

Reimagining Community Safety

July 23, 2021

1:15 pm – 2:15 p.m.

www.scag.ca.gov



Meeting Logistics



1. Webinar length: approximately 1 hour
2. Please take care to mute your audio/phones
3. At the end of the presentations, there will be a Q&A session followed by a facilitated group discussion
4. If you have a question during a presentation, type it into the chat box, or raise your hand and we will call on you after the presentation is finished
5. Think of something later? Email aguirre@scag.ca.gov or the presenter
6. All presentations will be emailed to those who registered to participate in today's webinar

Presentations



Presentation #1: Overview of Regional Conditions, *Go Human* Campaign

Courtney Aguirre, SCAG

Presentation #2: Moving from Enforcement to Engagement

Natasha Riveron, Safe Routes Partnership

Presentation #3: Safe Streets for All

Barnali Ghosh, Walk Bike Berkeley

Presentation #4: Alternative Traffic Enforcement Approaches in Los Angeles

Eric Bruins, City of Los Angeles

Overview of Existing Conditions & *Go Human* Campaign

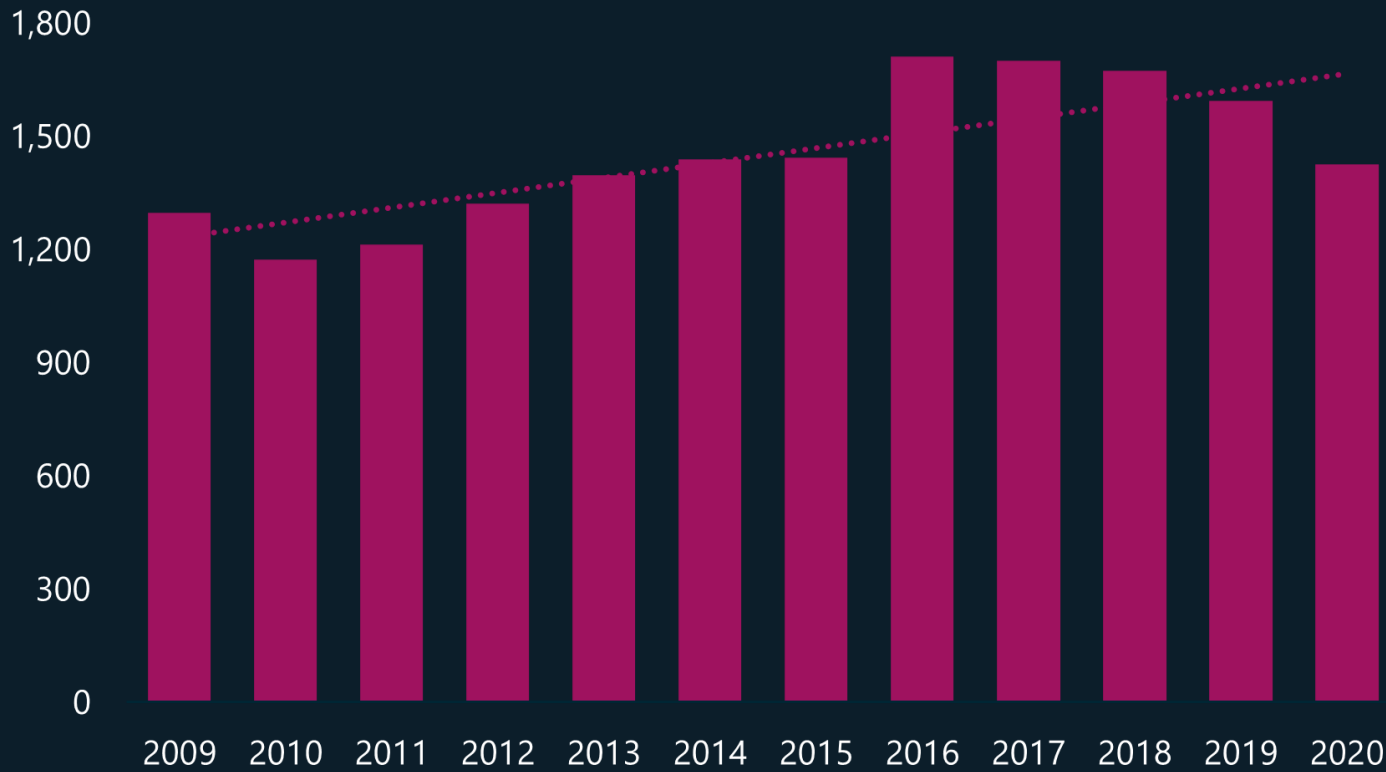
July 21, 2021

www.scag.ca.gov



What are the overall trends?

SCAG Region Total Number of Fatal Victims



1,450
PEOPLE DIE EVERY YEAR FROM COLLISIONS

5,500
PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS

77%
OF ALL COLLISIONS OCCUR IN URBAN AREAS

Why are collisions occurring?

One of the top contributing factors of all collisions is unsafe speed.

Speed is the critical factor in the severity of collisions.

HIT BY A VEHICLE TRAVELING AT 25 MPH
89% chance of survival.

HIT BY A VEHICLE TRAVELING AT 35 MPH
68% chance of survival.

HIT BY A VEHICLE TRAVELING AT 40 MPH
35% chance of survival.

Arriving Home Safe

The State of Transportation Safety in the Southern California Region

Southern California Association of Governments | June 8, 2021

Visit scag.ca.gov/transportation-safety for all county-specific factsheets, a Story Map, the Transportation Safety Regional Existing Conditions Report, and more.



Go Human Active Transportation Safety & Encouragement Campaign



Co-Branding & Regional Advertising Campaign



Temporary Safety Demonstrations & Programming (Kit of Parts)



Safety Workshops, Webinars, and Technical Assistance



SCAG's *Go Human* Traffic Safety Peer Exchanges



Traffic Safety Peer Exchanges Events



Tuesday, July 13, 1 p.m.

Human-Centered Safety in Rural Communities
(Imperial, Riverside, & San Bernardino Counties)

Thursday, July 15, 11 a.m.

Traffic Safety in the City: Centering Equity & Access
(Orange, Riverside, & San Bernardino County)

Tuesday, July 20, 1 p.m.

Traffic Safety in Suburbia: Serving All Ages
(Ventura & Los Angeles Counties)

Friday, July 23, 1:15 p.m.

Reimagining Community Safety

Thursday, July 29, 1 p.m.

Traffic Safety in Suburbia: Serving All Ages
(Orange, Riverside, & San Bernardino Counties)

Tuesday, August 3, 11 a.m.

Human-Centered Safety in Rural Communities
(Ventura & Los Angeles Counties)

Tuesday, August 10, 1 p.m.

Traffic Safety in the City: Centering Equity and Access
(Los Angeles County)



Visit gohumansocal.org to register and sign up for the *Go Human* newsletter

Follow *Go Human* on socials
[@GoHumanSoCal](https://twitter.com/GoHumanSoCal)

Zoom Poll Questions



1. Which type of organization are you from (if applicable):

- a) Community-Based Organization/Nonprofit**
- b) State agency**
- c) City/county agency**
- d) Regional agency**
- e) University/academia**
- f) Private company**
- g) Other**
- h) NA**

**2. Is your organization currently doing work to reimagine community safety?
(Yes/No)**

**3. Have you ever been stopped by police? Or have you known someone
stopped by police? (Yes/No)**



MOVING FROM ENFORCEMENT TO ENGAGEMENT



Safe Routes
PARTNERSHIP

MISSION

The mission of the Safe Routes Partnership is to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone.



Safe Routes
PARTNERSHIP
Active Paths for Equity & Health





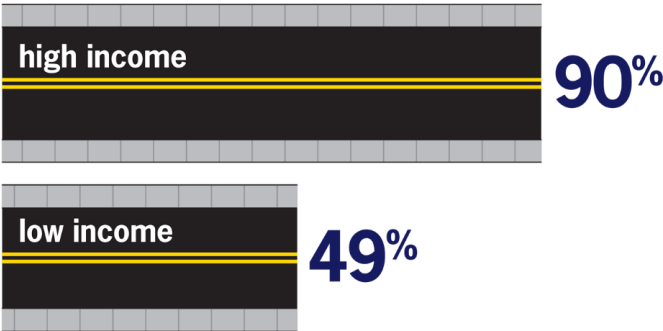
What do we mean by “Safe”?

- Not injured or killed as a result of traffic violence
- Not bullied or harassed
- Not victim to physical violence, threats, or intimidation
- ***We want more than just not being killed, hurt, or harassed; we want people to thrive.***



The problem with enforcement: Structural racism and decades of social and built infrastructure disinvestment.

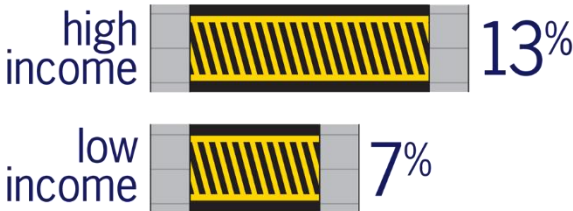
Communities with Sidewalks



Bridging the Gap, *Income Disparities in Street Features that Encourage Walking*, 2012

© 2015 Safe Routes to School National Partnership

Communities with Marked Crosswalks



Bridging the Gap, *Income Disparities in Street Features that Encourage Walking*, 2012

© 2015 Safe Routes to School National Partnership

WHYY News Radio & Podcasts TV Arts Events Education
PBS NPR

URBAN PLANNING NEIGHBORHOODS RACE & ETHNICITY



Decades of racist transportation policy killed Avante Reynolds — Cobbs Creek wants change



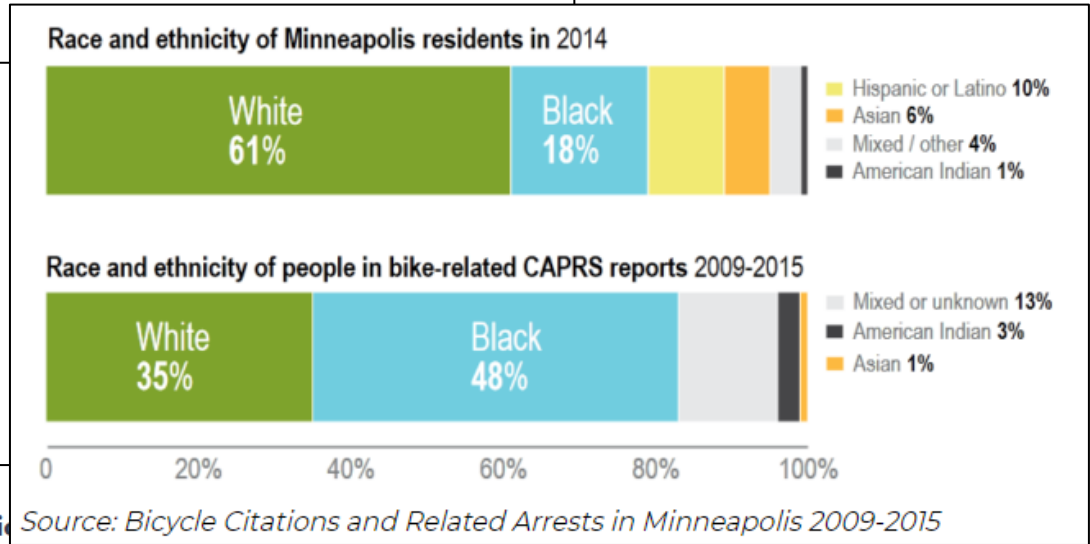
By Michaela Winberg · September 2, 2020



The problem with enforcement: Racial profiling

Los Angeles Times

Black drivers face more police stops in California, state analysis shows



PROPUBLICA Graphics

Racial Justice Health Care Technology Criminal Justice

WALKING WHILE BLACK

Pedestrian Enforcement and Racial Profiling



The problem with enforcement: It doesn't change long-term driver behavior

REVISID 01/10		TICKET NUMBER 7639871	
Traffic Citation			
<input type="checkbox"/> D.L. #	<input type="checkbox"/> COM DL #	D.L. State	D.L. Type: A B C M
<input type="checkbox"/> I.D. #			
LAST NAME	FIRST NAME	MIDDLE INITIAL	
RESIDENCE ADDRESS			CITY
STATE	ZIP CODE	RES PHONE (AC)	DATE OF BIRTH
SOCIAL SECURITY NUMBER	RACE WHITE BLACK HISPANIC	SEX	HEIGHT
EMPLOYER OR SCHOOL	ETHNICITY ASIAN AMERICAN OTHER	BUSINESS ADDRESS (AC)	
WORKERS IN CONSTRUCTION?	HAZARDOUS MATERIAL?	COMMERCIAL VEHICLE?	
VEH. COLOR	VEH. YEAR	VEHICLE MAKE	VEHICLE TYPE
VIOLATION DATE	TIME	CONDITION	MUNICIPAL COURT use only
VIOLATION LOCATION		COUNTY	DIRECTION
VIOLATION (A)			
VIOLATION (B)			

An Assessment of Traffic Stops and Policing Strategies in Nashville
([Policing Project, NYU School of Law](#))

Do speeding tickets reduce the likelihood of receiving subsequent speeding tickets? A longitudinal study of speeding violators in Maryland
([Department of Epidemiology and Preventive Medicine, University of Maryland School of Medicine](#))

Effect of High-Visibility Enforcement on Motor Vehicle Crashes
([Metro Nashville Police Department](#))



The problem with enforcement: It doesn't make communities feel safer

Having 'The Talk': Expert Guidance On Preparing Kids For Police Interactions

August 27, 2019

ARIONNE NETTLES

MONICA ENG

FROM **WBEZ91.5**
CHICAGO'S **HIP** NEWS STATION

Source: [NPR WBEZ](#)

The forgotten minority in police shootings

By Elise Hansen, CNN

🕒 Updated 2:51 PM ET, Mon November 13, 2017

Source: [The Center for
Indian Country
Development](#)

Portland area parent arrested by ICE at school bus stop

👤 Courtney Vaughn 📅 Tuesday, February 25, 2020



Source: [KOIN](#)

**Tigard-Tualatin School District wants 'safe zones' expanded as feds target
Washington County**



Shifting away from enforcement presents opportunities to...

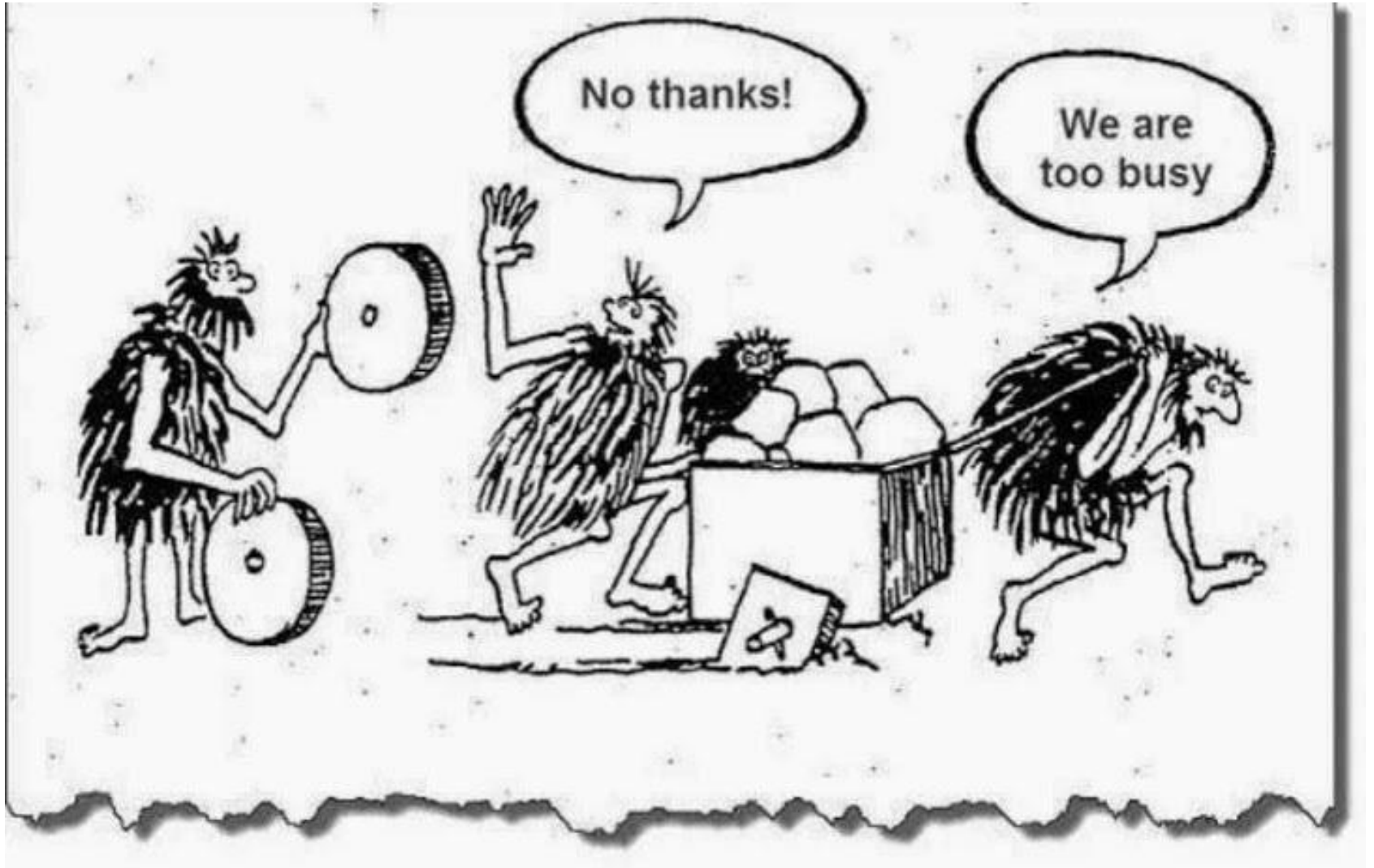
- Invest in engineering our streets and roads to be slower and safer for the long-term
- Invest in crossing guards, public safety ambassadors (no weapons, no arrest authority, of the community they serve)
- Invest in educational programs using League Cycling Instructors and people trained in child pedagogy
- Support community resiliency, connect to programs, and work with community-based organizations
- Support Black Lives Matter movement and all communities negatively impacted by policing – LGBT+, immigrants, people seeking pathways to citizenship



Moving toward Engagement

- Meaningful community engagement is essential in creating sustainable, successful programs
- Engagement means building and uplifting community leaders and champions
- Engagement means uniting around a shared vision

Change is hard





Why is change so difficult?

- Personal beliefs/experiences intersect with professional
- Individuals vs. systems
 - Nice people/interpersonal relationships
 - Turning a cruise ship
- Confronting the unknown
- Differential experiences lead to confusion about path forward
- Lack of alternatives to the way “things have always been done”
- Slows work down
- Hurt feelings that idea isn’t liked or well-received

Change is necessary and can lead to great things.

- Accepting change, listening to other people's out of the box ideas does not make your ideas or legacy bad, in fact, it can enhance it
- Lived experience is just as important as technical and professional experience (or more!)
- Opportunity to increase safety, rates of people walking/biking, build social connections and cohesion





Resources

Safe Routes Partnership Resources

- [Dropping Enforcement from the 6 E's of Safe Routes to School Framework](#)
- [At the Intersection of Active Transportation & Equity](#)
- [Taking Steps toward Mobility Justice: An Invitation to Learn More and Take Action](#)
- [Transportation Equity in the Face of policing](#)
- [Protecting Black Lives in Parks & Public Spaces](#)
- [Solidarity with Police-Free Schools in Salem-Kaiser, Oregon](#)
- Resources for SRTS Practitioners: [Back to School Working Group](#)

More Resources

- [Untokening– Transformative Talks](#): resources for BIPOC practitioners and allies on mobility justice and equity

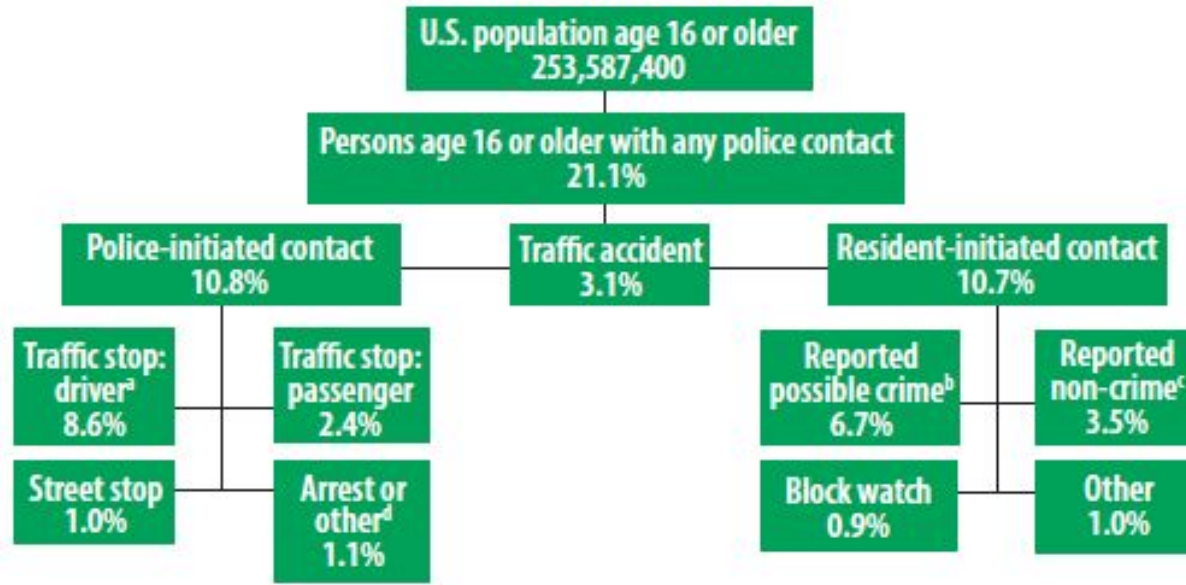
Safe Streets for All

An
equity-based,
data-driven,
engineering-first
approach to safety on our streets



Most encounters with the police are traffic stops

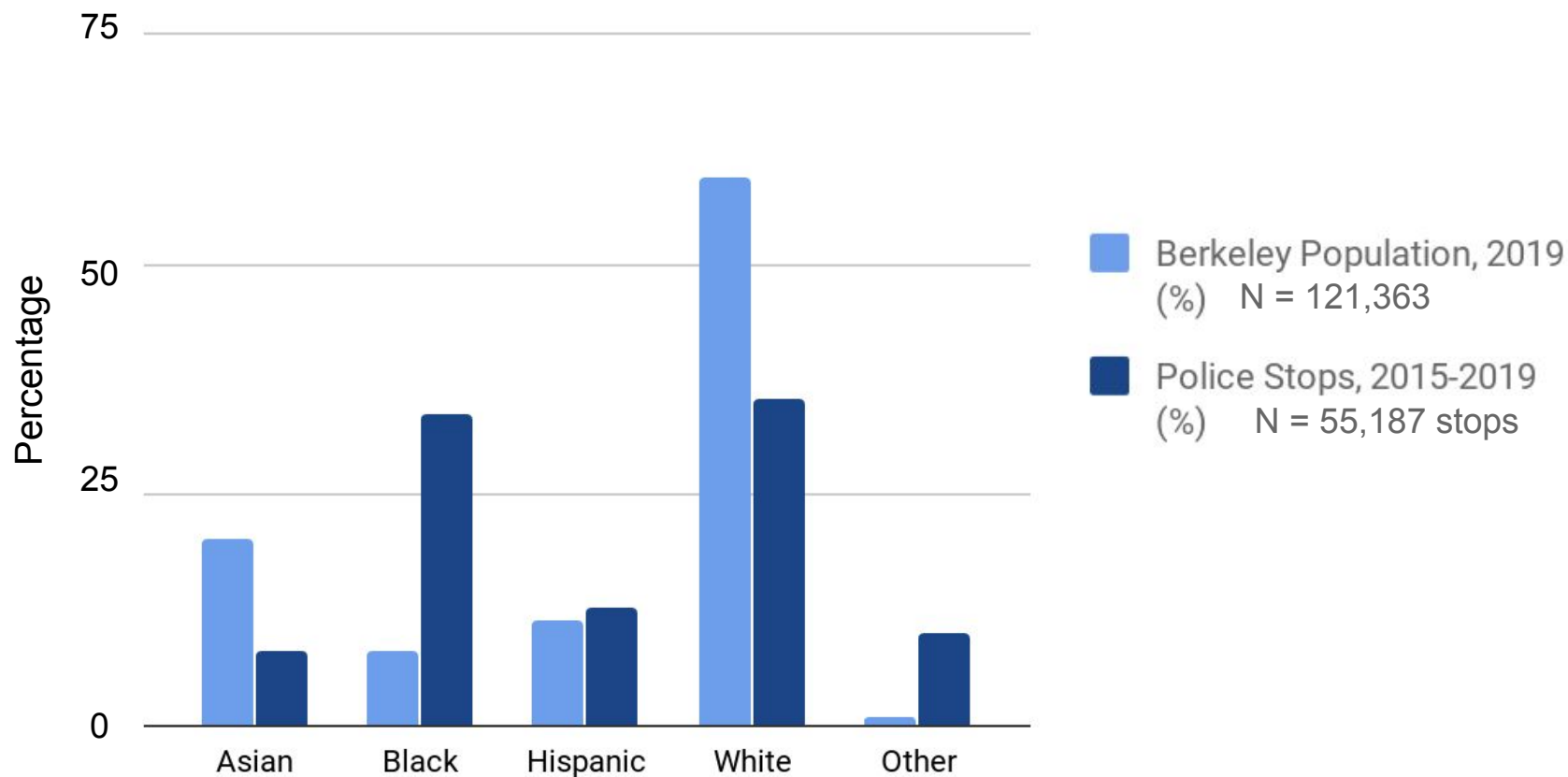
Percent of U.S. population age 16 or older who had any police contact, by type of contact and reason, 2015



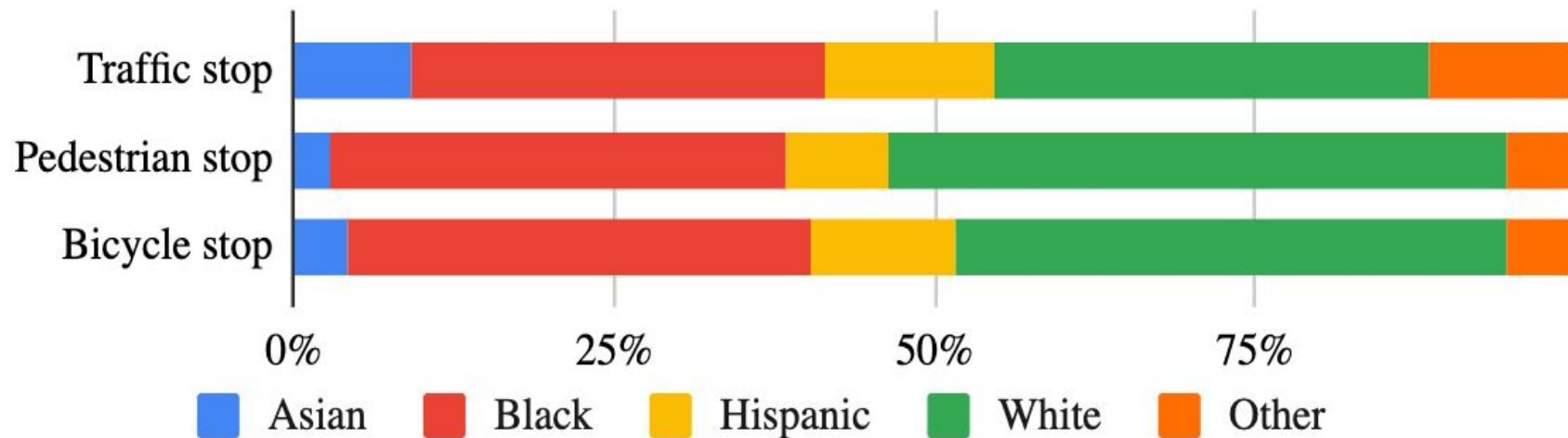
**52% of
police
contacts
are traffic
stops**

That's 28 million
people experiencing
traffic stops per year

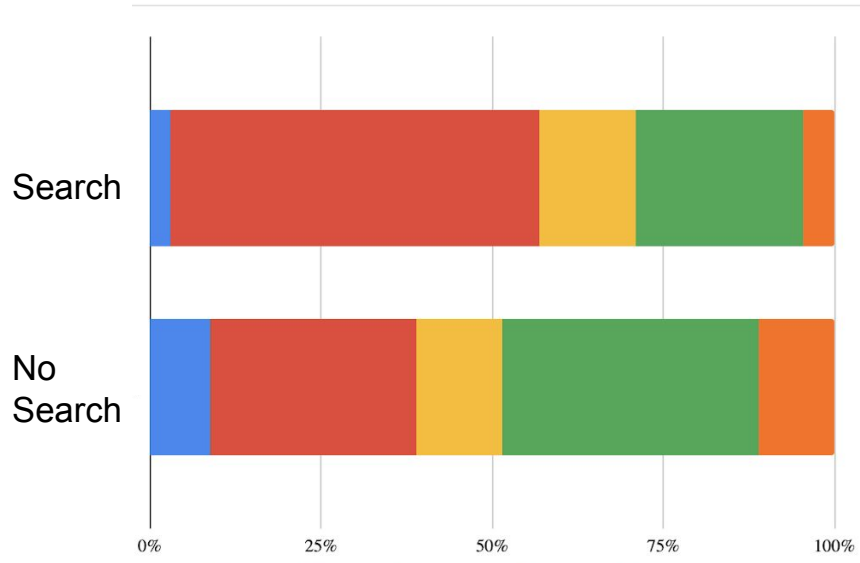
Berkeley Population vs. Police Stops, by Race



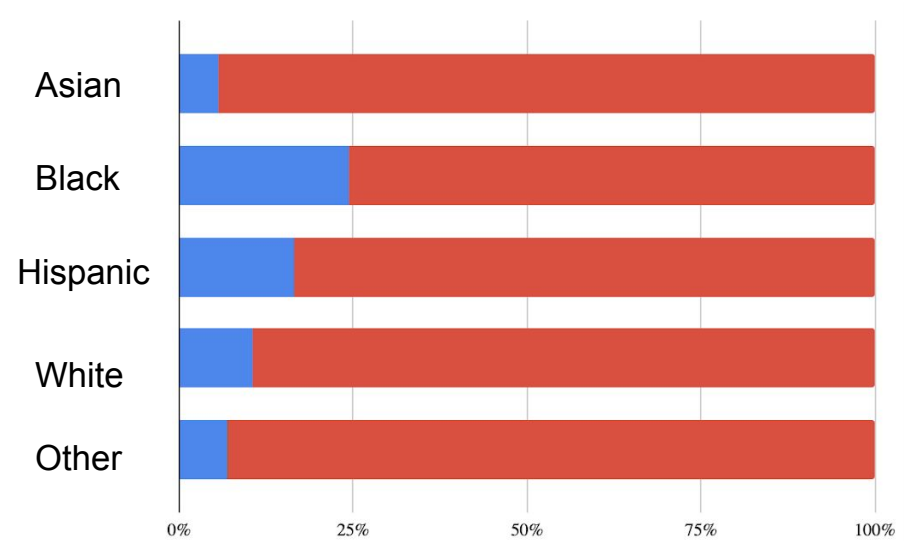
Disparities exist regardless of mode of travel - Berkeley 2015-19



Police Stops & Searches by Race - Berkeley 2015-19

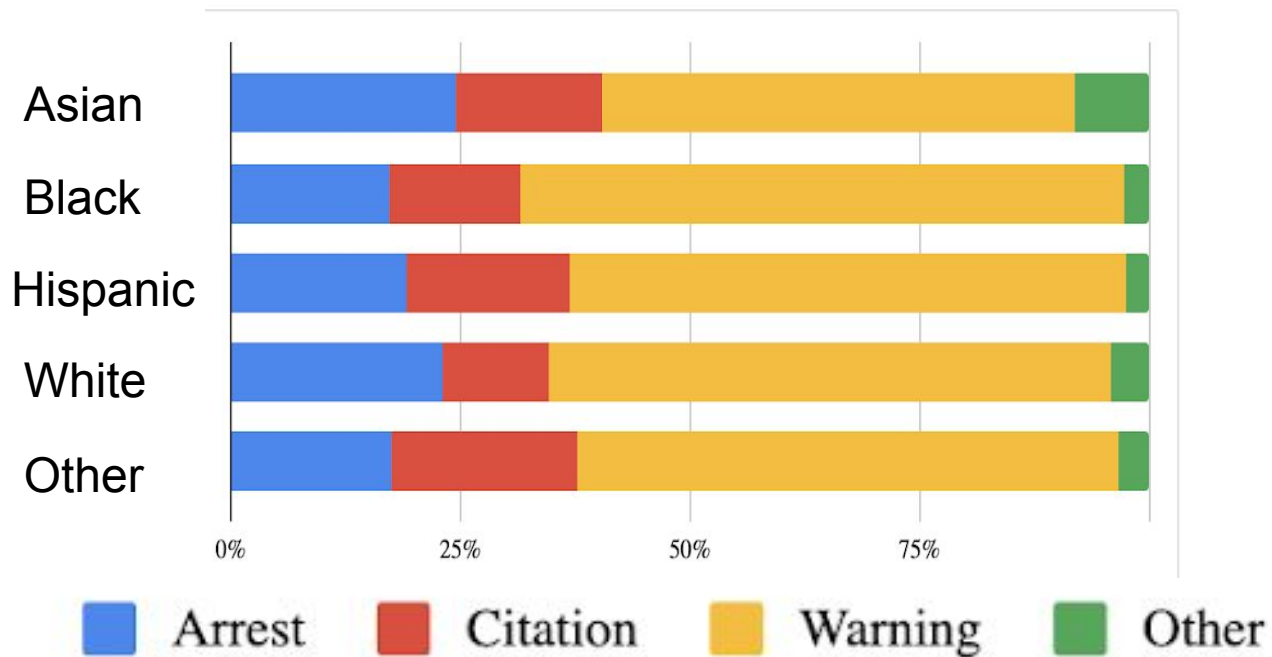


Asian Black Hispanic White Other

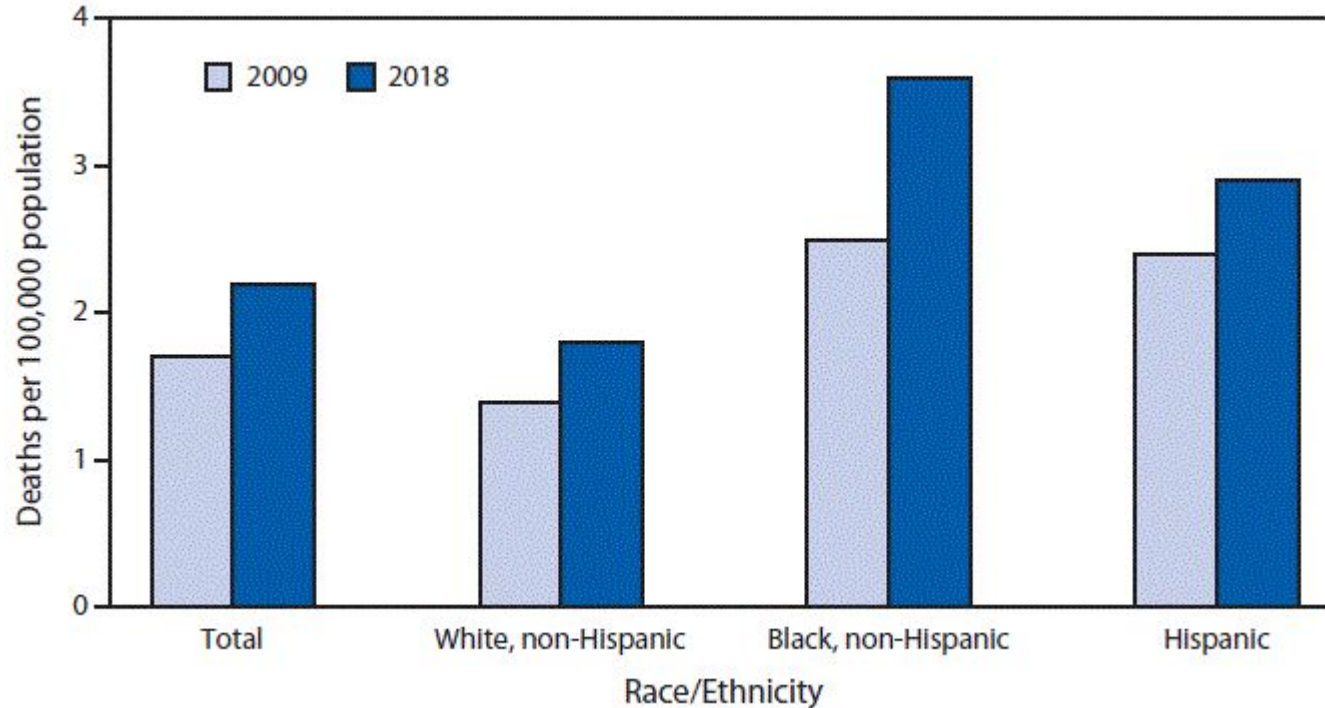


Search No Search

Enforcement Outcome of Searches, by Race - Berkeley 2015-19



Pedestrian Death Rates by Race/Ethnicity



CDC QuickStats: Age-Adjusted Pedestrian Death Rates, by Race/Ethnicity — National Vital Statistics System, United States, 2009 and 2018. MMWR Morb Mortal Wkly Rep 2020;69:1434.

Cited CA Vehicle Code Violations by Parties Involved in Severe and Fatal Collisions

Table 2: Cited CA Vehicle Code Violations by Parties Involved in Severe and Fatal Collisions¹

Violation by Party at Fault for Severe or Fatal Collisions		# of Severe or Fatal Collisions ³	Other Parties Involved ²					Solo Collisions
Cited Party at Fault	California Vehicle Code Summary		Driver	Pedestrian	Parked Vehicle	Bicyclist	Other	
Driver	Failure to yield at crosswalk	20	1	21	0	0	0	0
Driver	Traveling at unsafe speeds	8	3	3	3	1	0	3
Driver	Failure to yield to oncoming traffic when making a left turn or U-turn	7	5	0	0	2	0	0

SWITRS five-year severe and fatal injury collision data, 2013-2017, Berkeley Vision Zero Action Plan, March 2020



POLICE

STOP

WALK

TAXI

100-1234

WALK BIKE BERKELEY

We are an all-volunteer organization that advocates for safe, low-stress, and fun walking and biking in Berkeley for people of all ages and abilities.

We want a healthy, equitable, and sustainable transportation system in Berkeley



March 10, 2020: Vision Zero Action Plan passes in Berkeley (explicitly puts off the Enforcement aspects)

Vision Zero Action Plan

From: City Manager

Recommendation: Adopt a Resolution approving the City of Berkeley Vision Zero Action Plan and directing the City Manager to form a Vision Zero Coordinating Committee; proceed with the “Vision Zero Program”, “Safer Streets for Everyone” and “Safer Streets by Everyone: Public Awareness” priority actions as described in the Plan; and work with the Vision Zero Coordinating Committee to develop a Vision Zero Traffic Enforcement policy before proceeding with the “Safer Streets by Everyone: Enforcement” actions described in the Plan.

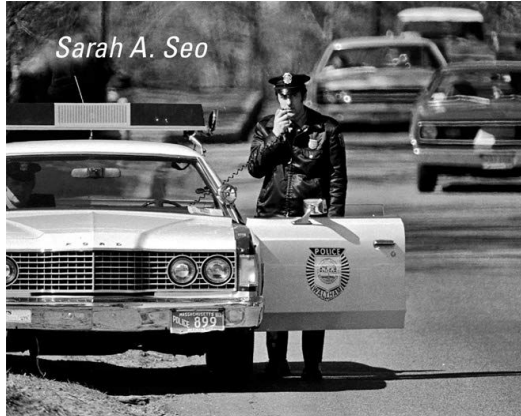
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The Genesis of an Idea



POLICING THE OPEN ROAD

How Cars Transformed American Freedom



Principles of Mobility Justice

The Untokening: A Convening for Just Streets & Communities held in Atlanta, GA on November 13, 2016.
(untokening.org)



When people live at the **intersection of multiple vectors of oppression**, unfettered access to mobility and public space are not guaranteed.

Racism, sexism, classism, able-ism, xenophobia, homophobia and constraints imposed upon gender-non-conforming folks can make the public space hostile to many. **Bodies encounter different risks and have different needs.**

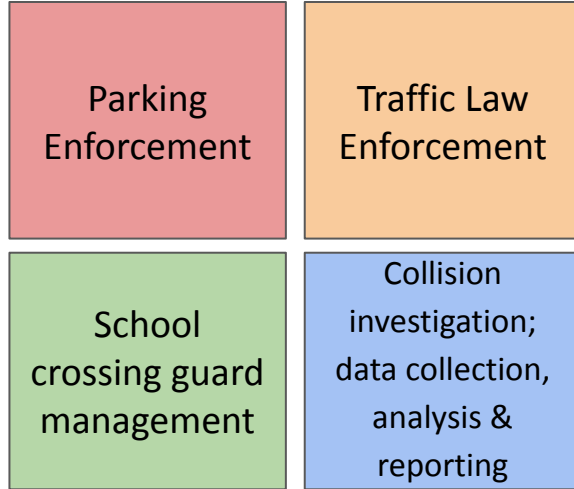
**REJECT
POLICING**
as a street
safety solution



Built on a history of explicit racism, policing prioritizes the life and property of white communities, while criminalizing and traumatizing people of color. Policing has long acted as a partner to segregate and disenfranchise communities of color, **making public space unwelcoming, unsafe and deadly.**

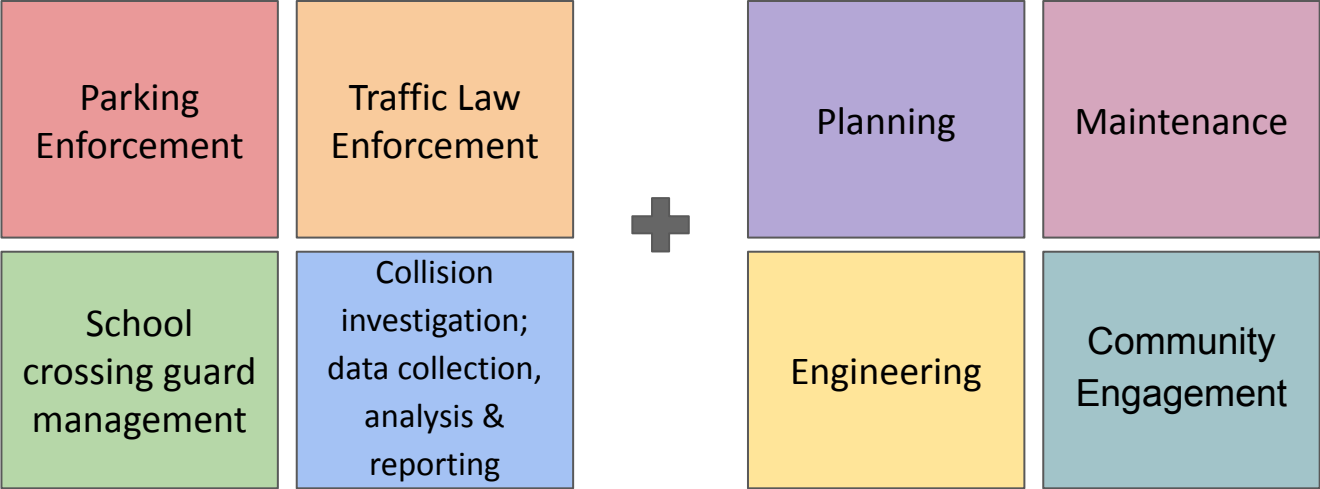
BerkDOT: Centering equity in safe, sustainable mobility

(address both traffic violence and police violence on our streets)



Currently in Police Department

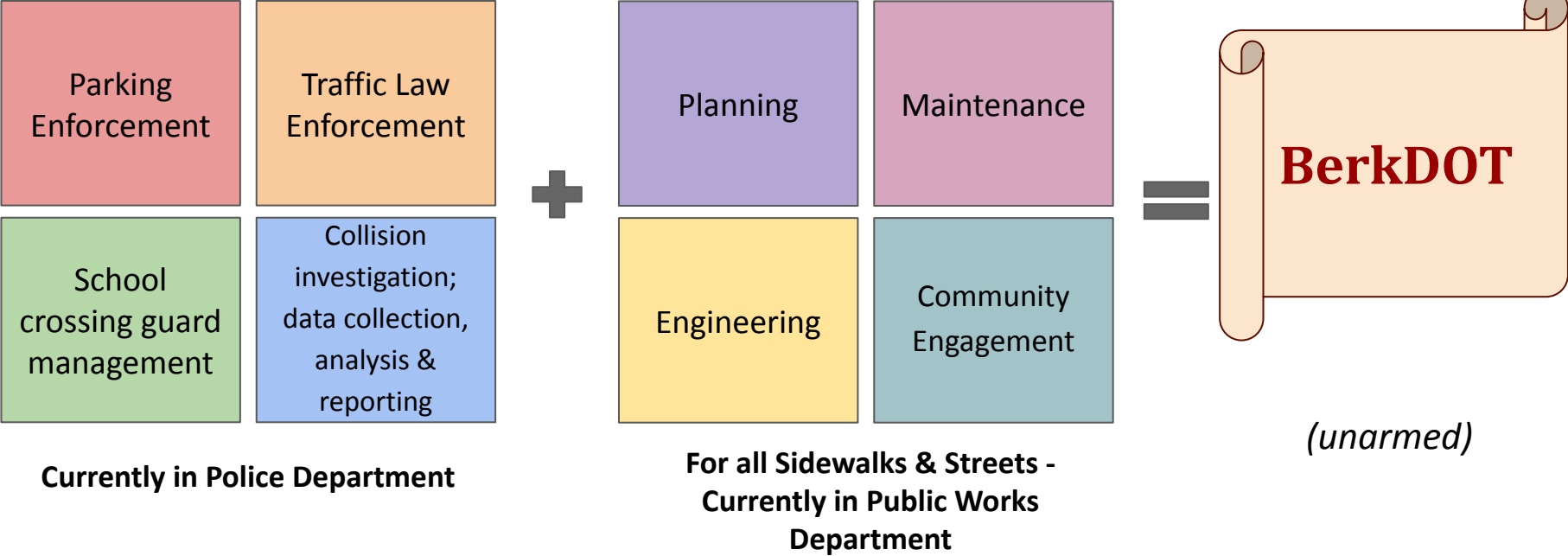
BerkDOT: Centering equity in safe, sustainable mobility



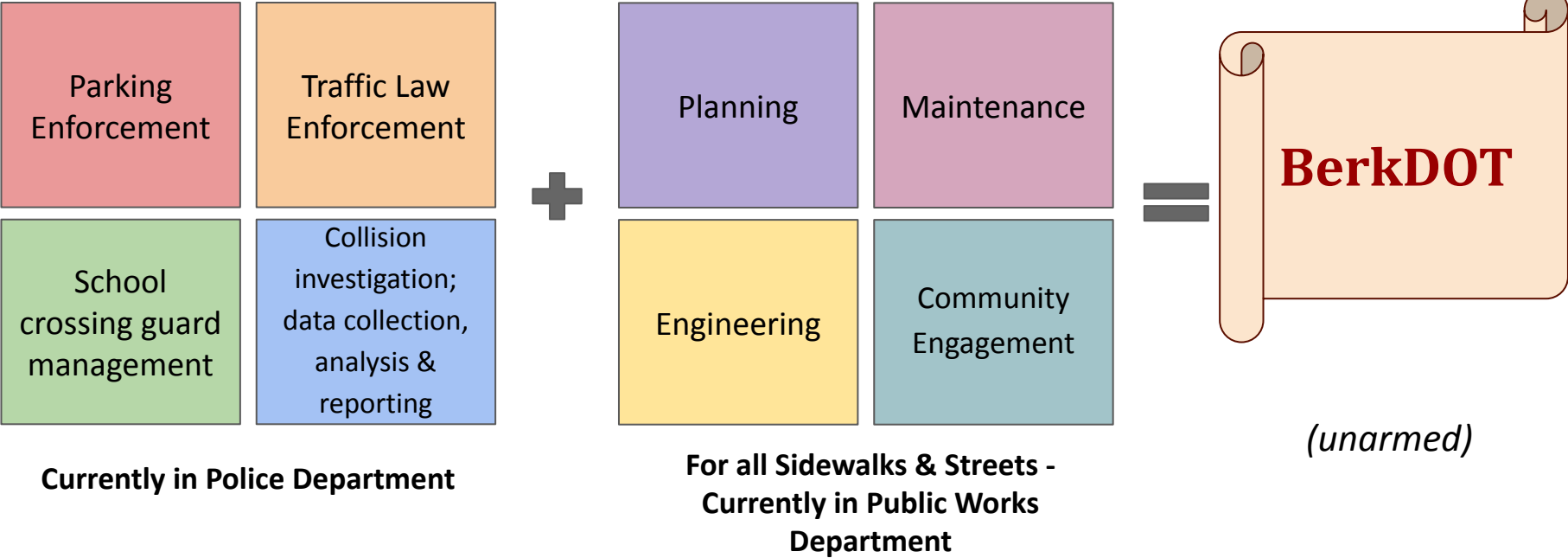
Currently in Police Department

**For all Sidewalks & Streets -
Currently in Public Works
Department**

BerkDOT: Centering equity in safe, sustainable mobility



BerkDOT: Centering equity in safe, sustainable mobility



Police conduct stops only for life-threatening violations; police completely prohibited from conducting pretextual stops

The (original) BerkDOT Coalition



Ben Gerhardstein,
Walk Bike
Berkeley



Liza Lutzker,
Walk Bike
Berkeley



Barnali Ghosh,
Walk Bike Berkeley
& Transportation
Commission



Terry Taplin,
Transportation
Commission



Sofia Zander,
Transportation
Commission



Jose Bernal,
Ella Baker Center
for Human Rights



Asher Waite-Jones,
East Bay Community
Law Center



Darrell Owens,
East Bay for
Everyone



Dave Campbell,
Bike East Bay



Hayley Currier,
Transform



Rigel Robinson,
City Councilor



Angie Chen,
Legislative Aide



Nathan Mizell,
ASUC Exec VP &
Police Review
Commission

Omnibus Motions Passes 8-0-1 at 3am on July 15th

Berkeley council approves 'omnibus motion' on police reform

The city will work to create a new transportation department with a "racial justice lens" and a Specialized Care Unit staffed by a "network of crisis responders" to respond to non-criminal calls, among other changes.



California city moves to replace police with unarmed civilians for traffic stops

The New York Times

How Berkeley Could Remove the Police From Traffic Stops

San Francisco Chronicle

Traffic enforcement has long been a cop's job. Berkeley may go another direction

Los Angeles Times

Berkeley considers removing police from traffic enforcement

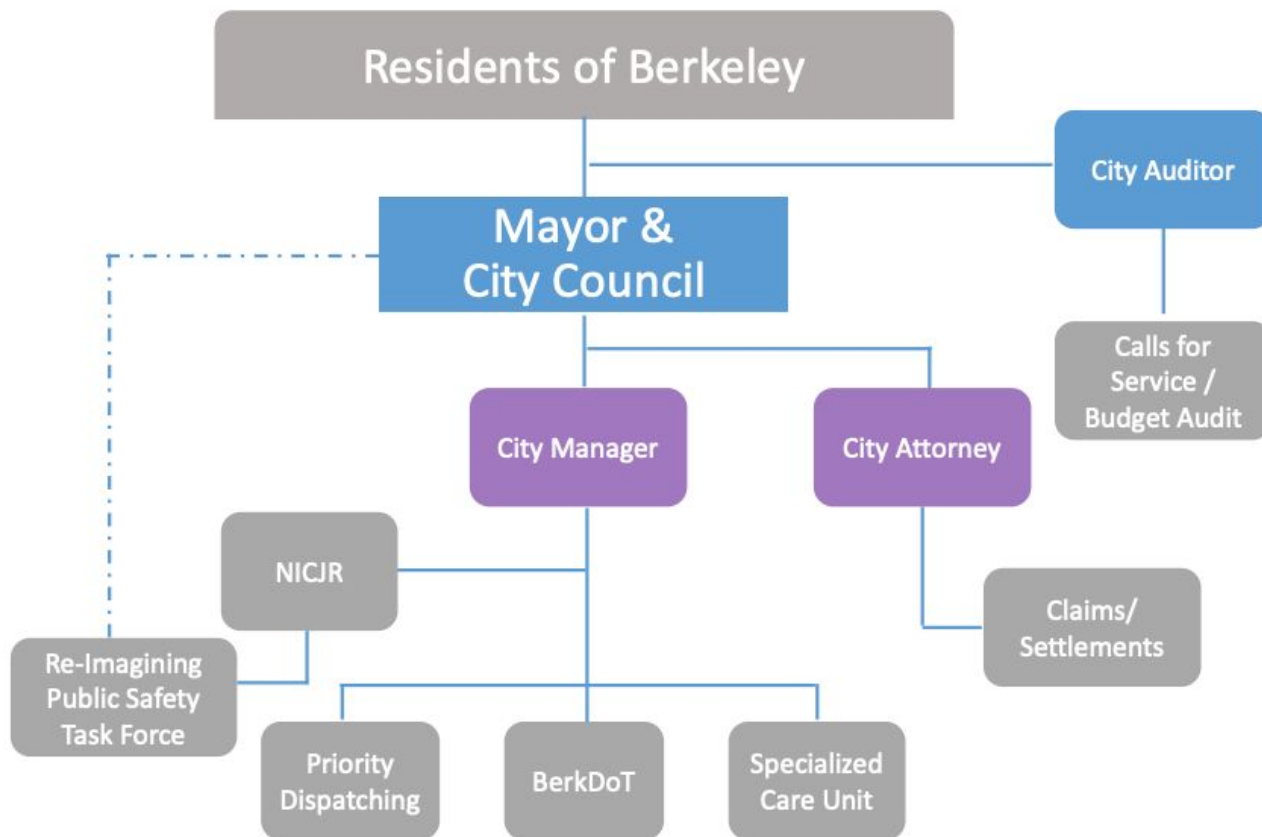
FAST COMPANY

Berkeley is going to create a new traffic enforcement department, so police won't do traffic stops

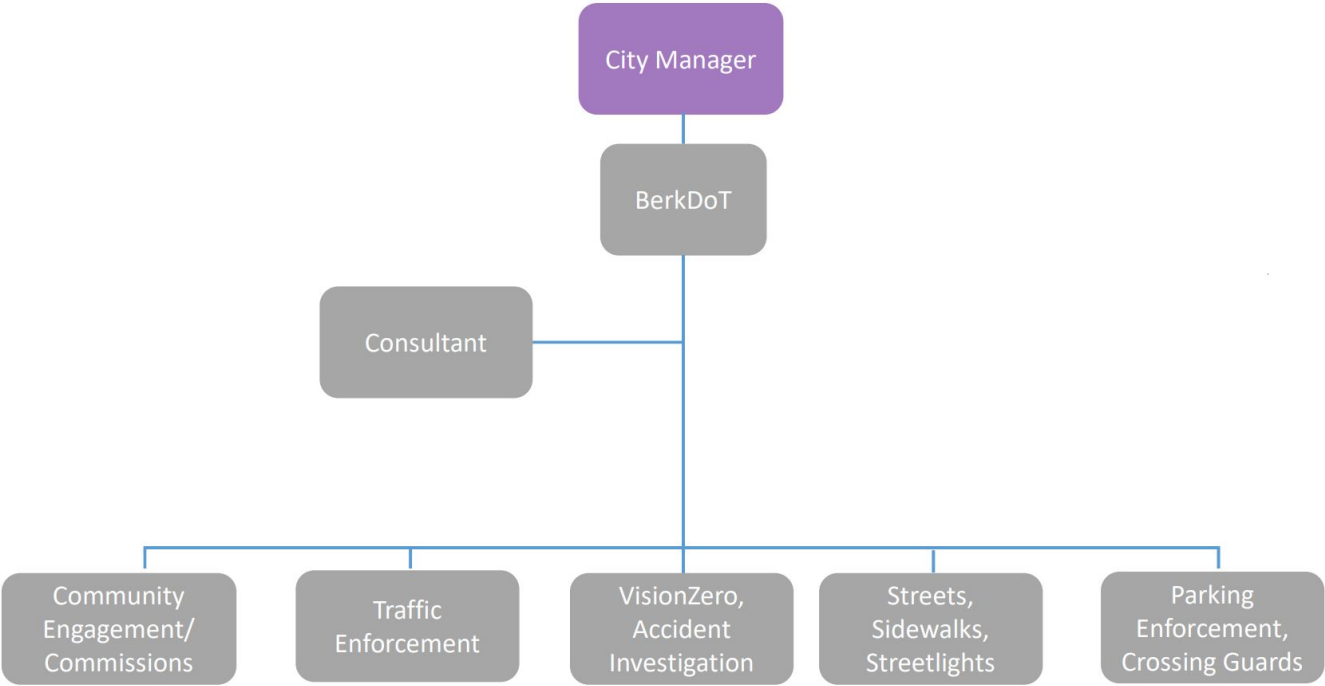
Forbes

Berkeley Will Become 1st U.S. City To Remove Police From Traffic Stops

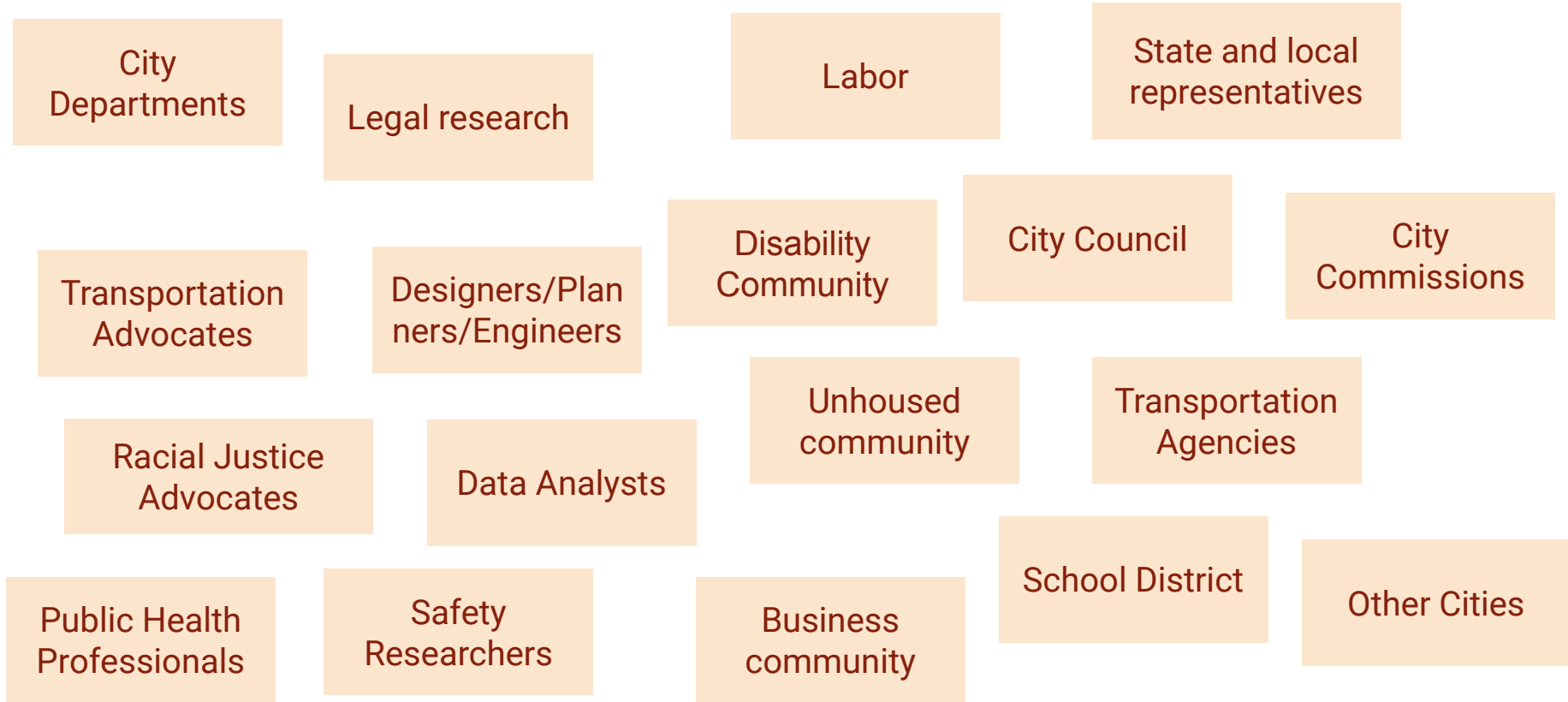
Re-imagining Public Safety Task Force



Re-imagining Public Safety Task Force: BerkDOT



Who needs to be at the table?



City
Departments

Legal research

Labor

State and local
representatives

Transportation
Advocates

Designers/Plan
ners/Engineers

Disability
Community

City Council

City
Commissions

Racial Justice
Advocates

Data Analysts

Unhoused
community

Transportation
Agencies

Public Health
Professionals

Safety
Researchers

Business
community

School District

Other Cities

End pretextual traffic stops in Berkeley

Eliminate stops for low-level offenses: According to the presentation to the Working Group by Captain Bolton of the OPD, Oakland significantly reduced stops for these low-level, non-public safety related offenses, resulting in a reduction in the number of African Americans being stopped and a reduced stop-disparity rate, with no effect on crime rates (homicides and injury shootings went down during the same period). There is often overlap between “investigatory stops” and “stops for low-level offenses,” as the latter may be used as a pretext for investigation.

The types of stops falling into these categories may include:

- Equipment violations
- Not wearing a seat belt
- Improper use of high beams
- Violating a regulation (e.g. expired license tags)
- Stop purposes recorded as “other”

End pretextual traffic stops in Berkeley

Focus Traffic Stops on Safety: According to Dr. Frank Baumgartner's 2018 book, *Suspect Citizens*, "Safety stops are those aimed at enforcing the rules of the road to decrease the likelihood of an accident" (pg. 191).

The types of stops falling into this traffic safety category may include:

- Excessive speeding
- Running a stop sign or stop light
- Unsafe movement
- Driving while intoxicated

Reduce the footprint of police in transportation

- parking enforcement
- most traffic law enforcement
- school crossing guard management
- collision response, investigation, data collection, analysis, and reporting

BerkDOT: Safe, equitable, sustainable mobility

Transportation is 60% of Berkeley's carbon emissions

- Report directly to the city manager's office
- Conduct stops and issue citations for the sole purpose of advancing road safety
- Conduct collision response and data management
- Look for alternatives to punitive approaches to enforcement
- Responsible for equitable mobility outcomes

Philando Castile

pulled over for a broken brake light

Sandra Bland

pulled over for failing to signal a lane change

Maurice Gordon

pulled over for speeding

All three died at the hands of police.

Resources to Learn More

Do We Need Police To Curb LA's Traffic Violence? Some Cities Are Saving Lives Without Them, by Ryan Fonseca

Traffic Without the Police, by Jordan Blair Woods

Untokening: <http://www.untokening.org/summary>

Policing the Open Road: How Cars Transformed American Freedom, by Sarah Seo

A Path to Non-Police Enforcement of Civil Traffic Violations, by Sarah Seo

We Keep Us Safe: Building Secure, Just, and Inclusive Communities, by Zach Norris

Police-Free Systems are Possible, by Bike East Bay

Can Vision Zero Work in a Racist Society? By Tamika Butler

Vision Zero's Enforcement Problem: Using Community Engagement to Craft Equitable Traffic Safety Strategies by Rabi Abonour

Arrested Mobility: Exploring the Adverse Social, Political, Economic & Health Outcomes of Over-Policing Black Mobility in the U.S."

<https://vimeo.com/460197268>

Some influential BIPOC folks to follow on Twitter on issues of mobility justice: @TamikaButler, @DrDesThePlanner, @Lyndab08, @ctbrown1911, @BiciUrbana, @sahasulaiman, @multimodalshrtty, @WarrenMobility, @VeronicaODavis

Alternative Traffic Enforcement Approaches in Los Angeles



Eric Bruins, Transportation Policy Director
Office of Councilmember Mike Bonin, 11th District



Current Approach → Bad Outcomes

Biased stops: Traffic enforcement is used as a pretext to stop and search Black and Latino motorists more often than white motorists, despite finding less contraband



Inequitable enforcement: Traffic enforcement is frequently complaint-driven, does not focus on high-risk behaviors, and often targets vulnerable road users



Ineffective safety outcomes: There is no geographic correlation between police stops and crash rates

Poor mobility outcomes: Black and Latino residents cite fear of police harassment as a reason for modifying or limiting travel behavior



Policy Window



- Community Advocacy: Push LA's "Stop the Stops" Campaign
 - Moment of Reckoning: 2020 Protests for Racial Justice
 - Political Leadership: City Council + Agency Leadership
-

MOTION

Structural and systemic racism impacts everything about our society—including and especially how we move about and travel around our city and our region. People of different races and ethnicities have different access to, experiences with, and feelings of safety with mobility in Los Angeles, especially in interactions with law enforcement. In the transportation industry, national experts are increasingly recognizing that policing of public spaces reduces mobility for some members of the public, particularly Black and Latino people. These barriers to mobility have cascading impacts on access to job and educational opportunities, healthcare, and parks and open space, all of which contribute to the wide disparities in income, health, and well-being experienced in Los Angeles.

Law enforcement agencies nationwide and here in Los Angeles have long used minor traffic infractions as a pretext for harassing vulnerable road users and profiling people of color. From parking citations in Downtown and Skid Row to operations by the Metropolitan Division in South L.A., the Los Angeles Police Department's history of missing traffic enforcement has fostered decades of distrust in communities of color that ultimately undermines our traffic safety initiatives. Data has shown that Los Angeles police officers stop and search Black and Latino motorists far more often than whites. Blacks and Latinos are more likely to be removed from the vehicle and twice as likely to either be handcuffed or detained at the curb. Many Black residents speak of frequently being pulled over for "stopping while Black." Fear of racial profiling is often cited as barrier to active transportation in Black and Latino communities, often even more than lack of infrastructure.

Low-income communities of color bear the brunt of traffic violence in Los Angeles due to decades of disinvestment in safe street infrastructure and policies that prioritize through traffic over local residents' mobility needs. In 2015, when the City endorsed the Vision Zero initiative to end traffic fatalities through a combination of education, engineering, and enforcement strategies, mobility justice advocates immediately feared yet another campaign to over-policize their communities and lack of follow-through on investment in equitable safety improvements. These consistent critiques, many from leaders based here in Los Angeles, have now grown into a broad consensus among transportation industry leaders that police involvement can actually undermine traffic safety goals and that a police-led response to what is fundamentally a disinvestment issue is harmful, costly, and counterproductive. In recent weeks, the Safe Routes to School National Partnership and Vision Zero Network have formally dropped Enforcement as one of the "E's" of traffic safety.

Earlier this month, the National Association of City Transportation Officials issued a statement denouncing the role its own industry has played in perpetuating systemic racism in transportation planning, funding, and policing and calling for the reversal of such policies, no matter how deeply ingrained:

It is past time for each of us to use that power to stamp out racism and inequity; past time to take an anti-racist approach to all transportation decision-making, from funding and project prioritization to engagement, implementation and enforcement practices, to hiring.

contracting, and procurement. It is past time to have the hard conversations about how to limit law enforcement's role in the management of public space. It is past time for each one of us to do the work, internally and externally, to truly be drivers of progress towards the values and goals we espouse.

The City of Los Angeles can and should reimagine safety and equity in all realms of transportation. The public has expressed broad support for creating alternatives to armed law enforcement response in a wide variety of situations. The Los Angeles County Metropolitan Transportation Authority is considering replacing armed law enforcement with alternatives such as a transit police program, design strategies, and alternative crisis response models for mental health and substance abuse incidents. Now is the time for the City of Los Angeles to reevaluate how to best structure and fund efforts to provide public safety in an effective and equitable manner within the public right-of-way and on transit.

IT THEREFORE MOVE that the City Council direct the Los Angeles Department of Transportation (LADOT) and the Office of the Chief Legislative Analyst (CLA), in consultation with community stakeholders, to report on alternative models and methods that do not rely on armed law enforcement to achieve transportation policy objectives, including traffic enforcement, moving violation and vehicle code enforcement, DUI trials, traffic collision reporting and investigation, fare enforcement, health care enforcement, and other programmatic areas. The report should review national and international best practices, identify resources currently allocated to law enforcement agencies from transportation sources, and consider recommendations to perform enforcement services in-house within LADOT, transfer enforcement authority from LAPD to LADOT, create new classifications and/or identify current classifications in the city that would be needed to carry out the aforementioned types of enforcement, utilize automated enforcement methods, and/or reallocate resources to public safety strategies that are more effective than enforcement.

Presented by:

MARQUEECE HARRIS-DAWSON (verbal) MIKE BONDS (verbal)
Councilmember, 8th District Councilmember, 11th District

CURREN PRICE (verbal) HERB WEISSON (verbal)
Councilmember, 9th District Councilmember, 10th District

SECONDED BY: DAVID E. RYU (verbal)
Councilmember, 4th District

Motion to Study Alternatives (CF#20-0875)

Introduced: June 30, 2020 Approved: February 23, 2021

Conduct a study on the feasibility of utilizing civilian enforcement of traffic laws for motorists, cyclists, and other forms of transportation occurring within the City of Los Angeles, including:

- A review of traffic laws for any outdated enforcement sections that could be decriminalized or removed.
- A review of unarmed traffic enforcement techniques from around the United States as well as any international models.
- Consideration of the size and diversity of the City of Los Angeles, including but not limited to:
 - Population and square mileage
 - Racial demographics
 - The number of languages spoken
 - The number of people living in poverty
 - Any other factors that may be relevant to developing this type of program to meet the needs of City residents



Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

Board Report

File #: 2020-0429, File Type: Motion / Motion Response

Agenda Number: 37

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
JUNE 18, 2020

Motion by:

DIRECTORS BONIN, GARCETTI, HAHN, DUPONT-WALKER, AND SOLIS

A Community Safety Approach to System Security and Law Enforcement

On March 13, 2020, Breonna Taylor, a 26-year-old emergency room technician, was killed in her home by a Louisville police officer who was carrying out a search warrant in the middle of the night. On May 25, 2020, George Floyd was killed by a Minneapolis police officer during an arrest for allegedly using a counterfeit \$20 bill. These deaths and many before them, including here in Los Angeles, have sparked demonstrations for racial justice and a national conversation about the appropriate role of police in our society and the particular threats faced by Black people during interactions with law enforcement.

Community leaders are demanding a shift in how agencies deliver public safety at every level of government. This includes reforming police practices as well as reallocating resources typically devoted to policing to other forms of community safety. In a transit environment, safety is typically provided through design, staff presence, aid station access, and law enforcement. Given recent events, it is prudent for Metro to reevaluate its safety strategies to ensure it is meeting the needs and expectations of our riders. Metro should work in partnership with community leaders to re-envision transit safety and community-based approaches to policing leading up to and as part of the 2022 renewal of the multi-agency police contract.

SUBJECT: A COMMUNITY SAFETY APPROACH TO SYSTEM SECURITY AND LAW ENFORCEMENT

RECOMMENDATION

APPROVE Motion by Directors Bonin, Garcetti, Hahn, Dupont-Walker, and Solis that the Board direct the Chief Executive Officer to:

A. Establish a Transit Public Safety Advisory Committee. This committee should incorporate the existing Community Safety & Security Working Group and include additional perspectives that represent Metro's ridership and advocacy organizations, including but not limited to racial,

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cultural, gender, income, geography, immigration status, and housing status.

B. In partnership with the Advisory Committee, Office of Civil Rights, Executive Officer for Equity & Race, and Executive Officer for Customer Experience, develop a community-based approach to public safety on the transit system, including but not limited to:

1. A transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles.
2. Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations.
3. Greater community stewardship of transit spaces, such as supporting street vending in transit plazas.
4. The Universal Blue Light program proposed in Metro's June 2018 ridership initiatives (BF 2018-0365).
5. Education about and expansion of fare discount programs.
6. Outreach and services for unhoused individuals.
7. A shift of resources from armed law enforcement to the above strategies.

C. Consult with the Advisory Committee when developing the new scope of services, budget, and other provisions of the multi-agency police contract renewal.

D. Report back to the Operations, Safety, and Customer Experience Committee in 90 days, and quarterly thereafter until the 2022 contract renewal. In the final quarterly report of 2022, include an external, third-party evaluation of the effectiveness of the Advisory Committee and a recommendation on whether it should continue.

Motion to Create Metro Public Safety Advisory Committee (PSAC)

Introduced: June 18, 2020 Approved: June 25, 2020

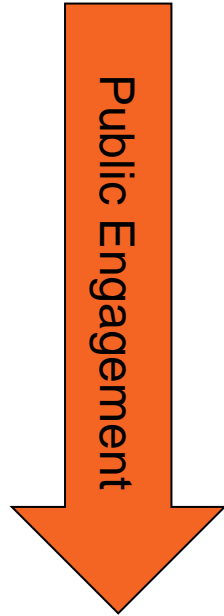
Establish a Transit Public Safety Advisory Committee and additional perspectives that represent Metro's ridership and advocacy organizations, including but not limited to racial, cultural, gender, income, geography, immigration status, and housing status.

Develop a community-based approach to public safety on the transit system, including but not limited to:

1. A transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles.
2. Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations.
3. Greater community stewardship of transit spaces, such as supporting street vending in transit plazas.
4. The Universal Blue Light program proposed in Metro's June 2018 ridership initiatives.
5. Education about and expansion of fare discount programs.
6. Outreach and services for unhoused individuals.
7. A shift of resources from armed law enforcement to the above strategies

Motion approving investment of \$40 million in police alternatives approved in March 2021.

Where Do We Go From Here?



- Launch Consultant Study
 - Assemble Advisory Committee
 - Agree on Problem Statement
 - Review Alternative Models
 - Develop Recommendations
 - City Council Deliberation
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