

The 2020-2022 Minneapolis Vision Zero Action Plan was adopted in December 2019. It includes 16 strategies and 72 actions to make progress toward the goal of eliminating traffic deaths and severe injuries on City streets by 2027.

This spreadsheet summarizes progress made on those actions as of October 2022 ahead of the release of the draft 2023-2025 Vision Zero Action Plan.

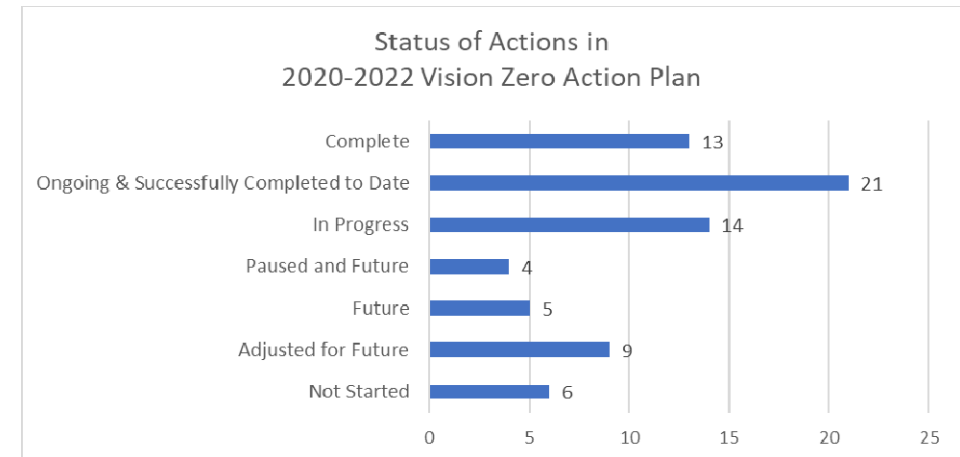
There are 4 tabs in this spreadsheet covering the 4 topic areas in the plan:

- 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.

Progress on each action is summarized in one of these categories:

- Complete, which are actions that are finished and are not included in the 2023-2025 Vision Zero Action Plan.
- Ongoing & Successfully Completed to Date, which are actions that do not have a definitive end point, but reflect an important part of how we approach the ongoing work of Vision Zero.
- In Progress, which are actions we are actively working to complete.
- Paused and Future, which are actions we started, but have stopped temporarily and plan to work on again at some point.
- Future, which are actions that have not yet been started, but we plan to work on in the upcoming years.
- Adjusted for Future, which are actions that we have adjusted for the future plan given some initial work.
- Not Started, which are actions that we have not started and are not including in the 2023-2025 Vision Zero Action Plan.

A summary of the status of actions is included in the graph to the right.



| Topic | Type | # | Strategy/Action Description | Current Status | Status notes |
|---------------------|-----------------|----------|---|--|---|
| Safe Streets | Strategy | 1 | Reduce Speed Limits | | We completed the core work of this strategy, so this strategy was replaced in the 2023-2025 Vision Zero Action Plan with a new strategy: Advance street design strategies to reduce dangerous vehicle speeds. |
| Safe Streets | Action | 1.1 | Analyze, determine, and implement new speed limits on City streets | Complete | In 2019, the City worked to get legislative authority to set speed limits on City streets. In 2020, the City finalized an evaluation of new speed limits and lowered speed limits to 20 mph on local streets and 25 mph generally on busier City streets. |
| Safe Streets | Action | 1.2 | Proactively communicate speed limit changes and the connection between speed and safety | Ongoing & Successfully Completed to Date | The City collaborated with the City of St. Paul to share information on "20 is Plenty; Slower is Safer" via yard signs, bus side ads, and other communications. We plan to explain the connection between speed and safety as part of street project engagement (2023-2025 Vision Zero Action Plan Safe Streets Action 1.6). |
| Safe Streets | Action | 1.3 | Utilize mobile speed wagons and high-visibility enforcement with warnings to increase awareness and compliance with new speed limits. | Ongoing & Successfully Completed to Date | The City expanded use of mobile speed display trailers to help get out the word about new speed limits. We plan to continue use of the speed display trailers and an updated action focused on speed wagons is included in the 2023-2025 Vision Zero Action Plan (Safe Streets 1.7). |
| Safe Streets | Action | 1.4 | Partner with Hennepin County and MnDOT on speed limit changes on their streets as appropriate | Paused and Future | MnDOT sets speed limits on County and MnDOT roadways. The City has engaged with MnDOT about the idea of lower more speed limits. MnDOT currently takes a different approach to setting speed limits and wants to see local evaluation of speed limit change and the national Manual on Uniform Traffic Control Devices to be changed before they would consider lowering speeding limits. A more specific version of this action is included in the 2023-2025 Vision Zero Action Plan (Safe Streets 1.8). |
| Safe Streets | Action | 1.5 | Monitor and evaluate results of speed limit changes and communication efforts and adjust as appropriate. | Future | This evaluation is planned to start in 2023. An action on this is included in the 2023-2025 Vision Zero Action Plan (Safe Streets 9.3). |
| Safe Streets | Action | 1.6 | Update the City's Street Design Guide as part of the Transportation Action Plan to support new speed limits. | Complete | The City published a new Street Design Guide in 2021. The guide includes recommended measures to support the City's new speed limits, including more regular medians and pedestrian safety islands, slightly narrower traffic lanes, and other treatments. Staff will continue to add best practices to the Street Design Guide; this is reflected in a couple 2023-2025 Vision Zero Action Plan actions (Safe Streets 1.2, 2.9, and 3.1) |
| Safe Streets | Strategy | 2 | Make cost-effective safety improvements systematically and rapidly on High Injury Streets | | This strategy is retained in the 2023-2025 Vision Zero Action Plan with updated actions reflecting progress and current priorities for next steps. |
| Safe Streets | Action | 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 | In Progress | 4-to-3 lane conversions were installed on Lyndale Ave N in 2021 and 31st Street E in 2022. Hennepin Ave S will be reconstructed in 2024/2025 with generally 3 lanes and transit priority lanes. Public Works is finalizing a study of other remaining 4 lane streets in the City by 2023. |
| Safe Streets | Action | 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. | In Progress | The County has installed a safety conversion on Cedar Ave and Lyndale Ave S and has planned conversions on Lowry Ave NE (in 2024/2025), Lake St (in 2023/2024), and Franklin Ave (in 2025-2026). Conversations are also active related to safety conversion West Broadway in coordination with the Blue Line LRT extension. The County is also finalizing a study of remaining 4 lane streets by early 2023. |
| Safe Streets | Action | 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. | In Progress | MnDOT has ongoing planning processes for Central Ave NE and University Ave NE that are focused on improving safety. The City supports safety conversions on those streets and hopes to see those implemented soon. |
| Safe Streets | Action | 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. | In Progress | In 2020, Public Works installed quick-build safety improvements at 35 intersections. To expand that work, the City created a new Vision Zero capital program starting in 2021, which has provided \$500k to \$1 million each year. The City applied for a federal Safe Streets for All grant in 2022, which if awarded will allow additional rapid expansion of this work. |
| Safe Streets | Action | 2.5 | Partner with MnDOT and Hennepin County to fund, proactively install, and maintain proven intersection safety treatments on High Injury Streets they own. | In Progress | The City has worked with agency partners on several recent or upcoming safety improvements on High Injury Streets, including Lowry Ave NE, Lyndale Ave N, Franklin Ave, Lake Street, West Broadway, Olson Memorial Highway, Lyndale Ave S. The City applied for a grant to fund safety improvements at 26th Street and Hiawatha and has supported applications or applied for other High Injury Streets, including Park Ave and Portland Ave, Cedar Ave, additional work on Lyndale Ave S, and Hennepin Ave E and 1st Ave NE. The City included all County and MnDOT High Injury Streets without active projects in the 2022 Safe Streets for All application so we can hopefully bring additional proactive safety improvements to more streets. |

| Safe Streets | Strategy | 3 | Incorporate safety improvements into upcoming projects in the street right-of-way | | This strategy is retained in the 2023-2025 Vision Zero Action Plan with updated actions reflecting progress and current priorities for next steps. |
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| Safe Streets | Action | 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. | Complete | <p>The City published a Street Design Guide in 2021. The guide includes recommended measures to support the City's new speed limits. Staff will continue to add best practices to the Street Design Guide; this is reflected in a couple 2023-2025 Vision Zero Action Plan actions (Safe Streets 1.2, 2.9, and 3.1) Series of trainings in 2021 and new staff are trained in the guide.</p> <p>We decided that a different approach would be more likely to be successful. The 2023-2025 Vision Zero Action Plan includes updated action to get at this outcome (Safe Streets 3.3).</p> <p>We decided that a different approach would be more likely to be successful. The 2023-2025 Vision Zero Action Plan includes updated actions to get at this outcome (Safe Streets 3.3 and 3.4).</p> <p>We decided that a different approach would be more likely to be successful. The 2023-2025 Vision Zero Action Plan includes updated action to get at this outcome (Safe Streets 3.3).</p> |
| Safe Streets | Action | 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. | Ongoing & Successfully Completed to Date | |
| Safe Streets | Action | 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. | Adjusted for future | |
| Safe Streets | Action | 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. | Adjusted for future | |
| Safe Streets | Action | 3.5 | Work to incorporate safety treatments as part of public utility projects that include significant curb work. | Adjusted for future | |
| Safe Streets | Strategy | 4 | Strategically and equitably prioritize safety investments on non-High Injury Streets and respond to community traffic safety requests. | | This strategy is retained in the 2023-2025 Vision Zero Action Plan with updated actions reflecting progress and current priorities for next steps. |
| Safe Streets | Action | 4.1 | Update procedures for responding to community traffic safety requests to make responses more transparent, consistent, and equitable and to maximize safety improvements. | Complete | <p>The City finalized updated neighborhood traffic calming procedures in 2022 to be transparent, consistent, fair, and equitable.</p> <p>The City updated the High Injury Street map as part of the 2023-2025 Vision Zero Action Plan. The new network includes additional priority streets for investment. The Neighborhood Traffic Calming program will prioritize local streets for safety improvements.</p> |
| Safe Streets | Action | 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. | Complete | |
| Safe Streets | Strategy | 5 | Implement a comprehensive update to traffic signals operations to support safety and other City goals. | | This strategy is retained in the 2023-2025 Vision Zero Action Plan with updated actions reflecting progress and current priorities for next steps. |
| Safe Streets | Action | 5.1 | <p>Make traffic signal operations changes to support City goals for safety, Complete Streets, and mobility. This may include, but is not limited to:</p> <ul style="list-style-type: none"> • 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 countdown-timers on all new signals, but adjusting timing so that it is consistent and understandable. | In Progress | In 2020, signals were retimed to help support new, lower speed limits. New procedures for Leading Pedestrian Intervals were finalized in 2022 and implementation will begin in 2023. The City received a grant for comprehensive system retime to implement in 2024/2025; this effort will include many new safety improvements. |
| Safe Streets | Strategy | 6 | Engage with community members proactively on street safety improvements. | | This strategy is retained in the 2023-2025 Vision Zero Action Plan with updated actions reflecting progress and current priorities for next steps. |
| Safe Streets | Action | 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. | Ongoing & Successfully Completed to Date | <p>Public Works has prioritized significant community engagement on the Phillips Traffic Safety Project in addition to normal project engagement. The City included significant additional engagement as part of the federal 2022 Safe Streets for All grant application, so we hope to expand further in the future.</p> <p>Public Works contracted with 6 organizations to help get out word on new speed limit in multiple languages and in different cultural communities. The Phillips pedestrian safety project also has contracted with multiple local community organizations to support engagement. We included additional contracts as a big part of planned engagement with 2022 Safe Streets for All grant applications. This has not yet been started, but we plan to do in coming years.</p> |
| Safe Streets | Action | 6.2 | Provide engagement funding to support local community- and culturally-based organizations to support engagement work on select safety projects. | Ongoing & Successfully Completed to Date | |
| Safe Streets | Action | 6.3 | Pilot follow-up engagement at select locations that see traffic safety improvements as part of project evaluation. | Future | |
| Safe Streets | | 7 | Communicate on traffic safety-focused projects consistently in engagement, construction, education, and evaluation work. | | This strategy is retained in the 2023-2025 Vision Zero Action Plan with updated actions reflecting progress and current priorities for next steps. |
| Safe Streets | Action | 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. | Complete | Vision Zero brand was finalized in 2020 and is being used. |

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| | | | <p>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:</p> <ul style="list-style-type: none"> • 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. | Ongoing & Successfully Completed to Date | Public Works includes Vision Zero-related information and resources in all relevant engagement and communications. Vision Zero staff maintain resources to support that communications. |
| Safe Streets | Action | 7.2 | | | |
| Safe Streets | Strategy | 8 | Support transportation options that reduce driving | | This strategy is retained in the 2023-2025 Vision Zero Action Plan with updated actions reflecting progress and current priorities for next steps. |
| | | | Implement Minneapolis 2040 Plan policies and actions that support more walking, biking, and transit, including the City's Complete Streets policy. | In Progress | This work is managed by the City's Community Planning and Economic Development department and is in progress. |
| Safe Streets | Action | 8.1 | | | The Transportation Action Plan was adopted in 2020 and is being implemented. |
| Safe Streets | Action | 8.2 | Implement forthcoming Transportation Action Plan strategies to expand access and use of walking, biking, transit, and emerging mobility options. | In Progress | |
| Safe Streets | Strategy | 9 | Evaluate street safety treatments regularly and consistently and adjust treatments as prudent based on the results. | | This strategy is retained in the 2023-2025 Vision Zero Action Plan with updated actions reflecting progress and current priorities for next steps. |
| | | | | | The City partnered with the U of M for a pedestrian safety evaluation in 2021 (details: tcsafetycup.umn.edu), which will help inform future pedestrian safety efforts. Public Works completed an evaluation in 2022 of the tactile edge treatment to separate bikeways from sidewalks for people who are blind or low vision; this will help inform future similar designs. The City regularly monitors and makes adjustments as prudent to install safety projects, including through the Vision Zero program for quick-build improvements. Additional evaluation is planned for a variety of treatments and projects related to Vision Zero in the coming years and evaluation is specifically included as part of the City's 2022 Safe Streets for All application. |
| Safe Streets | Action | 9.1 | Evaluate street safety projects and related work. | Ongoing & Successfully Completed to Date | |
| Safe Streets | Action | 9.2 | Include summary of street safety evaluations in each annual Vision Zero report. | Ongoing & Successfully Completed to Date | Highlights of evaluation work have been included in the Vision Zero annual reports and we will continue to do that. |

| Topic | Type | # | Strategy/Action Description | Current Status | Status notes |
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| Safe People | Strategy | 1 | Expand access to quality drivers' and traffic safety education. | | This strategy is adjusted in the 2023-2025 Vision Zero Action Plan to reflect a focus on supporting partnerships. |
| Safe People | Action | 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: <ul style="list-style-type: none"> 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. | Adjusted for future | Public Works has started some work on this evaluation, but has not been able to prioritize completing given capacity constraints and other priorities. An updated similar action (Safe People 1.1) is included in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 1.2 | Evaluate and begin implementing ways to expand access and improve the quality of drivers' education and traffic safety education for adults, including older adults. | Adjusted for future | Public Works has started some work on this evaluation, but has not been able to prioritize completing given capacity constraints and other priorities. An updated similar action (Safe People 1.1) is included in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 1.3 | Support state-level changes to drivers' education and testing to better incorporate bicycle, walking, and other mobility options (for example, scooters) safety | In Progress | As there are opportunities, the City will support progress in this area. An updated version of this action (Safe People 1.2) is included in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 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. | Adjusted for future | Vision Zero staff explored work in this area with staff safety training leads, but was not able to complete. A revised version of this action (Safe People 1.3 in 2023-2025 Vision Zero Action Plan) will focus on a pilot of staff traffic safety training. |
| Safe People | Action | 1.5 | Review compliance with requirements for safety education for ride hailing drivers (for example, Lyft and Uber) and evaluate potential adjustments. | Adjusted for future | State law was changed and preempts the City's ability to do this. We will work to support MnDOT-led efforts in this area instead although this is not specifically included as an action in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Strategy | 2 | Expand safe walking and bicycling education for youth. | | This strategy is not included in the 2023-2025 Vision Zero Action Plan given recent progress and other priorities. |
| Safe People | Action | 2.1 | Fully integrate walk safety training within the Minneapolis Public School's bicycle education program. | Not Started | Given capacity constraints and other priorities, this has not yet started. We may explore this in the future, but a similar action is not included in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 2.2 | Expand Minneapolis Public School's bicycle and walk education program so that it reaches all students in 4th or 5th grade. | Complete | The City partnered with Minneapolis Public Schools to help fund an expanded bicycle fleet that allows the program to reach all elementary school students. |
| Safe People | Action | 2.3 | Evaluate opportunities to expand walking and biking safety education to charter and private schools. | Not Started | Given capacity constraints and other priorities, this has not yet started. We are interested in exploring this in the future, but a similar action is not included in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 2.4 | Engage students directly in street projects adjacent to schools. | Ongoing & Successfully Completed to Date | Public Works staff have been incorporating some student engagement in nearby Safe Routes to School and other projects and will continue to as opportunities arise. |
| Safe People | Strategy | 3 | Strategically communicate to build a traffic safety culture and educate about safe behaviors. | | This strategy is retained in the 2023-2025 Vision Zero Action Plan with updated actions reflecting progress and current priorities for next steps. |
| Safe People | Action | 3.1 | Integrate Vision Zero messaging throughout City of Minneapolis programs and projects that relate to traffic safety. | Ongoing & Successfully Completed to Date | Public Works and Communications staff work to include Vision Zero-related information and resources in all relevant engagement and communications. Vision Zero staff maintain resources to support that communications. This action is retained in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 3.2 | Create and use a message toolkit to get key safety messages out consistently with media interactions around crashes. | Paused and Future | Some work was done by Vision Zero and Police Department staff, but that was paused due to capacity constraints and other priorities. A similar action is not included in the 2023-2025 Vision Zero Action plan due to capacity realities, but may be explored again in the future. |
| Safe People | Action | 3.3 | Create a public brand for Minneapolis Vision Zero efforts and use consistently in traffic safety efforts. | Complete | Vision Zero brand was finalized in 2020 and is being used. |
| Safe People | Action | 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. | Complete | The City collaborated with the City of St. Paul to share information on "20 is Plenty; Slower is Safer" via yard signs, bus side ads, and other communications. |
| Safe People | Action | 3.5 | Create Vision Zero communications and education materials in multiple languages. | Ongoing & Successfully Completed to Date | Culturally-relevant materials were created in multiple languages for speed limits communications, including Spanish, Hmong, and Somali. Materials are also translated as prudent for Vision Zero capital program projects. This action is retained in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 3.6 | Utilize and reinforce messages created through the state's Toward Zero Death program. | In Progress | The City has shared some Toward Zero Deaths messages on speeding especially, although sometimes the statewide messages are better adapted to our local audiences. This action is retained in the 2023-2025 Vision Zero Action Plan. |

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| Safe People | Action | 3.7 | Work with local community- and culturally-based organizations to shape and share Vision Zero-related messages, including providing small contracts. | Ongoing & Successfully Completed to Date | Public Works contracted with 6 organizations to help get out word on new speed limit in multiple languages and in different cultural communities. This action is retained in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 3.8 | Share Vision Zero messages regularly on City-owned communications channels. | Ongoing & Successfully Completed to Date | Vision Zero and Communications staff have collaborated to regularly share Vision Zero messages on City social media and emails. This action is retained in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 3.9 | Proactively work to earn more media around traffic safety work. | Ongoing & Successfully Completed to Date | The City worked to successfully generate media coverage of the speed limit change. |
| Safe People | Action | 3.10 | Use small paid digital ads and public service announcements to expand the reach of Vision Zero messages. | Not Started | Due to the pandemic, planned ads related to the speed limit change were cancelled. This action is not retained in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 3.11 | Maintain the Vision Zero Minneapolis website and social media accounts to share information and engage with community members. | Ongoing & Successfully Completed to Date | The City maintains a Vision Zero web page (minneapolismn.gov/visionzero), Twitter page, and Facebook page and updates periodically with key information. |
| Safe People | Action | 3.12 | Evaluate Vision Zero communications annually and adjust as needed. | Ongoing & Successfully Completed to Date | Vision Zero and Communications staff have evaluated communications annually, typically in collaboration with St. Paul staff we have partnered with around speed limit messaging. |
| Safe People | Strategy | 4 | Strategically, equitably, and fairly enforce traffic laws to reduce the most dangerous behaviors on Minneapolis streets. | | This strategy is retained in the 2023-2025 Vision Zero Action Plan with updated actions reflecting progress and current priorities for next steps. An additional strategy focused on speed safety cameras specifically was also separated out of this strategy for clarity. |
| Safe People | Action | 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. | In Progress | Due to a variety of factors, traffic stops in Minneapolis are down considerably in recent years. The Police Department has taken effort to focus stops on the most unsafe behaviors and the MPD manual was updated to no longer conduct stops for some minor non-safety-related violations. The City is working to collect detailed data on the types of violations at traffic stops, although this is not yet complete; this data will help track progress on this action over time. This action is retained in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 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. | Future | Due to capacity constraints and other priorities, this has not been started. The State Patrol has had some high visibility enforcement efforts focused on speeding in recent years that have included Minneapolis. A similar action is retained in the 2023-2025 Vision Zero Action Plan (Safe People 4.4). |
| Safe People | Action | 4.3 | Create and implement a system to regularly evaluate the City's traffic enforcement efforts in coordination with Vision Zero efforts. | Adjusted for future | A work group was initiated in 2020 to develop recommendations related to this and other traffic enforcement actions, but that work was paused and ultimately shifted to an evaluation of traffic enforcement alternatives in 2021. This action is not retained in the 2023-2025 Vision Zero Action Plan, but is replaced by an action to finish study of traffic enforcement alternatives (Safe People Action 4.1). |
| Safe People | Action | 4.4 | Seek legislative authority to implement automated enforcement for red-light running and speeding. Evaluate implementation of an automated enforcement system for when the City receives legislative authority to use it. This evaluation will include: <ul style="list-style-type: none"> • 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. | In Progress | The City is focused initially on getting legislative authority for a speed safety camera pilot. Such a program would help address the growing statewide challenge of dangerous speeding. During the 2022 legislative session, two bills were introduced that would enable a speed safety camera pilot program. The City was primarily involved with the bill House File 4242/Senate File 3996, which includes best practices to protect privacy, ensure fairness, and support equity. The bills were not adopted in 2022, but did have a positive House committee hearing. The City will work to partner with cities, state agencies, and community groups to continue to build support for state enabling legislation. A similar action (Safe People 3.1) is included in the 2023-2025 Vision Zero Action Plan. Public Works, in collaboration with other City departments, completed a technical study in 2021 to inform future implementation of automated traffic enforcement. The study looked at research and other cities to understand how automated enforcement programs are structured, managed, and strategies to ensure effective and equitable implementation. The study help inform the bills that the City worked on during the 2022 legislative session. Additional future study will be necessary to determined details for a local speed safety camera pilot, and that work is included as Safe People Action 3.2 in the 2023-2025 Vision Zero Action Plan. |
| Safe People | Action | 4.5 | | Complete | |

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| Safe People | Action | 4.6 | Evaluate recreating the traffic enforcement and crash reduction unit. | Adjusted for future | <p>A work group was initiated in 2020 to develop recommendations related to this and other traffic enforcement actions, but that work was paused after the murder of George Floyd. In 2021, the Office of Performance and Innovation began an evaluation of potential unarmed traffic safety enforcement alternatives after a City Council-adopted staff direction. Their work consisted of understanding the current landscape of traffic enforcement between Police and Regulatory Services. Finalizing this study of alternative approaches to staffing and implementing traffic enforcement is Safe People Action 4.1 in the 2023-2025 Vision Zero Action Plan.</p> <p>The City Attorney's office worked to clarify and expand some aspects of the City's diversion program in 2019. Due to other priorities, additional work in this area has not yet been pursued. Vision Zero staff explored potential U.S. models on this and determined that there are significant barriers to implementing this in the near term. As such, this specific idea is on hold although ideas around fines and fees justice are incorporated into the bill the City supports around speed safety camera pilot.</p> |
| Safe People | Action | 4.7 | Evaluate and implement ways to expand access to the City's diversion program for traffic tickets. | Not Started | |
| Safe People | Action | 4.8 | Evaluate the potential to adjust traffic-related fines based on income, so they do not disproportionately impact people with lower incomes. | Complete | |

| Topic | Type | # | Strategy/Action Description | Current Status | Status notes |
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| Safe Vehicles | Strategy | 1 | Support safety with new and emerging mobility technologies and the City's vehicle fleet. | | This strategy is retained in the 2023-2025 Vision Zero Action Plan with updated actions reflecting progress and current priorities for next steps. |
| Safe Vehicles | Action | 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. | Not Started | Due to capacity constraints and other priorities, this has not yet been done. This action is not retained in the 2023-2025 Vision Zero Action Plan. |
| Safe Vehicles | Action | 1.2 | Pilot and manage emerging vehicle technologies with the potential to improve safety while ensuring they support City goals. | Ongoing & Successfully Completed to Date | The City has dedicated mobility staff who work to manage this ongoing action. This action is retained in the 2023-2025 Vision Zero Action Plan. The City has dedicated staff that oversee the scooter share program. That work has included adjustments to requirements to further prioritize safety and education efforts. The team continues to monitor safety around scooter share. This action is retained in the 2023-2025 Vision Zero Action Plan. |
| Safe Vehicles | Action | 1.3 | Continue to monitor safety on the City's scooter share pilot and make adjustments to requirements, education, or design as appropriate. | Ongoing & Successfully Completed to Date | Due to capacity constraints and other priorities, this has not yet been done. This action is retained in the 2023-2025 Vision Zero Action Plan. |
| Safe Vehicles | Action | 1.4 | Evaluate the potential to use smaller vehicles in the public fleet to align with safer street designs. | Future | In 2020, Public Works in coordination with some other Vision Zero cities, shared a letter to the National Transportation Safety Board around the Bicyclist Safety on US Roadways report calling for additional action. Public Works also shared a letter in 2022 on the National Highway Traffic Safety Administration proposed New Car Assessment Program asking for additional recognition of the safety impacts of different types of vehicles to pedestrians and bicyclists. A revised version of this action is included in the 2023-2025 Vision Zero Action Plan. |
| Safe Vehicles | Action | 1.5 | Explore and support efforts to require safety equipment on large trucks to improve visibility and awareness, remove blind spots and otherwise improve safety, especially when making turns. | Ongoing & Successfully Completed to Date | |