

Minneapolis

VISION ZERO

ACTION PLAN 2023-2025

DRAFT | Executive Summary



The City of Minneapolis adopted the [Vision Zero Resolution](#) in 2017, which set a goal of eliminating traffic deaths and severe injuries on City streets by 2027. The City Council adopted the [2020-2022 Vision Zero Action Plan](#) to prioritize steps to improve traffic safety and work toward the citywide goal. This updated Draft Vision Zero Action Plan builds on that plan and prioritizes work for 2023 to 2025. The full draft plan is available at minneapolismn.gov/visionzero.

Together, we can prevent traffic deaths and severe injuries

An average of 150 people suffered life-altering injuries or were killed in traffic crashes each year on streets in Minneapolis from 2017 to 2021. 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 safer than most large cities throughout the country. For many years Minneapolis streets were getting safer, but in the last 7 years, rising numbers of vehicle and pedestrian crashes have undermined that progress. Vision Zero prioritizes actions to address these challenges.

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

- Minneapolis Vision Zero Resolution

Strategies and actions to improve traffic safety for all people

To reduce traffic deaths and severe injuries, the Vision Zero Action Plan includes 17 strategies and 70 actions to undertake between 2023 and 2025 that address four systems:

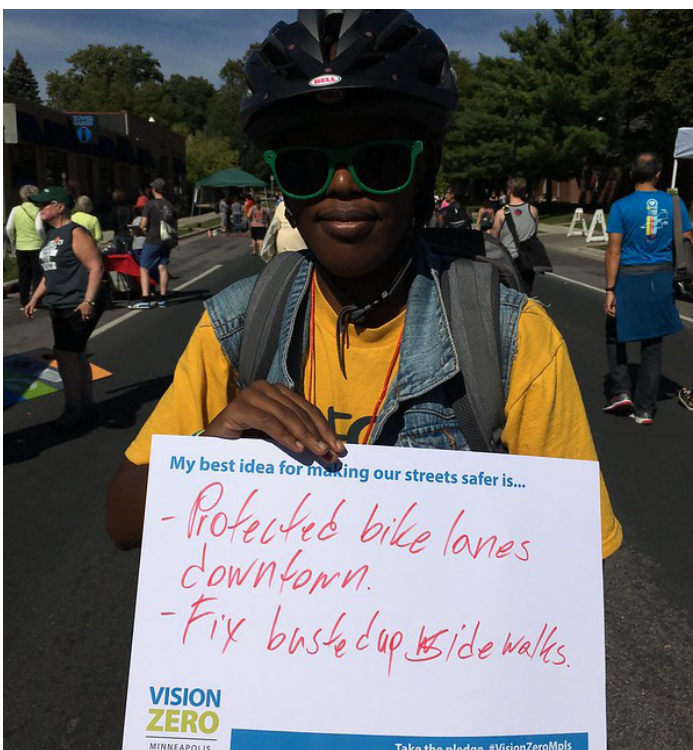
- **Safe Streets:** using street design, infrastructure, and operations to improve traffic safety;
- **Safe People:** supporting and encouraging safe human behavior;
- **Safe Vehicles:** regulating and maintaining safe vehicle fleets; and
- **Safety Data:** supporting a data-driven approach to Vision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

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

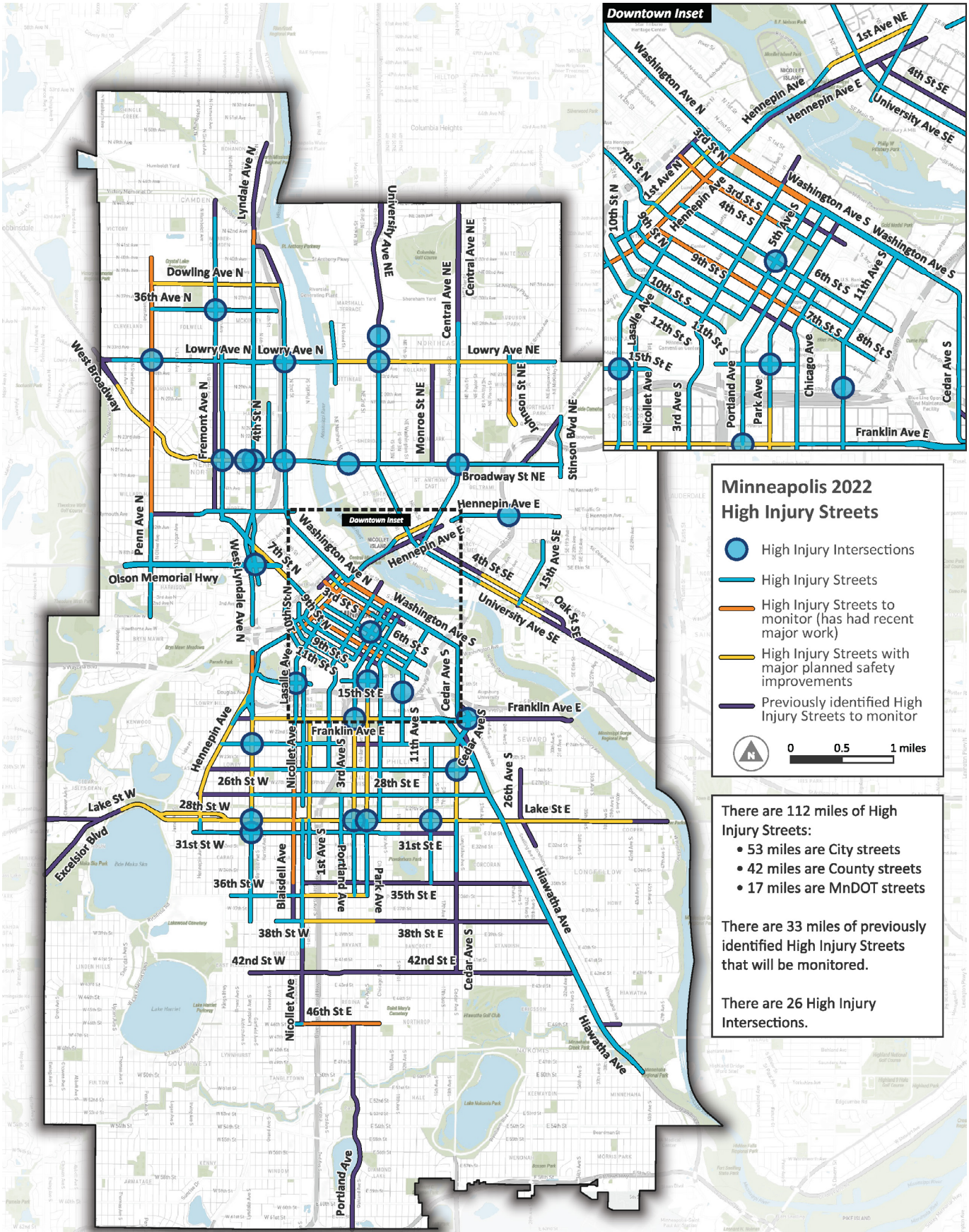
Highlights from the strategies and actions include four focus areas.

1. Make safety improvements on High Injury Streets.

66 percent of severe and fatal crashes happen on just 9% of streets in Minneapolis (see High Injury Streets map). The City and partners will continue to proactively install traffic safety treatments on High Injury Streets. These treatments will include 4-to-3 lane safety conversions, and the installation of pedestrian medians, bump outs, and other street safety best practices. We will work to strategically upgrade quick-build safety improvements from less durable materials to concrete and improve maintenance of bollard improvements.



High Injury Streets



Minneapolis 2022 High Injury Streets

- High Injury Intersections
- High Injury Streets
- High Injury Streets to monitor (has had recent major work)
- High Injury Streets with major planned safety improvements
- Previously identified High Injury Streets to monitor

0 0.5 1 miles

There are 112 miles of High Injury Streets:

- 53 miles are City streets
- 42 miles are County streets
- 17 miles are MnDOT streets

There are 33 miles of previously identified High Injury Streets that will be monitored.

There are 26 High Injury Intersections.

Top 5 unsafe behaviors on Minneapolis streets

2. Advance street designs to reduce dangerous vehicle speeds.

Lower traffic speeds save lives by reducing the likelihood of a crash and by making it less likely a crash that does happen will be deadly. Speeding has increased since 2020 and was involved in more than 65% of fatal crashes in 2021. The City will expand use of treatments that are working to support safe speeds on busier streets and pilot new measures, including raised crossings, speed cushions, and chicanes. The City will also manage the [neighborhood traffic calming program](#).

3. Work to implement a speed safety camera pilot of automated 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 is seeking legislative authority to implement a speed safety camera pilot program. Once there is legislative authority, we will develop details for a local pilot informed by significant community engagement.

4. Evaluate alternative approaches to staffing and implementing traffic enforcement while addressing discriminatory outcomes and building trust.

Due to a variety of factors, traffic stops in Minneapolis are down significantly in recent years. Also, the [2022 Minnesota Department of Human Rights investigation](#) of the City and the Police Department found racial disparities in traffic stops. The City is working to evaluate alternative approaches to staffing and implementing traffic enforcement ([Summary of Initial Work](#)) and to implement reforms to address racial disparities in traffic stops. The City will work to fairly and equitably enforce traffic laws to reduce the most dangerous behaviors.

