

Business Item

Transportation Committee



Committee Meeting Date: February 12, 2024

For the Metropolitan Council: February 14, 2024

Business Item: 2024-34 SW

Adoption of 2024 Safety Performance Targets

District(s), Member(s):	All Districts and Members
Policy/Legal Reference:	23 CFR Part 490
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Division/Department:	Metropolitan Transportation Services (MTS)

Proposed Action

That the Metropolitan Council adopt the following 2024 annual targets for the roadway safety performance measures, which advance a long-term goal of zero deaths:

- Number of all fatalities: no more than 82
- Fatal injuries per 100 million VMT: no more than 0.29
- Number of all serious injuries: no more than 532
- Serious injuries per 100 million VMT: no more than 1.89
- Pedestrian and bicyclist fatalities and serious injuries: no more than 131

Background

The targets in the proposed action are short-term targets measuring the region's progress advancing a long-term goal of zero deaths and serious injuries on our roadways. The current 2040 Transportation Policy Plan (TPP) does not specify a target year for zero deaths and serious injuries, so these targets base their progress on an interim 2025 goal set by the Minnesota Strategic Highway Safety Plan (SHSP). The target setting methodology is intended to be reconsidered in 2025 as the SHSP and TPP are updated.

Requirements

All State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) must have performance measurement programs and set targets to monitor progress. Targets for the safety performance measures are required annually. The safety targets serve a dual purpose:

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

After the Federal Highway Administration (FHWA) receives statewide safety targets from MnDOT annually in August, MPOs must either support the statewide target or choose an alternative target by February 27th the following year. Federal requirements specify five safety performance measures for both state DOTs and MPOs:

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

State DOTs are required to make significant progress on achieving their statewide safety targets; they are subject to additional HSIP requirements if they fail to make significant progress. MPOs are not subject to additional federal requirements if they fail to make significant progress.

Method

The Met Council initially calculated targets using the same method as MnDOT. In 2020, this method would have raised fatality targets. In response to local partner concerns, a safety performance work group met in 2020 to recommend a new methodology. The work group reaffirmed this new method the two following years. In 2023, the work group determined it did not need to meet again until the underlying Strategic Highway Safety Plan goals are updated.

The Met Council's method sets safety targets on a straight-line decline from 2020 and 2021 targets to the region's share of statewide goals in the 2020-2024 Minnesota Strategic Highway Safety Plan. This plan is intended for traffic safety partners at every level in Minnesota – state, regional, county, and local levels of government.

The Strategic Highway Safety Plan 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 statewide and serious injuries to 980 or fewer statewide by 2025, on the way to the long-term goal of zero. The 2040 Transportation Policy Plan supports the long-term goal of zero deaths and serious injuries on roads in our region.

Performance Assessment

The safety performance targets were not met in 2022 and will not be met in 2023, with crash outcomes through October 31, 2023, already exceeding the adopted targets.

2022 Performance

1. Fatal injuries slightly fell compared to 2021, but fatal injuries remain elevated compared to the three-year period before the COVID-19 pandemic.
2. Serious injuries rose sharply compared to 2021, particularly for pedestrians and bicyclists.
3. Table 1 describes performance against the five measures over the past three years and the current year. Grey cells indicate measures where actual performance missed the adopted target.

Preliminary 2023 Performance

4. Preliminary data for January-October 2023 show a reduction in fatal and serious injuries compared to the same period in 2022.
5. Fatal injuries so far this year are below the peak in 2021, though serious injuries remain notably elevated over 2021.
6. Both fatal and serious injuries remain elevated compared to the three-year period before the COVID-19 pandemic.
7. Table 2 describes performance against the five measures over the current year, previous two years, and pre-pandemic three-year average.



Table 1: Measure Performance, Calendar Years 2020-2023, Metropolitan Planning Area*

Measure	2020		2021		2022		2023	
	Target	Actual	Target	Actual	Target	Actual	Target	Jan-Oct Actual
All Fatalities	106	121	106	188	98	179	90	121
Fatal Injury Rate per 100m VMT	0.34	0.50	0.36	0.70	0.33	0.65	0.33	TBD
All Serious Injuries	738	691	738	799	669	949	600	779
Serious Injury Rate per 100m VMT	2.36	2.86	2.49	2.98	2.24	3.46	2.18	TBD
Non-Motorized Fatal & Serious Injuries	181	157	181	189	164	236	147	184

*2020-2022 performance includes the metropolitan planning area: the 7-county metro area plus the adjacent urban areas in Wright and Sherburne counties. January-October performance only includes crash injuries in the 7-county metro area.

Table 2: Year-to-Date Performance with Non-Motorized Disaggregation, 7-County Metro*

Measure	January-October 2023*	Change (Total) over January-October in Prior Years		
		2022	2021	2017-2019 Average
All Fatalities	121	▼ -21% (153)	▼ -22% (156)	▲ 14% (106.3)
Pedestrian Fatalities	26	▲ 4% (25)	▼ -16% (31)	▲ 22% (21.3)
Bicyclist Fatalities	3	0% (3)	▲ 50% (2)	▼ -31% (4.3)
All Serious Injuries	779	▼ -5% (820)	▲ 17% (664)	▲ 16% (671.7)
Pedestrian Serious Injuries	107	▼ -6% (114)	▲ 9% (98)	▲ 8% (98.7)
Bicyclist Serious Injuries	48	▼ -21% (61)	▲ 55% (31)	▲ 19% (40.3)

*Only includes crash injuries in the 7-county metro area.

Rationale

The current 2040 Transportation Policy Plan (TPP) includes performance measures to monitor and assess system performance. The proposed safety performance measures and targets directly support the Safety and Security goal of the 2040 TPP, while fulfilling federal metropolitan planning requirements. Reducing crash injuries to or below the regional safety targets will require coordinated action on resource allocation, policies, and investment decisions from partners at all levels in the region.

This action was reviewed and recommended by the Transportation Advisory Board (TAB), Technical Advisory Committee (TAC), and TAC Planning Committee. Informed by TAC and TAC Planning discussion and member questions, the TAB recommended adoption with amended



motion language to clarify each target is understood as *not to be exceeded* and that the targets are intended to advance a long-term goal of zero deaths.

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.

