

## Vision Zero and Portland: Comparison with other U.S. cities

Portland's progress on Vision Zero compares favorably with actions taken in other cities. Based on a list compiled by the San Francisco MTA, Portland has adopted 73 out of 138 traffic best safety practices used in major U.S. cities and internationally. Portland will consider using an additional 41 of the best practices based on guidance from staff, local leaders and the forthcoming Vision Zero Technical Advisory Committee.

### PARTICIPATING CITIES AND TARGET DATES

As with Portland, most major U.S. municipalities have only recently adopted Vision Zero. Since 2012, municipalities that have incorporated Vision Zero into their planning efforts include Chicago, Los Angeles, New York, San Diego, San Francisco, San Jose, San Mateo and Seattle.<sup>1</sup> Target dates to eliminate all traffic deaths and serious injuries range from 2022 in Chicago to 2030 in Seattle. San Mateo aims to eliminate pedestrian- and bicycle-related fatalities and reduce the number of non-fatal pedestrian- and bicycle related collisions by 50 percent from 2010 levels by 2020.

Taking a stance similar to Portland City Council, San Jose has adopted "as soon as possible" as their Vision Zero target date.

### SIMILARITIES AND DIFFERENCES: 3 HIGHLIGHTS

- **Reliance on data:** As in Portland, most Vision Zero cities use crash data to focus their efforts on high-crash areas. For example, San Jose describes its Vision Zero work as starting with evaluation of data based on police reports: "Our program starts with the data evaluation and what the needs are, and then we align engineering, enforcement and education to follow that."
- **Early start:** Also similar to Portland, Boston publicly committed to pursuing a number of safety projects before completing its Vision Zero Action Plan. These include hiring additional data analysts, pilot testing "rapid-response improvements" at pedestrian high crash corridors and improving the police bureau's crash reporting system.
- **Emphasis on protected bike lanes:** Chicago will install 50 miles of protected bikeways by 2020. Seattle has committed to adding seven miles of protected bikeways in the "near term." New York is installing five miles of protected bike paths in 2015. At this point, Portland has proposed to install only one new protected bikeway in the next two years, if feasibility allows.

### OVERALL PROGRESS: TOO SOON TO JUDGE

Given the recent adoption Vision Zero in U.S. cities, it is difficult to judge the effectiveness of the efforts. Only New York has released a progress report detailing early results of its Vision Zero work. Some cities, such as Boston, have begun using the language of Vision Zero to frame their work, but do not yet have a formal Vision Zero action plan—making it difficult to compare their progress with other cities.

New York, a leader in adopting Vision Zero in the U.S., has been criticized for failing to implement portions of its Vision Zero plan. For example, only 33 drivers have been cited using a year-old law that punishes motorists who hurt people biking and walking with the right of way. In the same period, motorists injured 11,606 walkers and cyclists, and killed 118 of them. As Portland and other cities move forward with Vision Zero, they will likely face similar challenges in fully implementing changes called for in planning efforts.

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<sup>1</sup> Boston and Washington, D.C. are currently creating Vision Zero action plans. Other cities preparing or considering Vision Zero plans include Austin, Denver, Fort Lauderdale, Philadelphia, Pittsburgh and the California cities of Fremont, Long Beach and Santa Ana.