

# A Policy and Spatial Analysis of Vision Zero: Process and Equity in Three U.S. Cities

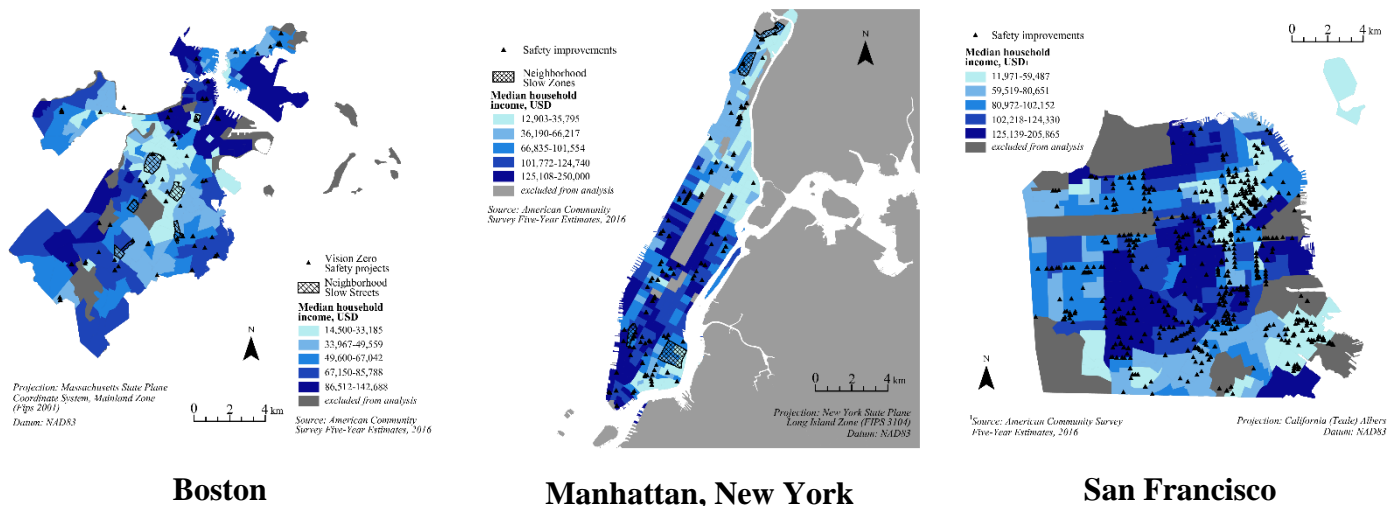
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Although cycling and walking for transportation carry a host of benefits, bicycle culture and infrastructure are associated with privilege and gentrification. Simultaneously, low-income and communities of colour are overrepresented in severe injury and fatality rates among cyclists and pedestrians (Flanagan, Lachapelle, & El-Geneidy, 2016; Smarth Growth America, 2017). Vision Zero is a policy, increasingly common in North American cities, which considers death and serious injury from traffic to be preventable and morally unacceptable. Implementation of this policy encompasses infrastructural, policy, and other changes. This research examines policy documents and the spatial distribution of bike infrastructure and safety improvements in Boston, New York, and San Francisco, among the earliest major U.S. cities to adopt the policy. Findings suggest some consensus regarding physical interventions, but approaches vary in efficacy, comprehensiveness, and methods for integrating equity. Spatial and statistical analysis reveal complex patterns of access to safety interventions across cities, requiring further research.



These maps show the distribution of safety improvements and median household income by city.