

Committee Report

Transportation Committee



Committee Meeting Date: February 22, 2023

For the Metropolitan Council: March 8, 2023

Business Item: 2023-51

Adoption of 2023 Safety Performance Targets

Proposed Action

That the Metropolitan Council adopt the 2023 annual targets for the roadway safety performance measures, detailed in Table 1 of the business item.

Summary of Transportation Committee Discussion/Questions

Jed Hanson, Planner, Metropolitan Transportation Services, presented this item.

Sterner asked what actions are being taken to achieve targets given they have been missed for four years. Hanson answered there is a lag between safety performance outcomes and the Met Council's actions in project selection and long-range planning. Hanson said setting an aspirational benchmark can help track progress on achieving stated values.

Sterner asked where critical areas of fatalities are occurring. Hanson said some corridor analysis will occur in the Regional Safety Action Plan. Charles Carlson, Director, Metropolitan Transportation Services, said the targets are set on a straight line to a zero goal and safety is being seriously addressed in the transportation workplan. Barber said the Transportation Advisory Board considers safety in projects and their effect on safety numbers may be a few years out.

Item was moved by Chamblis, seconded by Fredson. Motion carried. Hearing no objection, the item is sent Consent to Council.



Business Item

Transportation Committee



Committee Meeting Date: February 13, 2023

For the Metropolitan Council: February 22, 2023

Business Item: 2023-51

Adoption of 2023 Safety Performance Targets

District(s), Member(s):	All Districts and Members
Policy/Legal Reference:	23 CFR Part 490
Staff Prepared/Presented:	Jed Hanson, Planner, Multimodal Planning, 651-602-1716 Heidi Schallberg, Planning Analyst, Multimodal Planning, 651-602-1721 Amy Vennewitz, Deputy Director, Finance & Planning, 651-602-1508
Division/Department:	Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council adopt the 2023 annual targets for the roadway safety performance measures, detailed in Table 1.

Background

All state departments of transportation (state DOTs) and metropolitan planning organizations (MPOs) must adopt a program to measure system performance and set performance targets to monitor progress. Targets for the safety performance measures are required annually. Safety is one of five categories for federally required performance measures. The safety targets serve a dual purpose:

- Inform planning and programming to reduce fatal and serious injuries
- Track performance of the Highway Safety Improvement Program (HSIP)

Federal requirements specify five safety performance measures for both state DOTs and MPOs that must have annual targets:

1. Number of all fatalities
2. Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of all serious injuries
4. Serious injuries per 100 million VMT
5. Number of combined pedestrian and bicycle fatalities and serious injuries

Proposed Targets

In November 2022, the Safety Performance Work Group reviewed crash data available as of October 31, 2022 and reaffirmed support for continuing the Council's target setting method for 2023. This method reduces targets annually to reach the region's share of the Minnesota Strategic Highway Safety Plan (SHSP) 2025 goals. Later actions at the Transportation Advisory Board and its Technical Advisory Committee have recommended adoption of these targets for 2023.

Using this method, 2023 targets would be as shown in bold in Table 1. An estimate of later year targets is shown as illustration of target progression toward the statewide goal. The Council will still be asked to set targets annually.

Table 1: Proposed Targets

Year	Number of All Fatalities	Rate of Fatalities per 100 million VMT	Number of All Serious Injuries	Rate of Serious Injuries per 100 million VMT	Number of Pedestrian & Bicyclist Fatalities & Serious Injuries
2023	90	0.33	600	2.18	147
2024	82	0.29	532	1.91	131
2025	74	0.26	464	1.64	115

Performance Assessment

Safety performance notably worsened in 2021 and 2022 against the adopted targets and prior years' performance. In 2022, there was a sharp increase in serious injuries, particularly for pedestrians and bicyclists, over both the prior year and the pre-pandemic three-year average.

Table 2 describes performance against the five measures for the past four years. Grey cells indicate measures where actual performance missed the adopted target. For example, the fatalities target for 2022 was 98, but there were 180 crash fatalities by year end, so this target was not achieved. Preliminary data for 2022 only includes crashes in the 7-county metro area.

Table 3 disaggregates pedestrian and bicyclist data and provides a three-year pre-pandemic average for comparison. Grey cells indicate measures where actual performance missed the adopted target. Table 3 only includes crashes in the 7-county metro area.

Table 2: Measure Performance

Measure	2019		2020		2021		2022	
	Target	Actual	Target	Actual	Target	Actual	Target	Prelim. Actual*
All Fatalities	108	131	106	121	106	188	98	180
Fatal Injury Rate per 100m VMT	0.34	0.45	0.34	0.50	0.36	0.69	0.33	0.66
All Serious Injuries	748	699	738	691	738	792	669	971
Serious Injury Rate per 100m VMT	2.37	2.39	2.36	2.86	2.49	2.91	2.24	3.57
Non-Motorized Fatal & Serious Injuries	190	182	181	157	181	185	164	251

*Preliminary performance for 2022 only includes crashes in the 7-county metro area. Actual VMT for 2022 is not yet available; injury rates are based on the estimated metropolitan planning area VMT used for target setting.



Table 3: Performance with Non-Motorized Disaggregation, 7-County Metro

Measure	Preliminary 2022	Change (Total) over Prior Years		
		2021	2020	2017-2019 Average
All Fatalities	180	▼ -2% (184)	▲ 55% (116)	▲ 44% (125.0)
Pedestrian Fatalities	28	▼ -26% (38)	▲ 40% (20)	▲ 6% (26.3)
Bicyclist Fatalities	3	▲ 50% (2)	▼ -40% (5)	▼ -47% (5.7)
All Serious Injuries	971	▲ 24% (785)	▲ 42% (683)	▲ 24% (781.3)
Pedestrian Serious Injuries	159	▲ 39% (114)	▲ 62% (98)	▲ 27% (125.3)
Bicyclist Serious Injuries	61	▲ 79% (34)	▲ 85% (33)	▲ 45% (42.0)

Rationale

After the Federal Highway Administration (FHWA) receives statewide safety targets from the Minnesota Department of Transportation (MnDOT) annually in August, MPOs must either support the statewide target or choose an alternative target by February 27. State DOTs are required to make significant progress on achieving their statewide safety targets; they are subject to additional HSIP requirements if not. MPOs are not assessed for failure to make significant progress.

The Council initially used the same methodology as MnDOT to calculate safety targets for the Council’s metropolitan planning area. In 2020, this method would have raised fatality targets. In response to local partner concerns, the Council recommended establishing a Safety Performance Work Group to recommend methodology changes. The work group convened in 2020 to recommend a new methodology, and it has reconvened annually to assess the method.

The Council’s method sets safety targets on a straight decline from 2020 and 2021 targets to the region’s share of goals in the Minnesota SHSP. This plan is intended for traffic safety partners at state, regional, county, and local government. It acknowledges the long-term goal of zero deaths and serious injuries on roads in the state, and the plan sets a five-year goal to reduce traffic deaths to 225 or fewer and serious injuries to 980 or fewer statewide by 2025. The 2040 Transportation Policy Plan supports the long-term goal of zero deaths and serious injuries on roads in our region. Based on average performance from 2015-2019, the region’s share of 2025 statewide goals are fewer than 74 fatal injuries, 464 serious injuries, and 115 pedestrian bicycle fatal and serious injuries by 2025.

Thrive Lens Analysis

The safety performance measures are broadly associated with all five Thrive Outcomes, most directly to the Livability outcome. This action promotes the Livability outcome by focusing on the lives and safety of all residents within the region and actions that affect their health and wellness. The safety performance measures promote creation and improvement of infrastructure necessary for a safe transportation system.

Funding

There are no direct implications to funding with this action.

