

Safety Performance Management Targets for 2022

January 19, 2022

Transportation Advisory Board



Federal Requirements

- Safety Performance Management Final Rule
 - Purpose: inform planning and programming to reduce fatal and serious injuries
 - Measures track performance of the Highway Safety Improvement Program (HSIP)
 - State DOTs and MPOs must establish targets for five measures:
 - Number of all fatalities
 - Rate of all fatalities per 100 million vehicle miles travelled (VMT)
 - Number of all serious injuries
 - Rate of all serious injuries per 100 million VMT
 - Number of non-motorized fatal and serious injuries

MPO Requirements

- Set a target for each of the five measures
- MPOs have two target setting options:
 - Establish targets specific to the metropolitan planning area OR
 - Agree to support state DOT targets
- MPOs are not assessed or penalized by FHWA for failing to meet targets
 - State DOT targets are assessed annually and can affect HSIP allocation

2021 Adopted Method

- Steadily decrease targets from 2020 baseline to zero
 - Hold over 2020 targets into 2021
 - In future years, reduce targets on a straight line to reach regional share of 2025 goals in the Minnesota Strategic Highway Safety Plan (SHSP)
 - SHSP statewide target: no more than 225 traffic deaths and no more than 980 serious injuries by 2025
- Developed with peer-region research and safety work group feedback

Public Feedback

- Adopted safety targets are included in the Transportation Improvement Program (TIP)
- 9 commenters requested lower safety targets and/or adoption of a Vision Zero approach to safety planning
 - Some stated our 2021 targets were “appalling,” “abhorrent,” “[disappointing and mortifying]”
 - One of these comments was a Twitter thread with significant engagement

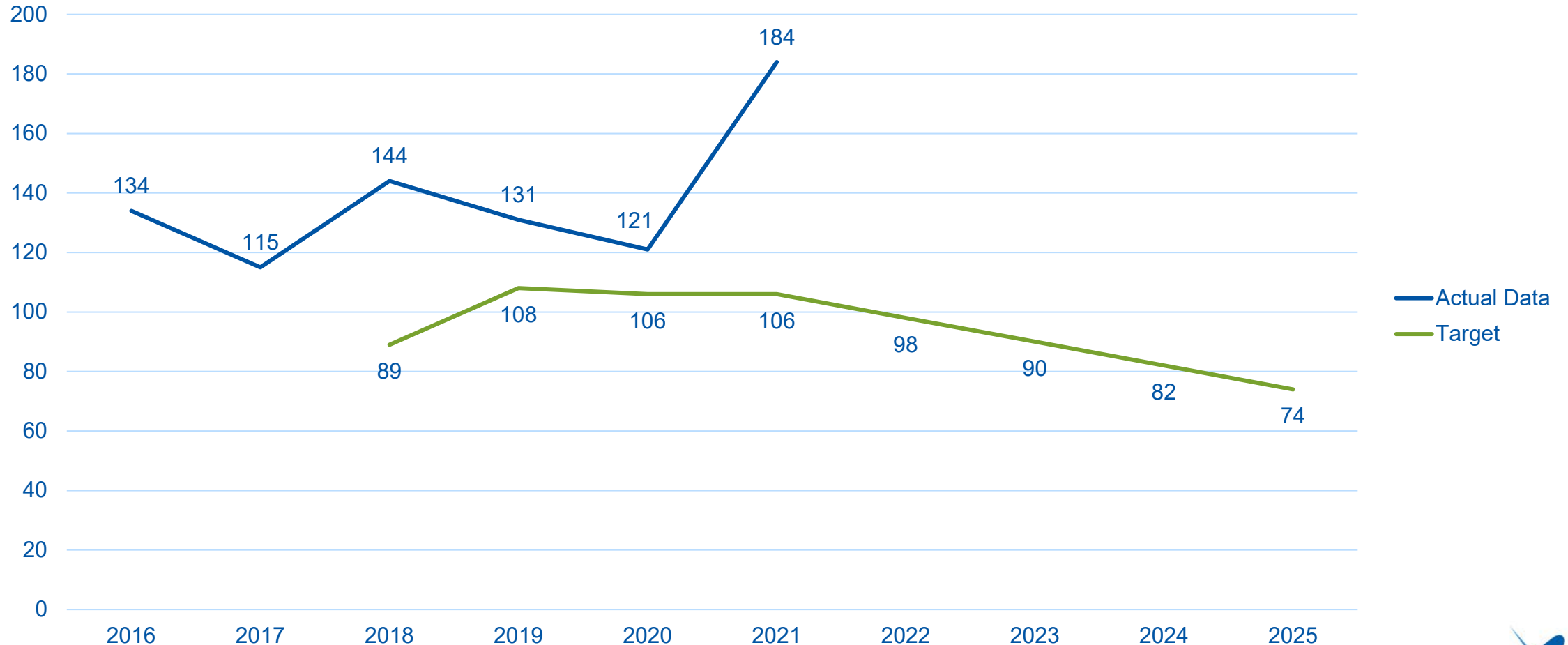
Targets over Time

- Aggressive target setting method compared to peer MPOs
- Present methodology sets all targets to zero by or before 2035
- Targets do not determine outcomes; funding, programming, and design do

Targets Under Same Methodology

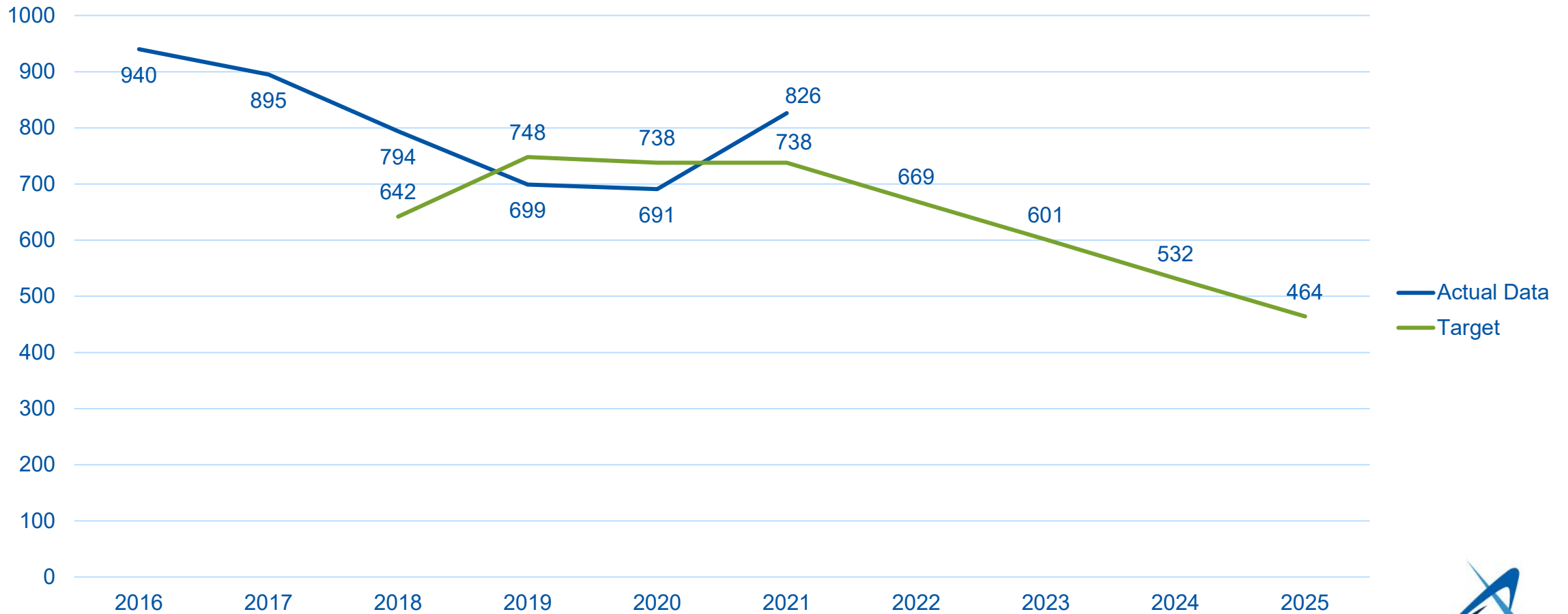
Year	All Fatalities	Fatality Rate per 100m VMT	All Serious Injuries	Serious Injury Rate per 100m VMT	Non-Motorized Fatal & Serious Injuries
2021 (adopted)	106	0.36	738	2.49	181
2022	98	0.33	669	2.24	164
2023	90	0.30	601	2.00	148
2024	82	0.27	532	1.76	131
2025	74	0.24	464	1.52	115

All Fatalities with Targets



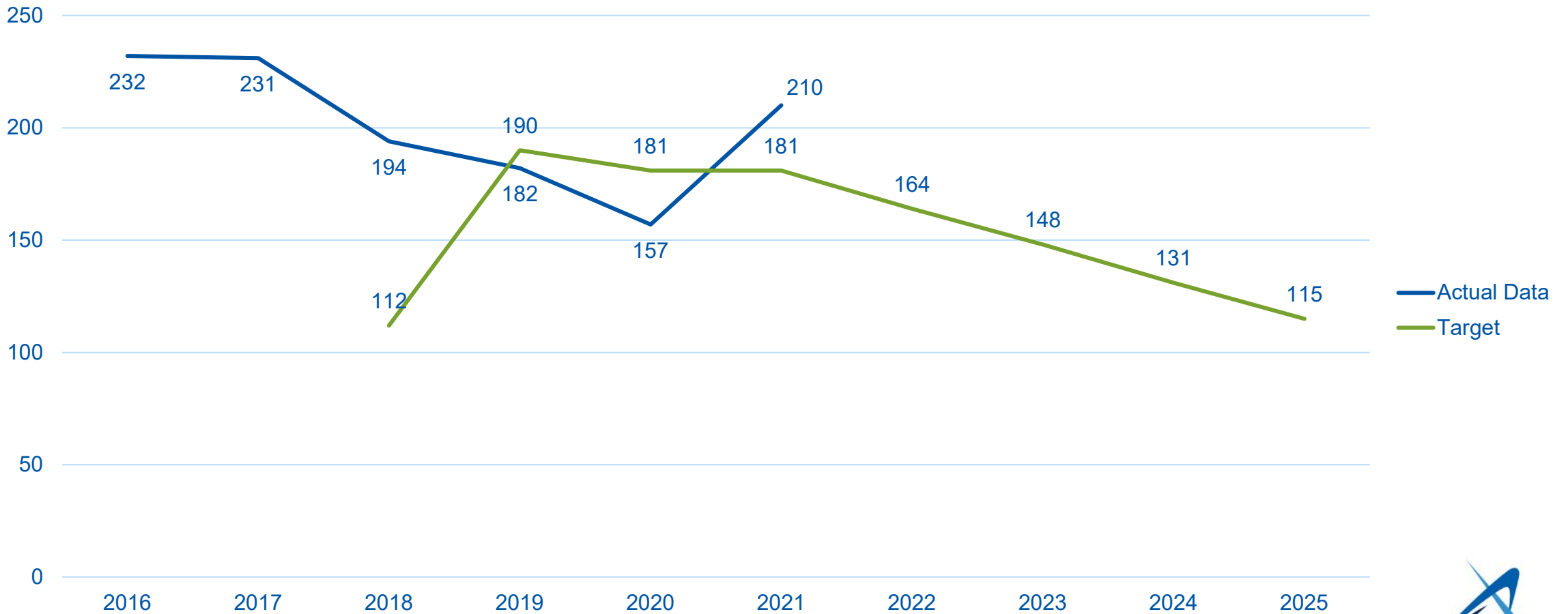
2021 is preliminary data for the 7-county metro, not including the urbanized portions of Wright and Sherburne counties. Trendline represents a linear trend of past data, not a forecast of future crash outcomes.

All Serious Injuries with Targets



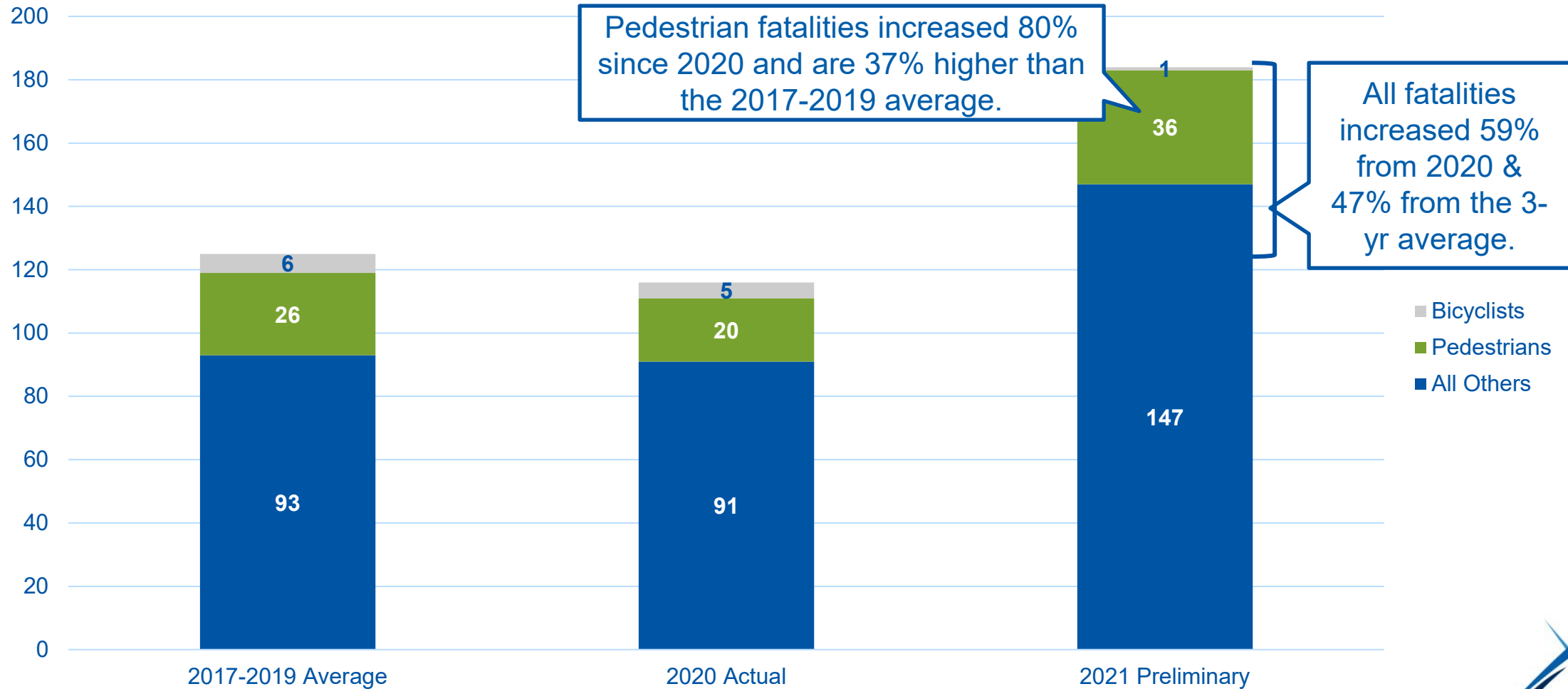
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Non-Motorized Fatalities and Serious Injuries

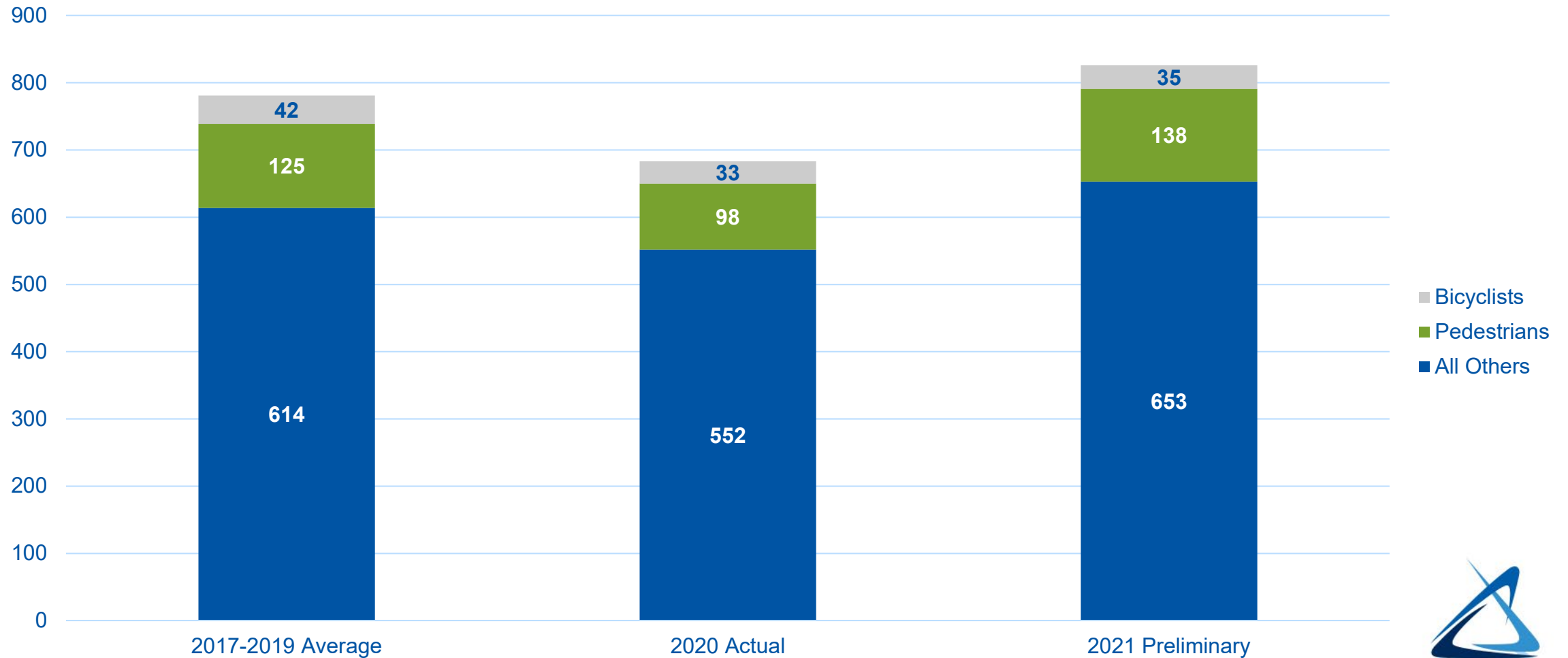


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Annual Fatalities Comparison



Annual Serious Injuries Comparison



Performance Comparison

Measure	2017-2019 Avg	2020 Actual	2021 Preliminary*	% Difference Between 2021 & 2020	% Difference Between 2021 & 2017-19 Avg
All Fatalities	125	116	184	+59%	+47%
Pedestrian Fatalities	26	20	36	+80%	+37%
Bicyclist Fatalities	6	5	1	-80%	-82%
All Serious Injuries	781	683	826	+21%	+6%
Pedestrian Serious Injuries	125	98	138	+41%	+10%
Bicyclist Serious Injuries	42	33	35	+6%	-17%

*2021 numbers are preliminary for the 7-county metro region only, not including urbanized portions of Wright and Sherburne counties.



Recommendations for 2022 Targets

- Support for continuing target setting method adopted in 2021
 - Reduce targets annually to match regional share of 2025 goals in the Minnesota SHSP
 - Targets reduce annually by approximately:
 - 8 fatalities
 - 69 serious injuries
 - 17 non-motorized fatal and serious injuries

Additional Work Group Recommendations

- Create a framework for accountability policy when the region is not meeting its targets.
 - Could call for increased funding from the Regional Solicitation to focus on safety
- Region needs to discuss policy goals, investments, and tradeoffs between those to better communicate priorities, including safety.
 - 2022 work program includes a study for TPP goals review, engagement, and update
- A work group should review the Regional Solicitation criteria and weightings to make recommendations for emphasizing safety improvements to address these safety targets.

Council Safety Studies

- Pedestrian safety plan work wrapped up first half of 2022
 - Refinement of systemic analysis
 - Countermeasures
 - Other programmatic recommendations
- Regional safety study beginning in second half of 2022 – all other crashes
 - Scoping begins this month

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