

## RESOLUTION

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**Providing for a Vision Zero policy to eliminate fatalities and serious injuries that are a result of crashes on City streets within the City of Minneapolis by 2027.**

Whereas, one death on our streets is one too many; and

Whereas, crashes that result in death or serious injury are not inevitable but largely preventable and stem in part from human inattention and designs that are ineffective in accommodating multimodal uses in urban environments; and

Whereas, a commitment to Vision Zero is a commitment to life and equitable opportunity for people in the City of Minneapolis; and

Whereas, it is the role of government to do its part to serve and protect the populace; and

Whereas, the State of Minnesota ranks 4th in the nation for lowest pedestrian fatality rates behind Rhode Island, New Hampshire, and Idaho; and

Whereas, the City of Minneapolis is recognized and strives to be continually acknowledged nationally and internationally as a healthy, attractive, desirable, and safe City; and

Whereas, Minneapolis has a strong history of commitment to prioritizing safety and recently completed, or will soon complete, crash studies for both bicyclists and pedestrians and has made demonstrable progress to improve safety for walking and biking by making systemic changes in the way the transportation network is planned, programmed, designed, constructed, and operated, as evidenced by the new Minneapolis Zebra crosswalks as the standard for signalized intersections; and

Whereas, 35 people walking and in wheelchairs, 14 people riding a bicycle, and 57 people driving or riding in a vehicle have died on streets in Minneapolis between 2006 and 2015; and

Whereas, hundreds of crashes occur in the City each year, resulting in serious injuries and other injuries; and

Whereas, 76% of fatal and serious injuries occurred at 908 intersections, or 13% of the City's total intersections; and

Whereas, the number of people dying and suffering serious injuries on our streets is a serious public health problem which necessitates public action; and

Whereas, crashes on City streets necessitate a comprehensive and specific approach to street planning, design, policy, enforcement, legal processes, education and communication in order to provide the most powerful solution to solve the problem; and

Whereas, an example of how design and policy impact safety is shown through multiple studies that demonstrate the chances of a pedestrian being killed by a car traveling 20 mph is 10% while the chances

of being killed when struck by a car traveling 40 mph is 80%; and

Whereas, Vision Zero aligns with the City of Minneapolis' Complete Streets Policy by prioritizing our most vulnerable roadway users and encouraging balance among all users of the City's transportation network; and

Whereas, choosing active transportation options like walking and biking decreases mortality and morbidity from obesity-related diseases such as heart disease and diabetes, and creating safer streets is likely to encourage more active transportation, thereby increasing population health; and

Whereas, the City of Minneapolis is actively working to ensure technology advances in automation, connected vehicles and other emerging technologies happens for and with us, rather than to us, by partnering with national allies and industry leaders that focus on these advancements, because the City recognizes the promise of these technologies to greatly increase safety on our streets; and

Whereas, the tenets of a Vision Zero commitment are supported in existing City plans and policies, including *Access Minneapolis*, *The Minneapolis Comprehensive Plan for Sustainable Growth* and *Minneapolis 2040* comprehensive plans, *Minneapolis Climate Action Plan*, and *Minneapolis for a Lifetime Strategic Plan*; and

Whereas, *Access Minneapolis*, the City's transportation action plan, emphasizes safety for all roadway users and promotes a focus through its action items on reducing single occupancy vehicle rides and encouraging walking, bicycling, transit, and carsharing or carpooling; and

Whereas, implementing a Vision Zero commitment requires the contributions of the City's Communications Department, Health Department, Police Department, Community Planning and Economic Development Department, Civil Rights Department, Intergovernmental Relations Department, Neighborhood and Community Relations, City Coordinator's Office, Public Works Department and Mayor's Office, all of which have demonstrated through past actions and future intentions the willingness to support and implement the Vision Zero commitment; and

Whereas, implementing a Vision Zero commitment requires the continued support of residents, business owners, and visitors to the City of Minneapolis, acting as individuals and collectively through neighborhood or advocacy organizations to improve the safety, comfort, and usability of City streets for all users; and

Whereas, Minneapolis will join other leading cities around the nation, the State of Minnesota, and cities around the globe in their commitment to eliminate traffic deaths and serious injuries on our streets, work which has demonstrated success when coupled with adequate funding and staffing levels for its implementation and will carefully consider the successes and challenges in other cities implementing Vision Zero policies;

Now, Therefore, Be It Resolved by The City Council of The City of Minneapolis:

The City of Minneapolis commits to a goal of zero deaths and serious injuries that are a result of crashes on City streets by 2027.

Be It Further Resolved that the City of Minneapolis acknowledges that achieving this goal requires

significant effort and resources, and will develop a Vision Zero Action Plan following the passage of this resolution.

Be It Further Resolved that the Vision Zero Action Plan will put equity at its forefront, striving to impact the most vulnerable and dependent users of the most dangerous parts of the transportation network to improve the health and well-being of those traveling on streets in the City of Minneapolis, and the Plan will use data and community outreach to develop strategies that aim to end death and serious injuries on City streets in the effort to ensure outcomes will be experienced equitably throughout the City.

Be It Further Resolved that the Vision Zero Action Plan will draw heavily from those who use our streets, including those who live in areas that experience high crash rates, those who advocate for safer streets for all modes, and the general public, through a diverse range of outreach activities designed to understand both concerns and opportunities with advancing this vision, and by using their input and refined data to determine appropriate and effective steps to achieve in the Vision Zero Action Plan.

Be It Further Resolved that the Vision Zero Action Plan will use data and best practices to outline concrete steps in planning, engineering, policy, enforcement and education to reach interim steps toward zero deaths.

Be It Further Resolved that the City of Minneapolis will work with partners in the region who own and manage streets in the City to influence the street planning, design, maintenance, operations, and law enforcement, including the State of Minnesota, Hennepin County, the Minneapolis Park and Recreation Board, Metro Transit, and neighboring municipalities to combine similar efforts and leverage individual work efforts to contribute to improvements in safety region-wide.

Be It Further Resolved that the Director of Public Works or her designee will establish a Vision Zero Task Force comprised of leaders from the City's Communications Department, Health Department, Police Department, Community Planning and Economic Development Department, Civil Rights Department, Intergovernmental Relations Department, Neighborhood and Community Relations, City Coordinator's Office, Public Works Department, and other City staff and regional partners as appropriate to advance the Vision Zero commitment and guide the work of the Vision Zero Action Plan which will specifically engage members of the community, which could include establishing a Vision Zero Advisory Committee.

Be It Further Resolved that the City of Minneapolis acknowledges and accepts that the Vision Zero Action Plan may result in changes to the City's approach to the planning and design of streets, education and communication techniques, enforcement policies and procedures, and legal and legislative frameworks including the potential to advocate for reduced City speed limits.

Be It Further Resolved that the City of Minneapolis is dedicated to measuring the progress, challenges, and successes of the Vision Zero commitment and will do so with tangible, reportable metrics that will be reported upon on an annual basis, along with biannual progress reports.