Minneapolis
Vision Zero
Action Plan 2026-2030

Draft for Public Review
Last updated 06/18/2026

Minneapolis
City of Lakes

VISION ZERO
MINNEAPOLIS

Contents

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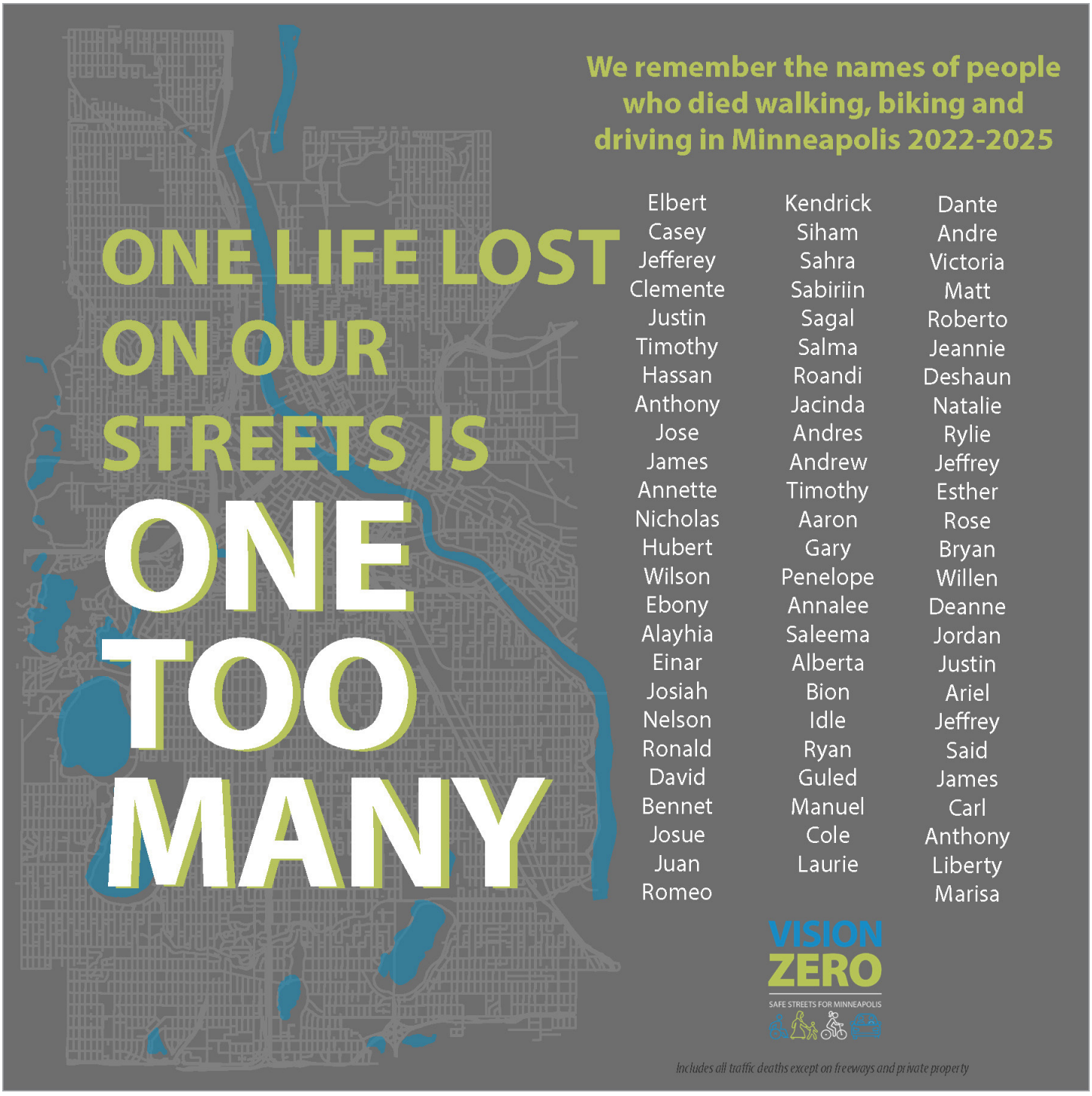
IN MEMORIAM

We remember the 79 people tragically lost in traffic crashes on Minneapolis streets from 2022 through 2025. All were lives ended too soon. We recognize the huge personal toll on remaining families, loved ones, friends, and community. One life lost on our streets is one too many and we will work with urgency to get to zero.

Figure 1: In Memoriam



Vision Zero Overview

Vision Zero is an international movement to end traffic deaths and serious injuries on our streets. Moving around Minneapolis should be safe for everyone, no matter how they travel or what neighborhood they are in.

Each year, there are an average of 17 fatal crashes and 164 fatal and serious injury crashes on Minneapolis streets (data from 2017 to 2025). That is unacceptable and preventable. The Minneapolis City Council adopted a Vision Zero Resolution on September 20, 2017. It commits to the goal of zero traffic deaths and serious injuries on City streets by 2027. As we approach the goal year of 2027, we recognize there is additional work needed to reach Vision Zero. Public Works will prepare a 10-year report on Vision Zero efforts to be finalized in the first part of 2028. Public Works will also work with City Council to consider an updated Vision Zero goal.

The City Council adopted the Vision Zero Action Plan in 2019, and an update in 2023, to prioritize steps to improve traffic safety. This third iteration of the Vision Zero Action Plan builds on the previous plans and prioritizes work for 2026 through 2030. An overview of plan implementation and annual reports is available here. A summary of stakeholder engagement that informs this update is included in the appendix.

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 serious 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 serious injuries are unacceptable and preventable crashes.

Equity

Vision Zero centers efforts around the people most impacted by traffic crashes and builds 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 serious injuries.

Engaging community and partners

Vision Zero provides a collective goal that the City works on collaboratively across multiple departments and 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.

Minneapolis Vision Zero Guiding Principles[1]

The Vision Zero principles guide the process, actions, performance measures, and implementation of the Vision Zero Action Plan.

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.

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.

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.

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.

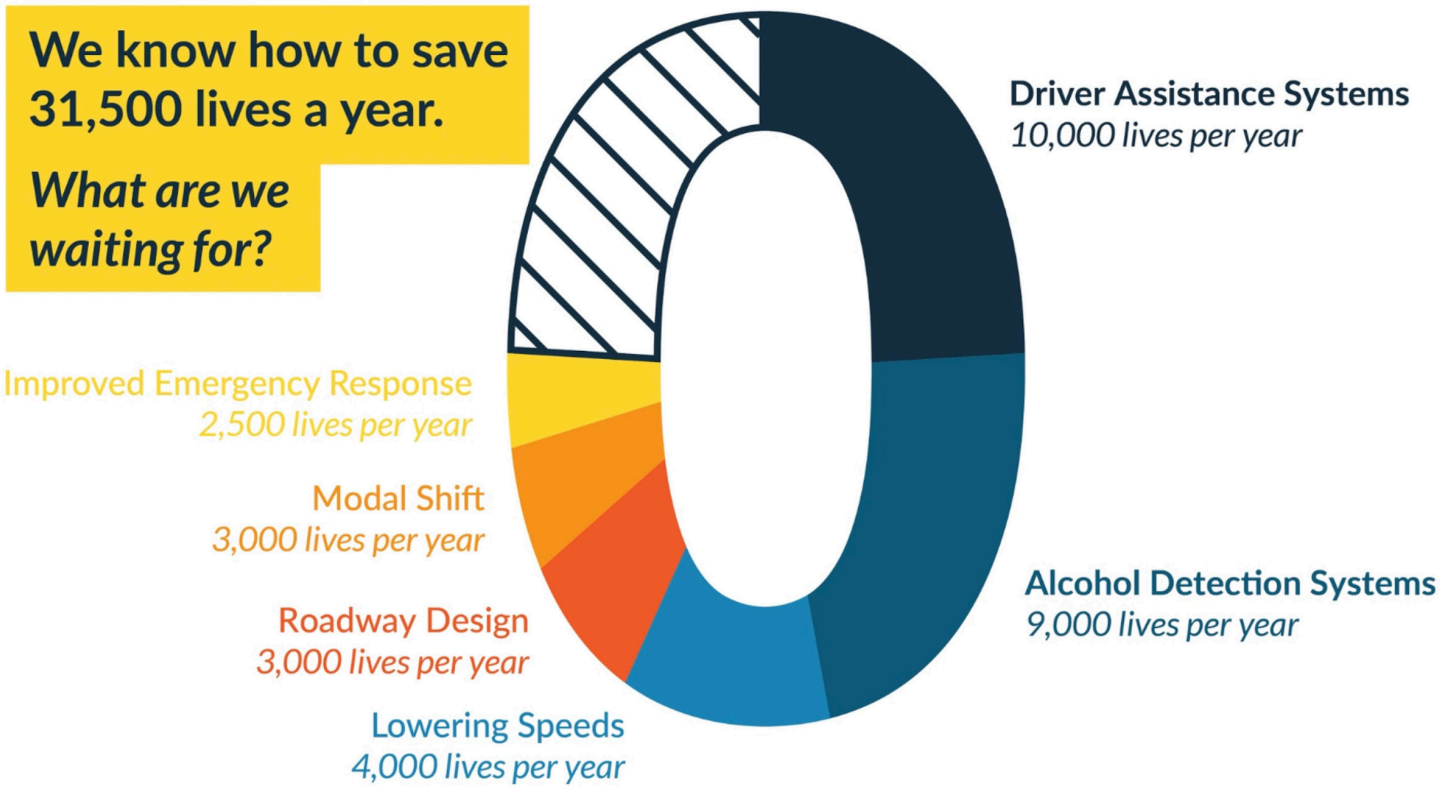
[1] Areas of concentrated poverty with more than 50% residents of color.

National Momentum for Vision Zero

In January 2022, the U.S. Department of Transportation announced the National Roadway Safety Strategy, which sets a long-term national goal of zero roadway fatalities. It outlines USDOT's commitment to a Safe System Approach to traffic safety, which is similar to Vision Zero principles. The Strategy includes actions in five areas: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care. This plan aligns with the approach of the National Roadway Safety Strategy.

National research show that we can make significant progress toward getting to zero traffic deaths across the country. The Road to Zero Coalition, managed by the nonprofit National Safety Council, released a roadmap to zero traffic deaths in 2021 outlining both the critical need for safer streets and the opportunities that exist to make significant national progress toward zero traffic deaths (see figure below). These steps are reflected in our Vision Zero Action Plan strategies and actions, along with the work of our Transportation Action Plan and Street Design Guide.

Figure 2: National Steps for Vision Zero



Source: *Vision Zero Network*

Local Momentum for Vision Zero

The City of Minneapolis joined the Vision Zero movement to make its streets safer. Since 2017, the City has pursued infrastructure, programs, and policies to protect human life and address structural inequities in our transportation system. This section highlights a few of the City's most recent initiatives since the last Vision Zero Plan Action update.

Vision Zero Capital Program

This program focuses on quick-build safety improvements to address the safety challenges on High Injury Streets (HIS - please see Figure 7 on page 13). The program's goals are to: make streets safer for all people; reduce crashes on our streets, especially serious and fatal; and create a more livable, walkable, and safe community for all. Treatments include bumpouts, medians, and 4-to-3 lane conversions. As a part of this program, Minneapolis evaluates safety treatments and adjusts its approach based on findings.

Speed Limit Changes

Minneapolis lowered speed limits on most City-owned streets to 20 mph for local residential streets and parkways (unless otherwise signed) and 25 mph for larger, arterial City-owned streets.

The speed limit changes were accomplished in partnership with the City of Saint Paul and follow detailed technical studies completed by each City's Public Works departments to determine appropriate local speed limits as required by state statute.

Safe Streets for All

In December 2023, the U.S. Department of Transportation awarded the City of Minneapolis $20 million through the Safe Streets and Roads for All Program[2]. A $5 million matching state IIJA grant was also awarded. These grants will help the City deliver traffic safety improvements, including systematic proven safety countermeasures on many of the City's High Injury Streets, systematic traffic signal proven safety countermeasures, mobile speed wagons, and in-street pedestrian crosswalk sign solutions.

Traffic Safety Camera Program

The City of Minneapolis officially launched its traffic safety camera program pilot on October 1, 2025. The traffic safety cameras enforce speeding for vehicles going 10 mph or more over the posted speed limit. The City may include red light camera enforcement in a future phase of the pilot. Learn more about the traffic safety camera program and the latest news on the pilot here.

[2] See additional information about the U.S. Department of Transportation 2023 SS4A Awards.

Quick Build Evaluation

Beginning in 2020, the City of Minneapolis has installed quick build treatments to improve street safety and advance Vision Zero goals. These low-cost and rapidly deployable treatments are intended to reduce injury crashes before more permanent infrastructure can be installed. To understand the impact of these treatments, the City has been evaluating how they have impacted crashes once they are installed. The findings from this evaluation will be made available in 2027.

National Vision Zero for Youth Award Recognition

Minneapolis was awarded the 2025 Vision Zero for Youth U.S. Leadership Award, along with Pueblo of Jemez, NM by the National Center for Safe Routes to School. The Vision Zero for Youth U.S. Leadership Award recognizes cities, counties, and tribal governments that are taking bold steps to stop serious injuries and deaths among child and youth pedestrians and bicyclists. As a part of this award, the National Center for Safe Routes to School also highlighted Minneapolis's efforts in a 2025 case study, "It Takes a Village: Creating a Culture for Youth Walking and Biking in Minneapolis."

Traffic Calming

To increase safety on our streets, the City uses multiple traffic calming programs based on the type of street. These include Vision Zero Capital for High Injury Streets (HIS), and neighborhood traffic calming for local neighborhood/residential streets. In 2025, the City implemented the first traffic calming spot improvements on non-HIS Municipal State Aid (MSA) streets, with the intention to make this the third on-going traffic calming program. Currently, the City is completing a study prioritizing non-HIS MSA streets for traffic calming treatments.

Traffic Safety Trends

Vision Zero uses data to target improvements that will reduce crashes, save lives, and address inequities experienced on the street related to crashes. Some important traffic safety facts and data are included in this section. Additional Vision Zero crash analysis is available here, including the 2026 Vision Zero Crash Study, 2022 Vision Zero Crash Study, 2018 Vision Zero Crash Study, and 2017 Pedestrian Crash Study.

National Traffic Deaths

An estimated 39,345 people died in traffic crashes in the United States in 2024[3]. This is a 20% increase from traffic deaths in 2014. Traffic deaths spiked between 2020-2022 but have seen a steady decline since then. Traffic deaths have decreased by 9% since they peaked in 2021.

Crashes in Minneapolis

The 2026 Vision Zero Crash Study and previous crash studies analyze crash data for trends and inform Vision Zero work. This analysis plays a critical role in updating the Vision Zero Action Plan.

Similar to national trends, fatal crashes in Minneapolis spiked in 2021. There were 23 fatal crashes in 2021, the highest number since 2007. There continued to be a high rate of fatal crashes in 2022 and 2023. This declined in 2024 (15 fatal crashes) and 2025 (14 fatal crashes), a decrease of 39% since 2021. The number of serious injury crashes spiked in 2022 at 184. Since then, all modes saw a reduction or similar rates of serious injury crashes. There were 126 total serious injury crashes in 2025, a 23% decrease since 2022. However, the share of serious injury and fatal motorcycle crashes grew from 7% to 16% between 2022 and 2025.

Additional key findings from the 2026 Crash Study include:

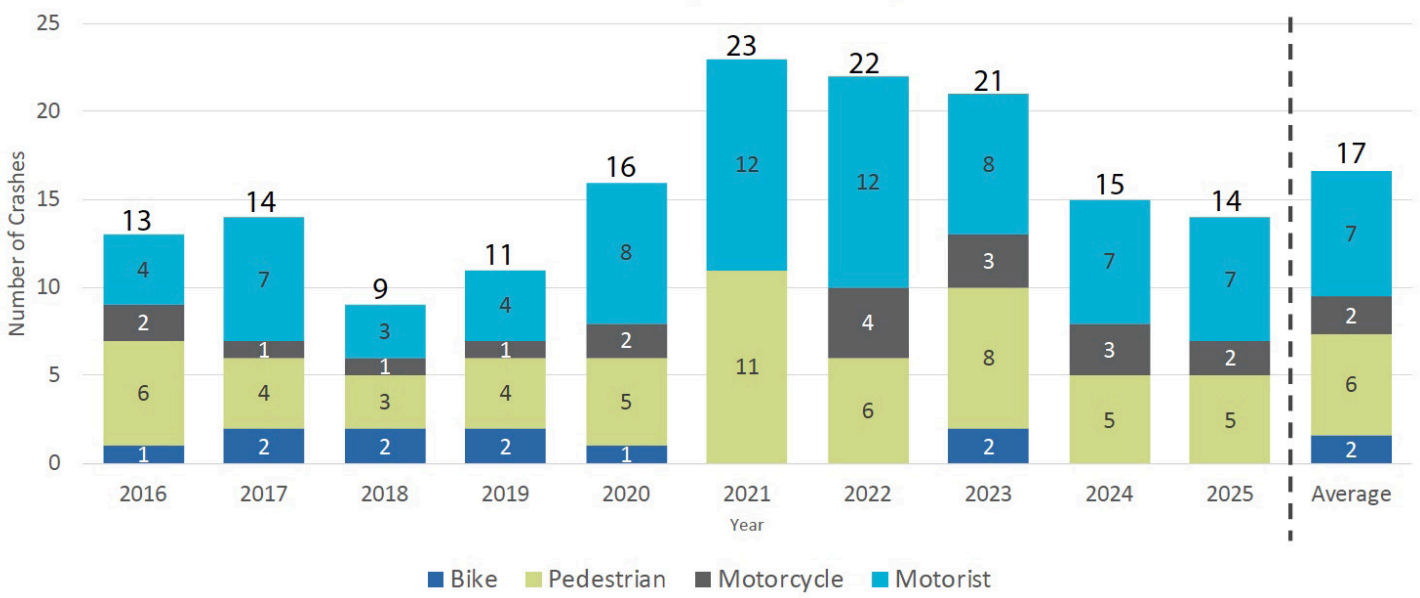
- Serious injury crashes are concentrated on relatively few streets, noted as High Injury Streets. While crashes are concentrated on High Injury Streets, it is often hard to predict the exact location or nature of a severe or fatal crash that may happen along a corridor.
- Pedestrians and bicyclists are overrepresented in serious and fatal crashes. Crashes involving bicyclists when they cycle with traffic increased by 10%. Crashes involving pedestrians crossing the roadway increased by 18%.
- Crashes are disproportionately concentrated in Transportation Equity Priority areas 1 and 2 (please see Figure 8 on page 14).
- Driver speeding is a significant challenge and is a contributing factor in at least 50% of all fatal crashes and at least 15% of all serious injury crashes in 2020 to 2024.
- Most serious/fatal crashes (80%) happen at intersections. Over half of all serious and fatal crashes (51%) happen at signalized intersections in particular. Crashes involving left-turning vehicles (12%) are a significant share of all serious/fatal crashes and turning vehicles are involved in a majority of pedestrian and bicycle crashes.
- The majority of crashes now occur between 3:00pm and midnight.
- Drivers failing to yield is now the leading contributing factor for serious injury and fatal crashes.
- Fatal hit-and-run crashes have increased by 20% between 2020 and 2024.

[3] Source: National Highway Traffic Safety Administration. April 2025.

Serious and Fatal Crashes in Minneapolis

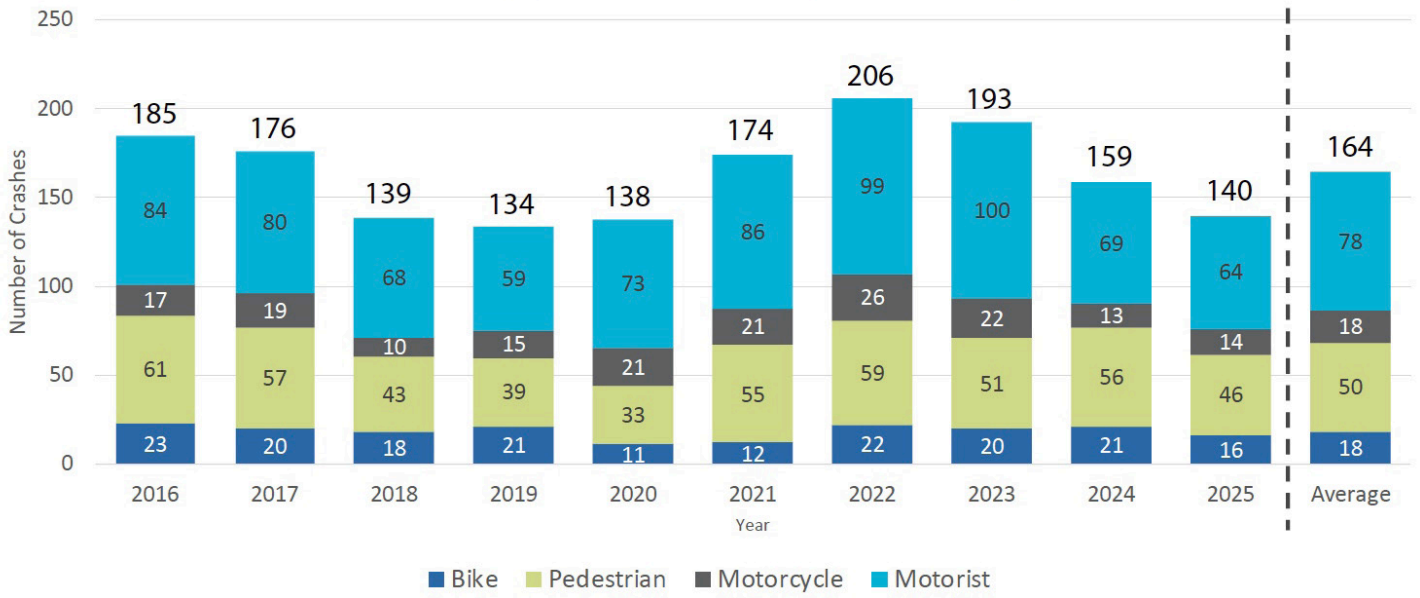
There were 140 serious injury[4] and fatal crashes in 2025 on streets in Minneapolis. This is a 32% decrease from the 2022 spike. The average number of serious injury and fatal crashes occurring each year from 2016 to 2025 was 164.

Figure 3: Fatal Crashes in Minneapolis



Source: 2026 Minneapolis Vision Zero Crash Study. Excludes freeway and intentional crashes.

Figure 4: Serious Injury and Fatal Crashes by Mode of Transportation[5]

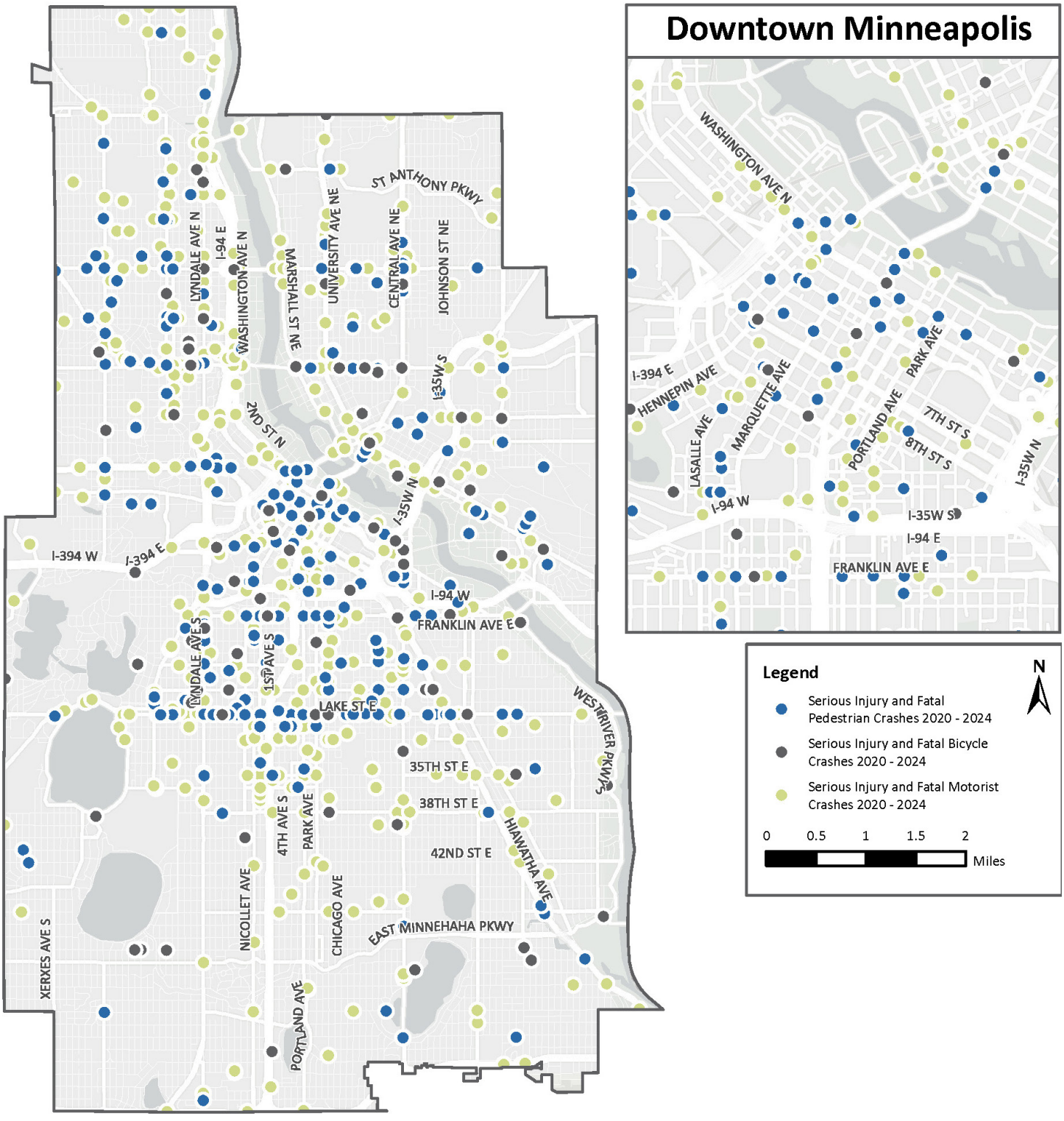


Source: 2026 Minneapolis Vision Zero Crash Study. Excludes freeway and intentional crashes.

[4] Crash severity is typically identified by an officer at the scene based on the information they have available at that time. Serious injuries require significant medical attention. Full definition is available in the 2026 Vision Zero Crash Study.

[5] Crashes involving people in mobility assistive devices (5 total) and electric foot scooters (11 total) are included in pedestrian crash figures (2020-2024).

Figure 5: **Location of Traffic Deaths and Serious Injuries**



Source: 2026 Minneapolis Vision Zero Crash Study. Excludes freeway and intentional crashes.

High Injury Streets

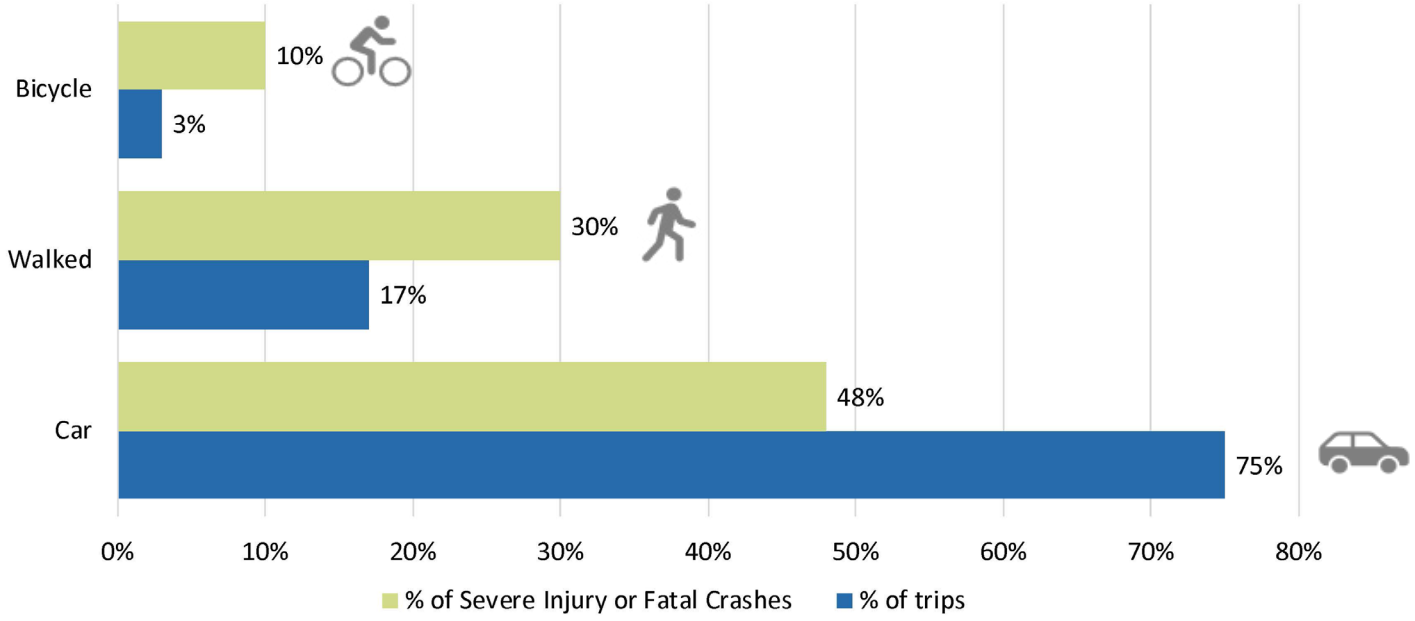
Serious injury crashes are concentrated on relatively few streets, identified as High Injury Streets (see map on next page). These streets are 10% of all streets in Minneapolis but are where 64% of serious and fatal crashes happened from 2020-2024. High Injury Streets were determined based on analysis of fatal and injury crashes and account for where crashes are grouped along corridors[6]. High Injury Intersections are also identified, which are the 27 highest risk intersections citywide. The 2026 Vision Zero Crash Study also includes High Injury Street maps for pedestrians, bicyclists, and motorists; about a dozen street segments are high injury for a particular mode, but do not make the full High Injury Street map.

Some High Injury Streets had major recent work that we anticipate will improve safety. 27.9 miles of streets previously identified as High Injury Streets (in 2022) did not reach that threshold in the most recent crash data analysis. We will monitor the safety of both previously identified High Injury Streets and streets with major recent work and consider prioritizing potential additional safety investments on these streets as prudent.

Bicycle and Pedestrian Crashes

People in Minneapolis make 17% of their trips on foot, but pedestrians were 30% of serious injuries and deaths from 2020 to 2024. People in Minneapolis make 3% of their trips by bicycle, but bicyclists were 10% of serious injuries and deaths. The share of traffic-related serious injuries and deaths borne by people walking has increased from 2020 to 2024. In this same period, the number of bicycling fatalities have gone down but the share of serious injuries has increased.

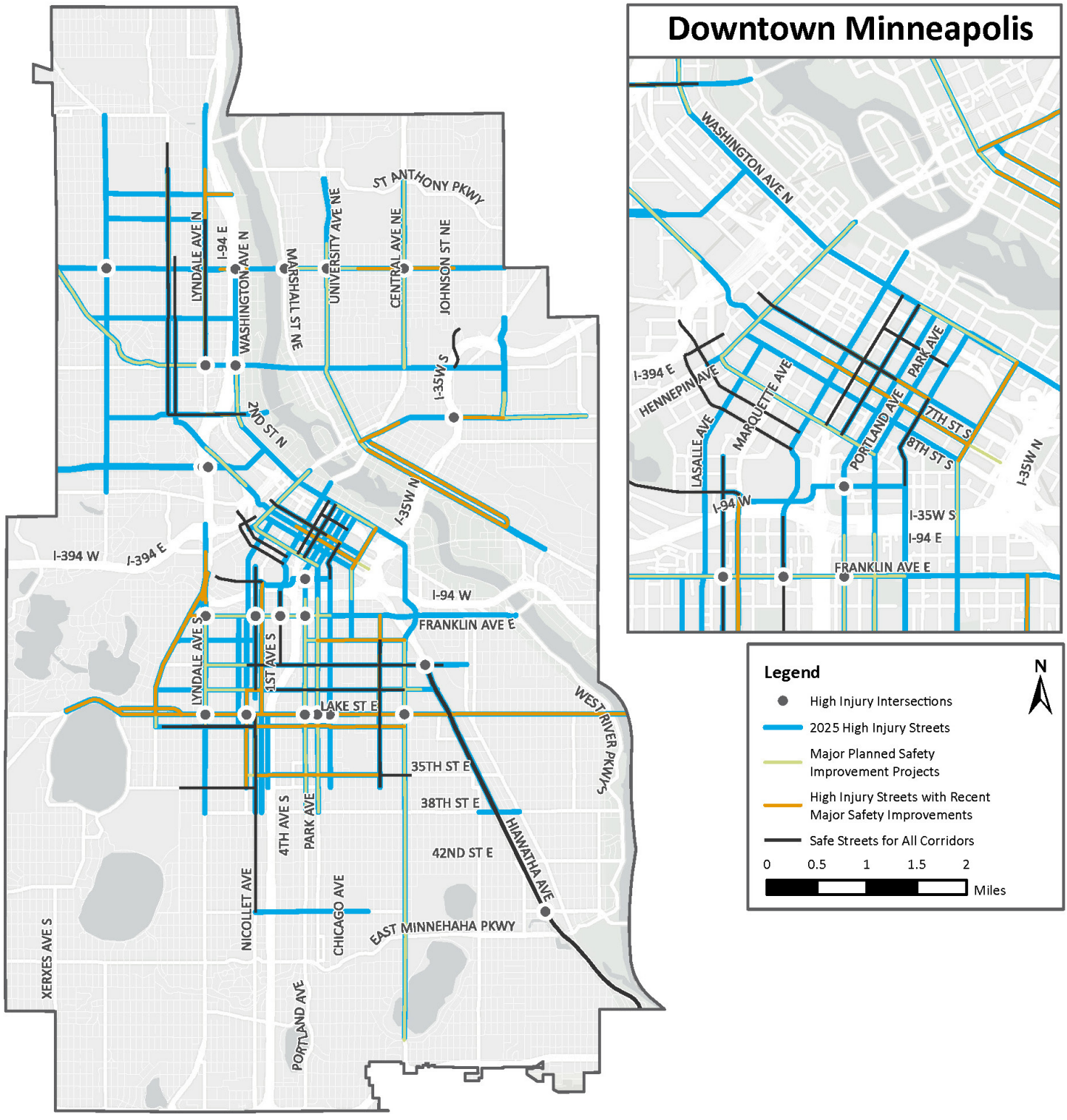
Figure 6: Serious Injuries and Fatal Crashes by Mode



Source: Percentage of Serious Injury and Fatal Crashes from 2026 Vision Zero Crash Study and MnCMAT2 (2020-2024), Percentage of trips from 2023 Met Council Travel Behavior Inventory. Automobile category includes cars, trucks, & motorcycles, but not transit.

[6] More details on High Injury Street methodology are available in the 2022 Vision Zero Crash Study.

Figure 7: High Injury Streets Map

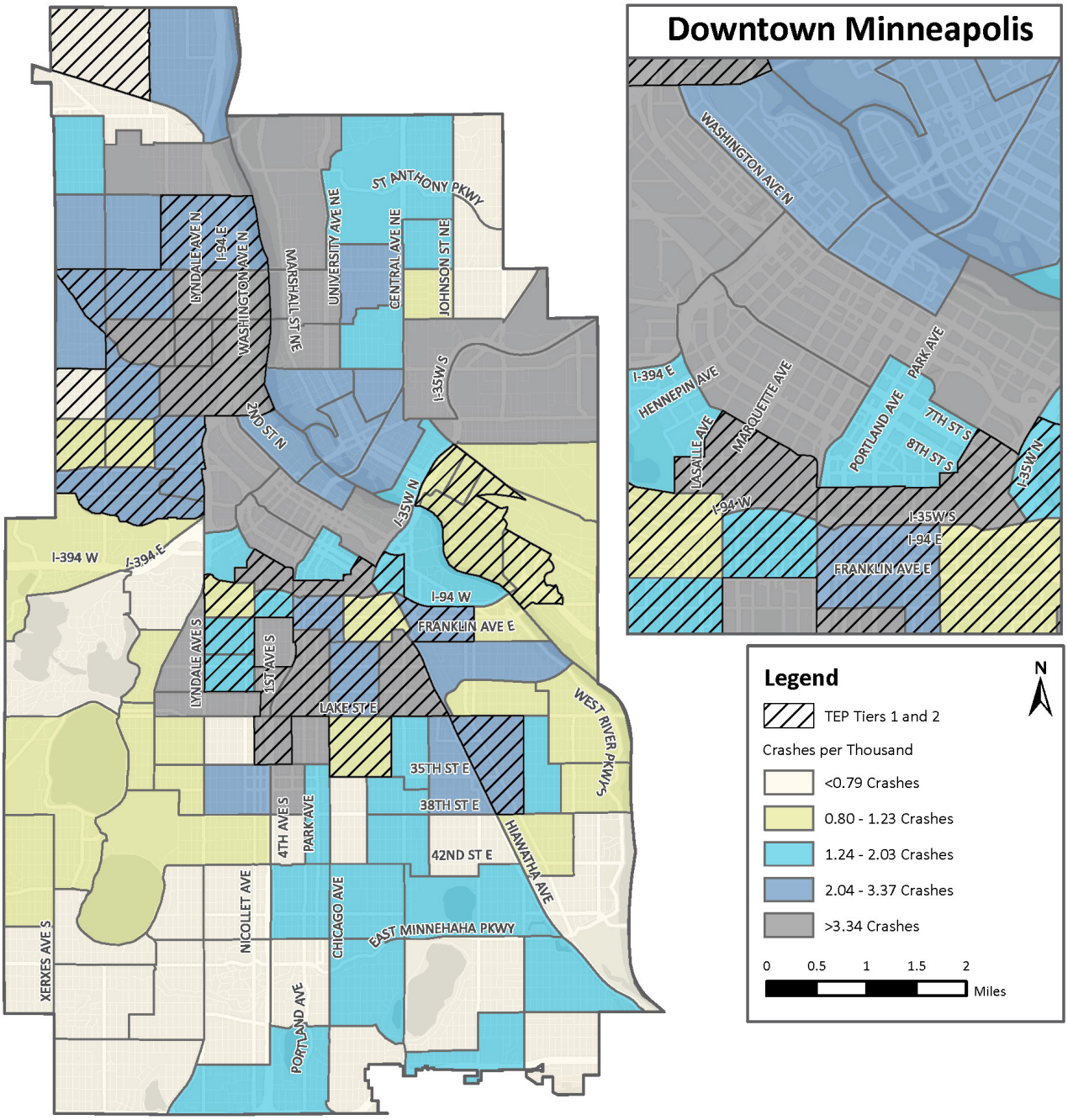


Source: 2026 Minneapolis Vision Zero Crash Study. Excludes freeway and intentional crashes.

Crashes in Transportation Equity Priority Areas

While 29% of Minneapolitans live in census tracts in Transportation Equity Priority (TEP) tiers 1 and 2 (called "TEP areas 1 and 2"[7]), 44% of serious and fatal crashes occurred in these neighborhoods from 2020 to 2024.

Figure 8: Map of Serious and Fatal Crashes per 1,000 People



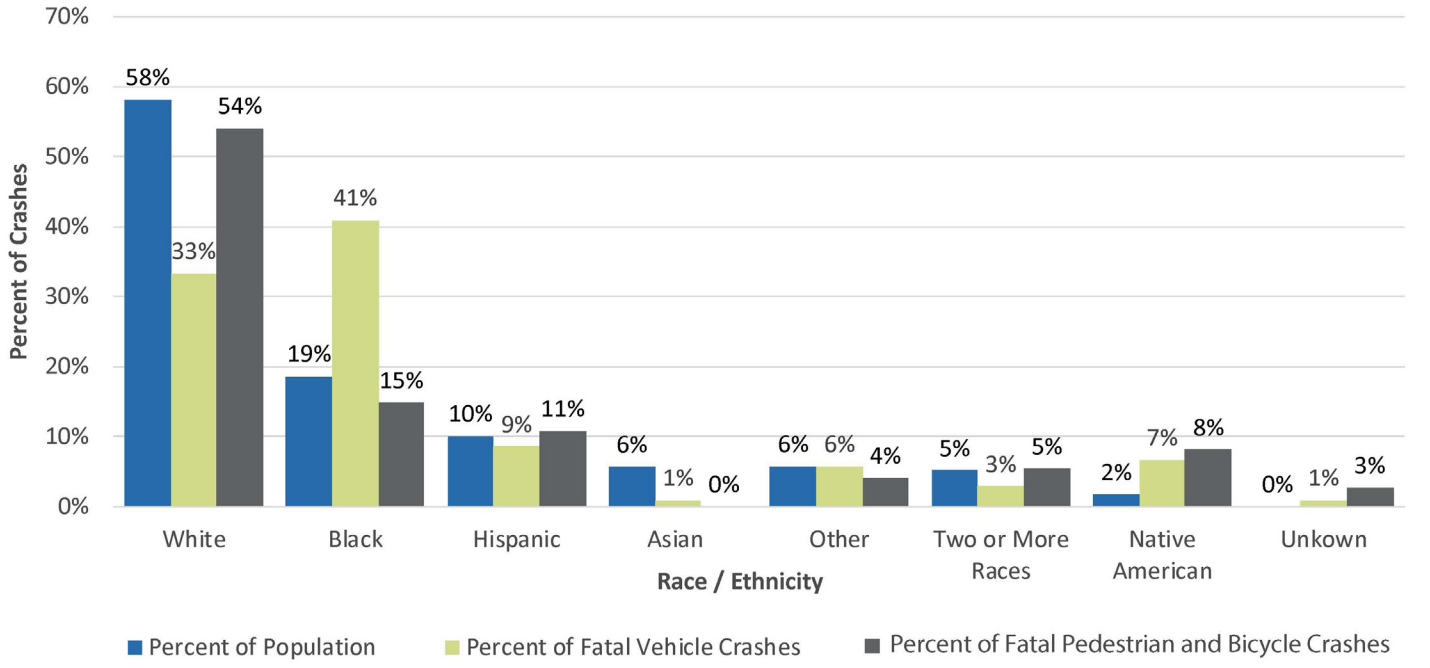
Source: 2026 Vision Zero Crash Study based on 2020-2024 serious and fatal crashes, 2025 TEP areas, and 2020 Census population. Excludes freeway and intentional crashes.

[7] Transportation Equity Priority (TEP) areas are identified in the Racial Equity Framework for Transportation. TEP areas replace Areas of Concentrated Poverty with more than 50% people of color (ACP50) as the geographic-based way of considering equity in transportation. TEP areas are calculated based on data for race, income, and transportation factors such as vehicle access.

Racial Disparities in Traffic Deaths

Native American residents are 2% of the Minneapolis population but were 7% of people killed in vehicle crashes, and 8% of people killed in pedestrian and bicycle crashes between 2014 to 2024[8], which have both increased since the last VZAP. Black residents were disproportionately impacted by vehicle traffic deaths, making up 19% of the Minneapolis population but 41% of fatal vehicle crashes. Black residents are slightly less likely to die in pedestrian and bicycle crashes. White, Hispanic, and Asian residents are slightly underrepresented in traffic deaths.

Figure 9: Traffic Deaths by Race and Ethnicity



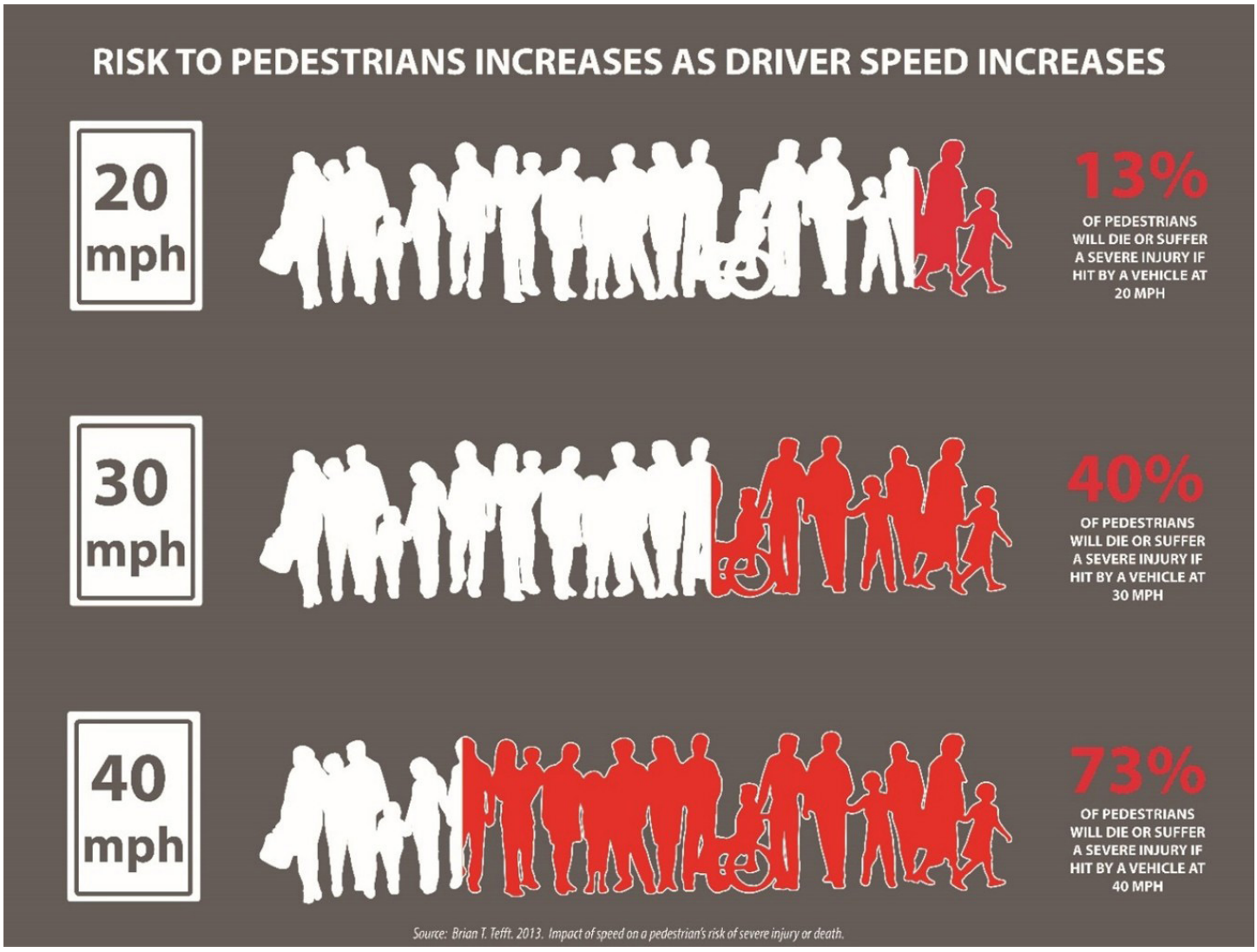
Source: 2026 Vision Zero Crash Study based on 2014-2024 serious and fatal crashes via the National Highway Traffic Safety Administration (NHTSA), 2022-2024 race and ethnicity data provided by the Hennepin County Medical Examiner's Office, 2020 Census population.

[8] Data on race and ethnicity are available through the National Highway Traffic Safety Administration (NHTSA); race and ethnicity data between 2022 and 2024 has been provided by the Hennepin County Medical Examiner's Office. (Note that the sample size for this is low.)

Vehicle Speed

Higher traffic speeds make crashes more likely to happen and make crashes more likely to result in a serious 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% likelihood of suffering a serious injury or being killed while a person hit at 40 miles per hour has a 73% likelihood of suffering a serious injury or being killed. And the risk of serious injury or death is significantly higher for older adults.



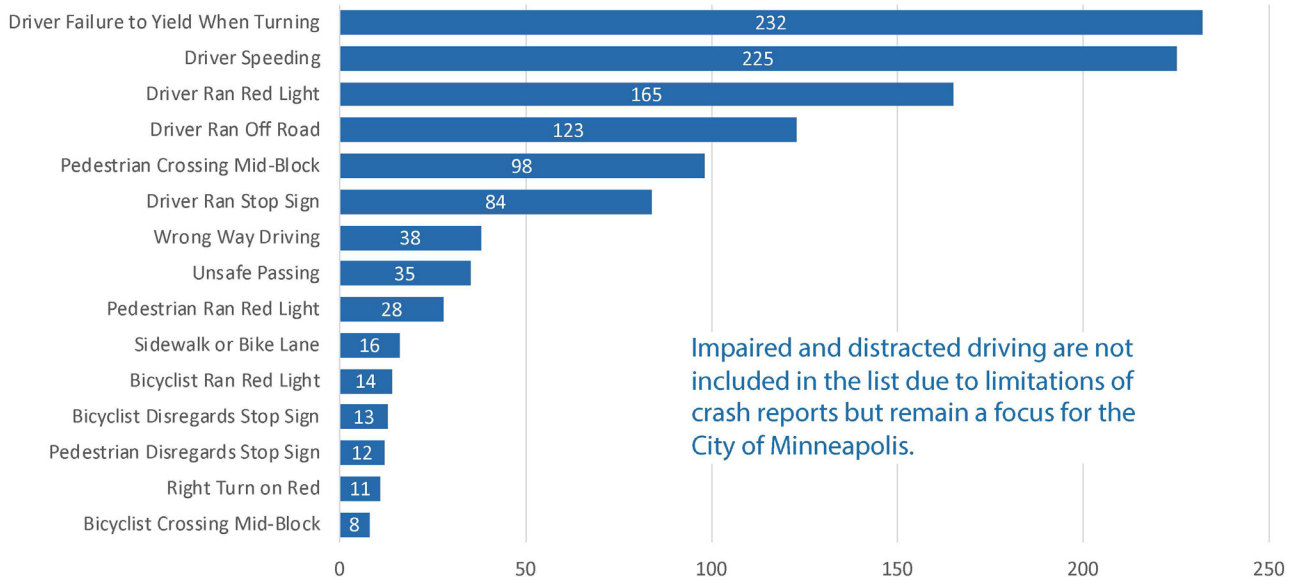
Source: Tefft, B. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

Top Five Unsafe Behaviors

The five behaviors that lead to most of the serious 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)[9].

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

Figure 10: Contributing Factors in Serious and Fatal Crashes[10]



Source: 2026 Vision Zero Crash Study. Excludes freeway and intentional crashes.

[9] This analysis was done in 2019 and was not updated as part of the 2026 Vision Zero Crash Study. The findings of that study suggest that these likely remain the five most unsafe behaviors.

[10] Excludes driving under the influence and distracted driving as they are not reliably captured in crash reports. A single crash can have multiple factors. This analysis of 821 total serious and fatal crashes from 2020-2024.

Strategies and Actions

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 2026 to 2030, building off previous efforts outlined in the 2023-2025 Vision Zero Action Plan. The City plans to conduct extensive community engagement and develop the next Vision Zero Action Plan by 2031. The new plan will align with the 2030 Transportation Action Plan.

Strategies and actions are organized into 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

Safety Data: supporting a data-driven approach to Vision Zero and ensuring accountability for progress towards goals

Implementation Approach

The City is committed to using a Safe System approach to help reach Vision Zero. According to the U.S. Department of Transportation, a Safe System approach includes the following principles:

1. **Death and Serious Injuries are Unacceptable.** A Safe System approach prioritizes the elimination of crashes that result in death and serious injuries.
2. **Humans Make Mistakes.** People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.
3. **Humans Are Vulnerable**. Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.
4. **Responsibility is Shared.** All stakeholders – including government at all levels, industry, non-profit/advocacy, researchers, and the general public – are vital to preventing fatalities and serious injuries on our roadways.
5. **Safety is Proactive.** Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.
6. **Redundancy is Crucial.** Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

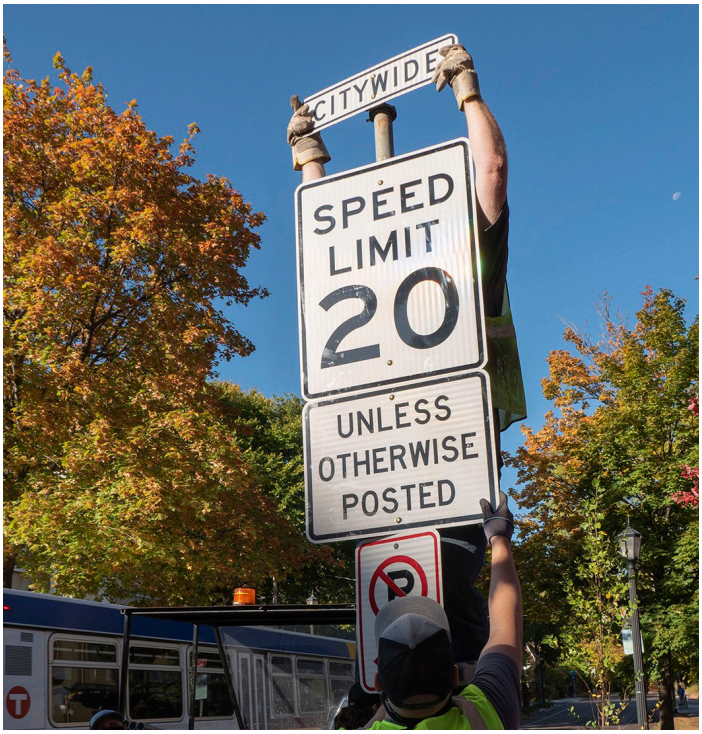
The strategies and actions in this plan align with the Safe System approach and were developed by City staff across multiple departments with input from community members and external partners (a summary of engagement is included in the appendix).

The strategies and actions focus on tangible work items over the next five 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 other existing inequities, including addressing inequities 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
- Target additional community engagement to key topics such as speed safety camera pilot, traffic enforcement, and street safety improvements in Transportation Equity Priority areas 1 and 2.

Supporting Safe Speeds

Given the importance of traffic speeds in supporting safety, supporting safe speeds is a priority in the Safe System approach and in this plan. Safe speeds can vary for different types of streets based on the context, demands, and design. Strategies and actions to support safe speeds are incorporated through multiple sections of this plan. No single speed-related action alone will lead to safe speeds; a combination of policy changes, street design, education, communications, and enforcement are needed.



Recognizing Post-Crash Care

Prompt and quality emergency response and care after a crash is a key part of a Safe System approach. Minneapolis is served by two Level 1 Trauma hospitals, two Level 1 Pediatric hospitals, one Level 2 Trauma hospital, and two Level 3 Trauma hospitals. Minneapolis Fire Department and local emergency medical services staff provide excellent and prompt post-crash care. Given the quality of post-crash care, this plan does not include specific actions in this area, but we are committed to supporting this continued care.

Safe Streets

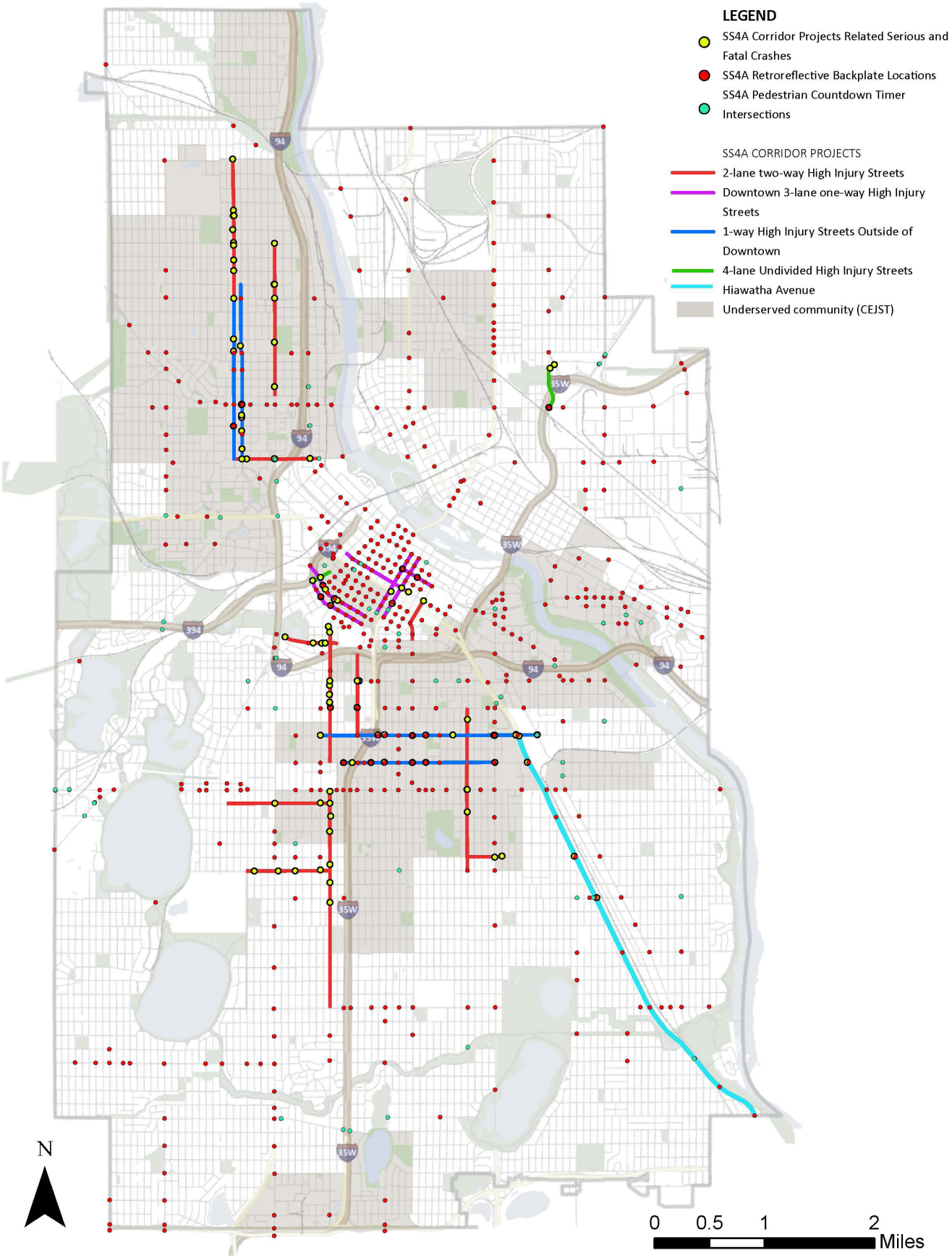
Safe Streets strategies and actions use street design, infrastructure, and operations to improve traffic safety.

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. These strategies and actions complement strategies and actions in the Minneapolis Transportation Action Plan and build on actions taken in the 2020-2022 and 2023-2025 Vision Zero Action Plans.

The City will focus additional attention on addressing City-owned High Injury Streets and collaborating with Hennepin County and the Minnesota Department of Transportation on High Injury Streets they own. The map of High Injury Streets is on page 13. These streets collectively experienced 64% of the serious and fatal crashes between 2020 and 2024, but only make up 10% of the streets in Minneapolis. Some High Injury Streets have either recently been improved with safety treatments or are planned for improvement in the near future. Some streets previously identified as High Injury Streets based on 2017-2021 crash data are no longer reaching that threshold based on 2020-2024 crash data. The City will monitor those streets and consider proactive safety investments as prudent while prioritizing the recently identified High Injury Streets. There are also some streets that are identified as bicycle or pedestrian High Injury Streets, but do not reach the overall threshold for inclusion across all modes; we have included those streets in the 2026 Vision Zero Crash Study as a reference to inform potential mode-specific safety improvements.

The 2021 Bipartisan Infrastructure Law established a new federal funding program called Safe Streets for All that provides grants to prevent roadway deaths and serious injuries. In December 2023, the U.S. Department of Transportation awarded the City of Minneapolis a $20 million Safe Streets for All grant. The grant will help make our streets safer by funding traffic safety improvements on High-Injury Streets, which are streets where most serious and fatal crashes occur. Please see figure 11 on the next page for a map of planned Safe Streets for All projects.

Figure 11: Minneapolis Safe Streets for All Grant Planned Projects Map



The City will make proactive investments in proven safety treatments (including federal proven safety countermeasures), and continue to evaluate new and innovative safety treatments. The focus will be on supporting safe speeds and safe interactions at intersections. The City will work to ensure that safety treatments serve the safety needs of people across many backgrounds and experiences, including people with disabilities, children, older adults, and other vulnerable street users.

Safety treatments may include, but are not limited to:

- **Safe lane conversions:** reconfiguring a 4-lane two-way street (2 lanes in each direction) to become a 3-lane street (one lane in each direction plus a center left-turn lane) or making a 3-lane one-way street into 2 lanes.
- **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 and preventing parking at the street corner to increase visibility and sight lines.
- **Removing high-speed turn lanes:** removing or adjusting "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 or bicycle intervals:** providing a brief "head start" for pedestrians or bicyclists at a traffic signal that allows them to begin crossing the street before motor vehicles get the green light.

- **Bump outs:** using various materials to extend the curb line out in the street to increase visibility of pedestrians and reduce driver speeds at a pedestrian crossing. They reduce crossing distances for pedestrians and exposure to moving traffic.
- **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.
- **Pedestrian crossing signals:** Rectangular rapid-flashing beacons (RRFB), pedestrian hybrid beacons, or other flashing pedestrian signals that are used at pedestrian crossings where there is not a traffic signal or stop sign.
- **Pedestrian safety 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.
- **In-street pedestrian crosswalk signs:** signs that say "State law: stop for pedestrians in crosswalk."
- **Protected bicycle lanes:** space that is separated from motor vehicle traffic and protected by a physical barrier, where bicyclists can ride. Unprotected bicycle lanes, providing separation from traffic by paint or striping only, may sometimes be used in interim or unusual conditions.
- **Bikeway medians and other protected intersection treatments:** barriers that protect bicyclists as they approach intersections, slow turning speeds, and improve visibility of bicyclists.
- **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.

- **Raised crossings:** elevating a pedestrian or bicycle crossing closer to the level of the sidewalk to increase visibility and support safe traffic speeds.
- **Speed cushions or speed humps:** bumps that support safe traffic speeds and are designed to work well for emergency vehicles and buses.
- **Street lighting improvements:** enhancing the quality and direction of lighting, especially at intersections and crossing points.
- **Roundabouts**: design for busier street intersections that help manage traffic speeds and nearly eliminate the risk of dangerous right-angle crashes.
- **Traffic circles**: design for local street intersections that help manage traffic speeds and nearly eliminate the risk of dangerous right-angle crashes.
- **Chicanes:** a curve designed into a street to support safe traffic speeds.
- **Lane narrowing:** Narrower lanes provide a visual cue to drivers that the street environment is not suited for high speeds.

Strategy 1: Advance street design strategies to reduce dangerous vehicle speeds.

#	Action	Status
1.1	Pilot speed control measures on busier streets, including raised crossings, speed cushions, chicanes, and sidewalk comfort and livability factors.	In Progress
1.2	Evaluate pilot speed control measures; if successful, expand use and add details to the Street Design Guide as appropriate. During evaluation, include consideration of impacts on winter operations and maintenance, sidewalk comfort, pedestrian ramps, and stormwater, among others.	In Progress
1.3	Seek changes to State Aid Rules to allow local communities to design streets to support speed limits, including street widths, raised crossings, traffic circles, and other speed control measures.	In Progress
1.4	Manage the neighborhood traffic calming program.	Ongoing and On Track
1.5	Continue to expand use of pedestrian safety islands, medians, and other established treatments that manage speed and improve safety on busier streets.	Ongoing and On Track
1.6	Add design details and considerations related to pedestrian safety islands, medians, and other established treatments that manage speed and improve safety on busier streets to the Street Design Guide, including turning movements.	Future
1.7	Explain the connection between speed and safety when communicating and engaging on street design projects.	Ongoing and On Track
1.8	Utilize mobile speed wagons to increase awareness and compliance with speed limits.	Ongoing and On Track
1.9	Seek to partner with Hennepin County and MnDOT to lower speed limits on most roadways in Minneapolis to 25 mph, particularly near schools. Design roadways to support slower speeds.	Ongoing and On Track
1.10	Study and pilot the use of mini-roundabouts at busier street intersections.	In Progress
1.11	Evaluate mini-roundabout pilot treatments; if successful, expand use and add details to the Street Design Guide. During evaluation, include consideration of impacts on winter operations and maintenance, pedestrian movement, and stormwater, among others.	Future
1.12	Pilot implementation of permanent hardened centerlines using experience from the City's temporary installations and current best practices to prevent unsafe driver turning movements across intersections.	Future
1.13	Evaluate pilot permanent hardened centerlines treatments; if successful, expand use and add details to the Street Design Guide. During evaluation, include consideration of impacts on winter operations and maintenance, pedestrian movement, and stormwater, among others.	Future
1.14	Partner with MnDOT to prioritize development of protected bikeway treatments for bridges providing connection over freeways.	Future
1.15	Pilot new intersection corner safety treatments on busier streets, potentially including truck aprons, truck pillows, high friction surface treatments, and rumble corner wedges, among others.	Future
1.16	Evaluate pilot intersection corner safety treatments; if successful, expand use and add details to the Street Design Guide. During evaluation, include consideration of impacts on winter operations and maintenance, sidewalk comfort, pedestrian ramps, and stormwater, among others.	Future

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

#	Action	Status
2.1	Proactively implement safety conversions or other safety treatments to address high-injury 4-lane undivided streets, in accordance with the 4-Lane Street Study (2024).	In Progress
2.2	Partner with Hennepin County and the Minnesota Department of Transportation (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.	In Progress
2.3	Install and maintain proven lower-cost safety treatments at signalized and unsignalized intersections on the City's High Injury Streets.	In Progress
2.4	Partner with MnDOT and Hennepin County to fund, proactively install, and maintain proven intersection safety treatments on High Injury Streets they own.	In Progress
2.5	Seek to strategically upgrade quick-build safety improvements to concrete, prioritizing treatments that can be installed cost efficiently.	In Progress
2.6	Ensure that flexible delineators on quick-build safety improvements are replaced as necessary at least annually to ensure safety benefits are retained. Develop asset management systems to improve monitoring of delineators. Periodically consider whether adjustments in delineator designs are appropriate to improve effectiveness or durability.	Ongoing and On Track
2.7	Evaluate the maintenance costs of flexible delineators to inform future planning and budgeting.	In Progress
2.8	Consider potential options to improve the attractiveness of flexible delineator treatments.	Future
2.9	Evaluate and determine annual winter maintenance needs related to quick-build and other safety improvements.	Future
2.10	Explore additional methods to maximize the cost efficiency of proactive safety improvements.	In Progress
2.11	Refine Street Design Guide section on quick-build safety treatments, and add new items after evaluation validates their usefulness / effectiveness.	Future
2.12	Identify capital projects to reconfigure 3-lane one-way streets where appropriate to reduce travel lanes for safety improvements or to add alternative uses, in accordance with the 3-Lane One-Ways Study (2025).	In Progress
2.13	Prioritize proactive street lighting upgrades at and leading up to intersections along High Injury Streets.	Ongoing and On Track
2.14	Develop publicly available prioritization procedures for rectangular rapid-flashing beacons (RRFBs).	In Progress
2.15	Conduct an intersection crash safety study focusing on contributing factors by lane configuration, left/right turns, signal/unsignalized, one-way/two-way, and other factors.	Future
2.16	Partner with MnDOT to study pedestrian safety and comfort near freeway on/off ramps, including common crash contributing factors, appropriate treatments, and development of a system for prioritization and selection of upgrades.	Future

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

#	Action	Status
3.1	Add to and update the City's Street Design Guide regularly to integrate Vision Zero goals and reflect latest guidance, evaluation, and research on safe streets.	Ongoing and On Track
3.2	Install accessibility improvements in line with the Americans with Disabilities Act (ADA) Transition Plan for Public Works.	Ongoing and On Track
3.3	Explore the potential of establishing a fund to support safety improvements in coordination with utility work or private development projects that include curb work. Such a program could allow the City to take advantage of additional opportunities to improve safety at lower cost.	Future
3.4	Explore the potential of incentives for developers to install safety improvements in coordination with required curb work adjacent to development projects.	Future
3.5	Regularly evaluate whether there are opportunities to include appropriate safety treatments in coordination with upcoming street resurfacing projects and ADA curb ramp upgrades.	Ongoing

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

#	Action	Status
4.1	Manage community traffic safety requests in a transparent, consistent, and equitable way through the neighborhood traffic calming program.	Ongoing and On Track
	Identify and prioritize non-High Injury Streets that would benefit most from proactive safety treatments, and identify most effective safety treatments.	In Progress
4.3	Continue to prioritize new locations for marked crosswalks based on the Crosswalk Evaluation Guidelines for Unsignalized Intersections (2025). Proactively add new crosswalks at priority locations as funding is available.	In Progress
4.4	As funding becomes available, implement speed humps and raised crossings around the perimeter of all schools on/near High Injury Streets.	Future

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

#	Action	Status
5.1	Make traffic signal operations changes to support City goals for safety, Complete Streets, and mobility. 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 with timing that is consistent and understandable.	In Progress
5.2	Consider working in partnership with other local, regional, or state agencies to develop a unified approach on bicycle signals.	Future
5.3	Explore ways of improving stop sign compliance, including through identification, testing, and evaluation of established and emerging traffic sign practices.	Future
5.4	Identify, study, and evaluate the potential safety benefits and potential concerns of new and emerging traffic signal practices.	Future

Strategy 6: Engage with community members proactively on street safety improvements while moving quickly to make streets safer.

#	Action	Status
6.1	Proactively engage communities on High Injury Streets, especially in Transportation Equity Priority areas 1 and 2, to deliver the best safety projects possible to serve community needs and to build support for traffic safety investments.	Ongoing and On Track
6.2	Contract with local community- and culturally-based organizations to support engagement work on select safety projects, utilizing the new Public Works Community Engagement Consulting Pool as appropriate (see also, action 11.5).	Ongoing and On Track
6.3	As part of a project evaluation pilot, include follow-up engagement at select locations where traffic safety improvements were installed.	Future

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

#	Action	Status
7.1	Maintain communications tools that aid staff in sharing traffic safety-related information when doing engagement on street projects.	Ongoing and On Track

Strategy 8: Support transportation options that reduce driving.

#	Action	Status
8.1	Implement Minneapolis 2040 Plan policies and actions that support more walking, biking, and transit'.	Ongoing and On Track
8.2	Implement Transportation Action Plan strategies and actions and the City's Complete Streets policy to expand access and use of walking, biking, transit, and mobility options.	Ongoing and On Track

Strategy 9: Evaluate select street safety treatments and projects and make adjustments as prudent based on the results.

#	Action	Status
9.1	Evaluate select safety treatments and select street safety projects. Publish and use results to inform future work.	In Progress
9.2	Complete evaluation of 2020 speed limit change, including changes in the rates of driver speeding, average speed of traffic, and other measurements.	Future
9.3	When appropriate, partner with the University of Minnesota on the evaluation of safety treatment benefits.	Future
9.4	Include summary of relevant traffic safety evaluations in each annual Vision Zero report.	Ongoing and On Track

Safe People

Safe People strategies and actions support and encourage safe human behavior when traveling streets. This section covers education, communications, traffic enforcement, and investing in community wellbeing and safety.

It is important for people to be predictable and safe when they travel, regardless of how they get around. People generally use our streets in a safe way, and we want to promote and support that.

Mistakes or reckless behaviors do occur. The five leading causes of serious injury and fatal crashes on Minneapolis streets are:

- Driver speeding;
- Driving under the influence of alcohol or drugs;
- Distracted driving;
- Red light running while driving; and
- Unsafe turning while driving.

Education and Communications

Delivering traffic safety results from education and communications campaigns takes significant resources over a sustained period. National Highway Traffic Safety Administration guidance notes that the effectiveness of mass market communications campaigns for traffic safety is rarely studied and that campaigns should be tied to focused traffic enforcement efforts to maximize safety benefits. That same federal guidance says that driver education is "ineffective in the long term" at reducing crashes. Given these realities, the City will maximize our effectiveness by supporting State or County-led education efforts and sharing messages on Vision Zero improvements rather than on large education or communications campaigns.

There is some evidence that access to driver's licenses reduce the likelihood of hit-and-run crashes, which are a safety challenge. Drivers who have valid driving privileges are also more likely to carry valid insurance. Having licensed and insured drivers on our public roadways increases public safety for everyone. In 2023, the State legislature passed a law to expand access to driver's licenses for more Minnesota residents. Additionally, the City supported reinstating driver's licenses suspended solely for financial reasons, which the state legislature passed in 2023.[11]

[11] Minn. Stat. H.F. No. 490 was passed in 2023 as a part of a transportation omnibus bill (H.F. No. 2887).

Strategy 10: Support partnerships to expand access to drivers' safety education and driver's licenses.

#	Action	Status
10.1	Explore potential partnerships to expand access to drivers' education in Minneapolis high schools and to expand access to traffic safety education for adults.	Future
10.2	Work with the Minnesota Department of Public Safety and other parties to increase awareness of the traffic safety needs of users of bicycle, scooter, and other mobility options (including for safe passing, yielding, and mode characteristics and vulnerabilities) to the driver's education curriculum and tests. Explore the possibility of requiring regular retesting of drivers' knowledge for interacting with other modes during license renewals.	Future
10.3	Explore a pilot to train City staff in traffic safety and build upon existing traffic control, defensive driving, and general safety courses.	Future

Strategy 11: Strategically communicate to build a traffic safety culture and educate about safe behaviors.

#	Action	Status
11.1	Integrate Vision Zero messaging throughout City of Minneapolis programs and projects that relate to traffic safety.	Ongoing and On Track
11.2	Create Vision Zero communications and education materials in multiple languages when prudent.	Ongoing and On Track
11.3	Utilize and reinforce messages created through the state's Toward Zero Death program when appropriate.	Ongoing and On Track
11.4	Consider communications and other traffic safety needs related to the legalization of recreational marijuana, including educational materials for placement at vendor establishments.	Future
11.5	Work with local community- and culturally-based organizations to shape and share Vision Zero-related messages (see also, action 6.2).	Ongoing and On Track
11.6	Consider potential partnerships for effective communications approaches to address reckless driving.	In Progress
11.7	Share Vision Zero messages regularly on City-owned communications channels.	Ongoing and On Track
11.8	Update the Vision Zero Minneapolis webpage and develop a new social media strategy to share information and engage with community members.	Ongoing and On Track
11.9	Support City partners in bicycle, walking, and car seat education events.	Future

Traffic Enforcement

Traffic enforcement can help improve traffic safety, but research shows that it is most effective when automated with traffic safety cameras, done in coordination with other safety efforts, and done as part of highly visibility education and communications campaigns[12]. The City is working to design and implement self-enforcing streets and to support education and other efforts to reduce the long-term need for traffic enforcement.

This plan focuses on realistic near-term actions related to traffic enforcement recognizing the need for some effective, fair, and equitable traffic enforcement; the lack of capacity in the Minneapolis Police Department for traffic enforcement; and police reform efforts and consent decree to address discriminatory outcomes and build community trust.

Capacity Constraints

Due to a variety of factors, Minneapolis Police stopped fewer than 3,000 people in 2021 for moving or equipment violations—compared to about 16,000 traffic stops in 2019 and about 90,000 traffic stops in 2012. Although this number increased to 5,800 in 2025, the City has had challenges recruiting and retaining officers and has redirected officer resources to address violent crime. Since 2013, there is no longer a traffic enforcement unit, which means there are no officers focused primarily on traffic safety and enforcement. The traffic investigations unit is also very short on capacity, making detailed investigation only possible on a small selection of serious and fatal crashes. And Police have struggled to find officers interested in taking overtime shifts to do focused Minnesota Toward Zero Deaths-funded traffic enforcement. The City is working to recruit more officers, but it is not anticipated that additional capacity for traffic enforcement will be available in the near term.

Traffic control agents housed in Regulatory Services also do traffic related enforcement, primarily focused on parking violations. Their capacity is also constrained. State law also does not clearly allow moving violations to be enforced by agents who are not licensed peace officers.

Addressing Discriminatory Outcomes and Building Trust

The 2022 Minnesota Department of Human Rights investigation of the City and the Police Department found that people of color and Indigenous people are more likely to be stopped for a traffic violation when it is light outside and race is potentially visible than when it is dark outside and race of individuals is harder to determine. It also found that Black and white individuals are treated differently during traffic stops in a variety of problematic ways, including higher likelihood of searches, citations, lengthy stops, use of force, and arrest.

The City has been working to implement a variety of police reforms, including no longer conducting stops for expired tabs, most items dangling from a rearview mirror, and inoperable license plate lights (see The Minneapolis Police Department Policy and Procedure Manual Policy 7-601 for details). In 2025, Mayor Frey signed Executive Order 2025-01 to confirm the City's commitment to implement the reforms outlined in the proposed federal consent decree. The City will continue work to advance procedural justice in traffic stops and work to specifically address racial disparities in traffic stops[13].

Evaluating Enforcement Alternatives

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. A summary of that initial work was presented to City Council in November 2021.

[12] National Highway Traffic Safety Administration guidance rates numerous potential traffic enforcement efforts. It rates automated speed enforcement as the most effective enforcement strategy. It notes that high visibility saturation patrols for driving under the influence have been found effective if coupled with strong communications campaigns. It says that high visibility speed enforcement yields "inconclusive" results with safety benefits in some cases, but not in others.

[13] Police Department policy requires officers to document several details when doing a traffic stop, including race, age, and gender of the driver. Officers often document that based on observation. Detailed information on Police Department stops is available here.

Their work consisted of understanding the current landscape of traffic enforcement between Police and Regulatory Services. They found that Police have many avenues to select when enforcing traffic violations ranging from arrest to issuing a ticket whereas Traffic Control agents are restricted to issuing tickets given their scope of work focuses on non-moving violations. When analyzing Police data they identified clear racial disparities in traffic enforcement, especially for Black drivers. Given the serious capacity limitations for the Police Department on traffic enforcement, the City will continue to explore alternative approaches to delivering this needed service in pursuit of better outcomes.

Automated Traffic Enforcement

Automated traffic enforcement is proven to improve safety. Federal Highway Administration research found that speed safety cameras can reduce injury crashes by up to 47% on busy arterial streets. A 2023 Minnesota Department of Transportation (MnDOT) study found that every methodically sound study of speed safety camera programs in the United States found reductions in speeds, crashes, injuries, and deaths. National Highway Traffic Safety Administration guidance gives automated enforcement it's highest effectiveness rating. Research on red light cameras have found a 14% estimated reduction in citywide intersection fatal crash rates for cities with red light cameras. As of February 2026, 344 communities in 26 states and Washington, D.C. have speed safety camera programs. Red light cameras are used in 352 communities in 22 states and Washington, D.C.. University of Minnesota research found strong support from Minnesota residents for speed safety cameras, especially in work zones and school zones[14] and the City has heard general support for automated enforcement in engagement around the previous 2020 Vision Zero Action Plan and 2023 Update[15].

In 2021, the City completed a technical study of automated enforcement to inform a potential future program and efforts to get state enabling legislation. The study looked at research and other cities to understand how automated enforcement programs are structured and managed, and strategies to ensure effective and equitable implementation.

During the 2024 State legislative session, the City of Minneapolis received authority to implement a pilot of traffic safety cameras for speeding and red light running through July 2029. The state law also directs MnDOT to do a work zone speed safety camera pilot. The law requires MnDOT to coordinate an independent evaluation and to report back to the legislature on findings by the end of 2028 for both their evaluation and the pilot in Minneapolis. All participating entities must report annually on their pilots; the first Minneapolis Traffic Safety Pilot Camera Report was released early in 2026.

The traffic safety camera pilot launched with five cameras on October 1, 2025. In preparation for this launch, staff created a framework for the pilot, analyzed and identified possible camera locations, and collected community feedback on the final candidate locations. Under the State law, the pilot could expand up to a maximum of 42 camera locations. The City may add enforcement of red lights at some locations in the future. The traffic safety cameras enforce for speeding for vehicles going 10 mph or more over the speed limit. All camera locations have signs that warn about camera enforcement, and a warning is issued for a first offense. After the warning, subsequent violations will result in:

- A $40 fine if a vehicle goes 10-19 mph or more over the speed limit or runs a red light; or
- A $80 fine if a vehicle goes 20 mph or more over the speed limit.

[14] Survey found 83% of Minnesotans were very supportive or supportive of speed cameras in work zones and 81% were "very supportive" or "supportive" of speed cameras in school zones. University of Minnesota Center for Transportation Studies. 2012.

[15] In 2022 Vision Zero Action Plan questionnaire, 63% were strongly or somewhat supportive of installing speed safety cameras while 25% were opposed (1,386 respondents). In 2019 Vision Zero Action Plan engagement, 58% said they would be in favor of Minneapolis using automated traffic enforcement while 28% were not in favor (1,595 responses). The City heard more support than opposition across nearly all demographics and areas of the city in both questionnaires, but neither questionnaire is a fully representative sample.

Strategy 12: Continue implementation of the traffic safety camera pilot of automated enforcement.

#	Action	Status
12.1	Continue to manage the traffic safety camera pilot.	Ongoing
12.2	Complete a comprehensive evaluation of the traffic safety camera pilot, including traffic safety impacts, equity evaluation, and recommendations for whether the program should be continued or terminated.	Future
12.3	Based on the results of the traffic safety camera evaluation, consider whether to seek legislative authority to continue to a traffic safety camera program.	Future

Strategy 13: Strategically, equitably, and fairly enforce traffic laws to reduce the most dangerous behaviors on Minneapolis streets.

#	Action	Status
13.1	Finalize study to evaluate alternative approaches to staffing and implementing traffic enforcement started by the Office of Performance and Innovation. This work should cover both moving and non-moving violations18 with a priority on moving violations given their connection to injuries and deaths. The work should be informed by community engagement that centers the voices of communities most impacted by traffic crashes and traffic enforcement.	Future
13.2	Implement reforms to address racial disparities in traffic stops as outlined in the Settlement Agreement between the City and the Minnesota Department of Human Rights.	In Progress
13.3	Focus traffic enforcement on the five leading behaviors in serious crashes on Minneapolis streets: driving while impaired (by alcohol, drugs, intoxicating substances, and/or cannabis), distracted driving, speeding, red light running, and unsafe turning.	In Progress
13.4	Seek opportunities to 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 and high visibility enforcement.	Future
13.5	Explore supporting statewide legislation to implement intelligent speed assist (speed governor) as enforcement tool for super speeders and reckless drivers.	Future
13.6	Explore supporting statewide legislation on oral fluid testing for impaired driving.	Future
13.7	When appropriate, use Public Works variable message signs to inform the public on DWI patrols, focusing on areas with high nightlife activity.	Future

Community Wellbeing and Safety

There are unacceptable disparities in traffic crashes, especially in Transportation Equity Priority areas (see page 14). These disparities mirror disparities in many other outcomes and have been exacerbated since 2020 with the COVID-19 pandemic, the trauma caused by the murder of George Floyd, and gun violence. While serious and fatal crashes have grown in some areas of Minneapolis, high equity priority areas (identified in TEP 1 and 2 areas) continue to see a disproportioned rate of all crashes. There has been a decrease in traffic deaths that are related in some way to gun violence or police chases (1 of 14 total fatal crashes in 2025 vs. 5 of 23 fatal crashes in 2021).

Addressing disparities is a key priority for the City. The Minneapolis 2040 Plan's first goal is "Eliminate disparities: In 2040, Minneapolis will see all communities fully thrive regardless of race, ethnicity, gender, country of origin, religion, or zip code having eliminated deep-rooted disparities in wealth, opportunity, housing, safety, and health." Vision Zero efforts directly impact this goal: investments to eliminate disparities, support community wellbeing, and improve community safety are essential for citywide efforts to eliminate disparities.

Strategy 14: Invest in community wellbeing and community safety.

#	Action	Status
14.1	Explore opportunities for coordination and potential collaboration between Vision Zero work and community safety, violence prevention, and homeless outreach efforts.	Future
14.2	Explore collaboration with the Minnesota Homeless Management Information System (HMIS) to understand how many people were unhoused when they died or were seriously injured from being involved in a crash	Future

Safe Vehicles

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

Vehicle safety regulations are a key part of reaching Vision Zero. Federal requirements for seat belts and air bags have saved hundreds of thousands of lives across the country and requirements for new traffic safety technology are being considered. The federal government manages vehicle safety regulations and the City's role in vehicle safety is more limited.

Information that informs our approach to Safe Vehicles includes:

- The 2022 Vision Zero Crash Study and the 2018 Vision Zero Crash Study both found that large trucks are involved in about 3% of severe serious and fatal crashes in Minneapolis, which is lower than average for Minnesota, the U.S. in general, and most large cities (in some cities, this rate is up to 30%). As a result, this plan does not include focused actions related to large trucks, especially when compared to other cities.
- Fewer than 1% of serious and fatal crashes from 2020 to 2024 involved people using motorized electric scooters. The City includes safety regulations as part of City ordinances and safety is a part of the process for considering scooter rental vendors. The City will support improved safety for scooter riding through Safe Streets and Safe People actions as well.

Strategy 15: Support safety with mobility technologies and the City's vehicle fleet.

#	Action	Status
15.1	Pilot and manage emerging vehicle technologies with the potential to improve safety while ensuring they support City goals.	Ongoing and On Track
15.2	Continue to monitor safety on the City's scooter share program and make adjustments to requirements, education, or design as appropriate.	Ongoing and On Track
15.3	Evaluate the potential to use smaller vehicles in the public fleet to align with safer street designs.	Future
15.4	Support efforts to require prudent additional vehicle safety features with a particular focus on measures that will increase pedestrian and bicycle safety.	Ongoing and On Track

Safety Data

Safety Data actions support the data-driven approach to Vision Zero and ensure accountability for progress towards goals. Public Works uses crash reports made by the Police Department to inform many of the strategies and actions in this plan, prioritize investments, and evaluate treatments and projects.

Strategy 16: Maintain quality traffic safety-related data and analysis.

#	Action	Status
16.1	Explore the potential of a new user-friendly system or web-based dashboard for sharing Minneapolis traffic crash data with the public.	Future
16.2	Maintain a Minneapolis Public Works crash database and update at least quarterly.	Ongoing and On Track
16.3	Consider establishing a "near-miss / close call" incident reporting tool where members of the public can easily provide details, including location and description, for a crash that appeared imminent but was avoided. Coordinate with 311 and other City systems as needed.	Future
16.4	Maintain an online traffic safety concerns reporting system in coordination with the neighborhood traffic calming program and Vision Zero capital program. Regularly monitor community feedback.	Ongoing and On Track
16.5	Coordinate an internal fatal crash review committee across relevant City departments.	Ongoing and On Track
16.6	Evaluate ways to further integrate predictive crash analysis into Vision Zero planning.	Future
16.7	Evaluate potential changes in officer training for traffic crash reporting to improve the accuracy of the collected safety data.	Future
16.8	Support changes to crash data reporting systems to better reflect all mobility options, including motorized foot scooters, and to collect data on race and disability status.	Future
16.9	Explore a pilot in changes to crash data reporting systems for non-injury reporting through civilian crash investigators.	Future

Strategy 17: Report regularly on Vision Zero.

#	Action	Status
17.1	Issue an annual Vision Zero report.	Ongoing and On Track
17.2	Create and maintain a Vision Zero metric tracking page on the City website.	Future
17.3	Prepare a 10-year report to review progress and update goals and targets as needed	Future

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 serious injuries. The City issues annual Vision Zero reports, which are maintained on our website. 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 serious injuries[16], including breakdown by mode, age, race, and whether it was in Transportation Equity Priority areas 1 or 2[17]
2. Percentage of High Injury Streets with new traffic safety treatments[18]
3. Miles of four-lane undivided High Injury Streets converted to safer configurations
4. Number of total intersections with new traffic safety treatments, listed separately by those with design changes or upgrades, and those with traffic signal-related changes
5. Percentage of new street safety treatments in Transportation Equity Priority areas 1 or 2
6. Number of events, online interactions, and residents reached through the Vision Zero engagement work and City capital planning projects.
7. Percentage change in traffic stops that are of people of color
8. Number of traffic stops focused on the top five unsafe behaviors on Minneapolis streets

[16] 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.

[17] Transportation Equity Priority (TEP) areas are identified in the Racial Equity Framework for Transportation.

[18] 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.

Appendix: Community Engagement

Engaging community members and partners as part of Vision Zero is an important value for the City of Minneapolis.

Vision Zero provides a collective goal that the City works on collaboratively across multiple departments and 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.

This 2026-2030 update of the Vision Zero Action Plan has as its foundation the community ideas and preferences gathered through the development of its previous editions as well as comments and ideas gathered through this update's public review and comment period.

This Appendix includes brief summaries from the following engagement activities:

A.1 – Comments from the 2026-2030 Vision Zero Action Plan (this plan)

A.2 - Comments from the previous edition (2023-2025) of the Vision Zero Action Plan

A.3 - Summary of the 2022 Vision Zero survey

A.4 - Comments from the initial (2020-2022) Vision Zero Action Plan

A.1: Comments from the 2026-2030 Vision Zero Action Plan (this plan)

(this section will be updated as the current phase of public engagement is completed)

Background

Engagement for the new draft of the Vision Zero Action Plan started on June 15 2026.

The new plan was posted online on that date at the Vision Zero website.

The new plan, which includes new data, new and updated actions, and updated performance metrics, was posted alongside a comments request form and several prompts asking for comments on the draft.

Process

The 30-day public comment period started on June 15, 2026 and ended on July 17, 2026.

To kick off engagement, presentations were made to the City's Pedestrian Advisory Committee (PAC) and Bicycle Advisory Committee (BAC) during the first week of the plan's public comment period.

Public Meetings

Two public meetings will be [were] held:

- An **In-Person Public Meeting** held on Tuesday June 30 from 5 pm to 6 pm at the Minneapolis Public Service Building, Room 100 (505 Fourth Avenue S)
- An **Online / Virtual Public Meeting** held on Wednesday July 1 from 6 pm to 7 pm via Microsoft Teams (a recording of the meeting was made available online on the plan's website following the workshop, to accommodate others who were not able to attend or were not aware of the initial workshop)

Completion Process

Following receipt of public comments, final updates responding to those comments were made to the plan. This final version of the **2026-2030 Vision Zero Action Plan** will be [was] presented to the Climate & Infrastructure Committee of the City Council on (tentative: August 6).

A.2: Comments from the 2023-2025 Vision Zero Action Plan (the previous edition of this plan)

170 people shared comments on the draft Vision Zero Action Plan during a one-month public comment period held from November 11 to December 11, 2022.

Comments received covered a wide range of topics. Some key takeaways from the most commented aspects of the draft plan (and how those were addressed in adjustments in the plan) include:

- There were more comments in support than opposition on each key strategy in the draft plan and the plan overall.
- More people commented in support (36%) than commented in opposition (32%) to the speed safety camera pilot, although this strategy had the most opposing comments of any in the draft plan. Supporters commonly said they thought it would improve safety. Opponents most commonly expressed concerns over increased surveillance or thinking it is unconstitutional. Some supporters said they wanted to see red light cameras as well.
  - » *The City supports strong protections for fairness, equity, and privacy in any traffic safety camera program and has intentionally built protections into the legislative bill (summary here). Additional protections will be a priority when a local traffic safety camera pilot is created after legislative authority is granted. The plan was adjusted to speak more generally about traffic safety cameras for speeding or red light running to provide flexibility in developing a future local pilot.*
- More than twice as many people commented in support (25%) of making safety improvements on High Injury Streets than in opposition (11%). There were themes that people want concrete rather than bollard improvements or are concerned around maintenance or attractiveness of the bollards.
  - » *Three additional actions (Safe Streets actions 2.8-2.10) were added to the plan related to bollard maintenance and attractiveness.*

- Nearly twice as many people commented in support (31%) of street designs to reduce dangerous vehicle speeds than in opposition (16%). Many supporters wanted us to move faster while opponents thought it would not help or the measures are making it too hard to drive.
  - » *No change was made to the plan based on this comment theme as majority of comments supported plan direction.*
- More than three times as many people commented in support (24%) than opposition (8%) of evaluating alternative approaches to staffing and implementing traffic enforcement.
  - » *No change was made to the plan based on this comment theme as majority of comments supported plan direction.*

A.3: Summary of the 2022 Vision Zero survey

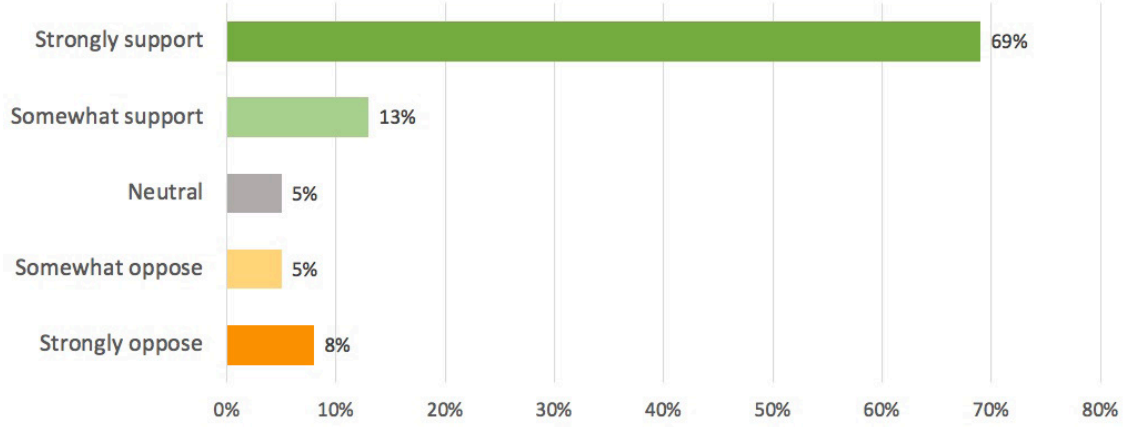
In 2022, we conducted a community survey to gather comments and ideas related to community support for slower and safer traffic speeds on busier streets in Minneapolis.

Comments were collected primarily online, though there were also opportunities for providing in-person comments at several community events.

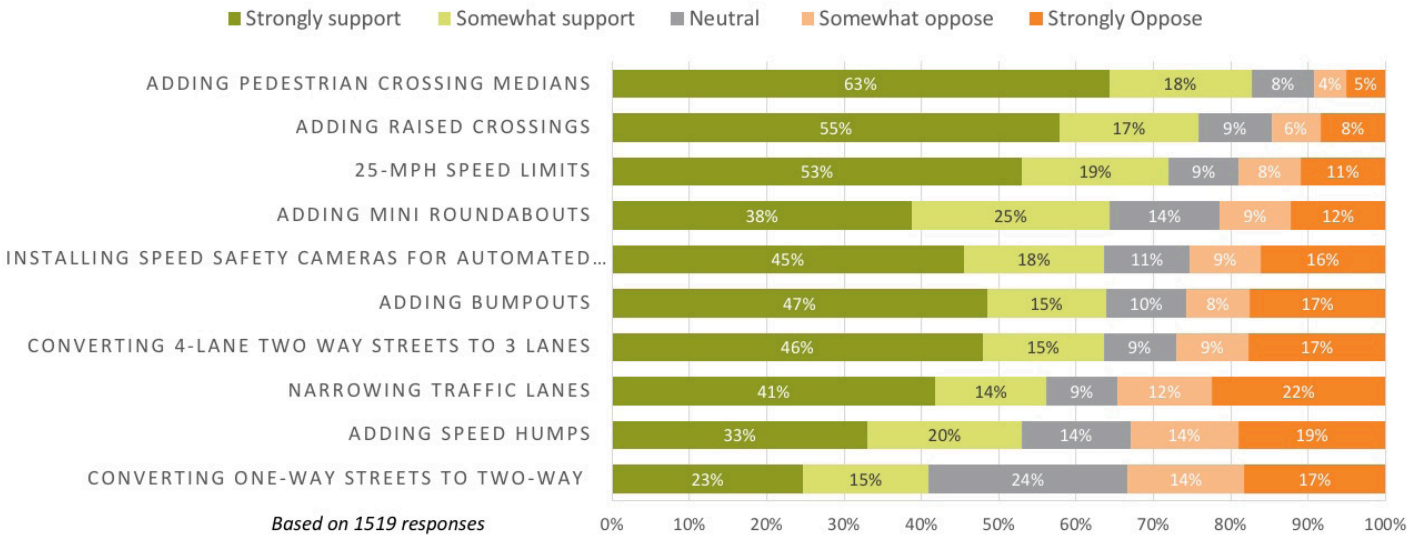
A total of 1,519 people responded to the survey (however, please note that the survey does not provide a representative sample of Minneapolis: Black, Indigenous, Latino, and Asian residents are underrepresented as are people younger than 35, residents of North and Southeast, and people with household incomes below $50,000).

All responses from the survey are available here >

Question 1: How much do you support or oppose more measures to help achieve slower and safer traffic speeds on busier streets (e.g. Nicollet Avenue, Lyndale Avenue N, or Monroe Street NE) in Minneapolis?



Question 2: Would you support or oppose these specific measures on busier streets in Minneapolis to help achieve safer traffic speeds?



A.4: Comments from the 2020-2022 Vision Zero Action Plan (the first edition of this 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.

Comments on the first draft plan

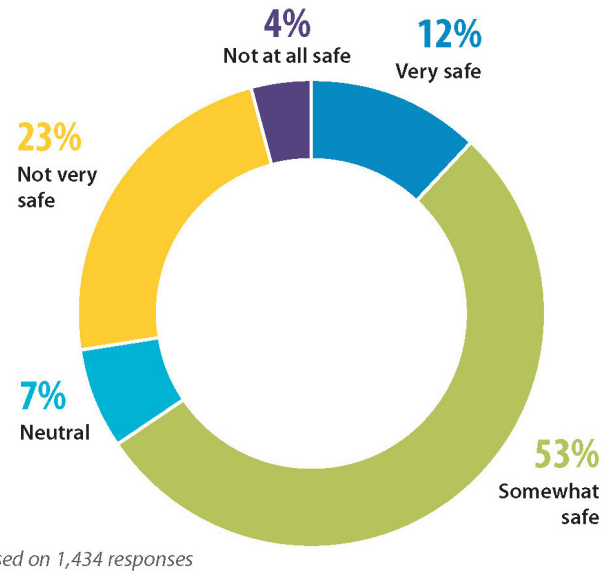
More than 400 people shared comments on the draft Vision Zero Action Plan during a one-month public comment period held from September 17 to October 16, 2019. There were comments shared on a wide range of topics.

Changes were made to draft Vision Zero Action Plan to address common themes and specific suggestions.

Some of the most commented on aspects of the draft plan include:

- About one-third of commenters specifically asked for more traffic enforcement while a smaller number of commenters offered concerns about inequities in enforcement.
- There was more support expressed than opposition to reducing speed limits. Supporters generally spoke to the safety benefits of lower speeds while opponents often expressed skepticism about the value of reducing the speed limit and suggested enforcing the existing speed limits instead.

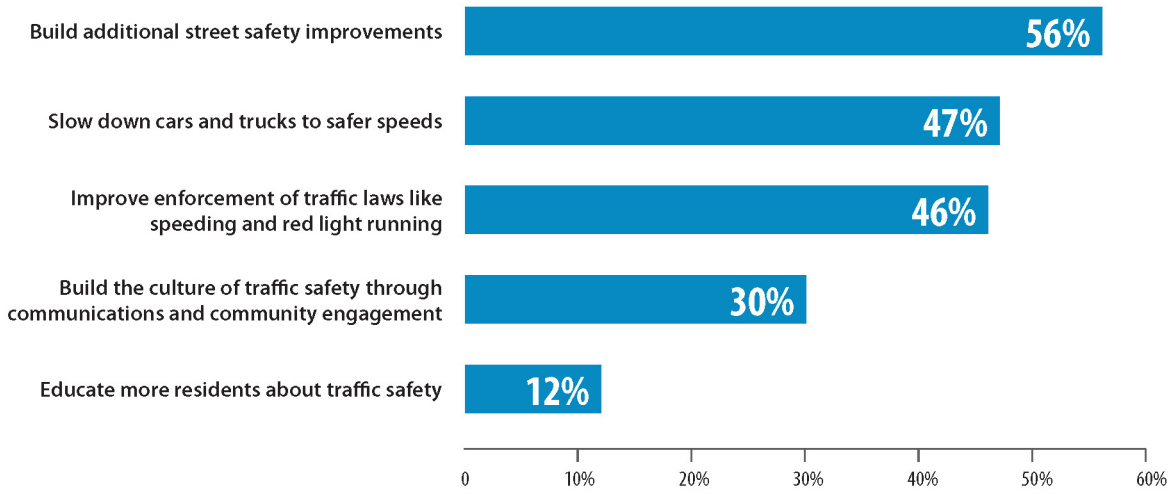
Question 1: With traffic safety in mind, in general, how safe do you think it is to travel on Minneapolis streets?



Based on 1,434 responses

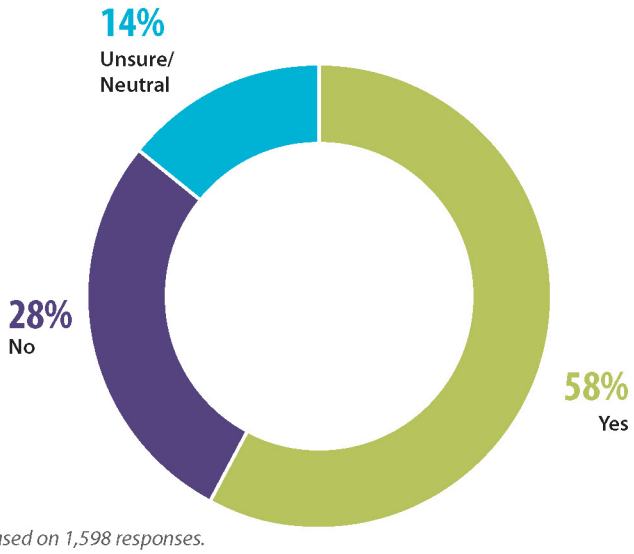
- There was more support expressed than opposition to the Safe Streets section in general. Supporters offered a variety of reasons for their support while opponents most commonly expressed fear about increased congestion or a general lack of trust of the City.
- There was more support expressed than opposition to seeking to implement automated enforcement. Supportive commenters most commonly said they thought the program would improve safety in a fair way while opponents often expressed concerns about privacy or government surveillance.

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.

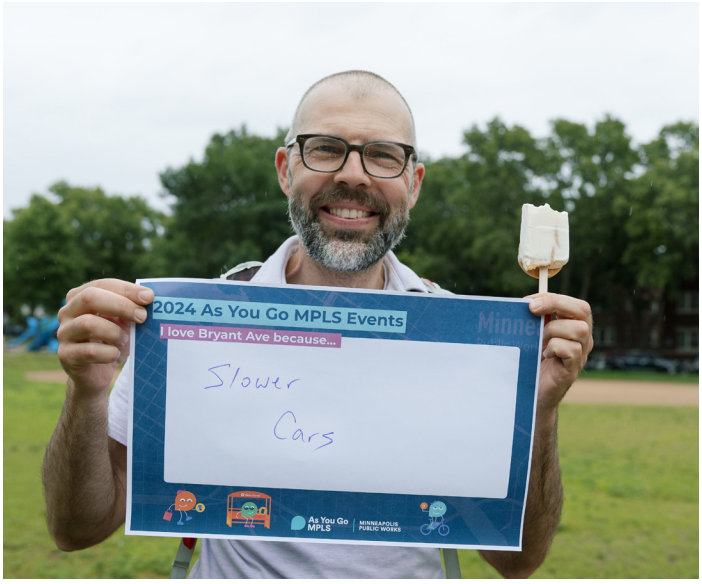
Question 3: Would you be in favor of Minneapolis using automated traffic enforcement?



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