



Resolution No. 2017R-399

City of Minneapolis

File No. 2017-01141

Author: Reich

Committee: TPW

Public Hearing: None

Passage: Sep 20, 2017

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RECORD OF COUNCIL VOTE				
COUNCIL MEMBER	AYE	NAY	ABSENT	ABSTAIN
B. Johnson	✗			
Glidden	✗			
Quincy	✗			
Gordon	✗			
Reich	✗			
Frey	✗			
Yang	✗			
Warsame			✗	
Goodman	✗			
Cano	✗			
Bender	✗			
A. Johnson	✗			
Palmisano	✗			

MAYOR ACTION

APPROVED

VETOED

MAYOR HODGES

SEP 21 2017

DATE

Certified an official action of the City Council

ATTEST:

CITY CLERK

Presented to Mayor: SEP 21 2017

Received from Mayor: SEP 21 2017

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