

MOTION



In recent years, the Los Angeles Police Department has increased the enforcement of pedestrian violations under California Vehicle Code (CVC) Section 21456(b) for individuals entering a crosswalk following the activation of the flashing red upraised hand and countdown signaling phases. While these LAPD enforcement actions may be well intended, a number of questions have been raised as to the efficacy of these efforts in truly enhancing the safety of pedestrians, cyclists and motorists. A number of concerns have also been raised relative to the severity of the associated penalties, whether a disproportionate number of citations are being issued in just a few select neighborhoods, and whether proportionate enforcement is focused on motorists in those neighborhoods.

CVC Section 21456(b) took effect in 1982 and is one of many existing state laws that has not kept pace with the changing utilization of our public streets, the increased use of our public sidewalks, and more modern technologies such as the flashing red countdown signal. In fact, the current law still references a traffic control signal that includes the word "WALK" or "WAIT" or "DON'T WALK" - illuminated devices, with few exceptions, that would now only be found in a museum. Recognizing the need to reevaluate the standard crosswalk, LADOT has piloted a "Pedestrian Priority Phase" signalized intersection that provides a three-second head start for people walking, bicycling and skateboarding across the street. Common sense approaches such as this not only update crosswalks to meet present day uses, but also improve safety for all users of the roadway.

I THEREFORE MOVE to instruct the Los Angeles Police Department (LAPD) to report on the enforcement of California Vehicle Code Section 21456(b) specific to: 1) the practical consequences and public safety rationale for the enforcement of this section; 2) why citations are issued to the letter of the law and not with some level of discretion; 3) specific metrics on how many tickets are issued and in what specific areas of the City; and 4) any evidence that may demonstrate a direct correlation between this enforcement practice and improvements to roadway user safety outcomes.

I FURTHER MOVE to instruct the Department of Transportation (LADOT) and LAPD to report how these enforcement actions complement or conflict with LADOT's "Vision Zero" Strategic Plan, with the goal of eliminating traffic fatalities in the City of Los Angeles by 2025.

PRESENTED BY: 
MIKE BONIN
Councilmember, 11th District

SECONDED BY: 






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