

1 COMMUNITY COMMISSION for PUBLIC SAFETY and
2 ACCOUNTABILITY
3 CPD Traffic Stops Policy Development and Overview
4 Tuesday, June 10, 2025, 6:30 p.m.
5 (Webinar)

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7 APPEARANCES:

8 Ms. Nicole Garcia

9 Ms. Cody Stephens

10 Lieutenant Michael Kapustianyk

11 Mr. Scott Burman

12 Members of the Public

1 MS. GARCIA: Okay. Good evening, everyone,
2 and thank you for joining the Community
3 Commission for Public Safety and Accountability's
4 webinar on CPD's draft traffic stop policy.

5 My name is Nicky Garcia, and I
6 serve as the Director of Public Affairs for the
7 CCPSA. I'm joined tonight by my colleague, Cody
8 Stephens, our Director of Policy Research and
9 Planning. We're also joined by Lieutenant Mike
10 Kapustianyk who leads CPD's Policy and
11 Development Division.

12 So I will have them introduce
13 themselves shortly.

14 Julie, if you don't mind going to
15 slide two. Here's what you can expect in today's
16 webinar.

17 So CCPSA staff will begin with a
18 brief overview of the timeline and policy
19 development process, and then we'll have
20 Lieutenant Kapustianyk present on CPD's draft
21 policy as is.

22 After that, Director Stephens will
23 share the Commission's positions and
24 recommendations. And then, finally, we will open

1 the floor to questions from attendees. We ask
2 that all attendees use the Q & A capacity
3 feature. So if you have a question throughout
4 the webinar, please feel free to drop it in the
5 chat, and then once the webinar is completed,
6 we'll do our Q & A portion.

7 MS. STEPHENS: Great. Thank you so much,
8 Nicky. Thank you for joining us tonight. I'll
9 just give a quick overview of -- so as Nicky
10 said, we're really using this webinar as an
11 opportunity to provide information to community
12 members about CPD's development of a new traffic
13 policy -- draft policy, and the Commissioners'
14 response to that draft policy.

15 We also want to clarify the
16 Commission's role and let people know about, like
17 I said, our responses to the current draft policy
18 and how we've been working together on landing on
19 language for that policy. And then we want to
20 use this as an opportunity to continue to gather
21 feedback. The questions and comments people
22 provide will help us inform further and future
23 policy development.

24 So the timeline, just giving

1 people -- there's been sort of two phases of
2 traffic stop policy development. Phase 1 really
3 has sort of -- goes even further back. The
4 Interim Commission had been looking at traffic
5 stops and had included traffic stops in their
6 goals for CPD in the past. And then more
7 recently when the permanent Commission came in,
8 they started to look at other jurisdictions,
9 started to ask about research, get community
10 input around traffic stops. So they began
11 collecting feedback, both through listening
12 sessions and through various online ways, whether
13 people emailed or feedback forms, et cetera. And
14 the Commission and CPD really started to work in
15 earnest on policy development around traffic
16 stops. Phase 1 wrapped up with both CPD and the
17 Commission. CPD submitting a draft policy to the
18 Independent Monitor who oversees the Consent
19 Decree, and the Commission submitted their
20 response and a markup of that draft policy where
21 there was majority commissioner consensus on
22 different policy language.

23 So we're really at the front end of
24 Phase 2, which is kicking off with things like

1 this community webinar.

2 We're also looking to do more
3 targeted engagements with folks that -- around
4 policy -- the specific policy language. Of
5 course we will continue to work with CPD and
6 continue to work with CPD around developing the
7 policy.

8 And then in this Phase 2, there's
9 going to be some decision about whether traffic
10 stops will fall into the Consent Decree or be
11 covered by the Consent Decree.

12 Julie, if you'd just go to the next
13 slide. Thank you.

14 So just a little bit more about
15 this. So the Independent Monitor for the Consent
16 Decree, the Illinois Attorney General, and the
17 City of Chicago have been working to include
18 traffic stops in the Consent Decree. Been going
19 on for a while. And while we've been doing that,
20 the Commission and CPD have been working together
21 on draft policy language. Those two processes
22 have been going on in tandem.

23 As I said earlier, on April 21st,
24 and you'll see on both our website and CPD's

1 website, CPD submitted a draft policy, and the
2 Commission submitted both a response memo and a
3 policy markup to the Consent Decree judge and the
4 Independent Monitor.

5 It should be noted that the
6 Commissioners support much of what's in the draft
7 policy, although the majority Commissioners
8 support making some signature changes that we'll
9 cover later, but it is worth noting there's a lot
10 of -- a lot of ground in the policy that the
11 Commissioners support.

12 So Phase 1, before we jump into --
13 or before I turn it over to Lieutenant
14 Kapustianyk to talk about what is in CPD's
15 current draft policy, just wanted to cover out --
16 cover that some of the themes that were heard in
17 the Phase 1 community input. So the -- it should
18 be noted, you know, the -- community feedback on
19 stops has been wide ranging. We've gone all over
20 the City in different areas and listened to
21 different constituents and neighbors about their
22 feelings about traffic stops more broadly.

23 The Phase 1 input was really about
24 traffic stops more broadly.

1 Phase 2 will be really more about
2 policy language.

3 But in Phase 1, many residents
4 raised concern about officer conduct, fairness of
5 stops, the number of stops. People talked about
6 stops eroding trust in CPD, particularly in
7 communities that experience more frequent stops.

8 We also heard from constituents
9 support for traffic stops when used appropriately
10 as an important public safety tool.

11 People who didn't want to see
12 traffic -- they wanted to see police being able
13 to use traffic stops appropriately as a public
14 safety tool.

15 And then finally sort of another
16 theme around that we heard in Phase 1 was really
17 around ensuring that there was heightened
18 accountability with a within a policy and within
19 CPD around traffic stops. Clearer standards
20 within policy. More effective training, and
21 better documentation with regards to the -- with
22 regards to traffic stops in particular.

23 So I will turn it over to Lieutenant
24 Kapustianyk, and he will run through the current

1 draft policy, and then he will hand it back to
2 me, and I'll talk about some of the majority
3 Commissioner positions around that, the current
4 policy. Thanks, Mike. Go ahead.

5 LIEUTENANT KAPUSTIANYK: Sure. Good evening,
6 everyone. Really quick. My name is Michael
7 Kapustianyk, and I'm the lieutenant commanding
8 officer of the Chicago Police Department's
9 Research and Development Division.

10 The Research and Development
11 Division is responsible for development of CPD
12 policies, and that includes the work on
13 developing the traffic stop policy.

14 I'd like to thank the Commission
15 for having me here today and a big thank you to
16 all the community members who have taken time out
17 of their days to hear about CPD's traffic stop
18 policy. We really appreciate these
19 conversations, being able to present our
20 policies, and gathering the diverse opinions and
21 feedbacks on those proposed policies. We do a
22 lot of work in community engagement on our
23 policies, and we appreciate all the efforts
24 the community provides and all the feedback that

1 we receive on the policies that we -- that we
2 post or -- do efforts to engage the community on.

3 Today's effort is for traffic
4 stops, and I'll provide a quick summary of CPD's
5 proposed traffic stop policy. It highlights some
6 significant components of that policy. We're --
7 CPD and CCPSA have -- have had discussions
8 about -- in the development of that policy.

9 First off, I wanted to provide a reminder that
10 even -- CCPSA has on their website their traffic
11 stop site. CPD also has the policies posted on
12 our draft policy website. It's on our CPD
13 transform page, which includes the policy
14 reviews. On that page, we've got a quick summary
15 of the efforts we've undertaken for the traffic
16 stop policy. There's also a community-facing
17 document that explains some of the efforts of the
18 current traffic stop protocols, our current
19 policies that are in place, some current stats on
20 traffic stops. That document's there for your
21 information to get a baseline on CPD's traffic
22 stops. That website also includes the CPD
23 traffic stop draft policy, and the Commission's
24 response to that draft policy.

1 Our site is open till June 16th for
2 comment. So you can just visit that site. You
3 can provide feedback right on that site directly
4 on any of those documents that are shared.

5 Next slide, please. And really
6 quick, this is just that QR code to that draft
7 policy page. Review, and that's going to be open
8 for another week until June 16th.

9 Next slide. So we're going to go
10 really through today an outline of our traffic
11 stop policy. We won't really get in-depth.
12 We'll do some high-level overviews of what CPD's
13 expecting from these policies.

14 But we also want to give you some
15 framework on these -- on this traffic stop
16 policy.

17 The traffic stop policy is drafted
18 consistent with all other CPD policies. You
19 can't look at CPD's policies in a silo. They
20 kind of layer on top of each other. We got
21 foundational policies that cover all
22 interactions, that prohibit racial profiling,
23 that guarantee the protection of human rights
24 during all interactions. Those policies are

1 still in place. This traffic stop policy is not
2 going to eliminate the responsibilities CPD
3 officers have in those other arenas, whether it's
4 protection of human rights, prohibition of racial
5 profiling, protection of religious freedoms,
6 reporting and documented use of force, things of
7 that nature. Those policies still remain, and
8 you'll see a lot of those concepts contained
9 within this traffic stop policy as well. This
10 policy is also meant to be a suite of policies
11 that cover all stops.

12 Currently, right now, I know Cody
13 identified that there's discussions on including
14 traffic stops within the Consent Decree. Other
15 investigatory stops are already included in the
16 Consent Decree, and there was additional
17 paragraphs added to the Consent Decree. And
18 CPD's working through that process right now.
19 And actually there's a suite of policies called
20 the Fourth Amendment and police encounters on our
21 website now, the Department directive system,
22 which is available to the public at
23 ChicagoPolicies.ChicagoPolice.org. And
24 this fits into that suite of policies.

1 We talk about investigatory stops.
2 We talk about traffic stops. So it fits into
3 that suite of policies about documentation, about
4 review, about adhering to the Fourth Amendment
5 when we're conducting traffic stops.

6 So just wanted to provide a
7 foundation that this isn't just a standalone
8 policy. It's interwoven into the other concepts
9 and policies and doesn't stand as a silo.

10 This policy in particular we'll go
11 through some of the sections. The first couple
12 of sections are general guidance and definitions
13 to make sure as we're expressing our policy,
14 we're articulating the expectations of our
15 officers, not only to our officers, but what the
16 community members can expect during traffic
17 stops. We want to make sure everyone is talking
18 about the same thing. So we have a definition
19 section that defines some key terms on traffic
20 stops, it defines a traffic stop, all those terms
21 that we use within the policy, so everyone's
22 talking about the same thing.

23 Now, we talked general guidance
24 about traffic stops, you know, the perceptions,

1 policy CPD uses for traffic stops, how we want
2 our officers to conduct themselves during traffic
3 stops, in kind of a general sense from a
4 Departmental perspective, and then we really get
5 into kind of the policies and prohibitions. What
6 efforts and activities do we expect during a
7 traffic stop, and what things we want to prohibit
8 officers from doing in a traffic stop, and it
9 goes into, you know, making sure we have
10 reasonable articulable suspicion or probable
11 cause for that stop, making sure we're acting
12 constitutionally, making sure we're not using
13 race or other protected classification as a
14 standard for that traffic stop. So we go into
15 prohibitions, which we'll go into a little bit
16 more detail later.

17 And then we get really into the meat
18 of the interaction, which we heard a lot about in
19 our community engagement activities and through
20 us participating with the Commission on some of
21 their efforts.

22 We heard a lot about these
23 interactions between officers and community
24 members during traffic stops. And that's where

1 the procedures really take hold. We're really
2 articulate and try to set forth the guidelines on
3 how we want our officers to act and conduct
4 themselves during that stop, which is focused on
5 procedural justice, it's focused on respect, and
6 it's focused on professionalism. And we set
7 standards there, procedures there, to make sure
8 that those standards are met, and they're clearly
9 articulated to our officers.

10 But then we articulate three really
11 key friction points we've identified in the
12 procedure section about where we see the most
13 friction between the conversations we've had with
14 community, and that's removing people from
15 vehicles, handcuffing people during traffic
16 stops, and conducting consent searches during
17 traffic stops.

18 So we went above and beyond with the
19 legal requirements there at CPD. We provided
20 very prescriptive requirements in conducting
21 those actions, and then communication and
22 documentation of those actions as well.

23 And then intermixed with that are
24 the supervisory responsibilities.

1 Obviously, at CPD, we want
2 supervisors to be supervisors and supervise their
3 personnel when they're in the field, but they're
4 also going to be reviewing those reports -- the
5 traffic stop reports that our officers complete.
6 For every traffic stop that they conduct, they're
7 required to complete a report, and a supervisor
8 is required to review that report and approve
9 that report, and then we can go into more
10 department-level aspects of our policy.

11 We talk about the Department review
12 and our commitment to analyzing our traffic
13 stops, reviewing our traffic stops, publishing
14 data about our traffic stops, to make sure we're
15 all having a very collaborative conversation
16 about our use of traffic stops, our historical
17 data on traffic stops, and how we can make the
18 interactions and our traffic stop policy better.
19 And that ties into our policy review.

20 CPD is committed to reviewing this
21 policy once implemented every two years to do a
22 comprehensive review, which will include a look
23 at that data, to look at those trends, to
24 identify any concerns that are there, but also

1 will include a community engagement effort, which
2 will include our efforts for community
3 engagement; it will include the efforts of the
4 CCPSA and that we work collaboratively on this
5 policy review to make sure it's still reflective
6 of what we're hearing from the community.

7 And then we've committed to training
8 our officers. We can put a lot of language on
9 paper. We can put a language in policy. But
10 really where the rubber meets the road is
11 training those officers on how to comply with
12 that policy, how to conduct themselves during
13 stops, and that's really where the community is
14 going to see the impact of these trained officers
15 actually implementing and being accountable to
16 the policies we put forth.

17 Next slide, please. So we're going
18 to go a little bit deeper into some of these
19 sections that we've identified. You know, we've
20 had a lot of conversations. Some of the
21 questions we've received in terms of -- during
22 our community feedback. And what is the purpose
23 of this policy? Why are we -- why are we
24 implementing a policy? We're implementing this

1 policy because we don't have a specific --
2 specialized policy on traffic stop. Like I
3 mentioned earlier, we have guidance on
4 interactions with the community, about
5 prohibition of racial profiling and other
6 actions; however, there isn't a specific
7 prescriptive policy on conducting traffic stops,
8 and layering on top of those other policies, we
9 want to make sure that we articulate, and that we
10 give our officers the guidance when to conduct
11 these traffic stops, to make sure that we're
12 complying with the constitution, and to make sure
13 the rights of the public are guaranteed during
14 these traffic stops, and that our officers are
15 acting respectfully and professionally during
16 these stops.

17 Another key component is we've had a
18 lot of questions about our definitions section.
19 What we want to do is we want to articulate or at
20 least explain the difference between a traffic
21 stop and an investigatory stop.

22 An investigatory stop is a stop
23 where an officer believes -- reasonably believes,
24 based on reasonable articulable suspicion,

1 sometimes referred to as RAS, that a crime is
2 occurring, has occurred or about to.

3 Officers are allowed to make stops
4 under that reasonable articulable suspicion
5 standard and then investigate their suspicion
6 based on those specific facts, and the
7 implications from those facts to determine
8 whether or not a crime was being committed or
9 not, to dispel or confirm those suspicions based
10 on a reasonableness standard.

11 A traffic stop is a little bit more
12 specific than that. It's a vehicle stop of a
13 driver specifically for a traffic violation, a
14 vehicle code violation or a parking violation, a
15 licensing or equipment compliance violation.

16 So anything that has to do with that
17 vehicle, we're conducting a stop of that vehicle
18 would be considered a traffic stop; however,
19 there are vehicle stops that are not traffic
20 stops. So if there is a vehicle that is wanted
21 for a robbery or a vehicle that just participated
22 in a carjacking, that would not -- that would be
23 stop of a vehicle, but that would be an
24 investigatory stop because we're actually

1 investigating or have reasonable articulable
2 suspicion that a crime might be occurring using
3 that vehicle. Traffic stops are based on
4 probable cause or an observed violation of a
5 traffic law.

6 You can go to the next slide,
7 please.

8 We also want to make sure that we
9 have clear standards in our policy in terms of
10 guidelines on how to conduct traffic stops and
11 what the Department's expectations are.

12 We want to make sure that we're not
13 using traffic stops in a way where we're
14 implementing quotas or promotions or anything are
15 based on the number of traffic stops and they're
16 not incentivized in any way.

17 We want to make sure there's fair
18 and equitable treatment. There's no bias in
19 conducting traffic stops. There's specific
20 prohibitions on racial profiling or conducting
21 stops based on a protected class.

22 Like we've talked about a lot, a lot
23 of the friction point is the interaction between
24 the officer and the community member during that

1 stop. We want to make sure we treat all people
2 with courtesy and dignity. Make sure it's a
3 respectful interaction, make sure it's a
4 professional interaction, and to make sure that
5 those stops aren't any longer or extended beyond
6 what we need to do to actually conduct business
7 during that traffic stop.

8 Now, like I mentioned, the
9 prohibition against racial profiling, we can't
10 use factors such as race, ethnicity, gender,
11 gender identity to initiate that traffic stop.
12 That traffic stop needs to be based on probable
13 cause that that vehicle, that driver committed a
14 traffic violation to conduct that traffic stop.
15 And then like most of our other accountability
16 measures and our interactions just in general, we
17 want to make sure those interactions are
18 recorded.

19 So our traffic stops will be
20 recorded on body cam, and if the vehicle is
21 equipped with an in-car camera system, it will be
22 documented on that in-car camera system.

23 Next slide, please. There's some
24 other provisions that we want to make sure we're

1 clear in this policy to set up the expectations,
2 not only of our officers but of the community
3 members.

4 The policy requires that our
5 officers are clearly identifiable as CPD
6 officers, whether that's a marked squad car,
7 whether that's being in uniform, whether that's
8 having an identification, having their star and
9 embroidered patch identifiable. We want to make
10 sure that community members know it's a Chicago
11 police officer that's conducting this traffic
12 stop.

13 Additionally, we got to make sure
14 we're documenting those stops fully. Every stop
15 needs to be documented, consistent with the
16 Traffic and Pedestrian Stop Statistical Study,
17 which is a statute in the Illinois vehicle code.
18 We got to make sure we're documenting those fully
19 and documenting them completely and truthfully.
20 And also we got to hold our officers accountable
21 during -- for those actions during that traffic
22 stop.

23 Like we mentioned before, there are
24 policies existing on complaint and disciplinary,

1 about interactions, about misconduct. We got to
2 make sure our officers are not only following the
3 traffic stop policy, but all of the other
4 policies during the stop and make sure that we
5 provide after-actions support, additional
6 training, or, if necessary, progressive
7 discipline to ensure that our officers are held
8 accountable to those standards.

9 And then we provided guidance to our
10 officers in this policy on how to conduct that
11 traffic stop. In particular, those specific
12 actions we talked about; how to communicate with
13 people during traditional traffic stops in terms
14 of procedural justice and legitimacy, and then
15 what additional steps we need to do when we're
16 communicating to remove people from vehicles or
17 to handcuff people during searches or to conduct
18 consent searches during that traffic stop. We
19 got to make sure we're communicating
20 appropriately and fully to the community member
21 during that stop.

22 Next slide. Like we talked about
23 consent searches, an officer without this policy
24 could ask for consent to search on a traffic

1 stop. That's something that happens now. We
2 looked at that. We heard from the community. We
3 go, you know, we want to make sure that our
4 officers have a reason to ask for that consent.
5 We got to make sure there's a reason other than
6 that traffic stop that the officer is asking for
7 that consent search.

8 So we identified in our policy that
9 we need -- the officers pursuant to this policy
10 need to act on specific articulable information
11 regarding suspected criminal activity, other than
12 the activity of the traffic stop, in order to ask
13 for consent. And it also creates guidance on
14 consent ultimately during the traffic stop.
15 Consent has to be given in order for that officer
16 to conduct that search. The officer has to
17 articulate the scope of that search based on that
18 consent, and the community member can always
19 limit that scope or revoke consent entirely and
20 stop that search, and that officer needs to abide
21 by that revocation or that request to stop that
22 search.

23 So all those requirements that make
24 consent searches lawful are outlined in our

1 policy to make sure that we're following that,
2 we're communicating those steps, and our officers
3 are acting accordingly, and that we document that
4 stop and that consent search, not only on body
5 cam, but on our traffic stop reports.

6 Next slide, please. And then our
7 officer, you know, they need to conduct the
8 stops. They need to document those stops. But
9 ultimately our supervisors are held accountable
10 as well. Supervisors need to be supervisors.
11 They need to document and supervise their
12 officers while they're in the field, and they
13 also have to do those supervisory reviews of
14 those reports, consistent with what they do for
15 other incidents at CPD.

16 So CPD supervisors will review those
17 submitted stop reports that officers report or
18 that complete for traffic stops, and we'll make
19 sure they're done by the end of the shift. So if
20 there is any feedback, if there is any critique
21 or any necessity for any modification to those
22 reports based on that supervisory review, there's
23 timely feedback to that officer. We're going to
24 document that.

1 We talked about earlier about the
2 development of that police encounters in the
3 Fourth Amendment suite of policies. Part of that
4 process was developing with the Independent
5 Monitoring Team a stop application to
6 electronically capture investigatory stops.
7 Traffic stops are going to be rolled into that,
8 so we will be able to document that
9 electronically to ensure we're capturing all the
10 data that we need to capture for those stops, and
11 that data will be used in our analysis. We'll
12 report it out annually, and it will be used in
13 those policy development conversations and those
14 policy review conversations.

15 Like I mentioned earlier, we're
16 committing to reviewing this policy every two
17 years to make sure that we have a comprehensive
18 review, and we will seek community input,
19 including through the CCPSA, consistent with what
20 we do for other -- so some of our major policies,
21 like use of force, like investigatory stops. We
22 want to get the feedback from the community how
23 these policies are impacting the community in the
24 field, how they're being related. We want to

1 make sure that, you know, our policies are
2 reflective of what we're hearing now, and then in
3 two years to make sure that they're still
4 reflective of the experiences of the people in
5 the community.

6 I think that's my last slide for now
7 for you, right?

8 MS. STEPHENS: Yes. Thank you so much,
9 Lieutenant Kapustianyk. Appreciate that. We
10 will -- like I said, continue to put your Q & A
11 in the section, and we will attempt to get to as
12 many questions as possible. Ones we can't answer
13 that we don't go to, we will make sure that we
14 either get to them in another format, whether it
15 be posting the -- the frequently asked questions
16 on our website or some other method. So thanks
17 again. I just ask that we mute all the
18 panelists. Thank you.

19 All right. So if you go to the
20 next -- advance to the next slide. So much like
21 Lieutenant Kapustianyk kicked off, our response
22 is -- can be found here at this QR code, and I
23 will just go over some of the big aspects of the
24 majority Commissioners' differences with the

1 current policy; although, as I stated at the
2 beginning, you know, Commissioners, like
3 Chicagoans, have a range of views of what should
4 be included in a comprehensive and effective
5 traffic stop policy, and a majority of
6 Commissioners at this moment think that CPD's
7 policy should be revised in several important
8 ways that I'll cover now.

9 Would you advance to the next --
10 actually the next two slides, please? Thanks.
11 Next one. Thank you very much.

12 So the one big way in which the
13 Commission has -- differs from the current policy
14 is that a majority of Commissioners support
15 including restrictions for certain types of
16 traffic stops, including some license plate
17 violations, a missing front plate, improper
18 fastening, meaning, you know, if it's in the back
19 of the window versus on the bumper, improper rear
20 plate illumination. There's also a majority of
21 Commissioners support limiting traffic stops for
22 registration stickers that have expired within a
23 certain time frame. In this case, a year. Also,
24 they support limiting stops for one functional

1 headlight, taillight, brake light, or operating a
2 vehicle with a loud sound system. The majority
3 of Commissioners also support within those
4 limitations exceptions to those limitations. So
5 there's a majority of Commissioners that propose
6 two different -- there's sort of two main
7 proposals around what those limitations might be.
8 One is that a majority -- a minority of the
9 majority support that a stop could be made if the
10 CPD officer has RAS, or a reasonable articulable
11 suspicion, that Lieutenant Kapustianyk defined
12 earlier of either a Class A misdemeanor or felony
13 with the exception of the cannabis law that
14 recently passed. And then there's another group
15 of Commissioners that support exceptions to the
16 limitations where one of those limited stops can
17 only be made if there's an immediate threat to
18 public safety or suspicion of a crime connected
19 with that limited traffic stop that was on the
20 previous slide. The other area where
21 Commissioners -- the majority of Commissioners
22 differ from the current draft traffic stop policy
23 is around stronger standards for consent
24 searches.

1 So a majority of Commissioners
2 currently propose a higher threshold for when an
3 officer can conduct a consent search.

4 Lieutenant Kapustianyk already
5 talked about, you know, before CPD did not have
6 any guidance around that consent search. A
7 traffic stop could happen and an officer could
8 ask for a consent. So the current policy that
9 CPD has drafted has added a layer of -- a layer
10 of suspicion that an officer must have before
11 they can ask for a consent search.

12 The commissioner -- majority
13 Commissioners support strengthening those
14 standards even more.

15 Again, we have this -- there's two
16 different ideas of how that -- how that consent
17 search standard should be strengthened. One
18 group of Commissioners believes -- or three -- I
19 should say three Commissioners propose replacing
20 specific articulable information, which is the
21 draft that CPD -- the draft standard that CPD
22 has, with a higher standard of reasonable
23 articulable suspicion or probable cause, and
24 three other Commissioners proposed replacing

1 specific articulable information with a standard
2 of reasonable articulable suspicion or probable
3 cause of a Class A misdemeanor or felony.

4 So in both cases, those would change
5 that stop to something more elevated, and that's
6 what a majority of Commissioners currently
7 support language around that.

8 A majority of Commissioners -- also
9 with regard to consent searches, a majority of
10 Commissioners want to eliminate consent searches.
11 Right now in the current draft policy, it talks
12 about a driver could volunteer to have a consent
13 search or -- volunteer to have a search of their
14 vehicle. Majority of Commissioners want to
15 eliminate that idea of a driver voluntarily
16 offering to search their car without a request
17 from an officer.

18 Additionally, a majority of
19 Commissioners at this point support requiring
20 consent searches have signatures from both the
21 driver and the officer, and that that -- whatever
22 that the officer and the driver would be signing
23 would include the reason for the search.

24 Another area where a majority of

1 Commissioners support -- so, sorry. Thanks,
2 Scott. There's some additional changes that I'll
3 just go over sort of broadly speaking, although I
4 really encourage people to look at both the memo
5 and the markup to see some of the specific
6 suggestions and policy language revisions that
7 majority of Commissioners have made.

8 I'd also really stress that people
9 look at the memo to see where some of the
10 minority positions are at this moment in time as
11 well, because there's a lot of -- there's a lot
12 of rich information there, too, to help people
13 understand what Commissioners are weighing as
14 they're looking at this policy language.

15 So some of the additional changes
16 that have been recommended are around some
17 definitions. There's some Commissioners that
18 support changing or adding additional
19 definitions, deleting particular language.
20 There's some language in the policy that
21 currently talks about lawful traffic stops, and a
22 majority of Commissioners have suggested striking
23 that word "lawful" where it occurs in the current
24 policy.

1 There's also -- let's see here.

2 The -- a majority of Commissioners support
3 revising some of the policy guidance, but they're
4 really divided on this.

5 So one group of Commissioners
6 support adding language around the guidance
7 around policy stops that -- and this is this idea
8 of like when officers are making a decision to
9 make a traffic stop and balancing through the
10 public safety -- the public safety outcomes of
11 that stop versus the issues and concerns that can
12 happen when someone's stopped and how that
13 impacts them and their community. So three
14 Commissioners support adding language that says
15 officers can make a stop for vehicle violations
16 and license-compliant violations only when a CPD
17 member believes the violation significantly
18 interferes with public safety.

19 And another group of Commissioners
20 within that majority support language that says
21 that officers can make pretextual stops and stops
22 listed in that list of restrictions I said, that
23 we talked about earlier, only when an officer has
24 reasonable articulable suspicion of a Class A

1 misdemeanor or felony.

2 Throughout the document -- again,
3 encouraging you to look at it. Throughout the
4 document, a majority of Commissioners really
5 support that CPD members when making traffic
6 stops state the public safety purpose for that
7 traffic stop. And one suggestion or one support
8 is around ensuring that the stop report includes
9 the public safety purpose for that traffic stop,
10 so that an officer would document why they
11 thought that that stop needed to be done for a
12 public safety reason.

13 Some other areas that the majority
14 of Commissioners support changes within the
15 current policy language are around a creation of
16 a traffic stop dashboard. So a little more --
17 there is right now if I -- again, I encourage you
18 to read the policy as it currently stands. There
19 is a lot of additional elements of transparency
20 in the data and transparency section, including
21 annual reports and some other analysis that would
22 really give some insight into traffic stops. But
23 the Commission also would really like to see a
24 creation of a traffic stop dashboard codified in

1 the policy. Right now that language isn't in
2 there. Although, like I said, there is a lot of
3 other language that I encourage you to look at
4 and provide feedback on.

5 And then a majority of Commissioners
6 propose a more robust role for the commission in
7 some of the biennial policy review that
8 Lieutenant Kapustianyk spoke about, the annual
9 data analysis, the -- some of the trainings and
10 certainly the community engagement.

11 So Commissioners -- this majority
12 group of Commissioners have advocated for, like I
13 said, a more robust spelling out of the
14 Commission's role in that and CCPSA's role in
15 those reviews.

16 So those are the -- those are the
17 majority positions and how they differ. I'll
18 just say a little bit about what's next, and then
19 we can go into the Q & A. I know some are
20 already stacked up, so thank you so much. I
21 encourage you to use the Q & A feature, not the
22 comment feature for your questions.

23 As we said, CPD and the Commission
24 have submitted these -- these policies, these

1 markup -- the draft policy and the markup version
2 to the Attorney General and the Monitor beginning
3 our Phase 2 process, which will continue to
4 include public review and engagement. We
5 continue to work with CPD. We continue to talk
6 with folks about how the traffic stops will be
7 potentially rolled into the Consent Decree or
8 covered by the Consent Decree. We'll also
9 continue to advocate for policies that are rooted
10 in input and data, and then at the end of Phase
11 2, which is still up in the air as to this
12 specific date or the specific time in which Phase
13 2 will end, but we will continue to collect
14 information and policy suggestions in our nest.

15 If the City of Chicago and the
16 Attorney General have an agreement about traffic
17 stop policy within the Consent Decree, the CCPSA
18 and CPD will continue to be involved in figuring
19 out the best policy for -- for people in Chicago.
20 We also, it should be noted, will also publish a
21 summary report of all the engagement findings,
22 including key recommendations and policy
23 implications.

24 So I encourage you all to, you know,

1 remain engaged. We have our new Phase 2 feedback
2 form on our website which is really more about
3 getting feedback about specific policy language.
4 So the feedback form, if you completed it, in
5 Phase 1, thank you. That was more about your
6 experience with traffic stops. This Phase 2
7 feedback form is really more about your
8 reflections on the policy language, your
9 concerns, your questions, anything you think
10 might be missing. So I really encourage you to
11 do that.

12 We've also -- a shout out to our
13 District Councils. We gave a webinar earlier
14 around traffic stop policy to our District
15 Councilors who I know are boots on the ground,
16 grounded in their community, talking with folks
17 that they serve around traffic stop policy, so
18 we're -- we're excited to hear back from District
19 Councilors about what they're hearing from their
20 constituents and, of course, we'll be sharing
21 that with CPD as we continue to work on policy
22 together.

23 And just one quick reflection before
24 we move into questions. We're really trying to

1 make sure this is a transparent process, so we're
2 working, like I said, on trying to get some of
3 this stuff posted so that people can see the
4 themes and some of the information we're
5 receiving.

6 We're really trying to ground our
7 process in hearing from the community and ground
8 it in community voice and really try to
9 incorporate what we hear from people who are
10 directly impacted by traffic stops. So we
11 continue to center ourselves with those.

12 And then, finally, you know,
13 balancing -- thinking always of balance that the
14 Commission recognizes that the safety of officers
15 and residents matter, and a policy must reflect
16 both of those considerations in earnest.

17 So I will stop there. I'm going to,
18 sorry, open the Q & A. And what we'll do
19 there -- thank you for all of you who have put
20 questions in the Q & A.

21 MR. BURMAN: Cody, I can just read them and
22 kind of have you guys respond, if that works for
23 you.

24 MS. STEPHENS: That would be great.

1 MR. BURMAN: I'm going to start with the most
2 common question we've had which is from --
3 Brianna and Sarah asked, Will these slides be
4 made available to attendees?

5 MS. STEPHENS: Yes, I believe so. I noticed
6 some editing tweaks in them, but, yes, they -- we
7 will make those available. I'll check with
8 our -- with CPD as well to make sure that's okay
9 with them, but we'll make them available.

10 MR. BURMAN: All right. The next one would
11 actually be for Lieutenant Kapustianyk, and the
12 question is, Does the proposed -- the CPD's
13 proposed traffic stops policy differ from what is
14 currently being done by members of the Chicago
15 Police Department?

16 LIEUTENANT KAPUSTIANYK: That's a good
17 question. That's actually a really good
18 question. I mean obviously we're developing a
19 policy to inspire some change in behavior in
20 terms of the interaction during these traffic
21 stops.

22 Now, obviously, like we talked
23 about earlier, a lot of the policy is consistent
24 with either law or other policies that we have in

1 place in terms of that interaction, in terms of
2 respectful treatment, in terms of
3 constitutionality of the stops. But, see, this
4 draft policy goes further in being really
5 prescriptive on some of those traffic stop
6 requirements. Like being clearly identifiable as
7 an officer, making that a statement and policy.
8 Having officers consider the -- the legitimate
9 law enforcement or safety benefit when we're
10 conducting those stops, to make those
11 discretionary decisions that make stops. And
12 then like we talked about in terms of removing
13 people from a vehicle, requesting consent, or
14 actions like that, we're really prescriptive that
15 goes beyond what case law might say in those
16 particular circumstances to ensure our officers
17 are conducting these stops and conducting these
18 actions respectfully, professionally,
19 constitutionally, and make sure that these
20 communication requirements are outlined in
21 policy. That's all new in terms of policy
22 prescriptions.

23 You know, we train officers on
24 traffic stops. Officers get experience. But

1 this is the first time a lot of those provisions
2 are in policy to make sure that those respectful
3 interactions take place.

4 And then like I talked about
5 earlier, all those commitments on the back end,
6 putting up a policy commitment to review these
7 policies, a policy commitment to do a traffic
8 stop analysis, to look at that data, a policy
9 commitment to engage the community, a policy
10 commitment to train our officers. Those are all
11 new. Those are all differing standards where we
12 want to make sure that our commitment to those
13 are articulated and clarified in the policy to
14 show that we're committed to getting this policy
15 right.

16 MR. BURMAN: Excellent. Thank you for that.
17 The next question, actually, I'm going to stick
18 with you, Lieutenant Kapustianyk. Could you talk
19 a little bit about how this will interact with
20 what consent -- you know, we know that from --
21 myriad sources that the Chicago Police Department
22 is continuing to work on getting to compliance
23 with the Consent Decree as is. You know, given
24 that this will interact with the Consent Decree,

1 can you talk a little bit about that? Is there,
2 you know -- where is the Chicago Police
3 Department on its current level of compliance and
4 how will this affect that?

5 LIEUTENANT KAPUSTIANYK: Yeah, actually, I'll
6 talk a little bit in general about the Consent
7 Decree and about compliance. I don't want to
8 take up too much time on that. But just to --
9 really basic, you know, Consent Decree 101. In
10 the Consent Decree, there are three levels of
11 compliance. It's preliminary compliance,
12 secondary compliance, and operational compliance.
13 And basically what that means is step one is CPD
14 has to have a policy requiring this provision of
15 the Consent Decree, requiring certain actions by
16 officers, by the Department, by certain units to
17 produce certain reports. There's a policy
18 requirement for that. And in that aspect, we're
19 over 92 -- we're about -- over 90 percent --
20 about 92 percent compliant in that aspect.

21 And then when you implement a new
22 policy or you draft a new policy, then you have
23 to train officers on or train our entire Police
24 Department which might include the civilian

1 employees as well. That training is a
2 significant undertaking as well in terms of
3 making sure that all of our officers get the
4 training. Our officers get 40 hours at minimum
5 of 40 hours a year of in-service training. We
6 got to make that sure those new policies we're
7 developing are trained to not only to existing
8 officers but to new officers. So that training
9 takes some effort as well. We're over 50 percent
10 compliant there. And then the number of people
11 like to talk about -- a lot is operational
12 compliance. Now after a policy's development,
13 after officers are trained, now we look at
14 operational compliance. Is there an impact? We
15 performing these actions in the field after that
16 policy change and after the training, and that's
17 where CPD continues to make improvements,
18 continues to drive towards getting that
19 compliance number up. And at the last reporting
20 period, that operational compliance percentage
21 was around 16 percent.

22 So it's a stepped-in process, and
23 to get compliance, you can't, you know, day one
24 have all the policies in place, all the training

1 in place, and feeling that impact. So, you know,
2 it's a process, and we're giving in to that
3 process, but we're working our way through all
4 those levels.

5 And then in terms of traffic stops,
6 traffic stops are not yet within the Consent
7 Decree. But if they do get into the Consent
8 Decree, it would be the same levels of compliance
9 that we would have to work through. We have to
10 work through consistent with the provisions of
11 the Consent Decree. We will work through the
12 policy development with CCPSA, with the
13 Independent Monitoring Team and the Office of
14 Attorney General. We would do the same with
15 training. And then on evaluating how those
16 policies are being implemented in the field.

17 MR. BURMAN: Thanks for that. So I'm --
18 Director Stephens, there was a question of
19 whether or not individual positions from each of
20 the Commissioners is laid out in the memorandum.
21 Can you talk a little bit about the format of
22 that and --

23 MS. STEPHENS: Sure. Yeah. Thanks. Yeah,
24 the memorandum -- response memorandum does

1 include where all the various Commissioners stand
2 on the different positions, so the memorandum has
3 that specific specificity.

4 I'd also say I do think it's sort
5 of in response to some questions, I'm seeing the
6 Commissioners -- Commissioners Wortham and Terry
7 are part of the Policy Working Group and have
8 been working really diligently on CPD -- with CPD
9 around this policy language, and I believe I saw
10 at least one of them on this call. And, so,
11 yeah, they've been really working on this and
12 have intimate knowledge of where we're going.
13 The memo has -- like I said, it does have the
14 individual Commissioner positions, so does the
15 markup policy of where different Commissioners
16 stand on the response to the current draft
17 policy.

18 I will say the Commission hasn't
19 voted on this. So the Commission's position
20 is -- we don't have all of Commission position as
21 of yet because the Commission hasn't voted yet on
22 this policy. So that's where -- so that's why we
23 talk about majority Commission position because
24 various Commissioners sit in different places on

1 different aspects of the policy.

2 MR. BURMAN: I'm going to stick with you,
3 Director Stephens. So one question we got is,
4 some Commissioners have suggested that they would
5 like CPD members not to make traffic for certain
6 categories of traffic offense. And the question
7 is, why do that in a policy and why not change
8 the law at the state level? Why have
9 Commissioners opted to instead do it through this
10 mechanism?

11 MS. STEPHENS: Well, the Commission doesn't
12 have -- this is one of the Commission's powers is
13 to work on policy with CPD. The Commission
14 could -- doesn't have sort of that state mandate.
15 So that's one reason. It is a way that some
16 jurisdictions -- like I said, the Commission
17 talked with lots of different jurisdictions who
18 are -- who have reformed or overhauled their
19 traffic stop policy. Some have done it through
20 legislation. Some have done it through policies.
21 Some have done it through Superintendent
22 direction. So there's been lots of different
23 ways it's been done. But the Commission's power
24 right now is around policy development and

1 working with CPD to put this policy -- put
2 traffic's policy in place that is reflective of
3 the various folks we've talked to.

4 MR. BURMAN: Next question is for Lieutenant
5 Kapustianyk. And the question here is, that
6 there has been some reporting about -- that
7 traffic stops have been underreported to the
8 Illinois Traffic and Pedestrian Stops Study.
9 What does the proposed policy do to help address
10 the problems that led to that underreporting and
11 how will CPD make sure that all stops are fully
12 reported to state regulators and what
13 consequences would there be if they don't?

14 Lieutenant KAPUSTIANYK: Yeah. Thanks for
15 that question. Obviously, you know, CPD is aware
16 of the reporting of the conflicting numbers, and,
17 you know, we're not looking at this policy, but
18 looking back, you know -- we're looking into
19 that, we're looking at what causes that
20 discrepancy, what we can do to adjust for those
21 discrepancies. Working with other City agencies
22 on making sure there's alignment in that
23 reporting. That's one of the things that this
24 new draft policy does. It makes sure that when

1 we do the analysis -- the annual analysis of our
2 traffic stop data, that data from other City
3 agencies such as the Office of Emergency
4 Management and Communications, OEMC, which does
5 our dispatching, to make sure that if there is a
6 discrepancy between our numbers and their numbers
7 in the policy, that we -- that it's identified,
8 and we work to correct that, and we work to
9 identify what the causes of that, is it
10 technology, is it training, is it supervision, is
11 it accountability, is it reporting.

12 So part of that analysis that we've
13 committed to in that annual report looks to get
14 to the root of that -- of that problem.

15 Similarly, to what we're trying to
16 do now to identify causes of that discrepancy.

17 MR. BURMAN: Great. We have two questions
18 left for Lieutenant Kapustianyk and then one that
19 I have a hunch you both might want to weigh in
20 on. I'm just going -- so the next one is, many
21 of those impacted by traffic stops ask for more
22 involvement of police with their communities.
23 What measures are being taken to ensure this
24 CPD -- is CPD committed to community policing?

1 And we know in this -- this asker is commenting
2 that DCOs are assigned away from their duties to
3 work beats. How is CPD going to ensure that
4 there is, you know, strong community involvement
5 in -- with traffic stops and without?

6 LIEUTENANT KAPUSTIANYK: Yeah. Thanks for
7 that question. I mean we're obviously doing that
8 in a couple of ways. Obviously we've been part
9 of these conversations with the Commission. We
10 appreciate the Commission inviting us in to
11 participate in this. We're doing our own
12 outreach in terms of the community and around
13 this traffic stop policy. But in community
14 policing, in general, we're doing -- we've had
15 outside partners that are working on a community
16 policing evaluation for the Department to ensure
17 that our resources are aligned and the commitment
18 that the Superintendent has made the community
19 policing can still be maintained. We also have a
20 workforce allocation assessment that's going on.
21 There's community engagement around that as well,
22 to make sure that we can clearly articulate and
23 clearly define what the roles of all of our
24 personnel, and our employees are to make sure

1 that we're committing the time and resources to
2 those things that are important to the community.

3 MR. BURMAN: So the next question is, you
4 know, in the policy, I know that it talks a
5 little bit about officers being readily
6 identifiable as members of the Chicago Police
7 Department.

8 For officers who are not in a white
9 shirt as you are or a, you know, blue shirt for
10 officers, for folks who are on a tact team or
11 some other tactical team or some other role where
12 they may be a casual dress or less uniform dress,
13 how would they be identified as members of the
14 Police Department?

15 LIEUTENANT KAPUSTIANYK: Thanks. That's a
16 good question. And, quite honestly, our policies
17 for appearance and uniform and dress aren't
18 limited to our uniforms. You know, obviously the
19 most easily identifiable component of a CPD
20 officer is our uniform, and we have policies on
21 how the uniform looks and how officers wear that.
22 But we also have policies in place that our
23 non-uniform members need to follow, whether
24 they're in a civilian dress capacity or a

1 conservative business entire capacity, there are
2 protocols there as well; like the outer vest
3 carrier with the embroidered name, plate, star,
4 and back patch for police to make sure that the
5 outer-most garment has those identifiers on it.

6 There are things like that that are
7 in our policy to make sure that our officers are
8 easily identifiable in terms of other uniform
9 configurations. But all that's already
10 prescribed and are a policy that not only
11 addresses uniforms but also personal appearance
12 and other types of dress.

13 MR. BURMAN: So we are down to -- we have two
14 questions remaining, and I think they actually
15 both touch on very similar things. And I'm
16 actually going to ask both of you to respond to
17 them if you don't mind.

18 The first is a question about the
19 Supreme Court ruling in Whren versus the United
20 States which kind of sets the groundwork for
21 these sorts of traffic stops. And I think the
22 question that I'm seeing here is there -- there's
23 a second question here that is basically would
24 CPD members not be following City or state law

1 that has been set if we're -- if the policy is
2 more restrictive than the -- than whatever law
3 has been set out for traffic enforcement in the
4 State of Illinois? And I actually see these two
5 questions as really related because Supreme Court
6 precedent or city and state ordinance and law, I
7 think the questions here are really getting at is
8 it okay for -- how does the policy that is more
9 restrictive than what has been established in the
10 Supreme Court or what is written in state and
11 city ordinance and law, you know, how does that
12 interact?

13 And I guess I'm leaving this a
14 little open-ended in hopes that, you know, you
15 guys can speak to both of those kind of concerns
16 that folks have.

17 MS. STEPHENS: Well, I think Mike would say
18 what -- Lieutenant Kapustianyk talked about
19 earlier, there's this Fourth Amendment policy
20 suite that the traffic stop policy will be nested
21 within this bigger suite of policies that talks
22 extensively about the Fourth Amendment. So to
23 Mike's earlier point about like this policy
24 doesn't exist about itself, so there is this --

1 it's part of a bigger suite of policies that
2 spell out those different protections.

3 I'll let Mike talk sort of more
4 specifically about that. But then the second
5 question -- thanks for that second question. No,
6 I'm definitely not saying that the Commission has
7 the power to direct CPD to not follow laws.

8 You know, the Commission's work
9 with CPD is really about understanding what --
10 what the laws are, understanding what the current
11 policy is, looking at other places and how
12 they've improved policies both for their
13 community and officers, and so that's really more
14 about -- it's not so much about our power to do
15 it, it's about the way in which we try to both
16 strike that balance that I talked about earlier.
17 Like strike the balance of hearing from CPD on
18 what they're looking to do with the policy, and
19 then also hearing from community and
20 understanding what they're looking to do with the
21 policies.

22 So, yeah, so the Commission's -- as
23 far as powers go, you know, this -- I'm talking
24 about the Commission and the ordinance. One of

1 our ordinance responsibilities is to work with
2 CPD around policy.

3 So that was more, I think, what I
4 was saying, not so much around powers but around
5 our duties in that under the ordinance.

6 Go ahead, Mike.

7 LIEUTENANT KAPUSTIANYK: Yeah, just really
8 quick. I know we're running up on time. The way
9 the policy interacts with the Fourth Amendment,
10 you hit it right on point, that it's part of this
11 suite to make sure that we're protecting Fourth
12 Amendment rights of the members of the community
13 when we're conducting these stops.

14 And really the other prescriptive
15 policy requirements are really to ensure and
16 ingrain those respectful professional stops and
17 that professional, respectful treatment grounded
18 in procedural justice, so it's really not, to
19 your point, to supersede, but it's really
20 providing context and clarity to make sure that
21 those interactions truly are professional,
22 respectful, and without bias.

23 MS. STEPHENS: Thank you so much, Lieutenant
24 Kapustianyk. Thank you so much, Scott, for

1 running through those questions. We'll post this
2 webinar, and we'll share it out with all the
3 people who attended. Thank you so much doubling
4 down on the appreciation for spending a Tuesday
5 night with us. I know people's schedules are
6 busy. This isn't the end of our outreach or
7 hopefully this isn't the end of our conversations
8 with people. Use the QR codes. We will post --
9 we will post this up so you can get to either
10 CPD's website or our website or both, and we look
11 to hearing from all of you.

12 Great appreciation to CPD for
13 continuing to work with us and thank you so much
14 in particular to Lieutenant Kapustianyk for
15 taking the time to talk about the specifics of
16 the current draft policy.

17 So thank you, all. And have a
18 great evening.

19 LIEUTENANT KAPUSTIANYK: Take care. Thank
20 you very much. Have a good night.

21 (WHEREUPON, the meeting was adjourned.)
22
23
24

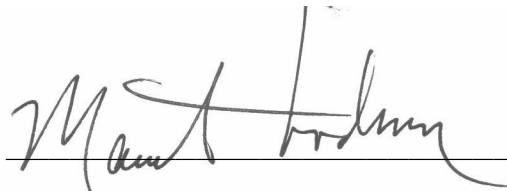
REPORTER'S CERTIFICATE

Re: CPD TRAFFIC STOPS POLICY DEVELOPMENT
AND OVERVIEW June 10, 2025

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

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

IN WITNESS WHEREOF, I have hereunto set
my hand of office at Chicago, Illinois this 20th
day of June 2025.

A handwritten signature in dark ink, appearing to read 'Maureen A. Woodman', is written over a horizontal line.

MAUREEN A. WOODMAN, CSR
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