

# Action Transmittal

Transportation Advisory Board



**Meeting Date:** January 18, 2023

**Date:** January 9, 2023

## Action Transmittal: 2023-02

Adoption of 2023 Safety Performance Targets

**To:** Transportation Advisory Board  
**From:** Technical Advisory Committee  
**Prepared By:** Jed Hanson, Planner, 651-602-1716

### Requested Action

Request that the Transportation Advisory Board (TAB) recommend the 2023 safety performance targets for adoption by the Metropolitan Council.

### Recommended Motion

That the Transportation Advisory Board recommend that the Metropolitan Council adopt the 2023 safety performance targets in Table 1.

### Background and Purpose

All State Departments of Transportation (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)

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 27 the following year. 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

### Methodology

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.

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.

The 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. 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 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. Based on average performance from 2015-2019, the region’s share of 2025 statewide goals are:

- 74 fatal injuries,
- 464 serious injuries, and
- 115 pedestrian and bicycle fatal and serious injuries.

**Proposed Targets**

At its November 15, 2022, meeting, the Safety Performance Work Group reviewed crash data available as of October 31, 2022 and reaffirmed its support for continuing the use of the Council’s methodology for 2023, which reduces the targets annually to reach the region’s share of MnDOT’s 2025 Strategic Highway Safety Plan goals.

Using this methodology, 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
<b>2023</b>	<b>90</b>	<b>0.33</b>	<b>600</b>	<b>2.18</b>	<b>147</b>
2024	82	0.29	532	1.91	131
2025	74	0.26	464	1.64	115

**Relationship to Regional Policy**

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 requirements for an MPO. Reducing crash injuries to or below the regional safety targets will take coordinated action on resource allocation, policies, and investment decisions from partners at all levels in the region.

**Staff Analysis**

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
<b>All Fatalities</b>	<b>180</b>	▼ -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)
<b>All Serious Injuries</b>	<b>971</b>	▲ 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)

### Committee Comments and Actions

At its January 4, 2023 meeting, the Technical Advisory Committee unanimously recommended adoption of the 2023 safety performance targets in Table 1.



## Routing

To	Action Requested	Date Completed (Scheduled)
TAC Planning	Review & Recommend	December 8, 2022
Technical Advisory Committee	Review & Recommend	January 4, 2023
Transportation Advisory Board	Review & Recommend	<i>January 18, 2023</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>February 13, 2023</i>
Metropolitan Council	Adopt	<i>February 22, 2023</i>

