

Limiting Low-Level Stops in California

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Background

Limiting low-level stops recommended by three state entities:

- Racial and Identity Profiling Advisory Board
- Committee on Revision of the Penal Code
- Reparations Task Force

SB 50 (Bradford)

- Prohibits law enforcement from initiating a motor vehicle or bicycle stop for certain low-level, technical Vehicle Code infractions, unless:
 - there is a separate, independent safety-related basis for the stop, **or**
 - more than one low-level infraction is observed
- Officers can cite for these violations if they are stopping for a separate violation
- Officers can mail citations or warning letters
- Defendant cannot move to suppress evidence found during a stop that violates SB 50 (California “truth in evidence” law)
- Allows for civilian enforcement of traffic violations

SB 50 (Bradford)

- 5 categories of violations:
 1. Violation of vehicle registration
 2. Improper license plate display, when at least one plate is clearly displayed
 3. Lighting violation of a single broken brake light or headlight
 4. Bumper equipment violations
 5. Bicycle equipment violations

Opponents' arguments

- “Taking away a useful tool” that helps them find guns, drugs, dead bodies, serial killers
- People are breaking the law and need to be held accountable
- These violations are safety-related

Our strongest arguments

- Public safety
 - These stops are an ineffective use of law enforcement resources
 - These stops divert officers from safety-related offenses
- Data from other jurisdictions
- Racial/economic equity

SB 50 (Bradford) - Status

- Assembly Appropriations Committee
 - On suspense file
- What's left:
 - Assembly Floor
 - Governor's Desk