

## **Advancing Equity through Vision Zero SF**

*September 2017 – Version 1*

### **I. Purpose**

Equity is a core principle of Vision Zero SF. This document defines the focus of Vision Zero SF efforts with respect to advancing equity and reducing injury inequities. It also sets forth actions City staff are working on or planning to advance equity in Vision Zero SF. This is a “living” document and will be updated as new initiatives are planned and implemented so that the City is transparent regarding the definitions and actions used to define and address equity for Vision Zero SF.

### **II. Defining historic disparities in severe and fatal injuries**

*Inequities in severe and fatal injuries are avoidable disparities in injury outcomes that result from unjust and unfair differences in social, economic, environmental and political conditions.* For example, low-income and predominantly non-white neighborhoods have historically had less road safety infrastructure, higher traffic volumes and faster speeds than more affluent neighborhoods. The highway system is a powerful example. In the post-war era, the nation’s new highway infrastructure was disproportionately built through low-income and black neighborhoods, leading to large scale displacement and exposure to all of the ills that come with dense, fast moving traffic.

In San Francisco, communities experiencing or identified as at risk for injury inequities include:<sup>1</sup>

- Seniors
- People with Disabilities
- Youth
- Low income people
- People of color
- Immigrants
- Non-English speaking people
- Homeless or marginally housed residents

Please note that there is intersectionality between many of the above listed communities. For example, someone can be a senior with disabilities who is also a low-income, non-English speaking, person of color.

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<sup>1</sup> SFDPH will be conducting and releasing analyses describing injury inequities for each of the vulnerable community groups described in this document starting in Fall 2017 through 2018.



In addition to the above population subgroups, the following modes also experience injury inequities, given the current design of the transportation system and historic prioritization of motor vehicle speed and mobility over safety:

- People walking
- People biking
- People motorcycling

The above communities are referred to as *vulnerable populations* or *vulnerable communities* in this document. These vulnerable communities may or may not be concentrated in particular areas of San Francisco. *Inequities can be concentrated in specific geographic locations*, as we have seen with the Vision Zero High Injury Network and its disproportionate concentration in communities of concern (areas with higher concentrations of low-income residents, communities of color, seniors, people who don't own or drive a car for a variety of reasons, etc.).

### ***Ensuring Vision Zero does not exacerbate existing inequities***

In addition to reducing injury inequities, Vision Zero SF must ensure that initiatives do not contribute to or exacerbate inequities in their implementation or result in any unintended consequences. The most current examples locally and nationally relate to law enforcement and issues of racial profiling, bias, and deportation.

### ***III. Vision Zero SF and Equity: In Practice***

*The following practices are already underway or being implemented to ensure that Vision Zero's work is executed with the core values of equity and justice in mind:*

#### **Community Engagement: Increasing community engagement is essential to ensuring that Vision Zero SF reduces injury inequities and does not exacerbate existing inequities.**

- Increasing staff time and resources allocated to work with community leaders and stakeholders to understand local, context-specific concerns for the communities experiencing inequities and engaging with communities in the implementation of Vision Zero initiatives.
- Increasing awareness among residents in vulnerable communities of opportunities for civic engagement in local Vision Zero projects and programs, including through outreach at existing events in historically under-represented communities.



- Consulting community stakeholders throughout all stages of projects – from development through approval and implementation.
- Identifying and working with vulnerable communities and populations on issues that overlap with their ongoing priorities.
- Developing innovative tools to increase the ability of communities experiencing and at risk of inequities to provide input on projects and understand request processes.

### **Data Systems and Evaluation**

- Using quantitative data to understand the distribution of injury based on the defined vulnerable populations and factors associated with injury and injury severity, to inform both ongoing and targeted initiatives to create Safe Streets, People and Vehicles.
- Assessing progress towards reducing injury inequities by reporting injury rates and other key metrics by the above vulnerable population subgroups annually, as feasible.
- Assessing and reporting where Vision Zero efforts are targeted, and at whom, including for law enforcement as well as other initiatives.
- Developing and maintaining a comprehensive Transportation Injury Surveillance System that includes both police and hospital data, to ensure the most complete data is available for all people injured and to increase data available for analysis to understand and address vulnerability factors.

### **Safe Streets**

- Conducting public outreach for capital projects in a way that empowers vulnerable populations to shape the design and function of streets in their communities. This includes targeted outreach, culturally appropriate communications, and partnering with community-based organizations to understand the needs of vulnerable populations and incorporate feedback into project proposals.
- Monitoring engineering improvements in areas of the city where vulnerable populations are concentrated to ensure that investments are benefitting San Francisco's low-income communities and communities of color as well as reducing injury inequities.
- Collaborating with Walk SF, Safe Passage and other city and community agencies on Safer Taylor Street, for a community-based redesign of this high injury corridor in the heart of the Tenderloin, leveraging other long-term community-based initiatives.
- Conducting targeted analyses of injury concentrations and safety concerns on and off the high injury network for seniors, youth, and people with disabilities to inform targeted recommendations for engineering improvements.
- Prioritizing engineering improvements in communities of concern and at locations where youth and seniors are hurt or killed.



### **Safe People**

- Equity issues are at the forefront of AB 342 (Chiu), legislation which would authorize a pilot program for automated speed enforcement (ASE) in San Francisco and San Jose. ASE would remove the human bias of traditional enforcement by placing speed cameras on select streets in our high injury network, ensuring those speeding violations are enforced objectively. In addition, AB 342 would provide low-income drivers a payment plan option to repay citations so they are not burdened by excessive fines and fees, or the potential threat of a DMV registration hold on their vehicle.
- Implementing data-driven, culturally competent, multilingual education and enforcement campaigns targeted in impacted areas.
- SFDPH's Safe Streets for Seniors is conducting multi-lingual outreach to seniors and service providers on Vision Zero, and funding community-based organizations to work with seniors to identify and request engineering and enforcement improvements.
- SF Safe Routes to School Partnership, which includes community-based organizations and serves almost half of SFUSD Elementary schools, provides school specific, multi-lingual outreach to students and parents/caregivers as well as traffic enforcement around schools located on high injury corridors.
- SFPD Command Staff, Captains, and Lieutenants all receive training that teaches policing approaches that emphasize respect, listening, neutrality and trust (procedural justice) while addressing the common implicit biases that can be barriers to these approaches – with the goal of improving trust between law enforcement and communities by using these principles to evaluate policies, procedures and additional training.
- Ensuring Vision Zero is consistent with San Francisco's Sanctuary City Policy, monitoring the status of SB 54 and local impacts, and ensuring that Vision Zero enforcement efforts are not supporting to Federal deportation efforts.
- Providing Mini-grants to community-based organizations to provide culturally sensitive, context specific engagement for education and enforcement campaigns.

### **Safe Vehicles**

- Providing training to operators of large vehicles, who drive to and from yards and facilities often located in areas where vulnerable populations are concentrated.

### **IV. Contact**

For more information regarding this work or how to support, please contact: [Megan.Wier@sfdph.org](mailto:Megan.Wier@sfdph.org) and [Luis.Montoya@sfmta.com](mailto:Luis.Montoya@sfmta.com), co-chairs of the Vision Zero SF Task Force.