed this City needs—evidenced-based community-centered solutions other than more arrests, more incarceration, and more generational trauma. We need healing and investment in tools that we know work: housing, education, infrastructure, jobs, and healthcare. And as we work to get there, this policy is a good start to re-envision what San Francisco can be and to

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San Francisco, CA 94127
P: 415.753.7601
F: 415.566.3030

Juvenile Division - JJC
258A Laguna Honda Blvd.
San Francisco, CA 94116
P: 415.753.8174
F: 415.753.8175

Clean Slate
P: 415.553.9337
www.sfpdpublicdefender.org/services

Community Justice Center
P: 415.202.2832
F: 415.563.8506

Bayview Magic
P: 415.558.2428
www.bayviewmagic.org

MoMagic
P: 415.567.0400
www.momagic.org

ensure that all San Franciscans, regardless of skin color, can thrive and live in peace and safety.

Traffic stops are the most common source of all community member interactions with police, and the extent and nature of racial disparities in San Francisco's traffic stops are long-standing, egregious, and unjustified. Recent SPUR analysis presented to the Commission on December 14, 2022¹ proves that racial disparities in how SFPD interacts with people they stop are sustained and troubling. Furthermore, the searches that often result from these stops have low "yield rates" for "contraband"² and are essentially a waste of City resources. People face starkly different experiences when interacting with SFPD based on their skin color, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially biased policing.

As RIPA reports and academic literature have made clear,³ pretext stops are a poor investigative tool and instead generate anger and alienation among Black and brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we can no longer ignore the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines—Black and brown San Franciscans have been clearly targeted for more aggressive treatment—and these differences are not justified by differences in criminality. Communities of color have paid and continue to pay a tremendous social cost.

Victims of racially biased policing suffer through the humiliating, life altering, and dangerous consequences of these stops. These kinds of stops can lead to use of force and police misconduct and impose a severe burden on those oftentimes least able to bear it. The June 2022 University of California San Francisco report that found that San Francisco ranks as the worst county in the state for police-caused hospitalization rates for Black residents underscores the need to pretext stops now.⁴

¹ <https://sf.gov/sites/default/files/2022-12/PoliceCommission121422-SPUR-%20Traffic%20Stops%20in%20SF%20Presentation.pdf>.

² This number is often inflated because it includes items that have no nexus to criminal conduct such as cell phones, money, or credit cards.

³ See Coalition to End Biased Stops submissions to the Commission:

[https://sf.gov/sites/default/files/2022-](https://sf.gov/sites/default/files/2022-08/Supplemental%20Briefing%20from%20Coalition%20to%20End%20Biased%20Stops.pdf)

[08/Supplemental%20Briefing%20from%20Coalition%20to%20End%20Biased%20Stops.pdf](https://sf.gov/sites/default/files/2022-08/Supplemental%20Briefing%20from%20Coalition%20to%20End%20Biased%20Stops.pdf);

[https://sf.gov/sites/default/files/2022-](https://sf.gov/sites/default/files/2022-09/Supplemental%20Briefing%20Draft%20%28Oct.%206%20Meeting%29.pdf)

[09/Supplemental%20Briefing%20Draft%20%28Oct.%206%20Meeting%29.pdf](https://sf.gov/sites/default/files/2022-09/Supplemental%20Briefing%20Draft%20%28Oct.%206%20Meeting%29.pdf);

[https://sf.gov/sites/default/files/2022-](https://sf.gov/sites/default/files/2022-10/Coalition%20Supplemental%20Briefing%20WG%20Session%204.pdf)

[10/Coalition%20Supplemental%20Briefing%20WG%20Session%204.pdf](https://sf.gov/sites/default/files/2022-10/Coalition%20Supplemental%20Briefing%20WG%20Session%204.pdf).

⁴ <https://www.sfchronicle.com/sf/article/police-violence-Black-residents-17272732.php>

The recently published 2023 RIPA report focused squarely on reducing racial disparities in the criminal legal system by eliminating pretext stops. The Report definitively argues that ending pretext stops ***will not negatively impact public safety***:

*Reducing pretextual stops will not have a negative impact on public safety.*⁵

*A study of Missouri stop data found that reducing policing contacts for [...] certain traffic stops, which are more likely to be pretextual, had no negative effects on crime rates, meaning crime did not increase when police contacts decreased.*⁶

*Another review [...] found that the reprioritization of traffic stops to focus on public safety violations had positive effects on reducing motor vehicle injuries and racial disparities and did not increase non-traffic crimes.*⁷

Further, the report illustrates that pretext stops are an ***ineffective “crime-fighting” strategy***, leading other prominent jurisdictions to abandon the tactic altogether:

*Pretextual stops do not often result in the recovery of contraband or weapons.*⁸

*[The Public Policy Institute of California] conducted a study of RIPA data that revealed searches during traffic stops are generally less likely to lead to the discovery of contraband or evidence than when the stop is for reasonable suspicion, an outstanding warrant, or known parole/probation.*⁹

*A review of New York Police Department’s (NYPD) frisks for weapons showed that of nearly 300,000 people searched, weapons were only recovered 2% of the time. The NYPD report explains that pretextual stops – for both traffic and pedestrian stops – are not an effective crime reduction strategy.*¹⁰

*Another study in Washington, D.C. found that out of approximately 63,000 traffic stops, only 1% resulted in the seizure of weapons or drugs.*¹¹

*The Los Angeles Police Commissioner President William Briggs notes that pretextual stops are not effective at locating illegal firearms and they are not an effective crime reduction strategy.*¹²

Pretext stops are also ***costly***:

*Data show that officers spend a significant amount of time—nearly 80,000 hours in 2019 – on traffic stops that lead to no enforcement action or discovery of contraband. For local [police] departments, 28,000 of those hours were spent on enforcing non-moving violations, which are more likely to be pretextual.*¹³

⁵ 2023 RIPA Report at 13, <https://oag.ca.gov/system/files/media/ripa-board-report-2023.pdf>.

⁶ Id. at 64.

⁷ Ibid.

⁸ Id. at 13.

⁹ Id. at 64.

¹⁰ Ibid.

¹¹ Ibid.

¹² Ibid.

¹³ Id. at 13.

And finally, pretext stops can be **deadly**:

*Nationally, in just a five-year span, law enforcement killed nearly 600 people after a stop for a traffic ticket. In California during that same five-year span, from 2017 to 2021, police killed 70 people during a traffic stop.*¹⁴

*More than 400 of the people who died during these stops were not in possession of “a gun or knife or under pursuit for a violent crime.”*¹⁵

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.”¹⁶ This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops and the criminal legal system consequences—such as detentions, interrogations, arrests, court appearances, and incarceration—to say nothing of the collateral economic, psychological, privacy, dignitary, and physical consequences, can be excised and immediately improve the community’s quality of life. The proposed DGO represents a meaningful, tangible solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing—be it explicit or implicit bias—ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

Despite conducting implicit bias trainings,¹⁷ revamping the Department of Police Accountability,¹⁸ and attempting to shift the culture and practices of SFPD,¹⁹ the data undeniably demonstrates that SFPD is not balancing public safety needs equitably for community members. This policy will do the work SFPD seems incapable of doing and end as many as 10,000 unnecessary traffic stops in San Francisco every year. In truth, SFPD will not course correct if allowed to usurp your authority. Your mandate is not only to hold SFPD to the highest of standards, but

¹⁴ Id. at 63.

¹⁵ Ibid.

¹⁶ Committee on Revision of the Penal Code, Annual Report and Recommendations, at 32, http://www.clrc.ca.gov/CRPC/Pub/Reports/CRPC_AR2022.pdf.

¹⁷ See, e.g., <https://missionlocal.org/2020/12/former-bias-trainer-says-reinforced-narratives-about-black-people-as-criminals-by-nature-thrived-in-san-francisco-police-culture/>; https://www.sfexaminer.com/news/former-police-trainer-speaks-out-about-anti-black-bias/article_f183eac5-7188-5553-be21-9c0bccdc4a73.html. See also <https://www.npr.org/2020/09/10/909380525/nypd-study-implicit-bias-training-changes-minds-not-necessarily-behavior> (highlighting the limitations of implicit bias training).

¹⁸ See, e.g., <https://missionlocal.org/2022/08/is-police-accountability-working-in-san-francisco-dpa/>; <https://missionlocal.org/2022/08/is-police-accountability-working-in-san-francisco-commission/>; <https://missionlocal.org/2020/09/light-discipline-for-police-misconduct-is-the-norm-in-san-francisco/>.

¹⁹ <https://missionlocal.org/2022/08/activists-bring-heat-fiery-traffic-stop-discussion-sfpd/> (highlighting the work SFPD has done to teach SFPD officers about racism and police brutality in an effort to “change” SFPD culture).

also to minimize the harms it causes to already overpoliced and underserved communities.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD's traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops demonstrates San Francisco's ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

The San Francisco Public Defender's Office urges the Commission to pass and implement this DGO in a timely manner to protect the safety and well-being of Black and brown community members. The DGO is the product of countless hours of working groups, listening sessions, police commission meetings, and advocacy by those most impacted by state violence. And it is a policy *every San Franciscan* should be proud because it will be the most comprehensive policy in the country. Justice Sonia Sotomayor perhaps best captured the reality of the harms pretext stops have visited upon people of color in her masterful dissent in *Utah v. Strieff*:²⁰

For generations, black and brown parents have given their children 'the talk'—instructing them never to run down the street; always keep your hands where they can be seen; do not even think of talking back to a stranger—all out of fear of how an officer with a gun will react to them...We must not pretend that the countless people who are routinely targeted by police are 'isolated.' They are the canaries in the coal mine whose deaths, civil and literal, warn us that no one can breathe in this atmosphere...Until their voices matter too, our justice system will continue to be anything but.

We respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of the San Francisco Public Defender's Office, please unanimously pass DGO 9.07 and end pretext stops in San Francisco.

Respectfully submitted,



Brian Cox
Integrity Unit, Director
San Francisco Public Defender's Office

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org

²⁰ (2016) 579 U.S. 232, 254.

Paul A. Allen
San Francisco, CA
January 10, 2023
sfcapaul@icloud.com

San Francisco Police Commission

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Supervisor Rafael Mandelman rafael.Mandelman@sfgov.org

Re: Draft DGO 9.07

Dear Commissioners,

I write regarding this revised order that bears the date of December 28, 2022. As you might recall, I previously submitted seven written comments on this subject, appeared before the Commission at least once, and was grateful to have received a meeting with Commissioners Elias and Benedicto to discuss a prior draft of the traffic order.

I make only the following point. As you are surely aware, in late December the state's Committee on the Reform of the Penal Code issued its 2022 Annual Report.¹ In Chapter 4 (Prohibit Stops for Technical Traffic Infractions) the Committee recommends that the police be prohibited "...from stopping people for technical, non-safety related traffic offenses..." (at page 28) In doing so, it identified only five, non-moving offenses suitable for such an order.²

In this setting, may I suggest that the San Francisco Police Commission has an obligation to articulate (a) why the state Committee's recommendation is insufficient to further the 9.07.01 Purpose of the Order; and (b) why this Police Commission's longer list of "no stop" infractions is nonetheless necessary, particularly 9.07.04.A(7) pertaining to turn signals, 9.07.04.A(8) pertaining to a person sleeping in a vehicle, and 9.07.04.A(9) pertaining to a stop of a pedestrian.

Respectfully Submitted,
Paul A. Allen

¹ <http://clrc.ca.gov/CRPC.html>

² 1. Vehicle or equipment registration. 2. Positioning or number of license plates. 3. Lighting equipment. 4. Window tints or obstruction. 5. Bicycle equipment and operation. See page 28.

From: [Curt Holzinger](#)
To: [SFPD, Commission \(POL\)](#)
Subject: Pretextual Stops
Date: Tuesday, January 10, 2023 8:45:19 AM

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January 11, 2023 Agenda Item #8

Commissioners,

I do not support the proposed rules as written. You should follow the Los Angeles Police Department policy example and simply prohibit all “pretextual stops” rather than enumerating specific ones, like invalid registration. Officers would still be required to state the reason for a stop; and with the guidance on how police are to interact after a minor traffic stop (Section9.07.05), the enumeration is unnecessary, and potentially dangerous to the rest of drivers and pedestrians.

If a vehicle has invalid registration, it should be pulled over to verify the status and to verify insurance requirements are met. Having only one tail light or brake light can be confusing to other drivers, especially in bad weather or fog. There is also no redundancy in the lights—with two working, if one goes out you still have the other. So if there is only one, the driver should be pulled over and informed and given the chance to correct it.

I hope more common sense will prevail here. Look at and follow the LAPD policy. It acknowledges that minor traffic violations do affect public and strikes a better balance.

Sincerely,

Curt Holzinger

Sent from [Mail](#) for Windows

From: Sameena Usman
To: [SFPD, Commission \(POL\)](#)
Subject: Protect our community! End biased police stops!
Date: Tuesday, January 10, 2023 3:00:36 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Police Commission,

I urge you to please approve a revision to DGO 9.01 regarding traffic enforcement and to end biased pretext stops in San Francisco. Police use alleged traffic violations - hanging an air freshener or tasbeeh, sleeping in their car, driving with a broken taillight, and riding a bike without headlights – to conduct these stops, oftentimes as an excuse to harass and search motorists, bicyclists, and pedestrians.

Studies have shown that pretext stops are biased and disparately impact people of color. Black San Franciscans make up less than five percent of San Francisco’s population but account for 26 percent of stops and 36 percent of searches.

Since 2018, San Francisco Police Department has stopped Black people at least six times the rate of white people, searched Black people at least 10 times the rate of white people, and was at least 12 times more likely to use force on Black people than white people.

Biased pretext stops have and continue to cause generational harm to the community and can lead to police misconduct and use of force – even death. Daunte Wright, Willie McCoy, Cristian Cobian, and Philando Castile were all tragically killed by police during a pretext stop.

Biased pretext stops do little to reduce crime; however, it increases the chance of interaction with law enforcement which can result in the use of force. Research shows that enforcing pretextual infractions has significant downsides in terms of the harassment and profiling of communities of color and is a waste of taxpayer resources. Please adopt a comprehensive policy to prohibit these racially biased traffic stops in San Francisco as soon as possible, and do not provide SFPD with easily used exceptions that will reduce the effectiveness of the much-needed policy change.

Sincerely,
Sameena Usman

<<http://feedback.changemailer.com/wf/open?upn=DzRCk-2FGcHkkHWkga7c3LX0eE6ee9ZIO929QSreCvMSC6qo2vVuvd43c3ZoO-2FSxx3AqwFGdLbE3FwpYjDBi8314fiRGTupeqNJ-2B9Zg8dXciwa72wnvp3ENrVfy2o6IWaQe4LuQsyYLVLR0k3PAYjdTqNDRt-2FZhPDQm-2FDPRgMJbohURfTSUPQqOBRukcbDzQqnPqZtLMVTA42ECs4OhAf8WCjv-2BN2RpXA7RnoJvm2vKkYhE4U7MhogCVb9cNqE4FL78GoGX6NUHh-2BeTf3Ju-2B3Ns9kv4o80n6Yg0UNUaPpZlvp3KvyV39s5ZwQBazPB34Pfe0ekr6FW-2BAKtEpEzL7UKsitFueju18V7w9k5JfiuyHVlwtuS2xyXOTePUe-2FIBP915fo7UJ1Xr4y-2B-2B16lnfbO5cdkx-2FRf3C3z7YVUdmQjUY-3D>>

From: [Todd](#)
To: [SFPD, Commission \(POL\)](#)
Cc: mwjusticenow@gmail.com
Subject: Public Comment - End Biased Stops
Date: Tuesday, January 10, 2023 5:10:52 PM

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I am commenting in support of Wealth and Disparities in the Black Community. At the last Commission meeting, you shut down commenters on ending biased traffic stops, saying those speakers could speak later in the meeting. But then immediately afterward, Commission President Elias announced that the agenda item had been removed altogether. If this wasn't a violation of official rules, it was still a calculated manipulation of your own policies which suppressed public comment.

You owe it to the public tonight to hear every comment which was not allowed at the last meeting.

I support Wealth and Disparities in the Black Community's effort to end racial profiling via traffic stops by SFPD.

Other cities and states throughout the country are doing this – in Pennsylvania, Michigan, Virginia, and in Berkeley, California, to name a few. They are eliminating routine stops by police (for things like a malfunctioning turn signal or brake light) due to racial profiling of Black drivers.

In San Francisco, a Black driver is more than 5 times as likely to be stopped by police as is a white driver – and more searches of Black drivers occur, even though less criminal evidence is found. The anti-Black disparity remains as high as ever today.

The process around development of a policy to end pretext stops by SFPD has become fraught. Police have had an outsized influence and have trumpeted inaccurate information at meetings – including talk of criminal activity having nothing to do with traffic stops. You have removed language about the very REASON this change is necessary - racial profiling.

Please shut down the disinformation and confusion and don't lose track of the goal. Something like a broken tail light should not be a reason for Black San Franciscans to be stopped, searched, and worse. Make this change as others across the country are doing, in the name of racial equity.

From: [Michele Schaal](#)
To: [SFPD, Commission \(POL\)](#)
Cc: mwjusticenow@gmail.com
Subject: Public Comment - End Biased Stops
Date: Wednesday, January 11, 2023 10:54:19 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Commissioners,

Please end the traffic stops policy of SF police as it is proven to result in racial profiling and too much police interaction with our communities of color.

Thank you,
Michele Schaal
1230 Vermont St
SF CA 94110

From: [Lauren Renaud](#)
To: [SFPD, Commission \(POL\)](#)
Subject: Public Comment on Department General Order 9.07
Date: Wednesday, January 11, 2023 1:09:52 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please read the following public comment into the record:

Dear President Elias and Commissioners, Chief Scott, and Executive Director Henderson,

My name is Lauren Renaud, and I live in District 6. I write to respectfully request that you adopt a comprehensive policy to prohibit racially-biased traffic stops in San Francisco.

San Francisco mirrors the state and nation in over-policing communities of color via pretextual stops.

Since 2018, SFPD has stopped Black people at least six times the rate of white people, searched Black people at least 10 times the rate of white people, and were at least 12 times more likely to use force on Black people than white people.

Traffic stops have led to unnecessary police interactions and escalation of use of force by police. Daunte Wright, Cristian Cobian, Sandra Bland, and Philando Castile all were killed by police after pretextual stops.

So far, roughly a dozen jurisdictions have implemented similar policies in all corners of the country and there have been no adverse consequences -- Los Angeles, Minneapolis, Philadelphia, Washington, DC, Virginia, Nashville, Connecticut, and parts of Maryland and Massachusetts have all taken initial or significant steps toward ending pretext stops.

After the Oakland Police Department stopped initiating traffic stops for some infractions, the number of stops involving Black

individuals decreased by 43%.

These efforts have been gaining momentum across the country, and it's time for San Francisco to join the movement.

Racial profiling and the generational harms caused by biased policing must be aggressively addressed. Research shows that enforcing pretextual infractions has little demonstrable impact on reducing crime, has significant downsides in terms of the harassment and profiling of communities of color, and is a waste of taxpayer resources.

Please, adopt a comprehensive policy that both requires more data and transparency and ends pretext stops in San Francisco.

Thank you,

Lauren Renaud

From: [Raya Steier](#)
To: [SFPD, Commission \(POL\)](#)
Subject: Public Comment on Department General Order 9.07
Date: Wednesday, January 11, 2023 4:48:04 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear President Elias and Commissioners, Chief Scott, and Executive Director Henderson,

My name is Raya Steier, I live in District 7, and I serve as the Vice President of Membership at the Harvey Milk LGBTQ Democratic Club. I work for the Lawyers Committee for Civil Rights San Francisco. I write to respectfully request that you adopt a comprehensive policy to prohibit racially-biased traffic stops in San Francisco.

Racial disparities have not changed in traffic stops and it is time for real policy solutions that help dismantle the status quo. San Francisco over-polices communities of color via pretextual stops. Since 2018, SFPD has stopped Black people at least six times the rate of white people, searched Black people at least 10 times the rate of white people, and were at least 12 times more likely to use force on Black people than white people.

SFPD's disparate treatment of drivers based on race has eroded our trust in law enforcement. Pretext stops are inherently dishonest and can be deadly for people of color. The Police Commission must hold SFPD accountable, and enforce strong policies to limit these racist stops.

The Police Commission must adopt a cutting-edge policy that is focused on public safety, not fishing expeditions. Racial profiling and the generational harms caused by biased policing must be aggressively addressed. Research shows that enforcing pretextual infractions has little demonstrable impact on reducing crime, has significant downsides in terms of the harassment and profiling of communities of color, and is a waste of taxpayer resources. People who are impacted by pretextual stops and biased policing support you and a strong policy.

Sincerely,
Raya Steier

--

Raya Steier
530-723-2426

From: [Zahra Billoo](#)
To: [Board of Supervisors \(BOS\)](#); [SFPD, Commission \(POL\)](#)
Subject: Re: DGO 9.07 — End Pretext Stops — SUPPORT
Date: Tuesday, January 10, 2023 8:00:18 AM
Attachments: [CAIR-SFBA Support Letter to End Pretext Stops.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear President Elias and Commissioners,

The San Francisco Bay Area office of the Council on American-Islamic Relations (CAIR-SFBA) writes in strong support of the Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently, under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

CAIR-SFBA's mission is to enhance understanding of Islam, encourage dialogue, protect civil liberties, empower American Muslims, and build coalitions that promote justice and mutual understanding. We provide free legal services to community members to face harassment from law enforcement, in addition to other civil rights concerns such as discrimination, hate crimes, school bullying, and immigration issues.

Traffic stops are the most common source of all police-citizen interactions, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including a recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines, Black and Brown San Franciscans are clearly targeted for more aggressive treatment, these differences are not justified by differences in criminality, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life-altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, we respectfully request that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. On behalf of CAIR-SFBA, please unanimously pass DGO 9.07 and end pretext stops in San Francisco.

Thank you for your consideration and support.

Sincerely,

Zahra Billoo

Executive Director

Council on American-Islamic Relations

San Francisco Bay Area Office

3160 De La Cruz Blvd., Ste. 110

Santa Clara, CA 95054

408.986.9874 | ca.cair.com/sfba

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From: [Christine Wei](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Board of Supervisors \(BOS\)](#)
Subject: Re: DGO 9.07 — End Pretext Stops — SUPPORT
Date: Tuesday, January 10, 2023 6:33:41 PM
Attachments: [End Pretext Stops \(DGO 9.07\) - SWFC Support Letter.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear President Elias and Commissioners,

Sister Warriors Freedom Coalition (SWFC) writes in strong support of Department General Order (DGO) 9.07 and respectfully requests your AYE vote on the proposed policy. Currently, under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops, prohibit consent searches during traffic stops, and improve traffic stop data collection and reporting requirements.

SWFC is a statewide coalition to end the incarceration of women and trans people of all genders, led by systems- and directly-impacted people. We've been deeply rooted in San Francisco for 30+ years and have witnessed the intergenerational, long-lasting harms caused by racially biased policing. Pretext stops and other unnecessary police contact lead to the increased criminalization of people of color - which we know entrenches already marginalized people more deeply in poverty and ultimately destabilizes entire communities. That's not to mention the increased exposure to potential police misconduct, leading to physical harm and even death of unfairly targeted people. We believe that San Francisco, as a political leader in this country, can and should improve traffic safety without further traumatizing and undermining the well-being of our communities.

Traffic stops are the most common source of all interactions between police and members of the public, and the extent and nature of racial disparities in San Francisco's traffic stops are substantial, egregious, and unjustified. Rigorous evaluation, including a recent SPUR analysis that was presented to the Police Commission on December 14, 2022, proves there are sustained and troubling disparities in how SFPD interacts with people they stop depending on their race. Furthermore, the searches that often result from these stops have extremely low yield rates for "contraband" and are essentially a waste of resources. People face starkly different experiences when interacting with SFPD based on the color of their skin, and it is up to the Police Commission to take immediate steps and enact policy changes to remedy racially-based policing.

Pretext stops are a poor investigative tool and instead generate anger and alienation among Black and Brown communities. The mistrust generated is particularly acute within the demographic communities that receive extra police scrutiny, and we cannot look at the evidence and continue to discount complaints in communities of color about different standards for police encounters, nor can we ignore the collateral and sometimes deadly consequences. Pretext stops are applied unevenly across racial lines. Black and Brown San Franciscans are clearly targeted for more aggressive treatment, and communities of color have paid a tremendous social cost.

Despite training and attempts to shift the culture of SFPD, the data undeniably demonstrates that San Francisco does not understand how to balance public safety needs with respect and equity for all its residents — the stops that would end under this policy account for as many as 10,000 unnecessary traffic stops in San Francisco a year. For victims of racially biased policing, it can be humiliating, life altering, and dangerous — these kinds of stops can lead to use of force and police misconduct, impose a severe burden on those least able to bear it, and undermine and erode the relationship between the public and the police. The need for reform is reinforced by the June 2022 University of California San Francisco report that found that San Francisco ranks the worst in the state for police-caused hospitalization rates for Black residents.

In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” This form of structural racism can be addressed via policy change without decreasing public safety. Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and incarceration merit concern, and DGO 9.07 represents a meaningful solution to the disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms and with no adverse consequences.

From the beginning, this proposal has always been about the health and well-being of our entire San Francisco community. This DGO is specifically focused on eliminating those stops that present no public safety risk and brings SFPD’s traffic enforcement policy into alignment with widely established best practices. Reducing pretext stops does not increase public danger and demonstrates San Francisco’s ability to make the data-informed decision to join the other jurisdictions across the country that have already implemented similar effective policies.

Failure to pass and implement this DGO in a timely manner would send an incredibly damaging message that San Francisco does not view communities of color as full members of society, that they are not to expect equal treatment, and that the most visible government agents they are likely to encounter — the police — view them as dangerous threats. We cannot afford to continue down a path that allows Black and Brown lives to be dominated by counterproductive and unjustifiable widespread domains of criminality. As such, SWFC respectfully requests that you give credence to those members of our community who are disparately harmed by racially biased policing and act accordingly. Please unanimously pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please contact me at april@sisterwarriors.org.

Sincerely, April Grayson
Policy Associate
Sister Warriors Freedom Coalition

From: [David Driver](#)
To: [Carter-Oberstone, Max \(POL\)](#); [Yee, Lawrence \(POL\)](#); [Byrne, Jim \(POL\)](#); [Walker, Debra \(POL\)](#); [Yanez, Jesus \(POL\)](#); [Benedicto, Kevin \(POL\)](#); [Elias, Cindy \(POL\)](#); [SFPD, Commission \(POL\)](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Ronen, Hillary](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [SFPD, Chief \(POL\)](#); [DorseyStaff \(BOS\)](#); [EngardioStaff \(BOS\)](#)
Subject: Re: Opposition to the Police Commission's Pretextual Stop Plan
Date: Wednesday, January 11, 2023 8:04:20 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Police Commissioners,

Please vote no on the proposed pretextual stop policy. In addition to my email from yesterday, please see my email to you from last October copied below which states additional reasons why this policy is bad for traffic safety.

It should be obvious that things like valid registration (with insurance), turn signals, and keeping motorized e-bikes from running red lights and driving on the sidewalk are needed to keep pedestrians and other vehicle users safe.

There are other options besides a blanket ban on enforcement. Explore them and come back with a better solution. But vote no on this version of the pretextual stop policy.

Thank you,
David Driver

On Tue, Oct 4, 2022 at 6:17 PM David Driver <davidrandolphdriver@gmail.com> wrote:

Dear Police Commissioners, Mayor Breed, Supervisors, and Chief Scott:

I strongly oppose the plan the Police Commission is considering regarding pretextual stops. The plan is misdirected, and would have severe negative effects for traffic safety.

While I support sensible measures to address disparate treatment, I cannot support measures that seek to do that by just eliminating important areas of traffic safety enforcement.

For example, license plates and valid registration are important for ID'ing drivers involved in accidents and crimes. They are essential for automated enforcement like red light cameras, speed cameras, and a future downtown congestion zone. Automated systems don't work with vehicles without license plates.

Operable headlights and brake lights are crucial for safety in our crowded city. Sometimes I can only see one such light in traffic. So all need to be working.

Front windows free of tinting is important for visibility: both to see and be seen. Other drivers, pedestrians, cyclists and scooterists need to be able to see what a vehicle driver is doing and looking at in order to keep themselves safe.

Currently SFPD is writing very few traffic tickets. We need to get back to the level of

enforcement we had several years ago. Not eliminate whole categories of enforcement.

The current plan would only make getting to Vision Zero impossible while rewarding bad and irresponsible drivers. Driving is a privilege, not a right. Especially in our Transit First city. If people are going to drive, they need to be held to the minimum standards already set out for vehicle safety.

I urge you to scrap the current pretextual stop plan.

Thank you,
David

David Driver
193 Dartmouth Street
San Francisco, CA 94134-1427
davidrandolphdriver@gmail.com
cell: 415-235-4847
home: 415-525-3517

From: [David Driver](#)
To: [Carter-Oberstone, Max \(POL\)](#); [Yee, Lawrence \(POL\)](#); [Byrne, Jim \(POL\)](#); [Walker, Debra \(POL\)](#); [Yanez, Jesus \(POL\)](#); [Benedicto, Kevin \(POL\)](#); [Elias, Cindy \(POL\)](#); [SFPD, Commission \(POL\)](#)
Cc: [Breed, Mayor London \(MYR\)](#); [Ronen, Hillary](#); [Preston, Dean \(BOS\)](#); [Chan, Connie \(BOS\)](#); [Stefani, Catherine \(BOS\)](#); [Peskin, Aaron \(BOS\)](#); [Walton, Shamann \(BOS\)](#); [Mandelman, Rafael \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Safai, Ahsha \(BOS\)](#); [Dorsey, Matt \(BOS\)](#); [SFPD, Chief \(POL\)](#); [DorseyStaff \(BOS\)](#); [EngardioStaff \(BOS\)](#); joel.engardio@sfgov.org
Subject: Re: Scrap the Proposed "Pretextual Stop" Policy
Date: Tuesday, January 10, 2023 10:40:26 AM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Police Commissioners,

I strongly believe you should scrap the proposed policy on pretextual stops and begin again with a policy that does not ban enforcement of dangerous and antisocial acts. Please see the reasons stated below.

Thank you,
David Driver

On Tue, Dec 6, 2022 at 5:29 PM David Driver <davidrandolphdriver@gmail.com> wrote:

Dear Police Commissioners,

I am a long time resident of San Francisco and I am against the proposed policy on pretextual stops. It will lead to more bad driving, cycling, and scooter riding. This policy will hurt safety, especially for pedestrians. I urge you to scrap what's left of this proposal, and go back to the drawing board and come up with a policy on pretextual stops that doesn't adversely affect traffic safety, as the current proposal surely will.

A better policy would focus on preventing police officers from using traffic stops for fishing expeditions -- not with banning all stops for certain kinds of violations. These violations exist for important safety reasons, and need to be enforced.

For example:

Turn signals are fundamental to traffic safety. This is so basic that it's hard to conceive of how banning enforcement for not using turn signals ever got into your proposed policy. Drivers, pedestrians and cyclists depend on turn signals to predict what other vehicles will do. I am especially thinking of cyclists and scooter riders who are accustomed to passing vehicles on the right side. They absolutely need to know if a vehicle ahead of them is turning right. I specifically remember a young woman cyclist who was crushed under a truck in Soma when the truck turned right at an intersection across the bike lane she was riding in. Turn signals are a must in a crowded city like ours.

Current registration and license plates are also fundamental to regulating vehicles and drivers. Driving is a privilege, not a right. Especially in transit-first San Francisco. The registration system collects taxes and fees that offset the costs of vehicle use. Also, requiring current registration gets drivers to pay outstanding parking and traffic tickets, and ensures

they have liability insurance. Additionally, current registration is necessary to send automated tolls and tickets to the proper party. Automated systems won't work if drivers do not have both license plates and up-to-date registration. This is important now for bridge tolls and red light cameras, and it will be even more important in the future for speed cameras and congestion zones.

Bicyclists and scooter riders must also follow the rules of the road, and should not be exempt from enforcement. I speak from personal experience on this issue. Years ago, an adult cyclist riding on the sidewalk crashed into me at a corner and broke my nose. I was lucky the back of my head didn't hit the pavement when I was thrown backwards to the ground. Since then, the chaos on the sidewalks has only gotten worse with many scofflaw cyclists and scooter riders using the sidewalks and also ignoring traffic lights and stop signs. Traffic laws absolutely need to be enforced against any vehicle operator, without blanket exceptions. This is especially true of ebikes and scooters. These vehicles aren't the pedal powered 10-speeds of yesteryear. They are full-fledged, motorized vehicles and need to be driven as such. Enforcement is necessary for cyclists and scooterists, too.

If the Police Commission passes the current policy on pretextual stops, then accidents, injuries and deaths will increase. We actually need more enforcement of traffic laws to promote safety and get to Vision Zero, not less. Please reject this policy.

Thank you,
David Driver

1 [Stop Pretext Stops]

2 **Resolution advocating for the Board of Supervisors and the Mayor of San**

3 **Francisco to support the Coalition to End Biased Stops in San Francisco.**

4 WHEREAS, Traffic stops are often racially biased, and are known as “driving,
5 bicycling, or walking while Black or brown” or “pretext stops”¹; and

6 WHEREAS, Using racial profiling, police officers often stop individuals that pose
7 little to no safety hazard in order to search for unrelated criminal offenses based on
8 internalized racial biases; and

9 WHEREAS, Pretext stops funnel people of color into the criminal justice system
10 causing communities of color to be further disproportionately harmed; and

11 WHEREAS, In 2021, the San Francisco Police Department (SFPD) conducted
12 27,543 stops that resulted in 6,003 searches, and the 5% Black population of San
13 Francisco made up for 35% of all police searches²; and

14 WHEREAS, SFPD, using the term “officer safety,” has searched Black San
15 Franciscans 50% more than White San Franciscans with Bayview (a predominantly
16 Black community) having the highest percentage of these stops³; and

17 WHEREAS; San Francisco mirrors the state and nation in over-policing
18 communities of color via pretextual stops, with data showcasing that in 2021, SFPD

¹ Office of the Public Defender, “Coalition of 60 Civil Rights, Traffic Safety, and Community Groups Urging San Francisco Police Commission to End Racially-Biased Pretext Stops,” San Francisco Public Defender’s Office, August 30, 2022, <https://sfpublisher.org/news/2022/05/coalition-of-60-civil-rights-traffic-safety-and-community-groups-urging-san-francisco-police-commission-to-end-racially-biased-pretext-stops/>.

² Zac Dillon, Carolyn Ji Jong Goossen, Yoel Haile, Wesley Saver, “Coalition to End Biased Stops; Stop the Pretext!” Powerpoint Presentation for Transformative Justice Committee, October 17, 2022

³ Zac Dillon, Carolyn Ji Jong Goossen, Yoel Haile, Wesley Saver, “Coalition to End Biased Stops; Stop the Pretext!”

1 stopped Black and Brown people at least five times the rate of White people, searched
2 Black and Brown people at least eight times the rate of White people, and were thirteen
3 times more likely to use force on Black and Brown people than White people, despite
4 Black and Brown people being less likely to be found carrying contraband than White
5 people⁴; and

6 WHEREAS; SFPD 2021 traffic stop data also shows that enforcing pretextual
7 infractions has little demonstrable impact on reducing crime, has significant downsides
8 in terms of the harassment and profiling of communities of color, especially BIPOC
9 youth, and is a waste of taxpayer resources⁵; and

10 WHEREAS, The destructive legacy of pretext stops has led to the killings of
11 innocent lives such as Sandra Bland (Texas), Philando Castile and Daunte Wright
12 (Minnesota), and Walter Scott (South Carolina), to name a few, because of alleged
13 traffic violations such as hanging a car air freshener, sleeping in their car, driving with a
14 broken taillight, and riding a bike without headlights⁶; and

15 WHEREAS; In some cases, conducting traffic stops can lead to the decrease in
16 motor vehicle crashes and fatalities, and promote public safety and the protection of the
17 public from serious and sometimes violent crime⁷, such traffic stops can also subject
18 motorists, pedestrians, and bicyclists to inconvenience, confusion, and anxiety, as well
19 as strain relationships between law enforcement and the community because members

⁴ ACLU, et al, "Supplemental Briefing for October 6 DGO 9.01 Working Group" (San Francisco), September 13, 2022, <https://sf.gov/sites/default/files/2022-09/Supplemental%20Briefing%20Draft%20%28Oct.%206%20Meeting%29.pdf>

⁵ Zac Dillon, Carolyn Ji Jong Goossen, Yoel Haile, Wesley Saver, "Coalition to End Biased Stops; Stop the Pretext!"

⁶ Zac Dillon, Carolyn Ji Jong Goossen, Yoel Haile, Wesley Saver, "Coalition to End Biased Stops; Stop the Pretext!"

⁷ James W. Davis, et al. "Aggressive traffic enforcement: a simple and effective injury prevention program,." The Journal of trauma vol. 60,5 (2006), <https://pubmed.ncbi.nlm.nih.gov/16688057/>

1 of the community may perceive these traffic stops as biased, racially motivated, or
2 unfair, and can lead to life-threatening interactions⁸; and

3 WHEREAS; Traffic stops thus result in neither increased trust in the police nor
4 increased perceptions of safety among community members; and

5 WHEREAS; Racial disparities in traffic enforcement and the continued killing of
6 Black and Brown drivers show that regardless of intentions, the harms of traffic stops far
7 outweigh any potential public safety benefits⁹; and

8 WHEREAS; Miguel Bustos, Senior Director of GLIDE's Center for Social Justice,
9 has stated that "Many GLIDE clients have been harmed by racially-biased pretext stops
10 and repeated harassment. Pretext stops further alienating some of our most
11 marginalized neighbors and makes them feel as though they are not welcome in their
12 own community. These negative interactions perpetrate physical, psychological, and
13 financial harm; they inflict and reinforce trauma on our community, particularly
14 communities of color"¹⁰; and

15 WHEREAS; Sameena Usman, Senior Government Relations Coordinator for the
16 Council on American-Islamic Relations-SFBA, has stated that "Pretext stops are an
17 excuse to pull people over for simple things such as an item hanging from a rearview
18 mirror or tinted windows, and question, search, and even detain people. They do not

⁸ Jany, Poston, "Minor police encounters plummet after LAPD put limits on stopping drivers and pedestrians."

⁹ Charles Epp, Steven Maynard-Moody, Donald P. Haider-Markel, "Beyond Profiling: The Institutional Sources of Racial Disparities in Policing," July 202, https://www.researchgate.net/publication/311863335_Beyond_Profiling_The_Institutional_Sources_of_Racial_Disparities_in_Policing.

¹⁰ Office of the Public Defender, "Coalition of 60 Civil Rights, Traffic Safety, and Community Groups Urging San Francisco Police Commission to End Racially-Biased Pretext Stops."

1 help public safety and they disproportionately target communities of color, especially
2 Black people”¹¹; and

3 WHEREAS; Avi Frey, the Deputy Director of the Criminal Justice Program, ACLU
4 of Northern California, affirmed that “Pretext stops do nothing for public safety and
5 routinely escalate into violence against Black and brown people. Their use is a constant
6 reminder that the freedoms and lives of people of color are at the mercy of a
7 government that views them as a suspect. It is past time to abolish this tool of racial
8 oppression”¹²; and

9 WHEREAS; Jurisdictions such as Cambridge, Massachusetts; Montgomery
10 County, Maryland; Berkeley and Los Angeles, California; Minneapolis and Ramsey
11 County, Minnesota; Philadelphia, Pennsylvania; Virginia; and Washington, D.C, have
12 taken initial or significant steps toward banning and/or limiting pretext stops¹³; and

13 WHEREAS; Los Angeles Police Department (LAPD) 2022 data¹⁴ demonstrates
14 that limiting pretext stops has caused a huge decrease in minor police stops, and has
15 pushed Los Angeles Police officers to have a genuine reason to suspect a more serious
16 crime is afoot before initiating a pretext stop, and are required to record their reasoning
17 on body camera before the stop; and

¹¹ Office of the Public Defender, “Coalition of 60 Civil Rights, Traffic Safety, and Community Groups Urging San Francisco Police Commission to End Racially-Biased Pretext Stops.”

¹² Office of the Public Defender, “Coalition of 60 Civil Rights, Traffic Safety, and Community Groups Urging San Francisco Police Commission to End Racially-Biased Pretext Stops.”

¹³ Office of the Public Defender, “Coalition of 60 Civil Rights, Traffic Safety, and Community Groups Urging San Francisco Police Commission to End Racially-Biased Pretext Stops.”

¹⁴ Libor Jany, Ben Poston, “Minor police encounters plummet after LAPD put limits on stopping drivers and pedestrians,” Los Angeles Times, Published November 14, 2022, <https://www.latimes.com/california/story/2022-11-14/minor-traffic-stops-plummet-in-months-after-lapd-policy-change>

1 WHEREAS; LAPD data also shows that officers received consent to search in
2 24% of all searches, compared with 30% during the same five-month period last year,
3 and have become more purposeful in whom they stop and search, which has benefited
4 LAPD because police officers have found something illegal in 26% of the searches
5 conducted during stops for minor violations — a slight increase compared with their
6 success rate before the new policy¹⁵; now, therefore be it

7 RESOLVED, That the 2022-2023 Youth Commission of the City and County of
8 San Francisco urges the Mayor and Board of Supervisors to support legislation that
9 confronts the issue of pretext stops by revising the Department General Order 9.01¹⁶,
10 which governs San Francisco traffic enforcement, to ensure San Francisco's policies
11 ban pretext stops; and be it

12 FURTHER RESOLVED, That in revising DGO 9.01, the Mayor and Board of
13 Supervisors place a limit on “low-level” vehicle stops, pedestrian, and bike stops; and be
14 it

15 FURTHER RESOLVED, That the City and County of San Francisco implement
16 policies that also limit the search of other minor violations such as a driving with a
17 cracked windshield or without windshield wipers, sound violations, jaywalking, having an
18 expired license, and so on, in order to minimize dangerous police-driver interactions and
19 racial disparities in police exercising their discretion in stops; and be it

¹⁵ Jany, Poston, “Minor police encounters plummet after LAPD put limits on stopping drivers and pedestrians.”

¹⁶ San Francisco Police Department [SFPD]. “DGO9.01 Traffic Enforcement,” August 10, 2010.
<https://www.sanfranciscopolice.org/sites/default/files/2018-11/DGO9.01%20Traffic%20Enforcement.pdf>.

1 FURTHER RESOLVED, That less attention should be given to observations of
2 vehicle equipment violations where no strong causal connection to collisions, and hence
3 public safety, exists; and be it

4 FURTHER RESOLVED, That to maintain public trust, San Francisco's Police
5 Department's use of pretext stops as a crime reduction strategy must be measured, in
6 furtherance of achieving the necessary balance between the perception of fairness and
7 identifying those engaged in serious criminal conduct; and be it

8 FURTHER RESOLVED, That the public safety reason for all traffic stops,
9 citations, and warnings must be articulated on body-worn videos and should include an
10 officer's response to any questions posed by the individual stopped, thus following
11 Department General Order 10.11¹⁷ which was created to bring accountability in regards
12 to police officer's engagement with the public, increase the public's trust in officers, and
13 protect officers from unjustified complaints of misconduct; and be it

14 FURTHER RESOLVED, That to effectively address police violence and the
15 legacy of police brutality on Black and Brown people, policymakers shift their attention
16 to listening to the people most harmed by traffic stops, and shift the power to community
17 members to define and address their public safety concerns and solutions; and be it

18 FURTHER RESOLVED, That San Francisco follow other jurisdictions, as
19 mentioned in page four, who have taken initial or significant steps toward banning
20 pretext stops, in order for San Francisco to not become an outlier; and be it

¹⁷ San Francisco Police Department [SFPD]. "Department General Order 10.11 'Body Worn Camera Policy' Update Packet #52," June 22, 2016. <https://www.sanfranciscopolice.org/sites/default/files/2018-11/A%2016-090%20Department%20General%20Order%2010.11%20Body%20Worn%20Camera%20Policy%20Update%20Packet%20%2352.pdf>.

1 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and
2 County of San Francisco urges the Mayor and Board of Supervisors to publicly support
3 Resolution NO. 2223-AL-05, in favor of ending biased stops in San Francisco.

From: [Berniecrats SF](#)
To: [SFPD, Commission \(POL\); Board of Supervisors \(BOS\)](#)
Subject: SF Berniecrats support ending pretext stops - letter from E-board
Date: Monday, January 9, 2023 6:23:13 PM
Attachments: [End Pretext Stops - Support Letter.pdf](#)

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Please see the attached pdf letter from the SF Berniecrats who emphatically support ending pretext stops in our beloved city.

Thank you,
SF Berniecrats E-Board

--- San Francisco Berniecrats ---
[Website](#)
[Facebook Page](#)
[Bylaws](#)

From: [Cox, Brian \(PDR\)](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Youngblood, Stacy \(POL\)](#); [Board of Supervisors \(BOS\)](#); [Raju, Manohar \(PDR\)](#); [Gonzalez, Matt \(PDR\)](#); [PDR-Confront](#)
Subject: SF Public Defender Letter in Support of DGO 9.07
Date: Tuesday, January 10, 2023 2:25:17 PM
Attachments: [PDR DGO 9.07 Support Letter.pdf](#)

Dear Commissioners,

Attached is a letter of support from the San Francisco Public Defender's Office urging *unanimous* passage of DGO 9.07. Please reach out to me directly if you have questions.

Respectfully,

- Brian

Brian Cox
Deputy Public Defender
Integrity Unit
Phone: (415) 575-6401

January 11, 2023

The Honorable Cindy Elias
President, Police Commission Office
San Francisco Police Headquarters
1245 3rd Street
San Francisco, CA 94158
sfpd.commission@sfgov.org

Re: DGO 9.07 — End Pretext Stops — SUPPORT

Dear President Elias and Commissioners,

SPUR writes in support of Department General Order (DGO) 9.07, and respectfully requests your AYE vote on the proposed policy. Currently under submission, DGO 9.07 would update the San Francisco Police Department's (SFPD) traffic enforcement policy to limit the use of pretext stops and improve traffic stop data collection and reporting requirements. These changes would make traffic stops more equitable, reduce the use of high pain, no gain fines and fees, and allow the department to focus resources on making roads safer.

As an urban policy research and advocacy organization, SPUR is committed to building a San Francisco where all people can thrive. Unnecessary traffic stops and citations cause significant economic harm to lower income people, costing hundreds or thousands of dollars in fines and fees and causing collateral consequences as extreme as losing their transportation to work or medical appointments. The specific unnecessary pretext traffic stops that DGO 9.07 would phase out also have very limited benefit. SFPD very rarely finds drugs or guns as a result of these specific pretext stops, and the specific violations that are generating the pretext stops have not been responsible for a crash that caused a death or serious injury in the last year.

SPUR's analysis of SFPD traffic stop data, which was presented to the Police Commission on December 14, 2022, showed that there are sustained disparities in how SFPD interacts with

people they stop depending on their race. There is a large racial disproportionality in all traffic stops, with Black and Latino drivers disproportionately stopped by police. Black drivers, in particular, are stopped at a much higher rate than their neighbors. Overall, the data shows that San Francisco drivers face starkly different experiences when interacting with SFPD based on the color of their skin.

Pretext stops appear to be a significant driver of the racial disproportionality in both stops and citations. A majority of Black drivers stopped by police are not given citations, the only racial or ethnic group that this is true for in San Francisco. This is indicative of people being stopped for motivations other than correcting driver behavior. Similarly, among the stops that the DGO proposes banning are two of the three most common reasons Black drivers are stopped, both of which are equipment violations that have nothing to do with road safety.

SPUR believes that the proposed DGO is a valuable step in reducing the harm caused by unnecessary traffic stops and citations. Banning pretext stops broadly is important for reducing stop disparities and ending a practice that can promote feelings of distrust in communities of color and lower-income communities. The specific list of stops outlined in the DGO are also necessary for building a policy that does not promote more harmful citations for stops that have no bearing on public safety. If pretext stops were banned without a specific list of stops, the DGO 9.07 could incentivize more citations in order for officers to validate that they were not conducting a pretext stop. Given the harmful nature of fines and fees, this would be the worst possible outcome. The DGO also allows officers to conduct these stops if there is suspicion that the driver was involved in a serious crime, which ensures that the DGO does not compromise public safety.

Statewide, there is also an increasing appetite for both banning pretext stops and limiting the kind of equipment and non-moving violations as outlined in DGO 9.07. In their 2022 annual report, the Committee on Revision of the Penal Code, a California-wide committee of legal experts, states, “pretext stops are ripe for racial profiling,” have “disturbing racial disparities,” and recommends, “prohibit[ing] police officers from stopping people for technical, non-safety-related traffic offenses.” Pretext stops, and the resulting detentions, questioning, arrests, court appearances, and citations merit concern, and DGO 9.07 represents a meaningful solution to the

disparate outcomes. Regardless of the underlying causes or circumstances of these patterns in policing — be it explicit or implicit bias — ending pretext stops is feasible and has been proven to be effective at reducing attendant harms. We recognise that banning pretext stops is only a first step, and we hope that the Commission will use their experiences and expertise to assist in the development of statewide legislation that will decriminalize the violations for which stops are banned by DGO 9.07.

We also commend the Commission for drafting a DGO that is narrow in scope, and focused on eliminating those stops that do not result in a meaningful number of drug or gun seizures, and where the underlying violations have not resulted in deaths or serious injuries over the past year. Reducing pretext stops does not jeopardize public safety or put vulnerable road users at risk. Instead it demonstrates San Francisco's ability to make data-informed decisions and join the other jurisdictions across the country that have already implemented similar effective policies. This DGO should also free up SFPD resources to focus on more serious crimes and enforcement of more serious traffic violations.

Passing and implementing this DGO in a timely manner would help to eliminate racial disparities in traffic stops in San Francisco, would reverse the stripping of hundreds of thousands of dollars in wealth from communities of color, and lead to more effective road safety enforcement. The Commission has the unique opportunity to reduce economic harms and produce better outcomes for communities of color and lower-income communities across the city. On behalf of a more equitable San Francisco, please pass DGO 9.07 and end pretext stops in San Francisco. For questions about our position, please feel free to contact me at JDenney@SPUR.org.

Sincerely,

Jacob Denney
Economic Justice Policy Director
SPUR

Cc: San Francisco Board of Supervisors, Board.of.Supervisors@sfgov.org

From: [Iris Biblowitz](#)
To: [SFPD, Commission \(POL\)](#)
Subject: Stop racial profiling with pretext stops
Date: Monday, January 9, 2023 5:03:01 PM

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear Police Commissioners -

The statistics are in and it's not subtle: pretext stops are much more likely to target people from the BIPOC community, putting their lives at risk. Since 2018, SFPD was 12x more likely to use force against Black residents of San Francisco than against white residents. While the Black population has sadly decreased to about 5% of the city's population, 26% of police stops targeted Black residents of the city and 36% involved searches. These pretext stops increase the risk of violence, which could lead to injury and death.

You all know these statistics and more, so I hope you act to protect the safety of people in the city, especially people of color.

As a nurse, I've witnessed multiple pretext stops, mostly of youth of color in the Mission. This caused trauma on top of trauma.

Revise DGO 9.07 to stop racial profiling and putting people's lives at risk.

Sincerely - Iris Biblowitz, RN

From: [David Downs](#)
To: [SFPD, Commission \(POL\)](#)
Cc: [Breed, Mayor London \(MYR\)](#)
Subject: Tell the SFPD Chief to enforce CA Traffic Laws, please
Date: Tuesday, January 10, 2023 2:47:30 PM

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Do not de facto legalize ANY type of traffic crime in SF.

Doing so costs black lives:

"During all hours of the day, White Americans biked at almost four times the distance per capita as Black Americans, but Black Americans died at more than 4 times the rate (4.5) per mile cycling than White Americans. Compared to White Americans, Black Americans also experienced traffic deaths at more than twice the rate (2.2) per mile walking, and nearly twice the rate (1.7) per mile driving or riding in a car."

<https://www.hsph.harvard.edu/news/press-releases/racial-disparities-traffic-fatalities/>

Re: "Pretextual stops"—a 'minor' traffic violation must not immunize a suspect from further investigation.

Your terms will be short if you keep this 'legalize crime' bullshit up!

-SF resident

From: [Vikram Gupta](#)
To: [Elias, Cindy \(POL\)](#); [Walker, Debra \(POL\)](#); [Yanez, Jesus \(POL\)](#); [Byrne, Jim \(POL\)](#); [Benedicto, Kevin \(POL\)](#); [Yee, Lawrence \(POL\)](#); [Carter-Oberstone, Max \(POL\)](#); [SFPD, Commission \(POL\)](#)
Cc: [StefaniStaff, \(BOS\)](#); [Stefani, Catherine \(BOS\)](#)
Subject: Vigilante Justice
Date: Monday, January 9, 2023 10:36:12 PM

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As I said below in my original message, vigilante justice is going to increase due to failed leadership.

I don't like the following video but the total leadership failure of our city is leaving business owners, employees, and residents very little choice as frustration and anxiety mount.

As I have conveyed to supervisor Stefani, I am fed up with hearing screaming mentally ill people on the street threaten to kill people etc. It's absurd. It's anxiety provoking. It is not ok.

<https://twitter.com/bettersoma/status/1612675266341634048?s=46&t=kj2P4IVc4Jzam3tg2ZsWyQ>

On Tue, Dec 13, 2022 at 1:57 PM Vikram Gupta <vkgsfca@gmail.com> wrote:

Dear SF Police Commission,

As a 23 year resident of San Francisco, I am writing to urge you to **not** prohibit SFPD from enforcing existing traffic safety laws (agenda item 11 on your 12/14 meeting). These traffic safety laws exist for a reason - to keep our families, seniors, and streets safe. By prohibiting police officers from enforcing the law, you are prohibiting them from keeping our communities safe.

I am shocked that we are prioritizing ideology over basic safety and law enforcement. When I asked my "black and brown" friends outside of S.F. about this they were incredulous. One even said I don't understand your city where they think people of color can't do basic things like have plates and valid tags.

The overall approach S.F. is taking towards law enforcement (lax and ideological) is statistically leading people to buy more guns. You folks are not going to like the consequences of your misguided and ideological actions. We are going to see more gun ownership and more vigilante justice as citizens tire of the impotence of the city to carry out basic functions of safety and cleanliness.

I am a POC and have been stopped for expired tags and blown bulbs in the past. As I should have. These are basic safety and even environmental things (eg smog check). I was treated kindly and asked to take care of what I should have taken care of.

Lastly, I found the article about “racist” traffic stops in the Chronicle fascinating. In a supposedly racist traffic enforcement system designed by white people, whites are stopped three times more than Asians. So maybe it’s not a racism thing unless you believe that every officer has a bias towards not stopping and fining Asian drivers.

When we stop enforcing basic societal rules and norms, chaos ensues. San Francisco has become the Petri dish for ideology over reality and our city will continue to suffer for it as we approach a 40% commercial vacancy rate and closing and fleeing business.

Regards,

Vikram Gupta
2139 Green St Apt D
San Francisco, CA 94123

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Regards,

Vik

(Sent from mobile)

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Regards,

Vik

(Sent from mobile)

From: [Esquivel Garcia, Alondra \(BOS\)](#)
To: [Elias, Cindy \(POL\)](#); [Carter-Oberstone, Max \(POL\)](#)
Cc: [SFPD, Commission \(POL\)](#); [Youngblood, Stacy \(POL\)](#); [Somera, Alisa \(BOS\)](#); [Calvillo, Angela \(BOS\)](#)
Subject: Youth Commission Memo - Resolution No. 2223-AL-05 [Stop Pretext Stops] 1/11/2023
Date: Wednesday, January 11, 2023 12:03:07 PM
Attachments: [RESOLUTION 2223-AL-05.pdf](#)
[Memo - Resolution No. 2223-AL-05 \(PC\).pdf](#)

Hello President Elias and Vice President Carter-Oberstone,

Please read the following attached memo regarding the San Francisco Youth Commission meeting that was held on Tuesday, January 3, 2023.

The Youth Commission took action on Resolution No. 2223-AL-05 [Resolution advocating for the Board of Supervisors and the Mayor of San Francisco to support the Coalition to End Biased Stops in San Francisco.]

Please forward to the full Police Commission.

In Solidarity,

Alondra Esquivel Garcia | *she/her/hers*
Director, San Francisco Youth Commission | City and County of San Francisco
1 Dr. Carlton B. Goodlett Place, Room 345
San Francisco, CA 94102
Alondra.Esquivel@sfgov.org | (415) 554-6464 [extension: 4-6464]