

# 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 injuries<sup>1</sup>, including breakdown by mode, age, race, and whether it was in an ACP50 area<sup>2</sup>
- 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 treatments<sup>3</sup>
- 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.