



September 24, 2020

Mayor Kevin L. Faulconer
ATTN: Department of Transportation and Stormwater
City of San Diego
202 C Street, 10th Floor
San Diego, CA 92101

Subject: Recommendations for Vision Zero Strategic Plan and Role of Enforcement

Dear Mayor Faulconer:

As members of the Vision Zero Coalition, we recommend the City incorporate the recommendations below in the development of the Vision Zero Strategic Plan and adopt an equity lens while planning for the role of policing in Vision Zero.

Vision Zero, the goal of ending all traffic fatalities and serious injuries on San Diego's streets by 2025, must be pursued in a way that brings relief to communities disproportionately impacted by traffic violence, which are frequently Black and Brown communities with high rates of walking and bicycling paired with poor infrastructure. However, the pursuit of safer streets must not harm Black and Indigenous People of Color (BIPOC) in the name of ending traffic violence.

Achieving the Vision Zero goal has historically been framed through "the three E's:" Engineering (installing traffic calming, street design, etc.), Education (developing PSAs, youth education, etc.), and Enforcement (stopping dangerous driving). Unfortunately, the Enforcement component of our shared vision of ending traffic violence has perpetuated racial profiling on our streets and in some instances can end in the tragic loss of life of BIPOC.

We believe that San Diego can achieve the Vision Zero goal equitably. To do so, we must begin to rethink the role of police and enforcement in achieving Vision Zero.

We have developed the following recommendations around enforcement that can and should be addressed in the Vision Zero Strategic Plan. We believe these recommendations can help create streets that are truly safe for everyone.

Enforcement Alternatives

- **Replace the Three E's (Engineering, Education, and Enforcement) framework** from the official Vision Zero strategy with a new framework established by the nation-wide Vision Zero Network: Safe Streets, Safe People, and Safe Speeds.
- **Participate in future state-wide dialogue around Automated Speed Enforcement Cameras** (ASEC) to ensure state-wide policy implementation is centered on community trust, equitable placement, and accountable privacy policies where local data is not shared with U.S. Immigration and Customs Enforcement. Citations from ASEC should include an income-based payment structure and direct funds to engineering improvements where citations occurred.
- **Fund unarmed mental health responders.** This could include increasing funds for more mental health responders to provide resources, support, and medical attention to people in crisis on San Diego's streets.
- **Increase funding for "self-enforcing" streets** that are designed so that drivers are less likely to commit driving infractions such as speeding through, with traffic calming infrastructure. This should be done through both pop-up traffic calming projects and a substantial increase in capital projects that prioritize safe streets where people's lives are most at risk.

Enforcement Reforms

- **Research and consider creating an unarmed diversion program** or civilian transportation division responsible for all nonviolent traffic- and transportation-related infractions. Examples of potential non-punitive action include: providing front and rear lights to cyclists who may be traveling without lights after dark, recent BerkDOT proposal for shifting responsibilities of all traffic and parking related incidents to unarmed civil servants, and Philadelphia's recent approval of charter amendment to create traffic enforcement division of unarmed officers.
- **Utilize City and County funded outreach workers to respond to emergency needs of unsheltered individuals.** Unarmed civil servants specializing in homelessness, mental illness, and addiction are trained at serving this demographic of residents. The City of Eugene, Oregon has successfully implemented a 30-year-old program "Cahoots" that handles a significant portion of local non-emergency calls, cases which do not require immediate police response.
- **Enact a moratorium on punitive enforcement of bicycle and pedestrian infractions** if they are not committed in a manner that could likely lead to the injury of another individual (and/or state level legislation).

- **Consider a moratorium on punitive enforcement of the “Idaho stop”** (i.e. treating a stop sign as a yield and a red light as a stop sign) **and state-level advocacy for its legalization.** Bicycle injuries in Idaho dropped 14.5% after the change was implemented in 1982 and similar laws have been adopted by a number of other states in recent years, led by the *Bicycle Friendly Delaware Act* in 2018.
- **Provide restorative justice programs for repeat traffic violence offenders for youth aged 11-25** in order to reduce BIPOC recidivism and the criminalization of transportation. Focus on the most dangerous traffic related incidents, such as speeding, DUI, and hit-and-run. Local examples to build off of include the Beach Area Community Court Restorative Justice Model and the Restorative Justice Mediation Program.

Education and Engagement

- **Include support of efforts to increase bicycle education on the DMV driver’s license test and renewal process** for all operators of motor vehicles as part of the City’s legislative platform.
- **Increase culturally sensitive bicyclist, pedestrian, and driver safety education** programs. An example of a local campaign is the “Check Before You Step” program which focused on sharing pedestrian laws to the City of El Cajon’s refugee population.

Data, transparency, and accountability

- **Conduct outreach through surveys** or other methods to learn about how people experience the public right-of-way and their priorities for safety improvements, whether relating to traffic calming, street lighting, or other ways to make streets safer and encourage multi-modal transportation for all San Diegans.
- **Regularly review data to find where dangerous travel behaviors, such as speeding or illegal turning movements are taking place.** Data that shows where dangerous travel patterns are taking place should shape where investments in safe streets are prioritized. This data can also inform education efforts, or enforcement actions if needed to immediately address dangers.
- **Regularly release and analyze demographic data on traffic enforcement ticketing and stops** of people traveling by all modes. This data should help determine how traffic enforcement in the name of safety impacts BIPOC and can guide future policy through regular reports to the appropriate Council Committee.

The Vision Zero Coalition is available to support the City of San Diego as it pursues its multipronged goals of safe streets, climate action, and equitable access to transportation options for all San Diegans.

Sincerely,
 Angelica Rocha, **Circulate San Diego**

Kim Heinle, **Bayside Community Center**

Katie Matchett, **beautifulPB**

Kyle Heiskala, **Bike San Diego**

Randy Torres-Van Vleck, **City Heights Community Development Corporation**

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Brian Pollard, **Urban Collaborative Project**

cc: City of San Diego City Council, City of San Diego Police Department, City of San Diego
Mobility Board