Minneapolis

VISION ZERO

ACTION PLAN 2020-2022

DRAFT September 2019

Minneapolis
City of Lakes

VISION ZERO
MINNEAPOLIS

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Letter from Mayor Frey and Council President Bender

Everyone deserves to be safe moving around our city—no matter what neighborhood they are in, how they are getting around, or their age or background.

While Minneapolis is one of the safer large cities in the country due to many years of safety investments, one death on our streets is one too many. Each year, an average of 11 people are killed and 84 experience life-altering injuries in traffic crashes on streets in Minneapolis. These are people and families whose lives are forever changed.

In 2017 the Minneapolis City Council adopted a Vision Zero resolution committing to the goal of zero traffic deaths and severe injuries on City streets by 2027. We did so knowing that achieving this goal requires significant effort and resources and takes a multi-disciplinary approach across many departments. This plan sets the initial path to achieve this important goal and prioritizes actions based on data, equity, and community input. The work to create this plan reflects more than a year of collaboration, led by our Vision Zero Task Force, advisory committees, and community and agency partners.

Equity is essential to our Vision Zero work. People walking and biking, people who live in neighborhoods with lower incomes, and our Native American residents are disproportionately impacted by traffic crashes. That is unacceptable, and we must change it while also making sure our actions broadly support equity.

We know we cannot achieve this goal alone. We have essential partners in Hennepin County and the Minnesota Department of Transportation through their Toward Zero Deaths initiatives. We rely on the state legislature for transportation funding and policy to support safe and equitable streets. But, most importantly, we do this in partnership with our community members who help us build a culture of street safety.

Together, we can prevent deaths and severe injuries caused by traffic crashes.

Mayor Jacob Frey

Council President Lisa Bender

Mayor Frey

Council President Bender

ONE LIFE LOST ON OUR STREETS IS ONE TOO MANY

VISION ZERO

MINNEAPOLIS

We remember the names of people who died walking, biking and driving in Minneapolis in 2018.

Abdishakur
Antonio
Antwanika
Colin
Dana
Debra
Felicia
Hailu
Kenneth
Kimberly
Kimel
Rashid
Scott
Sheryl
Steven
Terrence
Tyrone

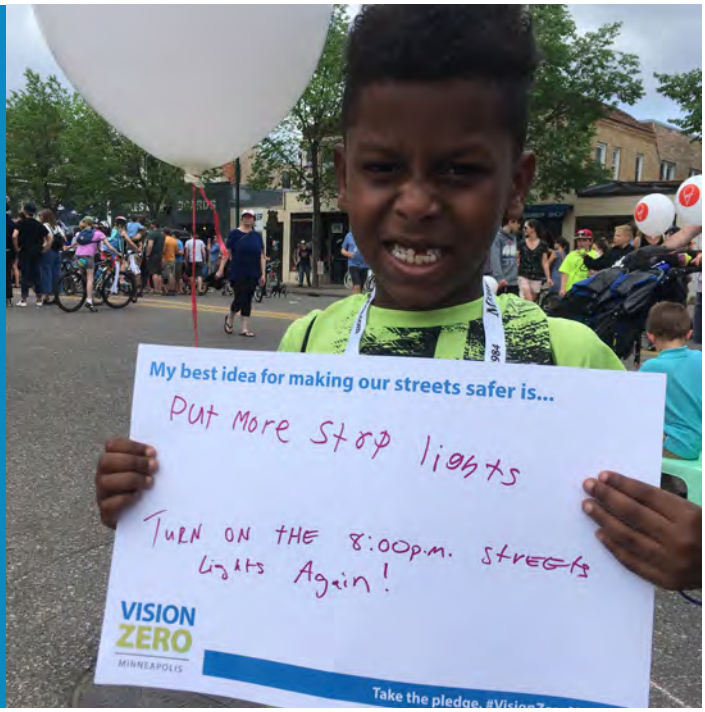
Includes all non-intentional traffic deaths in Minneapolis, including on Interstates.

Why Vision Zero?

An average of 95 people suffered life-altering injuries or were killed in traffic crashes each year on streets in Minneapolis from 2007 to 2016. This is unacceptable and preventable.

The City of Minneapolis has long placed a priority on safety and traveling in Minneapolis is far safer than most large cities around the country. For many years Minneapolis streets were getting safer, but in the last several years, rising numbers of vehicle and pedestrian crashes have undermined the progress Minneapolis has made in making streets safer. 2016 and 2017 saw the highest number of people killed or severely injured on Minneapolis streets since 2007.

To address these challenges, the City joined the Vision Zero movement for safe streets. Minneapolis is one of more than 35 Vision Zero cities in the United States.



Systematic and data-driven approach

Vision Zero takes a systematic approach to traffic safety that coordinates efforts across engineering, public safety, health, and community outreach and uses the best available data.

Preventable crashes, not "accidents"

Too often crashes that lead to traffic deaths and severe injuries are called "accidents," which implies that they are not preventable or are the result of individual mistakes. Vision Zero says that traffic deaths and severe injuries are unacceptable and preventable crashes.

Equity

Vision Zero allows us to center efforts around the people most impacted by traffic crashes and build collective actions to make streets safe.

Building safe systems

Vision Zero recognizes that humans will make mistakes, but that we need to design safe systems so that individual mistakes do not lead to death or severe injuries.

Engaging community and partners

Vision Zero provides a collective goal that the City works on collaboratively across multiple departments with community members and partner agencies. Together, we work to build a culture that prioritizes safety over speed supported by safe street designs and other measures.

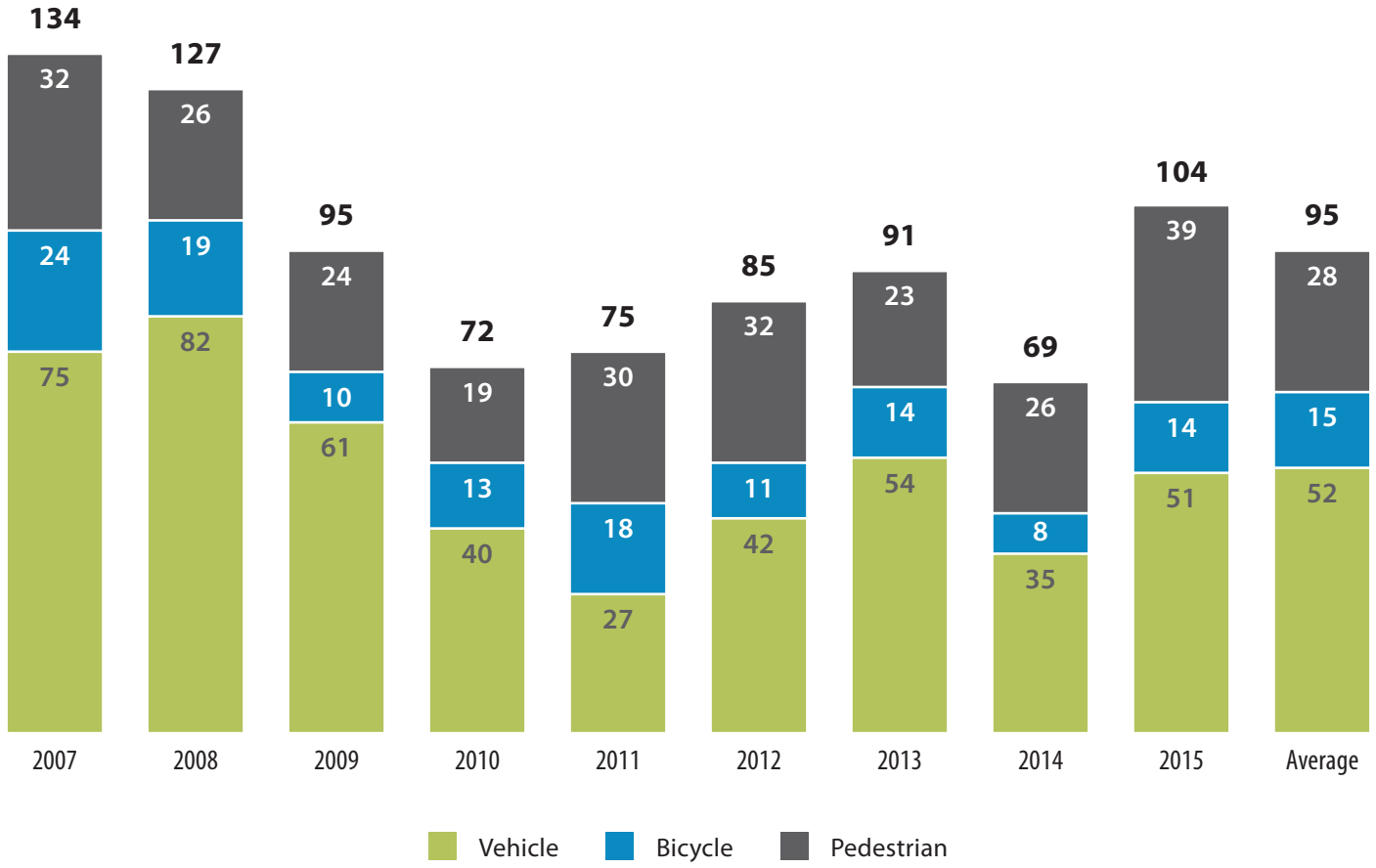
Safety Data

Vision Zero uses data to target improvements that will reduce crashes, save lives, and address inequities experienced on the street related to crashes.

Severe and fatal crashes on streets in Minneapolis

An average of 95 people are killed or severely injured in traffic crashes on streets in Minneapolis each year. The number of people killed or severely injured generally decreased from the mid-2000s until 2014, but has been increasing in recent years.

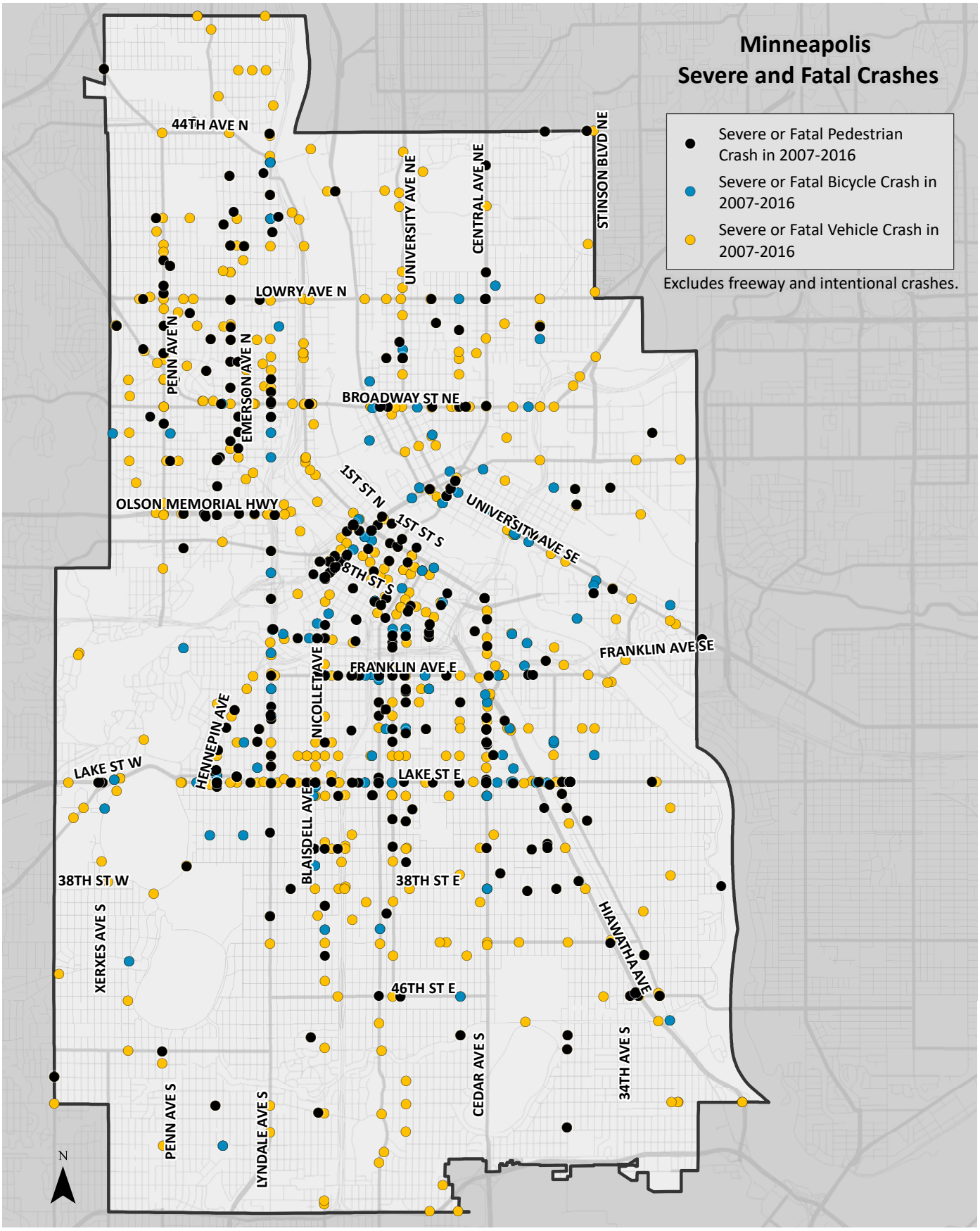
Figure 1: Fatal and severe injury crashes in Minneapolis



Source: Vision Zero Crash Study. Excludes freeway and intentional crashes.

Location of severe and fatal crashes

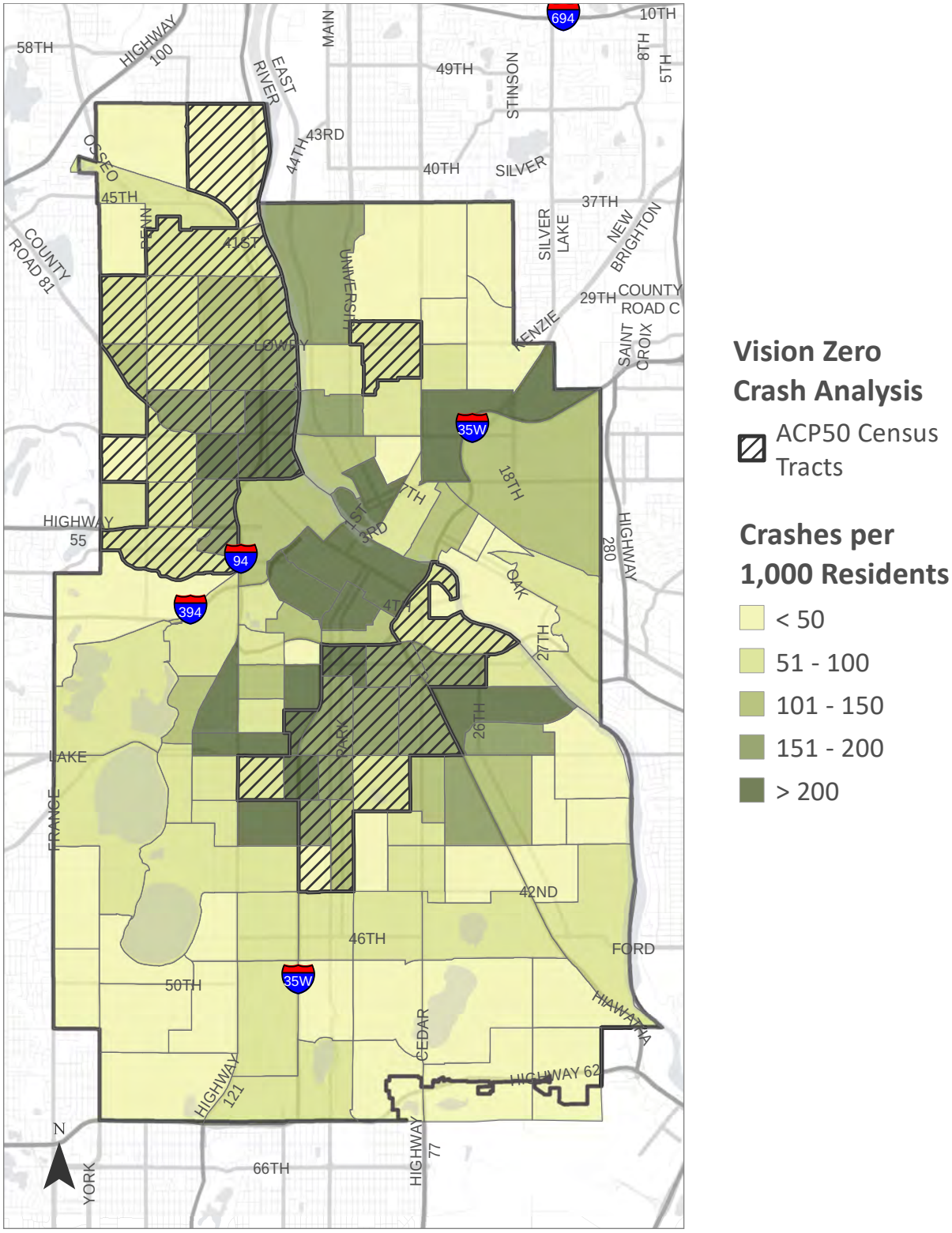
Figure 2: Traffic deaths and severe injuries map



Crashes are concentrated in neighborhoods with more people with lower incomes

While 31% of Minneapolitans live in census tracts in areas of concentrated poverty where over half of residents are people of color (called "ACP50 Census Tracts"), 40% of all crashes occur in these neighborhoods.

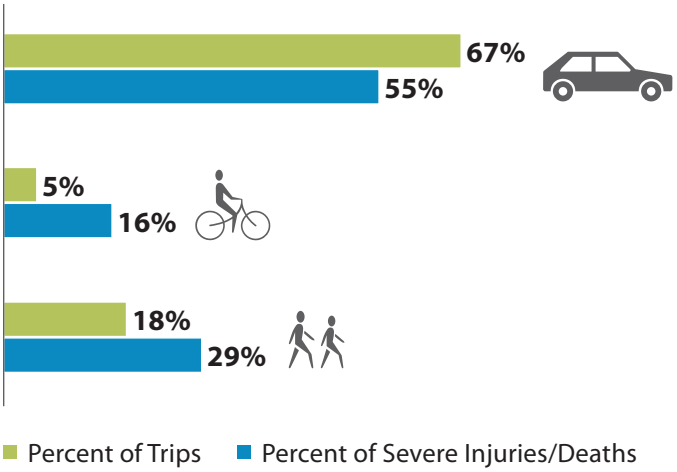
Figure 3: Traffic crashes per resident—demographic trends



Bicyclists and pedestrians are overrepresented in severe and fatal crashes

People in Minneapolis make 18 percent of their trips on foot, but pedestrians are 29 percent of severe traffic injuries and deaths. People in Minneapolis make 5 percent of their trips by bicycle, but bicyclists are 16 percent of severe traffic injuries and deaths. The share of traffic-related severe injuries and deaths borne by people walking has increased in recent years.

Figure 4: Severe injuries/deaths by mode

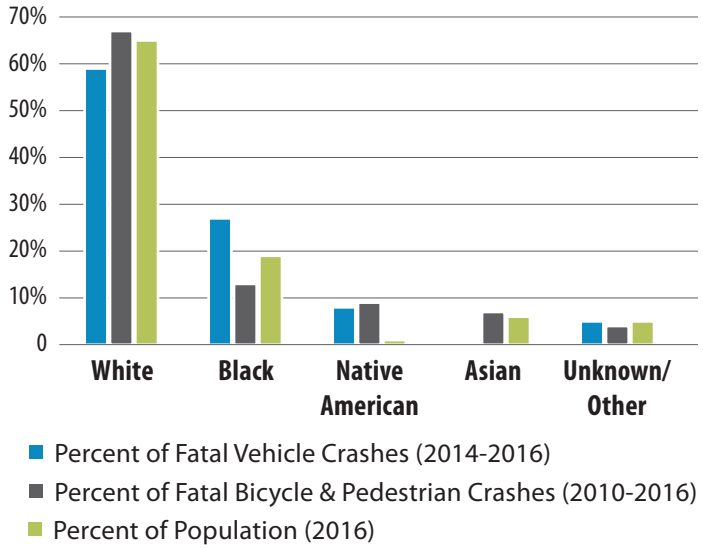


Source: Injuries/deaths from Vision Zero Crash Study, percent of trips from 2010 Met Council Travel Behavior Inventory. Automobile category includes cars, trucks, & motorcycles, but not transit.

Native American residents are most disproportionately impacted by traffic deaths

Native American residents are 1 percent of the Minneapolis population, but are 8 percent of people killed in vehicle crashes and 9 percent of people killed in pedestrian and bicycle crashes. Black residents are overrepresented in fatal vehicle crashes in Minneapolis and underrepresented in pedestrian and bicycle deaths. White and Asian residents are less likely to die in a vehicle crash.

Figure 5: Fatal crashes: demographic trends



Source: Vision Zero Crash Study analysis of national Fatality Analysis Reporting System and American Community Survey data; includes freeway crashes.

Speed is a significant factor in crashes

Higher traffic speeds make crashes more likely to happen and make crashes more likely to result in a severe injury or death.

Higher traffic speeds increase risk, especially for people walking and biking. National research has found that a person hit at 20 miles per hour has a 13 percent likelihood of suffering a severe injury or being killed while a person hit at 40 miles per hour has a 73 percent likelihood of suffering a severe injury or being killed.

Five unsafe behaviors lead to most crashes

The five behaviors that lead to the most severe and fatal crashes on Minneapolis streets are: driving under the influence of alcohol or drugs, distracted driving, speeding, red light running, and unsafe turning (failing to yield the right-of-way when turning).

Figure 6: Relationship between speed and risk

Source: Brian C. Tefft. 2013. AAA Foundation for Traffic Safety. Impact speed and a pedestrian's risk of severe injury or death.

Figure 7: Top 5 unsafe behaviors on Minneapolis streets

Minneapolis Vision Zero Guiding Principles

The Vision Zero principles guide the process, actions, performance measures, and implementation of the Vision Zero Action Plan. These principles relate directly to several goals in Minneapolis 2040 Comprehensive Plan, which shapes how the city will grow and change over the next two decades.

Safety and human life first

The loss of human life in traffic deaths on our streets is unacceptable. The City is committed to ending death and life-altering injuries on our streets. We will work with urgency to implement Vision Zero as one death on our streets is one too many.

Data-driven

Vision Zero strategies and actions will be developed from relevant data, recognized best practices, and community experiences and input. We will also work to improve the data we have and recognize its gaps.

Equity

We will acknowledge and work to eliminate racial, economic, and other disparities in traffic crashes and in our approach to Vision Zero. We will work to deliver fair and just opportunities and outcomes for all people.

Accountability

We will set clear objectives and report on them regularly. We will be transparent and include meaningful and diverse community engagement that helps guide actions. We will actively collaborate with community and agency partners to embrace, develop, and implement Vision Zero. We will adapt our approach as needed in the future.

Strategies and Actions

Implementation Approach

Collaboration across department, agency, and community partners is essential to achieving Vision Zero.

To make progress toward the goal to eliminate traffic deaths and serious injuries by 2027, the City has prioritized a set of strategies and actions for implementation from 2020 to 2022. The City plans to update the Vision Zero Action Plan in the future to guide the initiative as it evolves.

The strategies and actions focus on four systems:

- **Safe Streets**: using street design, infrastructure, and operations to improve traffic safety;
- **Safe People**: supporting and encouraging safe human behavior;
- **Safe Vehicles**: regulating and maintaining safe vehicle fleets; and
- **Safety Data**: supporting a data-driven approach to Vision Zero and ensuring accountability for progress towards goals.

These strategies and actions were developed by City staff across multiple departments with significant input and direction from community stakeholders, external partners, and the public (a summary of engagement is included on page 26).

The strategies and actions focus on tangible work items over the next three years that will allow the City and its partners to:

- Work rapidly and urgently to save lives;
- Address disparities in traffic crashes, including for people living in lower-income neighborhoods, Native American residents, pedestrians, and bicyclists;
- Ensure that our actions support equity and do not exacerbate inequities in other areas, including proactively engaging the community and addressing equity related to traffic safety enforcement;
- Make strategic choices based on data, including targeting action on High Injury Streets and addressing the most dangerous behaviors; and
- Include ongoing meaningful and diverse community engagement throughout implementation.

Safe Streets

Safe Streets strategies and actions use street design, infrastructure, and operations to improve traffic safety.

Safe Streets investments build off the decades of work the City has done to support safety. These efforts include using crash data and community feedback to help prioritize street infrastructure investments, dedicated investments in pedestrian, bicycle, and vehicle safety projects, and incorporating safety improvements regularly in street projects.

In 2017 and 2018, the City comprehensively analyzed 10 years of crash data for trends to inform Vision Zero work. Key findings from the Pedestrian Crash Study and Vision Zero Crash Study include:

- Severe crashes are concentrated on relatively few streets, noted as High Injury Streets;
- Most crashes (88 percent) happen at intersections and a majority (57 percent) happen at signalized intersections;
- Pedestrians and bicyclists are overrepresented in severe and fatal crashes;
- As more people are bicycling, bicycling has become safer;
- 4-lane undivided streets are most likely to have concentrations of severe and fatal crashes;
- Streets with higher speed limits and higher speeds are generally more likely to have more severe and fatal crashes; and
- Crashes are disproportionately concentrated in neighborhoods with more people with low incomes, and where a majority of residents are people of color.

The City will focus extra attention on addressing City-owned High Injury Streets and collaborating with Hennepin County and Minnesota Department of Transportation on High Injury Streets they own. These streets collectively experienced 70 percent of the severe and fatal crashes between 2007 and 2016, but only make up 9 percent of the streets in Minneapolis. Figure 10 shows the map of High Injury Streets. Some High Injury Streets have either recently been improved with safety treatments, or are planned for improvement in the near future. The City will monitor those streets and focus Vision Zero resources on proactive investments on other High Injury Streets in the near term.

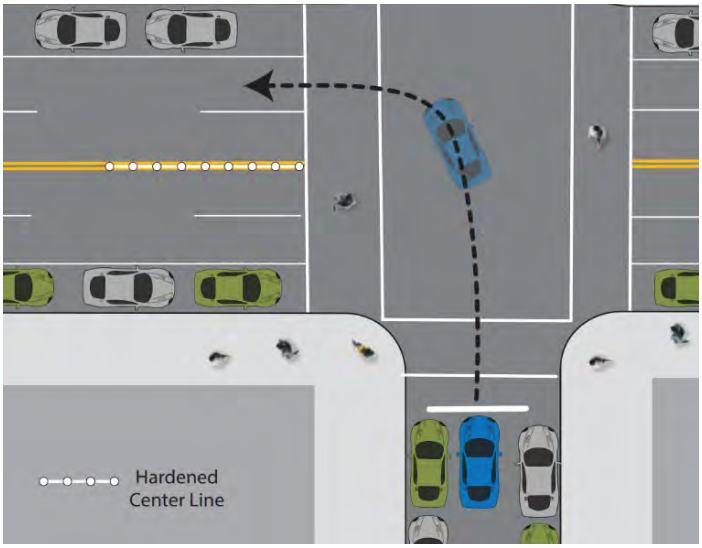
The City will make proactive investments in proven safety treatments, and continue to evaluate new and innovative safety treatments. The focus will be on supporting safe speeds and safe interactions at intersections.

Safety treatments may include, but are not be limited to:

- **4-to-3 lane safety conversions**: reconfiguring a 4-lane street (2 lanes in each direction) to become a 3-lane street (one lane in each direction plus a center turn lane).
- **Slow turn wedges**: using various materials (e.g. raised curbs, bollards) to extend the corner radius into the street at an intersection, to prevent drivers from turning the corner at a higher speed.
- **Medians**: raised landscape or concrete islands in the center of the street in between two opposing lanes of traffic.
- **Intersection daylighting**: removing parking and placing vertical bollards at the street corner to prevent parked vehicles from blocking drivers' view at intersections.
- **Removing high-speed turn lanes**: removing "slip" lanes and other free-flowing turn lanes that encourage higher speed turns.
- **Protected left-turn signal phases**: providing a time during a traffic signal that is dedicated to left-turning vehicles with a green left-turn arrow.
- **Leading pedestrian intervals**: providing a brief "head start" for pedestrians at a traffic signal that allows pedestrians to begin crossing the street before motor vehicles get the green light.
- **Bump outs**: using various materials to bump the curb line out in the street to increase visibility of pedestrians and reduce driver speeds at a pedestrian crossing.
- **Pedestrian signal heads and accessible pedestrian signals**: signals that tell pedestrians when to cross the street at an intersection, which are accessible to people with disabilities (such as people using wheelchairs or who are blind).
- **Retroreflective backplates**: reflective yellow backplates that are placed behind traffic signals to increase their visibility to drivers.
- **Rectangular rapid-flashing beacons (RRFB)**: a flashing pedestrian signal that is used at pedestrian crossings where there is not a traffic signal or stop sign.
- **Pedestrian refuge islands**: medians in the center of the street that also serve as a place for pedestrians to wait while crossing one direction of traffic at a time.
- **Crosswalk visibility / pavement marking enhancements**: includes zebra crosswalks, other crosswalks that are highly visible, green paint for bicycle crossings, stop bars for vehicles, and advance stop/yield markings.
- **Bicycle lanes and protected bike lanes**: space separated from motor vehicle traffic where bicyclists can ride.
- **Hardened centerlines**: using various materials (e.g. raised curbs, bollards) to create a raised centerline near the crosswalk at an intersection, to prevent drivers from "cutting" the corner at higher speeds while turning.

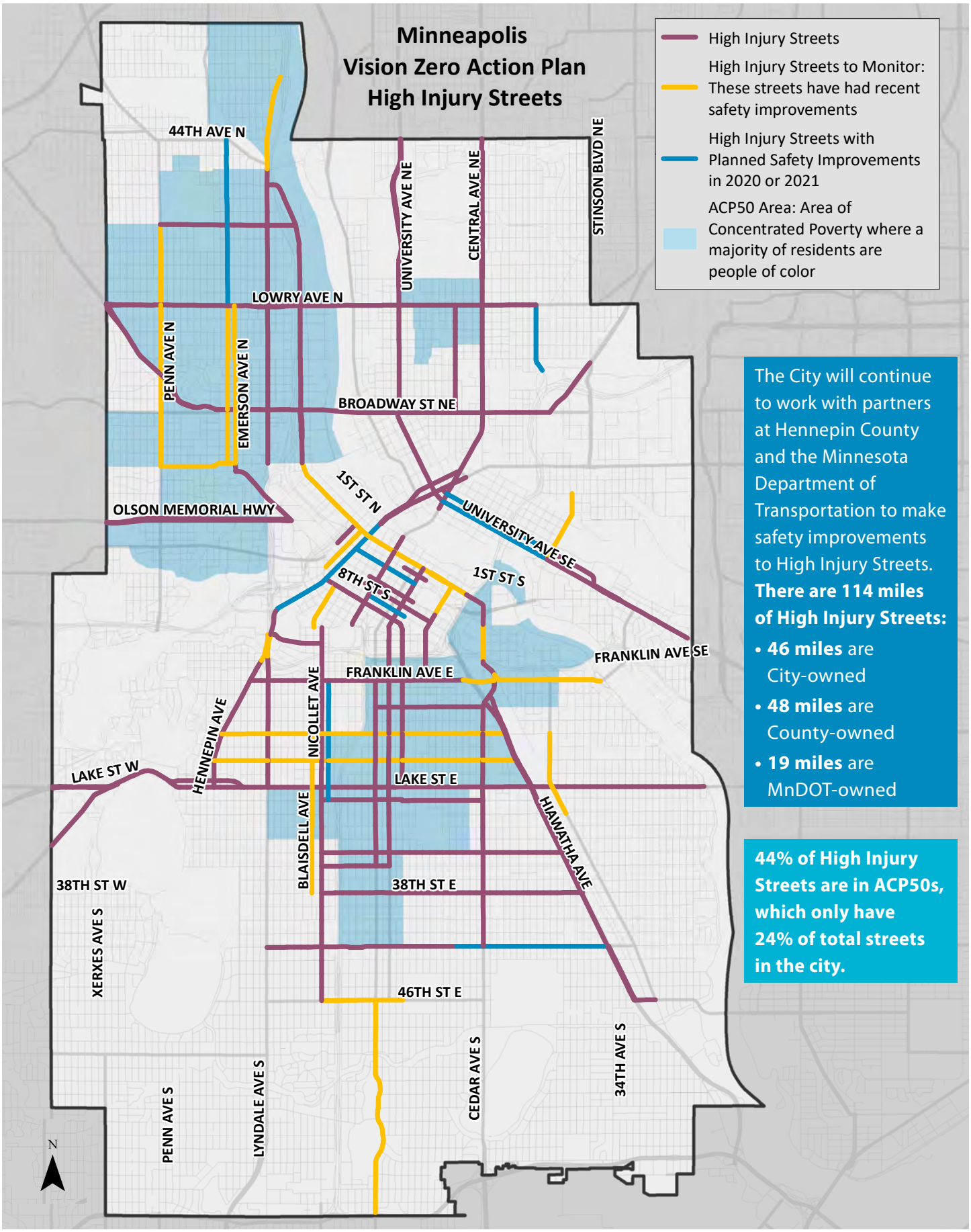
Figure 8: Bump out

Figure 9: Hardened centerline



Source: National Association of City Transportation Officials (NACTO), New York City Department of Transportation

Figure 10: High Injury Streets



The City will continue to work with partners at Hennepin County and the Minnesota Department of Transportation to make safety improvements to High Injury Streets. **There are 114 miles of High Injury Streets:**

- **46 miles** are City-owned
- **48 miles** are County-owned
- **19 miles** are MnDOT-owned

44% of High Injury Streets are in ACP50s, which only have 24% of total streets in the city.

Strategy 1: Reduce speed limits.

Actions:

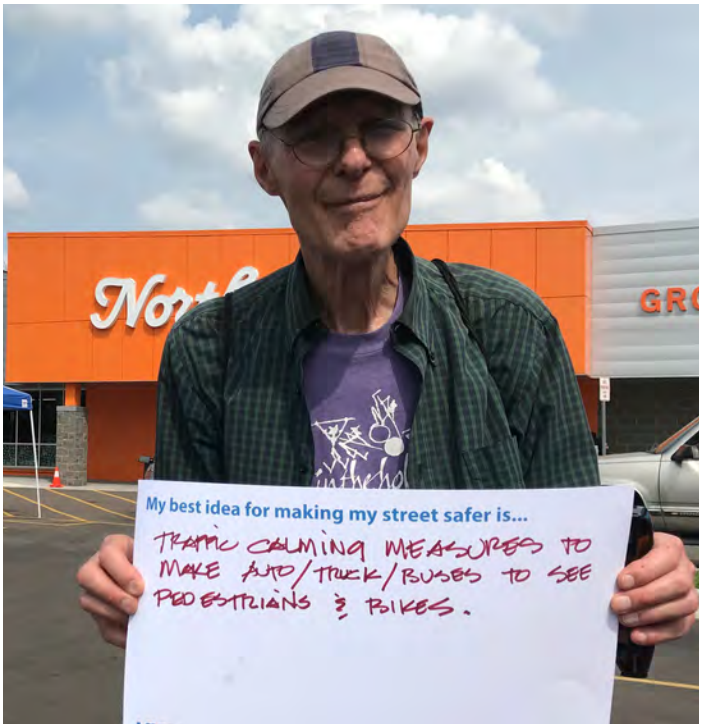
1.1 Analyze, determine, and implement new speed limits on City streets.

1.2 Proactively communicate speed limit changes and the connection between speed and safety.

1.3 Partner with Hennepin County and MnDOT on speed limit changes on their streets as appropriate.

1.4 Monitor and evaluate results of speed limit changes and communication efforts and adjust as appropriate.

1.5 Update the City's Street Design Guide as part of the Transportation Action Plan to support new speed limits.



Strategy 2: Make cost-effective safety improvements systematically and rapidly on High Injury Streets.

Actions:

2.1 Proactively implement safety conversions (for example, 4-to-3 lane safety conversions) or other safety treatments to address City-owned high-injury 4-lane undivided streets. High Injury Streets with 4 lanes include sections of Lyndale Avenue N, Hennepin Avenue S, 3rd Avenue S, and 31st Street E.

2.2 Partner with Hennepin County to proactively implement safety conversions (for example, 4-to-3 lane safety conversions) or other safety treatments to address high-injury 4-lane undivided streets they own. High Injury Streets with 4 lanes include sections of Lowry Avenue N and NE, Broadway Avenue N and NE, Washington Avenue N, Lyndale Avenue S, Lake Street, Franklin Avenue, and 46th Street E.

2.3 Partner with MnDOT to proactively implement safety conversions (for example, 4-to-3 lane safety conversions) or other safety treatments to address high-injury 4-lane undivided streets they own. High Injury Streets with 4 lanes include sections of: Central Avenue NE, 3rd Avenue S, and University Avenue NE.

2.4 Install and maintain proven lower-cost safety treatments at signalized and unsignalized intersections on the City's High Injury Streets. Develop an intersection safety improvement plan based on technical analysis, community and partner agency engagement, and maintenance needs.

2.5 Partner with MnDOT and Hennepin County to fund, proactively install, and maintain proven intersection safety treatments on High Injury Streets they own.

Strategy 3: Incorporate safety improvements into upcoming projects in the street right-of-way.

Actions:

3.1 Update the City's Street Design Guide as part of the Transportation Action Plan to integrate Vision Zero goals, reflect latest guidance and research on safe streets, and align with new speed limits.

3.2 Train staff and consistently use the updated Street Design Guide for all appropriate street projects to effectively evaluate proactive and reactive street safety treatments for different contexts and challenges.

3.3 Update ordinance for utility companies working in street rights-of-way to incorporate safety improvements, and work with utility companies to ensure compliance.

3.4 Update requirements for private developers to include safety improvements when working in the public right-of-way (particularly when doing curb work), and ensure compliance.

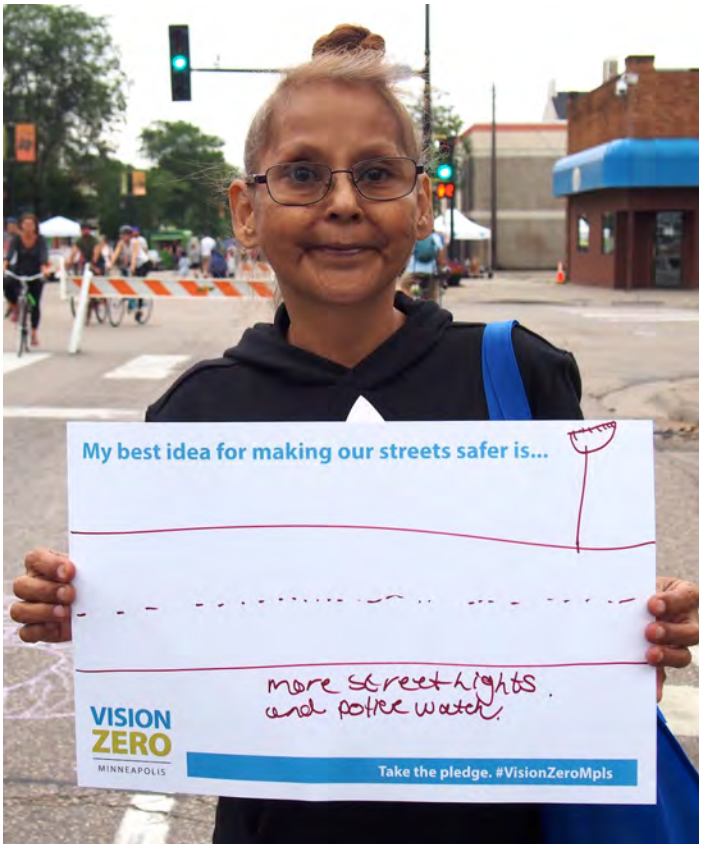
3.5 Work to incorporate safety treatments as part of public utility projects that include significant curb work.

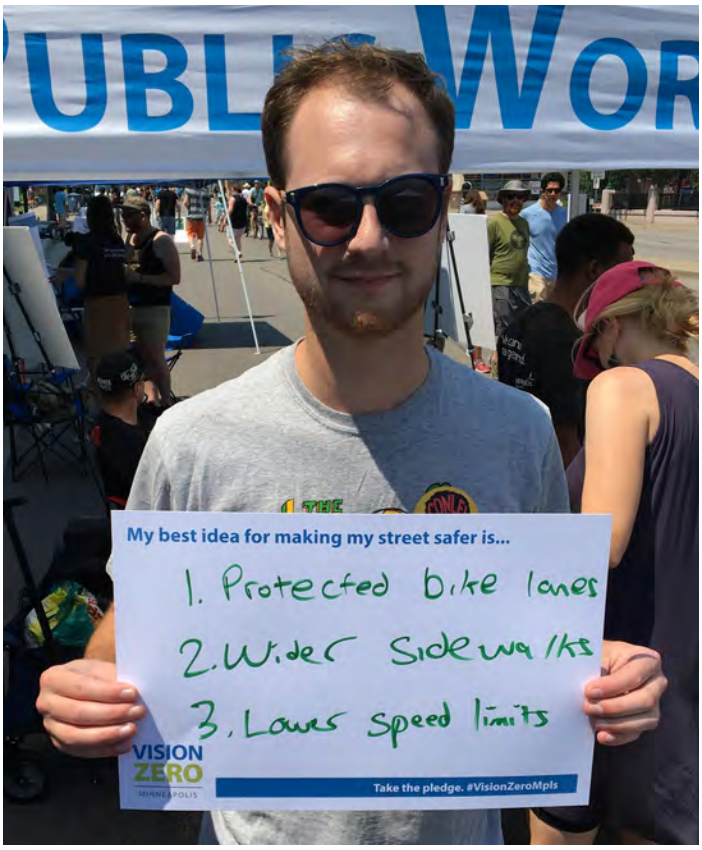
Strategy 4: Strategically and equitably prioritize safety investments on non-High Injury Streets and respond to community traffic safety requests.

Actions:

4.1 Update procedures for responding to community traffic safety requests to make responses more transparent, consistent, and equitable and to maximize safety improvements.

4.2 Identify non-High Injury Streets that would benefit most from proactive safety treatments to inform future update to the Vision Zero Action Plan.



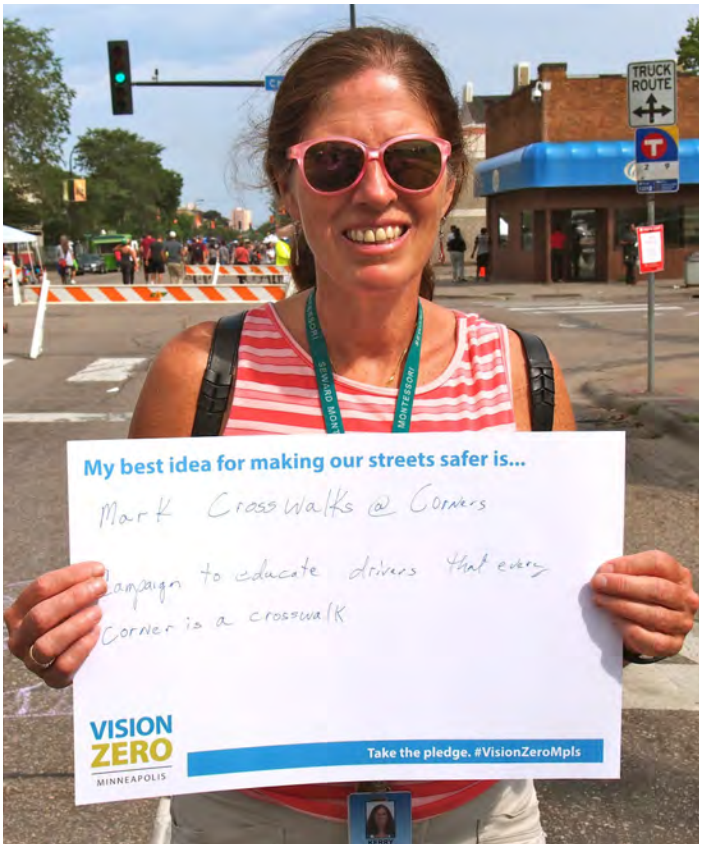


Strategy 5: Implement a comprehensive update to traffic signals to support safety and other City goals.

Actions:

5.1 Include safety improvements as part of the traffic signal update. This may include, but is not limited to:

- Retiming progression of traffic signals to support safe speeds and updated speed limits;
- Incorporating dedicated or restricted turn phases at all prudent intersections;
- Incorporating leading pedestrian intervals at all prudent intersections;
- Including walk signals at all signalized intersections (by default) and if not used, incorporating responsive actuation buttons; and
- Continuing to implement pedestrian count-down-timers on all new signals, but adjusting timing so that it is consistent and understandable.



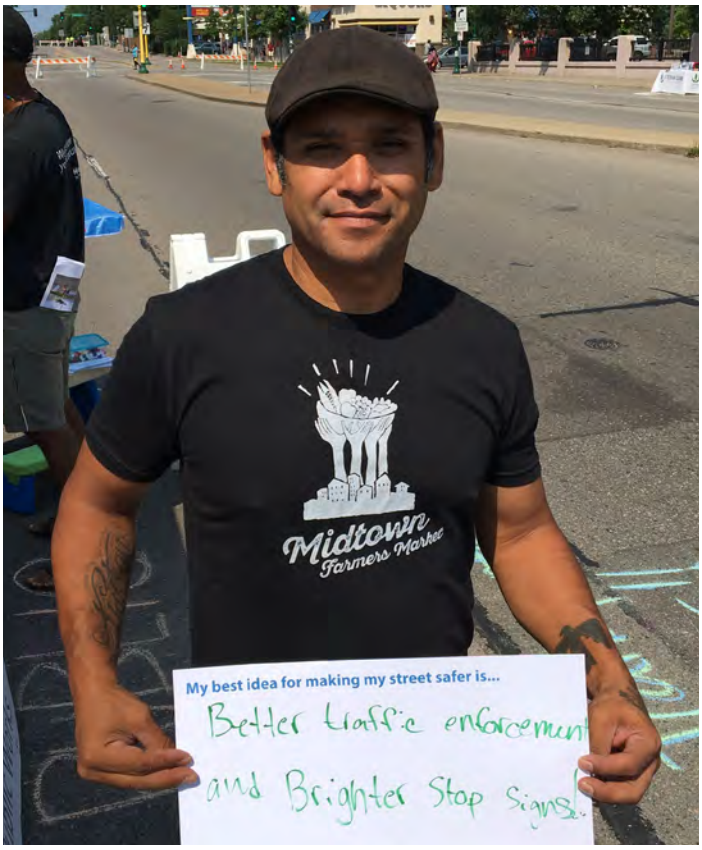
Strategy 6: Engage with community members proactively on street safety improvements.

Actions:

6.1 Proactively engage the community on High Injury Streets, especially in Areas of Concentrated Poverty where a majority of residents are people of color (ACP50 areas), to deliver the best safety projects possible to serve community needs and to build community support for traffic safety investments.

6.2 Provide engagement funding to support local community- and culturally-based organizations to support engagement work on select safety projects.

6.3 Pilot follow-up engagement at select locations that see traffic safety improvements as part of project evaluation.



Strategy 7: Communicate on traffic safety-focused projects consistently in engagement, construction, education, and evaluation work.

Actions:

7.1 Create a public brand for Minneapolis Vision Zero efforts and use it consistently on street infrastructure and operations projects that include significant safety elements.

7.2 Create and implement procedures for incorporating the public brand and traffic safety education into engagement, construction, education, and evaluation work for traffic safety-focused projects. The procedures will include:

- Consistently sharing safety rationale for street projects using a variety of techniques;
- Sharing information about street projects at locations where the street is being improved; and
- Consistently educating street users on how to use new traffic safety-focused street elements.

Strategy 8: Support transportation options that reduce driving.

Actions:

8.1 Implement Minneapolis 2040 Plan policies and actions that support more walking, biking, and transit, including the City's Complete Streets policy.

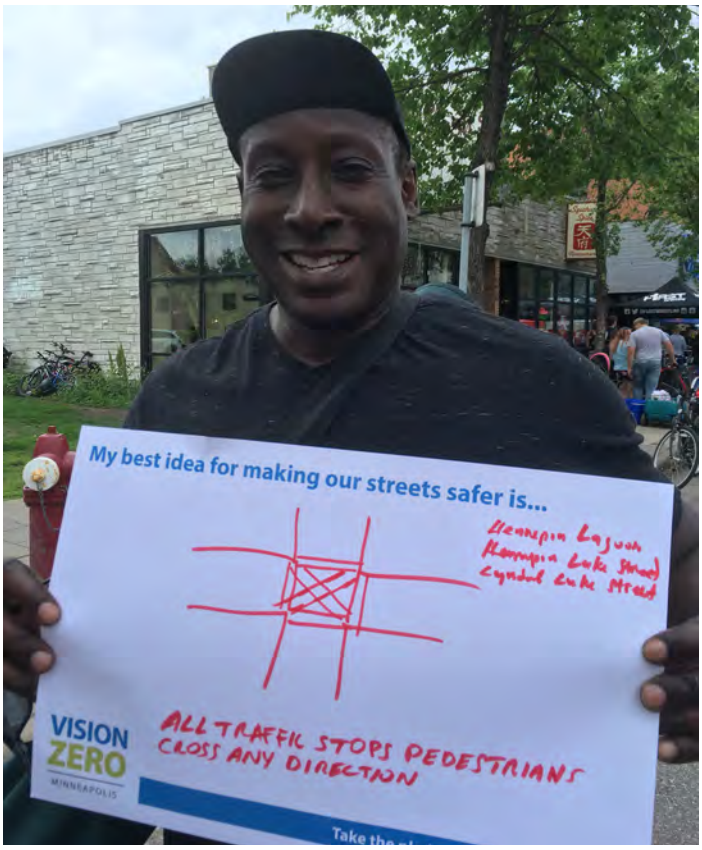
8.2 Implement forthcoming Transportation Action Plan strategies to expand access and use of walking, biking, transit, and emerging mobility options.

Strategy 9: Evaluate street safety treatments regularly and consistently and adjust treatments as prudent based on the results.

Actions:

9.1 Evaluate street safety projects and related work.

9.2 Include summary of street safety evaluations in each annual Vision Zero report.



Safe People

Safe People strategies and actions support and encourage safe human behavior when traveling streets.

The five leading causes of severe and fatal crashes on Minneapolis streets will receive extra attention for the implementation of Safe People actions: driving under the influence of alcohol or drugs, distracted driving, speeding, red light running, and unsafe turning.

Strategy 1: Expand access to quality drivers' and traffic safety education.

Actions:

1.1 Evaluate and begin implementing ways to expand access to drivers' and multimodal transportation safety education in Minneapolis high schools. Potential strategies to be evaluated include:

- Incorporating drivers' and transportation safety education as part of the base high school curriculum;
- Subsidizing drivers' and transportation safety education access for low-income residents; and
- Creating drivers' and transportation safety education programs at high schools or community education programs that do not currently have access.

1.2 Evaluate and begin implementing ways to expand access and improve the quality of drivers' education and traffic safety education for adults.

1.3 Support state-level changes to drivers' education and testing to better incorporate bicycle, walking, and other mobility options (for example, scooters) safety.

1.4 Train all City staff in traffic safety as a requirement to drive a City vehicle and incorporate traffic safety into other training opportunities as feasible.

1.5 Review compliance with requirements for safety education for ride hailing drivers (for example, Lyft and Uber) and evaluate potential adjustments.

Strategy 2: Expand safe walking and bicycling education for youth.

Actions:

2.1 Fully integrate walk safety training within the Minneapolis Public School's bicycle education program.

2.2 Expand Minneapolis Public School's bicycle and walk education program so that it reaches all students in 4th or 5th grade.

2.3 Evaluate opportunities to expand walking and biking safety education to charter and private schools.

2.4 Engage students directly in street projects adjacent to schools.

Strategy 3: Strategically communicate to build a traffic safety culture and educate about safe behaviors.

Actions:

3.1 Integrate Vision Zero messaging throughout City of Minneapolis programs and projects that relate to traffic safety.

3.2 Create and use a message toolkit to get key safety messages out consistently with media interactions around crashes.

3.3 Create a public brand for Minneapolis Vision Zero efforts and use consistently in traffic safety efforts.

3.4 Coordinate a communications campaign around speed limit change to educate travelers about the key connection between speed and safety, and increase understanding of new speed limits.

3.5 Create Vision Zero communications and education materials in multiple languages.

3.6 Utilize and reinforce messages created through the state's Towards Zero Death program.

3.7 Work with local community- and culturally-based organizations to shape and share Vision Zero-related messages, including providing small contracts.

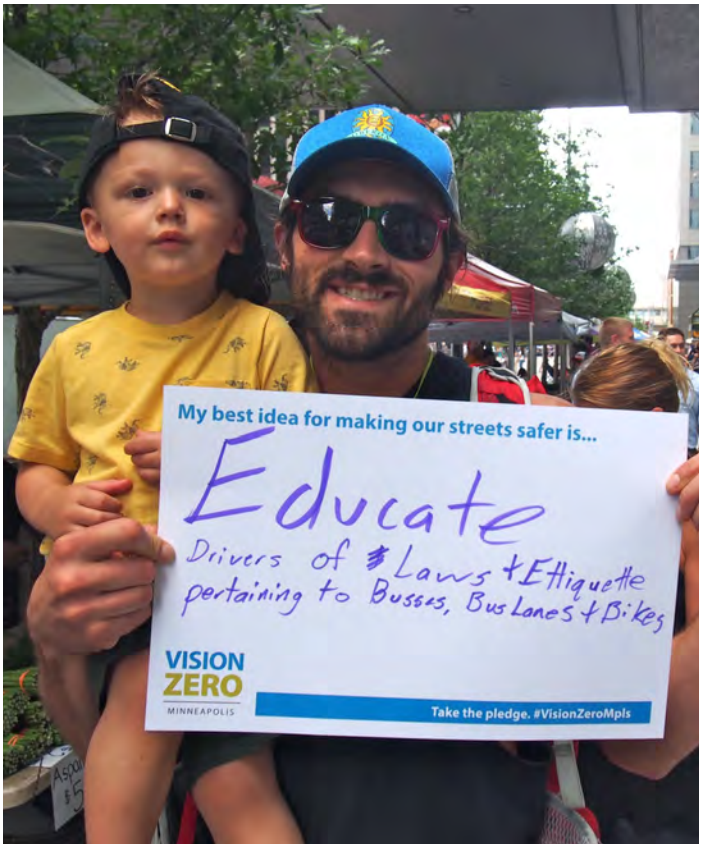
3.8 Share Vision Zero messages regularly on City-owned communications channels.

3.9 Proactively work to earn more media around traffic safety work.

3.10 Use small paid digital ads and public service announcements to expand the reach of Vision Zero messages.

3.11 Maintain the Vision Zero Minneapolis website and social media accounts to share information and engage with community members.

3.12 Evaluate Vision Zero communications annually and adjust as needed.



Strategy 4: Strategically, equitably, and fairly enforce traffic laws to reduce the most dangerous behaviors on Minneapolis streets.

Actions:

4.1 Focus traffic enforcement on the five leading behaviors in severe crashes on Minneapolis streets: driving under the influence of alcohol or drugs, distracted driving, speeding, red light running, and unsafe turning.

4.2 Do proactive communications, education, and media efforts around any new enforcement focuses. Start new campaigns with educational warnings and when possible, coordinate with Minnesota Department of Public Safety communications campaigns.

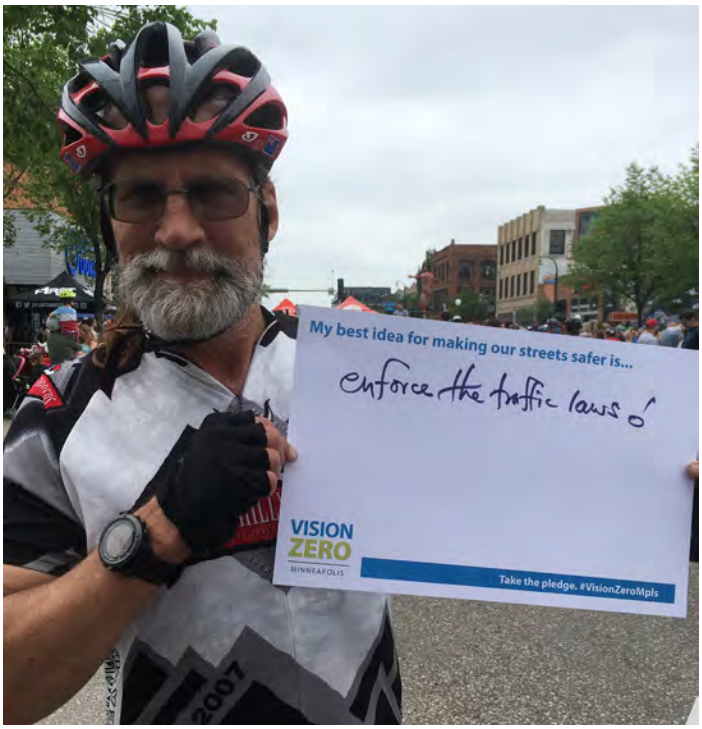
4.3 Create and implement a system to regularly evaluate the City's traffic enforcement efforts in coordination with Vision Zero efforts.

4.4 Seek legislative authority to implement automated enforcement for red-light running and speeding.

4.5 Evaluate implementation of an automated enforcement system for when the City receives legislative authority to use it. This evaluation will include:

- Potential systems the City could use;
- How to maximize the traffic safety benefits of a system;
- Analyzing privacy considerations and approaches;
- Best practices for implementing automated enforcement in an equitable way, including ensuring the enforcement does not disproportionately fall on people of color or people with low incomes;
- Potential locations of cameras; and
- Best practices for education, communications, and engagement.

4.6 Evaluate recreating the traffic enforcement and crash reduction unit.



4.7 Evaluate and implement ways to expand access to the City's diversion program for traffic tickets.

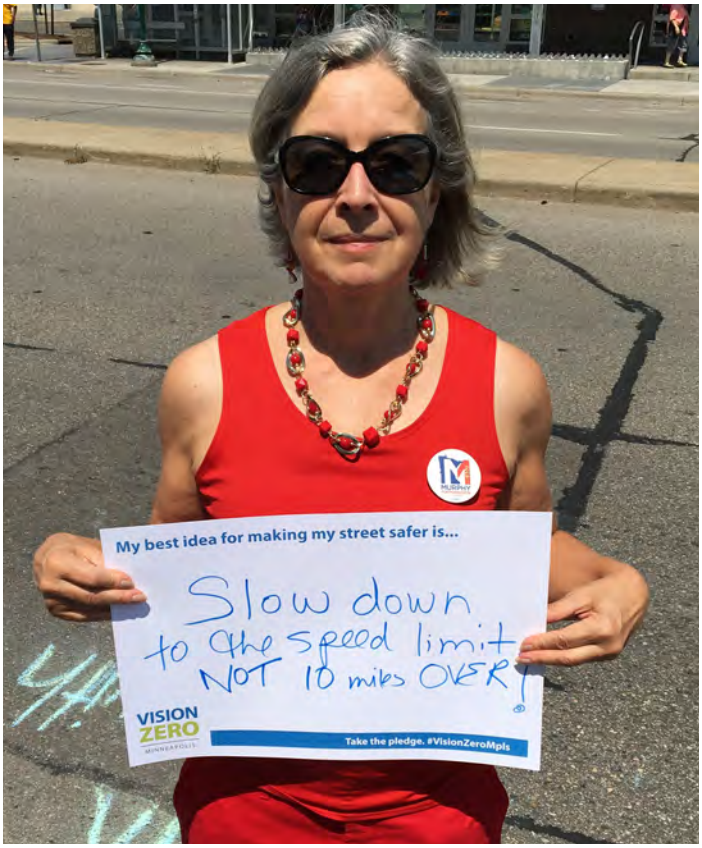
4.8 Evaluate the potential to adjust traffic-related fines based on income, so they do not disproportionately impact people with lower incomes.

Safe Vehicles

Safe Vehicle actions address the City's role in regulating and maintaining safe vehicle fleets.

Information that informs our approach to Safe Vehicles includes:

- The Vision Zero Crash Study found that large trucks are only involved in about 3 percent of severe and fatal crashes in Minneapolis, which is lower than average for Minnesota, the U.S. in general, and most large cities.
- In 2018, the initial pilot year for shared electric scooters, there were 6 reported traffic crashes involving scooters and none were severe or fatal.
- The City does not currently have specific safety data for ride hailing services.



Strategy 1: Support safety with new and emerging mobility technologies and the City's vehicle fleet.

Actions:

1.1 Develop a scorecard for determining how advanced mobility options (ride hailing, scooters, etc.) are shaping the safety of city streets and develop actions as appropriate.

1.2 Pilot and manage emerging vehicle technologies with the potential to improve safety while ensuring they support City goals.

1.3 Continue to monitor safety on the City's scooter share pilot and make adjustments to requirements, education, or design as appropriate.

1.4 Evaluate the potential to use smaller vehicles in the public fleet to align with safer street designs.

Safety Data

Safety Data actions support the data-driven approach to Vision Zero and ensure accountability for progress towards goals.

Strategy 1: Improve the quality and timeliness of relevant traffic safety data.

Actions:

1.1 Develop a new user-friendly system for sharing Minneapolis traffic crash data with the public.

1.2 Maintain up-to-date crash data records and update at least quarterly.

1.3 Maintain an online traffic safety concerns reporting system, integrate feedback received through 311, and monitor at least every six months to track community feedback trends.

1.4 Evaluate ways to integrate hospital records data into regular Vision Zero data analysis.

1.5 Evaluate ways to integrate predictive crash analysis into Vision Zero planning.

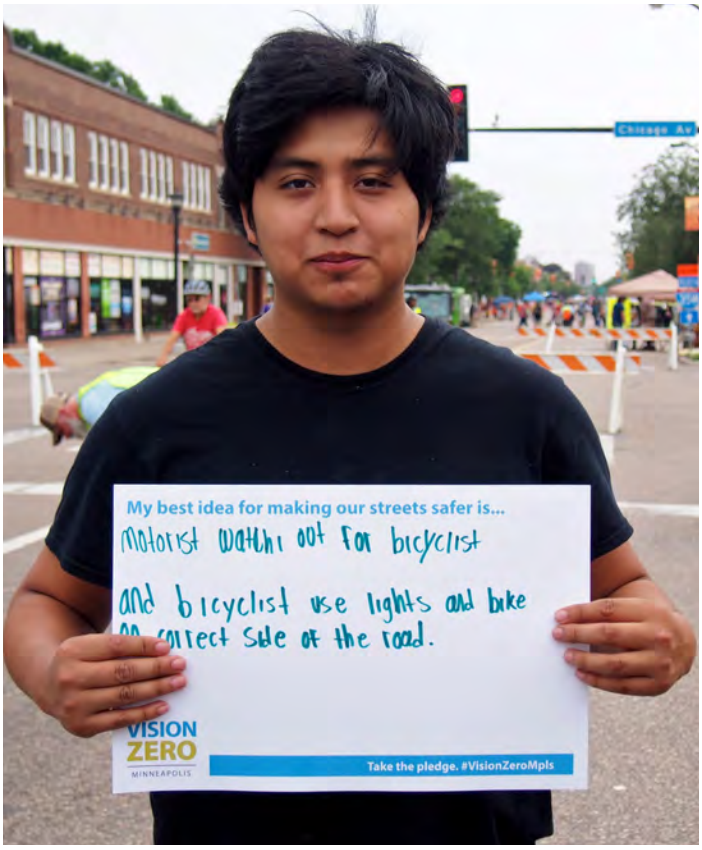
1.6 Evaluate potential requirements for transportation network companies to share crash data.

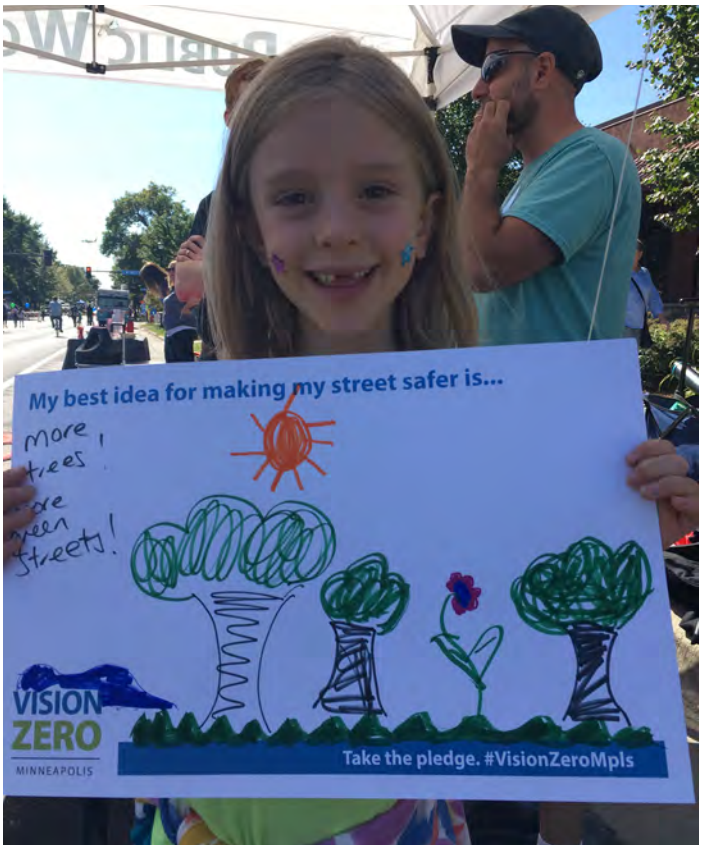
1.7 Evaluate potential changes in officer training for traffic crash reporting.

Strategy 2: Report regularly on Vision Zero.

Actions:

2.1 Issue an annual Vision Zero report and a progress report every six months.





Monitoring Progress

Evaluation and regular reporting are essential for the data-driven approach to Vision Zero and accountability to the commitment of eliminating traffic deaths and severe injuries. The City will issue an annual Vision Zero report and provide a progress report every six months. Some metrics will be reported annually while others will be reported every two or three years based on the resources needed for the reporting.

Performance metrics:

1. Change in total combined number of traffic deaths and severe injuries[1], including breakdown by mode, age, race, and whether it was in an ACP50 area[2]
2. Percentage change in drivers exceeding 30 miles per hour and median traffic speeds on select streets
3. Percentage of High Injury Streets with new traffic safety treatments[3]
4. Miles of four-lane undivided High Injury Streets converted to safer configurations
5. Number of total intersections with new traffic safety treatments, listed separately by those with design changes and those with traffic signal-related changes
6. Percentage of new street safety treatments in ACP50 areas
7. Number of residents reached by Vision Zero engagement work, including breakdown of those reached by City staff-led engagement and engagement led by community- and culturally-based organizations
8. Percentage change in traffic stops that are of people of color
9. Percentage of traffic stops focused on the top five unsafe behaviors on Minneapolis streets
10. Percentage of Minneapolis public schools conducting traffic safety education programs for students

1 Includes crashes on City, County and State-owned streets in Minneapolis, but excludes 1) crashes on freeways; 2) crashes on private property; 3) crashes reported as a suicide or a homicide in which the 'party at fault' intentionally inflicted serious bodily harm that causes the victim's death; and 4) crashes caused directly and exclusively by a medical condition.

2 ACP50 area is an Area of Concentrated Poverty where a majority of residents are people of color.

3 Improvements should be measured as a percentage of the problem areas of the corridor that have been addressed. This can include a variety of improvements such as lane safety conversions, intersection improvements (including signal retiming, dedicated turn phases, etc.), midblock crossing improvements, etc. For example, if 25% of the intersections along the corridor have undergone a safety improvement, only 25% of the corridor can be counted. Over time, this measure may need to be reevaluated if the desired crash reduction results are not achieved.

Engagement Summary

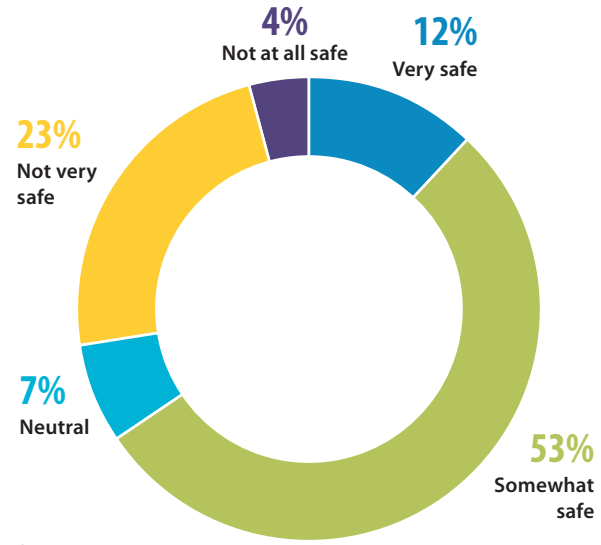
To make streets safer for everyone, we must get input from people across Minneapolis. Over 14 months and two different engagement phases, staff did outreach across the city to reach people from all backgrounds walking, taking the bus, riding a bike, and driving. Community input played a key role in shaping this action plan.

While there are many different—and sometimes competing—perspectives, we heard several themes through our engagement:

- strong support for improving traffic safety, especially for people with disabilities and people walking or biking;
- heightened concern about distracted and aggressive driving and speeding;
- a desire for the City to prioritize street design safety improvements; and
- hope that the City can equitably improve traffic enforcement.

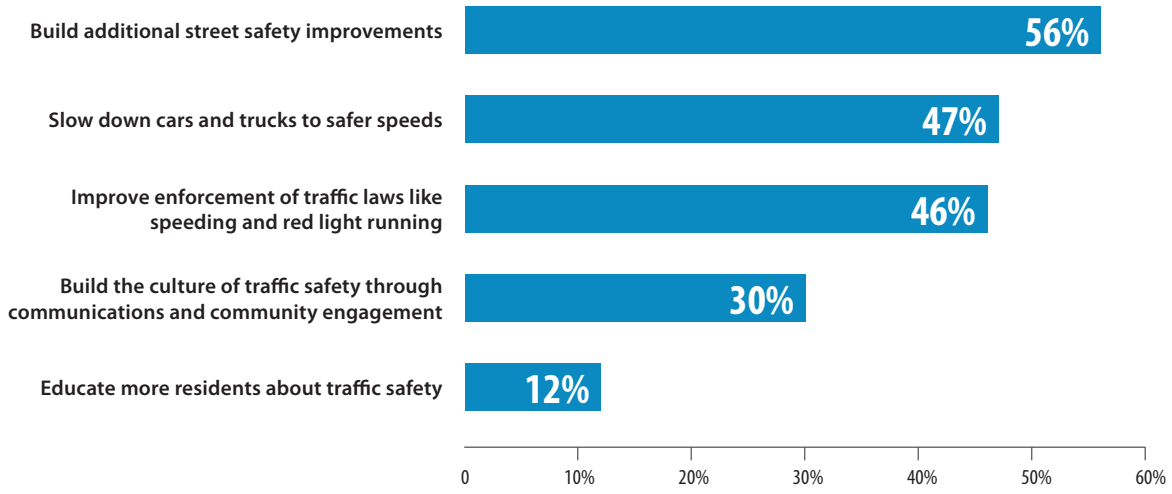
Staff engaged with community members in a variety of ways, including online, with on-street intercept surveys, through community meetings, in cultural community dialogues, and at community events. Staff were intentional to reach people who have traditionally been underrepresented in public process, including people of color, people with lower incomes, and people who speak a language other than English. Much of the engagement was coordinated with the Transportation Action Plan.

Question 1: With traffic safety in mind, in general, how safe do you think it is to travel on Minneapolis streets?



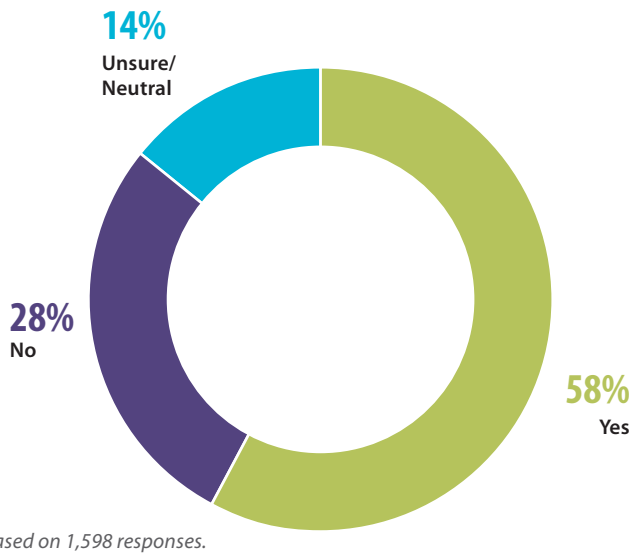
Based on 1,434 responses

Question 2: If you could choose two areas that the City should focus on to improve traffic safety, what would they be?



Based on 1,139 responses.

Question 3: Would you be in favor of Minneapolis using automated traffic enforcement?



Based on 1,598 responses.

85% of 1,434 survey respondents said it's **"very important"** to improve traffic safety.

101

engagement events/ activities

1,438

Vision Zero surveys completed

3,000+

total people engaged

Best safety ideas

At community events, staff asked people to share their best idea for making our streets safer. Improving street design and enforcement were the most common responses. The word cloud below shows the words we heard from 384 people. The size of each word indicates its frequency or importance.

Acknowledgments

Collaboration, partnership, and engagement are a critical part of Minneapolis' Vision Zero work. Thank you to all the community members, agency partners, and staff who helped shape this plan.

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**Entities represented by only one member at each meeting*

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Vision Zero Resolution

On September 20, 2017, the Minneapolis City Council adopted the Vision Zero resolution committing to the goal of zero traffic deaths and severe injuries on City streets by 2027.

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,

W**HEREAS,** 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.

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; and,

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; and,

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 wellbeing 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; and,

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; and,

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; and,

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; and,

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; and,

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; and,

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.

Minneapolis

VISION ZERO

ACTION PLAN 2020-2022