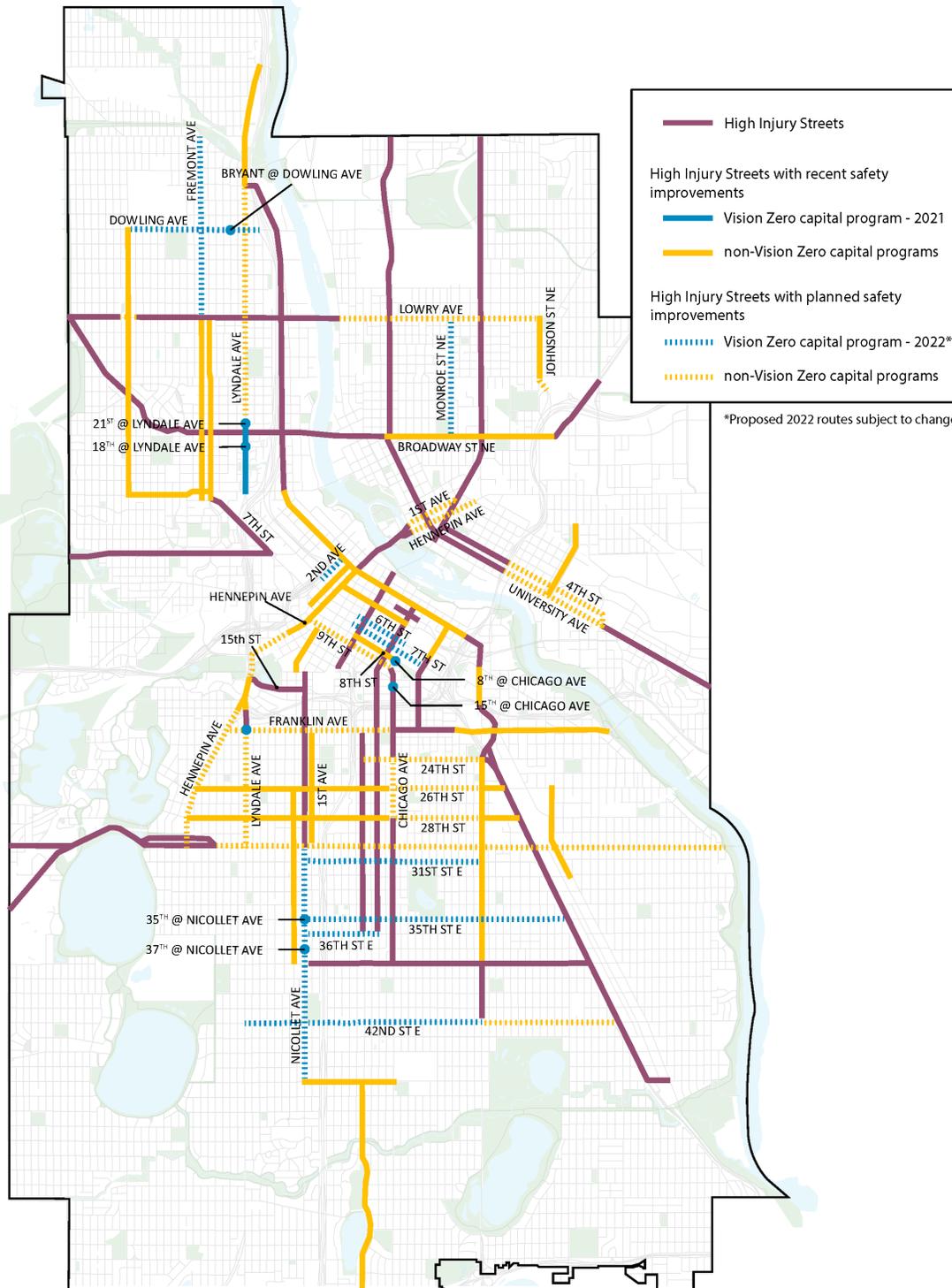


# Vision Zero Safety Improvements

A movement to end deaths and severe injuries on our streets

## Program Background & Overview

In 2017 and 2018, the City comprehensively analyzed 10 years of crash data for trends to inform Vision Zero work. This analysis identified a network of High Injury Streets that represent only 9% of city streets, yet record 70% of severe and fatal crashes. The Vision Zero Capital Program intends to rapidly and systematically install cost-effective safety improvements on the 46 miles of city-owned High Injury Streets over the next few years to strategically target improvements on the corridors that pose the highest risk of injury.



## Upcoming Improvements

2022 Vision Zero project locations can be seen on the map (left) in dashed blue lines.

The City anticipated Vision Zero quick-build improvements on the following four corridors to be installed in 2021; however, given supply chain challenges, improvements on these four corridors will occur in spring 2022:

- **Dowling Ave N**  
*Penn Ave N to I-94*
- **Monroe St NE**  
*Lowry Ave NE to Broadway St NE*
- **E 36th St**  
*Nicollet Ave to Columbus Ave*
- **E 42nd St**  
*Lyndale Ave S to Bloomington Ave*

In addition to the four corridors above, the City will be implementing Vision Zero quick-build improvements on the following corridors in 2022:

- **N 2nd Ave**  
*Washington Ave to 5th St*
- **6th St**  
*2nd Ave S to Chicago Ave*
- **7th St**  
*2nd Ave S to 11th Ave S*
- **E 31st St**  
*Stevens Ave to Cedar Ave*
- **E 35th St**  
*Nicollet Ave to Hiawatha*
- **Fremont Ave N**  
*Lowry Ave to 44th Ave N*
- **Nicollet Ave**  
*Lake St to 46th St*
- **Lyndale Ave S**  
*Franklin Ave*

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## Timeline



## Potential Treatment Selection

<h3>Delineator Bumpouts</h3>  <p>Bumpouts visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians.</p>	<h3>Hi-Visibility Crosswalk</h3>  <p>Often called zebra markings, these are more visible to approaching vehicles and have been shown to improve yielding behavior.</p>	<h3>Slow Turn Wedge</h3>  <p>Slow turn wedges create a buffer between pedestrians and traffic while helping vehicles follow the proper turning path.</p>	<h3>Delineator Medians</h3>  <p>Medians divide opposing travel lanes and provide protection to pedestrians and/or bicyclists crossing the roadway.</p>
<h3>Hardened Centerlines</h3>  <p>Hardened centerlines help slow turning speeds, keep drivers from cutting the corner when making left hand turns, and increase sight lines of pedestrians in the crosswalk.</p>	<h3>Bike Conflict Zone Striping</h3>  <p>Differentiated with green paint, these crossings reinforce that through bicyclists have priority over turning vehicles and guide them through the intersection.</p>	<h3>Rapid Flashing Beacon</h3>  <p>Rapid flashing beacons are user-actuated flashing lights that supplement warning signs at unsignalized intersections or mid-block crossings.</p>	<h3>Retroreflective Backplate</h3>  <p>Retroreflective backplates added to a traffic signal improves the visibility of the signal in both daytime and nighttime conditions.</p>

## Report Traffic Safety Concerns Along High Injury Streets



The City has created an interactive map where community members can report traffic safety concerns along High Injury Streets. Community feedback and crash data will help inform quick-build safety improvements along High Injury Streets as part of the Vision Zero Capital Program. Use the QR code (left) to access the interactive map.

### Questions? Contact Us:

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