

Minneapolis Vision Zero and new speed limits

ECCO

March 16, 2020

**VISION
ZERO**

SAFE STREETS FOR MINNEAPOLIS




Minneapolis
City of Lakes

Minneapolis Vision Zero

Goal: zero deaths and severe injuries on City streets by 2027

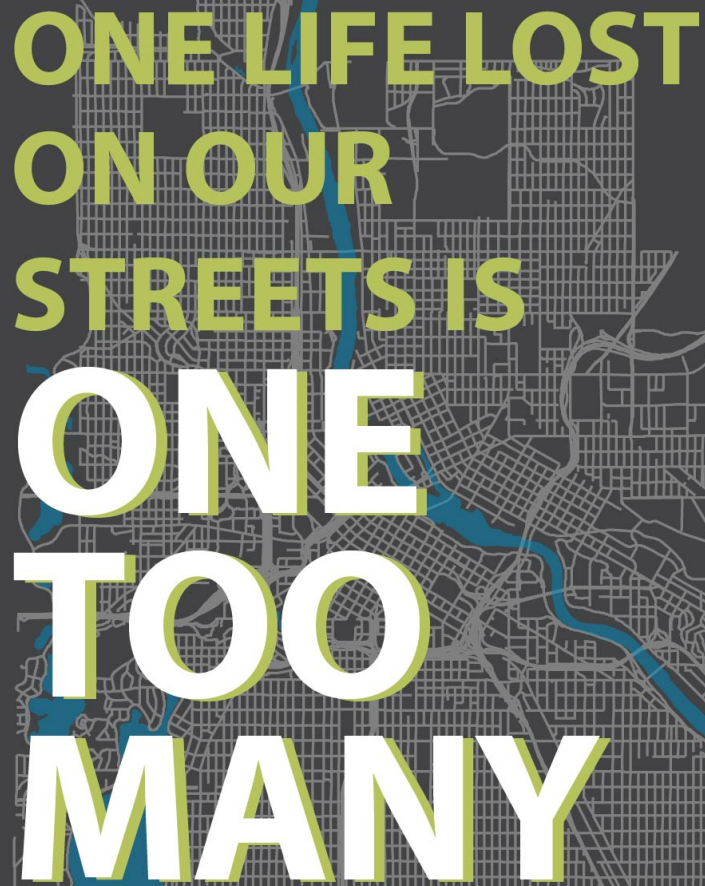
Between 2007 and 2016, an average of

- 11 people died
 - 84 people were severely injured
- in crashes on streets in Minneapolis.

“A commitment to Vision Zero is a commitment to life and equitable opportunity for people in the City of Minneapolis.”

Vision Zero Resolution (2017)

Source: Vision Zero Crash Study
Excludes freeway & intentional crashes



**ONE LIFE LOST
ON OUR
STREETS IS
ONE
TOO
MANY**

**VISION
ZERO**

MINNEAPOLIS

We remember the names
of people who died
walking, biking and driving
in Minneapolis in 2018.

**Abdishakur
Antonio
Antwanika
Colin
Dana
Debra
Felicia
Hailu
Kenneth
Kimberly
Kimel
Rashid
Scott
Sheryl
Steven
Terrence
Tyrone**

Includes all non-intentional traffic deaths in Minneapolis, including on Interstates.

Vision Zero – an effort by many

- Multidisciplinary approach
 - 12 City departments
- Partnerships
 - Hennepin County, MnDOT and other agency partners
 - Community organizations, advisory committees
 - The public
- Vision Zero Action Plan committees
 - Task Force
 - Advisory Committee
 - Technical Advisory Committee



Transportation Action Plan

- 10-year transportation plan
- Coordinated with Vision Zero Action Plan
- Draft out for public comment through Apr. 22

Minneapolis
City of Lakes

CITY OF MINNEAPOLIS

DRAFT
Transportation
Action Plan

March 6, 2020

Draft Transportation Action Plan

Open houses + online opportunities

- Open houses
 - March 11, 4:00-6:00, Minneapolis Central Library
 - March 24, 5:00-7:00, MLK Jr Recreation Center
 - April 13, 4:30-6:30, UMN Urban Research and Outreach-Engagement Center (UROC)
- Online open house
 - April 8, 6:00-7:00, City of Minneapolis Facebook page
- Online through Apr. 22: go.minneapolismn.gov
- Toolbox online for groups to host conversations
- Join the conversation on social media: **#gompls**



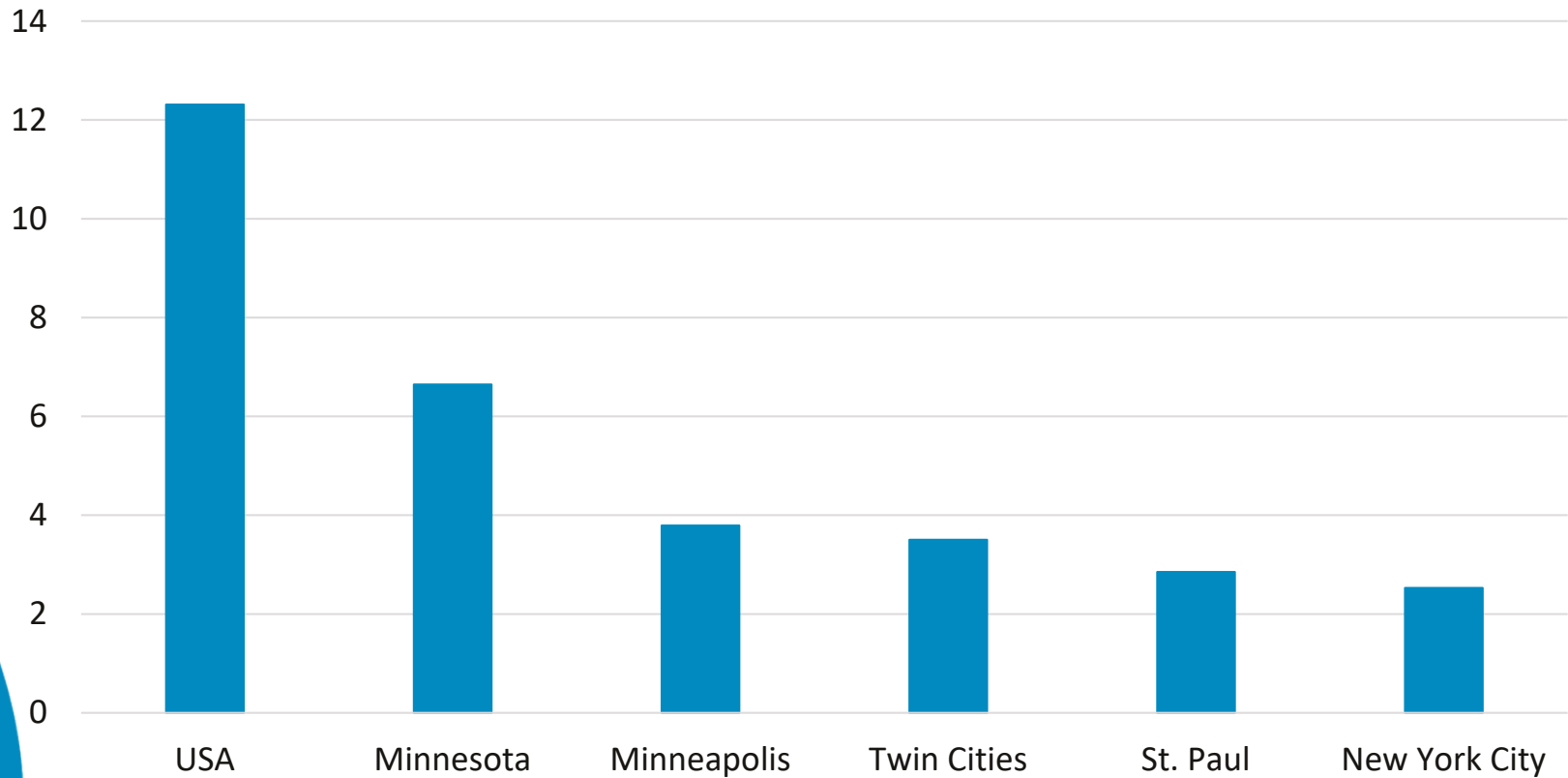
Early Vision Zero action

- Legislative authority to set speed limits
- Striped Zebra crosswalks citywide – 3,000 new
- On-going safety improvements through our capital projects



Minneapolis safer than many cities, but work to do

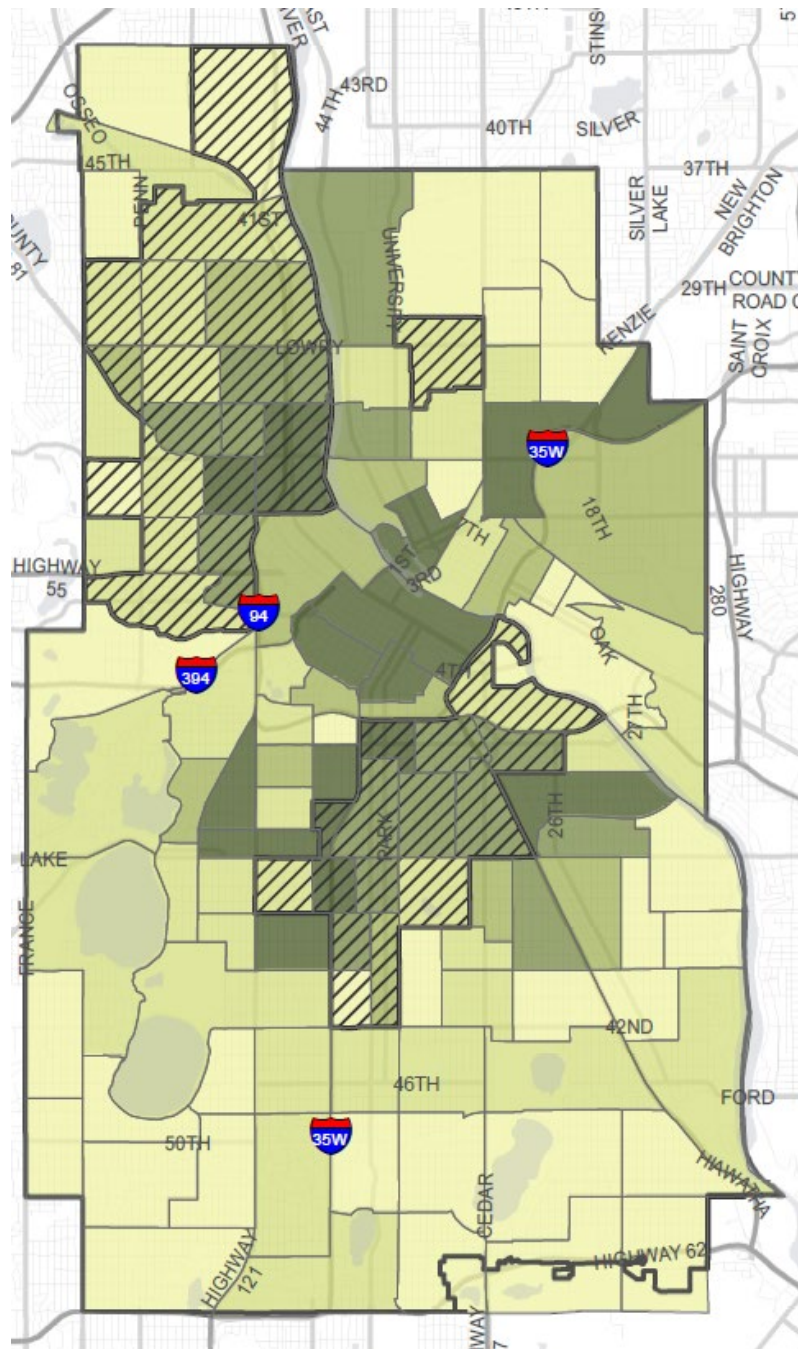
Traffic fatalities per year per 100k population



Includes all traffic deaths, including on interstates
Minnesota locations for 2008-2017
USA & NYC for 2017

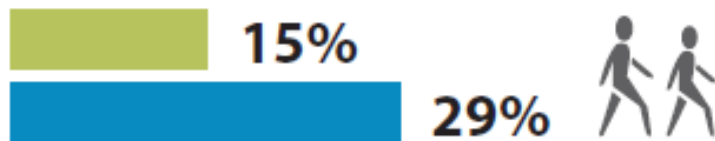
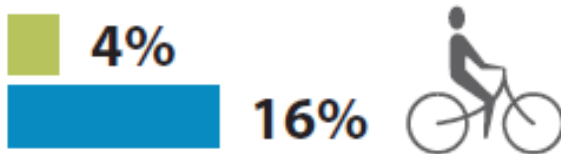
Crashes more concentrated in neighborhoods with more people with low-income

- 40% of crashes, but only 31% of population



Source: Pedestrian and Vision Zero Crash Study

Bicyclists and pedestrians are overrepresented in crashes



■ Percent of Trips

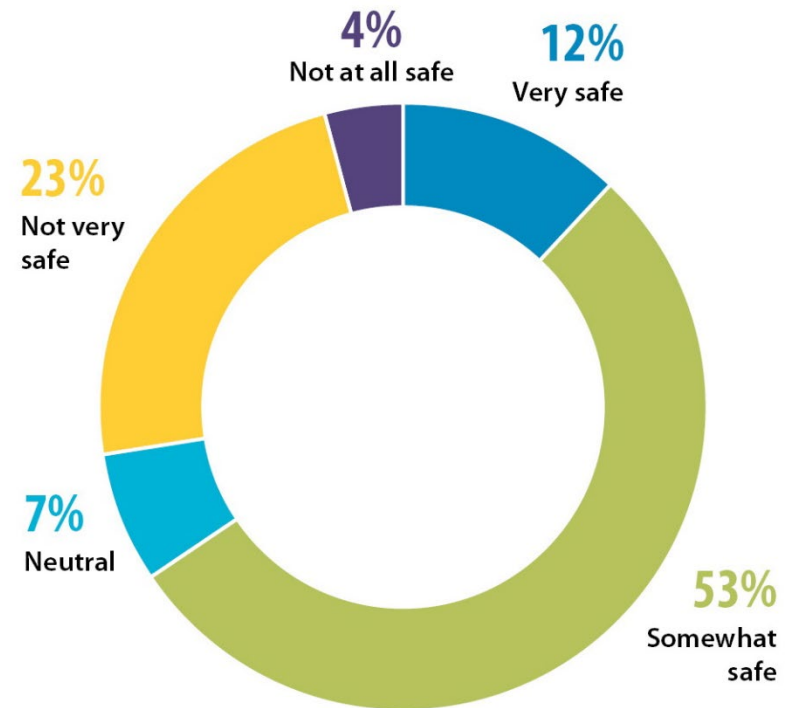
■ Percent of Severe Injuries/Death

Injuries/deaths from Vision Zero Crash Study
% of trips from 2010 Met Council Travel Behavior Inventory
Automobile category includes cars, trucks, & motorcycles, but not transit

Engagement around traffic safety

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

85% of 1,434 survey respondents said it's **"very important"** to improve traffic safety.



Based on 1,434 responses

My best safety idea is...

- Word cloud (size of word reflects how frequently it was used in responses):



Vision Zero guiding principles



Safety and human life first.



Equity.



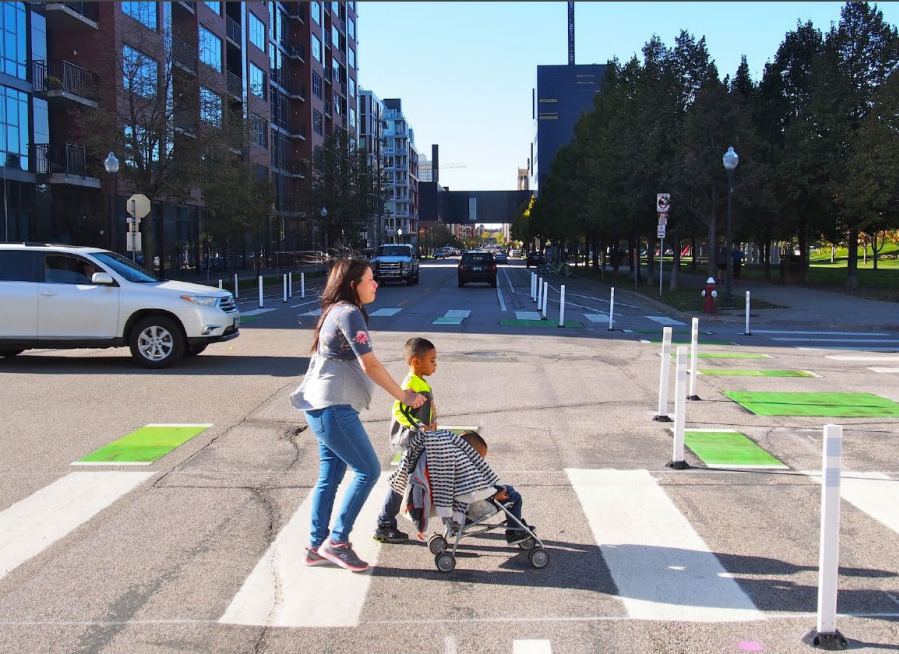
Data-driven.



Accountability.



Minneapolis
VISION ZERO
ACTION PLAN 2020-2022



16 strategies and 72 actions address 4 areas:

- Safe streets
- Safe people
- Safe vehicles
- Safety data

December 2019



Highlight strategy

- Reduce speed limits

RISK TO PEDESTRIANS INCREASES AS DRIVER SPEED INCREASES

20
mph



13%

OF PEDESTRIANS
WILL DIE OR SUFFER
A SEVERE INJURY IF
HIT BY A VEHICLE AT
20 MPH

30
mph



40%

OF PEDESTRIANS
WILL DIE OR SUFFER
A SEVERE INJURY IF
HIT BY A VEHICLE AT
30 MPH

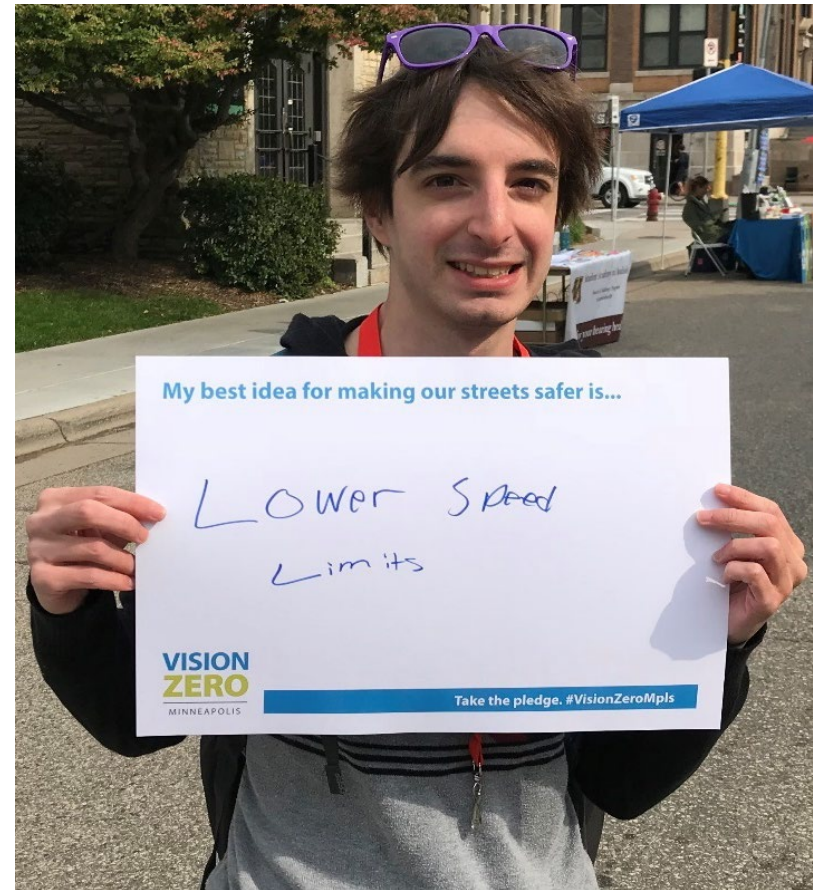
40
mph



73%

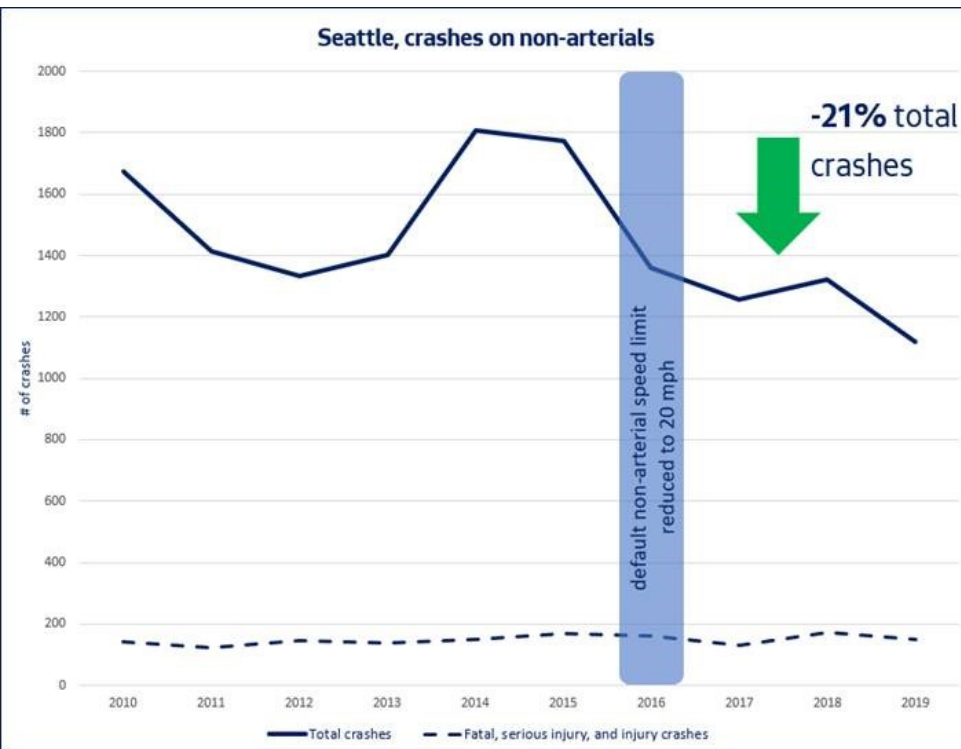
OF PEDESTRIANS
WILL DIE OR SUFFER
A SEVERE INJURY IF
HIT BY A VEHICLE AT
40 MPH

Source: Brian T. Tefft, 2013. Impact of speed on a pedestrian's risk of severe injury or death.



Lower speed limits = safer streets

Seattle example



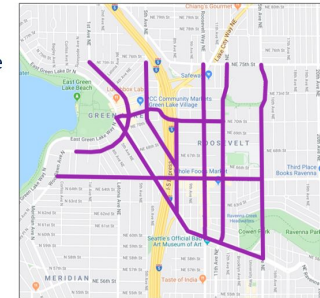
Speed Limits: Green Lake/Roosevelt Urban Village

Action

- Posted all arterials to **25 mph** (33 new signs)
 - 7 speed limit signs previously posted within urban village
- Implemented November 2018

Results

- 85th %tile speed reduction of 28 to **27 mph**
- 26% reduction in top end speeders (+10 mph over speed limit)
- 44% reduction in all crashes (65 to 36 a year)



Multiple Arterial Streets (6.2 miles)

Department of Transportation

 City of Seattle

Source: Dongho Chang, Seattle DOT

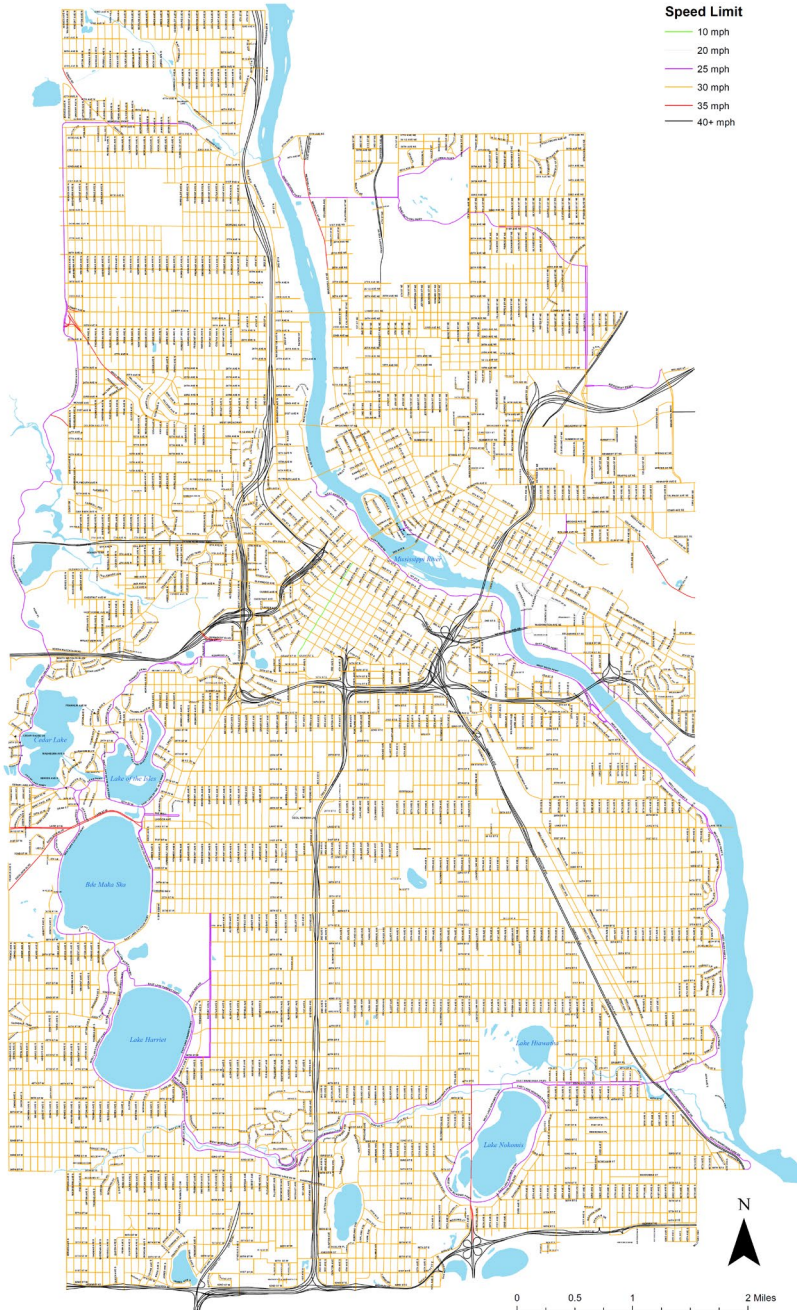
Speed limit changes

- 20 mph for local residential streets
- 25 mph for City-owned collector and arterial streets
- 35 mph for 4 short segments with few conflicts connecting to Interstates

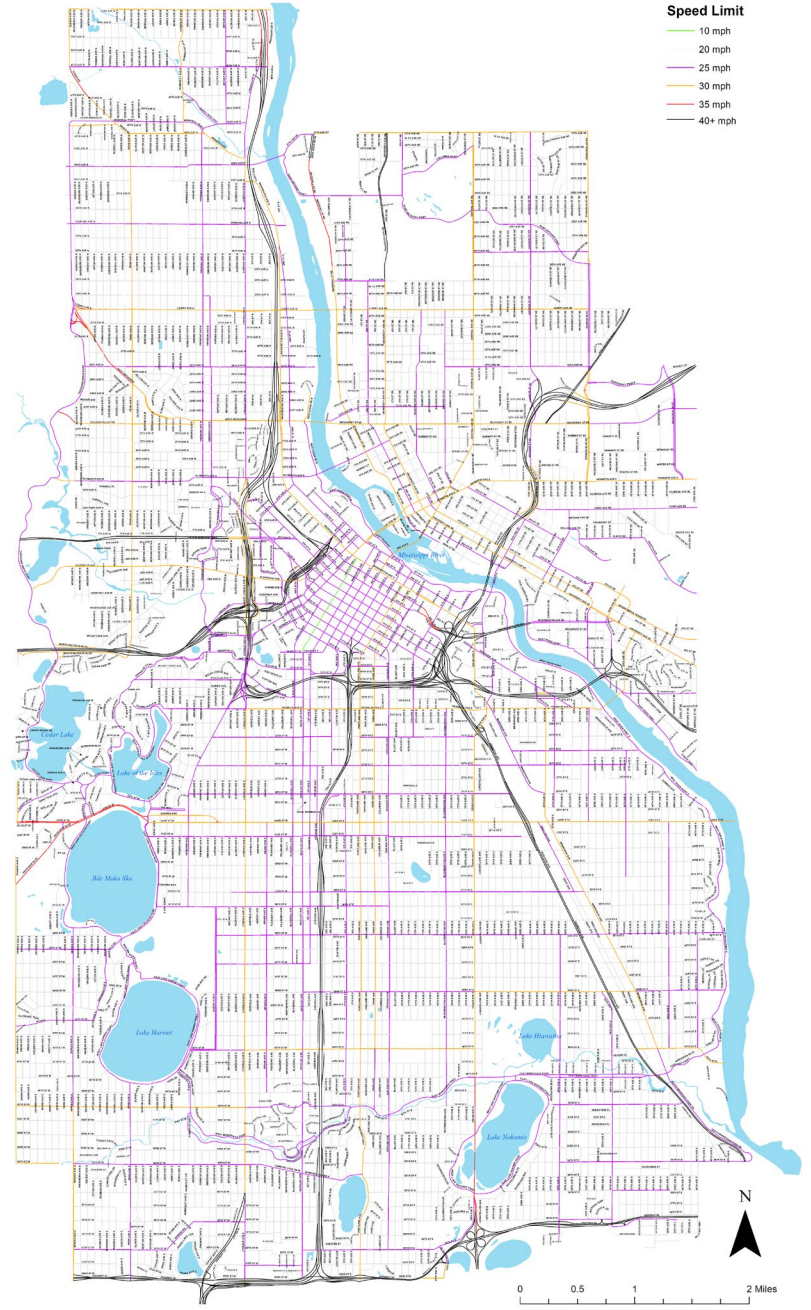
The City does not have authority over speed limits on Hennepin County and MnDOT streets and they will not be changing.



Before



After



Signage timeline

- Gateway signs at most entry points to the City that note that the speed limit citywide is 20 mph unless otherwise posted
- Speed limit signs on streets with 25+ mph speed limits



- Coordinated with St. Paul
- Implementation will finish this fall

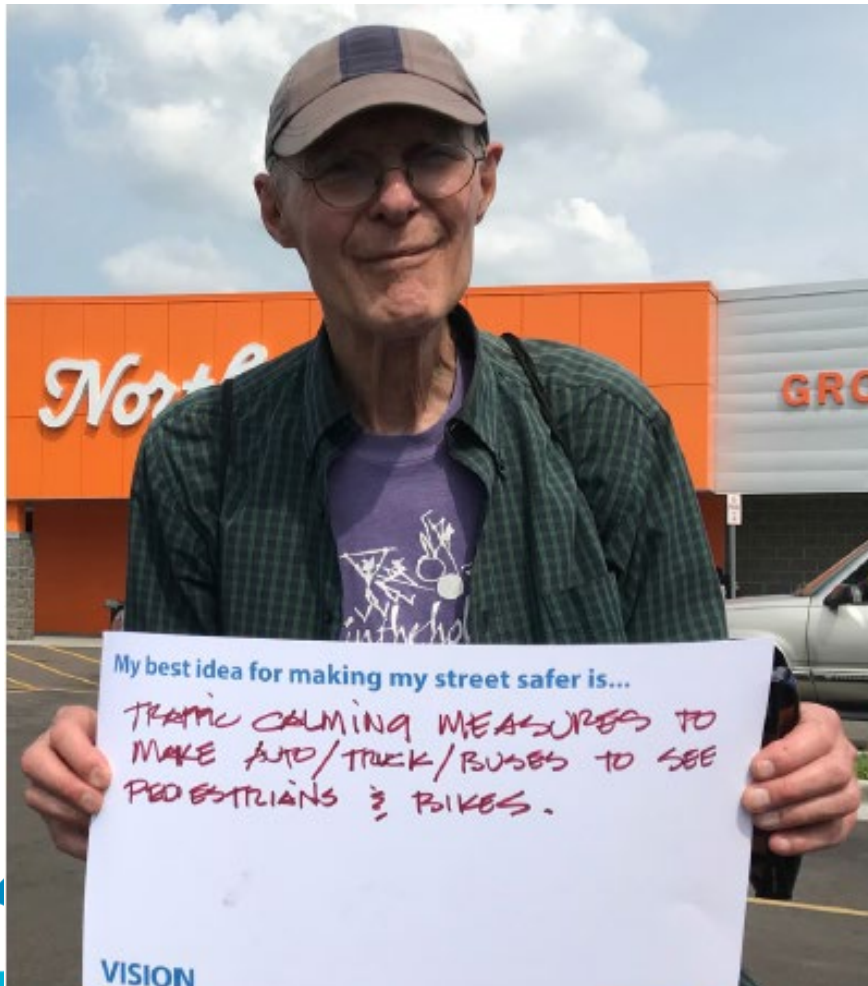
More speed limits details

- www.visionzerompls.com



Highlight strategy

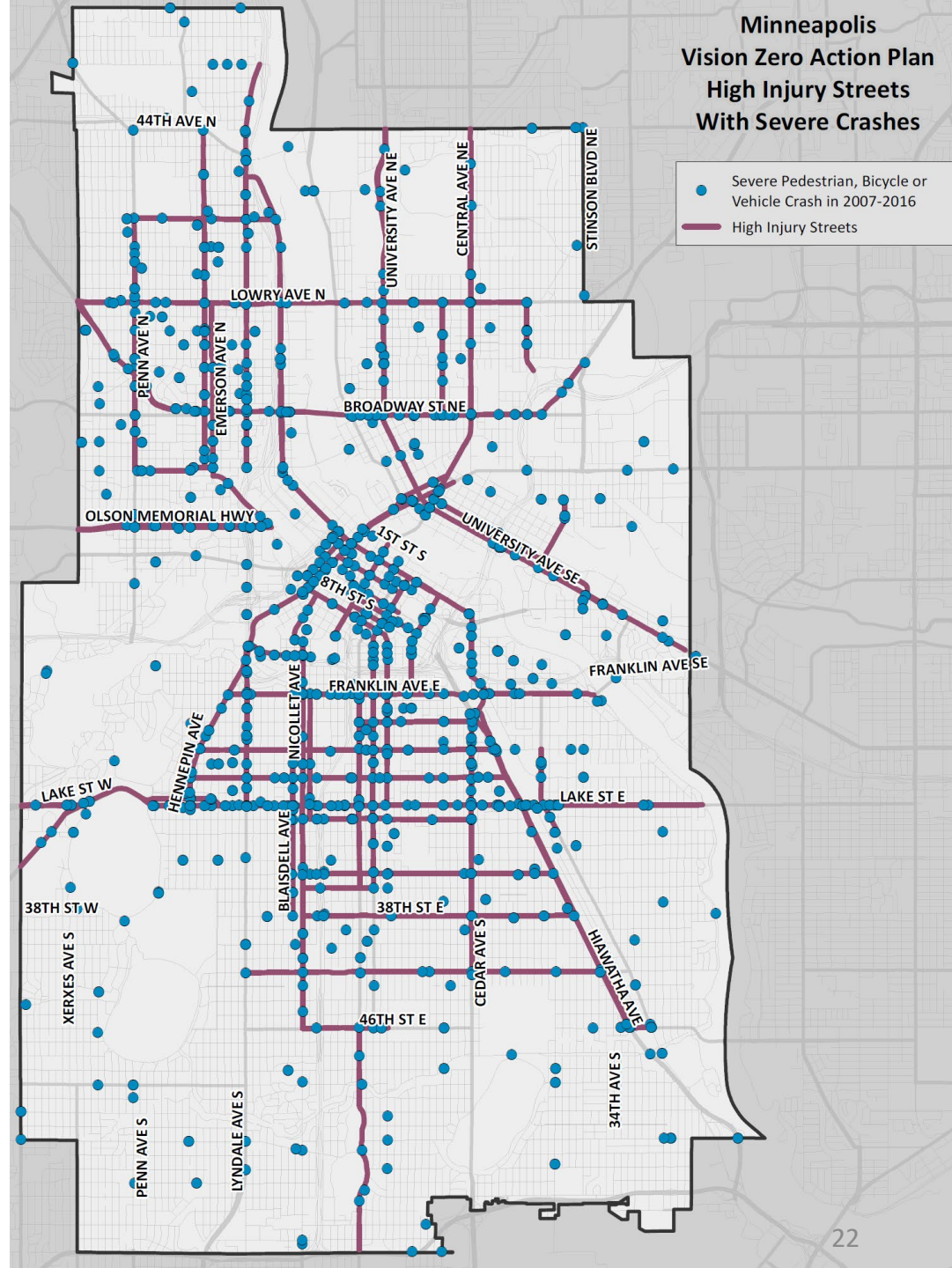
- Make safety improvements on High Injury Streets



High Injury Streets

- 9% of streets
- 34% of traffic
- 70% of severe and fatal crashes

- 114 miles
 - 46 mi City-owned
 - 48 mi County-owned
 - 19 mi State-owned



4-Lane undivided streets are generally the least safe

- Minneapolis and Hennepin County have done 15 4-to-3 lane conversions in last 15 years—most with little to no traffic impact
- 36% ave reduction in injury crashes
- Actions to creatively address 4-lane streets with more traffic
- In some case, may have to accept some additional rush hour delay to increase safety



High Injury Streets – quick improvements



Google



Google

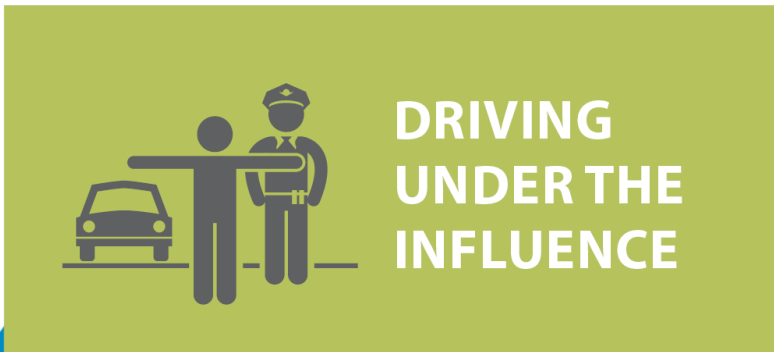






Safe people

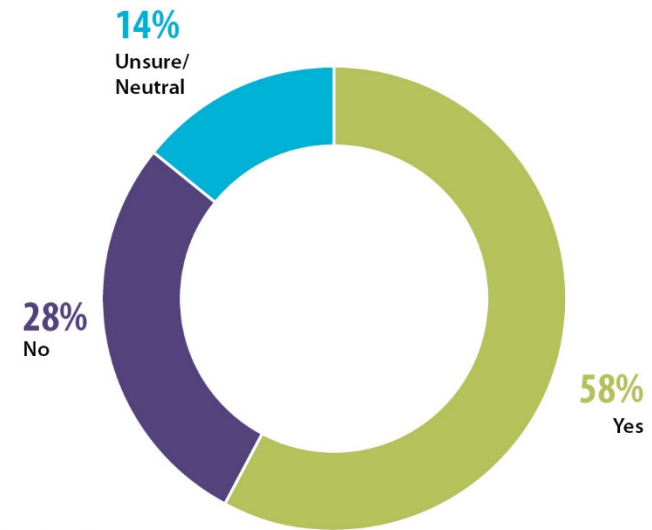
Top 5 unsafe behaviors on Minneapolis streets



Highlight strategy: Automated traffic enforcement

- Speeding and red light running are most common focuses
- Speed cameras:
 - Typically ~20-25% injury reduction*
- Red light cameras:
 - 14% fewer fatal crashes at all signalized intersections**
- Seeking Legislative authority
- Studying how to best implement in Mpls

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



Based on 1,598 responses.

*Source for speed cameras: National Highway Traffic Safety Administration 2007 study

**Source for red light cameras: Insurance Institute for Highway Safety 2017 study

Traffic safety in ECCO

- Lake Street is a High Injury Street
 - More than 50% of all crashes in ECCO
- Of people injured in traffic crashes since 2016:
 - 58% in a vehicle
 - 30% walking
 - 5% biking
 - 5% on a motorcycle



Questions and thoughts?



Thank you!

www.VisionZeroMpls.com



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