

# Action Transmittal

Transportation Advisory Board



**Committee Meeting Date:** January 17, 2024

**Date:** January 10, 2024

## Action Transmittal: 2024-02

Adoption of 2024 Safety Performance Targets

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

### Requested Action

That the Transportation Advisory Board recommend the 2024 safety performance targets for adoption by the Metropolitan Council.

### Recommended Motion

That the Transportation Advisory Board recommend adoption of the 2024 safety performance targets:

- Number of all fatalities: 82
- Fatal injuries per 100 million VMT: 0.29
- Number of all serious injuries: 532
- Serious injuries per 100 million VMT: 1.89
- Pedestrian and bicyclist fatalities and serious injuries: 131

### Summary

The proposed targets in the recommended motion are short-term targets not to be exceeded. These targets measure 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.

### Background and Purpose

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:

- 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

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 the 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.

### **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 require coordinated action on resource allocation, policies, and investment decisions from partners at all levels in the region.

### **Staff Analysis**

#### **2022 Performance**

- Fatal injuries slightly fell compared to 2021, but fatal injuries remain elevated compared to the three-year period before the COVID-19 pandemic.
- Serious injuries rose sharply compared to 2021, particularly for pedestrians and bicyclists.
- 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**

- Preliminary data for January-October 2023 show a reduction in fatal and serious injuries compared to the same period in 2022.
- Fatal injuries so far this year are below the peak in 2021, though serious injuries remain notably elevated over 2021.



- Both fatal and serious injuries remain elevated compared to the three-year period before the COVID-19 pandemic.
- Table 2 describes performance against the five measures over the current year, previous two years, and pre-pandemic three-year average. January-October performance for 2023 only includes crashes in the 7-county metro area.

### Assessment of Progress

The safety performance targets were not met in 2022 and will not be met in 2023, with year-to-date crash outcomes already exceeding the adopted targets.

**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

\*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
<b>All Fatalities</b>	<b>121</b>	<b>▼ -21% (153)</b>	<b>▼ -22% (156)</b>	<b>▲ 14% (106.3)</b>
Pedestrian Fatalities	26	▲ 4% (25)	▼ -16% (31)	▲ 22% (21.3)
Bicyclist Fatalities	3	0% (3)	▲ 50% (2)	▼ -31% (4.3)
<b>All Serious Injuries</b>	<b>779</b>	<b>▼ -5% (820)</b>	<b>▲ 17% (664)</b>	<b>▲ 16% (671.7)</b>
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.



## Committee Comments and Actions

At its December 14, 2023, meeting, the TAC Planning Committee reviewed and recommended adoption of the 2024 safety performance targets. The committee discussed the progression of targets over time, and members asked about underlying long-term targets. The committee considered adding language to the motion to include adoption of a long-term target of zero deaths and serious injuries, but members did not add this language as the 2040 Transportation Policy Plan’s related objective is described in this business item.

At its January 3, 2024, meeting, the Technical Advisory Committee reviewed and recommended adoption of the 2024 safety performance targets. The committee discussed differences between the Met Council and MnDOT’s target setting method. Some members wanted to make clear that the ultimate target is zero deaths. A member of the committee had suggested adding language to the targets to make clear the targets are “no more than” the number of injuries listed. The summary section of this action transmittal has been added in response to clarify intent and role of the short-term targets.

## Routing

To	Action Requested	Date Completed ( <i>Scheduled</i> )
TAC Planning	Review & Recommend	December 14, 2023
Technical Advisory Committee	Review & Recommend	January 3, 2024
Transportation Advisory Board	Review & Recommend	<i>January 17, 2024</i>
Metropolitan Council Transportation Committee	Review & Recommend	<i>February 12, 2024</i>
Metropolitan Council	Adopt	<i>February 21, 2024</i>

