

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 severe injuries. The City will issue an annual Vision Zero report and provide a progress report every six months. 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 severe injuries¹, including breakdown by mode, age, race, and whether it was in an ACP50 area²
- 2 Percentage change in drivers exceeding 30 miles per hour and median traffic speeds on select streets
- 3 Percentage of High Injury Streets with new traffic safety treatments³
- 4 Miles of four-lane undivided High Injury Streets converted to safer configurations
- 5 Number of total intersections with new traffic safety treatments, listed separately by those with design changes and those with traffic signal-related changes
- 6 Percentage of new street safety treatments in ACP50 areas
- 7 Number of residents reached by Vision Zero engagement work, including breakdown of those reached by City staff-led engagement and engagement led by community- and culturally-based organizations
- 8 Percentage change in traffic stops that are of people of color
- 9 Percentage of traffic stops focused on the top five unsafe behaviors on Minneapolis streets
- 10 Percentage of Minneapolis public schools conducting traffic safety education programs for students



1 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.

2 ACP50 area is an Area of Concentrated Poverty where a majority of residents are people of color.

3 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.