

1 [Stop Pretext Stops]

2 **Resolution advocating for the Board of Supervisors and the Mayor of San Francisco to**
3 **support the Coalition to End Biased Stops in San Francisco.**

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

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

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

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

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

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

22 WHEREAS; San Francisco mirrors the state and nation in over-policing communities of
23 color via pretextual stops, with data showcasing that in 2021, SFPD stopped Black and brown

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

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

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

15 WHEREAS; Sameena Usman, Senior Government Relations Coordinator for the Council
16 on American-Islamic Relations-SFBA, said, "Pretext stops are an excuse to pull people over for
17 simple things such as an item hanging from a rearview mirror or tinted windows, and question,
18 search, and even detain people. They do not help public safety and they disproportionately
19 target communities of color, especially Black people"; and

20 WHEREAS; Avi Frey, Deputy Director, Criminal Justice Program, ACLU of Northern
21 California, affirmed, "Pretext stops do nothing for public safety and routinely escalate into
22 violence against Black and brown people. Their use is a constant reminder that the freedoms
23 and lives of people of color are at the mercy of a government that views them as a suspect. It is

1 past time to abolish this tool of racial oppression”; now, therefore be it

2 RESOLVED, That the 2022-2023 Youth Commission of the City and County of San
3 Francisco urges the Mayor and Board of Supervisors to support legislation that confronts the
4 issue of pretext stops by revising the Department General Order 9.01, which governs San
5 Francisco traffic enforcement, to ensure San Francisco’s policies ban pretext stops; and be it

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

8 FURTHER RESOLVED, That the city and county of San Francisco implement policies
9 that also limit the search of other minor violations such as a broken tail light, windshield wiper,
10 or a car air freshener; and be it

11 FURTHER RESOLVED, That San Francisco follow other jurisdictions such as Los
12 Angeles, Berkeley, and Cambridge who’ve already banned pretext stops in order to not become
13 an outlier; and be it

14 FURTHER RESOLVED, That the 2022-2023 Youth Commission of the City and County
15 of San Francisco urges the Mayor and Board of Supervisors to publicly support Resolution NO.
16 2223 AL-05, in favor of ending biased stops in San Francisco.

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20 RESOURCES:

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22 1. <https://www.sfchronicle.com/projects/2022/california-racial-profiling-police-stops/>
23 2. <https://sfpublicdefender.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/>
24 3. <https://www.ppic.org/publication/racial-disparities-in-traffic-stops/>
25 4. <https://sf.gov/sites/default/files/2022-09/Supplemental%20Briefing%20Draft%20%28Oct.%206%20Meeting%29.pdf>
26 5. Presentation Slides
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