

Minneapolis

VISION ZERO

ACTION PLAN 2020-2022

Executive Summary



The Minneapolis City Council adopted a Vision Zero goal to eliminate traffic deaths and severe injuries on City streets by 2027. The Vision Zero Action Plan outlines key steps in the next three years to make progress toward that goal. The plan was developed by City staff across multiple departments with significant input and direction from community stakeholders, partner agencies, and the public. The full plan is available at www.visionzerompls.com.

Together, we can prevent traffic deaths and severe injuries

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. That is unacceptable and preventable.

Equity is essential to our Vision Zero work. Traffic crashes disproportionately impact people in neighborhoods with lower incomes, Native American residents, and people walking and bicycling.

The City of Minneapolis has long placed a priority on safety and traveling in Minneapolis is far safer than most

large cities throughout 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 that progress. Vision Zero addresses these challenges.

“One death on our streets is one too many.”

- Minneapolis Vision Zero Resolution

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 to improve traffic safety for all people

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

To reduce traffic deaths and severe injuries, the Vision Zero Action Plan includes strategies and actions that address 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.

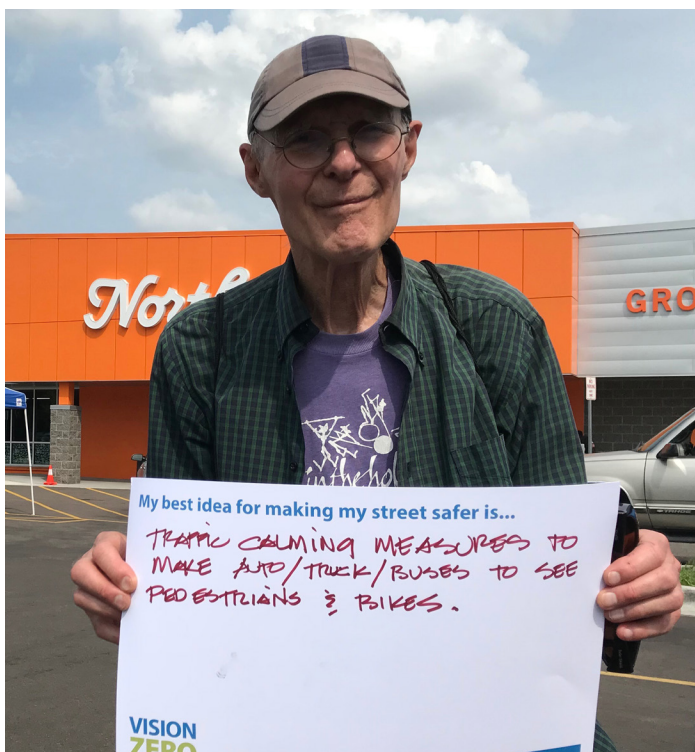
The Vision Zero Action Plan includes 16 strategies and 71 actions to be implemented between 2020 and 2022. Highlights from those strategies and actions include four early focus areas.

1. Reduce speed limits.

Lower traffic speeds save lives by reducing the likelihood of a crash and by making it less likely a crash will be deadly. Minnesota cities recently received authority to control speed limits on city-owned streets and the City is taking appropriate steps to lower speed limits on most City streets.

2. Make safety improvements on High Injury Streets.

70 percent of severe and fatal crashes happen on just 9 percent of streets in Minneapolis (see High Injury Streets map on page 5). The City and partners will proactively install traffic safety treatments on High Injury Streets. These treatments will include 4-to-3 lane safety conversions, pedestrian medians, bump outs, and other street safety best practices.



3. Address leading unsafe behaviors.

The five traffic behaviors that lead to the most severe and fatal crashes in Minneapolis are driving under the influence of alcohol or drugs, distracted driving, speeding, red light running, and unsafe turning. The City will address these unsafe behaviors head-on through a combination of education, communications, and enforcement actions.

4. Seek to implement automated traffic enforcement.

We heard from many people who want more effective traffic enforcement and heard that people are concerned about inequities in enforcement. Automated traffic enforcement has proven effective at saving lives and it eliminates the need for officer interaction. The City will seek legislative authority to implement camera enforcement while studying and engaging on the details to implement it effectively and equitably.

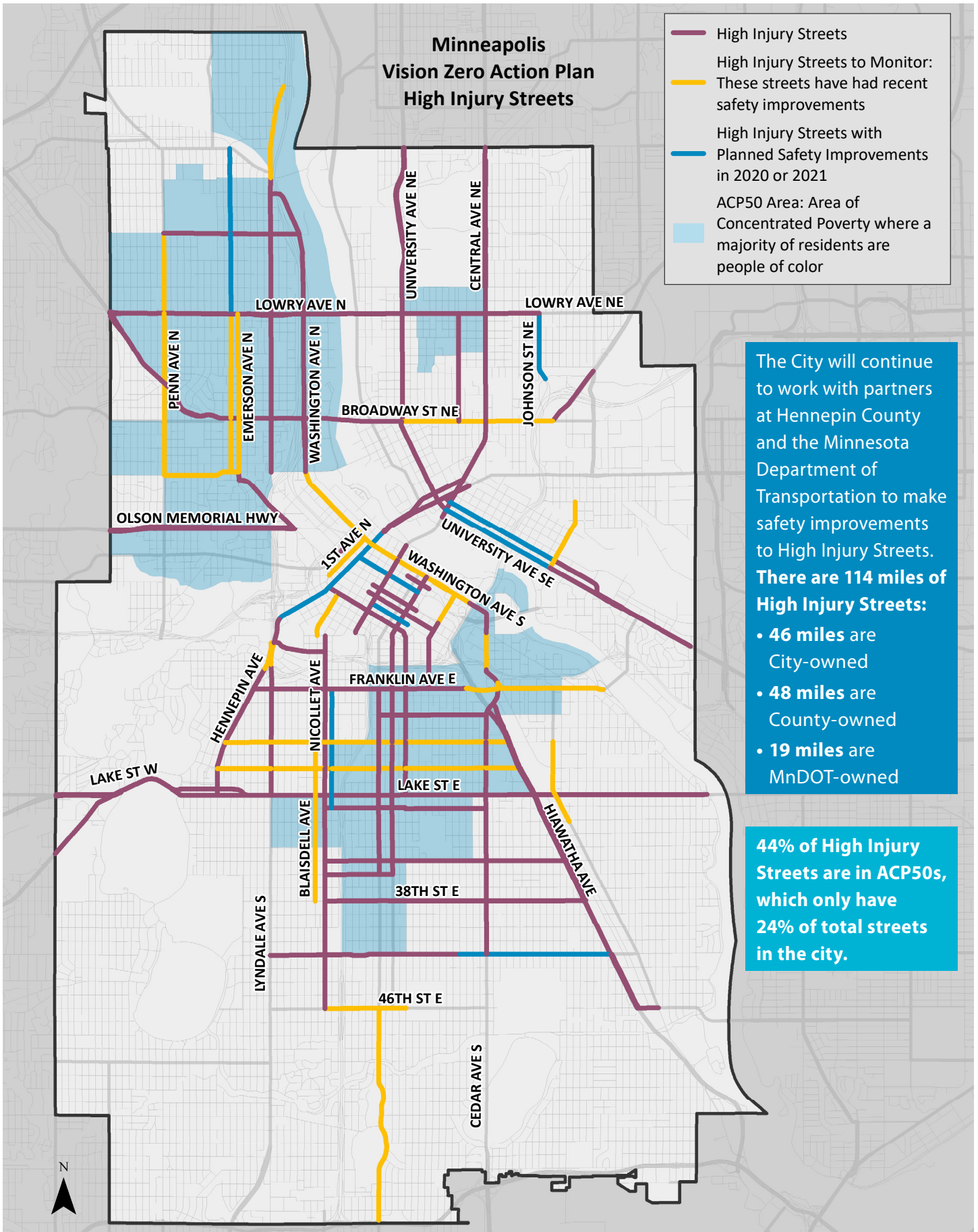
Top 5 unsafe behaviors on Minneapolis streets



Source: Analysis of crash dataset used in the 2019 Vision Zero Crash Study.



Strategy: Make safety improvements on 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.