

TPP Administrative Adjustment to Incorporate Federal Performance Measures and 2019 Safety Targets

TAC

April 3, 2019

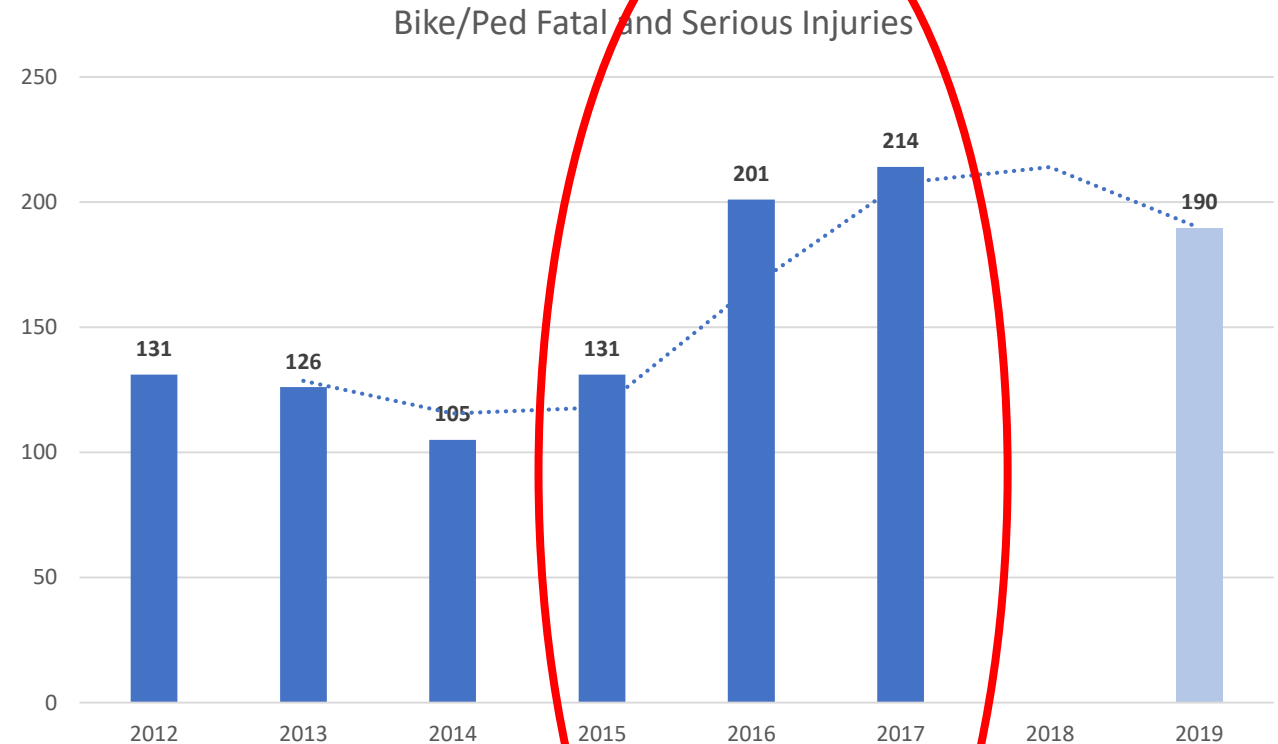


Background

- 2019 safety targets were brought to TAC Planning in November of 2018
- Adopted by the Council in January 2019
- Significant change in the way “serious injuries” were defined
 - 2015 and earlier: **confirmed** serious injuries
 - 2016 onward: confirmed and **suspected** serious injuries
 - Result: significant increase (64%) in reported serious injuries from 2015 to 2016
- 2018 bike/ped target: based upon 2015 base-year data
- 2019 bike/ped target: based upon 2017 base-year data
- Result: dramatically different targets in 2019

2019 Non-Motorized Fatalities and Serious Injuries – Adopted Target

- Final 2019 Target: 190
- Previous (2018) Target: 112
 - Based upon 5% annualized reduction from 2015 base-year data
- 2019 Target Based On:
 - 5% annualized reduction in fatalities from 2017
 - 6% annualized reduction in serious injuries from 2017



Adopted Metropolitan Council 2019 Targets

1. Total traffic fatalities: 108
2. Fatality rate (per 100 million VMT): 0.34
3. Serious injury crashes: 748
4. Serious injury crash rate (per 100 million VMT): 2.37
5. Non-motorized fatalities/serious injuries: 190

Next Steps

- The Council has traditionally used the MnDOT methodology to set targets, but adjusted to the metro area boundary
- We'll explore different options for target setting for 2020 and beyond
- Work items in UPWP to better address safety performance in the metro area



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