

To: Los Angeles City Council

This letter to the Board of Supervisors will help the City Council reduce pursuit accidents.

March 1, 2021

To: Board of Supervisors

Re: Sheriff's Deputy 2/25/21 Motorcycle Pursuit Fatality

What kind of PURSUIT TRAINING PROGRAM and PURSUIT POLICY do you have that would allow a high risk high speed chase through a busy intersection for nothing more than a mere speeding violation (GROSS ERROR #1) by running a red light (GROSS ERROR #2 – you never never never drive at high speed through a red light during a pursuit)?

Other things for you to pursue to reduce pursuit injuries:

SIGNAL PREEMPTOR: What if there had been a signal preemptor? No accident.

ROLL BARS: What if the motorcycle had been constructed with strong roll bars all around it to protect the deputy? Probably no fatality.

REMOTE DISABLING: What if there was legislation requiring car manufacturers to install remote disabling programs that would have allowed the deputy to shut off the pursued vehicle's engine remotely? No accident.

LOCATION SENSORS: What if there was legislation requiring car manufacturers to install built-in location sensors so the vehicle could have been identified and eventually located without a chase? No accident.

REMOTELY CONTROLLED ADVANCE SIRENS: The struck vehicle might not have heard the siren in time. A) What if, in a heavy traffic area such as this, speakers on poles and buildings (buildings that could muffle and hide a siren sound) had given the car a 10-second remotely controlled advance siren warning? No accident. B) And what if there was legislation that required the car's radio (the main reason why sirens are not heard) to be manufactured so it would automatically (on or off) remotely broadcast the approaching siren well before it could have been heard without the radio and without being blocked out by the radio? No accident.

Been there