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November 6, 2017

Chair Mike Bonin and Members of the Transportation Committee  
Los Angeles City Council  
200 N. Spring Street, Room 435  
Los Angeles, CA 90012  
Via email: Adam.Lid@lacity.org

**RE: CF # 15-0546-S3 – Vision Zero Action Plan / Citation Issued Data / No Profiling Pledge**

Dear Chairman Bonin and Members of the Committee:

The Los Angeles Vision Zero Alliance is a coalition of more than 25 organizations and concerned individuals united for safe and equitable streets in Los Angeles. We are committed to advancing Vision Zero enforcement strategies that are socially and racially equitable, data-driven, transparent and accountable to the safety of all road users. **We believe that Vision Zero policies should not justify the over policing of communities of color and the criminalization of low-income individuals, immigrants, youth, and transgender and queer individuals on the basis of creating safer streets.**

We appreciate the Transportation Committee's request for additional information from the Los Angeles Police Department (LAPD) regarding enforcement strategies identified as part of the Vision Zero Action Plan. This request is timely given the \$1.5 million City allocation to LAPD for speed enforcement. We are concerned that this deployment is being done without public process, built-in community oversight or alternatives to ticketing options. **We urge this Committee to hold LAPD's Vision Zero enforcement efforts accountable to high community standards and establish protocols to mitigate over policing in low-income communities and communities of color.**

We are pleased with this Committee's request to the LAPD to implement a No Profiling Pledge as part of a follow-up report to the Vision Zero Action Plan. However, we are disappointed that the LAPD's response to this request **falls short in addressing community concerns and lacks specificity about how it relates to equitable traffic enforcement.** The letter from the Chief of Police to Mayor Garcetti (dated February 15, 2017 and submitted to Council File on June 15, 2017) simply restates the Department's Special Order #15 (2009) prohibiting "discriminatory conduct." The Department's pledge fails to acknowledge the historic and current practice of racially-biased policing that is disproportionately aimed at communities of color.

Similar to what the City of Portland implemented (see attachment), **we urge this Committee and Los Angeles Police Department to adopt a real “no racial profiling pledge”** that:

- publicly and explicitly acknowledges the existing problem with racial bias;
- prioritizes street design and educational interventions to address the historic disinvestment in low-income communities of color, and;
- identifies mechanisms for mitigating over policing in select communities before implementing any enforcement strategies.

The Department’s identification of the “The Five” raises serious concerns. **Compared to other Vision Zero cities, it is unclear how the top traffic safety violations - Right of Way, Speed, Traffic Controls, Driving Under-the-Influence, Pedestrian - were selected and lacks sufficient information on what actual behaviors will be enforced.** This vagueness leaves LAPD open to deploy uneven and unclear enforcement of traffic laws. We request the Department to:

- Adhere to a data-driven approach in identifying the top five most fatal moving violations, and;
- Provide specificity on what is currently listed, such as rules of the road with each violation for motorists, cyclists and pedestrians.

As noted above, the \$1.5 million allocation for Vision Zero enforcement raises major concerns given the lack of information shared regarding the Department’s deployment strategies, especially as it pertains to neighborhoods and communities that lack basic street safety infrastructure. To **mitigate a practice of “broken windows” policing that is emerging in other Vision Zero cities**, we urge this Committee and the LAPD to:

- Adopt a design-first strategy that acknowledges the problematic legacy of under-investment and over-policing in communities of color;
- Establish public oversight over the allocation of funds for enforcement activities and provide the public with information on how, when and where and how often deployment will occur;
- Require every deployment to include a pre-enforcement educational campaign that emphasizes awareness and is narrowly focused on the top five fatal moving violations, and;
- Pursue policies and funding to create community-led diversion programs to address traffic violations in lieu of fines and citations.

Finally, the Alliance finds that the current direction and discretion of Vision Zero enforcement policies under the Counter-Terrorism and Special Operations Bureau presents several challenges in: streamlining implementation to the responsible Department staff, creating transparency for whom community members should connect with regarding Vision Zero related concerns, and igniting the culture shift that Vision Zero is intended to create. **We urge this Committee to assign Vision Zero enforcement decision-making and planning matters to the four Traffic Divisions and require that Traffic Division Captains be represented in the Vision Zero Task Force.**

We appreciate this Committee and the Los Angeles Police Department's consideration to adopt equitable enforcement policies that prioritizes education, builds community awareness and ends the criminalization of low-income communities of color. Should you have any questions, please reach out to Anisha Hingorani (ahingorani@advanceproj.org).

Sincerely,  
The Los Angeles Vision Zero Alliance

Cc: Los Angeles Mayor Eric Garcetti  
Seleta Reynolds, General Manager, LADOT  
Nat Gale, Principal Project Coordinator, LADOT  
Diego de la Garza, Federal Liaison, Office of Mayor Eric Garcetti

Attachment: Page 6 and 10 of the City of Portland's Vision Zero Action Plan  
Full Action Plan: <https://www.portlandoregon.gov/transportation/71730>

## VISION STATEMENT

Working together, we will take equitable and data-driven actions that will **eliminate deaths and serious injuries** for all who share Portland streets by 2025.

## GUIDING PRINCIPLES

These principles will guide the actions and performance measures of the Vision Zero Action Plan.

### EQUITABLE

The plan will be **Equitable**

- ▶ It will address the disproportionate burden of traffic fatalities and serious injuries on communities of concern, including people of color, low-income households, older adults and youth, people with disabilities, people with limited English proficiency, and households with limited vehicle access
- ▶ It will prioritize filling gaps in infrastructure where those gaps contribute to fatalities and serious injuries, or limit the transportation options of communities of concern
- ▶ It will not result in racial profiling

### DATA-DRIVEN

Actions in the plan will be **data-driven** to address the factors that lead to serious injury and death on Portland's streets

- ▶ **Safety data** will be gathered from both traditional and innovative sources to identify the location, behaviors, and circumstances—including street design—related to serious and deadly crashes
- ▶ **Equity data**, including demographics, risk factors, traffic enforcement data, and infrastructure gaps linked to crashes, will be used to ensure the plan prioritizes the needs of communities of concern

### ACCOUNTABLE

The plan will be **accountable**, setting out clear objectives and measuring performance against them

- ▶ Progress will be communicated in annual reports and in an easily accessible dashboard
- ▶ Engagement with communities will be ongoing
- ▶ Success will be measured by the level of investment in communities of concern, as well as by safety metrics

This Vision Zero Action Plan places a strong emphasis on equity and supports Portland's Citywide Racial Equity Goals. To learn more about Portland's Citywide Racial Equity Goals & Strategies, visit the Office of Equity and Human Rights website at [portlandoregon.gov/oehr](http://portlandoregon.gov/oehr)

## WHY VISION ZERO?

Vision Zero is the bold goal to eliminate all traffic deaths and serious injuries on Portland streets by 2025. Vision Zero reaches beyond traditional transportation agency safety programs. It is a multi-agency, multi-partner initiative that requires cooperation, commitment, urgency, and action across the community.

### A transportation system centered around people

For decades, Portland has defined itself as a city for people. We are a leader in walking, bicycling, and public transit—and we are known nationally and internationally for our livable neighborhoods.

But a livable city must be a safe city, and as Portland grows, it is clear that protecting the health of our residents means addressing behaviors and infrastructure gaps that put people's lives at risk. The need is ever more acute as gentrification and changing demographics force low-income, transit-dependent residents into neighborhoods where walking is especially dangerous.

### Working toward equitable communities

In the context of traffic safety, **equity means creating streets that are safe for all Portlanders, in all areas of the city, to move by all modes.** This is no small undertaking: East Portland has twice the number of pedestrian fatalities per capita compared to the city overall.

In areas of Portland where streets were built to move cars efficiently, those streets must be redesigned to move people safely. Vision Zero's guiding principles and actions prioritize infrastructure investment on our most dangerous streets in traditionally under-invested communities. The enforcement actions in this plan are limited in order to reduce the possibility of racial profiling and disparate economic impacts.

**“Reaching the goal of Vision Zero is achievable with a diverse group of community partners leading the way. I am proud to be sharing in this effort.”**

**MIKE MORRISON, B.S.N.**

Trauma Nurse, Legacy Emanuel Hospital



## Vision Zero in Other U.S. Cities

Since 2014, Vision Zero has been gathering momentum across the U.S. As of October 2016, 21 cities across the United States have committed to Vision Zero.

Early results are promising. Traffic deaths in New York City (the earliest U.S. adopter of Vision Zero) are down 22% since 2013, just before the city launched Vision Zero. Pedestrian deaths dropped to a record low in New York City in 2015.