

Communication from Public

Name: Marcus McKinney

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Comments for Public Posting: To the Honorable Members of the Los Angeles City Council Transportation Committee, Subject: Support for Los Angeles Department of Transportation Report Relative to Traffic Enforcement Alternatives Project (ITEM 1 20-0875) The Center for Policing Equity is a research and action organization, based in California, that uses science to identify and reduce the causes of racial disparities in public safety. We are made up of data scientists, academics, law enforcement and community engagement specialists. As the Senior Advisor for Government Partnerships & Strategic Initiatives at the Center for Policing Equity (CPE), I am writing to express our unwavering support for ITEM 1 20-0875, the Traffic Enforcement Alternatives Project. The recommendations outlined in the City report reflect a shared commitment to reimagining public safety in a manner that aligns with CPE's guiding principles and the evidence-based strategies presented in our white paper Redesigning Public Safety: Traffic Safety. As outlined in our white paper, CPE advocates for (1) the cessation of pretextual stops, (2) an investment in public health approaches to road safety, (3) the limitation of fines and fees, (4) the piloting of alternatives to armed enforcement, (5) and the improvement of data collection & transparency. These stances are mirrored in the recommendations of the City report, particularly the sections advocating "Use unarmed civilians, who are focused exclusively on road safety, to enforce safety-related traffic violations (e.g., speeding)" and "Create care-based teams responsible for responding to traffic-related calls for service." Here, we find a direct correlation between our vision and the City's strategic approach to enhance traffic safety while reducing unnecessary interactions with law enforcement. The expansion of LAPD's 2022 pretextual stop policy to eliminate enforcement of non-moving and equipment-related traffic violations by police further underscores a mutual desire to focus on interventions that have the most significant impact on safety. This move towards policy changes where empirical research demonstrates greater public safety benefits is a strategy CPE has always championed. Through CPE's Justice Navigator, we help law enforcement agencies and communities make data-driven changes that advance more equitable policing. Locally, jurisdictions such as West Hollywood, with whom we've partnered to produce analysis for

their Sheriff's Department, have investigated and adopted policies to cease or reduce low-level traffic stops in the city, aiming to minimize the law enforcement footprint and decrease the likelihood of bias. From the success of similar traffic safety redesign provisions adopted in jurisdictions such as Philadelphia and Virginia we've observed how prioritizing dangerous driving over low-level stops leads to tangible improvements: fewer traffic crashes, reduced traffic fatalities, and the same or more effective contraband detection. This paradigm shift is essential in protecting, empowering, and supporting our vulnerable populations, particularly Black communities subjected to burdensome policing and disproportionate stops. In line with our mission, CPE acknowledges and supports the efforts made by the City to not only advance public safety but do so with an acute awareness of the historical and societal contexts that impact Black communities. The alignment between the City's policy recommendations and CPE's research-driven white paper reflects a shared dedication to scientifically-informed and justice-oriented public policy. We are encouraged by the City's foresight in considering these recommendations and hope to see their swift implementation. Public safety that is equitable and just not only serves the immediate needs of the community but also paves the way for a more inclusive and harmonious society. Thank you for your commitment to these ideals and for considering our position. We look forward to the potential of these policies to foster a more fair and equitable Los Angeles. Respectfully, Marcus Senior Advisor for Government Partnerships & Strategic Initiatives Center for Policing Equity mmckinney@policingequity.org



February 21, 2024

To the Honorable Members of the Los Angeles City Council Transportation Committee,

Subject: Support for Los Angeles Department of Transportation Report Relative to Traffic Enforcement Alternatives Project (ITEM 1 200875)

The Center for Policing Equity is a research and action organization, based in California, that uses science to identify and reduce the causes of racial disparities in public safety. We are made up of data scientists, academics, law enforcement and community engagement specialists.

As the Senior Advisor for Government Partnerships & Strategic Initiatives at the Center for Policing Equity (CPE), I am writing to express our unwavering support for ITEM 1 200875, the Traffic Enforcement Alternatives Project. The recommendations outlined in the City report reflect a shared commitment to reimagining public safety in a manner that aligns with CPE's guiding principles and the evidence-based strategies presented in our white paper *Redesigning Public Safety: Traffic Safety*.¹

As outlined in our white paper, CPE advocates for (1) the cessation of pretextual stops, (2) an investment in public health approaches to road safety, (3) the limitation of fines and fees, (4) the piloting of alternatives to armed enforcement, (5) and the improvement of data collection & transparency. These stances are mirrored in the recommendations of the City report, particularly the sections advocating "Use unarmed civilians, who are focused exclusively on road safety, to enforce safety-related traffic violations (e.g., speeding)" and "Create care-based teams responsible for responding to traffic-related calls for service." Here, we find a direct correlation between our vision and the City's strategic approach to enhance traffic safety while reducing unnecessary interactions with law enforcement.

The expansion of LAPD's 2022 pretextual stop policy to eliminate enforcement of non-moving and equipment-related traffic violations by police further underscores a mutual desire to focus

¹ Rau, H. & Neath, S. (2022). *Redesigning Public Safety: Traffic Safety*. Center for Policing Equity. <https://policingequity.org/traffic-safety/60-cpe-white-paper-traffic-safety/file>

on interventions that have the most significant impact on safety. This move towards policy changes where empirical research demonstrates greater public safety benefits is a strategy CPE has always championed.

Through CPE's Justice Navigator, we help law enforcement agencies and communities make data-driven changes that advance more equitable policing. Locally, jurisdictions such as West Hollywood, with whom we've partnered to produce analysis for their Sheriff's Department, have investigated and adopted policies to cease or reduce low-level traffic stops in the city, aiming to minimize the law enforcement footprint and decrease the likelihood of bias.

From the success of similar traffic safety redesign provisions adopted in jurisdictions such as Philadelphia and Virginia we've observed how prioritizing dangerous driving over low-level stops leads to tangible improvements: fewer traffic crashes, reduced traffic fatalities, and the same or more effective contraband detection.² This paradigm shift is essential in protecting, empowering, and supporting our vulnerable populations, particularly Black communities subjected to burdensome policing and disproportionate stops.

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We are encouraged by the City's foresight in considering these recommendations and hope to see their swift implementation. Public safety that is equitable and just not only serves the immediate needs of the community but also paves the way for a more inclusive and harmonious society.

Thank you for your commitment to these ideals and for considering our position. We look forward to the potential of these policies to foster a more fair and equitable Los Angeles.

Respectfully,

Marcus
Senior Advisor for Government Partnerships & Strategic Initiatives
Center for Policing Equity
mmckinney@policingequity.org

² See, for example: Fliss, M.D., Baumgartner, F., Delamater, P. et al. (2020). Re-prioritizing traffic stops to reduce motor vehicle crash outcomes and racial disparities. *Injury Epidemiology*, 7(3). <https://doi.org/10.1186/s40621-019-0227-6>