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

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*

<table>
<thead>
<tr>
<th>Q3 - 2021</th>
<th>Q4</th>
<th>Q1 – 2022</th>
<th>Q2</th>
<th>Q3</th>
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<tbody>
<tr>
<td>1. Organizational structure review; 2. Violation inventory; 3. Specify outcomes</td>
<td>• Build stakeholder matrix with relevant budget allocations  • Research alternatives</td>
<td>• Public Safety Dept vote confirmed</td>
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<td>4. Non-moving violation implementation plan and/or design process</td>
<td>• Convene internal workgroup  • Research alternatives based on new structure</td>
<td>• Present pilot implementation plan for 2022 budget</td>
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<td>• Implement pilot to enforce non-moving violations</td>
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City Council does not have jurisdiction to make policy changes for enforcement of moving traffic violations

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<thead>
<tr>
<th>5. Moving violation design process*</th>
<th>Q1 – 2022</th>
<th>Q2</th>
<th>Q3</th>
<th>Q4</th>
<th>Q1 - 2023</th>
<th>Q2</th>
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<tbody>
<tr>
<td>• Convene workgroup with external partners</td>
<td>• Begin inclusive design process</td>
<td>• Complete inclusive design process</td>
<td>• Present pilot recommendations for 2023 budget</td>
<td>• Implement alternative response model pilot to enforce moving violations</td>
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<tr>
<td>• Research alternatives</td>
<td>• Preliminary recommendations for holds during Mayoral budget (May)</td>
<td>• Prototype alternatives</td>
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<td>• Conduct legal analysis and assess current legislation</td>
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<td>• Measure performance of each prototype</td>
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* Implementation of an alternative enforcement response to moving violations is dependent upon State Legislative changes.
THANK YOU

QUESTIONS? EMAIL US AT: INNOVATE@MINNEAPOLISMN.GOV