



Road to Zero

Equity in Transportation Safety

Session #1

An Opportunity to Learn, Engage and Act
September 17, 2020

**ROAD TO
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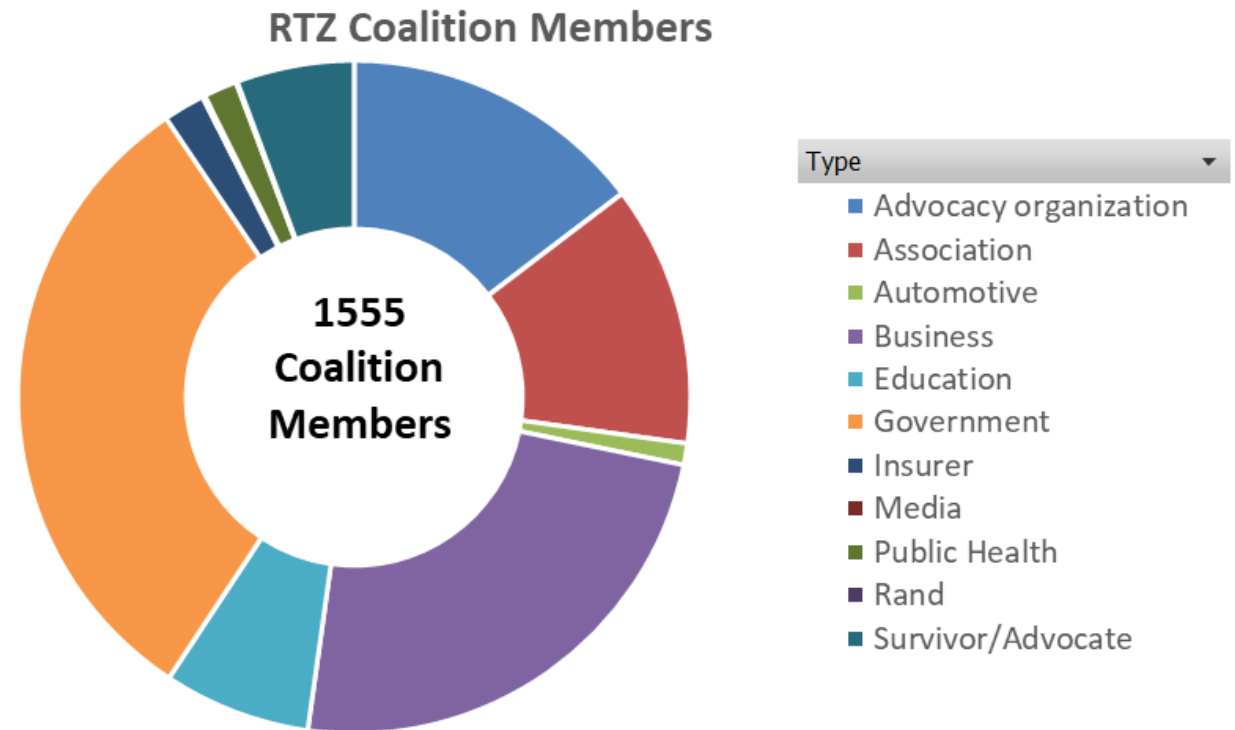
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Road to Zero Coalition

Getting to Zero by 2050

- Addressing nearly 40,000 roadway fatalities each year
- Three-pillar approach:
 - Doubling Down on What Works
 - Advancing Technology
 - Prioritizing Safety



Equity in Transportation Safety

Upcoming Sessions

Connecting Prioritizing Safety with Transportation Equity (September 22, 2020 at 1pm Eastern, 10am Pacific)

The Safety Premium: Designing for Equity in Vehicles and Beyond (September 30, 2020 at 2pm Eastern, 11am Pacific)



National Safety Council



Focusing our efforts where we can make the biggest impact

- **workplace**
- **roadway**
- **impairment**

Road Safety

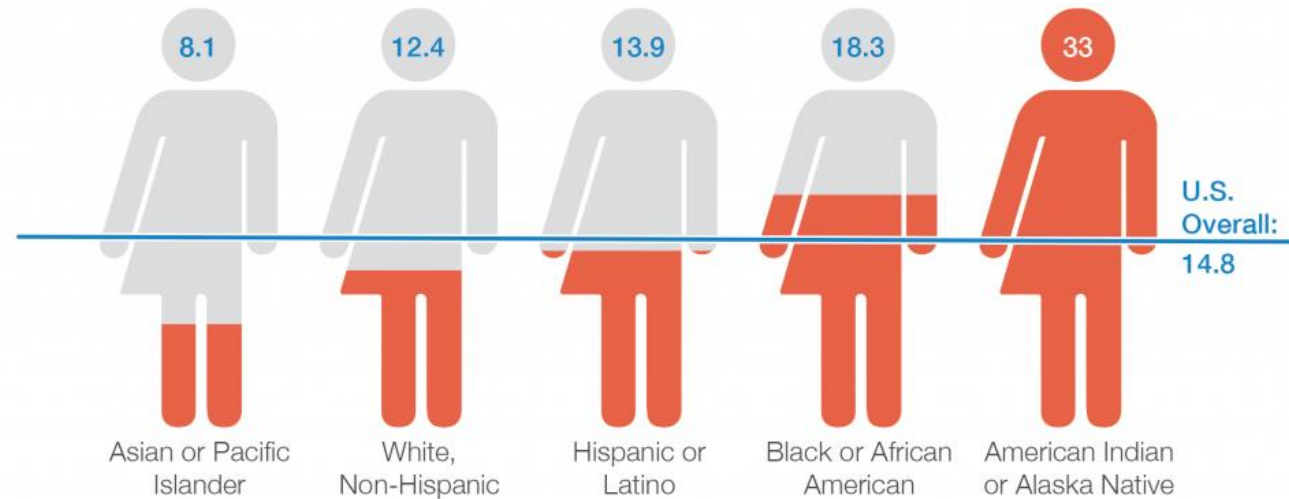
- **20%** Jump in Motor Vehicle Death Rates in First Six Months of 2020, Despite Quarantines
- Car Crashes **#1** Cause of Workplace Death



Disparities in Transportation Safety

People of color are disproportionately represented in fatal crashes involving people walking.

Relative pedestrian danger by race and ethnicity, 2008-2017



Disparities in Transportation Safety

- Drivers are less likely to yield to Black people walking and biking (Racial Bias in Driver Yielding Behavior at Crosswalks, Portland State University, 2014)
- Policies such as jaywalking disproportionately burden communities of color (Walking While Black, ProPublica, 2017)
- A recent study showed bus drivers are twice as willing to let white people ride free than black people (The Colour of a Free Ride, The Economic Journal, 2020)

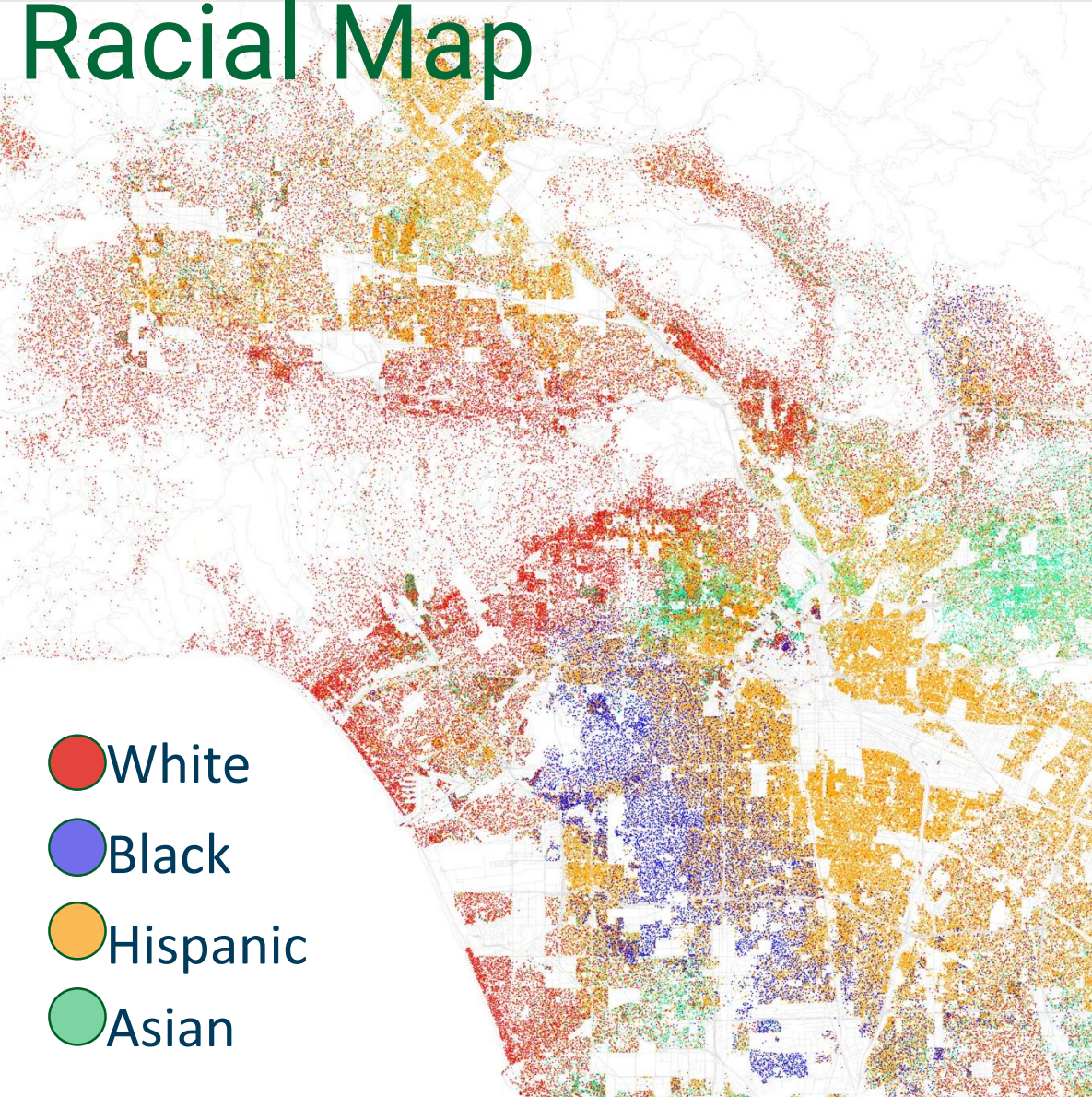
Disparities in Transportation Safety

2017 VISION ZERO HIGH INJURY NETWORK (2013-2015 SFPD/ZSFG)



Los Angeles

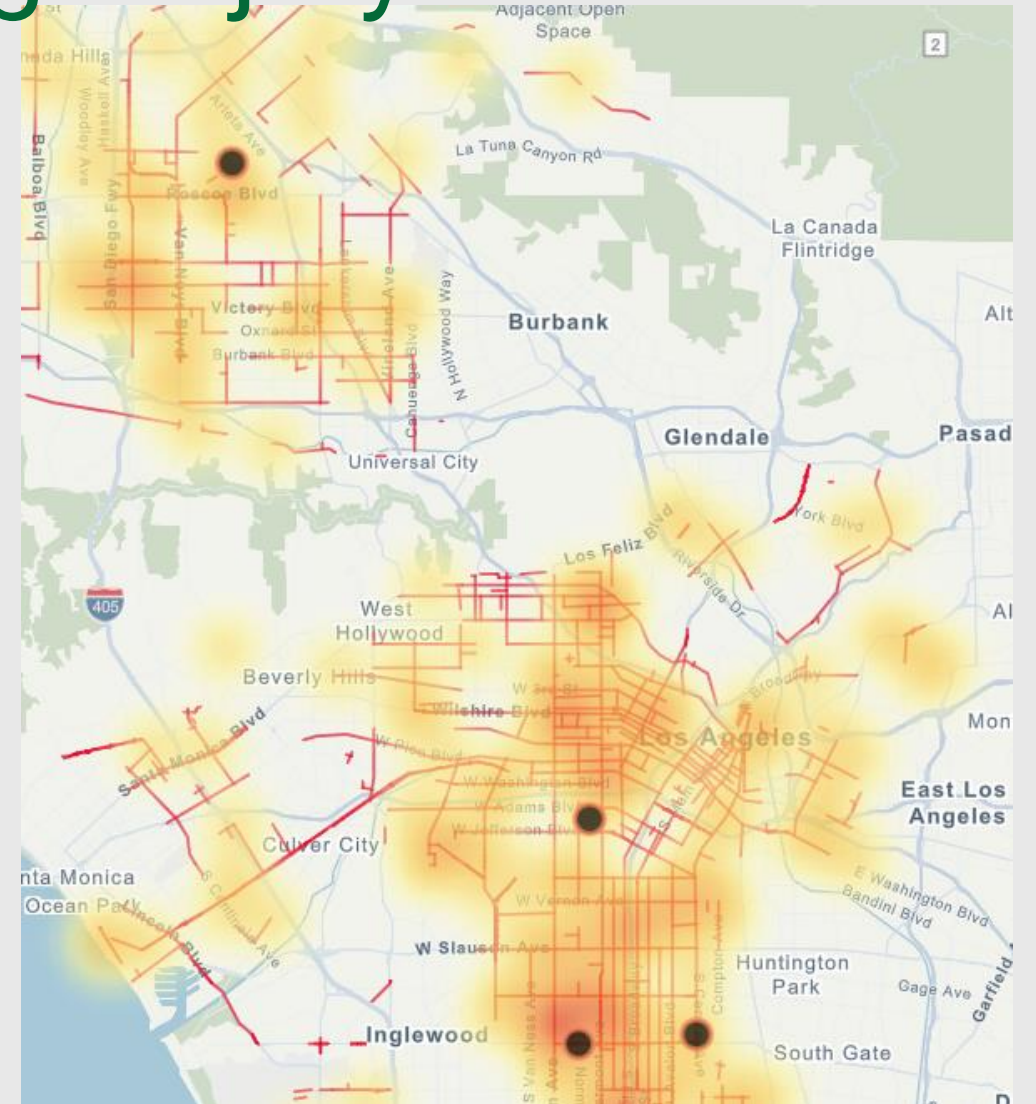
Racial Map



Source: Map by Eric Fisher. Data from Census 2010

High Injury Network Map

vs.



Source: Vision Zero LA DOT Livable Streets

Disparities in Transportation Safety: Solutions for Safety and Equity



Overview - Beavercreek, Ohio 2011

- Existing bus route failed to provide service through African-American section of town, effectively disallowing these residents access to public transportation
- Bus route completes at local shopping mall where local residents work, shop, and commune with neighbors
- Local residents appealed to city council at least three times for application to install bus stops
- Residents coalesced and filed a Title VI complaint to FHWA

Overview – Harbor Bridge Project, Corpus Christi, Texas, 2015

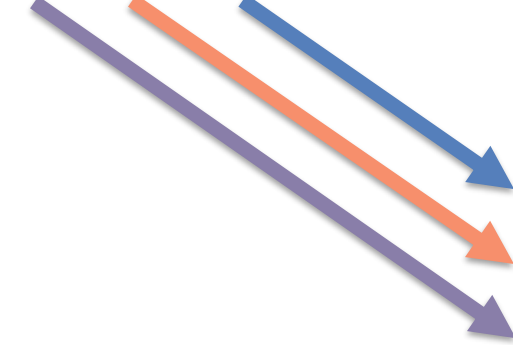
- New bridge project failed to contemplate impact of African-American/Hispanic Community along Southern approach
- Texas DOT was unaware of Title VI requirements
- DOJ ordered project delay until completion of Title VI investigation

Impact of Beavercreek and Corpus Christi Title VI Cases

- Enforcement of Title VI did not effectively address discrimination and access for citizens, particularly communities of color and low income residents
- ADA Transition Plans 18 years overdue
- New enforcement protocols clarified disparate impacts for under-represented communities
- Internal review of Civil Rights program mandated
- Increased incident reporting and external training
- New data on disparate impacts

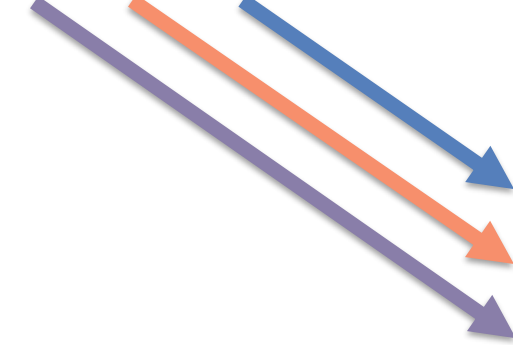
Useful Links

- Federal Highway Administration’s Office of Civil Rights Title VI Team:
https://www.fhwa.dot.gov/civilrights/programs/title_vi/
- YouTube Video “Beavercreek Route Addition’:
<https://www.youtube.com/watch?v=kIVvoxOHjq0&t=212s>
- Kirwan Institute documentary “Free to Ride” on the Beavercreek, Ohio Title VI Case:
<http://kirwaninstitute.osu.edu/watchfreetoride/>
- FHWA Technical Assistance:
https://www.fhwa.dot.gov/civilrights/programs/title_vi/tech_assistance.cfm
- FHWA Commendable Practices:
https://www.fhwa.dot.gov/civilrights/programs/title_vi/commendable_practices.cfm
- FHWA Title VI Forms: https://www.fhwa.dot.gov/civilrights/programs/title_vi/forms.cfm
- FHWA Title VI Presentations:
https://www.fhwa.dot.gov/civilrights/programs/title_vi/presentations.cfm



How can the transportation safety sector begin to address some of the disparities that exist within roadway fatalities?





What are some of the barriers to people being able to move freely without risk and how can our work address these barriers?

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