Safety Performance Management Targets for 2022
Federal Requirements

• Safety Performance Management Final Rule
  o Purpose: inform planning and programming to reduce fatal and serious injuries
  o Measures track performance of the Highway Safety Improvement Program (HSIP)
  o 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:
  o Establish targets specific to the metropolitan planning area OR
  o Agree to support state DOT targets
• MPOs are not assessed or penalized by FHWA for failing to meet targets
  o State DOT targets are assessed annually and can affect HSIP allocation
2021 Adopted Method

• Steadily decrease targets from 2020 baseline to zero
  
  o Hold over 2020 targets into 2021

  o 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
  
  o Some stated our 2021 targets were “appalling,” “abhorrent,” “[disappointing and mortifying]”
  
  o 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

<table>
<thead>
<tr>
<th>Year</th>
<th>All Fatalities</th>
<th>Fatality Rate per 100m VMT</th>
<th>All Serious Injuries</th>
<th>Serious Injury Rate per 100m VMT</th>
<th>Non-Motorized Fatal &amp; Serious Injuries</th>
</tr>
</thead>
<tbody>
<tr>
<td>2021 (adopted)</td>
<td>106</td>
<td>0.36</td>
<td>738</td>
<td>2.49</td>
<td>181</td>
</tr>
<tr>
<td>2022</td>
<td>98</td>
<td>0.33</td>
<td>669</td>
<td>2.24</td>
<td>164</td>
</tr>
<tr>
<td>2023</td>
<td>90</td>
<td>0.30</td>
<td>601</td>
<td>2.00</td>
<td>148</td>
</tr>
<tr>
<td>2024</td>
<td>82</td>
<td>0.27</td>
<td>532</td>
<td>1.76</td>
<td>131</td>
</tr>
<tr>
<td>2025</td>
<td>74</td>
<td>0.24</td>
<td>464</td>
<td>1.52</td>
<td>115</td>
</tr>
</tbody>
</table>
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.
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Non-Motorized Fatalities and Serious Injuries

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Annual Fatalities Comparison

Pedestrian fatalities increased 80% since 2020 and are 37% higher than the 2017-2019 average.

All fatalities increased 59% from 2020 & 47% from the 3-yr average.
Annual Serious Injuries Comparison

<table>
<thead>
<tr>
<th>Year</th>
<th>Bicyclists</th>
<th>Pedestrians</th>
<th>All Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017-2019 Avg</td>
<td>42</td>
<td>125</td>
<td>614</td>
</tr>
<tr>
<td>2020 Actual</td>
<td>33</td>
<td>98</td>
<td>552</td>
</tr>
<tr>
<td>2021 Preliminary</td>
<td>35</td>
<td>138</td>
<td>653</td>
</tr>
</tbody>
</table>
## Performance Comparison

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>All Fatalities</td>
<td>125</td>
<td>116</td>
<td>184</td>
<td>+59%</td>
<td>+47%</td>
</tr>
<tr>
<td>Pedestrian Fatalities</td>
<td>26</td>
<td>20</td>
<td>36</td>
<td>+80%</td>
<td>+37%</td>
</tr>
<tr>
<td>Bicyclist Fatalities</td>
<td>6</td>
<td>5</td>
<td>1</td>
<td>-80%</td>
<td>-82%</td>
</tr>
<tr>
<td>All Serious Injuries</td>
<td>781</td>
<td>683</td>
<td>826</td>
<td>+21%</td>
<td>+6%</td>
</tr>
<tr>
<td>Pedestrian Serious Injuries</td>
<td>125</td>
<td>98</td>
<td>138</td>
<td>+41%</td>
<td>+10%</td>
</tr>
<tr>
<td>Bicyclist Serious Injuries</td>
<td>42</td>
<td>33</td>
<td>35</td>
<td>+6%</td>
<td>-17%</td>
</tr>
</tbody>
</table>

*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
  o Reduce targets annually to match regional share of 2025 goals in the Minnesota SHSP
  o 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.
  o 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.
  o 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
  o Refinement of systemic analysis
  o Countermeasures
  o Other programmatic recommendations

• Regional safety study beginning in second half of 2022 – all other crashes
  o Scoping begins this month
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