

### 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 jaywalking citations in Downtown and Skid Row to operations by the Metropolitan Division in South LA, the Los Angeles Police Department's history of misusing traffic enforcement has fostered decades of distrust in communities of color that ultimately undermines true 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 "driving 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 streets 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 overpolice their communities and lack of follow-through on investment in tangible 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 injustice; 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 ambassador 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.

**I 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 details, traffic collision reporting and investigation, fare enforcement, bandit cab 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.

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