Reimagining Community Safety

July 23, 2021
1:15 pm – 2:15 p.m.

www.scag.ca.gov
Meeting Logistics

1. Webinar length: approximately 1 hour
2. Please take care to mute your audio/phones
3. At the end of the presentations, there will be a Q&A session followed by a facilitated group discussion
4. If you have a question during a presentation, type it into the chat box, or raise your hand and we will call on you after the presentation is finished
5. Think of something later? Email aguirre@scag.ca.gov or the presenter
6. All presentations will be emailed to those who registered to participate in today’s webinar
Presentation #1: Overview of Regional Conditions, Go Human Campaign
Courtney Aguirre, SCAG

Presentation #2: Moving from Enforcement to Engagement
Natasha Riveron, Safe Routes Partnership

Presentation #3: Safe Streets for All
Barnali Ghosh, Walk Bike Berkeley

Presentation #4: Alternative Traffic Enforcement Approaches in Los Angeles
Eric Bruins, City of Los Angeles
What are the overall trends?

SCAG Region Total Number of Fatal Victims

Why are collisions occurring?

One of the top contributing factor of all collisions is unsafe speed.

Speed is the critical factor in the severity of collisions.

HIT BY A VEHICLE TRAVELING AT 25 MPH
89% chance of survival.

HIT BY A VEHICLE TRAVELING AT 35 MPH
68% chance of survival.

HIT BY A VEHICLE TRAVELING AT 40 MPH
35% chance of survival.

1,450 PEOPLE DIE EVERY YEAR FROM COLLISIONS
5,500 PEOPLE SUSTAIN SERIOUS INJURIES EVERY YEAR FROM COLLISIONS
77% OF ALL COLLISIONS OCCUR IN URBAN AREAS
Visit scag.ca.gov/transportation-safety for all county-specific factsheets, a Story Map, the Transportation Safety Regional Existing Conditions Report, and more.
Go Human Active Transportation Safety & Encouragement Campaign

Co-Branding & Regional Advertising Campaign

Temporary Safety Demonstrations & Programming (Kit of Parts)

Safety Workshops, Webinars, and Technical Assistance
SCAG's Go Human Traffic Safety Peer Exchanges

Traffic Safety Peer Exchanges Events

**Tuesday, July 13, 1 p.m.**  
Human-Centered Safety in Rural Communities  
(Imperial, Riverside, & San Bernardino Counties)

**Thursday, July 15, 11 a.m.**  
Traffic Safety in the City: Centering Equity & Access  
(Orange, Riverside, & San Bernardino Counties)

**Tuesday, July 20, 1 p.m.**  
Traffic Safety in Suburbia: Serving All Ages  
(Ventura & Los Angeles Counties)

**Friday, July 23, 1:15 p.m.**  
Reimagining Community Safety

**Thursday, July 29, 1 p.m.**  
Traffic Safety in Suburbia: Serving All Ages  
(Orange, Riverside, & San Bernardino Counties)

**Tuesday, August 3, 11 a.m.**  
Human-Centered Safety in Rural Communities  
(Ventura & Los Angeles Counties)

**Tuesday, August 10, 1 p.m.**  
Traffic Safety in the City: Centering Equity and Access  
(Los Angeles County)

Visit gohumansocal.org to register and sign up for the Go Human newsletter

Follow Go Human on socials @GoHumanSoCal
### Zoom Poll Questions

1. Which type of organization are you from (if applicable):
   - a) Community-Based Organization/Nonprofit
   - b) State agency
   - c) City/county agency
   - d) Regional agency
   - e) University/academia
   - f) Private company
   - g) Other
   - h) NA

2. Is your organization currently doing work to reimagine community safety? (Yes/No)

3. Have you ever been stopped by police? Or have you known someone stopped by police? (Yes/No)
MISSION

The mission of the Safe Routes Partnership is to advance safe walking and rolling to and from schools and in everyday life, improving the health and well-being of people of all races, income levels, and abilities, and building healthy, thriving communities for everyone.
What do we mean by “Safe”?

• Not injured or killed as a result of traffic violence
• Not bullied or harassed
• Not victim to physical violence, threats, or intimidation

• We want more than just not being killed, hurt, or harassed; we want people to thrive.
The problem with enforcement: Structural racism and decades of social and built infrastructure disinvestment.

Communities with Sidewalks

- High income: 90%
- Low income: 49%

Communities with Marked Crosswalks

- High income: 13%
- Low income: 7%

Bridging the Gap, Income Disparities in Street Features that Encourage Walking, 2012

© 2015 Safe Routes to School National Partnership

Decades of racist transportation policy killed Avante Reynolds — Cobbs Creek wants change

By Michaela Winberg - September 2, 2020
The problem with enforcement: Racial profiling

Los Angeles Times
Black drivers face more police stops in California, state analysis shows

Race and ethnicity of Minneapolis residents in 2014
- White: 61%
- Black: 18%

Race and ethnicity of people in bike-related CAPRS reports 2009-2015
- White: 35%
- Black: 48%

Source: Bicycle Citations and Related Arrests in Minneapolis 2009-2015

Walking While Black
Pedestrian Enforcement and Racial Profiling
The problem with enforcement:
It doesn’t change long-term driver behavior

An Assessment of Traffic Stops and Policing Strategies in Nashville (Policing Project, NYU School of Law)

Do speeding tickets reduce the likelihood of receiving subsequent speeding tickets? A longitudinal study of speeding violators in Maryland (Department of Epidemiology and Preventive Medicine, University of Maryland School of Medicine)

Effect of High-Visibility Enforcement on Motor Vehicle Crashes (Metro Nashville Police Department)
The problem with enforcement:
It doesn’t make communities feel safer

Source: The Center for Indian Country Development

Having ‘The Talk’: Expert Guidance On Preparing Kids For Police Interactions
August 27, 2019

Source: NPR WBEZ

The forgotten minority in police shootings
By Elise Hansen, CNN
Updated 2:51 PM ET, Mon November 13, 2017

Source: The Center for Indian Country Development

Portland area parent arrested by ICE at school bus stop
By Courtney Vaughn
Tuesday, February 25, 2020

Source: KOIN

Tigard-Tualatin School District wants 'safe zones' expanded as feds target Washington County
Shifting away from enforcement presents opportunities to...

• Invest in engineering our streets and roads to be slower and safer for the long-term

• Invest in crossing guards, public safety ambassadors (no weapons, no arrest authority, of the community they serve)

• Invest in educational programs using League Cycling Instructors and people trained in child pedagogy

• Support community resiliency, connect to programs, and work with community-based organizations

• Support Black Lives Matter movement and all communities negatively impacted by policing – LGBT+, immigrants, people seeking pathways to citizenship
Moving toward Engagement

• Meaningful community engagement is essential in creating sustainable, successful programs

• Engagement means building and uplifting community leaders and champions

• Engagement means uniting around a shared vision
Change is hard
Why is change so difficult?

• Personal beliefs/experiences intersect with professional

• Individuals vs. systems
  • Nice people/interpersonal relationships
  • Turning a cruise ship

• Confronting the unknown

• Differential experiences lead to confusion about path forward

• Lack of alternatives to the way “things have always been done”

• Slows work down

• Hurt feelings that idea isn’t liked or well-received
Change is necessary and can lead to great things.

- Accepting change, listening to other people’s out of the box ideas does not make your ideas or legacy bad, in fact, it can enhance it

- Lived experience is just as important as technical and professional experience (or more!)

- Opportunity to increase safety, rates of people walking/biking, build social connections and cohesion
Resources

Safe Routes Partnership Resources

• Dropping Enforcement from the 6 E’s of Safe Routes to School Framework
• At the Intersection of Active Transportation & Equity
• Taking Steps toward Mobility Justice: An Invitation to Learn More and Take Action
• Transportation Equity in the Face of policing
• Protecting Black Lives in Parks & Public Spaces
• Solidarity with Police-Free Schools in Salem-Kaiser, Oregon
• Resources for SRTS Practioners: Back to School Working Group

More Resources

• Untokening– Transformative Talks: resources for BIPOC practioners and allies on mobility justice and equity
Safe Streets for All

An equity-based, data-driven, engineering-first approach to safety on our streets
Most encounters with the police are traffic stops

52% of police contacts are traffic stops

That’s 28 million people experiencing traffic stops per year

Disparities exist regardless of mode of travel - Berkeley 2015-19

Source: Kate Gosselin, 2020, https://sites.google.com/view/berkeleypolicingandcollisions/home
Police Stops & Searches by Race - Berkeley 2015-19

Source: Kate Gosselin, 2020, https://sites.google.com/view/berkeleypolicingandcollisions/home
Enforcement Outcome of Searches, by Race - Berkeley 2015-19

Source: Kate Gosselin, 2020, https://sites.google.com/view/berkeleypolicingandcollisions/home
Pedestrian Death Rates by Race/Ethnicity

Cited CA Vehicle Code Violations by Parties Involved in Severe and Fatal Collisions

Table 2: Cited CA Vehicle Code Violations by Parties Involved in Severe and Fatal Collisions¹

<table>
<thead>
<tr>
<th>Cited Party at Fault</th>
<th>California Vehicle Code Summary</th>
<th># of Severe or Fatal Collisions³</th>
<th>Other Parties Involved²</th>
</tr>
</thead>
<tbody>
<tr>
<td>Driver</td>
<td>Failure to yield at crosswalk</td>
<td>20</td>
<td>1</td>
</tr>
<tr>
<td>Driver</td>
<td>Traveling at unsafe speeds</td>
<td>8</td>
<td>3</td>
</tr>
<tr>
<td>Driver</td>
<td>Failure to yield to oncoming traffic when making a left turn or U-turn</td>
<td>7</td>
<td>5</td>
</tr>
</tbody>
</table>

We are an all-volunteer organization that advocates for safe, low-stress, and fun walking and biking in Berkeley for people of all ages and abilities.

We want a healthy, equitable, and sustainable transportation system in Berkeley.

WalkBikeBerkeley.org
March 10, 2020: Vision Zero Action Plan passes in Berkeley (explicitly puts off the Enforcement aspects)

Vision Zero Action Plan
From: City Manager
Recommendation: Adopt a Resolution approving the City of Berkeley Vision Zero Action Plan and directing the City Manager to form a Vision Zero Coordinating Committee; proceed with the “Vision Zero Program”, “Safer Streets for Everyone” and “Safer Streets by Everyone: Public Awareness” priority actions as described in the Plan; and work with the Vision Zero Coordinating Committee to develop a Vision Zero Traffic Enforcement policy before proceeding with the “Safer Streets by Everyone: Enforcement” actions described in the Plan.
March 10, 2020: Vision Zero Action Plan passes in Berkeley (explicitly puts off the Enforcement aspects)
The Genesis of an Idea

Policing the Open Road
How Cars Transformed American Freedom
Principles of Mobility Justice

The Untokening: A Convening for Just Streets & Communities held in Atlanta, GA on November 13, 2016.
(untokening.org)
BerkDOT: Centering equity in safe, sustainable mobility
(address both traffic violence and police violence on our streets)

Currently in Police Department
BerkDOT: Centering equity in safe, sustainable mobility

- Parking Enforcement
- Traffic Law Enforcement
- School crossing guard management
- Collision investigation; data collection, analysis & reporting

Currently in Police Department

+ 

- Planning
- Maintenance
- Engineering
- Community Engagement

For all Sidewalks & Streets - Currently in Public Works Department
BerkDOT: Centering equity in safe, sustainable mobility

Currently in Police Department
- Parking Enforcement
- Traffic Law Enforcement
- School crossing guard management
- Collision investigation; data collection, analysis & reporting

For all Sidewalks & Streets - Currently in Public Works Department
- Planning
- Maintenance
- Engineering
- Community Engagement

BerkDOT (unarmed)
BerkDOT: Centering equity in safe, sustainable mobility

- Parking Enforcement
- Traffic Law Enforcement
- School crossing guard management
- Collision investigation; data collection, analysis & reporting

Currently in Police Department

- Planning
- Maintenance
- Engineering
- Community Engagement

For all Sidewalks & Streets - Currently in Public Works Department

BerkDOT (unarmed)

Police conduct stops only for life-threatening violations; police completely prohibited from conducting pretextual stops
The (original) BerkDOT Coalition

Ben Gerhardstein, Walk Bike Berkeley
Liza Lutzker, Walk Bike Berkeley
Barnali Ghosh, Walk Bike Berkeley & Transportation Commission
Terry Taplin, Transportation Commission
Sofia Zander, Transportation Commission
Jose Bernal, Ella Baker Center for Human Rights
Asher Waite-Jones, East Bay Community Law Center
Darrell Owens, East Bay for Everyone
Dave Campbell, Bike East Bay
Hayley Currier, Transform
Rigel Robinson, City Councilor
Angie Chen, Legislative Aide
Nathan Mizell, ASUC Exec VP & Police Review Commission
Berkeley council approves ‘omnibus motion’ on police reform

The city will work to create a new transportation department with a “racial justice lens” and a Specialized Care Unit staffed by a “network of crisis responders” to respond to non-criminal calls, among other changes.

Omnibus Motions Passes 8-0-1 at 3am on July 15th
Re-imagining Public Safety Task Force
Who needs to be at the table?

- City Departments
- Legal research
- Labor
- State and local representatives
- Transportation Advocates
- Designers/Planners/Engineers
- Disability Community
- City Council
- City Commissions
- Racial Justice Advocates
- Data Analysts
- Unhoused community
- Transportation Agencies
- Public Health Professionals
- Safety Researchers
- Business community
- School District
- Other Cities
- Business community
End pretextual traffic stops in Berkeley

Eliminate stops for low-level offenses: According to the presentation to the Working Group by Captain Bolton of the OPD, Oakland significantly reduced stops for these low-level, non-public safety related offenses, resulting in a reduction in the number of African Americans being stopped and a reduced stop-disparity rate, with no effect on crime rates (homicides and injury shootings went down during the same period). There is often overlap between “investigatory stops” and “stops for low-level offenses,” as the latter may be used as a pretext for investigation.

The types of stops falling into these categories may include:
- Equipment violations
- Not wearing a seat belt
- Improper use of high beams
- Violating a regulation (e.g. expired license tags)
- Stop purposes recorded as “other

Mayor’s Working Group on Fair and Impartial Policing Policy Proposals, February, 2021
End pretextual traffic stops in Berkeley

Focus Traffic Stops on Safety: According to Dr. Frank Baumgartner’s 2018 book, Suspect Citizens, “Safety stops are those aimed at enforcing the rules of the road to decrease the likelihood of an accident” (pg. 191).

The types of stops falling into this traffic safety category may include:

- Excessive speeding
- Running a stop sign or stop light
- Unsafe movement
- Driving while intoxicated

Mayor’s Working Group on Fair and Impartial Policing Policy Proposals, February, 2021
Reduce the footprint of police in transportation

- parking enforcement
- most traffic law enforcement
- school crossing guard management
- collision response, investigation, data collection, analysis, and reporting
BerkDOT: Safe, equitable, sustainable mobility

Transportation is 60% of Berkeley’s carbon emissions

- Report directly to the city manager’s office
- Conduct stops and issue citations for the sole purpose of advancing road safety
- Conduct collision response and data management
- Look for alternatives to punitive approaches to enforcement
- Responsible for equitable mobility outcomes
Philando Castile
*pulled over for a broken brake light*

Sandra Bland
*pulled over for failing to signal a lane change*

Maurice Gordon
*pulled over for speeding*

All three died at the hands of police.
Resources to Learn More

Do We Need Police To Curb LA's Traffic Violence? Some Cities Are Saving Lives Without Them, by Ryan Fonseca
Traffic Without the Police, by Jordan Blair Woods
Untokening: http://www.untokening.org/summary
Policing the Open Road: How Cars Transformed American Freedom, by Sarah Seo
A Path to Non-Police Enforcement of Civil Traffic Violations, by Sarah Seo
We Keep Us Safe: Building Secure, Just, and Inclusive Communities, by Zach Norris
Police-Free Systems are Possible, by Bike East Bay
Can Vision Zero Work in a Racist Society? By Tamika Butler
Arrested Mobility: Exploring the Adverse Social, Political, Economic & Health Outcomes of Over-Policing Black Mobility in the U.S."
https://vimeo.com/460197268

Some influential BIPOC folks to follow on Twitter on issues of mobility justice: @TamikaButler, @DrDesThePlanner, @Lyndab08, @ctbrown1911, @BiciUrbana, @sahrasulaiman, @multimodalshrtty, @WarrenMobility, @VeronicaODavis
Alternative Traffic Enforcement Approaches in Los Angeles

Eric Bruins, Transportation Policy Director
Office of Councilmember Mike Bonin, 11th District
Current Approach → Bad Outcomes

Biased stops: Traffic enforcement is used as a pretext to stop and search Black and Latino motorists more often than white motorists, despite finding less contraband

Inequitable enforcement: Traffic enforcement is frequently complaint-driven, does not focus on high-risk behaviors, and often targets vulnerable road users

Ineffective safety outcomes: There is no geographic correlation between police stops and crash rates

Poor mobility outcomes: Black and Latino residents cite fear of police harassment as a reason for modifying or limiting travel behavior
Policy Window

- Community Advocacy: Push LA’s “Stop the Stops” Campaign
- Moment of Reckoning: 2020 Protests for Racial Justice
- Political Leadership: City Council + Agency Leadership
Motion to Study Alternatives (CF#20-0875)

Introduced: June 30, 2020         Approved: February 23, 2021

Conduct a study on the feasibility of utilizing civilian enforcement of traffic laws for motorists, cyclists, and other forms of transportation occurring within the City of Los Angeles, including:

- A review of traffic laws for any outdated enforcement sections that could be decriminalized or removed.
- A review of unarmed traffic enforcement techniques from around the United States as well as any international models.
- Consideration of the size and diversity of the City of Los Angeles, including but not limited to:
  - Population and square mileage
  - Racial demographics
  - The number of languages spoken
  - The number of people living in poverty
  - Any other factors that may be relevant to developing this type of program to meet the needs of City residents
Motion to Create Metro Public Safety Advisory Committee (PSAC)

Introduced: June 18, 2020  Approved: June 25, 2020

Establish a Transit Public Safety Advisory Committee and additional perspectives that represent Metro’s ridership and advocacy organizations, including but not limited to racial, cultural, gender, income, geography, immigration status, and housing status.

Develop a community-based approach to public safety on the transit system, including but not limited to:

1. A transit ambassador program that provides staffed presence at Metro facilities and on Metro vehicles.
2. Alternatives to armed law enforcement response to nonviolent crimes and code of conduct violations.
3. Greater community stewardship of transit spaces, such as supporting street vending in transit plazas.
4. The Universal Blue Light program proposed in Metro’s June 2018 ridership initiatives.
5. Education about and expansion of fare discount programs.
6. Outreach and services for unhoused individuals.
7. A shift of resources from armed law enforcement to the above strategies.

Motion approving investment of $40 million in police alternatives approved in March 2021.
Where Do We Go From Here?

- Launch Consultant Study
- Assemble Advisory Committee
- Agree on Problem Statement
- Review Alternative Models
- Develop Recommendations
- City Council Deliberation