

THE
GREENLINING
INSTITUTE

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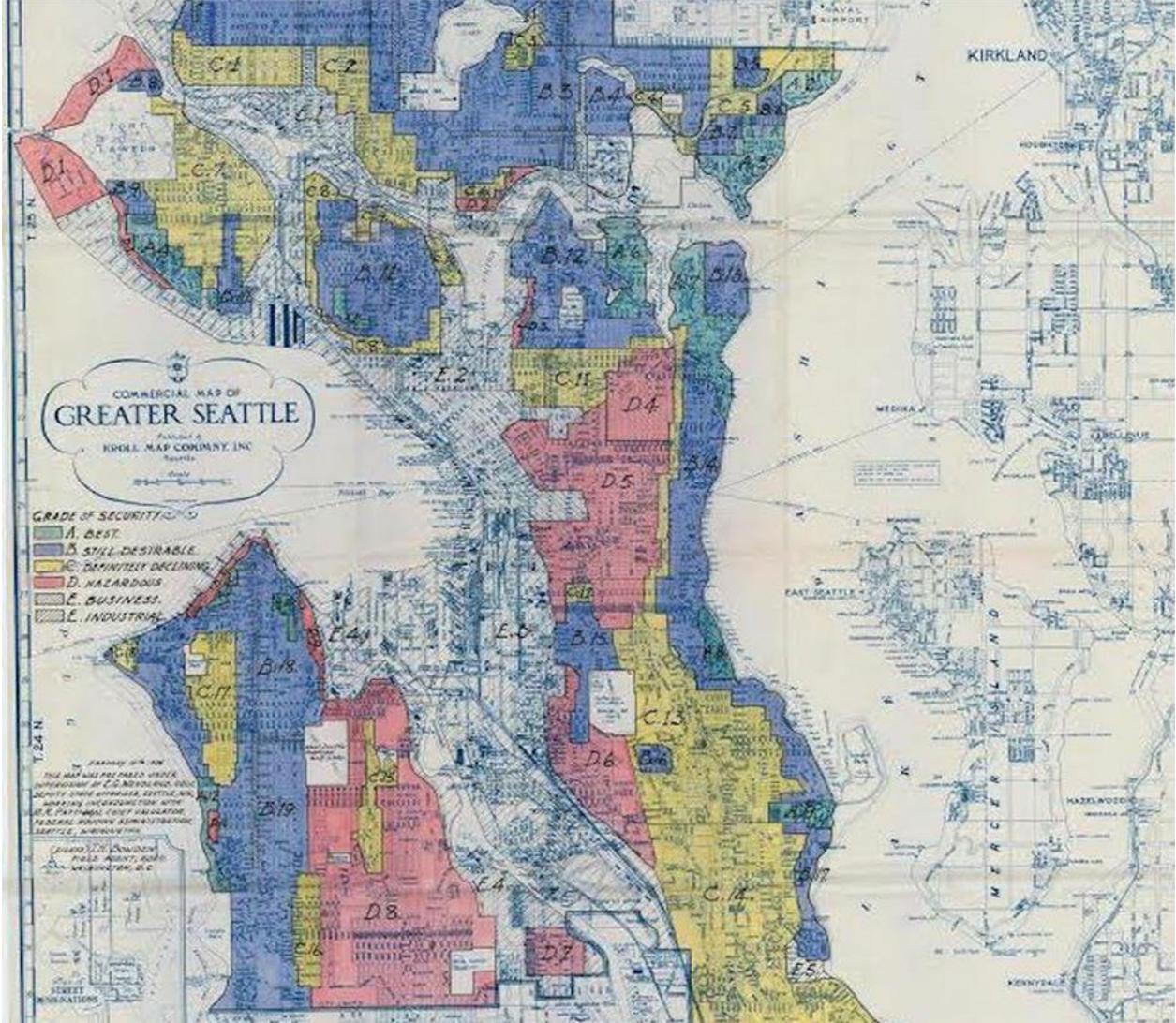


COMMERCIAL MAP OF
GREATER SEATTLE
 Published by
 KROLL MAP COMPANY, INC.
 Seattle

- GRADE OF SECURITY
- A. BEST
 - B. STILL DESIRABLE
 - C. DEFINITELY DECLINING
 - D. HAZARDOUS
 - E. BUSINESS
 - F. INDUSTRIAL

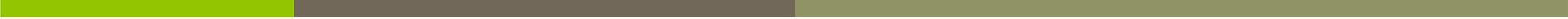
THE MAP HAS BEEN MADE UNDER
 SUPERVISION OF C. B. BROWN, DISTRICT
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 FEDERAL GOVERNMENT, AND IS
 BEING ISSUED IN CONNECTION WITH
 THE FEDERAL HOUSING ADMINISTRATION
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**MOBILITY
EQUITY FRAMEWORK**



Problems

- Transportation injustices: pollution, longer, less reliable, & unsafe commutes. etc.
- Lack of community engagement and decision-making power
- New mobility technologies are not addressing systemic issues

Mobility Equity Framework



**Increase access
to mobility options**



Reduce air pollution



**Enhance
economic opportunities**

Community Needs Assessment



Photo by Pamela Palma/TransForm

Mobility Equity Analysis



Goal #1 Increase Access to Mobility

1. Affordability
2. Accessibility
3. Efficiency
4. Reliability
5. Safety

Goal #2 Reduce Air Pollution

6. Clean Air and Positive Health Benefits
7. Reduction in Greenhouse Gases
8. Reduction in Vehicle Miles Traveled

Goal #3 Enhance Economic Opportunity

9. Connectivity to Places of Employment, Education, Services, & Recreation
10. Fair Labor Practices
11. Transportation-Related Employment Opportunities
12. Inclusive Local Business & Economic Activity

Community Decision Making



Photo by Pamela Palma/TransForm

San Francisco and Oakland Mobility Principles

 Safety	Emerging Mobility Services and Technologies must be consistent with the City and County of San Francisco's goal of achieving Vision Zero, reducing conflicts, and ensuring public safety and security.	 Congestion	Emerging Mobility Services and Technologies must consider the effects on traffic congestion, including the resulting impacts on road safety, modal choices, emergency vehicle response time, transit performance, and reliability.
 Transit	Emerging Mobility Services and Technologies must support and account for, rather than compete with, public transit and encourage use of high-occupancy modes.	 Accountability	Emerging Mobility Services and Technologies providers must share relevant data so that the city and the public can effectively evaluate the services' benefits to and impacts on the transportation system, and determine whether the services reflect the goals of San Francisco.
 Equitable Access	Emerging Mobility Services and Technologies must promote equitable access to services. All people, regardless of age, race, color, gender, sexual orientation and identity, national origin, religion, or any other protected category, should benefit from Emerging Mobility Services and Technologies, and groups who have historically lacked access to mobility benefits must be prioritized and should benefit most.	 Labor	Emerging Mobility Services and Technologies must ensure fairness in pay and labor policies and practices. Emerging Mobility Services and Technologies should support San Francisco's local hire principles, promote equitable job training opportunities, and maximize procurement of goods and services from disadvantaged business enterprises.
 Disabled Access	Emerging Mobility Services and Technologies must be inclusive of persons with disabilities. Those who require accessible vehicles, physical access points, services, and technologies are entitled to receive the same or comparable level of access as persons without disabilities.	 Financial Impact	Emerging Mobility Services and Technologies must promote a positive financial impact on the city's infrastructure investments and delivery of publicly-provided transportation services.
 Sustainability	Emerging Mobility Services and Technologies must support sustainability, including helping to meet the city's greenhouse gas (GHG) emissions reduction goals, promote use of all non-auto modes, and support efforts to increase the resiliency of the transportation system.	 Collaboration	Emerging Mobility Services and Technology providers and the city must engage and collaborate with each other and the community to improve the city and its transportation system.