

WEBVTT

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00:00:08.860 --> 00:00:13.829

Jacob Denney, SPUR (he/him): Thanks, everybody. We're just gonna give it a minute or 2 to let folks trickle in before we get started.

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00:00:38.470 --> 00:00:47.559

Jacob Denney, SPUR (he/him): Alright, hi, everybody! My name is Jacob Denny, and I'm spurs, economic justice director, or thank you so much for joining on us for this digital discourse today.

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00:00:47.730 --> 00:01:02.970

Jacob Denney, SPUR (he/him): Many of you are here today are spur members. Thank you for your support. If you're not a member, I encourage you to join to support spurs ongoing work in using education, policy, analysis, and advocacy to make our cities and region more prosperous, sustainable, and equitable places to live.

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00:01:03.340 --> 00:01:13.710

Jacob Denney, SPUR (he/him): Your support enables us to continue our work, including the hosting of programs like today, you'll find more information about membership online at spur org slash. Join.

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00:01:15.260 --> 00:01:25.080

Jacob Denney, SPUR (he/him): Our next program is scheduled for tonight at the Spur Urban center or office downtown. It's called the human side of policy. Personal stories of spurs, policy impact.

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00:01:26.300 --> 00:01:39.220

Jacob Denney, SPUR (he/him): What do personal stories reveal about the impact of urban policy on our lives. We'll be screening a short documentary about middle income housing and talking about the power of personal narratives and advocating for urban policy of change.

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00:01:39.920 --> 00:01:52.540

Jacob Denney, SPUR (he/him): Following the screening, we'll have a conversation with the filmmakers, stars of the film and housing policy representatives to discuss the role of storytelling and policy advocacy and the ways we can use personal narratives to drive change in our communities.

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00:01:52.780 --> 00:01:55.299

Jacob Denney, SPUR (he/him): You can sign up for that through the link in today's chat.

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00:01:56.670 --> 00:02:02.079

Jacob Denney, SPUR (he/him): Now, what you're all here, for today's digital discourse is putting it into bias. Traffic stops in San Francisco

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00:02:02.560 --> 00:02:26.339

Jacob Denney, SPUR (he/him): in January of 2,023 San Francisco, followed in the footsteps of Berkeley, Los Angeles, Philadelphia, and the State of Virginia by deprioritizing minor traffic, stops that are often used in excuse for searching cars stops that disproportionately impact black and Latinx drivers and strip wealth from low income communities across the city, while having virtually no effect on road safety or public safety.

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00:02:26.940 --> 00:02:36.379

Jacob Denney, SPUR (he/him): Today we have a panel of experts, advocates, and impacted people who led the efforts to end so-called pretext stops in San Francisco to learn about how pretext, stop limits

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00:02:36.490 --> 00:02:39.329

Jacob Denney, SPUR (he/him): came to be why it was necessary.

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00:02:39.970 --> 00:03:02.409

Jacob Denney, SPUR (he/him): So our speakers today are going to be Brian Cox. Brian leads the San Francisco Public Defender's office integrity unit which focuses on confronting state sponsored violence through policy, advocacy, data, collection analysis, and by identifying and addressing police misconduct. Brian Hales from Shreveport, Louisiana and earned his BA. At Yale University and his JD. From Tulane University.

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00:03:03.030 --> 00:03:14.299

Jacob Denney, SPUR (he/him): We're also joined by Clara Mobley. Claire is the director of advocacy at the San Francisco bicycle coalition. She was born and raised in San Francisco's Tenderloin neighborhood, where she learned how to ride a bike in a parking lot.

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00:03:14.570 --> 00:03:27.449

Jacob Denney, SPUR (he/him): She's worked on street safety advocacy in the city for 7 years as director of advocacy. She's passionate about

making bikes accessible to all San Francisco and addressing barriers that prevent them from using bikes or other active modes of transportation.

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00:03:28.850 --> 00:03:33.640

Jacob Denney, SPUR (he/him): And finally, we're joined by Tatiana Lewis with from legal services for prisoners, with children.

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00:03:33.820 --> 00:03:55.279

Jacob Denney, SPUR (he/him): Tatiana is an accomplished policy, advocate and leader dedicated to driving impactful policy change in the realms of public safety, economic justice and reentry support with a strong track record of co-developing and co-leading multiple successful policy campaigns. Tatiana has emerged as a driving force in shaping legislation that addresses pressing societal issues.

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00:03:56.250 --> 00:04:09.549

Jacob Denney, SPUR (he/him): Now, we want this to be an interactive conversation, and we plan on spending as much time as possible engaging with you all. So I encourage you to use the chat box to share your thoughts with each other. The speakers also encourage you to submit any questions that you may have by using the QA. Panel

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00:04:09.610 --> 00:04:21.020

Jacob Denney, SPUR (he/him): should appear as a button at the bottom of your screen or the top of your screen. If you're on Mobile within the next few days, we'll also be sharing a copy of this recording transcript and chat with everyone who registered.

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00:04:21.730 --> 00:04:24.109

Jacob Denney, SPUR (he/him): And with that we'll get started.

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00:04:24.990 --> 00:04:37.909

Jacob Denney, SPUR (he/him): So first off I'm gonna spend a couple of moments doing something that I love to do which is share bar charts with people regardless of their interest in seeing them.

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00:04:38.050 --> 00:04:45.489

Jacob Denney, SPUR (he/him): and I just wanted to set the stage by talking a little bit about traffic stops in San Francisco, and pretext stops in particular.

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00:04:45.500 --> 00:04:58.050

Jacob Denney, SPUR (he/him): Now, when we say pretext stops when we're talking about our stops that are conducted usually for minor non moving violations such as a tail light out, or a cracked windshield that are conducted for the purpose, not of

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00:04:58.100 --> 00:05:11.910

Jacob Denney, SPUR (he/him): actually dealing with that alleged violation, but instead, for deal 0 opportun to investigate other possible criminal activity, usually an excuse to search someone's vehicle check their name for warrants. Things like that.

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00:05:12.690 --> 00:05:32.499

Jacob Denney, SPUR (he/him): So how we see and understand pretext stops. Is often through data in the state of California, all police stops and interactions are required to be recorded. This data includes demographic information as well as information about the type of stop and the results. The stop. So this is 2,019 traffic stop data here in San Francisco.

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00:05:32.500 --> 00:05:47.449

Jacob Denney, SPUR (he/him): and what we see is a share of traffic stops and the share of population. We see that black drivers make up 19 of all traffic stops will making up just 5% of the population Latinx drivers are similar, or are also over represented in stops.

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00:05:47.840 --> 00:05:51.710

Jacob Denney, SPUR (he/him): while Asian and white drivers are dramatically underrepresented in traffic stops.

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00:05:52.450 --> 00:06:06.909

Jacob Denney, SPUR (he/him): When we look the per capita numbers. This is per 10,000 residents. We see that it is much higher likelihood. So if you're a black driver, you are much, much more likely to have been stopped by police in the past year than if you were a white driver in San Francisco.

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Jacob Denney, SPUR (he/him): When we look at the reason for stop. What we find is that black drivers are the least likely to be stopped for a moving violation. Those are things like speeding or driving recklessly, or the other things that are considered dangerous on the road, and are much more likely to be stopped for equipment, violations or non moving violations. Latin X drivers are also more likely to be

stopped for equipment or non moving violations. While Asian and white drivers are much more likely to be stopped for moving violations.

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Jacob Denney, SPUR (he/him): And finally, we see the results of the traffic stop by race and ethnicity. So if you measure a traffic, stop or you know, try to better understand the purpose of a traffic stop by whether or not someone was given a citation which is the punishment for engaging in reckless or unlawful behavior. What we see is that black people are the only group where a majority of traffic stops don't result in a citation.

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00:06:58.750 --> 00:07:22.619

Jacob Denney, SPUR (he/him): So these numbers don't completely add up to 100, because it was only looking at people who are either given a citation or let go without a citation or a warning there are other outcomes that are included in the data like being arrested. Other things, but we see the majority of black drivers stopped by the police are let go without a ticket. And instead, released with a warning or no citation. This is not the case for any other racial ethnic group. In particular, Asian white drivers are much.

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00:07:22.650 --> 00:07:30.610

Jacob Denney, SPUR (he/him): much more likely to receive a citation when they're stopped, which is indicative of a different either reason for stop or behavior for stop

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00:07:30.750 --> 00:07:33.550

Jacob Denney, SPUR (he/him): when when done by a law enforcement officer.

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00:07:33.900 --> 00:07:54.819

Jacob Denney, SPUR (he/him): So that was just some data background, because I have to show it every time. Set the stage. But now we're gonna take turns passing it through our panelists and letting them talk a little bit about the work they've done. Why, they did it, and how they got here. And so first I will pass it to Brian Cox. Brian.

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00:07:55.400 --> 00:07:59.180

Brian Cox: Hey? Thanks, Jacob, and thanks for for for having

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00:07:59.240 --> 00:08:19.360

Brian Cox: let me join the conversation. I think you know, at the

public defender's office we approach this pro this question, you know, recognizing the history of over policing in San Francisco and recognizing who has been over policed. You know historically that that's people of color and specifically black folks, right? And so what we see is that you know these pretext stops

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00:08:19.370 --> 00:08:39.760

Brian Cox: where the officer uses like that broken tail light, say right? As the reason to to pull some of not because they honestly didn't really care about that broken tail light, but they do that because they're trying to search the person they're trying to search the car. They're trying to search the other, you know, occupants of the car. That's what they really care about. I mean, even just this morning I was looking at a

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Brian Cox: a case you know, where we have. That exact situation happen, and you know you you you see the the terror that's in the person who gets stopped eyes. They're nervous right? And then the police flip that around and say, Oh, they're nervous. So now I can search them because maybe they have a weapon. And I think that that nervousness comes from the from a reality. It's grounded in actual fact.

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00:09:00.720 --> 00:09:12.979

Brian Cox: which is that pull, you know, interactions with police and traffic stops is deadly for black folks, right? So when I get pulled over by the cops, the response is, generally, Are you on probation report. We haven't outstanding Warren.

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00:09:14.100 --> 00:09:32.059

Brian Cox: They don't ask that same question, everybody right? And so I think that in our office we talk to our clients. We talk to their communities and folks in the community what they hear, what they tell us. Please get them to stop over policing us, and I think this is one of the principal tools that police use, as Jacob, you know, articulated with the data.

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00:09:32.260 --> 00:09:36.730

Brian Cox: they're just out there fishing for stuff. Right? This is. This is legalized fishing expeditions.

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00:09:36.760 --> 00:09:59.200

Brian Cox: And I think what it's done is it's contributed to like, you

know, these gross racial disparities that have been this way as long as they've collected data. And I think that's despite everything they've done to. You know, new policies, new sort of, you know, agreements with the the Federal Government and the the the local. You know, the State government. None of that has really driven down those disparities. I think that you know our interest in engaging in this

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00:09:59.200 --> 00:10:08.339

is really rooted in. Bring down the racial disparities, because I think, in particular, this department stands out as having a history, a long history

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00:10:08.360 --> 00:10:15.480

Brian Cox: of abusing over policing, engaging in violence on people of color. And I think that you know there's there's a certain amount of

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00:10:16.450 --> 00:10:36.760

Brian Cox: intolerance for that, like, you know, people are fed up with it right? And I think you know, just just thinking about what the collateral consequences of that interaction really is. It's not just the dehumanizing element of it, like, let me put you in handcuffs and sit you down on the ground. It's the assuming a level of criminality when people are just trying to go about their day and live their lives.

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00:10:36.870 --> 00:10:52.360

Brian Cox: you know, and so interact with the police can lead to other consequences, like potentially loss of housing. Right? If you're in custody, potentially, you know, lack of access to to to children like there, the collateral consequences are really huge people who lose jobs over this stuff. And we're talking about

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00:10:52.440 --> 00:11:15.930

Brian Cox: a broken tail light. Or you know, things that could easily be fixed if we just focused on those core issues. So you know the way that I think we see in this office that a lot of these, the reason these stops happen are rooted in economic justice issues. And you know, we, we should address those issues. We should address people's needs and not penalize them and incarcerate them as a consequence.

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00:11:16.060 --> 00:11:28.739

Brian Cox: Hope hope I did a good job of explaining kind of our office interest. But I'll pause there. Yeah, thanks, Brian, I think you did a great job. Claire, I'd love to pass to you to hear more about the

work. And what brought by full coalition to this.

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00:11:28.750 --> 00:11:57.300

Claire (she/they), SF Bicycle Coalition: Yeah, thank you so much, Jacob, and thank you spur for inviting us to the space. I always like really hate going after Brian, because he just says things so well. Yeah. Anyway. Again. My name is Molly. I'm the director of the San Francisco bicycle coalition. You know we're a a mission driven organization, and our mission is to promote the bicycle for everyday transportation by transforming our neighborhood streets into safe just in the mobile places, and safety

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00:11:57.390 --> 00:12:21.400

Claire (she/they), SF Bicycle Coalition: is such an objective word for many bike advocates. That means, you know, building protective bike infrastructure. And for black and brown people who bike. That means not being harassed by police, because your bike is either a little banged up or damaged, or you're riding on the sidewalk because your neighborhood doesn't have any protective bike infrastructure.

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00:12:21.400 --> 00:12:28.750

Claire (she/they), SF Bicycle Coalition: And it is our job to represent the large community of people who bike in the city and to address the spectrum of issues that they face.

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00:12:28.750 --> 00:12:42.309

Claire (she/they), SF Bicycle Coalition: and specifically to prioritize our most vulnerable community members who oftentimes do not get seat at the table, and cannot spend 6 HA day waiting to give public comment. At City Hall

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00:12:42.400 --> 00:13:02.960

Claire (she/they), SF Bicycle Coalition: in 2,014, San Francisco adopted Vision 0 with the goal of ending traffic fatalities. By 2024, all city departments, including the San Francisco police department, committed to achieving that goal, and our work heavily overlaps with law enforcement because they are the only body that can enforce traffic laws.

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00:13:02.960 --> 00:13:27.909

Claire (she/they), SF Bicycle Coalition: We know that there are 5 dangerous driving behaviors that are fatal and cause severe injuries. The 5 behaviors are speeding, failing to yield to pedestrians running red lights, running stop signs and failing to yield while turning. And



in communities of color where most streets fall on the city's high injury network. That's 13% of city streets. That account for 75% to fatal or serious traffic collisions.

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00:13:28.020 --> 00:13:40.909

Claire (she/they), SF Bicycle Coalition: Enforcement of these behaviors was close to none last year, and when we asked Sfp. Y. We were constantly told they don't have the resources or the staffing to prioritize this.

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00:13:40.950 --> 00:14:10.559

Claire (she/they), SF Bicycle Coalition: we joined the coalition to end by stops over 2 years ago, because that work and this work is directly related to our organization's mission of transforming our streets, our neighborhoods, into safe just in livable places, and to add on to what Jacob and Brian said, you know, pretext stops have led to the killings of black and brown people locally and nationwide, they cause psychological and physical harm. The data that Jacob diligently collected shows they don't make our streets safer for

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00:14:10.560 --> 00:14:12.200

Claire (she/they), SF Bicycle Coalition: any month.

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00:14:12.650 --> 00:14:14.240

Claire (she/they), SF Bicycle Coalition: No bye.

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00:14:14.300 --> 00:14:39.199

Claire (she/they), SF Bicycle Coalition: Are we wasting electricity resources on this, the San Francisco bicycle coalition firmly believes that law enforcement resources should focus on preventing those dangerous driving behaviors which we know are responsible for fatal and serious injuries on our streets, and we believe that everyone, especially black and brown people, should have the right to move freely and get to experience the joy and freedom of riding bikes in our city without fear of being harassed

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00:14:39.200 --> 00:14:44.689

Claire (she/they), SF Bicycle Coalition: or potentially killed by police. So that is why we're here, and why we care about this issue.

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00:14:46.080 --> 00:14:48.779

Claire (she/they), SF Bicycle Coalition: Thank you, Claire.

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00:14:48.840 --> 00:14:52.269

Jacob Denney, SPUR (he/him): And and and last, but not least, of course, Tatiana.

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00:14:55.640 --> 00:15:02.710

Tatiana Lewis: Hi, everyone. Thank you. Spur. Thank you, Jacob, for having me and all of us are none in this space.

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00:15:04.040 --> 00:15:07.299

I'm just gonna go ahead and introduce myself to you all.

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00:15:07.690 --> 00:15:18.030

Tatiana Lewis: My name is Tatiana Lewis, pronounced she, her. I am an elder freeman policy fellow at legal services for prisoners with children, and a proud member of all of us are none.

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00:15:18.630 --> 00:15:35.329

Tatiana Lewis: Our mission is Lspc organizes communities impacted by the criminal justice system and advocates to release incarcerated people, to restore human and civil rights and to reunify families and communities. We build public awareness of structural

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00:15:35.830 --> 00:15:43.340

Tatiana Lewis: racism and policing the courts and the prison system, and we advance racial and gender justice in all of our work.

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00:15:43.970 --> 00:15:49.000

Tatiana Lewis: Putting an end to bias stops is important to me and the community. For a number of reasons

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00:15:49.150 --> 00:15:58.589

Tatiana Lewis: I have been directly impacted by potential stops being pulled over because of how I look or what kind of car I drive, or like the way I dress, etc.

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00:15:59.000 --> 00:16:15.310

Tatiana Lewis: Born and raised in San Francisco district 10. Growing up in poverty, you develop resilience, a toughness because you have no choice but to adapt to challenges. You face such as financial struggles, homelessness, lack of healthcare, and opportunities.

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00:16:15.410 --> 00:16:18.230

Tatiana Lewis: this can create barriers to success.

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00:16:18.710 --> 00:16:35.670

Tatiana Lewis: In 2,018 I was on a road to success when I had enrolled into school, and I was working full time as a carpenter doing construction. I was on probation and I was changing my life around. I had just started class, and I was super excited, like super excited.

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00:16:35.880 --> 00:16:50.790

Tatiana Lewis: I was really proud of myself for attending classes and being productive. On the way home from school I was stopped and pulled over. But this wasn't a regular traffic stop. I was driving down third in palu and a 2,006 Honda accord coup.

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00:16:51.140 --> 00:17:00.709

Tatiana Lewis: The officer who pulled me over was on the opposite side of the street when he made contact with my car and did an illegal U-turn on the T-train tracks.

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I honestly didn't pay it any mind, because he was behind me for a while before he decided to turn on the lights.

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00:17:07.990 --> 00:17:15.249

Tatiana Lewis: I stopped and pulled over, and when he got to my window he was really aggressive. He didn't even ask me for my name or anything.

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00:17:15.670 --> 00:17:30.449

Tatiana Lewis: so I'm assuming he must have been running my license plate when he was behind me. He immediately started asking me all kinds of uncomfortable questions like, Have I been involved in a robbery, or do I let a guy friend use my cards to commit robberies?

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00:17:30.940 --> 00:17:33.079

Tatiana Lewis: I answered. Absolutely not.

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00:17:33.410 --> 00:17:42.550

Tatiana Lewis: He then follows up with, I know you're on probation, and then say, you're on probation, right? If I mean like, are you

asking me? Or you're telling me.

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00:17:43.000 --> 00:17:51.839

Tatiana Lewis: you know. So in that moment he was like telling, like I know you on probation and like in a stern way, he said in a stern way to me, and I answer, Yes, I am.

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00:17:52.230 --> 00:17:53.789

Tatiana Lewis: And at that moment.

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00:17:54.510 --> 00:18:02.200

he was. He was like unlock the door, but my window was down, so he popped the lock, unlock and open the door and yank me out of my car.

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00:18:03.190 --> 00:18:10.369

Tatiana Lewis: I was yanked out of my car and subjected to search and seizure where a pepper spray was found, and he proceeded to detain me.

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00:18:10.640 --> 00:18:14.160

Tatiana Lewis: I was not able to get out because I had a probation hold.

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00:18:14.300 --> 00:18:18.990

Tatiana Lewis: I had to wait for clearance, which I got when my probation officer got back in the office.

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00:18:19.760 --> 00:18:22.169

Tatiana Lewis: I was fired from my job

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00:18:22.770 --> 00:18:40.280

Tatiana Lewis: because I didn't report to work in a couple of days for a couple of days due to being incarcerated. I didn't have their number. So like in the inside, you don't have your phone or anything. So it wasn't. I didn't have no way to get in contact with the job, so let them know my situation and things like that.

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00:18:40.670 --> 00:18:45.669

Tatiana Lewis: I also ended up getting super behind in school, and after that I just kinda got discouraged.

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00:18:45.960 --> 00:19:05.730

Tatiana Lewis: I share my story to say that eliminating bias pretext stops, ensures that individuals in black and brown communities are treated fairly and equitably by law enforcement, regardless of our race or social background. This will advance a just and inclusive society.

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00:19:05.920 --> 00:19:10.570

Tatiana Lewis: Thank you, guys, and thank you for hearing my story. And yeah.

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00:19:10.880 --> 00:19:15.450

Jacob Denney, SPUR (he/him): thank you, Tatiana, for sharing that. We we appreciate it. And

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00:19:15.710 --> 00:19:35.619

Jacob Denney, SPUR (he/him): it is very powerful every time you talk to us about it. So thank you. I mean, I think maybe stepping back. And and now we're we're in the conversation, the panel part of this. So of course. Audience, if you have any questions, please put them in the QA. Otherwise I, of course, have many questions. You know, I think maybe best for setting the stage

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00:19:35.840 --> 00:19:51.939

Jacob Denney, SPUR (he/him): is Brian. Can you tell us exactly what has has happened in San Francisco, where we are? With pretext stops what we've done. That's differently or similar to other places or any other parts of this you'd like to lift up.

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00:19:52.240 --> 00:19:55.119

Brian Cox: Yeah, no, sure, that's a great question.

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00:19:55.210 --> 00:20:07.309

Brian Cox: You know, I think, where we are right now, right? So the way that it works in San Francisco is that for most policies they go through our police commission, which is the civilian body.

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00:20:07.360 --> 00:20:22.529

Brian Cox: civilian led body that that oversees Sfpd. So they set the policy for Sfpd. They discipline the officers. They work in partnership with the chief and with the Department a lot of the on a lot of those issues. But for for policy as consequential and as

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00:20:22.560 --> 00:20:29.030

Brian Cox: cutting edge is this one. So they took over the leadership role here. And I think just kind of a little bit of a backstory.

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00:20:29.180 --> 00:20:50.510

Brian Cox: this is something that you know our office. The Public Owners office has been advocating for addressing these issues for for a long time. You know, we've spoken at the Commission previously, and I think that you know kind of how we got from some of those initial points, and we weren't the only ones talking about this, or plenty of other folks, too. How we got from that point to kind of this point, where the policy.

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00:20:50.510 --> 00:21:18.960

Brian Cox: you know, is A is is going to be adopted soon. Right? So the Commission passed the policy already. And it has to go to meet and confer with the police officers Union. And so once it comes back from that negotiation, then they could pass the final version. But how do we get from that initial kind of like, hey? We should eliminate pretext stops not a new idea to to kind of this moment. Right here, I think. Honestly, II get. I give a lot of credit to the Coalition members showing up and being dedicated right? So

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00:21:19.110 --> 00:21:42.569

Brian Cox: I think there wasn't a lot of interest either on the Commission or from, you know, the police department to address this issue? And then with some changes at the Commission, and I think there's a greater sense of national urgency to when you have. You know what happened with George Floyd getting killed and some of the other instances happening. There's a ton of public interest and pressure. And so, you know, we tried to harness some of that energy. I think some of the the

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00:21:42.570 --> 00:21:54.779

Brian Cox: the backlash from people in San Francisco wanting to defund the police, or and we're like, Hey, this is an issue that I think all of us should really care about the the gross racial disparities. Just the plan, all racism that's involved with these stops.

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00:21:54.780 --> 00:22:03.059

Brian Cox: Right? And so I think, creating that coalition of dedicated folks, you know, to put pressure right? So we showed up at at meetings. We wrote letters right?

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00:22:03.280 --> 00:22:05.440

Lots of letters, long letters.

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00:22:05.450 --> 00:22:18.340

Brian Cox: You know. And so we showed up at every meeting where they were discussing this policy in force. Right? So it wasn't just, you know, a a few of us, you know, we we were in mass. And I think that that level of pressure and

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00:22:18.340 --> 00:22:44.310

Brian Cox: bring different groups who don't naturally work on issues together. Right? Because I work in. You know, the criminal legal system space. But that doesn't actually have an overlap with Claire right in the bicycle coalition. But in the we all cared about this issue, because, for whatever you know, all the reasons that everyone's already articulated, Tatian as well, you know, I think that it was. We created the kind of this perfect storm of of of community groups.

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00:22:44.310 --> 00:22:59.699

Brian Cox: And then, when we had the data, and we and you know, Jacob was phenomenal on crunching the data, right? So we're able to articulate, not just, you know, we talk about people and clients. And then human stories. We talk about what the data looks like. We talk. We talk about how there's this broad coalition.

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00:23:00.450 --> 00:23:23.809

Brian Cox: you know. We'll get anybody's face border supervisors, the mayor, the police chief right, the Commissioners constantly harassing them politely and legally, of course. But you know, II think I think that's kind of the point, right? You have to create this pressure to make them uncomfortable. I think that our coalition and phenomenal job of putting that together. So I think that's one of the big reasons where we are where we are right now I think the policy would not be as strong.

108

00:23:23.810 --> 00:23:33.150

Brian Cox: would not be as broad and comprehensive, and there wouldn't be a sense of urgency to get done had it not been for the dedicated work of the folks in the coalition like Tatiana and Claire and Jacob.

109

00:23:35.520 --> 00:23:48.040

Jacob Denney, SPUR (he/him): Thanks, Brian, I mean, I think that leads me to the next kind of highlight or lesson for folks, I think is

important. If if anyone else is considering talking about pretext stops or substantive changes like this.

110

00:23:48.270 --> 00:23:52.889

Jacob Denney, SPUR (he/him): and I. This is for Claire or Tatiana, whichever Us. Fielder or both.

111

00:23:52.930 --> 00:24:19.060

Jacob Denney, SPUR (he/him): You know. How. How would you describe the coalition that came together. The coalition and bias stops. If you could maybe just get, you know, pull back the veil a little bit and let people know how many organizations, groups or people were part of it. And how much work and engagement there was. I know that that not. All of us were often the people on the ground getting everyone on board. But we were part of this coalition.

112

00:24:19.060 --> 00:24:28.309

Jacob Denney, SPUR (he/him): So I'd love to hear your thoughts on on what that coalition experience was like who was a part of it, how big it was, and and any lessons you learned from that that you'd like to share.

113

00:24:32.060 --> 00:24:35.749

Jacob Denney, SPUR (he/him): Do you want me to call on one of you first, Patiani? You're nodding.

114

00:24:38.130 --> 00:24:51.819

Tatiana Lewis: Yeah, so I know I kind of jumped into the coalition a little later on. Thank you to my deputy director, Paul Bradley, for putting me in this space forever grateful for that.

115

00:24:51.990 --> 00:25:00.919

Tatiana Lewis: The Coalition was great. It was amazing. I love how we all came together in unity and I would say

116

00:25:01.070 --> 00:25:06.080

Tatiana Lewis: the highlight of the Coalition for me was when we will go to those meetings

117

00:25:06.320 --> 00:25:13.739

Tatiana Lewis: with the Commissioners and and and they will be saying things that like, No, I'm I'm born and raised here like



118

00:25:14.090 --> 00:25:28.809

Tatiana Lewis: really. So I know that's not true. That's not what you guys do. And then remember, it was a lot of officers that I actually knew from when I was a little kid. So I think me being brought into that space and bringing this lived. Experience

119

00:25:29.390 --> 00:25:30.670

Tatiana Lewis: was great.

120

00:25:32.680 --> 00:25:44.120

Claire (she/they), SF Bicycle Coalition: and then take care of the and then and then and then it's it's it's it's, it's, it's it's it's it's it's it's it's it's it's it's it's it's it's it's it's it's it's it's

121

00:25:44.180 --> 00:25:47.910

Claire (she/they), SF Bicycle Coalition: yeah. Any any lessons you learned or things you really want to share?

122

00:25:47.940 --> 00:25:49.870

Claire (she/they), SF Bicycle Coalition: Yeah, I think you know.

123

00:25:49.900 --> 00:26:15.120

Claire (she/they), SF Bicycle Coalition: as a street safety advocate all of the coalitions that I am part of are really siloed in the work that I do. And what was amazing about this coalition is that we had over like a hundred 10 organizations signed on as supporters of the coalition to invite stops and the representation from all of those groups like, you know, we had

124

00:26:15.120 --> 00:26:27.359

Claire (she/they), SF Bicycle Coalition: people that do like criminal justice work youth and families senior and disability working groups. I'm looking at the long list that we have environmental justice groups.

125

00:26:27.360 --> 00:26:48.590

Claire (she/they), SF Bicycle Coalition: And you know, to date like this is the largest coalition that I've ever been part of. And I came when I when we joined the coalition to invite stops. I was a community organizer, and I'm the director of advocacy at the Bike Coalition, and

I think that just did a lot. For, like my own personal leadership growth, and where II really learned from like

126

00:26:48.590 --> 00:26:51.270

Claire (she/they), SF Bicycle Coalition: people like Brian, people like Wes

127

00:26:51.270 --> 00:27:13.420

Claire (she/they), SF Bicycle Coalition: on like how to do good organizing. And I think what was really incredible about the Coalition is that all of the members of the core group, like we're constantly talking to other organizations about the work that we were doing and getting them to sign on, and I've never been part of a coalition where where everyone is tasked with doing that outreach

128

00:27:13.420 --> 00:27:41.739

Claire (she/they), SF Bicycle Coalition: but II also felt like, you know, the people don't really like weekly meetings. But I that was like the one weekly meeting that I love going to, because I always knew that I was gonna learn something new. And the perspective that everyone brought was just so valuable and is not a space that we, as the bike coalition, or as street safety advocates like, really enter all that much. But this was a great step in how do we? How do we make our work as street safety advocates?

129

00:27:41.740 --> 00:27:51.560

Claire (she/they), SF Bicycle Coalition: Okay, it's more intersectional because this work is directly related to street advocacy, and and so on and so forth.

130

00:27:53.460 --> 00:28:22.969

Jacob Denney, SPUR (he/him): Thanks, Claire. No, I mean, that's kind of the goal of a coalition, right? I mean, if you exit a coalition and say, I love the weekly meeting like that's I mean, that's incredible. That's that's a that's a a powerful Testament. Given. How difficult coalition work often is, you know, difficult this work often is right. The demanding work, late night meetings, lots of conversations. And and I think something that became heavily politicized throughout the process, too.

131

00:28:23.080 --> 00:28:50.880

Jacob Denney, SPUR (he/him): II do want to just take one moment answer. In the QA. Someone asked. I live in a small city in California. When will small California cities be required to collect

this data this year. All cities in California, all law enforcement agencies in California are now collecting ripa data. The Racial Identity Profiling Act 2,015 data. They're this year reporting it. They're required to submit it to the California Department of Justice in April of 2,024

132

00:28:50.880 --> 00:29:07.199

Jacob Denney, SPUR (he/him): so they should be requiring recording that data. Now, they are likely not publishing that data. But it is public data. You can request it from them, or you can wait. And the California doj releases a version of the data

133

00:29:07.200 --> 00:29:12.049

Jacob Denney, SPUR (he/him): every year with an annual report. So

134

00:29:12.750 --> 00:29:33.109

Jacob Denney, SPUR (he/him): that data exists. And it will be published. And if anyone has any questions about accessing it, or what to do with it, please feel free to reach out to me. I think my emails probably on this, my emails on the website. I'm happy. I spent a lot of my life looking at this data. So I'm always happy to talk about it. Okay, what? One question, I think.

135

00:29:33.470 --> 00:29:42.590

Jacob Denney, SPUR (he/him): Well, one of the things that was really unique about what happened in San Francisco, and I think we've talked about it a little bit. But I'd like to really drill down in it.

136

00:29:42.980 --> 00:29:46.770

Jacob Denney, SPUR (he/him): is. You know the Commission's

137

00:29:47.170 --> 00:29:48.520

Jacob Denney, SPUR (he/him): order

138

00:29:48.560 --> 00:29:56.260

Jacob Denney, SPUR (he/him): both bands. Pretext stops as a category, but then also deprioritizes and limits other specific

139

00:29:56.480 --> 00:30:14.050

Jacob Denney, SPUR (he/him): traffic stops from occurring. So this is similar where other places have done, but also different. than many other places have done. Where we've said you can no longer conduct a

traffic stop for the purpose of investigating in unrelated crime. Right? You can't go fishing. But also here are these stops. We're going to limit.

140

00:30:14.090 --> 00:30:26.160

Jacob Denney, SPUR (he/him): This is for all of you. But specifically, Brian, I'd love to hear from you what? What are the stops? Right that that have been included in the order. And then how did we get there? And why were they important?

141

00:30:27.870 --> 00:30:42.840

Brian Cox: Put me on the spot that was memorized? As I as I not type it right now, I mean, that's figure out what list is. Cause I don't remember. But in basically, you know, these are the type of stops that we we traditionally think of when we think of pretext stops right broken tail lights.

142

00:30:42.950 --> 00:30:55.860

Brian Cox: you know, like one tail so one tail light being out right? You, you know, like the cracked wind screen or registration that's expired. Right? So these these are kind of these technical

143

00:30:55.920 --> 00:30:59.359

Brian Cox: administrative infractions, right? That don't have

144

00:30:59.990 --> 00:31:29.229

Brian Cox: profound or really any public safety benefits. Right? So you asking the question like, Okay, well, what's the what's the harm of the registration? And you know, tying that to like some type of crime, there's not a response that you can legitimately, you know, put on. So you know that long list. I think right now. It's a sort of 10 or so. And it's subject to to the final negotiations through meeting confer, of course. But you know those are. Those are, you know, some people call them kind of low level. Right?

145

00:31:29.580 --> 00:31:58.129

Brian Cox: II tend to to to not think of them that way, because it create creates 2 categories, that there are some stops that we really want police to to to make because they're valuable. But the reality is what we see is that police are just using the whatever they can as an excuse. Right? They don't particularly care what the stop is. It could be for having too long of an antenna on the top of your car. If that were regulation they'd use that to pull people over right, because what they really care about like I said earlier, is getting in the car

searching the people.

146

00:31:58.230 --> 00:32:15.989

Brian Cox: And, as as Tatiana eloquently pointed out with like her experience, that's the typical, you know, th that happens to to often. It's it's typical of these these types of stops. So you know, how did we get? How do we land on that. I think. You know, the policy does 2 really brilliant things. I think. First, you know, as Jacob mentioned it, it's sort of, you know.

147

00:32:16.140 --> 00:32:20.060

Brian Cox: puts a limit on what officers can do

148

00:32:20.180 --> 00:32:30.739

Brian Cox: following interact in in interaction during a traffic stop. So it says, you can't ask questions that are unrelated to the search. And we, we see is that, you know, having read hundreds of police reports.

149

00:32:30.780 --> 00:32:43.140

Brian Cox: that's really where that pretext begins it. It starts with, Hey, you know. Do you know why I pulled you over? Broke and tell it. Okay, Fan. Fine, fair enough. But hey, what do you do this neighborhood? Do do you know work here, or

150

00:32:43.170 --> 00:33:05.629

Brian Cox: visiting? What are you? So these are questions of designed to elicit information that's not even related to that underlying issue like Brook and tell it. Whatever the case, you know it may be, it's really designed to get the person to almost incriminate themselves right. Oh, I'm not from this neighborhood. Oh, well, you know, do you mind if I search you for my safety? You know you're wearing baggy clothes and

151

00:33:05.780 --> 00:33:29.309

Brian Cox: You appear nervous in front of you know us. And you know, I know people who this is a date, dangerous neighborhood, right? So they're just using all these fictitious legal reasons to get into the car and search. So I think that you know this, this policy does a great job of limiting officers discretion, because that's kind of the real problem here, with all this right? If they're bright line rules, officers can and can't do this.

152

00:33:29.310 --> 00:33:51.029

Brian Cox: That makes it easy. But right now. And and what happens with traffic stops with the law looks. There's very little few limitations on what? On what officers can't do. So you know it. It sort of limits what they can do immediately following us up. They can't ask questions that are unrelated to search. They can't ask for consent to search right, unless they have some justifications like so probable cause. Right? So if they see a rocket launch in the backseat, great

153

00:33:51.030 --> 00:34:08.270

Brian Cox: go and ask for that pro, you know. Go and ask for the search. That's not a big deal, but what we see, what we really wanna you know to deal with is where they're trying to make up this manufacturer, this the the legal justification to get in the car. So the Poly does a great job of that on the front end. But then on the back end, it says, Look, you can't stop people for these.

154

00:34:08.300 --> 00:34:17.079

Brian Cox: you know, 8 or 9 or 10 reasons, because they're basically presumptively. Racist, right like there, we can't trust officers to use these stops

155

00:34:17.310 --> 00:34:36.780

Brian Cox: in non racist way. So we're not gonna let you do it. But you know you can give someone a ticket for, say, expired registration if you pull them over for a non band, you know, like, say, speeding, for example, which is something to Clear's point. You know that that we really wanna focus on, because that actually creates, you know, some some serious public harm. So

156

00:34:37.060 --> 00:34:56.799

Brian Cox: you know. Yeah, if if you get somebody for speeding, give them a ticket for expired registration. There's that. So I think that you know it allows officers to to still perform their functions in some way. But just really reduce that discretion that we cease. You know, spikes that the racial disparities. So, Jacob, I think I answer all your questions, but let me, if I miss something.

157

00:34:57.060 --> 00:35:12.249

Jacob Denney, SPUR (he/him): No, thanks, Brian, I think you did. The the only thing I would add, is, this is really evidence-based policy making in the best way possible. You know, I think that one of the things we identified early on through the data and through data analysis.

158

00:35:12.250 --> 00:35:36.889

Jacob Denney, SPUR (he/him): Was the stops that were driving the the racial disproportionality in San Francisco. The number one stop number one. Reason that a black driver was stopped in San Francisco was for license plate displayed incorrectly. That was the most common reason that a black driver would be stopped by police and then other stops that we d prioritize. We're similarly drivers. They had almost they had

159

00:35:36.890 --> 00:35:40.640

no public safety outcome. The likelihood of discovering

160

00:35:40.640 --> 00:35:55.300

Jacob Denney, SPUR (he/him): you know, guns, or drugs, or money, or other things that are considered criminal behavior was extremely low in. In all of these stops. The number of people stopped who are arrested is extremely low

161

00:35:55.300 --> 00:36:18.850

Jacob Denney, SPUR (he/him): and these stops also strip a lot of money out of San Francisco. You know the the pretext apps that were deep prioritized. Cost. San Francisco's about a million dollars a year. For for really minor stuff that doesn't impact road safety or public safety. You know, stripping wealth from these communities overwhelmingly, lower income communities is really really harmful.

162

00:36:19.130 --> 00:36:22.840

Jacob Denney, SPUR (he/him): So that's that's that's the only thing I would add.

163

00:36:23.460 --> 00:36:47.479

Jacob Denney, SPUR (he/him): Claire, we have a a question that I think is really for you. And and the question is for other cities that have made vision 0 which refers to road safety. Right? The idea that we're gonna get to 0 in kind of traffic fatalities where people hit killed by cars or traffic violence. There is more interest in addressing the status quo problematic role. Enforcement is played in roadway safety.

164

00:36:47.480 --> 00:36:54.450

Jacob Denney, SPUR (he/him): What kind of advice do you have for better integrating this kind of policy? Change in vision, 0 roadway work?

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00:36:54.450 --> 00:37:05.520

Jacob Denney, SPUR (he/him): In addition to that, what are other ways? To empower roadway safety advocates like Sfbc, and others working at vision 0 to engage in this work.

166

00:37:05.930 --> 00:37:26.690

Claire (she/they), SF Bicycle Coalition: Yeah, this is an excellent question. And I just wanna say, Hey, Leah, you don't know me, but I know you. My, my my advice here is II think we really need to just rethink enforcement. And why is law enforcement the only body that can enforce traffic laws?

167

00:37:26.870 --> 00:37:49.569

Claire (she/they), SF Bicycle Coalition: And as street safety advocates, we, we need to center ourselves in equity and look beyond like the infrastructure. And and I think you know advice that I have and what one of the things that brought us to this work and to joining the coalition to end by stops is when we joined

168

00:37:49.570 --> 00:38:10.480

Claire (she/they), SF Bicycle Coalition: we were actually in the process of coming up with community based alternatives to traffic enforcement in the tender line. And we need to be doing more of that. We need to. We need to invest in community alternatives and actually, like allocate the funding and find the funding to be able to facilitate that process. We

169

00:38:10.480 --> 00:38:25.619

Claire (she/they), SF Bicycle Coalition: you know, did or started doing that work in the Tenderloin in 2020, because we found data that showed Sfpd was not enforcing those focus on the 5 stops that I mentioned in my testimony.

170

00:38:25.620 --> 00:38:51.120

Claire (she/they), SF Bicycle Coalition: and that in 20 or in 2019, you know, speeding is like the number one cause for traffic fatalities, and in 2019 SA. Pd. Had only enforce, like 3 speeding citations like in that neighborhood. So so I think my my main advice is that we really just need to think outside of the box of enforcement and invest in communities to figure out alternatives for their neighborhoods.

171



00:38:51.120 --> 00:39:15.570

Claire (she/they), SF Bicycle Coalition: To like better in, to better enforce themselves. That's not what I'm trying to say, we we need to. We just need to invest in community based processes. And I think that in and of itself like is quite inspiring, in, in my opinion, being able to facilitate that kind of a process in the Tenderloin, which is also the neighborhood that I grew up in and working with people who

172

00:39:15.590 --> 00:39:18.410

Claire (she/they), SF Bicycle Coalition: felt that that was really important in that time.

173

00:39:21.540 --> 00:39:22.689

Jacob Denney, SPUR (he/him): Thanks, Claire.

174

00:39:22.840 --> 00:39:38.810

Jacob Denney, SPUR (he/him): Ii appreciate that response, and I will say that one of one of the really beautiful things about this coalition which I think we're we're just gonna continue to gas up. Is the the diversity of the folks who came together.

175

00:39:38.850 --> 00:39:52.350

Jacob Denney, SPUR (he/him): realizing that that this kind of enforcement touch the lives of of almost everyone in San Francisco and in different ways, and had very different consequences for different communities. But those consequences were still there and were real.

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00:39:52.350 --> 00:40:14.410

Jacob Denney, SPUR (he/him): and I think that part of the reason why it worked, was Claire already emphasized. But I will underline again. Wi was. People went out and talked to each other. And we talked to everybody. Right. We we didn't only talk to people who we usually talk to, or usually work with, or who we agree with all the time, or that we're like best friends with, or 100% are aligned. We talked to everybody.

177

00:40:14.410 --> 00:40:25.459

Jacob Denney, SPUR (he/him): and I think that that would be a a a key piece of advice I would give to transportation advocates who are interested in getting involved in this work, but also to anyone who's interested in building a large, diverse big tent coalition

178

00:40:25.460 --> 00:40:41.540

Jacob Denney, SPUR (he/him): to affect policy. Change is the importance of speaking to everyone and and giving everyone right from grass tops to grass bottoms to people who don't own a lawn. The the recognition and seat of the table, and influence in the decision-making process.

179

00:40:41.650 --> 00:40:51.190

Jacob Denney, SPUR (he/him): And you know, when you start having those conversations, you find a lot of opportunities to work together, and you find more and more things to do. And you continue that work for a long time.

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00:40:51.320 --> 00:40:58.780

Jacob Denney, SPUR (he/him): Now, I have a question for you, Tatiana. And I think you know

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00:40:58.870 --> 00:41:22.470

Jacob Denney, SPUR (he/him): one of the things that that's so powerful about your advocacy and so so moving about work is that you share a very personal story, a very difficult personal story about how this has impacted you. That's not easy. I know that's not easy. I'm somebody who brings my personal life and my family history to my work, too, and it's not easy to always talk about those things. But it's important, and it's

182

00:41:22.530 --> 00:41:36.210

Jacob Denney, SPUR (he/him): really effective. And it's powerful, as everyone here said. And I guess my question for you is, what advice would you give to other people who have have these lived experiences who have dealt with the trauma of of

183

00:41:36.210 --> 00:41:55.569

Jacob Denney, SPUR (he/him): you know. Pretext stops. Lived under the legacy of potential police violence. What advice would you give those people for? For how best to bring their voice? And the most effective ways to do it, but then also how to take care of themselves and make sure that they're you know their needs are being met while also engaging in this advocacy?

184

00:41:59.030 --> 00:42:02.090

Tatiana Lewis: Yeah, of course. So I would say.

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00:42:03.010 --> 00:42:10.190

Tatiana Lewis: if you are someone who has been affected by protectual stops, or just by any harmful things in the communities.

186

00:42:10.290 --> 00:42:31.200

Tatiana Lewis: I would say, don't let it get you down, because for me, I did get discouraged like that happened in 2,018, and like, I mean today here today, 2023. I'm a college student, straight 4.0, you know, policy fellow, and I'm doing real great things. But it's took me a long while

187

00:42:31.200 --> 00:42:54.790

Tatiana Lewis: a long while. It took some years like I just II didn't have the motivation anymore after that, because I'm like, why keep doing it if I'm just about to keep in and out of incarceration, or you know, in poverty. And when I look around, all I'm seeing is liquor stores, and and you know, drugs and things like that. And it's just not

188

00:42:54.890 --> 00:43:14.030

Tatiana Lewis: like I have mentioned earlier. It hinders your success. So I will say, don't let it get you down like, keep pushing like if you need to find someone to talk to, I will get like a mentor like a big sister, big brother, etc. Something like that, just to, you know. Not. Keep it inside and let it out, you know.

189

00:43:14.060 --> 00:43:19.949

Tatiana Lewis: Let it come from the heart. And then, as far as like sharing your stories, I would say

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00:43:20.410 --> 00:43:25.120

Tatiana Lewis: honestly, I mean, if you're comfortable with it, because not everybody is

191

00:43:25.560 --> 00:43:40.339

Tatiana Lewis: I wouldn't say I was. But II got to the point where I want to share my story because I want to be able to help someone else like me share my story. Might

192

00:43:40.400 --> 00:43:57.889

Tatiana Lewis: someone might have went through what I've went through, and they're like, you know what I can do it. I can't get up. I can't go back to school. I can't go back to work like I can't do this instead of saying I can't do it. I'm not gonna be anything. I'm not

gonna ever amount, because that's the poison that's like.

193

00:43:59.520 --> 00:44:08.150

Tatiana Lewis: yeah, and put into you. So I would say, keep going be resilient. And when you fight

194

00:44:08.240 --> 00:44:10.689

Tatiana Lewis: you win. So

195

00:44:10.930 --> 00:44:12.940

Tatiana Lewis: yeah, keep fighting, cause

196

00:44:14.290 --> 00:44:36.979

Tatiana Lewis: it'll get sunny or on the end of the road. It was cloudy for me, full, very, very, very long time. But I don't wanna ever forget that like I know how sometimes people will block it out. That's another thing I want to say, don't ever block it out, you know. Always remember where you came from and where you been and where you are today and where you're going.

197

00:44:38.690 --> 00:45:00.030

Jacob Denney, SPUR (he/him): Thank you, Tatiana. I appreciate that quite a bit we know the question in the chat, which I think is a good one, and, and, Brian, I will, I will give this one to you. How is this policy? Once it goes into effect going to be enforced, how will it be evaluated? What are the ways in which you know people in San Francisco in the region are, gonna make sure.

198

00:45:00.150 --> 00:45:03.700

Jacob Denney, SPUR (he/him): That. You know this is happening as intended.

199

00:45:04.560 --> 00:45:25.280

Brian Cox: you know that's a super great question. I think that the answer to that is is kind of multi-faceted right? So in in terms of how it's going to be enforced right? So this is now, once it goes into effect. It's an actual policies by which the offices can be disciplined if they violated right. So if someone in San Francisco is pulled over for broken tail light just the broken tail light.

200

00:45:25.350 --> 00:45:54.489

Brian Cox: Right? You know that, Poly, that officers violating policy.

And you know, I think that if if if that case, you know, continues, is a really good argument, I'm not sure that it necessarily would be a always winning argument, but to to sort of suggest that. Hey, look! The officer violated policy to affect to stop right. And you know, whatever the traffic court situation that just looks like, you know, might say, Okay, yeah, we should get rid of this stuff because there's a violation policy. I can't predict accurately. That's what will happen. But I think that's a great argument.

201

00:45:54.490 --> 00:46:07.510

Brian Cox: but that's that's the first thing, right? So the second thing is, the officer is subject to discipline and right. In San Francisco we have this progressive discipline process for police officers. The more they violate a policy them, the greater their dis. Their discipline is.

202

00:46:07.640 --> 00:46:09.940

Brian Cox: But I think that that, most importantly.

203

00:46:10.060 --> 00:46:23.149

Brian Cox: you know, for that discipline process to to start, you have to notify someone who is capable of imposing that discipline right? And I think that part of what we're trying to do in in our office in conjunction with

204

00:46:23.210 --> 00:46:47.670

Brian Cox: a, you know, members of the Coalition is spread awareness in the community about this policy. We've created a Know your rights flyer, which I we'll definitely be distributing to the folks on this call to to be in the community to tell folks, hey, look! If you get pulled over for broken tail light, here are your resources, right? You can file a complaining. It's an officer to get that officer disciplined right, and if there are other legal consequences, you can work that work through that with.

205

00:46:47.670 --> 00:47:05.730

Brian Cox: you know your public defender, if if you have that, or or you know a a a different attorney, of course. But you know, I think, that that the last, the last part of the policy that I think is super brilliant. And I'm gonna give a big, you know, tip of the cap here to Jacob is that it requires the Department to report this data to the Commission.

206

00:47:05.730 --> 00:47:10.889

Brian Cox: And so you know, so that the Commission can see who's getting stopped. Why?

207

00:47:11.000 --> 00:47:26.810

Brian Cox: And then do we need to expand this list? Because I think that my view of this this policy is that we're just at a floor right? This is not the ceiling we want to keep adding stops to this list. If we see that offices are, you know, I'm not gonna use a broken tail like I'm gonna use.

208

00:47:26.920 --> 00:47:33.640

Brian Cox: I think my favorite one is unreasonable acceleration, which is so vague that it doesn't really have any meaning at all.

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00:47:33.770 --> 00:47:42.860

Brian Cox: so great. We'll add that to the list, and we'll keep, you know, going through this process to really to really tempt on that. So I think that they're they're kind of 3 different ways that we can really

210

00:47:42.860 --> 00:48:07.230

Brian Cox: you know, enforce our rights on this right? So a policy violation doesn't mean that, you know you can just rip up the ticket and not go to Traffic court right? I think that a policy violation is possibly a good defense to that, but it doesn't mean that you just you can't. They can't search your car that can't search you, because there, there, the issue is complex, and I'm not trying to get legal advice on this webinar but

211

00:48:07.230 --> 00:48:34.830

Brian Cox: you know. So that's one method, I think the second method, really, you know, is by following the complaint. And so part of my job in our office is to actually file complaints against police officers. We file dozens of complaints a year. And so you know my contact information is here. If people in San Francisco and they're stopped once this policies into effect, please reach out to me. We'll happily file a complaint on your behalf. And see, you know all the way through the discipline process. But yeah, Jacob, thank you for the question. I think I think enforcement is a big part of this. Right?

212

00:48:35.740 --> 00:48:38.949

Jacob Denney, SPUR (he/him): Thanks, Brian. Yeah. I mean, I think,

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00:48:39.120 --> 00:49:01.930

Jacob Denney, SPUR (he/him): you know one question I just have. And and player. Maybe you're the best person to to ask is a as people consider engaging in eliminating pretext apps and and limiting the kind of traffic enforcement and prioritizing other traffic enforcement. One of the conversations that comes up often right that came up throughout our process was questions about road safety.

214

00:49:01.930 --> 00:49:20.900

Jacob Denney, SPUR (he/him): and and as a road safety advocate. Claire, I'm I'm gonna ask you. You know, how? How did questions concerns thoughts about road safety come into play as you engage in this coalition, this process? And what do you have to say to people who are concerned that this could, you know, re reduce road safety in San Francisco.

215

00:49:20.990 --> 00:49:36.039

Claire (she/they), SF Bicycle Coalition: Yeah, that that's a great question. And II want to applaud you, Jacob, for again, the amount of data that you collected on this. And we and like, I said, via testimony. And as we've said, II feel like in the last

216

00:49:38.010 --> 00:49:39.370

Claire (she/they), SF Bicycle Coalition: black

217

00:49:39.660 --> 00:49:57.690

Claire (she/they), SF Bicycle Coalition: responding to these requests and feedback are are that we have the data that showcases what kinds of behaviors are killing people and seriously injuring people on our streets, and how none of those stops are on the list of pretext stops that were passed in the studio.

218

00:49:57.690 --> 00:50:19.629

Claire (she/they), SF Bicycle Coalition: So that would be my my first response. In addition to that response, you know, biking on the sidewalk was one of the stops we wanted to eliminate, and we got a lot of heat for this. Not just we as the San Francisco Bicycle Coalition, but also walk San Francisco to the point where we needed to create a joint letter that we published publicly and sent publicly

219

00:50:19.630 --> 00:50:45.520

Claire (she/they), SF Bicycle Coalition: and and to be clear. And I've gotten this confirmation numerous times from Brian and from all the public defenders, just to make sure that I have the facts straight as

a Pd. Could still enforce this stop the policy. Restricted officers from fishing for those unrelated things that Brian and Tatiana mentioned in in their earlier testimonies. The Are you on probation? Have you ever been arrested? XY. And Z. And that the solution for

220

00:50:45.810 --> 00:51:08.660

Claire (she/they), SF Bicycle Coalition: getting bicycles off the sidewalk is not to increase enforcement, but to address the root of the problem and finding out why people are biking on the sidewalk and a hundred percent of the time. It's because people on bikes feel unsafe riding in the street because there isn't protection or infrastructure in place for them to to do it safely. And so

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00:51:08.980 --> 00:51:16.000

Claire (she/they), SF Bicycle Coalition: yeah, that that was the response that I that I would give people. yeah.

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00:51:17.280 --> 00:51:18.360

Jacob Denney, SPUR (he/him): thanks, Claire.

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00:51:18.510 --> 00:51:33.359

Jacob Denney, SPUR (he/him): Ii will answer a question in our QA. Real quick, and then I'll ask kind of a final question. But Leah, thank you also for being a great audience member asked. A. A. Are there suggestions of how to collaborate with police on this topic in the most productive way possible?

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00:51:33.360 --> 00:51:57.119

Jacob Denney, SPUR (he/him): And I will tell you that there are police departments across the country who, want to get rid of pretext stops. There are police chiefs who have successfully tried to eliminate pretext stops or have successfully deep prioritize pretext stops. Because for many departments they don't view it as A a productive use of time. It harms community trust, and has all these

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00:51:57.120 --> 00:51:59.870

difficult and negative outcomes throughout the process.

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00:51:59.870 --> 00:52:12.790

Jacob Denney, SPUR (he/him): or or because of its use. So we know that so in in places across the country where where it's ended. It's usually come from leadership at departments as opposed to from rank and file, who have pushed



227

00:52:12.840 --> 00:52:37.630

Jacob Denney, SPUR (he/him): for an end to this practice in their minds. It's usually they can dedicate more resources to things that they prioritize. and so, I think, you know, starting the conversation there. Should re a. A great way to affect policy. Change is to reach out to the people who are gonna be required to follow that policy or implement that policy and and ask them to support you and join you in the process.

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00:52:37.630 --> 00:52:53.130

Jacob Denney, SPUR (he/him): And so I think that you can reach out to police chiefs. You can reach out to to police unions. If there is one in where you live and talk to them about the the cost and consequences of pretext stops and ask them for buy in

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00:52:53.900 --> 00:53:08.610

Jacob Denney, SPUR (he/him): I don't think we need to spend any more time on that, but I will give anyone else the opportunity to talk about collaborating with police, and any pretext stops if they want to. No one is jumping at the question. So let's just go to a final question. before we run out of time.

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00:53:08.660 --> 00:53:17.809

Jacob Denney, SPUR (he/him): And this is gonna be the most up open ended. Kind of squishy question, but I think it's a great one, because I'm excited to hear what everyone says.

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00:53:17.910 --> 00:53:19.680

Jacob Denney, SPUR (he/him): Which is

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00:53:19.700 --> 00:53:31.900

Jacob Denney, SPUR (he/him): after this process, which was more than a year of of coalition work together, and for as many as Brian highlighted many years of work for many people in San Francisco.

233

00:53:31.960 --> 00:53:41.310

Jacob Denney, SPUR (he/him): What are the lessons you learned that you think other people need to hear? When they're considering coming together and doing this kind of work?

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00:53:41.710 --> 00:53:54.210

Jacob Denney, SPUR (he/him): and I am just gonna work clockwise on my screen. So I will start with you, Tatiana, if you're comfortable. What are the lessons you think other people need to hear

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00:53:55.280 --> 00:54:05.570

Tatiana Lewis: lessons I think other people need to hear is just coming in. Unity like you have to come together in order for things to be successful.

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00:54:05.670 --> 00:54:20.200

Tatiana Lewis: I also feel like, Yeah, we're gonna you're gonna have some bumps in a road. You might have some disagreements, but it's important to just stay together and be unified. That's that's the main important thing. And that's what I have to say.

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00:54:21.380 --> 00:54:23.250

Jacob Denney, SPUR (he/him): Thanks, Tatiana Claire.

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00:54:24.160 --> 00:54:28.300

Claire (she/they), SF Bicycle Coalition: Yeah, I would. I would second that message. I think.

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00:54:28.450 --> 00:54:39.989

Claire (she/they), SF Bicycle Coalition: going back to all of the conversations that we've had during this webinar. But even like in our meetings, like, II think, really the reason why our coalition works so well is because so many group

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00:54:41.080 --> 00:54:41.810

Claire (she/they), SF Bicycle Coalition: the

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00:54:42.060 --> 00:55:07.609

Claire (she/they), SF Bicycle Coalition: Like very different perspectives, came to the table to talk about this one specific thing. And I think that that like really made the coalition successful. And I've I've been noodling a bit more on this question about advice and traffic enforcement and something that is coming to mind is maybe we are so stuck on how to address traffic enforcement because we're doing it as street safety advocates. And maybe what we need is different

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00:55:07.610 --> 00:55:25.530

Claire (she/they), SF Bicycle Coalition: perspective. That is not

street safety advocates. So yes, I would, plus one to everything that Tatiana just said. Like, I think we were really successful because we brought together such a diverse group of people. And that is what you need to push this kind of policy forward.

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00:55:27.620 --> 00:55:30.829

Jacob Denney, SPUR (he/him): Thanks, Claire, and and last, but not least, Brian.

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00:55:31.500 --> 00:55:37.630

Brian Cox: Yeah, thanks. I'm I'm obviously gonna plus one to everything that my colleagues have already said. They're super brilliant.

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00:55:37.640 --> 00:55:40.700

Brian Cox: The the things that that that jump out to me

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00:55:40.920 --> 00:55:49.720

Brian Cox: in terms of take away is that I think I think there's a certain amount of like changing the narrative that that you have to engage in, because the police always say, you know, you're gonna increase.

247

00:55:49.790 --> 00:56:10.959

Brian Cox: You know danger in the streets, you know, you're taking away tools for us to make the streets safe, because, I think in their mind they they see themselves literally as the the barrier between anarchy and chaos and order. And I think what we have to do and what we did a great job of is really change that narrative by saying, You know, it's not really about enforcement. It's actually about investment, right? So I think one of the earliest

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00:56:11.480 --> 00:56:35.420

Brian Cox: violations that we wanted to include in the list that didn't want to make a list was actually ticketing, you know youth, for not having a a helmet while they're riding a bicycle and actually demonstrated, you know, that it's actually cheaper for the city to buy helmets on Amazon and hand them out to people kids who don't have helmets rather than for an officer to detain a youth engage in that entire traumatizing process potentially collecting overtime.

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00:56:35.530 --> 00:56:50.709

Brian Cox: Right? So, as Claire mentioned, this is really about

investment and infrastructure. It's not about enforcement. I think the police themselves think that they're the only ones who can solve this problem. And you know, if we can create bike lanes to, you know, to Claire's point

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00:56:50.710 --> 00:57:14.999

Brian Cox: to address an issue. Let's be creative because we know the harms that policing cause something. That's gonna be the first thought. I think my second thought is really be prepared to address those counter arguments, right? So the police are gonna say, and their advocates are, gonna say, the sky is a fall. Actually, no, it's not gonna fall there. Other jurisdictions who have done very similar things. The sky is not fallen. It's actually gotten better right? And there is a article

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00:57:15.030 --> 00:57:33.829

Brian Cox: in la Times, for anyone interested in following this that came out November of last year, saying that they're the the stops for these minor infractions have plummeted right, and there haven't really been any public safety consequences. And I think to also rooted in stories of people who are impacted. So so the police officers can hear

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00:57:33.910 --> 00:57:44.239

Brian Cox: what they're doing and the harm that it causes right. And I think kind of the the the the last 2 points really is, you know, marshalling experts and and evidence-based practices.

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00:57:44.290 --> 00:57:50.050

Brian Cox: I think the Commissioner who ran with this policy brought in a chief of police in North Carolina who talked about implementing that

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00:57:50.100 --> 00:58:06.320

Brian Cox: in that policy in North Carolina. How the the the officers hated the idea! But they saw it work, and they saw how it freed them up to do other things, and it was really interesting to watch the chief lecture. Sam Cisco, chief, and watch our chief not have

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00:58:06.350 --> 00:58:34.130

Brian Cox: come back right? It's like, Okay, that makes sense. We should do it then. And we're all like, yeah, we should totally do it right. But I think that, you know. Kind of the last point. Is it really expecting pushback, and to marshal all the political capital that you can to anticipate that push back and and and really support

the people who are advancing this position because they will come under assault, and you have to publicly flank them and continue to do it. So I think those are kind of some lessons that we learned from this, at least from our perspective in the public finish office.

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00:58:35.640 --> 00:59:05.410

Jacob Denney, SPUR (he/him): Thanks, Brian. And and thank you all for coming and joining this panel, and thank you, our audience members, for for being a part of this. We're grateful for your time and attention. And as always, I will make myself available, and I'm sure I can put you in touch with my colleagues. If you're interested in better understanding or confronting pretext stops in in your communities. The recording of this panel will be made available. Everyone who registered will be sent a recording of this. It'll also be posted online. The slides will be sent as well.

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00:59:05.410 --> 00:59:15.879

Jacob Denney, SPUR (he/him): So thank you all for coming. Thank you to my panelists for for giving their time and and and their their partnership and friendship, and I hope everyone has a great rest of their afternoon.