

**TRANSPORTATION and PUBLIC SAFETY COMMITTEES REPORT** relative to the Traffic Enforcement Alternatives Project.

Recommendations for Council action:

1. INSTRUCT the Los Angeles Department of Transportation (LADOT), with the assistance of the Department of Public Works, Bureau of Engineering (BOE), the Department of Public Works, Bureau of Street Services (BSS), the Department of City Planning (DCP), City Attorney and in consultation with racial justice and equity advocates, to report in 90 days on how to develop and implement self-enforcing infrastructure as part of The Healthy Streets LA ballot measure (HLA) implementation plan (Council file Nos. 24-0131 and 24-0173) and future Mobility Plan, Community Plan, and other specific plan and overlay zone updates with said report to include a plan to evaluate self-enforcing infrastructure projects to quantify the impacts to public safety after a project has been implemented, as well as development of a multi-departmental disciplinary team that includes racial justice and equity advocates, safe streets advocates, the Los Angeles Police Department (LAPD), and the Los Angeles Fire Department (LAFD), to develop standards and review self-enforcing infrastructure projects.
2. INSTRUCT the Chief Legislative Analyst (CLA) and the City Administrative Officer (CAO), in consultation with the LADOT, the BOE, the City Attorney, the LAPD, other relevant departments, community experts, and other members of the Traffic Enforcement Alternatives Advisory Task Force, to report in 90 days an evaluation criteria matrix that analyzes the impact of non-moving and equipment violations, and moving violations on traffic safety, and identify what violations that do not pose a demonstrative public safety threat or concern.
3. REQUEST the LAPD Inspector General to report in 90 days on:
  - a. An evaluation of the 2022 pretextual stop policy, including all available data on all traffic stops conducted since the 2022 policy change. This report should also include an analysis of pending state legislation that would have the potential to ban or curtail pretextual stops, as well as information on other jurisdictions that have banned or significantly reduced pretextual stops.
  - b. All oversight protocols law enforcement officers are required to follow at all stages before, during, or after a traffic stop. The report should include a list of all traffic safety reasons why law enforcement would currently pull someone over, as well as the prioritization for handling traffic safety issues
4. INSTRUCT the LADOT, Community Investment for Families Department (CIFD), and the CAO to report in 90 days on Council file No. 23-1189 (Soto-Martinez – Harris-Dawson – Hutt – Lee) as part of the Traffic Enforcement Alternatives Project

(Council file No. 20-0875), which requires report consistent with the Traffic Enforcement Alternatives Advisory Task Force recommendations and discussions with respect to Fines and Fees, Adjustments, Alternative Methods, and the potential for a Fines and Fees Task Force. This report should, in addition to addressing budgetary impacts, include who sets the fee or fine, if the local government has the ability to create an alternative or adjustment, and whether a low income or unhoused program can be created or expanded. The report should also include an analysis of the traffic citation processing contracts as well.

5. INSTRUCT the CLA, in collaboration with the CAO, the LADOT, the City Attorney, the LAPD, any other relevant departments, community experts, and other members of the Traffic Enforcement Alternatives Advisory Task Force, to report with an assessment of the fines and fees models for vehicle citations, in connection to Council file No. 23-1189, and all types micro-mobility vehicles and devices in the City of Los Angeles and determine an equitable, means-based model to issue fines and fees. The report should also investigate the following:
  - a. Other comparable municipalities that have implemented alternative models for fines and fees.
  - b. Provide recommendations on a framework to create a revolving door fund that earmarks a proportion of the fines and fees revenue for a vehicle repair voucher, clinic program, and Traffic school voucher program.
  - c. Curate a criterion of motorists that could qualify.
6. INSTRUCT the CLA and the CAO, with assistance from the LADOT, City Attorney, the LAPD, and other relevant departments to report in 90 days with an analysis of other comparable jurisdictional programs and municipalities that have initiated pilot programs, frameworks, and alternative programs to traffic enforcement models that utilize care-centered teams and unarmed civilians for traffic safety issues such as, but not limited to Berkeley, CA; Oakland, CA; Pittsburgh, PA and Philadelphia, PA. The report should focus on the steps necessary to allow unarmed civilians and care-based teams to undertake traffic enforcement and traffic safety, published evaluations of the impact of these programs, cost, size and safety considerations.
7. INSTRUCT the LADOT to report with an analysis of other jurisdictions, including but not limited to Indianapolis, IN, that have cross-disciplinary crash review teams who investigate all serious crashes in order to recommend infrastructural interventions that would prevent future crashes.
8. INSTRUCT the CLA, in collaboration with the Personnel Department, CAO, and City Attorney, and with assistance from the LADOT, to report in 90 days on required measures to implement an unarmed civilian and care-based teams focused exclusively on road safety and responding to traffic-related calls, including crash investigations. The report should include the following information:

- a. Define the feasible roles and responsibilities of these unarmed civilian and care-based teams, specifying their contributions to enforcing traffic safety and responding to traffic-related calls.
  - b. Clarify the parameters and limitations with establishing these teams in alignment to State law.
  - c. Identify any existing classification (e.g. the Crisis Response workforce) eligible for reclassification within the City to form the unarmed civilian and care-based teams, along with a suitable department that could house these personnel, such as the Office of Unarmed Response or LADOT.
  - d. Conduct an analysis of necessary steps to developing a new classification for unarmed civilian and care-based teams and the additional components, such as training, certifications, and other resources that would be required for these personnel.
  - e. Administer a cost-benefit analysis between using existing structures and classifications or creating new classifications for the unarmed civilian and care-based teams.
  - f. An estimation of the size of the workforce needed for citywide implementation based on the information garnered from the findings.
  - g. Convene with relevant labor unions on the feasibility of both the creation of a new classification and use of existing classifications.
9. INSTRUCT the CLA, in collaboration with the LAPD, City Attorney, and any other relevant department, to report in 90 days on the existing moving and non-moving equipment and administrative violations applicable to all types of micro-mobility modes of transportation (e.g., scooters, bicycles, etc.) and direct impact on mitigating traffic safety concerns. This analysis should include how each micro-mobility mode of transportation is classified and cited, and any potential recommendations to reform the interaction and citation processes for micro-mobility modes of transportation.
10. INSTRUCT the CLA, with assistance from the LAPD, CAO, City Controller, and any other relevant agencies, to report in 90 days with an analysis of pretextual stops and citations disaggregated by the following criteria:
- a. Types of vehicles (make, model, and year)
  - b. Corrective action pursued, such as if the driver received a citation, warning, or any other action
  - c. Council District

d. Census Tracts

11. INSTRUCT the LADOT, with assistance from the Department of Public Works, the LAPD, and any other relevant agencies, to report with a definition of a “Self-enforcing Infrastructure” score or filter for public right-of-way design elements. The report should also define what data would be used to prioritize the implementation of design elements which would include a “Self-enforcing Infrastructure” lens (or a higher-scoring “Self-enforcing Infrastructure” lens) over design elements that would not include a “Self-enforcing Infrastructure” lens or would have a lower-scoring lens.
12. INSTRUCT the LADOT, the LAPD, and any other relevant agencies to collaborate with the University of California Davis, Institute of Transportation Studies’ analysis of police stop data, roadway infrastructure and vehicle crashes, and to identify any additional research questions needed, if any, to evaluate the relationship between distinct moving violations, the locations they have occurred, the underlying roadway conditions, and crash patterns adjacent to nearby said locations as a City of Los Angeles-led effort. Whereas the “Alternative to Traffic Enforcement and Community Task Force Recommendations” report identified the relationship between traffic stops and the High Injury Network in the aggregate, this, deeper review, would build upon that work and look at distinct locations and corridor segments.
13. REQUEST the City Attorney, in coordination with their Risk Management Division and LAPD General Counsel, to report on the state laws that govern traffic enforcement, including who may enforce and what types of enforcement they may conduct, as well as the liability and risk exposure that could result from unarmed or civilian enforcement.

Fiscal Impact Statement: The LADOT reports that there is no fiscal impact.

Community Impact Statement: Yes

For:

Arroyo Seco Neighborhood Council  
Los Feliz Neighborhood Council  
North Westwood Neighborhood Council

Summary:

On December 6, 2023, the Transportation Committee considered a November 30, 2023 LADOT report relative to the Traffic Enforcement Alternatives Project. According to the LADOT, in February 2021, Council directed the LADOT, with assistance of the CAO, CLA, LAPD, and the City Attorney to develop and issue a Request for Proposals (RFP) seeking a consultant to 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.

They specified that the RFP considers existing state and local laws, existing best practices, and the size and diversity of the City.

In addition to the RFP, Council directed the LADOT to convene an Advisory Task Force to make recommendations to the City for traffic safety alternatives and convene community meetings to solicit feedback in regards to community needs. The LADOT received funding in the Fiscal Year 2021-2022 budget to issue the RFP and manage a consultant contract.

In partnership with the LAPD, CAO, CLA, and the City Attorney, the LADOT released a TOS in August 2021, selected a consultant team led by Estolano Advisors in February 2022, and began soliciting for advisory task force participation. The project kicked off in March 2022 and the advisory task force began meeting in June of that year. From June 2022 until September 2023, the Consultant team facilitated a series of Task Force meetings with the support of a City working group that included LADOT, CAO, CLA, LAPD, and the City Attorney. While the Consultant team led the qualitative and quantitative analysis, the Advisory Task Force informed and ultimately approved the final recommendations included in the report. The task force finalized their recommendations in September 2023, and Estolano Advisors submitted the final deliverables (i.e. report) to the City in November 2023. After consideration and having provided an opportunity for public comment, the Committee moved to continue the matter.

Subsequently, on February 21, 2024, the Transportation Committee once again considered this matter and a further continued this matter. On April 3, 2024, the Transportation further considered this matter and after further consideration and having provided an opportunity for public comment, moved to make a series of recommendations that are detailed above.

On June 11, 2024, the Public Safety Committee considered this item and after consideration and having provided an opportunity for public comment, moved to concur with the Transportation Committee. This matter is now submitted to Council for its consideration.

Respectfully Submitted,  
Transportation Committee

**COUNCILMEMBER VOTE**

HUTT: YES  
PARK: YES  
HERNANDEZ: YES  
RAMAN: ABSENT  
YAROSLAVSKY: YES

Public Safety Committee

**COUNCILMEMBER VOTE**

RODRIGUEZ: YES  
LEE: YES  
PARK: YES  
PRICE: YES  
SOTO-MARTINEZ: YES

ARL  
6/11/24

**-NOT OFFICIAL UNTIL COUNCIL ACTS-**