



AGENDA

VISION ZERO COMMITTEE Meeting Notice

Date: Tuesday, October 3, 2017; 10:30 a.m. – 12:00 p.m.

Location: Committee Room 263, City Hall

Commissioners: Yee (Chair), Safai (Vice Chair) and Peskin

Clerk: Steve Stamos

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|---|-------------|
| 1. Roll Call | |
| 2. Approve the Minutes of the June 14, 2017 Special Meeting – ACTION* | 3 |
| 3. Vision Zero Traffic Fatality Response Protocol Pilot – INFORMATION* | 7 |
| <p>City staff will provide an update on successes, lessons learned, and next steps for the Traffic Fatality Response protocol pilot. Launched in July 2017, the protocol was developed to coordinate the City and County of San Francisco’s response to traffic deaths to support the families of victims of traffic fatalities, and eliminate communication gaps to ensure families receive available support services. When a traffic fatality occurs, the protocol is activated at the scene of the collision or in the emergency room immediately following the collision. Coordinating agencies include the San Francisco Medical Examiner’s Office, the Police Department, the Department of Public Health, and the District Attorney’s Office.</p> | |
| 4. Advancing Equity through Vision Zero SF – INFORMATION* | 25 |
| <p>Vision Zero SF lead staff have been working to advance equity through Vision Zero SF, specifically to define communities vulnerable to severe and fatal injury inequities, and specify how Vision Zero is being implemented to address historic injury disparities and also ensure that Vision Zero does not exacerbate existing inequities. Megan Wier of the San Francisco Department of Public Health will present on progress on this work to date.</p> | |
| 5. Recommend Approving a Resolution in Support of the Proposed San Francisco Board of Supervisors Ordinance Prohibiting the Operation of Autonomous Delivery Devices on Public Sidewalks and Right-of-Ways – ACTION* | 29 |
| <p>At the May 16, 2017 San Francisco Board of Supervisors (SFBOS) meeting, Supervisor Yee introduced an ordinance amending the Public Works Code to prohibit the operation of autonomous delivery devices on sidewalks and right-of-ways within the jurisdiction of Public Works and amending the Police Code to provide for administrative, civil, or criminal penalties for unlawful operation of autonomous delivery devices. The ordinance will be considered by the SFBOS Public Safety and Neighborhood Services Committee at its October 11 meeting.</p> | |

Committee Meeting Agenda

6. Vision Zero Quarterly Update – INFORMATION

Staff will provide an update on key Vision Zero action items, including select items from the Mayor’s Executive Directive on Vision Zero, the 57 Vision Zero priority projects, the updated High Injury Network, Ghost Bike legislation, and coordination at the State and Federal levels.

7. Introduction of New Items – INFORMATION

During this segment of the meeting, Committee members may make comments on items not specifically listed above, or introduce or request items for future consideration.

8. Public Comment**9. Adjournment*****Additional Materials**

If a quorum of the Transportation Authority Board is present, it constitutes a Special Meeting of the Transportation Authority Board. The Clerk of the Authority shall make a note of it in the minutes, and discussion shall be limited to items noticed on this agenda.

The meeting proceedings can be viewed live or on demand after the meeting at www.sfgovtv.org. To know the exact cablecast times for weekend viewing, please call SFGovTV at (415) 554-4188 on Friday when the cablecast times have been determined.

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If any materials related to an item on this agenda have been distributed to the Board after distribution of the meeting packet, those materials are available for public inspection at the Transportation Authority at 1455 Market Street, Floor 22, San Francisco, CA 94103, during normal office hours.

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DRAFT MINUTES

VISION ZERO COMMITTEE SPECIAL MEETING

Wednesday, June 14, 2017

1. Roll Call

Chair Yee called the meeting to order at 10:32 a.m.

Present at Roll Call: Commissioner Peskin and Yee (2)

Absent at Roll Call: Commissioner Safai (1)

Commissioner Peskin moved to excuse Commissioner Safai, seconded by Chair Yee.

2. Approve the Minutes of the June 6, 2017 Meeting – ACTION

There was no public comment.

Chair Yee asked for an update on establishing guidelines for “ghost bikes” or other memorials in the city. Luis Montoya, Director of Livable Streets at the San Francisco Municipal Transportation Agency (SFMTA), stated that staff from San Francisco Public Works (SFPW) were working to provide guidance on how these memorials could be placed in a way that did not block public access to the sidewalks. Rachel Gordon, Director of Policy and Communications at SFPW, said SFPW planned to reach out to advocates and the Bicycle Advisory Committee. Mr. Montoya added that the SFMTA would provide an update at the next Committee meeting.

The minutes were approved without objection by the following vote:

Ayes: Commissioners Peskin and Yee (2)

Absent: Commissioner Safai (1)

3. Overview of the Two-Year Vision Zero Action Strategy – INFORMATION

Tom Maguire, Director of Sustainable Streets at the SFMTA, Luis Montoya, Director of Livable Streets at the SFMTA, and Megan Wier, Director of the Program on Health, Equity, and Sustainability at the Department of Public Health (DPH), presented an overview of the 2017-2018 Vision Zero Action Strategy.

Chair Yee acknowledged that the Vision Zero Action Strategy was presented in April as part of an overall Vision Zero update but was not given sufficient time for discussion. He requested that the Vision Zero Committee function not only as a forum for updates, but as a body that makes policy recommendations to the Transportation Authority Board and the Board of Supervisors. He emphasized the need for having a long-term strategy for reaching Vision Zero with measurable, time oriented, and specific goals.

Chair Yee asked about the education component of the two-year action plan, and noted that the SFMTA’s presentation at the previous Committee meeting seemed to focus on adults and asked what role youth education had in the action strategy. John Knox White, Program Manager at the SFMTA, agreed with the importance of education for all ages and said the SFMTA was actively working with the San Francisco Unified School District (SFUSD) to expand efforts to educate public school students in traffic safety, specifically for bicycling, and to develop a curriculum for

comprehensive safe streets behaviors. He added that the SFMTA and SFUSD had monthly coordinating meetings and that one of the programs being discussed was the student crossing guard program.

Commissioner Peskin commented in response to hearing about Vision Zero advertising efforts that he could help facilitate a meeting with city staff and billboard companies.

During public comment, Katy Liddell, President of the South Beach Rincon Mission Bay Neighborhood Association, commented that the action strategy was comprehensive but not specific enough. She said she expected the action strategy to elaborate more on how the goals could be achieved. She said she looked forward to participating in the workshop proposed by staff and contributing to a longer-term strategy.

Cathy DeLuca, Interim Executive Director at Walk San Francisco, thanked Chair Yee for championing the work of the Committee. She said that although city staff had been working towards Vision Zero, they needed a longer-term strategy that guided them to achieve the stated goals. She said she was excited to participate in the upcoming workshop and hoped that a strategic plan, with milestones over a long-term horizon, could be developed.

Richard Rothman, District 1 Representative on the Park and Open Space Committee, expressed concern over safe pedestrian access to Golden Gate Park. He said that a recent survey by the Planning Department showed that 72% of residents in the Richmond felt unsafe crossing Fulton Street. He expressed that while the SFMTA had been working to make Golden Gate Park safer, not enough was being done about pedestrian access into the park, particularly across Fulton Street and Lincoln Way.

Janice Li, Advocacy Director at the San Francisco Bicycle Coalition, thanked the Committee for its efforts towards achieving Vision Zero. She recommended the city focus on infrastructure design since making streets safer would lead to changes in driving behavior. She echoed the concerns of Ms. DeLuca and Ms. Liddell that there needed to be a long-term strategy with clear goals and milestones for reaching Vision Zero.

Alice Rogers, Vice President of the South Beach Rincon Mission Bay Neighborhood Association, said that she was looking forward to the workshop proposed by staff. She said she was also pleased to hear that advances in predictive modelling would allow new neighborhoods that would typically not show up in historic data to be incorporated in future plans. She also expressed support for using billboards to educate drivers, particularly those who lived outside San Francisco.

Pi Ra, with Senior and Disability Action, commented that it was essential to have a long-term plan for how to reach the Vision Zero goal. He said there was a need for more clarity on what the issues were, and how the city was addressing those issues. Finally, he suggested getting the community more involved because most of the members of the public were still not aware of Vision Zero.

Commissioner Peskin commented that he agreed with the importance of street improvements and infrastructure, and that he also wanted to focus attention and resources on public education, especially educating the next generation of San Francisco residents. He added that two billboard companies had expressed willingness to collaborate on the education campaign.

Chair Yee asked if the SFMTA had considered setting intermediate goals for 2020 or 2022, understanding that the underlying goal was to reach zero traffic fatalities by 2024. Mr. Maguire replied that they would rather not say that any number of deaths was acceptable and instead start with a goal of having zero traffic fatalities. He said the SFMTA expected to start seeing

positive results from their efforts, but that the experience from other cities suggested that reductions in traffic fatalities happened at a slow pace.

Chair Yee commented that while he understood the approach, he wanted to be able to tell if strategies were successful, even if the reductions in the number of traffic fatalities started at a slow pace. Mr. Maguire said that they were starting to see changes in trends after infrastructure investments, and were continuously tracking the number of collisions among other metrics. He said the upcoming workshop would be an opportunity to think critically about strategies the city was pursuing, consider strategies that it could pursue, and share lessons from other cities.

Chair Yee commented that the city should set and meet project delivery timelines, and hold project managers accountable for meeting the expected project schedules. He stressed the importance of delivering projects on time in order to achieve the Vision Zero goal. Chair Yee also noted on the importance of improving traffic safety on minor streets. He noted that while focusing on arterials was important for the action strategy, improvements to minor streets often depended on having well-organized neighborhood groups. He expressed the need to engage neighborhoods that were not as experienced to help them identify projects for their local streets. Mr. Maguire commented that the points raised by Chair Yee spoke to the importance of all aspects of Vision Zero working together. He said that one of the challenges on the project delivery side was that there were many ideas on how streets should look and function, and that there were tradeoffs that needed to be considered. Mr. Maguire also agreed on the need and desire for traffic calming on minor streets, and suggested that education efforts could help neighbors understand how streets could be made safer.

Chair Yee commented that the city was doing good work but that having goals and timelines were important, particularly for informing the Committee if the city needed additional resources or support for achieving the goals set by the action strategy.

Commissioner Peskin expressed his thanks to Chair Yee for his persistent support of the work of the Committee and to the staff and city departments for collaborating on this effort.

Tilly Chang, Executive Director, commented that she was looking forward to continuing to work with the Vision Zero Task Force, advocates, and city agencies to reach Vision Zero. Director Chang suggested reaching out to technology industry partners, and said that companies developing autonomous vehicles were learning a lot from their own testing and could offer insights to the work of the Committee.

4. Introduction of New Items – INFORMATION

There were no new items introduced.

5. Public Comment

There was no public comment.

6. Adjournment

The meeting was adjourned at 11:25 a.m.



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**VISION
ZERO
SF**

Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco by 2024

VISION ZERO SF: ELIMINATING TRAFFIC DEATHS BY 2024

OCTOBER 3, 2017

VZSF TRAFFIC FATALITY RESPONSE



San Francisco Bay Area

Families for Safe Streets



SF Bay Area Families for Safe Streets: Thank you to Alvin Lester and Julie and Paul Mitchell for candidly sharing their experiences with us to inform more coordinated support to the families of victims of traffic deaths on San Francisco streets. Thank you to Natalie Burdick of Walk SF for bringing the issue to our attention, and for coordination to advance this work.

VZSF TRAFFIC FATALITY RESPONSE

February 2017: Initial Meeting with Bay Area Families for Safe Streets

February 2017 – June 2017: Coordination meetings with SF Police Department, SF Dept. of Public Health, District Attorney’s Office, Medical Examiner’s Office

June 2017: Follow Up Meeting with Bay Area Families for Safe Streets

July 2017 – Present: Pilot Launched, Protocol Refinements Ongoing

VZSF TRAFFIC FATALITY RESPONSE

Feb. 2017 Meeting with SFBAFFSS

What we heard:

- Death notification/confirmation process difficult to navigate, not transparent for families
- Communication gaps between and within City Agencies
- No offer of support services

VZSF TRAFFIC FATALITY RESPONSE

What we did:

- SFPD, SFPD, District Attorney's Office and Medical Examiner's Office met multiple times to understand existing processes and develop coordination protocol – *high level of commitment from all agencies*
- Pilot of the protocol launched July 1, 2017
- Revisions ongoing – follow up calls within a week after every traffic death to review response, needed protocol refinements
- City staff continuing to institutionalize the protocol through staff trainings, etc.

VZSF TRAFFIC FATALITY RESPONSE

Current Protocol:

- Activated when a **traffic fatality occurs on the scene of a collision or in the emergency room** immediately following a collision.
- Coordinating agencies include: the San Francisco Medical Examiner's Office, the San Francisco Police Department, the San Francisco Department of Public Health, and the District Attorney's Office.

VZSF TRAFFIC FATALITY RESPONSE

Successes:

- **Increased collaboration between City agencies** in responding and providing services to victims and their family members
- **Strengthened communication between service providers and family members** to access support services and referrals
- **SFPD Collision Investigators are supported by SFDPH Crisis Counselors at the collision scene**
- **SF District Attorney's Victim Services team able to provide services much more quickly within the critical time windows for grieving families**

VZSF TRAFFIC FATALITY RESPONSE

Lessons Learned

- Protocol revised to have **SFDPH Comprehensive Crisis Services notified when a traffic fatality occurs through the SFPD’s Department Operations Center (DOC)**, to ensure consistent and timely notification so they can respond to the scene.
- **SFDPH Comprehensive Crisis Services now given the name and cell number of the SFPD Investigator** that will be the point of contact for them to reach out to regarding whether services are needed at the scene. *When services are not needed on scene, a referral to SFDPH Comprehensive Crisis Services is provided to the family by the Medical Examiner’s Office and the District Attorney’s*

VZSF TRAFFIC FATALITY RESPONSE

Next Steps: Winter 2018

Expanding outreach and services to the families of patients who die after being hospitalized due to transportation-related injury.

THANK YOU

SF Police Department

Commander Robert O’Sullivan

Captain Tim Oberzeir

Acting Captain Joe Engler

Inspector Lori Cadigan

Sergeant Kevin Edison

Sergeant Aaron Fischer

Sergeant Ocean Embody

SF District Attorney’s Office

Gena Castro-Rodriguez

Jacqueline Ortiz

Karima Baptiste

Maria Cava

Delia Montiel

Emily Burtch

Peter Hyunh

SF Department of Public Health

Stephanie Felder

Cheryl De’Ocampo

Dongmei Tan

Ana Validzic

Megan Wier

SF Medical Examiner’s Office

Michael Hunter

Christopher Wirowek

Krzysztof Barbrich

Thomas McDonald

Nina Fiore



Working together to prioritize street safety and eliminate all traffic deaths in San Francisco by 2024

VISION ZERO INTER-AGENCY TRAFFIC FATALITY RESPONSE

Update: September 2017

Background

The *Vision Zero SF Inter-Agency Traffic Fatality Response* protocol was developed to coordinate the City and County of San Francisco's response to traffic deaths to support the families of victims of traffic fatalities, and eliminate communication gaps to ensure families receive available support services. It was developed in response to feedback from families who lost loved ones in traffic collisions on San Francisco Streets, who are now members of the Bay Area Families for Safe Streets. The current protocol is activated when a traffic fatality occurs on the scene of a collision or in the emergency room immediately following a collision. Coordinating agencies include: the San Francisco Medical Examiner's Office, the San Francisco Police Department, the San Francisco Department of Public Health, and the District Attorney's Office. A pilot of the protocol was launched July 1, 2017, and the latest version of the protocol and referral sheet are attached separately.

Response to Date

Since July 1, 2017, four people have died from transportation-related injuries on San Francisco streets: two motorcyclists and two pedestrians. In all cases, the SF Police Department, Medical Examiner's Office, SF Department of Public Health Comprehensive Crisis Services and SF District Attorney's Office Victim Services staff coordinated to ensure that victims and their families received timely notification of the fatality consistent with City law and policy, and support services from SFDPH and the District Attorney's Office. City staff from the Medical Examiner's Office, SF Police Department, SF Department of Public Health, and District Attorney's Victim Services meet within a week of a fatality to debrief regarding the fatality response and whether any changes are needed to the protocol.

Successes to Date

To date, the protocol has helped to build and strengthen collaboration between City agencies in responding to traffic deaths and providing services to victims and their family members, as well as increasing communication overall. It has created and strengthened communication channels between service providers and family members to ensure the family members are aware of and access needed support services and referrals - including crisis counseling and financial support for funeral/burial expenses and other compensation. From its inception, all participating agencies have demonstrated high levels of commitment to the partnership by participating and presenting in meetings, contributing opinions and constructive feedback to create and revise the protocol, sharing information, expanding



internal protocols and procedures, and assigning key contact people. Participating staff are also continuing to work to institutionalize the protocol by conducting staff trainings and bringing new staff on board as needed. Benefits of the protocol for City Staff include that SFPD Collision Investigators are supported by SFDPH Crisis Counselors at the collision scene, knowing that families, victims and witnesses are receiving crisis counseling from trained staff, and that the SF District Attorney's Victim Services team is able to provide services much more quickly within the critical time windows for grieving families.

Lessons Learned

Based on lessons learned from responses to the above four fatalities, the original protocol was revised to have SFDPH Comprehensive Crisis Services notified when a traffic fatality occurs through the SFPD's Department Operations Center (DOC), to ensure consistent and timely notification so they can respond to the scene. SFDPH Comprehensive Crisis Services is now given the name and cell number of the SFPD Investigator that will be the point of contact for them to reach out to regarding whether services are needed at the scene. When services are not needed on scene, a referral to SFDPH Comprehensive Crisis Services is provided to the family by the Medical Examiner's Office and the District Attorney's Office.

Next Steps

Next steps for the protocol include expanding outreach and services to the families of patients who die after being hospitalized due to transportation-related injury. This work is slated to begin in Winter 2018.

Acknowledgements: This work is a collaboration between the City and County of San Francisco's Medical Examiner's Office; SF Police Department; SF Department of Public Health's Comprehensive Crisis Services, Community Health, Equity and Promotion, and Environmental Health Branch; and the District Attorney's Office Victim Services. We are grateful to the Bay Area Families for Safe Streets for candidly sharing their experiences with us so we can implement changes to provide more coordinated support to the families of victims of traffic deaths on San Francisco streets.

For more information, please contact: Megan Wier, Director, Program on Health, Equity and Sustainability, Environmental Health Branch, Population Health Division, San Francisco Department of Public Health: Megan.Wier@sfdph.org.





Working together to prioritize street safety and eliminate all traffic deaths in San Francisco by 2024

TRAFFIC FATALITY RESPONSE CHECK LIST

PILOT - EFFECTIVE: JULY 1, 2017

REVISED: SEPTEMBER 6, 2017

When Traffic Fatality Occurs on the Scene of Collision OR In the Emergency Room Immediately Following a Collision

Purpose: To coordinate the City agency response to traffic deaths to support victims of traffic fatalities and their family members, and eliminate communication gaps to ensure families receive available support services.

	Responsible Agency	Action	Timeframe for Completion	Completed in timeframe (Y/N)	Revisions to Protocol Needed?
1	SFPD/SFFD/E MT/SFDPH	Respond to the scene of the collision or Emergency Room. <ul style="list-style-type: none"> ▪ SFFD/Paramedic pronounces death. ▪ SFFD or other agency contacts Medical Examiner (ME). ▪ SFPD Investigator to request that Department Operations Center (DOC) contact SFDPH Crisis. DOC will provide SFDPH Crisis (415-970-3800) with the name and cell # of the SFPD Investigator that will be the point of contact for them to reach out to re: whether services are needed at the scene, and when they arrive at the collision scene. 			
2	ME	ME responds and takes victim to Medical Examiner's Office, confirms identity of victim.			
3	SFPD	Once victim is declared deceased, SFPD contacts DOC. SFPD DOC then communicates to entire SFPD who is officer in charge in case next of kin tries to proactively contact SFPD.	Within 24 Hours		





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			Once next of kin is notified, timeframes for next action items are in effect		
4	ME	ME notifies next of kin in person or via phone if they live in San Francisco, or notifies corresponding county agency if next of kin lives outside of SF before exam. ME completes examination.			
5	ME	ME provides contact information to next of kin for SFDPH Crisis Response Team, DA's Office-Victim's Services, and SF Bay Area Families for Safe Streets.	At time of notification of death		
6	ME	ME calls SFPD TCIU Investigator to inform them that contact has been made with next of kin. ME emails next of kin information to Anita.Bonilla@sfgov.org at the DA's Office – Victim's Services.	ASAP		
7	SFPD	DA Victim's Services reviews SFPD TCIU DOC report on a daily basis during the week and goes to the TCIU Office to obtain completed <i>Traffic Fatality Victim Initial Contact Form</i> .	Daily, Weekdays		
8	SFPD	SFPD TCIU Investigator contacts next of kin via phone re: investigation.	Within 48 hours		
9	DA, SFDPH	DA Victim's Services contacts victim family to provide support services. Provides family referral to SFDPH Crisis Response (if they did not respond to collision scene) and notifies SFDPH Crisis Response of contact and emails Stephanie.Felder@sfdph.org to confirm information was shared. Provides contact information for the SF Bay Area Families for Safe Streets.	48 hours after first contact made by ME or TCIU		



SF Environment





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Acronyms:

- DA = District Attorney's Office
- ME = Medical Examiner's Office
- SFPD = San Francisco Police Department
- SFPD TCIU = San Francisco Police Department, Traffic Collision Investigators Unit
- SFFD = San Francisco Fire Department
- SFDPH = San Francisco Department of Public Health, Crisis Response Team



Resources for Victims and Family Members

Version 9.28.17

Service Provider	Services/Responsibilities	Contact Information
SF Medical Examiner's Office	<ul style="list-style-type: none"> Conduct medical exam and complete medical record 	<p>(415) 553-1694</p> <p>AVAILABILITY: Monday thru Friday 8am - 4pm</p>
SF Police Department Traffic Collision Investigation Unit	<ul style="list-style-type: none"> Contact family for investigation of crash 	<p>(415) 553-1641</p> <p>AVAILABILITY: 24 hours a day/7 days a week</p>
SF District Attorney's Office, Victim Services	<ul style="list-style-type: none"> Crisis Intervention Resource & Referrals Access the State of California Victim Compensation Program Assistance navigating the Criminal Justice System 	<p>(415) 553-9044</p> <p>AVAILABILITY: Monday through Friday, 8am – 5pm</p> <p>Language Capacity: Staff speak Spanish, Cantonese, Vietnamese, and American Sign Language. City resources used to provide services in any other primary language needed.</p>
SF Department of Public Health - Crisis Response	<p>Provide support to:</p> <ul style="list-style-type: none"> Link families to resources Provide individual therapy/treatment, 24 hour contact available Provide therapy for 18-24 months as needed to stabilize crisis 	<p>(415) 970-3800</p> <p>AVAILABILITY: 24 hours a day/7 days a week</p> <p>Staff Language Capacity: Spanish, Cantonese, Mandarin, Tagalog, Arabic, Russian. City resources used to provide services in any other primary language needed.</p>



SF Bay Area Families for Safe Streets	<ul style="list-style-type: none">• Provides peer support for victims/family members of victims of traffic violence• Offers resources for victims/family member	(415) 431.9255 ext. 1 sfbafamiliesforsafestreets@walksf.org AVAILABILITY: Monday through Friday, 9am – 5pm
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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:¹

- 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.

¹ 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 and Luis.Montoya@sfmta.com, co-chairs of the Vision Zero SF Task Force.

RESOLUTION SUPPORTING THE PROPOSED SAN FRANCISCO BOARD OF SUPERVISORS ORDINANCE PROHIBITING THE OPERATION OF AUTONOMOUS DELIVERY DEVICES ON PUBLIC SIDEWALKS AND RIGHT-OF-WAYS

WHEREAS, Vision Zero is San Francisco's policy to eliminate all traffic deaths in San Francisco by 2024 and to ensure the safety of our public realm for pedestrians, cyclist and vehicle passengers and drivers; and

WHEREAS, Autonomous Delivery Devices (Devices) are a new technology of significant weight and size that have not been proven safe to travel along public sidewalks or right-of-way; and

WHEREAS, These Devices present numerous safety risks and would be an intrusion in the way of life of the city's most vulnerable populations, including children, seniors, and those with limited vision or mobility; and

WHEREAS, At the May 16, 2017 meeting of the San Francisco Board of Supervisors, Supervisor Yee introduced an ordinance (File No. 170599) to protect the public by amending the Public Works and Police Codes to prohibit the operation of these Devices on public sidewalks and right-of-ways and establishing penalties for their unlawful operation; and

WHEREAS, This ordinance aligns with the Guiding Principles for Management of Emerging Mobility Services and Technologies, as adopted by the Transportation Authority Board at its July 25, 2017 meeting, in terms of safety and congestion; and

WHEREAS, Allowing these Devices to roam the city's sidewalks would represent the commercialization of the pedestrian right-of-away which is already narrow and congested; and

WHEREAS, San Francisco has prioritized sidewalks for people and changing that priority is contrary to the goals of Vision Zero; and

WHEREAS, This is a private versus public priority and safety is the number one role of the



Vision Zero Committee; now, therefore, be it

RESOLVED, That the Transportation Authority supports the ordinance and urges the San Francisco Board of Supervisors to adopt it, in order to further the goals of Vision Zero and protect the safety of the general public.