

# UNARMED TRAFFIC SAFETY ENFORCEMENT ALTERNATIVES

## STAFF UPDATE TO PUBLIC HEALTH & SAFETY COMMITTEE

Lead by the Office of Performance & Innovation

*in collaboration with*

Public Works, Regulatory Services, City Attorney's Office,  
Intergovernmental Affairs, Assessor's Office, and Police Department

June 24, 2021

# Staff Direction by Councilmember Cunningham

*Paraphrased from the original memorandum – available via LIMS #2021-00474*

**Design and develop recommendations for the creation of an unarmed Traffic Safety Division** to be housed in a department outside of the Police Department. This division is to be responsible for enforcement, education, and other activities that increase traffic safety.

**Inclusive design process** should ensure alternatives are community-informed, and center Black and Indigenous voices.

**Community engagement** should build upon the Vision Zero Plan and Safety for All Budget Plan to identify and solve the root cause of different dangerous driving behaviors.

**Prototype multiple alternatives** to gather data and the necessary insights for policymakers to make informed decisions on how to best increase traffic safety in Minneapolis through unarmed enforcement.

**Final recommendations** should be focused on:

- Problem-solving traffic safety issues;
- Creating a new City response system for non-moving violations;
- Designing models to inform changes to State Statute for moving violations;
- Resolving the staff direction related to traffic enforcement from the 2020 Budget Appropriations Resolution;  
and include:
- Budget for both the pilot phase and full implementation;
- Relevant existing work in other departments.

# Examples of non-moving vs. moving violations

## Non-moving

- Parking violations
  - At an expired parking meter
  - In a no parking zone
- Paperwork violations
  - Expired tags
  - Invalid driver's license
  - No insurance papers
- Vehicle violations
  - A broken taillight
  - Overly tinted windows
  - No license plate
  - Something hanging from mirror

## Moving

- Speeding
- Failure to stop
- Failure to yield
- Careless driving
- Reckless driving

# Goals for an unarmed Traffic Enforcement

## Moving Violations

- Maximize the traffic safety benefits of traffic enforcement.
- Reduce racial disparities in traffic enforcement.
- Educate the public on safe driving behaviors and traffic laws.
- Earn the trust of communities who have been harmed by previous traffic enforcement practices.

## Non-moving Violations

- Reduce racial disparities in fines related to traffic violations.
- Improve the user experience for resolving traffic violations to increase accessibility.
- Reduce police interactions for non-moving violations.

# General Recommendations

*We know that traffic enforcement in Minneapolis is handled by many roles in different agencies.*

*We know that traffic violations can be categorized as moving (subject to state statute) and non-moving (subject to local ordinance).*

Therefore, we recommend to:

- 1. Evaluate the current traffic enforcement structure** with related departmental budgets/revenue by building a process map and stakeholder matrix
- 2. Develop a list of violations categorized by moving vs. non-moving violations** with related departmental enforcement structure and revenue
- 3. Determine what specific, measurable outcomes we are trying to achieve for moving & non-moving violations** by engaging with policymakers and community

## Non-moving Recommendation

4. **TBD: Conduct an Inclusive Design process and/or develop an implementation plan** for an alternative response to enforce non-moving traffic violations.

## Moving Recommendation

5. **Engage in an Inclusive Design process** to co-create and pilot an alternative response model to enforce moving traffic violations.

# Recommended Project Timelines

*City Council has jurisdiction to make policy changes for organizational structure to enforce non-moving traffic violations*

	Q3 - 2021	Q4	Q1 – 2022	Q2	Q3
<ol style="list-style-type: none"> <li>1. Organizational structure review;</li> <li>2. Violation inventory;</li> <li>3. Specify outcomes</li> </ol>	<ul style="list-style-type: none"> <li>• Build stakeholder matrix with relevant budget allocations</li> <li>• Research alternatives</li> </ul>	<ul style="list-style-type: none"> <li>• <i>Public Safety Dept vote confirmed</i></li> </ul>			
<ol style="list-style-type: none"> <li>4. Non-moving violation implementation plan and/or design process</li> </ol>	<ul style="list-style-type: none"> <li>• Convene internal workgroup</li> <li>• Research alternatives based on new structure</li> </ul>	<ul style="list-style-type: none"> <li>• Present pilot implementation plan for 2022 budget</li> </ul>			<ul style="list-style-type: none"> <li>• Implement pilot to enforce non-moving violations</li> </ul>

# Recommended Project Timelines (continued)

*City Council does not have jurisdiction to make policy changes for enforcement of moving traffic violations*

	Q1 – 2022	Q2	Q3	Q4	Q1 - 2023	Q2
5. Moving violation design process*	<ul style="list-style-type: none"> <li>• Convene workgroup with external partners</li> <li>• Research alternatives</li> <li>• Conduct legal analysis and assess current legislation</li> </ul>	<ul style="list-style-type: none"> <li>• Begin inclusive design process</li> <li>• Preliminary recommendations for holds during Mayoral budget (May)</li> </ul>	<ul style="list-style-type: none"> <li>• Complete inclusive design process</li> <li>• Prototype alternatives</li> <li>• Measure performance of each prototype</li> </ul>	<ul style="list-style-type: none"> <li>• Present pilot recommendations for 2023 budget</li> </ul>		<ul style="list-style-type: none"> <li>• Implement alternative response model pilot to enforce moving violations</li> </ul>

\* Implementation of an alternative enforcement response to moving violations is dependent upon State Legislative changes.



# THANK YOU

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