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THE FUTURE OF MOBILITY IN COLORADO

**Redefining safety in
Colorado's transportation system**

Hosted by

Presented by



@bicyclecolo
#2021MPF

Land acknowledgement



Denver March Powwow 2019



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Norms

- Be present and actively listen
- Generously share your thoughts, ideas and questions in the chat
- Assume best intentions of each other
- Challenge your assumptions
- Seek to understand new, different or constructive perspectives
- Expect and accept non-closure
- Lean into any discomfort
- Hold yourself and each other accountable to these norms





Denise, former RTD bus operator and regular RTD rider



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Redefining safety in Colorado's transportation system



Senator Julie Gonzales,
Colorado District 34



Director Shontel M. Lewis,
Regional Transportation
District (RTD) District B



Marisa Jones,
Policy & Partnerships
Director, National Safe
Routes Partnership



Jack Todd,
Director of
Communications &
Policy, Bicycle Colorado



Jill Locantore,
Executive Director,
Denver Streets Partnership



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Terms

- Traffic safety/violence
- Personal safety/violence



Senator Julie Gonzales, Colorado District 34



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Senator Julie Gonzales

State Senator: District 34 (North, West, & Downtown Denver)

Roots in organizing immigrant communities - now organizing systems to work for people

“Inverted L” + Downtown - disparities abound, including in “safety”

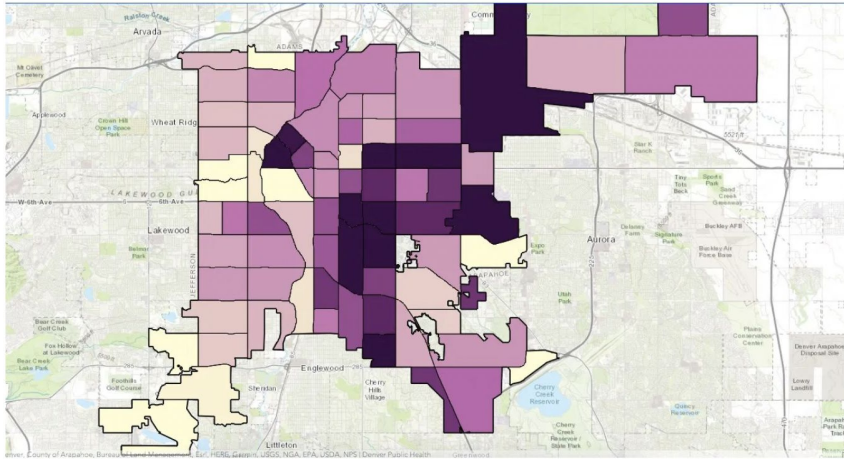


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Redefining Safety: (Re)building Trust in Systems

SD 34 includes communities disproportionately impacted by traditional definitions of traffic safety - traffic violence overwhelmingly impacts non-white people in non-affluent areas. See “Inverted L” again. And again. And again.



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Redefining Safety: (Re)Building Trust in Systems

Challenge for people that manage and reform systems (read: all of us on this panel) is to (re)build that trust among our communities by 1) acknowledging longstanding systemic injustices and 2) being bold enough to enact the transformative policy changes.

Marginalized communities are impacted by unsafe systems in multiple ways: air and noise pollution; racial profiling and police violence; threatening, inconsistent, and dehumanizing immigration systems.

Feeling safe requires trust that the systems you encounter are, at the very least, not designed to actively disenfranchise and disadvantage you.

Encouraging more people to use active transportation without addressing the other, related systems that affect safety is narrow at best and oblivious at worst.



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Director Shontel M. Lewis, Regional Transportation District, District B



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Facts and Figures: The Regional Transportation District

Mission Statement: To meet our constituents' present and future public transit needs by offering safe, clean, reliable, courteous, accessible and cost-effective service throughout the District.

- Service area population: 3.08 million
- Cities and towns served: 40 municipalities in six counties plus two city/county jurisdictions
- Square miles in service area: 2,342
- Weekday regular scheduled miles: 141,621 (includes rail, Free MetroRide, Free MallRide)
- Annual regular fixed-route service miles operated, includes rail: (service levels annualized)



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Transit Security History

1979: First Civilian Manager of Security

1980's: Agency added two more Security Specialists

1990's: RTD contracted with AROC for security on rail and bus facilities

1994: RTD opens First Rail Lines -- Mandated DHS/PUC Security. First Fare Inspectors were RTD Represented Employees. This was later phased out when the first Transit Police Legislation began in 2004

2001: RTD Switched to Wackehut Security -- Later became G4s

2012: RTD Switched to Allied Barton which became Allied Universal



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Current Security Model

RTD Transit Police Officers

Second Employment Officers

(TSO) Allied Universal Transit Security Officers (300)

(TSA) Allied Universal Transit Safety Ambassador (18)

- N-Line Pilot

Homeless Outreach Coordination





Reminagine Safety and Security

Code of Conduct Review

- “RTD may, in its sole discretion, regulate the movement of individuals to enable the provision of transit services.” RTD property will “be used only for travel-related purposes,”

Failed Prioritizing Alternative Measures to Safety

- Robust engagement with patrons and frontline staff
- Investigate expansive noncriminal responses to social crises

Safety and Security Adhoc Committee

Transit Security Everywhere

- Diverse voices

N-Line Transit Ambassadors Pilot



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Safety and Security Adhoc Committee

Continues to work toward preserving the safety, security, and accessibility of RTD's transit system for all our patrons;

Addresses the needs of RTD and all of its customers;

Minimizes agency exposure/liability;

Continues to maintain statutory and regulatory compliance and to incorporate industry best practices with respect to its security operations.





Not Quite There

Crime Type	% Change
Assaults	32%
Harassment	33%
Robbery	45%
Threats	29%
Weapons Offenses	33%
Trespassing	32%



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What's Next? APTA Peer Review

The peer review typically includes the following:

- Introductory meeting including the peer review panel and agency representatives
- Briefing by agency as to background for the peer review request and issues to be addressed
- Presentations and/or briefings by agency staff
- Interviews with applicable agency staff
- An interactive exit conference between the panel and the agency representatives
- Written report with formalized findings and recommendations
- The agency plans to retain a transit industry security consultant to assess the peer review recommendations, assist in community outreach and engagement, aid in determining the optimal security model as well as guide RTD in implementing a community-based security model.



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Marisa Jones,
Safe Routes Partnership



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Marisa Jones

I am the Policy and Partnerships Director at the Safe Routes Partnership.

I live in Philadelphia, where I live a multi-modal lifestyle.

Get in touch with me at
marisa@saferoutespartnership.org

MISSION

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



Safe Routes
PARTNERSHIP
Active Paths for Equity & Health





What do we mean by “Safe”?



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

We want more than just not being killed, hurt, or harassed; we want kids to arrive at school ready to learn, be joyful, and enjoy their childhoods.



We created the conditions that compel people to “jaywalk” and sidewalk ride



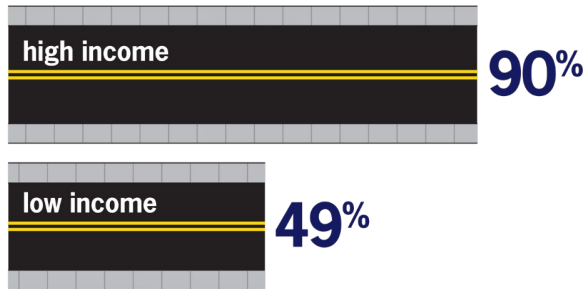
Our streets, neighborhoods, and land use patterns are built on racist and unjust decisions

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



By [Michaela Winberg](#) · September 2, 2020

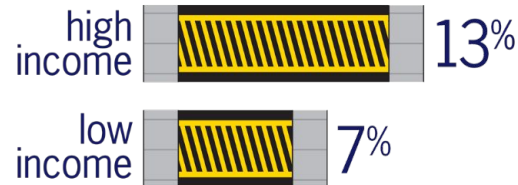
Communities with Sidewalks



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

© 2015 Safe Routes to School National Partnership

Communities with Marked Crosswalks



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

© 2015 Safe Routes to School National Partnership



And then we criminalize people for moving throughout their communities

BREAKING NEWS NEWS

'Biking while black': Chicago minority areas see the most bike tickets

By MARY WISNIEWSKI
CHICAGO TRIBUNE | MAR 17, 2017 AT 2:18 PM

PROPUBLICA Graphics & Data

Racial Justice

Health Care

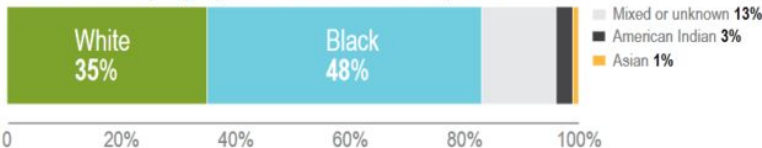
Technology

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

Race and ethnicity of Minneapolis residents in 2014



Race and ethnicity of people in bike-related CAPRS reports 2009-2015



WALKING WHILE BLACK

Pedestrian Enforcement and Racial Profiling

People of color bear a disproportionate burden of traffic violations



Making sure people feel safe from traffic, crime, and violence is critical, but our current tools aren't working

Having 'The Talk': Expert Guidance On Preparing Kids For Police Interactions

August 27, 2019

ARIONNE NETTLES

MONICA ENG

FROM **WBEZ91.5**
CHICAGO'S PUBLIC NEWS STATION

<https://www.npr.org/local/309/2019/08/27/754459083/having-the-talk-expert-guidance-on-preparing-kids-for-police-interactions>

The forgotten minority in police shootings

By Elise Hansen, CNN

🕒 Updated 2:51 PM ET, Mon November 13, 2017

https://www.minneapolisfed.org/~media/assets/articles/2020/fatal-encounters-between-native-americans-and-the-police/fatal-encounters-between-native-americans-and-the-police_march-2020.pdf?la=en%20%20

Portland area parent arrested by ICE at school bus stop

👤 Courtney Vaughn 📅 Tuesday, February 25, 2020



Tigard-Tualatin School District wants 'safe zones' expanded as feds target Washington County

<https://www.koin.com/local/washington-county/portland-area-parent-arrested-by-ice-at-school-bus-stop/>

For many people, police presence is a threat, not a solution, to personal safety concerns



What should we do instead?

- Invest in neighborhoods that have been underinvested in
- Decriminalize mobility
- Support community-led/defined safety initiatives



ELECTION 2021 CRIMINAL JUSTICE • POLICING ENERGY • ENVIRONMENT GOV • POLITICS EDUCATION GENERAL ASSEMBLY 2021

TRANSPORTATION

Jaywalking decriminalization is coming, 100 years after the auto industry helped make it a crime

By Wyatt Gordon · December 21, 2020



Latest News

<https://www.virginiamercury.com/2020/12/21/jaywalking-decriminalization-is-coming-to-virginia-100-years-after-the-auto-industry-helped-make-it-a-crime/>



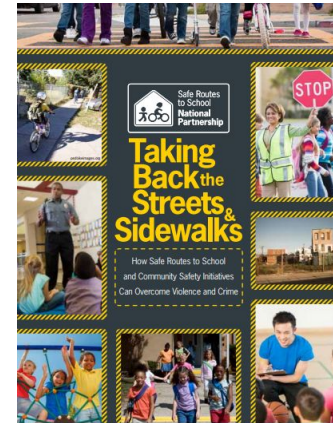
News Radio & Podcasts TV Arts Events Education Q

Sidewalk cycling: Illegal, unsafe, and one argument for more bike lanes



By Meir Rinde · July 3, 2018

<https://whyy.org/articles/sidewalk-cycling-illegal-unsafe-and-one-argument-for-more-bike-lanes/>



Jack Todd,
Bicycle Colorado

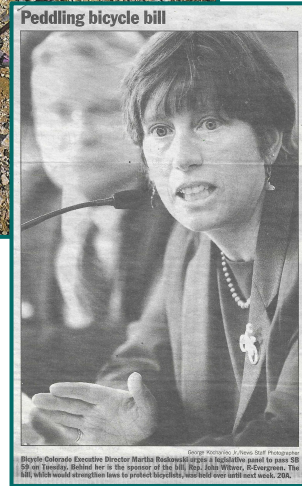
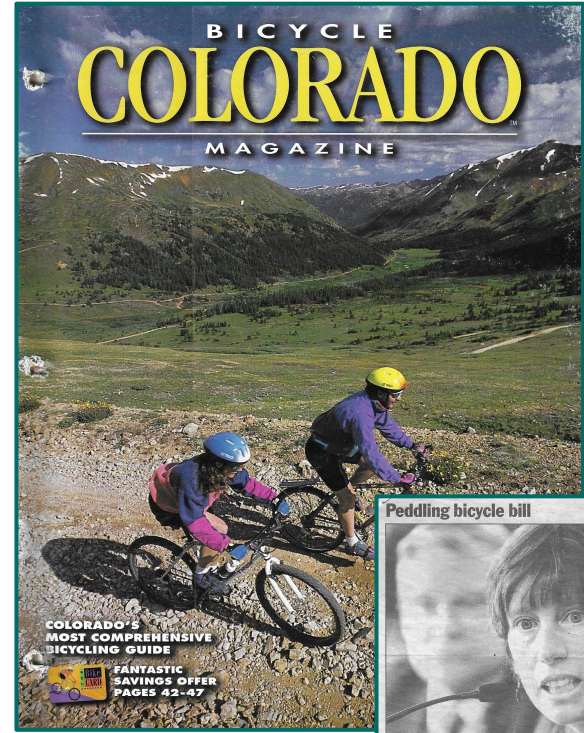


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History of Bicycle Colorado

- 1992 - Founded as a tourism magazine intended to promote Colorado bicycling
- 1995 - Merged with Colorado Bicycle Coalition and the Colorado Bicycle Industry Coalition
 - Began focusing on advocacy issues around the state, headquartered in Salida, CO
- 2002 - Moved offices to Denver's Union Station, staff of 3



Bicyclist: Large crowd a surprise to CDOT

Continued from Page 1A

with CDOT."

Page challenged area bikers to become more vocal when requesting state funds for bike routes.

"I cannot encourage you enough to find out about your Transportation Planning Region's

planning process," Page said. "It's key to the future of what you want to see on your highways."

Each region helps decide how some CDOT funds are spent locally. La Plata County is in a planning region with Archuleta, Montezuma, San Juan and Dolores counties.

CDOT Region 5 Director Richard Reynolds said budget crunches make bicycle improvement difficult to afford. Colorado spends \$900 million a year on road improvements and maintenance. Of that, Southwest Colorado receives \$12 million, he said.



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History of Bicycle Colorado

- 2010s - Began focusing more heavily on transportation bicycling issues while maintaining focus on recreation
- November 2018 - Bicycle Colorado publishes 3 year Strategic Plan with first-ever Commitment to Diversity, Equity and Inclusion (DEI)
 - Internal DEI discussions begin in earnest as we begin drafting Strategic Plan



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History of Bicycle Colorado

- 2018-Present - Regular internal DEI discussions continue, considering all work through DEI lens is prioritized
- June 2020 - Bicycle Colorado issues statement: Social justice in bike advocacy



Black lives matter, and we are committed to combating racism in all that we do at Bicycle Colorado. This is a problem that our team and all Americans must own and resolve together.

Neither Mr. Floyd's, Ms. Taylor's nor Mr. Arbery's death involved a bicycle, but their murders do relate to what we do at Bicycle Colorado. Our work to create safe biking for all Coloradans is more than a bike issue—it's an issue of social justice. That's clearer now than ever, and we want to share three reflections that will impact our work moving forward so that we are actively practicing anti-racism and serving *all* Coloradans.

We must do better, beginning with this statement and going far, far beyond it. Acknowledging the importance of equity is not enough; we must actively work toward it.



Please click the link in our bio for our full statement, and to learn more about how we plan to move forward.



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Q&A



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Recommended resources

- [“Arrested Mobility: Exploring the Adverse Social, Political, Economic & Health Outcomes of Over-Policing Black Mobility in the U.S.”](#) (Charles T. Brown and panel)
- [The Automotive Police State; Driving While Black](#) (War on Cars)
- [What Traffic Enforcement Without Police Could Look Like](#) (The Appeal)
- [Dropping Enforcement from the 6s of Safe Routes to School Framework](#) (SRTS Partnership)



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Bicycle Colorado has two amazing opportunities to win bikes this month!



Tickets at bit.ly/raffle221



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Thank you!

And we'll see you Thursday morning for
**Shaping Inclusive Cities through Land
Use, Housing and Transportation Policy!**



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