



EVALUATING THE FRAMING OF SAFETY, EQUITY, AND POLICING IN ACTIVE TRANSPORTATION

RESPONSES TO THE
MURDER OF GEORGE
FLOYD, BLACK LIVES
MATTER, AND CALLS TO
DEFUND THE POLICE

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**“REFRAME THE TRANSPORTATION CONVERSATION.
THE CURRENT MESSAGING, NARRATIVES, AND LANGUAGE AROUND
CREATING AN EQUITABLE TRANSPORTATION SYSTEM ARE NOT
WORKING.”**

---SMART GROWTH AMERICA

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ABSTRACT

This project aimed to construct a narrative to explore how the framing of safety, equity, and policing is changing in the active transportation sector following Minneapolis Police Department officer Derek Chauvin murdering George Floyd on May 25, 2020. This study used relational content analysis to study the nuances of how organizational leadership is talking about safety, equity, and policing in response to his death and the following calls for Black Lives Matter and defunding the police.

Ten active transportation organizations studied had racial equity-imbued rhetoric in response to this intense and emotional time in U.S. history. Findings show that the definition of safety in transportation

is expanding to include safety from police. Additionally, mentions of condemning acts of racism, human rights, alternatives to policing, and decreasing and eliminating interactions with police in transportation are explored.

...the definition of safety in transportation is expanding to include safety from police.

Overall, there is strong support for questioning the reliance on the “Es” framework, specifically Enforcement, and looking toward value based systems such as Vision Zero and Safe Systems. This project hopes to contribute to the conversation around the definition of safety, police, power, and the “Es” framework in active transportation policies, programs, and research.

INTRODUCTION

This study looked at the changing framing around safety, equity, and policing following the death of George Floyd on May 25, 2020. The objective of this study was to construct and explore a narrative from coded excerpts of publicly available writings published by active transportation thought leaders. Although many advocates and voices in the Black Indigenous People of Color (BIPOC)(The BIPOC Project) community have raised concerns and injustices within policing in the U.S. for a long time, most active transportation safety policies and program structures still rely on enforcement as a tactic to improve safety. This study used relational content analysis to explore how thought leaders (e.g., The Vision Zero Network and Safe Routes Partnership) had changed their framing of the role of police in traffic safety or how they had perceived their role in keeping BIPOC communities in the U.S safe. By exploring text written before and after, data coding revealed there is significant evidence of changing views and framing of what should be included in the definition of safety in transportation.



BACKGROUND

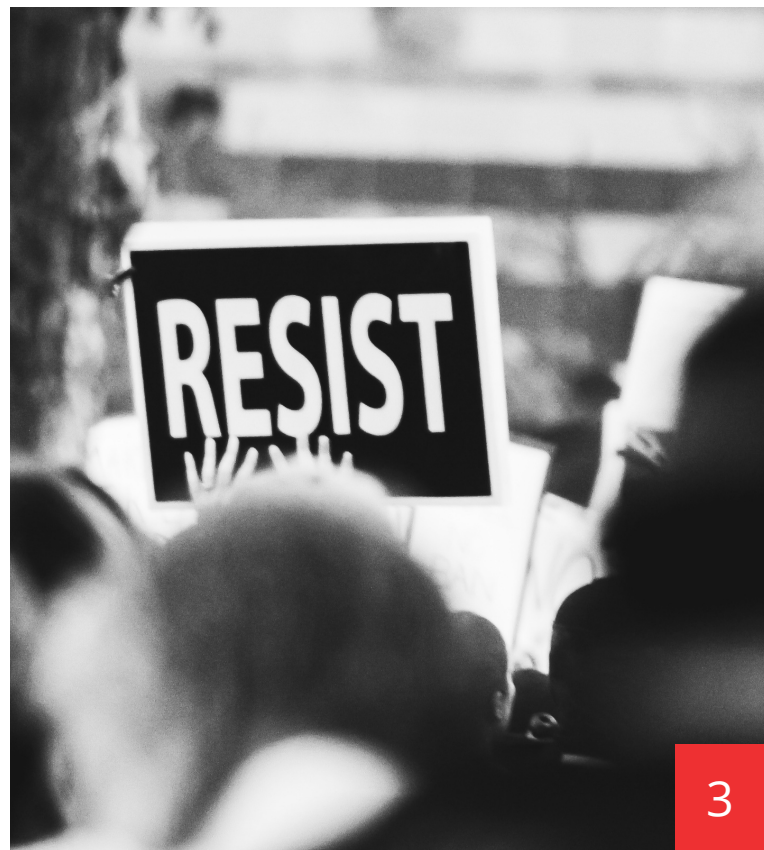
George Floyd

The murder of George Floyd is the focal point of this research question as it sparked nationwide and international protests for Black Lives Matter and calls to defund the police in May 2020. The George Floyd Protests were an ongoing series of police brutality protests that began in Minneapolis, MN following the murder of Floyd, a 46-year-old Black man, by Minneapolis Police Department officer Derek Chauvin after Chauvin knelt on Floyd's neck for more than nine minutes. This tragedy sparked intense protests during a time of already high tensions and impacts of the COVID-19 pandemic (Lovett 2020).

Protests began in the Minneapolis–St. Paul metropolitan area before quickly spreading nationwide and internationally in support of the Black Lives Matter (BLM) movement (Taylor 2021). Responses in the U.S. were sustained and widespread, and there were demonstrations in all 50 states and DC, held in both city and rural communities (Cheung 2020). Many encounters with police and counter-protestors that turned violent were reported, and over 200 cities had curfews in early June (Norwood 2020).

The U.S. National Guard was deployed, and these protests constituted the largest military operation other than war in U.S. history when combined with the already-existing activations related to the COVID-19 pandemic and other natural disasters (National Guard 2020).

Acts of police brutality capture the reality of racism toward Black people in the U.S. The George Floyd Protests also honored others who were murdered by police officers, including Breonna Taylor, Dijon Kizzee, Michael Brown, Tamir Rice, and Trayvon Martin. In many of these tragedies, people were killed while jogging, walking, biking, playing, sleeping, or enjoying public space.



The “Es” Framework in Transportation

Police enforcement has been built into traffic safety for over 100+ years (Naumann et al. 2020). The transportation profession has been organized around three “Es” of Engineering, Education, and Enforcement since the early days of the National Safety Council in 1925 when the automobile began to dominate city planning and infrastructure investment (Norton 2015). The car gave a new meaning to freedom in the U.S; with this came a dramatic rise in crashes and deaths from cars (Seo 2019). Cities and counties rushed to pass volumes of traffic laws in response, and self-governance and following social norms for driving increasingly became inadequate (Seo 2019).

As a result, there emerged a paradigm of safety through expert control. Communities also believed they needed more enforcers and policing of traffic laws (Seo 2019). The goal was called highway safety, a term that signified a growing attention to motorists and road design (Norton 2015). Engineering, education, and enforcement disciplines were used in an attempt to reduce the number of traffic-related deaths every year.

Educational efforts targeted drivers, and enforcement efforts targeted recklessness, incompetence, and carelessness.

In 1977, the Geelong Bicycle Plan (an Australian city near Melbourne), added “Encouragement” for the first time (Toole Design). Since then, plans have been adding new “Es” to complement the original three. In 2003, the League of American Bicyclists created the Bicycle Friendly Community program and added “Evaluation” as a fifth “E” to capture planning and research as an essential element of transportation systems development (Toole Design nd). Even today, new additions of “Engagement” and “Equity” have been added to the original structure (Safe Routes Partnership 2020; League of American Bicyclists 2020). However, the “Es” remain rooted in a discipline-based rather than a values-based approach, and they do not create ways to improve access and safety for everyone (Norton 2015).

Disparities in Policing

Of greatest concern is the long record of research describing the effects of racial profiling, biased policing, and police-based violence on Black communities and people of color in the U.S (Brown and Sinclair 2017; Brown 2016; Baumgartner, Epp, Shoub, 2018;

Biking

Epp et al. 2014; Seo 2019; Barajas 2020; Pierson et al. 2020; Gelman et al, 2007). In her book *Policing the Open Road: How Cars Transformed American Freedom*, Sarah Seo explores how the mass production of the automobile transformed twentieth-century America by revolutionizing policing, spurring the development of police surveillance, and increasing individual officers' discretionary authority. Modern policing developed in response to the challenge of managing all drivers (Seo 2019).

Coined by Charles Brown, arrested mobility "is the assertion that Black people, and other minorities, have been have been historically and presently denied by legal and illegal authority the inalienable right to move, to be moved, or to simply exist in public space" (Brown 2020). There is a growing research record of disparities in the policing of public space:

Walking

The deaths of Trayvon Martin and Mike Brown were a result of Black people being targeted while walking/jogging in public space (Brown 2020). In Jacksonville, FL over a 5-year period, 55% of walking tickets were issued to Black individuals even though only 29% of the total population identify as Black. Black people were 3x more likely to receive a walking ticket than white people, and residents of the city's poorest zip codes were 6x as likely to be cited than white people (ProPublica et al. 2017).

In Chicago, the Chicago Tribune reported how not a single white area ranked in the top 10 for bicycling tickets despite its popularity in white areas like West Town and Lincoln Park (Wisniewski 2017). Between 2003 and 2015, Tampa police issued over 10,000 tickets, and 79% of biking citations were issued to Black people while only 26% of Tampa's population identifies as black (Choudhury 2015). Tampa police target poor, Black neighborhoods for citations such as riding with no light or carrying a friend on the handlebars (Choudhury 2015). In Oakland, CA, 60% of all bicycle stops included Black cyclists while only 20% of the city's population identify as Black (Roe 2020). In Austin, TX, twice as many bike citations were written in majority Black neighborhoods than in majority White or Latinx neighborhoods (City of Austin 2020).

Driving

Black people in the U.S. are more likely to be killed in traffic crashes and are also more likely to be stopped by and killed by police during routine traffic stops (PBS 2020; Edwards et al. 2019). Black and Latinx drivers are stopped disproportionately to White drivers (Marco 2017). Police are less likely to pull over Black drivers after dusk when the race of the driver is less obvious to police (Brown 2020). A state commissioned study in MN found that Black and Latinx people were 7x more likely to be stopped by police in White majority neighborhoods (Beer 2020). In 2016, 47% of arrests by the St. Anthony Police Department in MN were of Black individuals even though the patrolled area is only about 7% Black (Vezner & Horner 2016).

Over-policing and targeting of BIPOC communities have been seen throughout history. Black people have always experienced “uncourteous” as well as abusive police behavior, especially in the South during the Jim Crow era; Martin Luther King Jr. was arrested for speeding on the way to Montgomery, Alabama (Seo 2019). Several studies and media reports have also documented instances in which traffic-related stops have escalated to violence (Santa Cruz & Tchekmedyian 2020; Thompson 2020). Historically, enforcement-oriented initiatives and programs have restricted access to mobility for Black residents and repressed self-determination (Thomas 2020). Over policing and targeted violence also contributes to indirect effects on communities in terms of mental health, stress, lowered rates of physical activity, and suppressed mobility (Brown 2021).

As the U.S. has had a 100+ year legacy of framing transportation plans and policy solutions around the “Es” – Engineering, Education, Enforcement (Norton 2015), the “E” framework and strategies built on discipline and control over values and rights are being critiqued as inadequate foundations for transportation safety management

plans and injury prevention programs (Naumann et al. 2020).

George Floyd Impacts on Transportation

Along with the growing research into impacts on the safety and health of BIPOC communities, specifically Black pedestrians, bicyclists, and drivers (Brown and Sinclair 2017; Brown 2016; Brown 2016), honoring those murdered by police and improving safety for BIPOC communities created nationwide pushes for accountability and reckoning with systemic racism and racial injustice in policing, industry, and academia (PBS 2020). In 2020, there was consistent pressure for institutions and organizations at the federal, state, municipal, and grassroot levels to address impacts of police brutality and misconduct (Fandos 2020; Hawkins et al. 2020). The protests around the country, pushes on social media, mutual aid drives for advocacy organizations protesting, bail money for those arrested, petitions and letters to policy makers, and the flooding of support for our BIPOC colleagues and communities following murders by police in the U.S. were push factors that required a response from active transportation advocacy thought leaders. This study explores how their rhetoric around safety, equity, and policing may have changed.



METHODOLOGY

This study had two main research questions:

- 1.How had the 10 active transportation organizations framed enforcement and policing in mobility initiatives before and after May 25, 2020? Within this, how had the definitions of safety and equity evolved as a function of conversations around enforcement in active transportation?
- 2.How had these organizations’ relationship with the “Es” framework changed in response to George Floyd, e.g., shifting from a discipline-based approach (the “Es”) to a values-based approach (Safe Systems)?

This study used relational content analysis of text put forth by ten active transportation thought leaders (see Table 1). Thought leaders were defined as those with large audiences, access, and connections to active transportation programs, policies, and funding. Identified organizations produce influential pedestrian and bicycle policy and practice in the US through publications and programs.

Table 1: Active Transportation Thought Leaders Used for Content Analysis

Active Transportation Thought Leaders	
AmericaWalks	Institute of Transportation Engineers
Association of Pedestrian and Bicyclist Professionals	Road to Zero
League of American Bicyclists	Safe Routes Partnership
Nation Association for City Transportation Officials	Smart Growth America
The Vision Zero Network	Transportation Alternatives

They were chosen because of their influence, and each have large networks, many of them interconnected within advocacy and research, an established audience, and are often looked to for guidance.

The coding consisted of two categories of resources: those published prior to George Floyd's death on May 25, 2020 talking about safety, equity, or policing, and pieces published after. Writings were found through internet searches on the websites of each of the identified thought leaders. All writings were publicly available online on respective websites. Key word searches consisted of words such as equity, safety, enforcement, policing, law enforcement, George Floyd, etc. to relevant works for the purpose of relational content analysis.

In the interest of time, there were a total of 44 documents (23 after documents and 21 before documents) chosen, with approximately 4 for each thought leader (2 before and 2 after). Some examples of the titles for each category are shown in Figure 1.



Figure 1: Titles of writing pieces chosen for content analysis

In terms of format, the writings did vary from before and after. Writings before consisted of more formal publications or papers, reports, with some blog posts. Writings after were overwhelmingly blog posts or online statements from organizational leadership. This difference in the type of writings chosen can be accounted for by the urgency of a response from organizations in a heated social and political climate in the country. As many blog posts and official leadership statements were short and timely put out, some did not speak explicitly to direct actions or concrete next steps the organization is taking.

Qualitative data coding was conducted using the Dedoose software. Coding was a two-step process that required identification of several categories related to the research question and generating text-specific categories through the open-coding reading of the text (Khandkar). The three main root codes focused on were

safety, equity, and enforcement/policing. The first round of coding proceeded through all documents and put relevant excerpts from the writings into those 3 root codes. A second round of coding was done within each root code to find emerging themes and synthesize. An example of the before and after main emerging themes for police/enforcement before and after are shown in Figure 1.



Figure 1: Screenshots from Dedoose showing early before and after main themes for police/enforcement

Many of the excerpts were not mutually exclusive to one code, and many excerpts and quotes fell into different categories as they were relational. Because of the scope of this project, only the main themes that emerged from coding safety, equity, and policing codes were explored in this narrative.



RESULTS

The results section will explore both the before and after main themes that emerged from the coding for safety, equity, and policing. A summary of the findings is provided in Figure 2:

SAFETY

Before	After
Safety performance measures	Safety from police brutality
Safety for all users	Safe Systems and transitioning away from the “Es”
Safe Systems and Vision Zero	

EQUITY

Before	After
Mode equity	Addressing the death of George Floyd or the protests
Access and health	Human rights
Prioritization within transportation projects	Commitments to listening and centering BIPOC leaders and communities

POLICING

Before	After
Working with police	Ending partnerships with police
Disparities in enforcement	Alternatives to policing
Data driven enforcement	Data transparency and collection
Alternatives to policing	
Safe Systems and Enforcement	

Figure 2: Summary of main before and after themes found for safety, equity, and policing

SAFETY

BEFORE MAY 25, 2020

SAFETY PERFORMANCE MEASURES

Nine organizations talked about the data and performance measures they prioritize to improve safety. These mainly included reducing the number of crashes, injuries, and fatalities. Five of the nine organizations were part of Safe Systems and Vision Zero and had performance measures of eliminating deaths.

APBP supports Vision Zero and laid out their safety measures quoting Smart Growth America and FHWA: crashes, injuries, fatalities, maintenance, user perception of safety. They also added number of trips taken, presence and distribution of high-risk roadway factors, occurrence of near-miss occasions, and the general risk for individuals.

Road to Zero and The Vision Zero Network spoke to eliminating crashes and fatalities:

"If the U.S. is able to eliminate crashes between vehicles and VRUs, over 11,000 lives could be saved each year."---Road to Zero

"Vision Zero – the goal of eliminating traffic deaths and severe injuries – is gaining momentum across the U.S. At its core, Vision Zero recognizes that all people have the right to move about their communities safely."--The Vision Zero Network

APBP spoke to the importance of both quantitative and qualitative analyses:

"Performance measures should leverage both quantitative and qualitative analyses. Data collection and analysis methods should recognize that community engagement and qualitative information are valuable. Both types of information help decision makers and the public to understand trade-offs between alternatives and guide decisions that best align with community goals..."---APBP

This helps prioritize roadway design and safety treatments, particularly in high injury areas and communities that have historically been under-served. APBP also spoke to the inequities in prioritizing one performance measure:

"It is irresponsible for agencies and governments to prioritize one particular performance measure, such as vehicular LOS, without engaging with the community to understand their goals."--APBP

League of American Bicyclists mentioned the performance measure of making 27 million Americans become more physically active by 2027 in support of a campaign launched by Active People, Healthy Nation:

"It's also why the League is proud to be a partner and to promote today's launch of the CDC's Active People, Healthy NationSM, a new initiative aimed to help 27 million Americans become more physically active by 2027. The initiative promotes strategies that work, like Complete Streets policies, zoning policies, and communities with connected sidewalks, trails, bicycle lanes, and public transit--all based on a foundation of equitable and inclusive access."---LAB

SAFETY FOR ALL USERS

Eight organizations wrote about safety for all users.

Road to Zero included safety for all users within their priority statement for vulnerable road users:

"Proposed Position: Transportation policy supports safe accommodation of all road users."---Road to Zero

Transportation Alternatives spoke to making cycling safer for all New Yorkers:

"To promote cycling as a form of public transportation for all New Yorkers, the Department of Transportation must take key steps to make streets safer for people on bikes."---Transportation Alternatives

Others wrote about safety for all users while also including specific components about identity. League of American Bicyclists spoke to safety to all users, particularly the most vulnerable:

"League recommendation: State DOTs should proactively work with communities and the federal government to promote safer roadway designs for all users...State legislatures should work with their state DOTs to ensure that the safety of all road users, particularly the most vulnerable, is a core value of each state DOT and that staff capacity, data systems, and policies on speed reflect a coordinated effort to reduce traffic deaths."---LAB

"In every community, inequities and disparities that are made worse by community planning that prioritizes motor vehicle speed and convenience over the ability of people to move around without a car must be addressed.

We have seen the power of the Bicycle Friendly Community program as a tool to improve safety, comfort, and convenience for bicycling and walking in every neighborhood, in every community."---LAB

APBP also wrote about safety of vulnerable road users:

“Safety: The safety and comfort of all users of the transportation should be considered in transportation projects while centering the needs of vulnerable road users and acknowledging that the perception of safety should be considered alongside crash data.”---APBP

“Vision Zero strategies are multi-modal and consistent with “Complete Street” principles to design roadways to serve all users and modes. Vision Zero policies put a specific focus on preventing fatalities and severe injuries for the most vulnerable roadway users: people walking and biking, as well as children, seniors, and low-income and minority populations, who are injured and killed by traffic at higher rates than the average road user.”—APBP

The Vision Zero Network spoke to how specific communities have disparate challenges in safety that impacts ideas of safety for all:

“Vision Zero recognizes that all people have the right to move about their communities safely. Two key questions are how do we ensure that the processes, strategies and outcomes of Vision Zero serve all, particularly vulnerable and traditionally underserved populations? And, how do we analyze for and then mitigate or ameliorate unintended consequences of Vision Zero that may exacerbate other challenges within those communities?”---The Vision Zero Network

AmericaWalks talked about ways to make your community safer, more accessible, and equitable for all users and even points to connections of structural racism and ableism:

“Emphasize shared streets, slow streets, healthy streets. Be part of your community’s effort to repurpose streets for all users. Again, ensure that all community members weigh in and that enforcement of public space does not perpetuate dangerous structural racism or ableism.”—AmericaWalks

They also spoke to the murder of Ahmaud Arbery and how safety is experienced differently for different identities:

“The Ahmaud Arbery killing is a tragic reminder that for many it’s not just automobiles that make streets unsafe. As walkable community leaders and advocates we must acknowledge the traumatic ways that black, indigenous, and/or people of color are experiencing the public right of way and make sure our voices and recommendations acknowledge the structural racism that undermines safety. Everyone should be able to walk and move in the public realm without fear of harm. This is a right enjoyed by many white Americans but is denied to most people of color.”---AmericaWalks

Smart Growth America wrote about civil rights and equity advocates supporting Complete Streets to create safety for all users:

***“Complete Streets has widespread support from national organizations devoted to civil rights and economic and social equity such as PolicyLink and the Leadership Conference Education Fund, as well as coalitions such as the Equity Caucus at Transportation for America and the Transportation Equity Network of Gamaliel. These groups know that Complete Streets policies are key elements of a transportation system that provides for the needs of all users regardless of race, income, age or disability”---
Smart Growth America***

VISION ZERO AND SAFE SYSTEMS

Six organizations talked about Vision Zero, built on Safe Systems principles, to promote safety. Vision Zero imagines a future without traffic fatalities and severe injuries and uses a multi-disciplinary strategy built on a “Safe System” approach to traffic safety.

Safe Systems planning is systems-based, holistic, and built on discrete elements: acknowledging serious and fatal crashes are preventable; addressing high-risk locations proactively and systematically; sharing responsibility for traffic risks between system users and designers; and combining different elements to produce a safer roadway system (APBP).

The Vision Zero Network called for a shift to upstream systems approaches:

“Vision Zero calls for a shift in attention from the traditional, primarily educational approach aimed at influencing individual behavior to an upstream “systems approach” focused on policies and roadway designs that most affect people’s behavioral choices.”—Vision Zero Network

Road to Zero spoke to forgiving roadway and surrounding infrastructure:

“Efforts towards a more forgiving roadway and surrounding infrastructure are an integral part of a safe systems approach to traffic safety and have the ability to decrease risk to VRUs. Access, safety, and convenience are related issues for people walking and bicycling: a pedestrian network characterized by long distances between safe crosswalks, long waits at signals, or broken sidewalks will result in unsafe movements – because the safety-mobility tradeoff is too extreme”—Road to Zero

APBP suggested Complete Streets and Safe Systems approaches to improve safety:

“APBP supports the Vision Zero approach to eliminate traffic fatalities and serious injuries through a systematic focus on engineering solutions supported by proactive policies, data analysis, equitable enforcement, and

engagement programs...for jurisdictions not yet ready to adopt Vision Zero, APBP suggests improving pedestrian and bicycle safety by taking a Complete Streets and Safe System approach to roadway design and traffic safety.”---APBP

They also spoke to their Safe Systems performance measure:

“APBP believes traffic-related fatalities and serious injuries are preventable and should not be tolerated...APBP endorses the work of the Vision Zero Network and commends cities that have joined the network. These early-adopter cities are helping build political will to dramatically improve safety for all users of public rights-of-way. APBP encourages jurisdictions to adopt Vision Zero Policies and Action Plans.”--APBP

The Vision Zero Network spoke to how Safe Systems help see connections to safety issues to history:

**“Safe Systems approach helps us recognize that the concentration of traffic safety problems are not accidental but rather the result of patterns of disinvestment and under-investment in certain communities, particularly historically black, brown and immigrant communities.” --
-The Vision Zero Network**



SAFETY

AFTER MAY 25, 2020

SAFETY FROM POLICE BRUTALITY

Eight organizations addressed safety from police targeting and violence following the death of George Floyd.

League of American Bicyclists wrote about how safety is more than bike lanes and sidewalks:

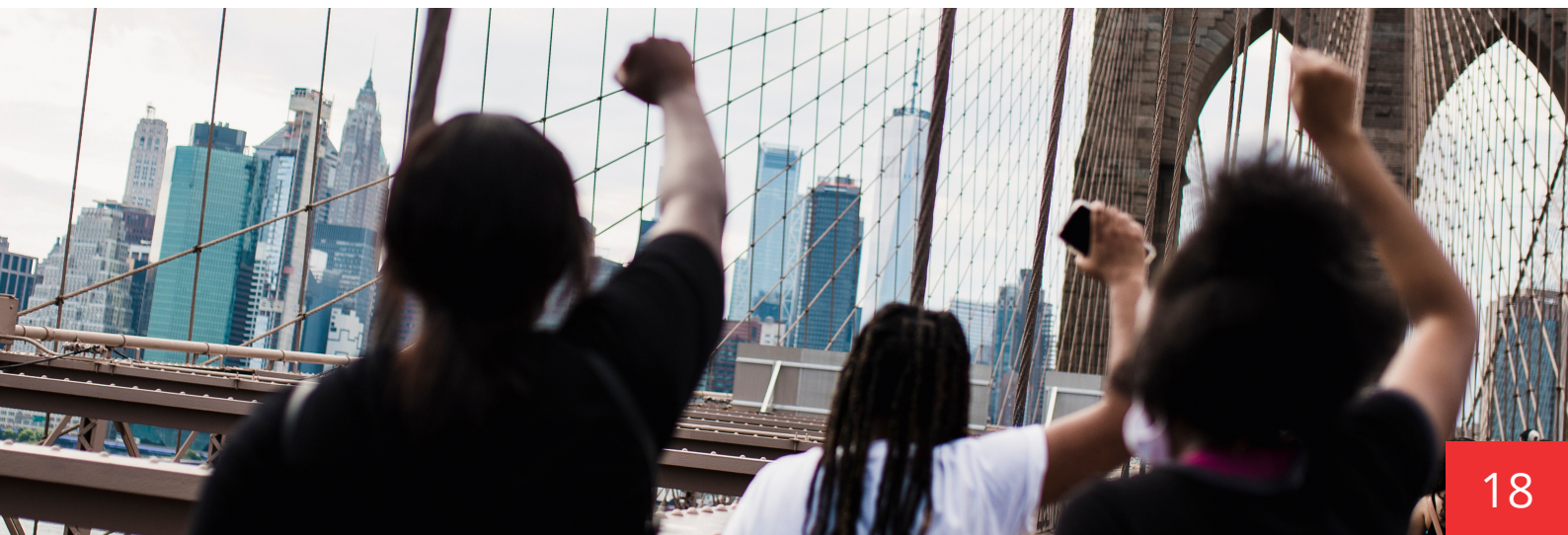
“Safe streets for everyone means more than bike lanes and sidewalks. It means that everyone is free to move on our streets, in our neighborhoods, and throughout our cities without fear of violence, racial profiling, or police brutality.”—LAB

NACTO wrote about their reasons for supporting #BlackLivesMatter:

“The harassment and injustice that people of color, particularly Black people, experience at the hands of law enforcement on transit and in streets and public spaces is unacceptable and wrong. The police violence perpetrated against generally peaceful protesters exercising their First Amendment right of free speech is unacceptable and wrong. NACTO condemns racist violence and abuses of power. We stand in solidarity and commitment with the #BlackLivesMatter movement.” —NACTO

Safe Routes Partnership talked about safety from police:

“No person in the community needs to fear traffic violence or police harassment on our streets and sidewalks.” ---Safe Routes Partnership



They also spoke to their view of holistic safety for improving safety for Black lives:

“Too many Black lives have been lost to police violence. As advocates for safe routes and safe public spaces, we must take a holistic view of safety, especially the safety of Black lives. Depending on police for community safety is not a sustainable or equitable solution. It actively puts Black lives at risk and perpetuates white supremacy culture. If you are wondering exactly what we mean by white supremacy culture, please refer to this article from Showing up for Racial Justice. If that phrase makes you feel uncomfortable, take a deep breath and keep reading. This work is uncomfortable and hard, but it is a matter of life and death for human beings, your neighbors and friends. It is time to dig in and commit to doing the hard work for a safer and more just world, starting in your own community.” --- Safe Routes Partnership

APBP spoke to the history of racist planning and transportation design while also addressing the targeting and violence that happens on streets and public space:

“We recognize explicitly that centuries of systemic and institutionalized racism have resulted in walking and bicycling being much more dangerous for people of color, particularly Black people... in addition to documented disparities in transportation safety, access, mobility, and health burdens, Black people experience violence, intimidation, harassment and racial biases on our streets and in public spaces.” –APBP

The Vision Zero Network explicitly critiqued the term ‘traffic safety’ and how institutionalized racism and police is integrated within it:

“In light of continued, stark examples of institutionalized racism and police violence – too often in the name of “traffic safety” – we join with others calling to replace the failed police approach in this country with strategies that live up to Vision Zero’s goal of safe, healthy, and equitable mobility for all.”–The Vision Zero Network

They also explicitly spoke to focusing on those killed in traffic crashes as well as those killed at the hands of police:

***“Black people in the U.S. are more likely to be killed in traffic crashes and are also more likely to be stopped by and killed by police during routine traffic stops. We cannot focus on the first half of that reality without also working on the second.” ---
The Vision Zero Network***

Transportation Alternatives talked extensively about the legality of being targeted or arrested and how to stay safe from police on a bike at protests during the summer of 2020:

“To help you feel safe while protesting on your bike, Transportation Alternatives spoke with lawyer Steve Vaccaro...he provided some insight into what a protester on a bike should know about their rights to ride and resist.”--- Transportation Alternatives

League of American Bicyclists spoke to the murder of Dijon Kizzee and why safety from police will be incorporated into their work:

"Dijon Kizzee was a bicyclist. He was a person on a bike. He was a Black man in America on a bike...Dijon Kizzee died after being stopped while bicycling. A protected bike lane or statutory change would be unlikely to change that. Racism is much larger than bicycling, but to make safe streets for everyone requires confronting racism. Confronting institutional racism in our justice systems, police practices, and cycles of investment is necessary to make safe streets for everyone.

To make sure that #BlackLivesMatter to us as a bicycling organization, bicycling while Black must be treated as a threat to the safety of bicycling in the same way that we treat lack of infrastructure, distracted driving, drunk driving, speeding, and the many other things that people think of when they think of bicycle safety.”--LAB



SAFE SYSTEMS AND TRANSITIONING AWAY FROM THE "E" OF ENFORCEMENT

Six organizations spoke to Vision Zero and Safe Systems in the after documents. Although many talked about Safe Systems before and after, shift in framing what Safe Systems frameworks can achieve.

The Vision Zero Network emphasized the intersectional aspects of Vision Zero's goals of safety, health, and equity:

“In light of continued, stark examples of institutionalized racism and police violence – too often in the name of “traffic safety” – we join with others calling to replace the failed police approach in this country with strategies that live up to Vision Zero’s goal of safe, healthy, and equitable mobility for all. We recognize the intersections between traffic safety and institutionalized racism and acknowledge that we need to make changes and help others make changes to ensure safety for Black people, Latinx people, Indigenous people, and people of color.”---
The Vision Zero Network

They also brought up the need to evolve enforcement messaging in Safe Systems:

“Vision Zero...focuses on proactively improving the built environment and systems – such as safe street designs, slow speeds, and policies that promote safe movement – rather than on reactive, punitive enforcement methods or unproven, victim-blaming education strategies. Yet, most (likely all) local Vision Zero communities’ plans, strategies, budgets, and messaging in the U.S. still rely on the traditional E’s framework – including Engineering, Education, Enforcement, etc. This is harmful. And we need to do more to change the thinking and actions around this and to help disentangle police activity from Vision Zero work.”—The Vision Zero Network

The Vision Zero Network also had a written piece exploring how Safe Systems can contribute to equity efforts and quoted Barb Chamberlain of the Washington State DOT:

“Equity is raised in every transportation conversation I’m part of. I’m lucky to be in an agency and in a state where that’s encouraged. We talk directly and openly about how past

decisions, like redlining neighborhoods, created today's safety problems and barriers to safe walking and rolling....all of this feeds right into the Safe Systems Approach. It's a proven approach. It looks at the context within which people make choices and decisions, and it will be the smartest approach over the long run because we can reduce the chance that crashes occur...if you apply Safe Systems principles, especially speed management given the kinds of road we built in the past, you'll start to change the roads to change behavior, not just tell people to behave."---Barb Chamberlin, quoted by The Vision Zero Network

The Vision Zero Network also wrote about Atlanta's shift from the traditional "Es" approach to a more effective and equitable Safe Systems approach focusing on safe street design and prioritizing safety over speed. They quoted Betty Smoot-Madison of the Atlanta Department of Transportation:

"We began our Vision Zero work with development of a '6E' approach, but quickly learned that this was not the best way forward if we really wanted to have an impactful program. And while we believe that enforcement and education have important roles to play, we know that roadway design and engineering is going to be THE MOST critical element in reaching zero fatalities and reducing crashes overall. Also, a closer look at our crash data revealed that speeding was a major factor in more than half of the fatalities that occurred in one year, so we know that speed management needed to be one of our leading initiatives." – Betty Smoot-Madison, quoted by The Vision Zero Network

Transportation Alternatives spoke to how Safe Systems approaches are less likely to cause racial injustice:

"We urge cities and states across the country to prioritize speed management and a safe systems approach as the key tenet to Vision Zero because it is more effective at deterring dangerous driving than enforcement and is less likely to be a tool for racial injustice. Current police traffic enforcement funds should be redirected to lowering speed limits, redesigning roadways and improving public transit – with a particular focus on and in partnership with communities of color which have not received these life-saving measures."--Transportation Alternatives

EQUITY

BEFORE MAY 25, 2020

MODE EQUITY

Six of the thought leaders touched on mode equity. This was significantly a focus on modes used and choices people have rather than a focus on the identity of the person using the mode. However, some did speak to users and people-focused infrastructure within mode equity.

Transportation Alternatives described it as “including comprehensive safety enhancements for all modes of transportation.”

APBP spoke to making travel modes options for everyone:

“APBP advances street designs that make walking and bicycling a viable option for everyone in every place.”—APBP

APBP also spoke to serving all users and modes:

***“Vision Zero strategies are multi-modal and consistent with “Complete Street” principles to design roadways to serve all users and modes. Vision Zero policies put a specific focus on preventing fatalities and severe injuries for the most vulnerable roadway users: people walking and biking, as well as children, seniors, and low-income and minority populations, who are injured and killed by traffic at higher rates than the average road user.”—
APBP***

ITE spoke to questions about mode equity and what it means:

“When we speak of transportation equity today, the conversation generally turns to topics such as travel modes and social, racial, and economic themes commonly emerge... while I would love to have the answers to this, it actually generates more questions for me. Why is it we struggle with

consideration of equity in transportation? Is it because of the leaders who try to control the process of ideas and community solutions to fit their narratives, agenda, ego, timeframes, or financial interests? Is it a fear that seeking equity can be a largely unknown territory leading to endless schedules, budget overruns, not looking good, or losing a job? If equity is important, what are its limits? Where the majority benefit, does that mean the needs of the minority can be ignored? Or the reverse, when the minority is favored? When working together, are we fair and impartial toward one another in our work? How do we react to favoritism and bias when it affects transportation? Do we seek refuge in what we see as our truth, the comfort of people we align with, or do we pursue the broader needs of the community? We must demand of ourselves a solution beneficial to all.”---ITE

They also described mode equity and designing for modes other than vehicles and people who drive. Although personifying the driving, there was no discussion of who that driver is:

“Avoid designing only for people who drive. Question forecasts about automobile trips that assume the only infrastructure we can build is that which prioritizes automobiles.”—ITE

League of American Bicyclists spoke to inequities that prioritize motor vehicle speed:

"In every community, inequities and disparities that are made worse by community planning that prioritizes motor vehicle speed and convenience over the ability of people to move around without a car must be addressed.”---LAB

Smart Growth America spoke to having transportation choices and options:

“Transportation choices are necessary. Transportation policy that treats facilities for these [active transportation] users as an optional extra perpetuates the inequalities and ignores major segments of the country’s population.” ---Smart Growth America

They also spoke to how Complete Streets are equitable streets:

“Complete Streets are planned, designed, operated, and maintained to be safe and comfortable for everyone, regardless of age, ability, ethnicity, income, or chosen travel modes.”—Smart Growth America

Both AmericaWalks and Smart Growth America offered language around people-focused infrastructure:

“We are re-purposing sacred streets to accommodate all users and considering people first when making decisions. We are shamed by the disparities and inequality we have lived with and are demanding that we all take action to make it right.”—AmericaWalks

“Work in unison to provide people-focused infrastructure. Historically, our government departments and agencies have operated in silos. At every level of government, transportation, health, housing, and planning agencies have occupied their own spheres of influence, with equity treated as an afterthought, if at all. Government agencies and departments must work in unison to provide people-centered infrastructure.”—Smart Growth America

ACCESS AND HEALTH

Nine organizations talked about the connection to access and a person's quality of life. Transportation can either create or hinder access, and projects must consider health inequities.

Transportation Alternatives spoke to access in NYC:

“But today, our transportation network is showing signs of strain, with subways beyond capacity, bus service increasingly slow and unreliable, and poor access to transportation for people with disabilities.... public transit should provide access to jobs and economic opportunity... access to mobility provides access to opportunity. Yet a significant number of New Yorkers are unable to benefit from our city’s expansive transit network due to lack of access, whether due to limited mobility, age, or disability.”—Transportation Alternatives

Smart Growth America talked about the inequities and disparities in access and wrote about their frustration with transportation decision makers and projects:

“We are shamed by the disparities and inequality we have lived with and are demanding that we all take action to make it right... Research continues to show that transportation in particular can both positively and negatively impact our health. And yet time and again transportation decisionmakers have set plans and policies in motion, and built projects that have furthered health inequities in the U.S” --Smart Growth America

AmericaWalks spoke to the role of transportation in democracy and access to voting in the November 2020 election:

“We are seeing people fight for the right to vote, when recently we were apathetic about the responsibility of participating in democracy.”—AmericaWalks

APBP spoke to impacts of transportation on access in public health, access and mobility, and economic vitality and sustainability:

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“It is essential that transportation decision making processes begin with an understanding of community goals. The following are considerations relevant to each of the seven goal themes identified above:

Public Health: Transportation has many connections to public health. Transportation investments should increase access to physical activity and active transportation, decrease incidence of fatal injury, reduce the emission of and exposure to pollutants, and provide access to destinations that improve health and well-being. Transportation investments should account for social determinants of health and the health costs and benefits to disadvantaged communities should be of primary concern.

Access and Mobility: Transportation investments should allow users of the transportation system to reach destinations conveniently, cost-effectively, safely, and reliably.

Economic vitality and sustainability: Transportation is related to the existence of and access to jobs and businesses as well as property values and tax bases...”---APBP

Safe Routes Partnership spoke to internet and food access:

“Have people and groups across the community been consulted to determine the right solutions for each neighborhood? Did that consultation go beyond engagement that requires Internet access (for example, through radio, phone calls, flyers, or pop-ups at essential services) and is the outreach being done in multiple languages?”---Safe Routes Partnership

“Does the local government have the resources (thinking both about staff time and funding) to create space in the streets for recreation without diverting them from critical needs, such as maintaining core transit, walking, and biking routes needed for essential workers to get to their jobs and for deliveries to continue; ensuring transit workers have essential personal protective equipment; or providing safe access and meals to schoolchildren and community food pickup locations?”---Safe Routes Partnership

They also spoke to inequitable access and impacts of racism on mobility:

“However, the fact is that not everyone has safe access to great parks or green space. Neighborhoods with higher percentages of people of color and low-income families are often cut off from accessing great public spaces via active transportation because of federal highways built through their communities and a lack of safe infrastructure like bike lanes and sidewalks. It is also important to note that with the spread of COVID-19, there have been increased instances of racism against Chinese Americans and other people of Asian descent...as a result, people may feel unsafe accessing the public green spaces that could relieve the stress of these tumultuous times because they are dealing with the added burden of racist policies and cultural beliefs.”—Safe Routes Partnership

Safe Routes Partnership also spoke to destinations being accessible by different modes of travel during COVID-19:

“...guaranteeing first that essential jobs, grocery stores, and other critical destinations are accessible by biking, walking, and transit, and then ensuring that people in all neighborhoods have safe places to be outside and for physical activity. While physical distancing orders are still in effect, it’s also important to remember and reinforce that staying home saves lives.”---Safe Routes Partnership

Smart Growth America talked about investing in communities without displacement, getting into the larger question of who gets access and who does not:

“The U.S. has a long history of displacing people of color in the name of “prosperity.” The displacement happening today is no different. While transportation investments can improve health outcomes in communities, we need to ensure that those who live there (and suffer the most) can benefit from the improvements

and aren't just displaced to another area with bad outcomes... transportation professionals need to continue to rethink what transportation safety means and who it serves."--- Smart Growth America

PRIORITIZATION WITHIN TRANSPORTATION PROJECTS

Nine organizations talked about what needs to be prioritized in transportation projects. Many addressed the history of disparities in planning and design in the U.S. as a reason for mode inequity. Most talked about prioritizing different marginalized communities, but others spoke to prioritizing safety and street design.

AmericaWalks wrote about how not all communities have the same resources and prioritizing communities with the greatest need:

“Prioritize equitable planning, development and design. Not all communities have the same resources....push for more equitable access to public space while creating ample opportunity for community input to be reflective and representative of low income communities, communities of color, the disability community, older populations and other disenfranchised or underserved community members.”---AmericaWalks

“The Ahmaud Arbery killing is a tragic reminder that for many it's not just automobiles that make streets unsafe...at a time when access to public space has arguably never been more in demand or important, we must prioritize communities with the greatest need, be culturally specific with our outreach and advocacy, and recognize that it will take more than access to public space to address the consequences of racism.” --- AmericaWalks

Smart Growth America spoke to the lack of prioritization for people with different abilities because of decisions made long ago:

***“The widespread lack of accommodations for people with disabilities still makes it exceedingly difficult for many to get to work, the doctor’s office, or the grocery store. How many times have you walked down a sidewalk, if one even existed, only to find a pole in the middle of it, rendering it impassable for someone in a wheelchair? All of these inequities are the result of a series of very intentional decisions that were made decades ago about who and what to prioritize.”---
Smart Growth America***

They also wrote about prioritizing historically underserved communities:

“Prioritize historically underrepresented communities in transportation decision-making. Disenfranchised communities have held very little power in influencing the transportation decision-making process. Authentic, meaningful community engagement should be a collaborative, not extractive, process. It requires an intentional allocation of both time and resources and should focus on listening to the voices that have been excluded or isolated.—Smart Growth America

NACTO spoke to prioritizing changes to street geometry:

“A growing body of evidence in places like Seattle, Boston, and Toronto shows that drivers respond to posted speed limits even without any enforcement efforts. On streets where operating speeds are consistently higher than the posted limit, cities should prioritize changes to street geometry over other tools. Changing the design and operations of streets to better match desired speeds and posted speed limits can often diminish the need for any enforcement, and is ultimately the most effective way to reduce speeds, fatalities, and injuries.”---NACTO

Transportation Alternatives talked about prioritizing safety for all users:

“Put safety first: Through policy and legislation, City Hall and elected officials must ensure that public health and safety for all road users is prioritized when considering changes to City streets.”—Transportation Alternatives

ITE touched on prioritization of specific equity indicators and offered performance metrics:

“Demand Analysis – Equity indicators such as no-car households and low-income households can shed light on where there’s likely demand for active transportation infrastructure. Recommendations should reflect this demand.”—ITE

Performance Metrics – Practitioners can help clients evaluate their efforts to meet a plan’s equity-related goals. For example, a city might strive to ensure that X-percent of communities of color are within Y-distance of active transportation facilities, or to reduce crashes by Z-percent in low-income communities.”—ITE

The Vision Zero Network suggested data-driven, Safe Systems prioritization approaches to traffic safety:

“Vision Zero’s data-driven, safe systems approach helps us recognize that the concentration of traffic safety problems are not accidental but rather the result of patterns of disinvestment and under-investment in certain communities, particularly historically black, brown and immigrant communities.”—The Vision Zero Network

“Now, not surprisingly, many of those neighborhoods are coming to the forefront, identified as Vision Zero priority areas because data and experience show they bear a disproportionate number of severe traffic crashes. Accordingly, they deserve more than “equal” attention and resources. This means moving past the default approach of using geographic equality in allocating transportation resources (i.e., each city council district gets “equal” treatment)—The Vision Zero Network

They also spoke to centering equity:

“We consider the centering of equity to hold great promise for Vision Zero to help create positive, sustainable change in our transportation systems and communities.

Meanwhile, not centering equity within Vision Zero strategies could pose significant risks and unintended consequences...” –The Vision Zero Network

EQUITY

AFTER MAY 25, 2020

ADDRESSING THE DEATH OF GEORGE FLOYD OR THE PROTESTS

All ten organizations studied responded to the death of George Floyd and the protests in some capacity. In many ways organizations were speaking to the trauma, anger, and sadness felt by many across the U.S.

Smart Growth America spoke to the feeling of solidarity:

“To everyone who is feeling anger, sadness, frustration and grief right now: we see you and we hear you. We join you in grieving the recent senseless deaths of George Floyd, Breonna Taylor, Ahmaud Arbery and other black Americans. Let us not only name their names in this tragic moment, but also call out the ongoing and historic inequities in America that have led to the outpouring of understandable anger and frustration that we see across the country.”–

Smart Growth America

They also spoke to police violence and connected it to other injustices in historical land use and transportation decisions:

***“Where black and brown Americans are more likely to be struck and killed while walking, are less likely to own a home, are more likely to suffer from transportation-related air pollution that increases their chances of death from COVID-19, and—as we’ve seen again—are often targeted by the police in public spaces that are supposed to be for everyone. As a country, we need to do better, and Smart Growth America is committed to doing our part...we look forward to joining you in solidarity in today’s fight for justice, and in all the battles to come” --
Smart Growth America***

NACTO spoke to the abuse of power by police and condemned acts of racism:

“Over the past few days, people have taken to the streets in over 140 cities across America to protest the police killing of George Floyd, Breonna Taylor, and too many others, and to demand that, as a country, we uproot the unjust, racist power structure of the United States. The



harassment and injustice
that people of color,
particularly Black people,
experience at the hands of
law enforcement on
transit and in streets and
public spaces is
unacceptable and wrong.

The police violence
perpetrated against
generally peaceful
protesters exercising
their First Amendment
right of free speech is
unacceptable and wrong.
NACTO condemns racist
violence and abuses of
power. We stand in
solidarity and
commitment with the
#BlackLivesMatter
movement.” --NACTO

APBP addressed grief and
included the names of other
Black people killed by police:

“We are outraged,
dismayed, and grief-
stricken by the recent
killings of George Floyd,
Breonna Taylor, Tony
McDade, David McAtee,
and Ahmaud Arbery as
the latest people killed
by police...We know this
injustice is occurring on
our streets and that the
built environment



has been designed in ways that both reflect and signal racism. We have a moral imperative to take action to fight racism and center equity in our work.”—APBP

Road to Zero touched on how transportation professionals must be in conversations about equity:

“Just as important, roadway safety and transportation must be part of any discussion around equity and race, including conversations taking place all around the country in response to the deaths of George Floyd, Breonna Taylor and Ahmaud Arbery.”—Road to Zero

League of American Bicyclists wrote about how safety is more than bike lanes and sidewalks:

“Safe streets for everyone means more than bike lanes and sidewalks. It means that everyone is free to move on our streets, in our neighborhoods, and throughout our cities without fear of violence, racial profiling, or police brutality. Breonna Taylor. Ahmaud Arbery. George Floyd. Each of them, and the too many Black Americans killed before, deserved the freedom to live. Because #BlackLivesMatter.”—LAB

The Vision Zero Network spoke to the continued, stark examples of police violence:

**“In light of continued, stark examples of institutionalized racism and police violence — too often in the name of “traffic safety” — we join with others calling to replace the failed police approach in this country with strategies that live up to Vision Zero’s goal of safe, healthy, and equitable mobility for all. We recognize the intersections between traffic safety and institutionalized racism and acknowledge that we need to make changes and help others make changes to ensure safety for Black people, Latinx people, Indigenous people, and people of color.”—
--The Vision Zero Network**

ITE addressed the time in the wake of the Black Lives Matter movement:

“In the wake of the Black Lives Matter movement, ITE leadership issued a statement on Social Justice and Equality that said in part: Transportation professionals have a profound duty to provide mobility solutions for all members of our society and to ensure that safe and dignified options exist for all. ITE believes that differences in background and experience enrich the culture and experiences of ITE for our membership as they do for the communities in which we live and work.”—ITE

AmericaWalks addressed grief and also named Derek Chauvin, the officer who killed Floyd:

“Derek Chauvin and the other officers involved walked wherever they wanted to as they initially faced no criminal charges. Protestors are walking through collective grief while seeking accountability and action. But the only thing we need to talk about is the violence against BIPOC in our streets and how to stop grotesque human rights violations in our public spaces (and our homes). And further, how we as walkable community leaders and advocates uphold anti-racist principles in every act of our work.”—AmericaWalks

Transportation Alternatives was the only organization who wrote about how to stay safe from police at a George Floyd Protest:

“On a recent night in Brooklyn, a few thousand New Yorkers brought their bikes out to a Black Lives Matter protest. That night, the cyclists were not there in solidarity with protesters on foot — rather, the cyclists themselves were the protest. The ride, organized by StreetRidersNYC, was one of many around the country in response to a police officer killing an unarmed Black man named George Floyd in Minneapolis where a protest is made up entirely of people on bikes.”—Transportation Alternatives

HUMAN RIGHTS

Six organization spoke to human rights.

AmericaWalks spoke to human rights in transportation:

“Walking, moving, occupying our cities, neighborhoods, public spaces and streets without death or fear of death is a basic human right. Anything less is unacceptable. We can talk about the myriad of ways that walking intersects with what is happening in our streets right now... but the only thing we need to talk about is the violence against BIPOC in our streets and how to stop grotesque human rights violations in our public spaces (and our homes). And further, how we as walkable community leaders and advocates uphold anti-racist principles in every act of our work.”—AmericaWalks

NACTO spoke to the First Amendment right of free speech when protesting:

"The harassment and injustice that people of color, particularly Black people, experience at the hands of law enforcement on transit and in streets and public spaces is unacceptable and wrong. The police violence perpetrated against generally peaceful protesters exercising their First Amendment right of free speech is unacceptable and wrong. NACTO condemns racist violence and abuses of power. We stand in solidarity and commitment with the #BlackLivesMatter movement."---NACTO

They also spoke to how transportation agencies' oppressive choices can impact a right to voice concerns and seek redress from government:

“Every day, the people in transportation agencies at every level of government are faced with decisions that mean the difference between sustained progress, or a continuation of violent oppression. For example, when we open streets to people but rely on police presence to enforce those spaces, we actively harm many of the people we are trying to support, opening up Black

Americans in particular to another venue where they can be stopped by the police, and all too often, arrested, injured, or killed. When we shut transit systems in response to protests, we deny countless people, largely of color or lower incomes, a means of mobility and their right to voice their concerns and seek redress from their government. Transportation's complicity in these unjust systems must stop."--NACTO

Smart Growth America spoke to turning around policies that have been in place since before the Civil Rights Act, Voting Rights Act, and Fair Housing Acts, and Americans with Disabilities Act:

"The INVEST Act would start to turn the surface transportation program toward a more equitable transportation system with policy that was written for this century, replacing policy that has remained largely intact since the 1950s—before the Civil Rights Act, Voting Rights Act, and Fair Housing Acts banned common forms of explicit racial discrimination; before the Americans with Disabilities Act "guaranteed" equal access in transportation."---Smart Growth America

The Vision Zero Network spoke to rights and experiences of marginalized community members:

"Draw attention to and improve upon other worthy Vision Zero strategies that will lead to unintended racist consequences if anti-racism is not a core desired outcome of our work. Examples include the emphasis on data-driven decision-making, which usually rests on police-collected crash data and commonly undervalues the experiences and rights of marginalized community members. Another is automated (camera) enforcement, which has benefits over officer-initiated actions, and must be designed and managed in ways that prevent racial profiling by transparency and accountability."—The Vision Zero Network

Transportation Alternatives wrote about knowing your rights as a protester on a bike:

***“To help you feel safe while protesting on your bike, Transportation Alternatives spoke with lawyer Steve Vaccaro, who specializes in the legal challenges to cycling at the Law Office of the Vaccaro and White, where he has represented cyclists injured by negligent motorists, harmed by negligent and abusive police officers, and who have otherwise had their rights violated. He provided some insight into what a protester on a bike should know about their rights to ride and resist.”—
Transportation Alternatives***

COMMITMENTS TO LISTENING AND CENTERING BIPOC LEADERS AND COMMUNITIES

Six organizations mentioned commitments to listening and centering BIPOC leaders and communities within their work. There were many mentions of listening, reflecting, and asking for feedback.

Road to Zero wrote about listening, learning, and reflecting:

“I am asking that we come together to focus on safe mobility for all people, to engage new partners already working in transportation equity, and perhaps most importantly, to listen, learn and reflect as to how we can all be part of the solution to address disparities in transportation safety. None of us has all the answers to what this will look like, but together I know we can find them. To that end, I am pleased to share that Road to Zero Coalition members will be invited to lead a series of roundtable learning sessions this summer to inform and improve our work.”---Road to Zero

APBP spoke to specific ways they are calling on the profession to acknowledge privilege and dismantling systems of oppression:

***“As leaders within the pedestrian and bicycle profession, we call on our community to:
1.acknowledge the privilege that White professionals have in this field of work***

2. educate ourselves on how to dismantle systems of oppression
3. engage in respectful dialogue within our community forum
4. listen and learn from lived experiences we may not share
5. foster and support opportunity for Black people in our workplaces, professional organizations, and other career spaces
6. practice community-led planning and establish processes of collaboration that build local capacity and amplify voices that have been silenced in the past
7. make a strong and public commitment to inclusive procurement policies, set and report on ambitious targets to intentionally hire, partner, and procure/purchase services and goods from Black-owned businesses.”---APBP

NACTO spoke about how listening to others to influenced their steps forward:

“Through an examination of what is within our organization’s ability to change, and more importantly listening to our staff, organizational partners, and partners in the field, we know that approach is no longer sufficient. Being an anti-racist organization is a journey, not a destination, and we are committed to continuing to take clear and decisive steps to undo the systems that prevent Black people, indigenous people, and people of color from moving around the world safely, healthily, joyfully, and in their full expression of self.”---NACTO

Safe Routes Partnership made Engagement their first E to show the importance of listening to community members:

“What’s next? To emphasize the importance of tailoring a Safe Routes to School program to the needs and assets of the community it serves, Engagement now will become a new E. It will be the first E as listening to community members and working with existing community organizations is how Safe Routes to School initiatives should begin.”---Safe Routes Partnership

Both Safe Routes Partnership and League of American Bicyclists spoke to their openness to feedback and suggestions to eliminate inequities:

“This change comes from listening to community members and partners; we are a learning organization committed to listening, reflecting, and growing. We welcome suggestions and feedback as we navigate this important change. You can reach us at info@saferoutespartnership.org. We remain committed to identifying ways to eliminate inequities for all Black, indigenous, and people of color so that they can lead healthy, thriving, and full lives.”---Safe Routes Partnership

“...we are committed to continue to listen and learn from our partners and program users on the ground to continually assess what additional changes the BFA program must make to further the cause of an equitable Bicycle Friendly America for everyone...we have much more work to do to welcome, to listen, learn and act to make our organization better and more effective through partnership and action. We must do this work so that as an organization, we can participate authentically in building a future where streets truly are safe for everyone. ”---LAB

The Vision Zero Network wrote about leaning into transformative change:

***“We need a paradigm shift that starts with acknowledging past wrongs and those that continue today. As we wrote in June, this will take conscious listening and learning, then truly leaning into transformative change. We recognize that those of us working on transportation, safety policies, public health, and other intertwined areas also have responsibility to change our strategies — especially related to law enforcement and criminal justice.”---
The Vision Zero Network***



POLICING

BEFORE MAY 25, 2020

WORKING WITH POLICE

Seven organizations talked about working with police to improve traffic safety. These organizations ultimately spoke to working toward safety solutions with police.

Transportation Alternatives spoke of to a program run by the New York Police Department:

***“The NYPD’s Bicycle Safe Passage initiative was a welcome, if short-term, move by the department to focus on drivers who put cyclists at risk. But the attention given to unsafe driving and cyclist-endangering parking violations seen in the two implementations of Bicycle Safe Passage to date needs to be standard practice; it is always unacceptable to drive in a way that endangers the lives of cyclists, not just during designated weeks.”—
Transportation Alternatives***

The Vision Zero Network spoke to having police as stakeholders in Vision Zero initiatives:

“And having Police, Fire, the Courts and other agencies at the table to engage in those sometimes-challenging conversations was very powerful and led to joint agreement and understanding about how equity fit into Vision Zero efforts.”—The Vision Zero Network

Road to Zero spoke to enhancing traditional police efforts with automated speed enforcement:

“Automated speed enforcement [ASE] can provide additional safety support of police efforts in monitoring motor vehicle operators’ behaviors. The use of ASE also recognizes that sustaining traditional on-the-ground speed enforcement, given limited resources, can be challenging, as well as dangerous for officers tasked with pursuing and stopping speeding drivers.”—Road to Zero

APBP wrote improving safety laws and regulations for people walking and biking and coordinating transportation planning and projects with other City departments, including public health and law enforcement, and educating and enforcing proper road use behavior. APBP also recommended educating and enforcing proper

road use behavior and including law enforcement on task forces:

“Creating a Vision Zero Task Force that includes diverse representatives, including from law enforcement, public health, transportation agencies, policy makers, and community members.” --APBP

A piece from the ITE Journal spoke about enforcement as a necessary strategy and the need to engage police and community members in conversations:

“Given the rise of Vision Zero in North America and the necessary requirement of enforcement as a strategy to decrease traffic violence, engineers and planners must engage with law enforcement AND members of the community to develop effective strategies at reducing discriminatory institutional, organizational, and community policing and enforcement against low-income, racial, ethnic, religious, and sexual minorities. This effort is a proactive stance against racial, ethnic, and process/participation inequities.”--ITE

DISPARITIES IN ENFORCEMENT

Seven organizations spoke to disparities in traffic safety enforcement.

The Vision Zero Network spoke to their questions around bias enforcement and Vision Zero:

“Successful Vision Zero initiatives include enforcement strategies, but significant concerns are being raised about how increased use of enforcement would have an outsized impact on low-income communities and communities of color, including further exacerbating fragile police community relations in some cities. In addition to an alarming number of recent, highly publicized police-involved deaths of African-Americans that started with traffic enforcement stops, ample research and experience underscores troubling trends of racial biases within traffic enforcement and related growing distrust between communities of color and police.”—The Vision Zero Network

"In the relatively short time in which U.S. communities have been developing Vision Zero commitments and strategies, one of the most urgent and troubling

questions raised is: How can Vision Zero promote appropriate and equitable traffic enforcement strategies without causing additional problems or exacerbating existing issues of biased enforcement?—The Vision Zero Network

The Vision Zero Network also spoke to events in the media about police brutality:

“Many of us in traditional transportation and planning realms don’t have experience working on — or even talking about — racial and income inequality...In addition to an alarming number of recent, highly publicized police-involved deaths of African-Americans that started with traffic enforcement stops, ample research and experience underscores troubling trends of racial biases within traffic enforcement and related growing distrust between communities of color and police.”—The Vision Zero Network



In an article in ITE Journal, Charles Brown spoke to reducing discriminatory enforcement in transportation:

“Given the rise of Vision Zero in North America and the necessary requirement of enforcement as a strategy to decrease traffic violence, engineers and planners must engage with law enforcement AND members of the community to develop effective strategies at reducing discriminatory institutional, organizational, and community policing and enforcement against low-income, racial, ethnic, religious, and sexual minorities. This effort is a proactive stance against racial, ethnic, and process/participation inequities.”--ITE

With these disparities in mind, Transportation Alternatives spoke to how this became their reasoning for data-driven enforcement:

“Today, with increasing scrutiny on police enforcement practices and an increased concern with historic racial inequity of the criminal justice system, it is all the more crucial that the NYPD turn to data to guide its enforcement practices and resource allocations.”—Transportation Alternatives

DATA DRIVEN ENFORCEMENT

Five organizations talked about the importance of data driven enforcement to reach equitable outcomes. The racial inequities and ineffectiveness of current police deterrent practices prompted conversations around data driven enforcement.

Transportation Alternatives spoke to increasing scrutiny on NYPD:

“Today, with increasing scrutiny on police enforcement practices and an increased concern with historic racial inequity of the criminal justice system, it is all the more crucial that the NYPD turn to data to guide its enforcement practices and resource allocations.”—Transportation Alternatives

Transportation Alternatives also talked about how data driven efforts can help allocate and direct enforcement to the most dangerous locations and actions:

"Enforcement efforts must be targeted to the most dangerous violations... the Department must develop a framework for data-driven enforcement and demonstrate a cohesive, clear

Vision Zero policy. When drivers believe that they are likely to face consequences for unsafe actions, they change their behavior, and the result is safer streets.”—Transportation Alternatives

In light of this, Transportation Alternatives made recommendations to the NYPD:

“The New York Police Department must create a unified citywide policy for Vision Zero, and commit to 1) data-driven traffic enforcement that focuses on the most dangerous driver behaviors, “2) the use of the Right of Way Law, and 3) comprehensive training of police officers to overcome current racial bias in enforcement.... the Department must develop a framework for data-driven enforcement and demonstrate a cohesive, clear Vision Zero policy.”—Transportation Alternatives

Concerns about racial profiling and how increased use of enforcement would have an outsized impact on low-income communities and communities of color were also raised. The Vision Zero Network mentioned a few strategies they were thinking about:

“...Community policing, ending the “broken windows” approach, greater transparency of law enforcement’s traffic stop data, diversion programs that focus on education more than punishment, and graduated/tiered fines for traffic violations, so that low-income people are not disproportionately burdened.” –The Vision Zero Network

ALTERNATIVES TO POLICING

Six organizations talked about alternatives to policing in communities.



ITE spoke broadly to the role of engineers and design in terms of replacing education and enforcement:

“How do we educate or enforce our way out of streets that, by design, encourage people to drive at deadly speeds through neighborhoods? How should engineers address the reality that traffic deaths are highest in communities of color? What is our responsibility to address the legacy of urban renewal, highway building, and redlining that led to these outcomes? Important as the disciplines of engineering, education, and enforcement are, they are limited in their ability to help us answer these difficult questions.”---ITE

NACTO spoke to the power of automated speed enforcement (ASE) and the importance of equity:

“Automated speed enforcement (ASE) can be an effective tool for reducing operating speeds, especially in locations where data shows that there are frequent speed-related fatal and serious injury crashes...in particular, ASE programs are more effective at reducing speeding than manual enforcement because cameras are consistent and predictable for drivers....when developing ASE programs, cities should keep several primary considerations in mind. First, while ASE technology itself may be impartial, cities must think critically about camera placement to avoid undue impacts on certain neighborhoods or communities...second, cities should never use ASE to generate revenue. Instead, ASE should only be a tool for reducing speeds and/or achieving compliance with the posted speed limit.”---NACTO

Road to Zero stated automated speed enforcement could complement current police work rather than fully replace it:

“Traditional high visibility enforcement speed reduction programs can be augmented with ASE in identified areas of need. ASE can provide additional safety support of police

efforts in monitoring motor vehicle operators' behaviors. The use of ASE also recognizes that sustaining traditional on-the-ground speed enforcement, given limited resources, can be challenging, as well as dangerous for officers tasked with pursuing and stopping speeding drivers.”—Road to Zero

Safe Routes Partnership and The Vision Zero Network spoke to not increasing interactions with police:

“Can the street changes be made without increasing police and enforcement? Communities of color must be involved in, or better still – leading, these discussions to ensure any closures are done in a way that is safe and welcoming for everyone. For example, can traffic control barriers be used instead of police cars and police officers?—Safe Routes Partnership

“As we emphasize safe systems on the front-end, especially through street design proven to encourage safe behavior, we can reduce the need to correct for individual problems on the back-end via traffic stops, ticketing and fines. Admittedly, this requires long-term investment to shift our environment and our culture.”—The Vision Zero Network

Transportation Alternatives wrote about their support for automated speed enforcement:

“Consistent, predictable enforcement is most likely to have the deterrent effect that changes behavior and saves lives... with a greater focus on equity through data-driven enforcement, and an end to speculation and victim-blaming, the NYPD can be a more effective partner in a fair fight for safe streets, to the benefit of all New Yorkers... to achieve fair and effective deterrence against dangerous driving, the City must expand its use of speed safety- and red light cameras and explore new technologies like failure-to-yield cameras.”—Transportation Alternatives

The Vision Zero Network raised the importance in equity in alternatives to policing, especially automated speed cameras:

“While cameras can lessen the risks of bias more likely in officer-initiated stops, equity-related concerns remain. As with tickets and arrests, there is still the potential for low-income people to shoulder a disproportionate burden. This should be addressed explicitly within Vision Zero programs, and many cities are starting to do so by considering equity in camera placement, and by examining possibilities to tier fines based on ability to pay.” ---Vision Zero Network

VISION ZERO, SAFE SYSTEMS, AND ENFORCEMENT

Five organizations talked about enforcement within their Safe Systems and Vision Zero programming.

POLICE LINE - DO NOT CROSS

APBP spoke to enforcement within Vision Zero complemented by other aspects:

***“APBP supports the Vision Zero approach to eliminate traffic fatalities and serious injuries through a systematic focus on engineering solutions supported by proactive policies, data analysis, equitable enforcement, and engagement programs.”—
APBP***

The Vision Zero Network talked Safe Systems without traffic stops due to an upstream approach that focuses on street design to improve behavior rather than education or enforcement:

“As we emphasize safe systems on the front-end, especially through street design proven to encourage safe behavior, we can reduce the need to correct for individual problems on the back-end via traffic stops, ticketing and fines. Admittedly, this requires long-term investment to shift our environment and our culture. In the meantime, we must acknowledge and address today’s pressing problems related to equity in traffic enforcement and, by extension, to Vision Zero.”—The Vision Zero Network

The Vision Zero Network also offered thoughts about data-driven enforcement within Safe Systems:

“While Vision Zero’s data-driven approach can constructively shine light on inequities in a transportation system, it may also cause problems by seeming to justify increased enforcement in certain communities, which may be experiencing the greatest tensions with police. So, as Vision Zero strives to increase public safety from a transportation perspective, we need to acknowledge that it also risks promoting over-policing, which can lead to biases and inequitable enforcement, further disintegrating trust between police and the community they serve. It is important that promoters of Vision Zero in U.S. communities acknowledge that officer-initiated traffic stops allow for higher-than-average levels of individual discretion and can be a slippery slope for racial bias and even aggressive

police action. The broader Vision Zero community has a role and responsibility in improving, not exacerbating, these problems.”--The Vision Zero Network

A piece from the ITE Journal talked about how enforcement is a current necessary requirement of Vision Zero:

"Given the rise of Vision Zero in North America and the necessary requirement of enforcement as a strategy to decrease traffic violence, engineers and planners must engage with law enforcement AND members of the community to develop effective strategies at reducing discriminatory institutional, organizational, and community policing and enforcement..."--ITE



POLICING

AFTER MAY 25, 2020

ENDING PARTNERSHIPS WITH POLICE

Safe Routes Partnership and League of American Bicyclists were the only organizations that talked explicitly about ending partnerships with police.

Safe Routes Partnership spoke to how depending on police is not sustainable or equitable:

“Depending on police for community safety is not a sustainable or equitable solution. It actively puts Black lives at risk and perpetuates white supremacy culture.” –Safe Routes Partnership

They also wrote about how effective immediately, they are dropping Enforcement from their “Es” framework.

“For more than 15 years, Safe Routes to School programs have used the five E’s (Education, Encouragement, Enforcement, Evaluation, and Engineering) as their organizing framework. In recent years, we added a sixth E, Equity, to bring the focus towards creating healthy, thriving

“ communities for people of all ages, races, ethnicities, incomes, and abilities. Effective immediately, we are dropping Enforcement as one of the 6 E’s of Safe Routes to School.”—Safe Routes Partnership

Safe Routes Partnership recognized that denouncing enforcement was not enough:

“While we have shifted our communications and guidance away from promoting police as a critical part of traffic safety initiatives, helped highlight the inequitable impacts of law enforcement on people of color, and promoted traffic and public safety strategies that do not involve police, we now know that that is not enough. Through an examination of what is within our organization’s ability to change, and more importantly listening to our staff, organizational partners, and partners in the field, we know that approach is no longer sufficient. Being an anti-racist organization is a journey, not a destination, and we are committed to continuing to take clear and decisive steps to undo the systems that prevent Black people, indigenous people, and people of color from moving around the world safely, healthily, joyfully, and in their full expression of self.”—Safe Routes Partnership

Safe Routes Partnership also talked about how there may very well be healthy, community-driven relationships with law enforcement, but the organization will “no longer recommend such partnerships as foundational to the start, maintenance, or growth of a successful Safe Routes program.”

League of American Bicyclists spoke to how enforcement does not equal safety:

“For nearly 20 years, this framework has guided the Bicycle Friendly America program’s applications and judging criteria, assessing communities’ efforts in Engineering, Education, Encouragement, Evaluation and Planning, Equity, and until now, Enforcement. These pillars are intended to guide communities in making bicycling safe and welcoming for everyone. But “Enforcement” does not equal “Safety” for many People of Color, particularly Black Americans. The racial disparities in over-policing of our streets is a barrier that prevents many from considering biking for transportation or recreation. Enforcement as a stand-alone traffic safety tactic is not particularly effective in achieving long-term safety outcomes for anyone biking or walking.” –LAB

They also spoke to how they can restructure their “Es” framework in light of this move away from policing:

“In that August update, the ‘Enforcement’ section remained offline and we reorganized and revised several questions and answer options that had previously lived under ‘Enforcement,’ integrating the revised questions throughout other ‘E’ sections of the applications, with the goal to... remove the presumption or necessity of police involvement in bike safety activities, such as bicycle crash data collection or community bike light giveaways, by moving these topics to other ‘E’ sections and by revising related questions/answer options.”--- LAB

They wrote about how this step will help give freedom and mobility to all:

“It is time to rethink our approach to traffic safety, so that the freedom and mobility offered by bicycling is truly accessible to all. To do this, we must recognize that a Bicycle Friendly Community cannot achieve its goals without removing these barriers and deeply examining the unjust racial disparities in how enforcement is applied in our streets.”--LAB

ALTERNATIVES TO POLICING

Five organizations talked about alternatives to policing and focusing on proven ways to improve safety. The most common form was automated speed enforcement.

The Vision Zero Network wrote about their commitment to exploring alternatives:

"Listening to, learning from and partnering with those with experience and expertise about racial justice, police reform, and working against institutional racism, we commit to the following steps:

1. Replace traditional enforcement roles and strategies in Vision Zero Network guidance with strategies that uphold our belief that truly safe design and infrastructure, coupled with policies and processes that are anti-racist, won't require enforcement; and encourage individual Vision Zero communities to do so too.

2. Promote alternatives to punitive, inequitable fine systems, particularly in relation to traffic infractions, given the disproportionate burden on low-income people, Black people, and Brown people."---The Vision Zero Network

Transportation Alternatives recommended self-enforcing streets and curb redesigns:

"Transportation Alternatives recommends reallocating a portion of the NYPD budget to the design and construction of "self-enforcing" streets. In addition to the redesign of streets to include self-enforcing elements such as protected crosswalks, protected bike lanes, protected bus lanes, narrowed roadways, bulb-outs, leading pedestrian intervals, and curb cuts, the redesign of curbs with loading zones should also be prioritized to lessen the need for parking enforcement."—Transportation Alternatives

Transportation Alternatives also mentioned the need for equitable speed camera programs to protect marginalized groups, citing studies and model programs that have shown equitable accountability and success. They wrote about how the New York City program can be a model:

“New York City has no such history [of inequities], and the DOT has been an exemplary steward of current automated enforcement programs, which are subject to state laws requiring equitable placement and privacy protections.” --Transportation Alternatives

Safe Routes Partnership noted the merit of police in certain situations, but most situations do not merit putting Black lives at risk:

“Some situations do actually merit calling the police, but that action should happen with a full understanding of potential consequences in the context of your community. All advocates and decisionmakers should take steps to think through ways that they can decrease unnecessary interactions with police particularly for people most vulnerable to police violence...but many [situations] do not merit the risk of putting Black lives at risk. As advocates for safe, equitable streets, work to eliminate unnecessary interactions with police that

make parks and public spaces inherently less safe for Black people.”---Safe Routes Partnership

They also mentioned how it's important to help people identify when it is necessary to call 911 and identify professions better suited to address the reasons members of your community call the police with three suggestions:

1. Help people think through when it is truly necessary to call to 911
2. Identify professions better suited to address the reasons members of your community call the police
3. Strengthen community connections and mutual aid networks

Strengthening community connections and mutual aid networks can foster conflict management and teamwork. Organizations and neighborhoods can also participate in mediation and de-escalation, and first aid.

“What are ways that we can connect folks to resources they actually need and/or connect directly with professionals trained to manage issues more specifically?”—Safe Routes Partnership

DATA TRANSPARENCY AND COLLECTION

Three organizations talked about the need for more transparent information and data on policing and traffic enforcement.

Transportation Alternatives talked extensively about the difficulties but the need to create laws about police data transparency:

“Public information about traffic enforcement is minimal and extremely hard to access... including the number of people arrested or summonsed; their race, age, or gender group; where the arrests, summonses, and ticketing occurs; and the adjudicatory outcomes of the criminal cases — none of which is public information. Nearly two decades ago, it took a lawsuit against the City of New York for the public to see the data revealing the extreme racial

disparities in the NYPD’s unconstitutional stop-and-frisk policy. More recently, NYPD repeatedly refused to comply with local law and a court order requiring the agency to disclose transit fare evasion arrest data. To overcome these data gaps, data reporting requirements must be cemented in law.” --- Transportation Alternatives

They also spoke to expanding the 2017 Right to Know Act:

“...expanding and strengthening the 2017 Right to Know Act, which requires police officers to provide certain information to people stopped for suspicion of a crime, to include routine police stops where criminal activity is not suspected and traffic stops, and to require identification cards with know-your-rights information be provided to people stopped by police.” -- Transportation Alternatives

League of American Bicyclists wrote about the need for transparency as many communities will still work with state and local-level traffic laws and enforcement for the foreseeable future:

“Acknowledge that state and local-level traffic laws, and the enforcement of those laws, will likely continue to be used by most applicant communities and, as a result, should be the focus of rigorous ongoing evaluation and data collection efforts by communities and the BFA program to analyze and improve related equity and safety outcomes; Improve understanding of demographic data related to existing traffic enforcement, to encourage communities to increase transparency and accountability in policing and enforcement practices, and to identify and eliminate racial bias in both automated and in-person traffic enforcement.”---LAB

They also critiqued the traffic code and the need for reform in response to police murdering Dijon Kizzee:

"According to police reports he was doing something illegal on a bike, violating a section of the traffic code. As most people who bike know, most of the traffic code was not created for them; is not known by many people, including law enforcement; and is enforced in a highly discretionary manner. Much of the traffic code that deals with bicycling is focused on protecting the rider from the drivers of motor vehicles that we share streets with. We as an organization are committed to doing whatever we can to make bicycling safe for everyone, including reducing interactions between bicyclists and the police that can escalate into violence."---LAB

Data transparency in traffic enforcement is important and can look like including real-time public reporting of all aspects of street and sidewalk enforcement, including geographic, race, and ethnicity data (Transportation Alternatives).

DISCUSSION

This section explores key takeaways from the main themes of how active transportation thought leaders had changed their framing of the role of police in traffic safety or how they had perceived their role in keeping BIPOC communities in the U.S. safe from police brutality.

THE DEFINITION OF SAFETY IN TRANSPORTATION IS EXPANDING TO INCLUDE SAFETY FROM POLICE

The narrative described in the results sections shows how the definition of safety in transportation is evolving and taking on a new shape. Although many advocates and voices in the BIPOC community have raised concerns and injustices within policing in the U.S. for a long time, leading active transportation organizations had not directly spoken to inequitable enforcement before compared to after the death of George Floyd. Although all the organizations discuss transportation safety a little bit differently, the post May 25, 2020 consensus appeared to be that safety in transportation cannot ignore police murdering BIPOC communities in any context; connections of systemic racism, equitable mobility, and police brutality must be considered when talking about 'safety for all road users.' Ultimately, after the death of George Floyd, the organizations featured in this study defined "transportation safety" to include the premise that no person in the community should fear traffic violence or police harassment on our streets and sidewalks.



The Vision Zero Network noted that the transportation profession cannot focus on the first half of the reality that Black people in the U.S. are more likely to be killed in traffic crashes without also working on the second reality---Black people are also more likely to be stopped by and killed by police during routine traffic stops. This emerging perspective explores how our safety goal should be to eliminate serious injuries and fatalities as well as the number of people targeted and killed by police in the U.S. Active transportation is taking on this more expansive definition of transportation safety in a way not seen before in the profession. Does this moment signify a paradigm shift in active transportation?

PERFORMANCE MEASURES---THE NUMBER OF INTERACTIONS WITH POLICE, THE NUMBER OF PEOPLE KILLED BY POLICE

Safe Routes Partnership, League of American Bicyclists, and The Vision Zero Network referenced decreasing the number of interactions that communities have with the police. Although 'decreasing' doesn't symbolize an abrupt end right now, documenting the number, demographic, or geographic distribution of interactions with police could facilitate research on relationships between police interactions and transportation safety outcomes as well as help communities identify strategies used as substitutes for traffic policing.

The performance measures of eliminating the number of interactions and the number of people killed and targeted can be supported by literature around alternatives to policing. Safe Routes Partnership spoke to how many events where police are called do not merit the risk of putting Black lives at risk. For example, police officer trainings do not make them the best people to answer specific calls, especially those that deal with mental health or substance abuse (Pearl & Irwin 2020). Connecting people to resources and professionals who are trained for different situations, like those who use harm reduction strategies, can be a great way to solve interpersonal problems within a community. Safe Routes Partnership suggested helping people think through when it may be necessary to call to 911 and connect people to resources for alternatives to calling the police. Additionally, they suggested helping strengthen community connections and mutual aid networks; strong communities have tools and resources to handle interpersonal conflict and

common problems in ways that promote connection and teamwork. The recent COVID-19 pandemic, for example, has illustrated the importance of organized neighborhood networks for mutual aid (Budds 2020).

With this understanding, what are ways that we can connect folks to resources they need and/or connect directly with professionals trained to manage issues more specifically? This question can also support calls for funding reallocations from police departments to people that have different skills and resources that make streets safe, such as de-escalation, mediation, and first aid skills (Safe Routes Partnership).

TRANSPORTATION RIGHTS

AmericaWalks wrote explicitly about how transportation is a human right; this is fundamentally different than the idea of having transportation 'modes' or 'choices' that much of our sector builds on. This brings an important mobility justice lens to the conversation in active transportation as bringing systemic racism and its impacts to the forefront of conversations can build conversations and support around human rights for all in the U.S.

When exploring rhetoric on 'choice,' reproductive justice has explicit language on why advocates operate through the frame of having rights. Ross and Solinger go into great detail in their book *Reproductive Justice: An Introduction* about why they do not build their reproductive platform on language around 'choice' and 'giving people choices.' They build their campaign on rights because choices in reproductive health care for BIPOC and/or low-income communities were systematically restricted by the U.S. government throughout history--- and are still restricted today. Choice operates under the assumption that every person possesses the money and legal terrain to enter into a marketplace of options and to pay for whatever options were selected. It also suggests that every person makes their choices freely and unimpeded by considerations of family and community or systems they are operating in. Having or not having access to proper resources fundamentally shapes the meanings of choice (Ross and Solinger 2017). Additionally, in the early days of white women advocating for reproductive health care in a capitalist system, 'choice' was the less threatening word than 'rights' and was more palatable

at the time as it was “directly associated sexual women with an approved female activity: consumerism” (Ross and Solinger 2017, 102). Human rights analysis rests upon the idea that interference with the safety and dignity of a person is a blow against their humanity (Ross and Solinger 2017, 10). With this in mind, the active transportation profession needs more conversations around rights to safety and dignity in transportation and how to integrate our messaging and framing into other established movements toward justice and co-liberation (Thrivance Group).

TRANSITIONING AWAY FROM THE “E” OF ENFORCEMENT FRAMEWORK AND TOWARD SAFE SYSTEMS

This project hoped to contribute to the conversation around enforcement as a tool in traffic safety as well as the traditional control structure for U.S. safety policies and programs (Norton 2015). The traditional, discipline-based approach to transportation safety may be proving too rigid and siloed as the profession confronts the far-reaching effects of its historical trajectory. According to several of the active transportation organizations featured in this study, it is past time to recognize the limitations of the “E” of Enforcement as an approach to injury prevention. While there has been research on the degree to which enforcement efforts may influence individual behaviors (ala, deterrence theory-based works)(Stafford & Goodrum 2001), a much larger body of evidence points to the more substantial influence of social and environmental factors on driver behaviors (Sandt et al., 2016; Vision Zero San Francisco, 2020).

As a growing research record on disparities in enforcement and research into alternatives emerges, building on Safe Systems and Vision Zero values rather than traditional principles of disciplines may be a good place to begin a shift away from traffic enforcement-driven safety. Communities that are committing to values of addressing climate change, eliminating all fatalities and serious injuries, improving community members' quality of life, and addressing and making reparations for historical and structural inequities in communities across the country require a new way of thinking about transportation. As the “E” framework sets standards for a limited set of discipline based solutions, it is time to look toward new value systems and structures (Naumann et al. 2020).

The Safe Systems approach, which is now influencing many U.S. Vision Zero programs, State Zero Death initiatives, and national coalitions like Road to Zero, is centered around three key principles (The Toward Zero Foundation):

1. **Design for the humans in the system:** Human error should not be viewed as the primary cause of crashes, and transportation facilities should be designed for the safety of the most vulnerable user, with the limitations and characteristics of humans in mind.
2. **Recognize the role of speed and energy transfer:** Consider the transfer of kinetic energy in crash events rather than crashes per se as the key safety consideration in roadway design and utilize proactive tools to equitably manage latent safety risks across the population or network.
3. **Responsibility is shared and redundancy is key:** A shared—though not necessarily equal—responsibility exists amongst those who design, build, manage and use roads and vehicles. All parts of the system must be strengthened to multiply their effects; and if one part fails, road users are still protected.

With these aspects in mind, self-enforcing streets, designing for humans, understanding kinetic energy, and fostering shared responsibility can create safe speeds and safe driver behavior that do not require police enforcement.

CONCLUSION

This project aimed to create and explore a narrative of how conversations in the field of active transportation have evolved following the death of George Floyd on May 25, 2020. By exploring text written before and after, the study's qualitative data coding scheme revealed significant shifts in how organizations changed their framing of the role of police in traffic safety or how organizations had perceived their role in keeping BIPOC communities in the U.S. safe from police brutality. Many organizations condemned police brutality and acts of racism in ways that were not seen before in the active transportation sector. This study concludes there is significant evidence of changing tides in the view of policing, from traditional organizations with power, and what should be included in the definition of safety in transportation. Transportation professionals should reflect upon their role in advancing equitable transportation safety. It is time for everyone within the transportation sector to consider what this new awareness means for policy, programs, and research.



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APPENDIX

Coded Writings

Before

AmericaWalks

We Can't Walk If We Can't Breathe: The Imperative for Racial Equity,
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League of American Bicyclists

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Road to Zero

Road to Zero, Traffic Safety Leaders Call on Biden Administration to Commit to Zero Deaths by 2050, <https://www.nsc.org/newsroom/road-to-zero-traffic-safety-leaders-call-on-biden>

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Safe Routes Partnership

Protecting Black Lives in Parks and Public Spaces,
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Dropping Enforcement from the Safe Routes to School 6 E's Framework,
<https://www.saferoutespartnership.org/blog/dropping-enforcement-safe-routes-school-6-e%E2%80%99s-framework>

Smart Growth America

How the Biden administration can make immediate strides on climate and racial equity,
<https://smartgrowthamerica.org/how-the-biden-administration-can-make-immediate-strides-on-climate-and-racial-equity/>

INVESTing in more equitable transportation, <https://smartgrowthamerica.org/investing-in-more-equitable-transportation/>

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Bikes, Protests & Police: Know Your Rights When You Bring Your Bike to the Protest,
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