

INTRADEPARTMENTAL CORRESPONDENCE

May 30, 2017
16.2

TO: Chief of Police

FROM: Commanding Officer, Counter-Terrorism and Special Operations Bureau

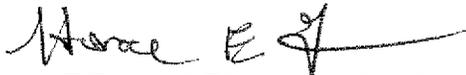
SUBJECT: VISION ZERO (COUNCIL FILE NO. 15-0546-S3)

On March 21, 2017, the City Council endorsed the Vision Zero Action Plan submitted by the Transportation Committee. The Vision Zero Action Plan will serve as a guiding policy document for all City of Los Angeles Departments to reduce traffic fatalities. In the report submitted by the Transportation Committee, it was requested that the Los Angeles Police Department (LAPD) report back to the Transportation Committee with further information.

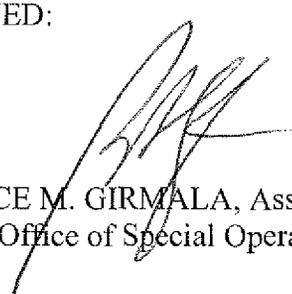
The Transportation Committee instructed the Los Angeles Department of Transportation (LADOT) and the LAPD to provide an update on the implementation, funding needs and community engagement. The LADOT has agreed to provide this update. The LAPD was specifically instructed to report back with a time-line for the implementation of the development of a software program that would capture and evaluate citation-issued data, and the status on implementing a "No Profiling Pledge." Traffic Coordination Section has prepared the attached correspondence updating the Transportation Committee.

If you have any questions regarding this correspondence, please have a member of your staff contact Captain Greg D. McManus, Commanding Officer, Emergency Operations Division, at (213) 486-0680.

APPROVED:



HORACE E. FRANK, Deputy Chief
Commanding Officer
Counter-Terrorism and Special Operations Bureau



BEATRICE M. GIRMALA, Assistant Chief
Director, Office of Special Operations

Attachment

RECORDS MANAGEMENT SYSTEM

The implementation of the LAPD Record Management System (RMS) has been broken down into the Procurement and Implementation Phases. The procurement of the RMS was completed and Niche Technologies was awarded the contract. The following is a tentative breakdown of the upcoming Implementation Phases:

Phase 1: January 9, 2017 to June 30, 2017

- April: The final configuration of the software and hardware was completed. Data conversion is occurring within the traffic collision module.
- May: Select officers will begin testing hardware in the field to provide feedback and improve functionality. Devices have been received.
- June: Traffic collision module will "go live."

Phase 2: July 1, 2017 to December 21, 2017

- September: The objective is to have 90% of our traffic collisions recorded electronically by the end of the month.
- November: Traffic citation entry and analysis will commence. The Department is currently working with the Courts to be able transmit electronic data directly to them.
- December: West Los Angeles will be the first patrol division to deploy RMS module.

Phase 3: January 1, 2018 to June 30, 2018

- June: The full RMS system will be deployed in Operations-West Bureau.

LOS ANGELES POLICE DEPARTMENT

CHARLIE BECK
Chief of Police



ERIC GARCETTI
Mayor

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Ref #: 1.15

February 15, 2017

LAPD's pledge

Discriminatory conduct on the basis of race, religion, color, ethnicity, national origin, gender, gender identity, gender expression, sexual orientation, or disability while performing any of law enforcement activity is prohibited. All law enforcement contacts and activities, including, but not limited to, calls for service, investigations, police-initiated stops or detentions, and activities following stops or detentions, shall be unbiased and based on legitimate, articulable facts, consistent with the standards of reasonable suspicion or probable cause as required by federal and state law.

Department personnel are prohibited from using race, religion, color, ethnicity, national origin, gender, gender identity, gender expression, sexual orientation, or disability (to any extent or degree) while conducting any law enforcement activity, including stops and detentions, except when engaging in the investigation of appropriate suspect-specific activity to identify a particular person. Furthermore, when seeking a particular person in which one of the above factors is described, the officer may rely in part on the specified identifier or description only in combination with other appropriate identifying factors and may not give the specified identifier or description undue weight.

Failure to comply with this policy is counterproductive to professional law enforcement and is an act of serious misconduct. Any employee who becomes aware of biased policing or any other violation of this policy shall report it in accordance with established procedure.

While the mission of Vision Zero is to reduce the number of traffic collisions resulting in death or serious bodily injury, it is equally important for the Los Angeles Police Department to conduct education and enforcement efforts strategically and constitutionally.

One of the strategies that will be the core of the Los Angeles Police Department's efforts is focusing our resources and efforts on "The Five." The Los Angeles Police Department has identified "The Five" to ensure officers conduct traffic education and enforcement in the most efficient and effective manner.

1. Right of Way
2. Speed
3. Traffic Controls
4. Driving Under-the-influence
5. Pedestrian

Very truly yours,

A handwritten signature in black ink, appearing to read "CHARLIE BECK". The signature is stylized and somewhat abstract, with a large loop on the left side and a long, thin tail extending to the right.

CHARLIE BECK
Chief of Police

TRANSPORTATION COMMITTEE REPORT relative to the Vision Zero Action Plan.

Recommendations for Council action:

1. ENDORSE the Vision Zero Action Plan, attached to the Council file, as a guiding policy document for all City of Los Angeles Departments.
2. REQUEST the Office of the Mayor to fund the Vision Zero Action Plan in their next budget proposal.
3. INSTRUCT the Los Angeles Department of Transportation (LADOT) and Los Angeles Police Department (LAPD) to report in 60 days in regard to:
 - a. Implementation of the Vision Zero Action Plan (this is to be one of an ongoing series of updates) to include any applicable data and an assessment of the Plan's impacts for the City of Los Angeles and adjacent communities.
 - b. Anticipated funding needs for continued implementation of the Vision Zero Action Plan.
 - c. More information on plan towards increasing community engagement with the Vision Zero Action Plan and particularly in underserved areas.
4. INSTRUCT the LADOT and LAPD to report in regard to developing a City of Los Angeles Version of the Focus on the Five Traffic Safety Initiative targeting the issuance of traffic citations.
5. INSTRUCT the LAPD to report in 60 days in regard to:
 - a. A timeline for the development of a software program that would capture and evaluate citation-issued data as well as an interim approach as the software is being developed.
 - b. Status on implementing the No Profiling Pledge.

Fiscal Impact Statement: The LADOT reports that there is no direct impact to the City's General Fund.

Community Impact Statement: Yes

For:
Los Feliz Neighborhood Council

Summary:

On February 8, 2017, your Committee considered a February 1, 2017 LADOT report in response to Motion (Bonin - Blumenfield) relative to the Vision Zero Action Plan. According to

the LADOT, in August 2015, the Mayor launched the Vision Zero Initiative by issuing Executive Directive Number 10. The directive prioritizes human life in the design of our City streets and identifies strategies for how government and the public can partner to reduce traffic deaths to zero. Fatal traffic collisions are not accidents; they can be prevented through thoughtful intervention. The data-driven approach identifies proven methods and solutions to decrease traffic deaths by designing and operating a road system that accounts for human error.

Vision Zero Los Angeles anchors itself on the following principles:

- a. Traffic deaths are preventable and unacceptable
- b. Human error is inevitable and unpredictable
- c. Engineering, education, enforcement, and evaluation are essential to a safe system.
- d. Human life is our number-one priority
- e. Speed is a fundamental predictor of crash survival
- f. Government policies at all levels should be coordinated to promote safety as the highest priority.

Analysis of collision data finds that children, seniors, and people who walk and ride bikes are at the greatest risk for collisions that result in deaths and serious injuries. A disproportionate number of collisions in Los Angeles take place on a relatively small number of streets, called the High-Injury Network. To meet its goals and to efficiently reduce deaths, the LADOT is prioritizing projects in communities where the highest numbers of fatal and severe injury collisions are happening. The LADOT will measure its progress of the success with the following benchmarks:

2017: 20-percent reduction in traffic deaths (compared with 2016)

2020: 50-percent reduction in traffic deaths (compared with 2016)

2025: Elimination of traffic deaths Citywide

After further consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the recommendation contained in the February 1, 2017 LADOT and detailed above in Recommendation No. 1. Additionally, the Committee made a number of additional recommendations detailed above in Recommendation Nos. 2 through 5. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

TRANSPORTATION COMMITTEE



MEMBER VOTE
BONIN: YES
KORETZ: ABSENT
HUIZAR: ABSENT
MARTINEZ: YES
RYU: YES

ARL
2/8/17

-NOT OFFICIAL UNTIL COUNCIL ACTS-