

JOHN STUMP

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City of San Diego Independent Redistricting Commission Redistricting2020@san diego.gov; LJFleming@san diego.gov;
c/o: Ms. Laura J. Fleming, Executive Director justine.nielsen@procopio.com ; hello@trestlelaw.com ; monica.hernandez@aalrr.com
202 C Street, San Diego, California 92101

Subject: Inappropriate Racial Color Line Comments during Rolando Park, Redwood Village & Rolando Village Testimony on Chairman's / Compromise Dilution Maps

Dear Honorable Redistricting Commissioners,

I have been a resident of City Heights for some 50 years. I lived in the area before District Only Elections and when much of the College area of the City, south of the 8 Freeway, was in District Seven (D7). City Heights was then in District Three (D3) and SouthEastern San Diego was in District Four (D4).

During those early days, the "COLOR LINE" was the 94 Freeway with Blacks, Asians, and Hispanics being kept South of that Freeway 94 "COLOR LINE". Evidence of the operational nature of this "COLOR LINE" is the uncompleted connection between Market Street and Home Avenue. Originally that connection was to continue Home Avenue, from the 94 Freeway exit ramp South to Gateway Center. It was stopped because of racial fears about opening the "COLOR LINE". [I served on the Mid City Planning Committee, at that time, and was a witness to all this racial bias 94 Freeway "COLOR LINE" talk]

Recently the San Diego Union Tribune reported: **Highway funds to address racial inequities** Buttigieg points to infrastructure design that divided cities, (U-T NEWS SERVICES, November 9, 2021, https://enewspaper.sandiegouniontribune.com/infinity/article_share.aspx?guid=9c36cb58-d0f2-4f2e-bd2d-2efa394b12a6) This article stated: "Transportation Secretary Pete Buttigieg said Monday that his agency will use about \$1 billion from President Joe Biden's public works legislation to remedy racial inequities in U.S. highway design, such as roads that were built to separate predominantly minority neighborhoods from White communities." These conditions and racial segregation techniques have been used here in San Diego with the 15, 94, and 805 Freeways to cut off neighborhoods based on racial motivations.

Now the advocates for the Chairman's / Compromise maps have testified again to use the 94 Freeway as the dividing line to separate their perceived different communities of Rolando Park, Redwood village, and Rolando Park from their Black and African American neighbors. They have objected to receiving any San Diego Unified School District attendance data concerning the Crawford High School cluster. They reject the presence of the Arabic *Noor* or *Shining Light IFTIN Charter School*, the offices of the Voice and Viewpoint, and the offices of the African Alliance in their neighborhoods.

The Redistricting Commission must not contribute or endorse the use of these racial boundary techniques; do an analysis by block group of the presence of Blacks in these schools and neighborhoods; and continue the proper placement of significant portions of these neighborhoods in their current 2010 District Four community. Perhaps the Commission should return some **other** portions of the College Area to District Seven (D7) along with those portions of Mission Valley.

The Chairman's / Compromise maps promotes improper racial gerrymandering as they fail "...to ensure fair and equitable redistricting for all racial, ethnic and language minorities, and be in conformance with the requirements of the U.S. Constitution and federal statutes as amended and the San Diego Charter. " (BYLAWS & OPERATING PROCEDURES of the CITY OF SAN DIEGO 2020 REDISTRICTING COMMISSION, ARTICLE I – Name and Purpose, Section 3.)

Please publish all of the Article III documents, all of my correspondence directed to the Commission, and this letter as part of the Commission's record. Publics' confidence is dependent on transparency and conformance to the Bylaws rules.

All the best,
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Copy: San Diego City Attorney Mara Elliot and San Diego City Clerk

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