



METROPOLITAN  
C O U N C I L

# Safety Performance Management Targets

Adoption of 2024 Targets

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January 2024

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# Contents

Slide	#
Requirements	2
Method	5
Proposed Targets	7
Performance Assessment	9

# Federal Requirements <sup>(1)</sup>

## 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 <sup>(2)</sup>

## 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

# Federal Requirements <sup>(3)</sup>

**Highway safety is one of several federally-required performance targets.**

Federal Highway Administration Measures:

- Highway Safety
- Pavement & Bridge Condition
- System Performance, Freight, and Congestion Mitigation & Air Quality (CMAQ)
- New: Greenhouse Gas Emissions

Federal Transit Administration Measures:

- Transit Asset Management
- Transit Safety

# Method

## **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 2024 Target Method

## Continue 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
- Target method to be reconsidered in 2025 pending updates to the Strategic Highway Safety Plan and Transportation Policy Plan

# 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 (adopted)	90	0.33	600	2.18	147
<b>2024</b>	<b>82</b>	<b>0.29</b>	<b>532</b>	<b>1.89</b>	<b>131</b>
2025	74	0.26	464	1.63	115



# State Targets

**MnDOT has held statewide targets flat for three years.**

Year	All Fatalities	Fatality Rate per 100m VMT	All Serious Injuries	Serious Injury Rate per 100m VMT	Non-Motorized Fatal & Serious Injuries
2021	352.4	0.582	1,579.8	2.606	281.2
2022	352.4	0.582	1,463.4	2.470	258.4
2023	352.4	0.582	1,463.4	2.470	258.4
2024	352.4	0.582	1463.4	2.470	258.4

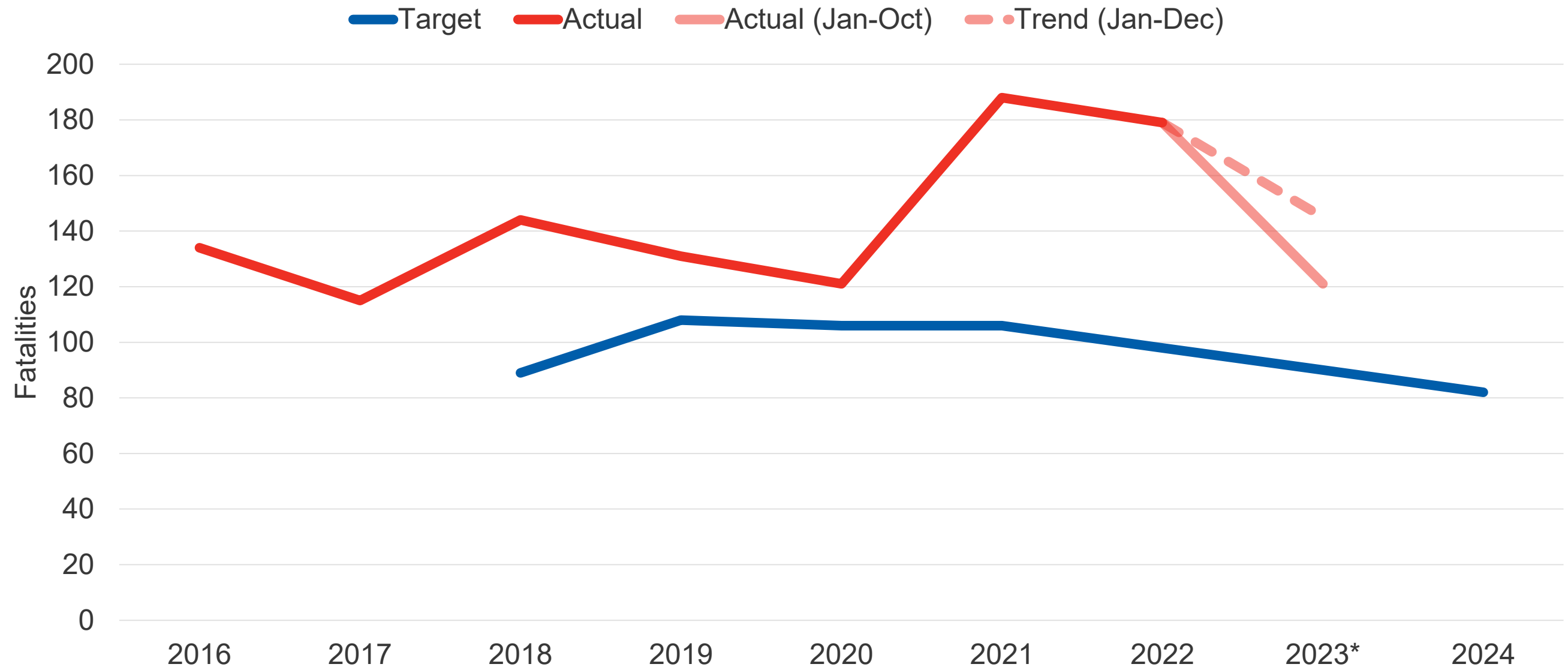
# Performance

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 and Serious Injuries	181	157	181	189	164	236	147	184

\*2023 year-to-date results are for the 7-county metro region only, not including urbanized portions of Wright and Sherburne counties.

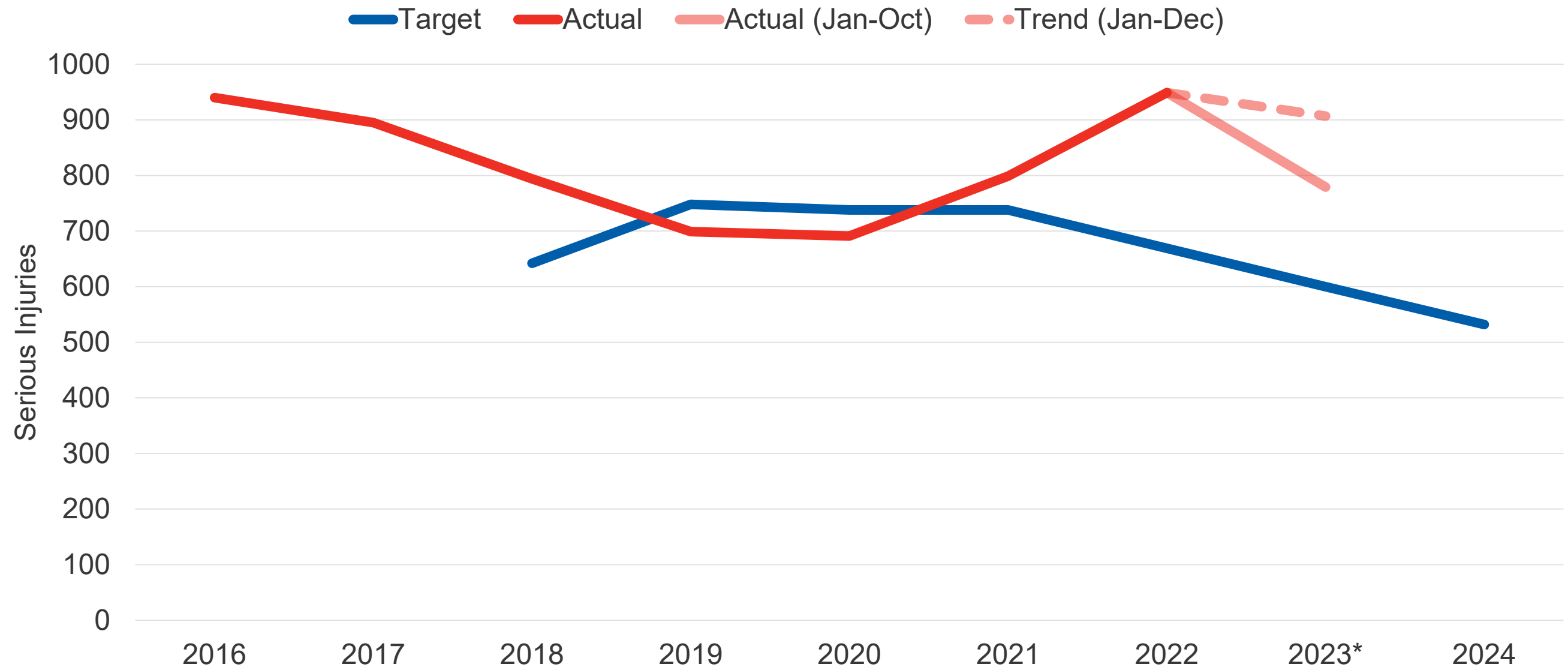
Sources: MnDOT (actual crashes and VMT), Met Council (forecast VMT, targets)

# All Fatalities



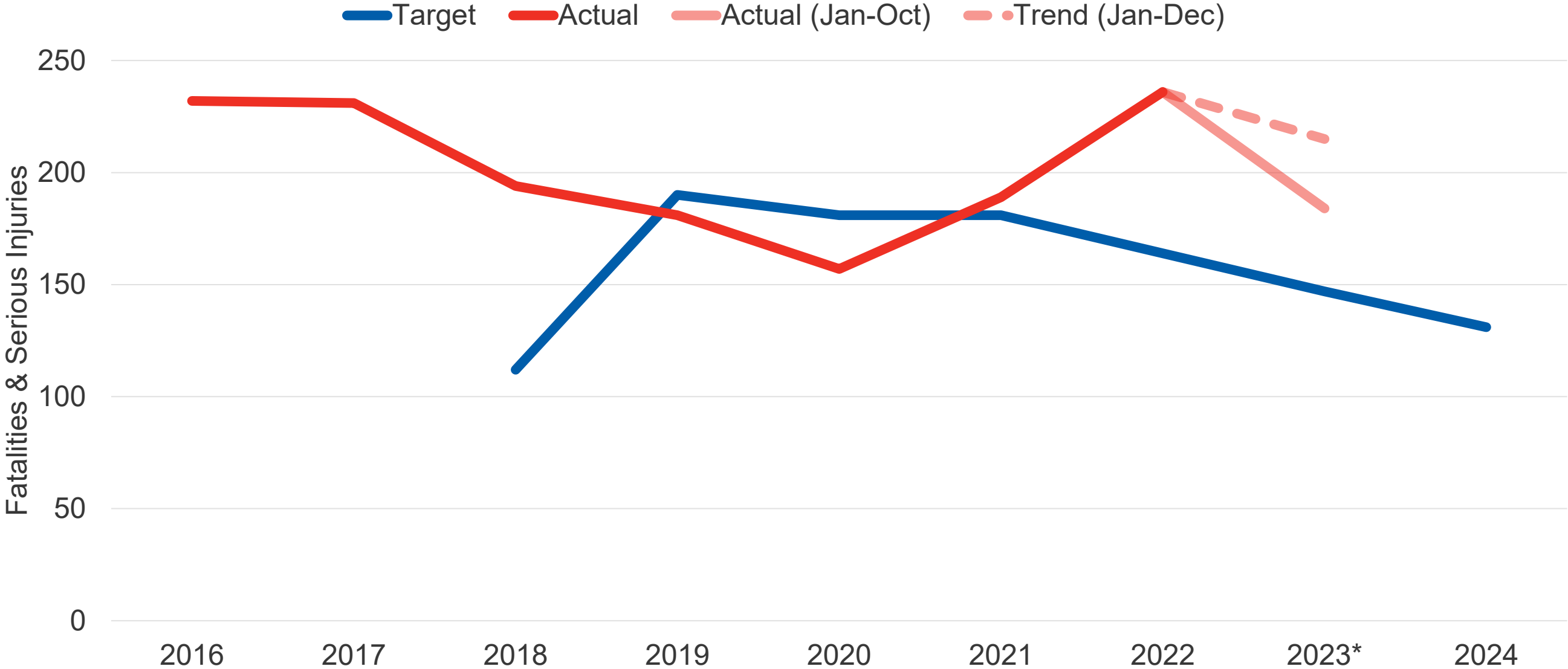
\*2023 year-to-date results are for the 7-county metro region only, not including urbanized portions of Wright and Sherburne counties.  
Sources: MnDOT (actual crashes), Met Council (targets and 2022 trend)

# All Serious Injuries



\*2023 year-to-date results are for the 7-county metro region only, not including urbanized portions of Wright and Sherburne counties.  
Sources: MnDOT (actual crashes), Met Council (targets and 2022 trend)

# Non-Motorized Fatalities and Serious Injuries



\*2023 year-to-date results are for the 7-county metro region only, not including urbanized portions of Wright and Sherburne counties.  
Sources: MnDOT (actual crashes), Met Council (targets and 2022 trend)

# Pedestrian and Bicycle Detail

**Pedestrian and bicycle fatalities remain elevated. Serious injuries have reduced from their 2022 peak but remain elevated.**

Measure	January-October 2023	Change (Total) over January-October in Prior Years		
		2022	2021	2017-2019 Average
<b>Total Fatalities</b>	<b>121</b>	▼ -21% (153)	▼ -22% (156)	▲ 14% (106.3)
Pedestrian Fatalities	26	▲ 4% (25)	▼ -16% (31)	▲ 22% (21.3)
Bicyclist Fatalities	3	0% (3)	▲ 50% (2)	▼ -31% (4.3)
<b>Total Serious Injuries</b>	<b>779</b>	▼ -5% (820)	▲ 17% (664)	▲ 16% (671.7)
Pedestrian Serious Injuries	107	▼ -6% (114)	▲ 9% (98)	▲ 8% (98.7)
Bicyclist Serious Injuries	48	▼ -21% (61)	▲ 55% (31)	▲ 19% (40.3)

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

# Supporting Work

## 2050 Planning

- *2050 Transportation Policy Plan* has a working objective:

*“People do not die or face life-changing injuries when using any form of transportation.”*

- Draft safety policies and actions created through a special work group and three broad stakeholder workshops

## Regional Safety Action Plan

- Recommendations for 2050 TPP
- Programmatic recommendations
- Study teams are reviewing preliminary findings and methods for:
  - Regional High Injury Streets identification
  - Summary of crash trends
  - Systemic analysis of crash risks

Thank you

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