

COMMUNITY COMMISSION for PUBLIC SAFETY and
ACCOUNTABILITY
SPECIAL MEETING
March 19, 2025
Tilden High School
4747 South Union Avenue
Chicago, Illinois

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APPEARANCES:

President Anthony Driver
Vice President Remel Terry
Commissioner Aaron Gottlieb
Commissioner Sandra Wortham
Commissioner Abierre Minor
Commissioner Rubi Navarijo
Executive Director Adam Gross

1 PRESIDENT DRIVER: Good evening, everyone.
2 The March 19, 2025, public meeting of the
3 Community Commission for Public Safety and
4 Accountability is called to order at 6:18 p.m.
5 We will begin with the call by establishing a
6 roll, a quorum.

7 Commissioner Gottlieb.

8 COMMISSIONER GOTTLIEB: Here.

9 PRESIDENT DRIVER: Commissioner Driver is
10 present. Commissioner Minor.

11 COMMISSIONER MINOR: Here.

12 PRESIDENT DRIVER: Commissioner Rubi
13 Navarijo.

14 COMMISSIONER RUBI NAVARIJO: Here.

15 PRESIDENT DRIVER: Commissioner Terry.
16 Commissioner Wortham.

17 COMMISSIONER WORTHAM: Here.

18 PRESIDENT DRIVER: With five out of six
19 members of the Community Commission for Public
20 Safety and Accountability present, we have a
21 quorum and can conduct the Commission's business.

22 We'll begin with starting the
23 listening session, and for that I will pass it to
24 Commissioner Wortham and Commissioner Gottlieb.

1 COMMISSIONER WORTHAM: Okay. All right.
2 Good evening, everyone. Thank you all for your
3 patience.

4 Again, we are going to, as
5 Commissioner Driver said, start with the
6 listening portion of the evening. To do so, we
7 just wanted to give a little bit of foundational
8 information.

9 As you all know, this is a hearing
10 about traffic stops. So we just wanted to give a
11 little bit of information about current Chicago
12 Police Department policy. Again, not going into
13 too much detail, but just giving you some basics
14 to frame the beginning. Traffic stops currently
15 are covered by several policies that focus on how
16 police cite traffic violations, traffic court
17 procedures, traffic stop documentation, and data
18 collection.

19 These policies include two special
20 orders. The first is the Illinois Traffic and
21 Pedestrian Stop Statistical Study, and the second
22 is the traffic court citing and scheduling
23 special order.

24 CPD also has policies that cover

1 just basically and broadly how police and
2 community interact and encounters which include,
3 of course, traffic stops.

4 Two policies. These policies
5 include two general orders and one special order,
6 first the protection of human rights policy, the
7 prohibitions on racial profiling, other
8 biased-based policing, and the investigatory stop
9 system.

10 For your reference, all of these are
11 available on the Chicago Police Department's
12 website if you'd like to look into them for
13 further.

14 The Chicago Police Department is
15 also working on developing policies and training
16 that will guide, again, interactions between the
17 Chicago Police Department and community, and
18 these interactions we're talking about which, of
19 course, include traffic stops. And those
20 policies will take place -- the training on all
21 of -- that's what I have on that.

22 So, again, all that information is
23 available online if you'd like to look into it in
24 further detail.

1 We just wanted to start with a
2 little bit of that basic information based on our
3 experiences at previous listening sessions to
4 ensure that you have all the information
5 necessary to proceed with your thoughts on this.
6 All right. Mr. Gottlieb.

7 COMMISSIONER GOTTLIEB: Thank you so much,
8 Commissioner Wortham.

9 We're here tonight to hear from
10 you. We request that speakers provide public
11 comments specifically related to traffic stops,
12 traffic stop policies, or traffic stops policy,
13 and traffic stops experiences. If you would like
14 to share your feedback, you have a few options;
15 you can speak at a public meeting. You can also
16 submit public comment in writing by emailing your
17 comment to
18 CommunityCommissionpubliccomment@CityofChicago.
19 org, including "Traffic Stops" in the subject
20 line, or you can bring a copy of your comment to
21 one of the Commission's public meetings and give
22 it to someone on the Commission or someone on the
23 Commission staff.

24 People who wanted to speak during

1 the public comment period tonight were asked to
2 submit their names in writing earlier tonight.
3 Names were drawn at random by a member of the
4 Commission staff. Speakers will be called in the
5 order in which their names were drawn. If your
6 name is called to offer public comment, we ask
7 that you approach the microphone and line up in
8 the order in which your name was called.

9 When it's your turn to speak, please
10 say your name, then spell your name, then offer
11 your comments. Each speaker will have two
12 minutes. We have allotted a total of one hour
13 for public comment.

14 PRESIDENT DRIVER: Before we begin, can
15 somebody from staff verify whether or not the
16 meeting that we posted had a 6:00 or 6:30 start
17 time? I think there's some confusion. That's
18 important for the public. Is it 6:00?

19 So I'll call you in groups of three.
20 You can either line up at the microphone. If you
21 are not able to get to a microphone, please let
22 one of our staff members know, get someone's
23 attention, and we'll bring one to you. The first
24 speaker is Ali Longbottom, followed by Maya

1 Simkin, followed by John Catanzara, Junior.

2 MS. LONGBOTTOM: Hi. My name is Ali
3 Longbottom, and I'm here today speaking on behalf
4 of the community as a member of the Free2Move --
5 I don't know how much closer I can get. Is that
6 better? Okay.

7 My name is Ali Longbottom. I'm
8 here to speak on behalf of the community as a
9 member of the Free2Move Coalition and Chicago
10 Appleseed Center for Fair Courts to advocate for
11 an end to pretextual vehicle stops.

12 I'm glad the CCPSA has had so many
13 hearings on traffic stops to make decisions that
14 take into account the voice of the community.

15 At the last hearing I attended, we
16 heard from a man who had just been discharged
17 from the hospital after experiencing police
18 brutality during a traffic stop.

19 What I hope the CCPSA sees and what
20 the Free2Move Coalition and Chicago Appleseed are
21 finding is supported by data is that this man's
22 story is not uncommon.

23 We know that pretextual stops are
24 more likely to create a dangerous situation for

1 the person in the vehicle than they are to result
2 in the seizure of a weapon or illegal contraband.

3 Less than 1 percent of pretextual
4 stops lead to firearm recoveries and only 2.2
5 percent lead to arrest.

6 This is extremely inefficient for a
7 practice that is supposed to increase public
8 safety.

9 So many of the community members
10 attending these hearings have attested that these
11 traffic stops make them feel less safe, and the
12 data shows us that most of these stops are for
13 minor infractions that do not threaten road
14 safety.

15 In fact, nearly half of all traffic
16 stops last year were for minor issues, like
17 registration violations, not dangerous driving.

18 We urge CPD to stop wasting time on
19 traffic stops that do not make us safer.

20 Accordingly, we urge the CCPSA to be
21 accountable for making policy decisions with the
22 community's autonomy in mind. Decisions about
23 our community ought to be made with the
24 community's approval and insight. Instead of

1 making these suspicionless stops, officers should
2 focus on actual dangerous driving behaviors that
3 pose a risk to public safety, not on minor
4 violations.

5 Searches during traffic stops should
6 only happen when there's actual suspicion or
7 probable cause. Consent searches should be fully
8 documented on body cameras to ensure
9 transparency.

10 MS. SIMKIN: Hello. Hey. I work with Ali at
11 Chicago Appleseed Center for Fair Courts. My
12 name is Maya. I'm going to reiterate a lot of
13 what Ali has said in support of that. We're a
14 community-driven advocacy organization. We use
15 mixed-method research approaches to interrupt
16 cycles of poverty, mass incarceration, and racial
17 injustice inherent in the legal system.

18 We're also part of Free2Move and
19 are excited to carry on the advocacy work of
20 reforming the Chicago traffic stop policy.

21 We really want to ensure that CCPSA
22 does not finalize any draft policy without true
23 community approval. This Commission was --

24 PRESIDENT DRIVER: Can you hold for one

1 second? There's a lot of feedback. I want to
2 make sure we can hear you.

3 MS. SIMKIN: Can you hear me now?

4 PRESIDENT DRIVER: It's like a bad echo. I'm
5 wondering if it's because of this microphone.

6 MS. SIMKIN: Hello. Better? Okay. Cool.
7 As I was saying, we really want to make sure that
8 all draft policies have community approval.

9 This Commission was established to
10 ensure that those most affected by public safety
11 policies have a direct role in shaping them. Not
12 everyone is impacted equally by traffic stops,
13 and we hope CCPSA prioritizes those voices.

14 Issuing a policy proposal without
15 consent or feedback from the community would be a
16 huge disservice to the work y'all are doing with
17 these listening sessions. Can you hear me?
18 Okay. Cool.

19 What we want is a safer Chicago with
20 effective resource use. We want police to stop
21 wasting time and money on stops that don't make
22 us any safer.

23 Traffic enforcement should be
24 concentrated on dangerous driving.

1 With almost half of all traffic
2 stops in 2023 being for minor licensing or
3 registration violations, we know that resources
4 are being wasted.

5 If the City truly cared about people
6 driving with broken lights, it would be cheaper
7 and more effective to automatically issue those
8 people vouchers for car repairs instead of
9 tickets that keep the poverty cycle going and
10 eroding trust with the police.

11 Instead, we find that officers use
12 these stops to investigate people for completely
13 unrelated activity. Consent searches should only
14 happen when there's probable cause or reasonable
15 suspicion with clear documentation, as Ali
16 stated.

17 What we want is a clear timeline and
18 plan for how community feedback is going to be
19 incorporated into the draft policy. Thank you.

20 PRESIDENT DRIVER: If you can wait one
21 minute. I want to -- it's like a really, really,
22 really bad echo, and I want to see if we can
23 resolve it.

24 Sorry, everyone, for the technical

1 difficulties. If we can't hear you, though, it's
2 a pointless hearing, so we want to take a minute
3 to try to make sure we get the microphones
4 correct and that we can actually hear what you're
5 saying.

6 MR. CATANZARA: Good evening. I'm sure it's
7 going to come as no mystery that I'm a hundred
8 percent against any changes to the policy, but I
9 feel the need to educate some people in this
10 room.

11 If you have an issue with
12 pretextual traffic stops, equipment violations,
13 registration issues, then I suggest you fight the
14 legislature down in Springfield to have those
15 statutes removed from the books, either there or
16 in City Hall. That's where you start, not here.

17 The laws are on the books for a
18 reason. Politicians thought they were useful
19 reasons to put them there, and the police are
20 just enforcing that.

21 Now, this nonsense basis that these
22 pretextual traffic stops affect certain
23 demographics more than others is just ridiculous.

24 The reality is the highest murder

1 rate in Chicago is on the west side of Chicago in
2 the 11th District for 11 out of the last 14
3 years. The police are not going to stop an
4 Irishman on the west side, if they could even
5 find one. Maybe at that point he might have
6 drugs. But nonetheless, you're not going to find
7 an Irish guy driving around the west side in the
8 11th District. It's going to be an African
9 American individual. The same with certain areas
10 and neighborhoods throughout this City. That's
11 who's going to end up getting stopped. It's not
12 a bias you're looking for a certain person.
13 That's where the crime rates are highest. That's
14 where police are focused to try and save lives.

15 I always thought it was unique that
16 the City talked about one life saved or one life
17 lost is too many, but apparently one life saved
18 is not enough.

19 Guns are taken off the street. And,
20 again, I will just tell you, the thought that now
21 you're going to take taxpayer dollars to pay for
22 vehicle code violations for people who don't want
23 to get their vehicle fixed makes perfect sense.
24 Just steal more tax dollars to pay for other

1 people's problems that they don't want to get
2 addressed. That's a whole different thing than
3 this conversation as far as being able to afford
4 vehicle upkeep. But I can tell you, the police
5 officers -- you are going to hear a lot of that
6 next month if you come to the Lodge for that
7 listening, but the police officers are at no
8 higher -- are at a higher risk than anybody in
9 this City when they make these traffic stops, and
10 they do it to make the rest of the City safe.
11 You should say thank you.

12 PRESIDENT DRIVER: Next three speakers are
13 Jean Bossard, Carol Mangan, Denise McBroom. Is
14 Jean here?

15 MS. BOSSARD: I'm just here in support of the
16 police. We need to stop tying their hands, for
17 one. Traffic stops are essential for maintaining
18 road safety and ensuring that drivers follow the
19 rules of the road. These stops help deter
20 reckless driving, impaired driving, and other
21 dangerous behaviors that could lead to accidents
22 or fatalities.

23 Additionally, traffic stops provide
24 an opportunity for law enforcement to address

1 violations such as expired license or
2 registration, ensuring that all drivers are
3 legally operating their vehicles and contributing
4 to overall public safety.

5 By enforcing traffic laws, police
6 lay a crucial role in preventing accidents,
7 promoting responsible driving habits and
8 behavior.

9 MS. MANGAN: My name is Carol Mangan, and I'm
10 here in support of the Chicago Police Department.
11 I had the unfortunate experience of sitting
12 through a Free2Move presentation during one of
13 our DC meetings, about 90 minutes of my life that
14 I will never get back, with uneducated people
15 trying to tell me that drivers not using their
16 blinker or their headlights or taillights being
17 out are not a safety risk when, in fact, there's
18 a reason why we have automobile engineers and why
19 they came up with these safety features.

20 And I just wonder why, you know,
21 Mr. Driver is the driving force of this when we
22 all know that he's had some traffic stops and
23 some issues in the past. That's a rhetorical
24 question.

24 Thank you to 9th District Councilor

1 Denise McBroom for sharing this message with you
2 and the members of the community in attendance
3 tonight.

4 Currently, the Chicago Municipal
5 Code grants the ability to the CCPSA to create
6 policy for the Chicago Police Department. What
7 the enabling ordinance of the CCPSA does not
8 allow is the Commission's ability to create
9 parameters, policies, or procedures that violate
10 the Municipal Code itself and its subsequent
11 enforcement by the Chicago Police Department.

12 It remains highly disingenuous for
13 any leader or organization to mischaracterize
14 traffic stops as anything less than the
15 enforcement of the law. Window tints,
16 non-functioning vehicle lights, failure to obey
17 traffic signal, speeding, et cetera, are all
18 legitimate reasons to be pulled over by local law
19 enforcement. It should not be the goal of the
20 Commission to create mechanisms to avoid
21 individual accountability.

22 I believe the CCPSA should focus its
23 attention on ensuring that all policies are
24 adhered to by responding and/or engaging

1 officers. Your policy goals should be ensuring
2 all cameras are working, police lights and sirens
3 are activated, and appropriate tone and tenor
4 when possible for those who are being
5 investigated.

6 If the City Council-created body is
7 serious about improving positive outcomes during
8 traffic stops, I recommend the Commission and all
9 District Councilors read *The Stop: Improving*
10 *Police & Community Relations* by Dwayne Bryant.
11 His work combined the themes of mutual respect,
12 personal responsibility, and accountability.
13 These three benchmarks should be the guiding
14 pillars of the discussion.

15 The CCPSA has the opportunity to
16 educate communities ignorant to their rights and
17 responsibilities when pulled over, the need for
18 respectful engagement by both driver and law
19 enforcement and an understanding of what happens
20 when either side chooses to violate the previous
21 tenets.

22 As someone elected to make laws in
23 the City of Chicago for the last decade, I take
24 that responsibility very seriously. It falls

1 upon all of us to educate our constituents to
2 understand what laws exist and what the
3 repercussions are should they choose to ignore
4 them. Consider that as you decided what exactly
5 the purpose of this conversation. Until then, I
6 remain respectfully Alderman Raymond Lopez. I'm
7 aware of the time.

8 PRESIDENT DRIVER: Next three speakers were
9 Lee Bielecki, Joi Imobhio, and Anna McBroom.

10 MR. BIELECKI: Lee Bielecki, 22nd District
11 Police Council. I'm here to talk about the issue
12 of traffic stops.

13 No doubt, anti-police activists,
14 social justice groups like Impact for Equity,
15 Free2Move Coalition will tell you that traffic
16 stops are racist and that they harm the black and
17 brown communities.

18 But let's dive into some facts.
19 Between January 1st, 2023, and December 31, 2024,
20 police -- Chicago Police have recovered over
21 8,000 guns on traffic stops.

22 Now we can play with percentages,
23 but that's a fact.

24 On traffic stops alone, here in the

1 9th District, Chicago police officers have
2 recovered 183 guns in 2023, 238 in 2024.

3 The last traffic stop data posted
4 by the Illinois Department of Transportation is
5 from 2023. 51 percent of drivers stopped in
6 Chicago by Chicago Police were black drivers, 31
7 were Hispanic, 14 percent white. The highest
8 percent of citations were issued to white
9 drivers. 96 percent of all traffic stops
10 resulted in verbal warnings.

11 But let's dive into some other
12 statistics. The latest community area trends
13 list the top ten communities for violence. I ask
14 you, what are the police resources supposed to
15 do? Since many shootings and acts of violence
16 occur in these communities and cause undue harm
17 and tragedy to the victim's families, where do
18 you want the line in the sand to be drawn?

19 Children are dying, not at the
20 hands of police.

21 Now, I could suggest some
22 suggestions, and I will be making a proposal to
23 the Commission, but the bottom line is that while
24 police continue to be the punching bag for these

1 so-called social justice groups, the true problem
2 lies in the communities where violence is
3 occurring.

4 Police need the ability to do their
5 job. As I've said many times over, traffic stops
6 must be based on probable cause and reasonable
7 suspicion. They must be done constitutionally.
8 And I know Brian took my poster -- knocked my
9 poster down, but I have a list -- I have pictures
10 of guns recovered on traffic stops. I suggest
11 everybody take a look at them.

12 MS. IMOBHIO: Good evening. My name is Joi
13 Imobhio, and I am the policy strategist at Impact
14 for Equity. I'm here tonight to weigh in on
15 CCPSA traffic stop policy deliberation. Let me
16 first start by saying no one needs to be educated
17 on their lived experience of being stopped
18 multiple times in a month. And to simply say
19 thank you to CPD is spitting in the face of black
20 and brown people who get stopped and harassed
21 every day here in Chicago.

22 So the bottom line is that CCPSA
23 needs to create a strong and effective CPD
24 traffic stop policy that disrupts the status quo

1 and addresses the root cause of Chicago's
2 pretextual traffic stop problem.

3 The traffic stops policy should
4 include a minimum of three components. First,
5 the policy should prevent police from making
6 stops for a set of low-level traffic violations
7 that we know don't pose a significant traffic
8 safety risk that will require an immediate police
9 response. Rather than spending thousands of
10 officer hours on low-level violations, like a
11 single broken headlight or registration that is
12 expired last week, the police should prioritize
13 responding to driver behavior that is actually
14 dangerous.

15 I actually got a call today that
16 there was a 16-year-old girl who was murdered,
17 and that they called the police, the police
18 didn't come. She was outside for hours until the
19 police came.

20 So these are the types of incidents
21 that we're saying that the police should actually
22 be addressing.

23 That would include also stopping
24 someone when they're driving at dangerous speeds

1 or if they're running a red light.

2 Second, the policy should end
3 pretextual traffic stops, which means they should
4 stop using traffic code violations as an excuse
5 to stop someone to look for evidence of crimes
6 that they don't have reasonable suspicion or
7 probable cause for.

8 Pretextual traffic stops take a
9 needle in a haystack approach. Stopping as many
10 cars as you can in the hope that you will maybe
11 find some evidence of a crime.

12 What the community wants is for
13 police to focus their attention on actual
14 suspicious activity. Our proposal to limit
15 pretextual traffic stops would have no impact on
16 police's ability to stop someone from robbery,
17 carjacking, or any other investigatory stop.

18 Lastly, I wanted to say that this
19 issue does not need to be addressed in
20 Springfield. This is why we created a Community
21 Commission for Public Safety and Accountability.
22 We want you guys to keep your power and introduce
23 policy. And the last thing about this gun that
24 he -- this board that they brought, the Office of

1 Attorney General Office has data that shows a lot
2 of these guns that they're recovering are
3 actually for technical violations and not because
4 of serious crime. Thank you.

5 PRESIDENT DRIVER: So everybody's clear in
6 the audience, I'm the chair of this meeting. I
7 didn't stop anybody from talking, and I haven't
8 stopped anybody from talking.

9 If you would have kept talking, I
10 wouldn't have stopped you, but I'm chairing this
11 meeting. This is my first verbal warning to you
12 all. Please stop. If I feel the need to stop
13 somebody from talking, I will do that.

14 Our next speaker is Tree Palmeras.
15 Hope I got your last name right.

16 MS. PALMERAS: Dexter Reed would still be
17 alive if we had a policy against pretextual
18 stops.

19 The police -- the social justice
20 movement is not using police as a punching bag.
21 Police are a punching bag to the black community.
22 The Department of Justice found that they could
23 not even stop themselves from brutalizing
24 Chicagoans and violating the law during

1 ride-alongs. Not even with the Department of
2 Justice in the car could police behave.

3 They are a danger to Chicagoans.
4 And therefore in the interest of public safety,
5 police need to be kept away from citizens as much
6 as possible.

7 Dexter Reed would still be alive.
8 There are so many others that would still be
9 here.

10 A broken taillight or something
11 that needs to be fixed on a car is not enough of
12 a safety violation to invite citizens into what
13 we already understand is a dangerous problem.

14 PRESIDENT DRIVER: Thank you. Is there
15 anyone else who has not turned in a witness slip
16 that would like to speak? You can come up to the
17 microphone.

18 Please say your name and spell your
19 name and offer your comment.

20 MS. VOGEL: Hi. Good evening. My name is
21 Erin Vogel. I'm one of the District Councilors
22 from the 9th District. Thanks for holding this
23 session in our district.

24 Pretextual traffic stops do not make

1 us safer. And as you heard from my colleague
2 about guns and gun violence, that is not traffic
3 stops.

4 Some data to consider among those
5 numbers, less than 1 percent of stops led to
6 firearm recovery, showing the inefficiency in
7 detecting crime, and only 2.2 percent of those
8 traffic stops resulted in arrest, demonstrating
9 the lack of evidence of pretextual searches.

10 Fishing for contraband perpetuates
11 cycles of harm and distress. The number one
12 complaint I'm hearing from my constituents is
13 about slow or in some cases no response time to
14 actual emergencies. Regarding officer capacity,
15 officers should focus enforcement efforts on
16 infractions that pose immediate public safety
17 risks, rather than minor vehicle issues.

18 And for you as Commissioners, we
19 need a clear timeline for this community feedback
20 on the draft policy, public reporting for the
21 community input, and justification for any
22 feedback that may not be included in the reports.

23 There has been a lack of
24 communication to the District Councilors and the

1 public as to what stage of progress that the
2 Commission is currently in and what's being
3 drafted and really how our feedback is being
4 incorporated.

5 I look forward to hearing that
6 information.

7 CCPSA must not finalize any draft
8 policy without the community's approval. You are
9 the Community Commission for Public Safety and
10 Accountability.

11 I do expect you to keep those most
12 marginalized impacted by police violence at the
13 center of your work and for the duration of your
14 term. Thank you.

15 PRESIDENT DRIVER: Thank you. There are two
16 online public commenters. The first being
17 Derrion Barnes.

18 MR. BARNES: Hi. Good afternoon. Can
19 everyone hear me okay?

20 PRESIDENT DRIVER: We can hear you. You can
21 begin.

22 MR. BARNES: Thank you for your time. So
23 I'll begin -- so I was pulled over about twice
24 per week for a total of seven times during the

1 month of February. For context, I'll just tell
2 you that I'm young, I'm black, I drive a
3 Cadillac, my windows are tinted, and I was alone
4 each time that I was pulled over.

5 I'm known for staying calm. I
6 rolled all of my windows down. Usually keep my
7 hands at 10 and 2, and I asked to reach for my
8 wallet. Yet each police stop made me become
9 increasingly uncomfortable each time. Some of
10 the stuff were fast, and they seemed routine. I
11 was issued a warning and able to move on, while
12 the more uncomfortable stops included me being
13 able to step out of the car without consenting to
14 a search.

15 I was told that although legal, it
16 is illegal to smoke and drive and have tints
17 while doing so and can result in a DUI, but,
18 again, no time was I actually caught doing this
19 while driving. And of the seven times that I was
20 pulled over, only one actual ticket was issued.
21 The most uncomfortable, however, was an extremely
22 detailed search, including three squad cars and
23 six officers blocking me in. Three officers
24 surrounded me and two others searched my car for

1 over 20 minutes, even checking the area where my
2 spare tire sits. I expressed how I was becoming
3 more anxious because of the over-policing and not
4 because that I thought that they would actually
5 find anything.

6 One, they asked me if I was taking
7 medicine for that anxiety. And in addition to
8 the search, that line of questioning made it feel
9 like a more targeted investigation instead of a
10 random traffic stop.

11 The interaction showed me that
12 although legal, the war on drugs still seems to
13 persist as a way to over-criminalize and police
14 black-populated areas which do not to enhance
15 actual public safety in our neighborhoods. I
16 think some policy should redefine the reasonable
17 suspicion or probable cause for a crime. What
18 that is, because it can vary greatly from officer
19 to officer, if only 2.2 percent of traffic stops
20 resulted in an arrest and only 1 percent of stops
21 find illegal contraband, and less than 1 percent
22 of stops leads --

23 PRESIDENT DRIVER: Our next speaker is
24 District Council member Alees Edwards.

1 MS. EDWARDS: Can you hear me now?

2 PRESIDENT DRIVER: We can hear you.

3 MS. EDWARDS: Great. My name is Alees
4 Edwards. Thank you so much for allowing me to
5 speak publicly.

6 I am going to talk about one
7 situation with a community member I've talked
8 about before. A pillar of our community's son
9 was coming home from work. He works in
10 construction. Parked in front of his home. He
11 had his lights on. He was bending over in his
12 car to pick up his bag and go in the house, and
13 when he got up from that position of bending over
14 in his car, there was an officer out there
15 telling him to get out of the car. They told him
16 that they were basically asking for his ID
17 because he had his car lights on while the street
18 lights were on. And it's a bogus, you know -- I
19 would say pretextual stop. They were asking him
20 to get out of the car. He felt uncomfortable.
21 And they said if he doesn't get out, that they
22 were going to bust the window. They were going
23 to drag him out of the car. He finally did get
24 out. They tossed his car. Found absolutely

1 nothing. And so for those who think that this is
2 just us being ridiculous, the stop was
3 ridiculous. He had to go to court, and the court
4 actually threw the case out. It was for zero
5 reason. Even asking for a white shirt to come to
6 the scene, they backed up the bogus stop. So
7 there could have been a scenario where the
8 officers could have maybe introduced themselves
9 to him. Maybe created some kind of friendly
10 conversation, but they instead decided to do a
11 pretextual traffic stop and caused some anxiety
12 on him.

13 The second thing that I wanted to
14 say is Derrion, who just spoke, is a personal
15 friend. I actually know him. And I was enraged
16 when I found out he had been stopped so many
17 times, as calm, cool, and collective as he is.

18 When you say that we are in the
19 black community just being -- I don't know what
20 the right word is, someone who just said. What
21 we're trying to do is keep the community safe.
22 It really doesn't keep us safe if you're pulling
23 us over with a lot of anxiety, causes PTSD, and
24 it could cause unsafe results.

1 And we're asking that you only pull
2 people over that actually --

3 PRESIDENT DRIVER: Thank you. Your time is
4 up.

5 That concludes all of our virtual
6 speakers. Is there anyone else that's in the
7 audience that did not turn in a witness slip that
8 would like to offer public comment before we
9 close out the public comment portion of this
10 program?

11 Because you didn't turn a slip,
12 state your name and spell it for the record.

13 MR. PATTON: My name is Jackson Patton.
14 J-A-C-K-S-O-N, P-A-T-T-O-N. I live on the west
15 side, and I would like to encourage people to
16 read traffic stop policies from police districts
17 other than Chicago that have virtually banned
18 pretextual traffic stops by eliminating pulling
19 people over for low-level civil offenses. It can
20 be done. It's not radical. And it actually
21 contributes to community safety. Thank you.

22 PRESIDENT DRIVER: Thank you. Last call
23 before we end this section. We will now move
24 into -- that concludes our public comment

1 portion.

2 MR. CRAWFORD: Good evening. My name is
3 Anthony Crawford. I think it's weird that people
4 think not having your taillights working is a
5 minor thing.

6 I ride a motorcycle. When I'm
7 coming up on a car, and it doesn't have
8 taillights, I'm assuming it's in motion. And
9 then when it turns out not to be in motion --
10 I've had many friends who have run into the back
11 of cars and end up paralyzed or worse. The same
12 when you have a vehicle coming at you, and it
13 only has one light, you assume that it's
14 something small, like another two-wheel vehicle,
15 only to find out at the last minute that it's a
16 four-wheel vehicle, and it doesn't have both of
17 its lights working, and now you're in the middle
18 of it, and you get hit by it.

19 I don't know who everybody thinks is
20 supposed to stop and tell these people that they
21 need to get their car fixed.

22 A civilian can't do it because these
23 kids will kill you, so it has to be the job of
24 the police. It's not a small thing to not have

1 your car functional. It's a vehicle that weighs
2 several tons, and you're moving at a high speed
3 down the street. You need to have someone let
4 you know that it's not functioning correctly, and
5 that needs to be a person who has the authority
6 to enforce that.

7 Maybe what we need is fix-it tickets
8 like they have in California. If you get the
9 thing fixed in a certain amount of time, they
10 waive the ticket. But to get rid of it wholly
11 just puts people at risk. But apparently people
12 nobody cares about. Thank you.

13 PRESIDENT DRIVER: Thank you. This concludes
14 the public comment period of our special meeting.

15 We will now offer Commissioners
16 five minutes each to share their perspective on
17 the proposed traffic stop policy.

18 We will begin with Commissioner
19 Gottlieb.

20 COMMISSIONER GOTTLIEB: Can you hear me?
21 Okay. So thank you --

22 PRESIDENT DRIVER: Before you begin -- before
23 you begin. For the record, Remel -- Vice
24 President Remel Terry is present, and we have six

1 out of six commissioner present for a quorum.

2 COMMISSIONER GOTTLIEB: Thank you, President
3 Driver. I'm very pleased to have the opportunity
4 to speak with you all today and to make very
5 clear where I stand on traffic stop policy.

6 I've been thinking about this issue
7 for a very long time. I've engaged with
8 countless community members and analyzed many
9 studies that have examined what happened in other
10 places when traffic stop policies change.

11 The evidence provides a clear
12 picture of what to do. It is clear that traffic
13 stops are a remarkably ineffective and
14 inefficient way to fight crime. It is also clear
15 that prioritizing low-level traffic enforcement
16 places officers at greater risk of harm and
17 hinders the ability of the officers to enforce
18 traffic laws like speeding that actually keep us
19 safe.

20 For these reasons, I unequivocally
21 support the following: One, substantial
22 restrictions on the use of consent searches.
23 Two, substantial restrictions on the use of
24 low-level stops. And three, substantial

1 restrictions on the use of pretextual stops.

2 I will break this down point by
3 point, but I want to be super clear, state law
4 does not preclude us from making these
5 restrictions. Instead of debating whether to
6 restrict these types of stops, I believe the
7 Commission should focus on identifying the
8 exceptions to these restrictions, determining
9 what standard of evidence should apply to these
10 exceptions, and clearly defining the types of
11 stops that are low-level.

12 Consent searches are unique in that
13 we have a legal obligation to restrict their use.
14 The Consent Decree clearly states that to conduct
15 an investigatory stop officers need reasonable
16 articulable suspicion that the person is involved
17 in a crime or possesses evidence of the crime.

18 The Consent Decree is a floor, not a
19 ceiling. So we are required to restrict consent
20 searches to at least this extent.

21 I believe we should restrict consent
22 searches to serious crimes, and that we should
23 look at whether reasonable articulable suspicion
24 is a rigorous enough evidentiary standard for

1 vehicle searches.

2 In addition to restricting when
3 consent searches are done, we also have an
4 obligation through the current Fourth Amendment
5 policy to place guidelines and how these consent
6 searches are conducted. Specifically, we must
7 require officers to communicate in procedurally
8 just ways, to treat individuals with respect
9 throughout the duration of the stop, to make
10 stops no longer than necessary, and to have
11 body-worn cameras turned on so that the incident
12 is reported.

13 In the case of pretextual and
14 low-level stops, we do not have the same legal
15 obligation we do with consent searches. But the
16 evidence and logic makes it clear that we must
17 treat them in exactly the same way.

18 There's no reason why officers
19 should be permitted to conduct a traffic stop for
20 the purpose of investigating a crime unless they
21 have evidence that this person was involved in
22 that crime.

23 There's also no reason for an
24 officer to stop someone for a low-level offense,

1 unless they have evidence that this person
2 committed a serious crime.

3 In the end, in the exceptions where
4 pretextual or low-level stops need to be
5 conducted, officers absolutely should be required
6 to communicate in ways consistent with procedural
7 justice to treat individuals with respect
8 throughout the duration of the stop, to make the
9 stop only as long as is necessary, and to have
10 body-worn cameras recording the incident.

11 We have an incredible opportunity
12 here to create a policy that improves the lives
13 of many people.

14 An effective traffic stop policy
15 guided by evidence and community input can help
16 build trust between the police and the community
17 they serve, improve road safety and make the work
18 of officers safer.

19 Given these stakes, I will only be
20 able to support a traffic stop policy if it, one,
21 substantially restricts the use of consent
22 searches; two, substantially restricts the use of
23 pretextual stops, and three, substantially
24 restricts the use of low-level stops.

1 In closing, I want to thank all the
2 community members and advocates who raised the
3 alarm on this issue.

4 Thank you for pushing the Commission
5 and others in the police accountability space to
6 address the harm that current practices are
7 causing. Thank you.

8 COMMISSIONER WORTHAM: Good evening,
9 everyone. So my perspective on the issue of
10 traffic stops is really framed by the same
11 reasons that I joined the Commission in the first
12 place, so I'll start with those.

13 The reason I was interested in
14 serving on the Commission is because I believe
15 that everything in our City flows from our
16 ability to be safe. Public safety is the chief
17 concern in my opinion for everything else that
18 we're able to do, business, education, et cetera,
19 and we have a public safety crisis here.

20 So I say that to say that I believe
21 that the Chicago Police Department is a vital
22 partner in ensuring the public safety of
23 Chicago.

24 I do not believe that we can do it

1 without them.

2 To that end, I see members of law
3 enforcement, just as I see teachers or doctors or
4 lawyers or sanitation workers, I see them as
5 professionals. I see them as people whose
6 experience and training and education should
7 drive the policy for the work that they do.

8 That said, when I think about
9 traffic stops, I think of them as a tool. One of
10 many tools that members of the Chicago Police
11 Department have to, yes, one, enforce the law
12 because that is their job. We are all bound by
13 laws. And, two, to serve our communities to keep
14 us safe. And so I am not inclined to support any
15 policy that restricts the ability of the Chicago
16 Police Department to enforce law. Let me be a
17 little bit more specific.

18 If we're talking about limiting
19 certain types of stops, the way I see that is
20 that it is taking away or disregarding, yes, the
21 education, experience, training of officers on
22 the ground. It takes their eyes away.

23 You know, it's easy for I think
24 people outside of law enforcement to decide what

1 should and shouldn't be done, but I think that
2 that's a difficult prospect when you've never
3 done the work.

4 Those of us who have never conducted
5 a traffic stop can read everything that we want
6 to about traffic stops, but you'll never know how
7 dynamic a traffic stop can be. A stop, yes,
8 could start for one thing and in a millisecond
9 become a different thing.

10 When I hear my community talk -- and
11 I want to say this, because in a lot of the
12 conversations around traffic stops, I do hear
13 race used as a justification for supporting a
14 certain policy perspective. So I'm going to say
15 this. That I believe every single Chicagoan is
16 entitled to the same degree of safety, but I will
17 say as a black woman who lives in Chicago, we
18 have to be very careful about saying one entire
19 community thinks one entire way about public
20 safety and how the police should act, because I
21 am a Chicagoan who has lived here my entire life
22 with the exception of my time in college, and I
23 don't hear some of the things that I hear about
24 what the black community wants.

1 So I think that if we're going to
2 have respectful conversation, we have to
3 acknowledge that just like on any other issue,
4 there is no one racial community that's the
5 monolith. So there are various perspectives
6 throughout all communities about how we want to
7 be policed, how we want police to behave, and I
8 do think it's important to note that.

9 So, generally speaking, as it
10 relates to limiting certain searches, as it
11 relates to consent searches, as it relates to --
12 what else are we talking about? Oh, handcuffing,
13 all sorts of behavior that could occur during
14 traffic stops, my general opinion on these things
15 is we need to respect the ability for police to
16 do their jobs. Yes, lawfully, respectfully,
17 constitutionally so that both parties are
18 respected, the police and the citizens, but I am
19 very, very concerned about being so prescriptive
20 that we take away the discretion that we
21 painfully -- to train for, to have, and to
22 understand so that they can keep both the public
23 safe and themselves.

24 I will say I am very concerned about

1 officer-safety issues as it relates to a traffic
2 stop policy. We know that traffic stops are one
3 of the most dangerous things that officers do.
4 We have seen that.

5 And I'm also concerned about the
6 public. What I hear from my community is a
7 desperate desire to be safer in this City. And
8 so I would like to give our Department every
9 single tool available to them to get us closer to
10 that reality.

11 I'm not inclined to support anything
12 that takes tools away from them. And so I hope
13 that whatever we land on is a policy that is
14 smart, that's effective, and that gets us closer
15 to the type of safe City that we all deserve to
16 live in.

17 MR. RUBI NAVARIJO: Thank you, everyone.
18 I've also thought a lot about this issue. I
19 think if there is going to be a policy that gets
20 put in place that either restricts low-level
21 stops significantly or consent searches, it needs
22 to be done carefully, and it needs to be done in
23 consideration in regards to the discretion that
24 an officer will have in regards to these actions.

1 For me, a big thing is resource
2 allocation.

3 On the north side where I'm from and
4 where I've lived, traffic -- honestly, there
5 really isn't any traffic enforcement. People
6 blow red lights. People blow stop signs. There
7 is no regard for that. Yet, we see people -- or
8 I see officers on traffic stops for more than 20
9 minutes, or I notice that they spend a
10 considerable more amount of time pulling people
11 over, and this is just my personal observations
12 as a resident of Chicago.

13 So I think the resource allocation
14 is an extremely important thing to consider. And
15 if this is a tool which many officers have in
16 conversations that I've had preliminarily with
17 them, they've told me that this is a tool for
18 them; however, a lot of them have told me that
19 they'd like for more guidance around it. A lot
20 of their colleagues don't perform traffic stops
21 the same as others. And I think there's a desire
22 not to have mandates, but to have standards. To
23 have standards that all officers, especially when
24 they conduct a good or bad traffic stop, that

1 both a driver and an officer can be held to that
2 account. So documentation needs to be incredibly
3 important as part of a policy. And then also the
4 training portion is going to be incredibly
5 important, especially if we're going to be
6 talking about specific terms.

7 With that being said, I agree with a
8 lot of about what Commissioner Gottlieb had said
9 around consent searches.

10 I feel like there needs to be a real
11 effort to reduce pointless interactions with
12 residents. It's not safe.

13 I went to my very first officer
14 funeral, and Officer Martinez, unfortunately, his
15 life was taken away during a traffic stop. We
16 also can't deny the dangers of traffic stops to
17 police officers as well.

18 And it only takes one bad
19 interaction in a traffic stop for somebody to
20 have a bad taste in their mouth about the Chicago
21 Police Department, and then the cycle of tension
22 will continue, and we never will really reach
23 public safety.

24 So I think that's another concern of

1 mine as well, that often I feel like maybe gets
2 overlooked.

3 If people had been pulled over
4 multiple times, which I've heard stories about at
5 different District Council meetings, how do you
6 think that's going to make them feel the next
7 time they get pulled over?

8 So those are just some thoughts. No
9 policy is final. We have -- we have had good
10 conversations with the community, and the
11 Commission is going to continue their
12 community-driven process.

13 In short, I support a balanced
14 approach. We can place sensible limitations on
15 low-level stops, improve data collection, which I
16 know is another important thing. Investigatory
17 stops are different from traffic stops, and those
18 are kept in different areas, and data
19 interpretation and collection is important to
20 understand the deployment of those resources,
21 improving interactions with documentation and
22 including informed consent rules for searches.
23 Yet we must do so with an eye toward
24 accountability, public safety and genuine

1 community building.

2 If done right, this policy has the
3 potential to reduce disproportionate enforcement,
4 foster trust, and offer a framework that both
5 officers and residents find fair and effective.
6 After all, public safety is a shared
7 responsibility. And any successful solution will
8 require respect, clarity, and cooperation on all
9 sides.

10 Somebody did mention examples in
11 other cities and counties. In St. Peters,
12 officers -- in Minnesota, I believe. Somebody
13 correct me if I'm wrong. They -- officers
14 mentioned in a study that they actually don't
15 miss a lot of the pointless stops. In smaller
16 counties and municipalities -- what is it called?
17 Those standards numbers that they set, you need
18 to pull X amount of people, you need to give X
19 amount of tickets, they actually don't miss doing
20 that. And they enjoy looking for actual public
21 safety threats, like swerving on the road or
22 lights or -- what do they call them? Ghost cars
23 nowadays, driving without lights. So I don't
24 think it's about creating mandates. I believe

1 it's about creating standards. And so the
2 Commissioners have touched on a lot of points,
3 and with that, I yield my time. Thank you very
4 much.

5 COMMISSIONER MINOR: My name Abierre Minor.
6 I want to just clearly at a high level talk about
7 my position on the traffic stop policy.

8 I believe that we need to clearly
9 define pretextual stops in whatever policy we
10 come up with. I believe that we need to have a
11 restriction on the practice of pretextual traffic
12 stops. I believe we need to have a restriction
13 on all uses of consent searches, and I believe we
14 need to prohibit stops for low-level traffic and
15 non-safety-oriented infractions, also referred to
16 as pretextual traffic stops, but also want to
17 make sure that I am specific in my distinction.

18 I've heard through public comment a
19 few community members calling for us to be more
20 transparent about the policy and what they want
21 to see in a policy. Okay. Can you all not hear
22 me very -- okay. I hope you can all hear me a
23 little bit clearer now.

24 So I've heard through public comment

1 a lot of folks asking about wanting -- wanting
2 the opportunity to weigh in on a finalized
3 policy. One of the things that I really want to
4 address and talk about is an internal challenge
5 that I've been having, and I know I have not been
6 alone in this challenge, but some of the
7 issues -- or some of the challenges to community
8 engagement under the current Consent Decree
9 process -- that we're -- what -- that we are
10 walking into right now to draft this policy.

11 So far, we've noticed that there has
12 been a prohibition of releasing the policy,
13 right, for feedback.

14 I remember when we originally did
15 our pretextual traffic stop policy hearing, we
16 heard from all of these various communities
17 throughout the country who have released -- who
18 created some kind of pretextual traffic stop
19 policy, and they talk a lot about the community
20 engagement process. They talked about releasing
21 their policy months in advance and allowing
22 community members to write -- you know, to
23 provide feedback, having these very intentional
24 listening sessions, not just to hear folks' lived

1 experiences, but also to allow folks to, you
2 know, provide comment on what they want to see in
3 a policy and what language they want to see in a
4 policy. That is something that I would love to
5 have happen in our space, and I'm really feeling
6 a lot of tension that that cannot happen because
7 we are in the Consent Decree.

8 I also am very challenged at the
9 fact that we can be very transparent about a
10 timeline and what certain things look like in
11 terms of like those internal negotiations, also
12 because we're in a Consent Decree. I believe
13 that good policy is made in collaboration with
14 community. I believe in the reason why we are
15 the Community Commission, and I would love to see
16 community be at the center of this policy a
17 little bit more than it currently is. And I
18 understand that there are certain challenges
19 that's outside the realm of our control, but I do
20 know that if we had -- if we followed our process
21 as written per ordinance, this will take shape a
22 lot differently. Nonetheless, I'm happy that we
23 are here and -- and we have the opportunity to
24 provide our own feedback and talk about our

1 perspectives and so that you all can have a
2 grounded understanding on some of the things we
3 are considering in the policy. And I look
4 forward to future engagements like this.

5 Lastly, I really wanted to address
6 some of the comments that I've heard about
7 violence in the black community.

8 It's so funny, myself and another
9 commissioner was bonding over the fact that we
10 both had an experience where we almost got shot
11 on 47th and Damen. I used to live on 47th and
12 Honore. I also had -- to that point, I also kind
13 of want to share a particularly troublesome
14 experience that I had when I was younger as we're
15 talking about traffic stops and the prevention of
16 violence.

17 I remember being in Maggie Daley
18 Park where this man approached me and told me
19 that he was going to do an on-the-spot job
20 interview for me because I just looked so smart
21 and articulate. He overheard a conversation I
22 was having with a friend. So I go over to this
23 business -- this office building with him,
24 thinking I'm going to have an on-the-spot

1 interview, and he says, We're not going to take
2 the elevator, we're going to go through the
3 staircase. I walk into the staircase with this
4 man, just to realize as the door closed that it
5 was locked. This man then tried to assault me in
6 that space, but luckily because God is good,
7 someone was coming down the stairs, and I
8 screamed out for help, and I went upstairs and
9 they let me out of that staircase. I called the
10 police to report this man and to let them know
11 that he was in that building. They never showed
12 up. I was 16.

13 This underscores a very troubling
14 problem that exists in the City. A troubling
15 problem that many of you mentioned tonight.

16 I believe that the closest to the
17 problem is often closest to the solution. And as
18 I read the DC monthly reports, there are so many
19 community members calling for us to address
20 response times in our communities, particularly
21 those who are most impacted by violent situations
22 and violent crimes. And I also would be remiss
23 as the youth commissioner not to mention that
24 most of the murders that happened in the last

1 year happened between the ages of 24 and -- the
2 folks who were victims of those crimes were 24
3 years and under.

4 That being said, that's what
5 underscores my commitment to addressing
6 alternative response -- I'm almost done. I'm
7 wrapping up. I promise. That's what underscores
8 my commitment to an alternative response in this
9 work, and I believe that it needs to be done in
10 collaboration with District Councilors and
11 community members who are most impacted by
12 violence.

13 I thank you so much for your time
14 for sharing my thoughts.

15 PRESIDENT DRIVER: Are there any other
16 Commissioners that would like to speak before I
17 close the meeting? With that, I'll close. I
18 will not share my particular views on where I
19 think this traffic stop policy will land. What I
20 will say is at whether it's this meeting or
21 several meetings that I've been to now and
22 listening to folks in the community, it's very
23 clear that this is a very polarizing issue, and I
24 would like to ensure the public and everybody

1 else that's listening that the role of the CCPSA
2 is to create a policy that listens to the
3 community, that travels across the City, that
4 listens to officers, that listens to impacted
5 people, that listens to experts, and that's what
6 we have begun and that's what we will be doing.

7 I'd also like to clarify, I think
8 there were a few public comments that were
9 addressed to me. I don't know who they were
10 speaking about when saying that, you know, people
11 aren't from Chicago. I'm from Chicago. Both my
12 parents and my -- almost my entire family
13 graduated from this school that we're sitting in
14 right now. They also mentioned that I was pulled
15 over by the police five times last year. That is
16 a very true thing. It's a real thing. Twice I
17 was pulled over for not having a vehicle
18 registration sticker. The first time I was
19 pulled over was in January. I was unaware that I
20 need -- that I hadn't got it renewed. Didn't
21 drive the vehicle again. I got back in the
22 vehicle a week later to go to the Secretary of
23 State's office after taking off work to go down
24 there, and on the way to the Secretary of State's

1 office is when I was pulled over a second time.
2 There were three other times that I was pulled
3 over.

4 I say all that to say that when it
5 comes to traffic stops, we have to find a balance
6 between excessive traffic stops. As the
7 Superintendent has said multiple times, traffic
8 stops are going down and gun arrests are
9 increasing. So -- and I also understand that I'm
10 a person who has been a victim, who has been
11 robbed in my own community in front of the
12 building that I lived in. So I absolutely
13 understand we need to get guns off the street.

14 I stopped counting a long time ago
15 how many friends and family members that I've
16 lost to gun violence. So I do hear you. I do
17 know that it's a tough job. It's hard to do.
18 That you put yourself at risk during these
19 traffic stops, but I also understand the
20 community feels at risk as well.

21 So as the president of this
22 Commission -- and I think I can speak for all of
23 my fellow Commissioners in saying -- that we work
24 very hard to make sure that we create a traffic

1 stop policy that the City of Chicago can be proud
2 of.

3 And with that and there being no
4 further business before the Commission, this
5 meeting is now adjourned.

6 (WHEREUPON, the proceedings
7 were adjourned.)
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1 REPORTER'S CERTIFICATE

2 Re: SPECIAL MEETING - Tilden High School

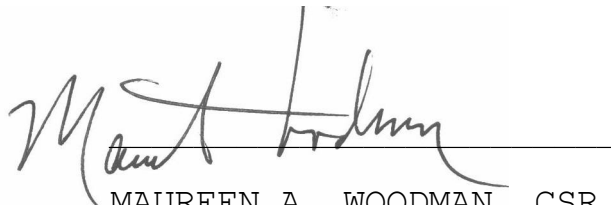
3 March 19, 2025

4
5 I, MAUREEN A. WOODMAN, C.S.R., do hereby
6 certify that the foregoing Report of Proceedings
7 was recorded stenographically by me and was
8 reduced to computerized transcript under my
9 direction, and that the said transcript
10 constitutes a true record.

11 I further certify that I am not a
12 relative or employee or attorney or counsel of
13 any of the parties, or a relative or employee of
14 such attorney or counsel, or financially
15 interested directly or indirectly in this action.

16 IN WITNESS WHEREOF, I have hereunto set
17 my hand of office at Chicago, Illinois this 2nd
18 day of June 2025.

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23
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MAUREEN A. WOODMAN, CSR
License No. 084.002740