

RESOLUTION

WHEREAS, Black and Latine people in Chicago are consistently stopped by police at higher rates than their white neighbors, whether in a car, on a bike, on the sidewalk, or using public transportation; and

WHEREAS, Black individuals comprise 28.8% of Chicago's population, but were 44.6% of drivers stopped in traffic stops in 2024; and

WHEREAS, Latine individuals comprise 29% of Chicago's population, but were 34.8% of drivers stopped in traffic stops in 2024; and

WHEREAS, White individuals comprise 32.7% of Chicago's population but were only 14.8% of drivers stopped in traffic stops in 2024; and

WHEREAS, The Chicago Police Department's (CPD) data reports a decrease of 45% in the number of traffic stops from 2023 to 2024, with 537,313 recorded stops in 2023 to 293,139 recorded stops in 2024; and

WHEREAS, The Office of Emergency Management and Communication's 2024 data shows 504,665 unique traffic stop events—211,526 more stops than CPD's data; and

WHEREAS, CPD is responsible for enforcing traffic violations including speeding and reckless driving; and

WHEREAS, In 2024, speeding, a dangerous driving behavior, constituted just 1.5% of all traffic stops, an increase from the 0.7% speeding stops in 2023; and

WHEREAS, In 2023, 84% of traffic fatalities involved reckless driving and 68% of fatalities involved speeding; and

WHEREAS, In 2024, licensing and registration stops comprised 44.3% of traffic stops citywide, nearly identical to 2023; and

WHEREAS, In 2024, improper or expired registration plates or tag stops and stops for headlight, taillight, and license plate light offenses—none of which are serious traffic safety concerns—comprised 65% of all traffic stops; and

WHEREAS, The Independent Monitor in the Consent Decree between the City of Chicago and the State of Illinois told the judge that she thought traffic stops by the Chicago Police Department should be included in the consent decree; and

WHEREAS, The Community Commission for Public Safety & Accountability (CCPSA) is hosting a series of meetings across Chicago to gather community input on Traffic Stops; and

WHEREAS, Currently, the CCPSA has the legal authority to make policy on CPD traffic stops; and

WHEREAS, The Free2Move Coalition gathered over 2,400 signatures demanding a CCPSA hearing on the issue on traffic stops; and

WHEREAS, A February 2025 poll commissioned by Vera Action shows that traffic enforcement reforms continue to be popular among voters, with 65% of respondents across party lines agreeing that traffic stops for minor violations divert police resources from serious offenses; and

WHEREAS, Studies show that refocusing traffic enforcement on dangerous driving behaviors, such as speeding and impaired driving, reduces crashes without increasing crime rates; and

WHEREAS, The Los Angeles Police Department adopted a policy under which police can no longer use minor violations as an excuse to investigate motorists or pedestrians for more serious crimes, and prosecutors in Ramsey County, Minnesota, Chittenden County, Vermont, and San Francisco, California have enacted similar policies by refusing to prosecute cases that stem from pretextual stops; and

WHEREAS, Jurisdictions across the country, from Pennsylvania to Virginia, have implemented policies that bar police officers from stopping a driver solely for a low-level violation that does not pose an immediate threat to either public or roadway safety to curb the use of harmful and inefficient traffic stops; now, therefore,

BE IT RESOLVED, that we, the members of the City Council for the City of Chicago, do hereby call upon the Committee on Pedestrian and Traffic Safety to hold a subject matter hearing on the use of police traffic stops in Chicago and do hereby call upon community members, subject matter experts from Chicago and beyond, representatives of the Chicago Police Department and representatives of the Community Commission for Public Safety and Accountability to attend and testify on the current use of traffic stops, their impact on traffic safety, and the reform efforts being undertaken by CPD and CCPSA.

A handwritten signature in black ink, appearing to be "Anthony D. Quezada", with a circled number "35" to the right.A handwritten signature in black ink, appearing to be "Anthony D. Quezada", with a circled number "35" to the right.