



2023 Safety Performance Management Targets



January 2023

metro council.org



Contents

Slide	#
Requirements	2
Method	4
Proposed Targets	5
Context and Performance Assessment	6

Federal Requirements ⁽¹⁾

Safety Performance Management Final Rule

- Purpose: inform planning and programming to reduce fatal and serious injuries
- 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

Federal Requirements (2)

MPO Specific 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
- Must be adopted by February 27 annually

Methodology

Reduce targets on a straight line toward the regional share of Minnesota Strategic Highway Safety Plan (SHSP) goals.

- Targets decline from 2020/2021 target baseline
- SHSP statewide goals by 2025:
 - No more than 225 traffic deaths
 - No more than 980 serious injuries
- Regional share of statewide goals in 2025:
 - No more than 74 traffic deaths
 - No more than 464 serious injuries
 - No more than 115 pedestrian and bicycle traffic deaths and serious injuries

Proposed Targets

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 (adopted)	98	0.33	669	2.24	164
2023	90	0.33	600	2.18	147
2024	82	0.29	532	1.91	131
2025	74	0.26	464	1.64	115

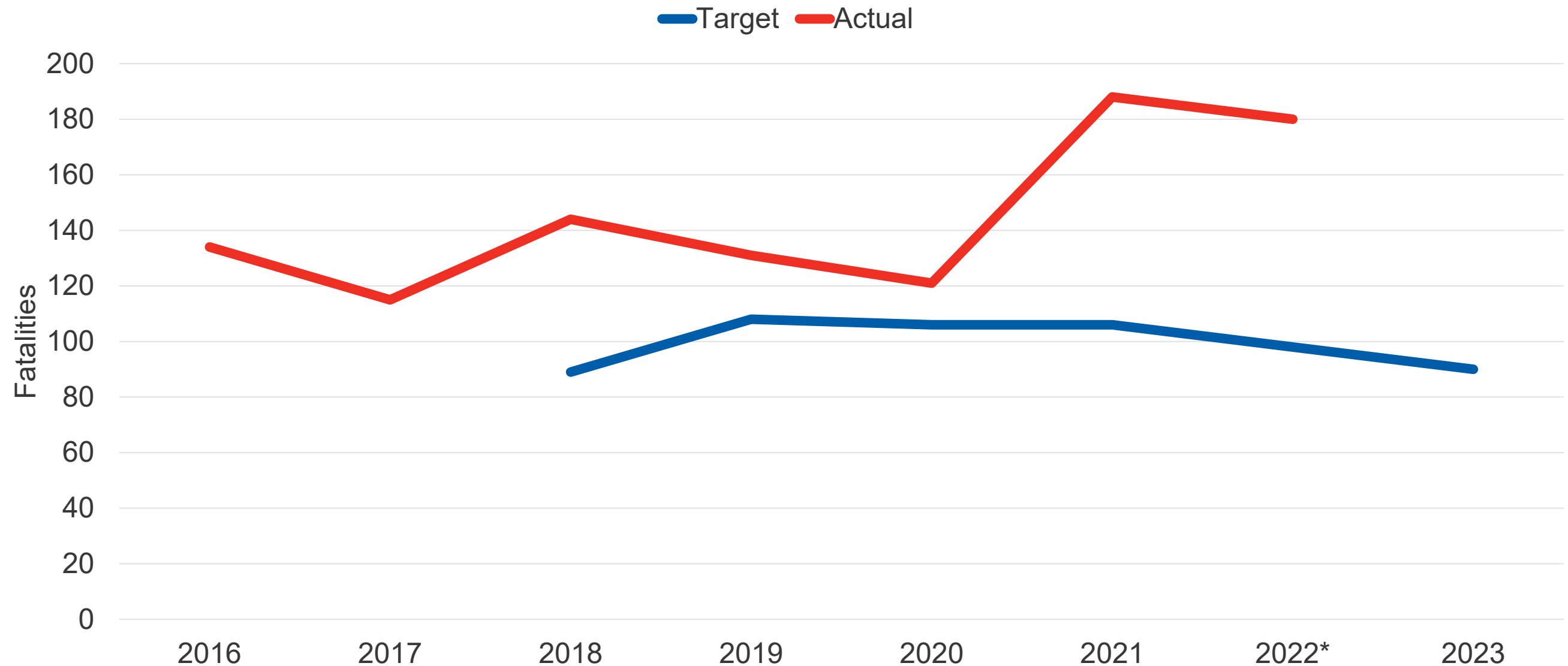
Performance to Date

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 and Serious Injuries	190	182	181	157	181	185	164	251

*Preliminary performance for 2022 only includes crashes in the 7-county metro area, not including urbanized portions of Wright and Sherburne counties. Actual VMT is not yet available for 2022; rates are based on the estimated metropolitan planning area VMT used for target setting.

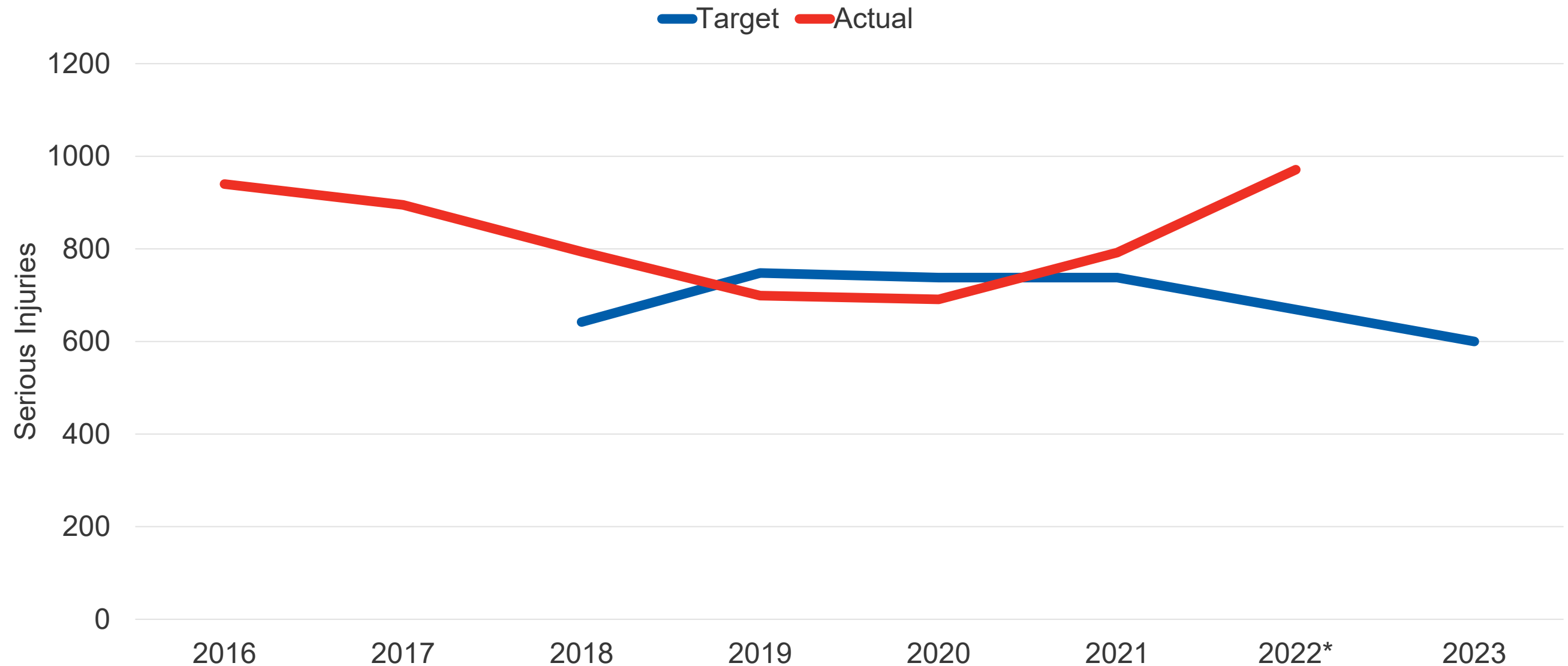
Sources: MnDOT (actual crashes and VMT), Met Council (forecast VMT, targets)

All Fatalities



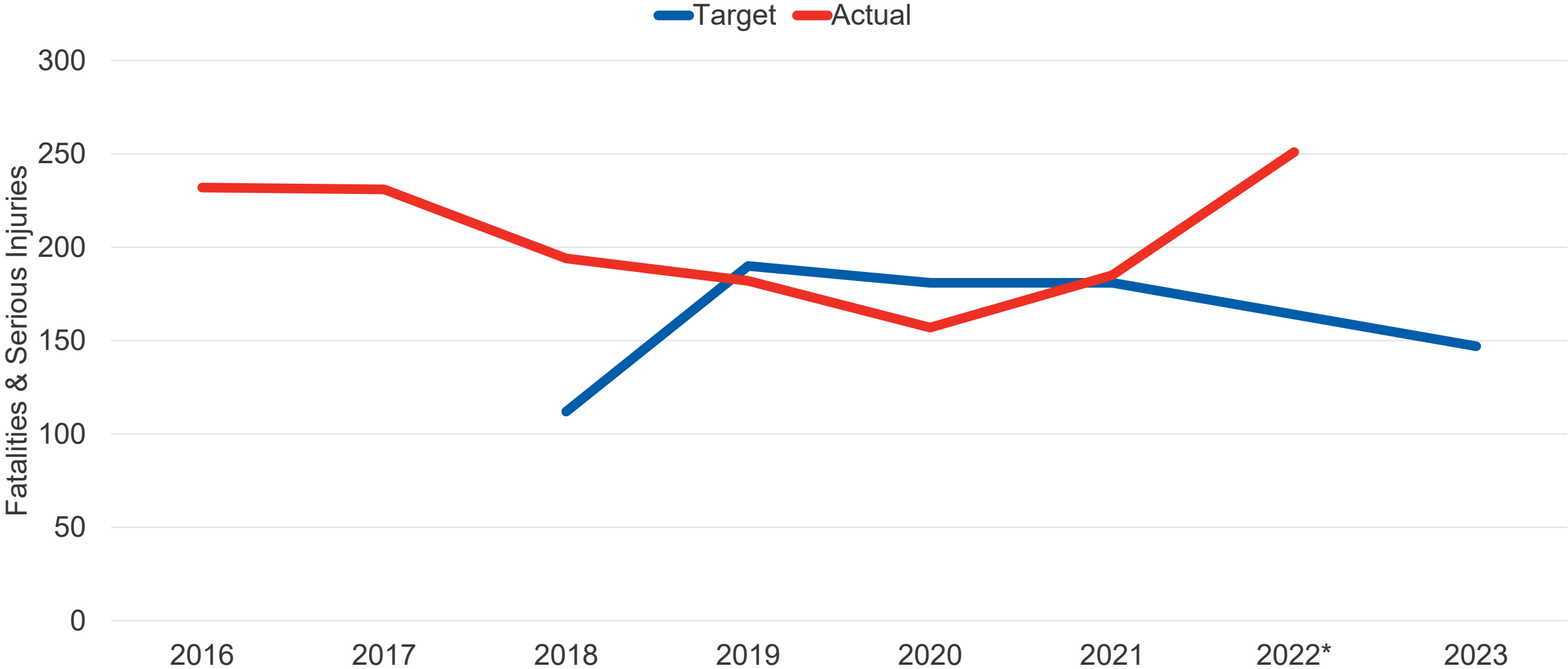
* Preliminary performance for 2022 only includes crashes in the 7-county metro area, not including urbanized portions of Wright and Sherburne counties..
Sources: MnDOT (actual crashes), Met Council (targets)

All Serious Injuries



* Preliminary performance for 2022 only includes crashes in the 7-county metro area, not including urbanized portions of Wright and Sherburne counties..
Sources: MnDOT (actual crashes), Met Council (targets)

Non-Motorized Fatalities and Serious Injuries



* Preliminary performance for 2022 only includes crashes in the 7-county metro area, not including urbanized portions of Wright and Sherburne counties..
Sources: MnDOT (actual crashes), Met Council (targets)

Pedestrian and Bicycle Detail

Serious injuries significantly increased in 2022 over prior years, particularly for pedestrians and bicyclists.

Measure	Preliminary 2022	Change (Total) over Prior Years		
		2021	2020	2017-2019 Average
Total Fatalities	180	▼ -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)
Total Serious Injuries	971	▲ 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)

Data is for the 7-county metro region only, not including urbanized portions of Wright and Sherburne counties. Sources: MnDOT

Related Studies

Studies Addressing Prior Recommendations

- Safety within 2050 Transportation Policy Plan
 - Goals Review, Engagement and Update study
 - Phase II and III policy engagement
 - Regional Development Guide values, vision, and goals
- Regional Safety Action Plan
 - Review of Regional Solicitation criteria and weightings

Thank you

Jed Hanson

Planner, MTS Multimodal Planning
jed.hanson@metc.state.mn.us

Heidi Schallberg

Planning Analyst, MTS Multimodal Planning
heidi.schallberg@metc.state.mn.us

