

## Transportation Committee

For the Metropolitan Council meeting of January 24, 2018

**Subject:** Proposed Safety Performance Measures and Short-Term Targets

### Proposed Action

That the Metropolitan Council adopt the proposed safety measures and short-term targets for the Metropolitan Council's MPO Planning Area. The five federally-required measures and the proposed 2018 metro area targets are as follows:

- Number of traffic fatalities: 89
- Fatality rate (fatal crashes per 100 million vehicle miles travelled): 0.31 per 100M VM
- Serious injury crashes: 642
- Serious injury rate (number of serious injury crashes per 100 million vehicle miles travelled): 2.35 per 100 million VMT
- Non-motorized fatalities and serious injuries: 112

### Summary of Committee Discussion/Questions

Metropolitan Transportation Services Senior Highway Planner David Burns presented this item.

Munt asked what the consequences are for MnDOT if we fail to meet targets. Burns answered that if MnDOT fails to meet it they are required to use their obligational authority for the next year and use that specific amount for safety-specific projects.

Rodriguez said that if she recalls correctly from the Highway 12 Safety Coalition Meeting working on the Towards Zero Deaths Initiative, fatality numbers have been the lowest in years: 391 statewide for 2016 and 348 for 2017.

Motion by Munt, seconded by Letofsky. Motion carried, consent to Council.

## Transportation Committee

Meeting date: January 8, 2018

For the Metropolitan Council meeting of January 24, 2018

**Subject:** Proposed Safety Performance Measures and Short-Term Targets

**District(s), Member(s):** All

**Policy/Legal Reference:** MAP-21, FAST Act

**Staff Prepared/Presented:** David Burns, Senior Highway Planner MTS, 651-602-1887

**Division/Department:** Metropolitan Transportation Services (MTS)

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### Background

Pursuant to 23 CFR 490.29, all State DOTs and Metropolitan Planning Organizations (MPOs) must adopt a program to measure system performance and set performance targets in order to monitor progress on an annual basis. These performance measures are divided into the following three broad categories:

- Safety Performance Measures (PM1);
- Pavement/Bridge Performance Measures (PM2); and
- System Performance Measures and CMAQ (PM3).

Each of the performance measure programs have different timelines for adoption and implementation for both state DOTs and MPOs, the latter of which is given an additional 180 days to either adopt the state-wide target or choose an alternative target. MnDOT officially adopted the safety performance measures and established statewide targets on August 31, 2017. The Council must adopt safety performance measure targets no later than February 27, 2018.

Per federal requirements, both the state DOTs and MPOs must establish targets for five safety performance measures. MnDOT has set targets based upon a 3% or 5% annual reduction from the 2015 base-year data for fatalities and serious injury crashes, respectively. The following are the state-wide 2018 targets for the five federally-required measures:

- Number of traffic fatalities: 375
- Fatality rate (fatal crashes per 100 million vehicle miles travelled): 0.62 per 100M VMT
- Serious injuries: 1,935
- Serious injury rate (number of serious injury crashes per 100 million vehicle miles travelled): 3.19 per 100M VMT
- Non-motorized fatalities and serious injuries: 348

Staff adjusted these state-wide targets to include only those areas within the Council's planning area boundary. Using the methodology MnDOT used to calculate the state-wide targets, the following are the proposed 2018 targets for the **metropolitan area (MPO planning area)**:

- Number of traffic fatalities: 89
- Fatality rate (fatal crashes per 100 million vehicle miles travelled):0.31 per 100M VMT
- Serious injuries: 642
- Serious injury rate (number of serious injury crashes per 100 million vehicle miles travelled): 2.35 per 100 million VMT
- Non-motorized fatalities and serious injuries: 112

### **Rationale**

The Metropolitan Council is required to set targets for the five safety performance measures prior to February 27th of 2018. The proposed targets were developed using the same methodology MnDOT employed to set the state-wide targets. This methodology was developed based upon an extensive review of safety trends and thoroughly vetted by MnDOT safety staff and multiple stakeholders. In adopting the proposed targets, the Council is supporting the state-wide targets set by MnDOT.

### **Thrive Lens Analysis**

The safety of the transportation system is broadly associated with all five of the Thrive Outcomes. The establishment of the safety performance targets is most tangibly related to the Equity and Livability Outcomes. This action promotes the Equity Outcome by ensuring the Council is taking steps to mitigate the adverse effect that transportation systems may have on all communities within the region. It helps to ensure all communities have access to safe travel throughout the region. It 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. This ensures that the Council promotes projects that create and help improve the infrastructure necessary for a safe transportation system. A safe transportation system greatly enhances the livability of the region and provides residents with the confidence that the Council is taking the necessary steps to ensure the Twin Cities remains a great place to live.

### **Funding**

There is no funding attached to this action.

### **Known Support / Opposition**

This item passed through the TAB and its TAC subcommittees. There was no known opposition.