

ITEM #4C

Traffic Enforcement Study + Outreach

Traffic Enforcement Alternatives Advisory Task Force

Thursday, September 21, 2023

recommendations

traffic enforcement study & outreach report

review process

1. **Task Force Meeting (4/20):** Members provided feedback on the draft recommendations.
2. **Research Subcommittee Meeting (5/22):** Per Task Force direction, members worked with the consultant team to refine the recommendations.
3. **City Working Group Review:** During their review period, the City Working Group offered one substantive edit to the recommendations section (see following slides).

recommendations summary

#1: Prioritize Self-Enforcing Infrastructure

Increase and prioritize self-enforcing infrastructure investments (without increasing surveillance) in high-injury network corridors, low-income communities, and communities of color.

#2: Eliminate Police Enforcement of Non-moving & Equipment-Related Traffic Violations

Expand on LAPD's 2022 pretextual stop policy to eliminate enforcement of non-moving and equipment-related traffic violations by police; remove police enforcement of moving violations that do not demonstrably increase safety based on evidence-based best practices.

#3: Implement Alternative Traffic Fine and Fee Models

Consider alternative fine and fee models (e.g., means-based) that advance traffic safety objectives and do not perpetuate enforcement disparities.

#4: Improve Local Officer Accountability Mechanisms

Identify local obstacles that limit officer accountability and reduce the ability of the Chief of Police to discipline officers for misconduct (e.g., excessive use of force, racial profiling, and other violations); identify strategies to overcome these obstacles.

#5: Deploy Unarmed Civilians and Care-Centered Teams to Address Traffic Safety Issues

Use unarmed civilians, who are focused exclusively on road safety, to enforce safety-related traffic violations (e.g., speeding). Create care-based teams responsible for responding to traffic-related calls for service.

#1: prioritize self-enforcing infrastructure

Increase and prioritize self-enforcing infrastructure investments (without increasing surveillance) in high-injury network corridors, low-income communities, and communities of color.

Changes since 4/20 draft:

1. Remove references to automated enforcement (per Research Subcommittee)
2. Add discussion around the development of a Capital Infrastructure Plan with equity-based metrics for prioritizing projects (per Task Force)

#2: eliminate police enforcement of non-moving and equipment-related traffic violations

Expand on LAPD's 2022 pretextual stop policy to eliminate enforcement of non-moving and equipment-related traffic violations by police; remove police enforcement of moving violations that do not demonstrably increase safety based on evidence-based best practices.

Changes since 4/20 draft:

1. Add two-sentence introduction that clarifies the distinction between LAPD's Pretextual Stop Policy and the intention of this recommendation (per City Working Group)

#3: implement alternative traffic fine and fee models

Consider alternative fine and fee models (e.g., means-based) that advance traffic safety objectives and do not perpetuate enforcement disparities.

Changes since 4/20 draft:

1. Clarify mention of fines versus fees and the City's jurisdiction over each throughout the recommendation **(per Task Force / City Working Group)**
2. Add statement regarding the disproportionate impact of fees on low-income communities and the opportunity for Council to rethink how fees are applied **(per Task Force)**

#4: improve local officer accountability mechanisms

Identify local obstacles that limit officer accountability and reduce the ability of the Chief of Police to discipline officers for misconduct (e.g., excessive use of force, racial profiling, and other violations); identify strategies to overcome these obstacles.

Changes since 4/20 draft:

1. None

#5: deploy unarmed civilians and care-centered teams

Use unarmed civilians, who are focused exclusively on road safety, to enforce safety-related traffic violations (e.g., speeding). Create care-based teams responsible for responding to traffic-related calls for service.

Changes since 4/20 draft:

1. Combine recommendations related to unarmed civilian enforcement and care-based traffic safety teams **(per Task Force)**
2. Clarify that unarmed civilian teams would be housed outside of LAPD, but may call upon LAPD for backup, as needed **(per Task Force)**
3. Acknowledge the generational trauma that exists and that is reinforced during traffic stops **(per Task Force)**

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