

LOS ANGELES POLICE DEPARTMENT

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March 14, 2022

The Honorable City Council
City of Los Angeles
200 N. Main Street, Room 395
Los Angeles, California 90012

Dear Honorable Members:

RESPONSE TO CITY COUNCIL MOTION NO. 21-1059 – 2021/22 SELECTIVE TRAFFIC ENFORCEMENT PROGRAM

It was requested that Los Angeles Police Department (LAPD or Department) Traffic Group consult with the Los Angeles Department of Transportation to develop traffic enforcement and education strategies and seek input on future grants with the California Office of Traffic Safety (OTS). This request was made during the City Council's approval of the Department's OTS Grant by Councilmember Mike Bonin on November 23, 2021. The Department has reviewed the request and prepared the enclosed fact sheet for the City Council to review.

If you have any questions, feel free to contact Commander Al Pasos, Traffic Group, at (213) 486-0690.

Respectfully,


MICHEL R. MOORE
Chief of Police

Enclosure

**Response to City Council Motion No. 21-1059
2021/2022 Selective Traffic Enforcement Program**

Fact Sheet Prepared by Traffic Group

March 14, 2022

PURPOSE

It was requested that Traffic Group (TRFG) consult with the Los Angeles Department of Transportation (LADOT) to develop traffic enforcement and education strategies and seek input on future grants with the California Office of Traffic Safety (OTS).

BACKGROUND

This request was made during the City Council's approval of the Los Angeles Police Department's OTS Grant by Councilmember Mike Bonin on November 23, 2021.

FINDINGS

Consequently, personnel from TRFG met with Vision Zero representatives from LADOT to discuss the following points:

1. **Right of Way Violations:** Traffic Group conducted a three-year analysis of right of way (ROW) violations that were the primary collision factors (PCF) of fatal and injury traffic collisions. The below table indicates that pedestrians failing to yield ROW to vehicles outside of crosswalks was the leading PCF for fatal collisions and vehicles failing to yield ROW to other vehicles at intersections was the leading PCF for injury collisions.

Right of Way Fatal Traffic Collisions						
	2020		2019		2018	
Type of ROW Violation	Quantity	Percentage	Quantity	Percentage	Quantity	Percentage
Vehicle to Vehicle at Intersection	13	13%	14	13%	17	15%
Vehicle to Vehicle at Stop Sign	4	4%	5	4%	9	8%
Vehicle to Vehicle at Driveway	8	8%	6	6%	5	5%
Vehicle to Pedestrian at Crosswalk	25	24%	31	29%	26	23%
Pedestrian to Vehicle Outside of Crosswalk	52	51%	51	47%	54	48%
Other	0	0%	1	1%	1	1%
Total	102	100%	108	100%	112	100%

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Right of Way Injury Traffic Collisions						
Type of ROW Violation	2020		2019		2018	
	Quantity	Percentage	Quantity	Percentage	Quantity	Percentage
Vehicle to Vehicle at Intersection	2,296	45%	3,348	46%	3,762	46%
Vehicle to Vehicle at Stop Sign	660	13%	1,087	15%	1,228	15%
Vehicle to Vehicle at Driveway	780	15%	1,056	14%	1,250	15%
Vehicle to Pedestrian at Crosswalk	799	16%	1,230	17%	1,306	16%
Pedestrian to Vehicle Outside of Crosswalk	408	8%	459	6%	545	7%
Other	145	3%	135	2%	128	1%
Total	5,088	100%	7,315	100%	8,219	100%

2. **Traffic Data – No At Scene Investigation:** In 2019, the Los Angeles Police Department (LAPD or Department) established the Community Online Reporting Service (CORS) to offer community members the ability to report minor traffic collisions online as opposed to reporting a traffic collision in person or telephonically. The initial criteria were limited to hit and run traffic collisions, with no follow-up investigations. In January 2021, the LAPD expanded the CORS criteria to include the following types of traffic collisions:

- Minor Damage
- Visible Injury
- Complained of Pain Injury
- Hit and Run Misdemeanor

Traffic collision reports submitted through CORS are not entered into the Computer Aided Mapping System (CAMS), which captures all traffic collision statistical information investigated by Department personnel. Only statistical data from CAMS are submitted to OTS for reporting purposes. Although these reports are no longer taken, the collision investigations and subsequent reports taken, continue to support the leading PCFs.

3. **Top Five Primary Collision Factors:** For over 25 years, the LAPD has categorized the following type of traffic violations as the leading five PCFs of traffic collisions in the City:
- Driving Under the Influence
 - Speed
 - Right of Way
 - Pedestrian
 - Traffic Signal
4. **Vulnerable Road Users:** The purpose of the pedestrian and bicycle enforcement details is to improve the safety of “vulnerable road users,” which the LADOT has defined as pedestrians, bicyclists and senior community members.

5. Traffic Education: Three percent of the 2021/22 Selective Traffic Enforcement Program Grant is allocated for traffic education. The grant funds traffic safety educational presentations with a myriad number of topics, which include bicycle, child passenger safety, distracted driver, DUI, motorcycle safety, occupant protection, pedestrian safety, senior citizen driving, sober graduation, speeding, street smarts and teen driving safety. The target audience will significantly vary depending on the topic of the presentation.
6. Future Grant Applications: The Department is the primary entity for the enforcement and education of traffic laws within the City while the LADOT is the primary entity for traffic engineering and education.

STRATEGIES & RECOMMENDATIONS

The Department will focus its strategies on the following points:

Top Five Primary Collision Factors: The LAPD will analyze traffic collision statistics and direct enforcement to be conducted in Geographic Areas which are experiencing increases in collisions related to the grant-funded enforcement detail. For example, pedestrian and bicycle enforcement details will be conducted in Geographic Areas experiencing increases in pedestrian and bicycle-related traffic collisions. Supervisors in charge of the details will emphasize the importance of the Vision Zero mission and will direct personnel to focus their enforcement efforts to support the mission of the detail.

Vulnerable Road Users: The Department will deploy details in Geographic Areas where increases in fatal and severe injury traffic collisions involving pedestrians and bicyclists experienced. Additionally, details will be conducted in LADOT designated Senior Slow Zones to safeguard the lives of the elderly.

Traffic Education: The LAPD will coordinate with LADOT's Safe Routes to School Coordinator and Vision Zero Coordinator, to ensure a unified Vision Zero educational message is disseminated during grant-funded presentations.

It is recommended that LADOT apply for future OTS grants to fund educational programs that support the Department's enforcement programs.

Completed by:
Traffic Coordination Section
Traffic Group

MOTION

I MOVE that the matter of the Public Safety Committee Report relative to the Fiscal Year (FY) 2021-22 Selective Traffic Enforcement Program (STEP) grant, Item No. 6 on today's Council Agenda (C.F. 21-1059), BE AMENDED to:

1. DIRECT the Los Angeles Police Department (LAPD), in consultation with the Los Angeles Department of Transportation (LADOT), to report with the following:
 - a. A breakdown of the "right-of-way" violations that were the primary collision factor (PCF) for fatal and injury traffic collisions;
 - b. A discussion of the reliability of PCF data for traffic collisions where the LAPD did not take a report;
 - c. A strategy to focus grant-funded traffic enforcement details on the top five PCFs, using the requested breakdown;
 - d. A strategy to avoid targeting "vulnerable road users" during grant-funded enforcement details; and
 - e. Coordination with LADOT on educational campaigns, including the content and target audience, to ensure consistency of message and coordination with LADOT's Safe Routes to School program school-based education.
2. DIRECT the LAPD to provide the above report prior to initiating the following FY 2021-22 STEP grant-funded activities:
 - a. Traffic Safety, Bicycle Safety, and Pedestrian Safety Presentations/Courses;
 - b. Pedestrian and Bicycle Safety Details; and
 - c. Primary Collision Factor Enforcement Details.
3. DIRECT the LAPD to include the LADOT in the development of future State Office of Traffic Safety (OTS) funded grant applications.

PRESENTED BY:


MIKE BONINCouncilmember, 11th District

SECONDED BY:



November 23, 2021


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