

LOS ANGELES POLICE COMMISSION

**SEATBELT INSPECTION,
GANG OFFICER ARRESTEE
TRANSPORTS**



Conducted by the

OFFICE OF THE INSPECTOR GENERAL

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July 5, 2016

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I. INTRODUCTION

A prior Office of the Inspector General (OIG) audit of the Los Angeles Police Department's (Department) Southeast Division arrestee transports disclosed numerous instances of un-seatbelted arrestees and gang officers riding in the rear seat.¹ Hence, the OIG performed a brief follow-up inspection to determine if Operations-South Bureau (OSB) and Operations-Central Bureau (OCB) gang officers riding in the rear seat and their arrestees were seatbelted, as required by California Vehicle Code and Department policy.²

II. INSPECTION REVIEW AND RESULTS

As of the inspection date, OSB and OCB were the only bureaus with vehicles equipped with the Digital In-Car Video System (DICVS). Hence, the OIG viewed all DICVS rear-seat recordings for all 61 OSB and 50 OCB Gang Enforcement Detail (GED) officers deployed from July 15 to July 20, 2015.^{3,4,5} During this period, for OSB, DICVS recorded 38 arrestee transports and 35 officers riding in the rear seat. Likewise, for OCB, DICVS recorded 27 arrestee transports and 23 officers riding in the rear seat.

For OSB, the inspection found that 95% (36/38) of the transported arrestees were seatbelted. The two exceptions involved an un-seatbelted arrestee transported twice by two Harbor Area GED officers about two hours apart. The inspection also found that 86% (30/35) of the GED officers riding in the rear seat were seatbelted. The five exceptions involved one Southeast Area officer, two 77th Street Area officers, and one Harbor Area officer (twice). The table on the following page provides full OSB inspection results.⁶

¹ Office of the Inspector General, *Review of Video Recordings of Arrestee Transports, Southeast Area* (November 20, 2014), pg.1, which reported that 13 of 49 persons (27%) were unbelted.

² California Vehicle Code section 27315(d) states, "A person shall not operate a motor vehicle on a highway unless that person and all passengers 16 years of age or over are properly restrained by a seat belt." Department Manual, Volume 4 Sections 217.50, *Transportation of Arrestees*, and 289, *Safety Belts in Department Vehicles*, require that employees and all others riding in Department vehicles shall wear seatbelts.

³ All GED units are assigned non-partitioned ("hybrid") vehicles. Hence, for the safety of the driving officer, whenever an arrestee is transported, the passenger officer sits in the left rear seat next to the arrestee.

⁴ The inspection assumed that the GED officers manually activated the DICVS rear-seat recording equipment for all arrestee transports, as required.

⁵ Per Deployment Planning System (DPS) records, 61 OSB GED officers were deployed: Southeast (18), Southwest (9), Harbor (12) and 77th Street (22). Per DPS, 50 OCB GED officers were deployed: Central (5), Hollenbeck (19), Newton (11), and Rampart (15). Northeast Area GED officers were excluded from the inspection, as DICVS was not yet operational in their vehicles as of inspection date.

⁶ The OIG provided OSB management with the exception details (dates, times, officer names & serial #s, arrestee name, etc.).

Table No. 1 – OSB GED Seatbelt Inspection Results

OSB Area	No. of Arrestee Transports	No. of Times Arrestee Seatbelted	Compliance %	No. of Times Officer Riding in Rear Seat	No. of Times Officer Seatbelted	Compliance %
Southeast	7	7	100%	5	4	80%
Southwest	4	4	100%	4	4	100%
Harbor	21	19	90%	19	17	89%
77 th St.	6	6	100%	7	5	71%
	<u>38</u>	<u>36</u>	95%	<u>35</u>	<u>30</u>	86%

For OCB, the inspection found that 100% (27/27) of the transported arrestees were seatbelted. The inspection also found that 74% (17/23) of the GED officers riding in the rear seat were seatbelted. The six exceptions involved one Central Area officer (two times), one Newton Area officer (two times), and two Rampart Area officers.⁷ The table below provides full OCB inspection results.⁸

Table No. 2 – OCB GED Seatbelt Inspection Results

OCB Area	No. of Arrestee Transports	No. of Times Arrestee Seatbelted	Compliance %	No. of Times Officer Riding in Rear Seat	No. of Times Officer Seatbelted	Compliance %
Central	7	7	100%	7	5	71%
Hollenbeck	0 ⁹	0	n/a	0	0	n/a
Newton	6	6	100%	6	4	67%
Rampart	14	14	100%	10	8	80%
	<u>27</u>	<u>27</u>	100%	<u>23</u>	<u>17</u>	74%

III. DEPARTMENT RESPONSE

Regarding OSB, the commanding officers (COs) of the three affected divisions (Southeast, Harbor, and 77th Street) concurred that the four rear-seat passenger officers were not seatbelted. The COs administered an Employee Comment Sheet to two officers and counseling to two officers.

Regarding OCB, the CO of OCB directed the COs of the three affected divisions to administer an Employee Comment Sheet to the four un-seatbelted rear-seat passenger officers and four driving officers.

⁷ Also, the DICVS disclosed for 7/15/15 an un-seatbelted county probation officer riding with Rampart Area officers.

⁸ The OIG provided OCB management with the exception details (dates, times, officer names & serial #s, arrestee name, etc.).

⁹ The OIG examined the Training and Evaluation Management System (TEAMS) report for all 9 Hollenbeck gang officers deployed 3 or more days during the test period and confirmed that they were not credited with any arrests. The OIG did not examine the TEAMS report for the other 10 Hollenbeck gang officers deployed 1 or 2 days.