

Safety Performance Management Targets for 2021

Technical Advisory Committee Feb. 3, 2021



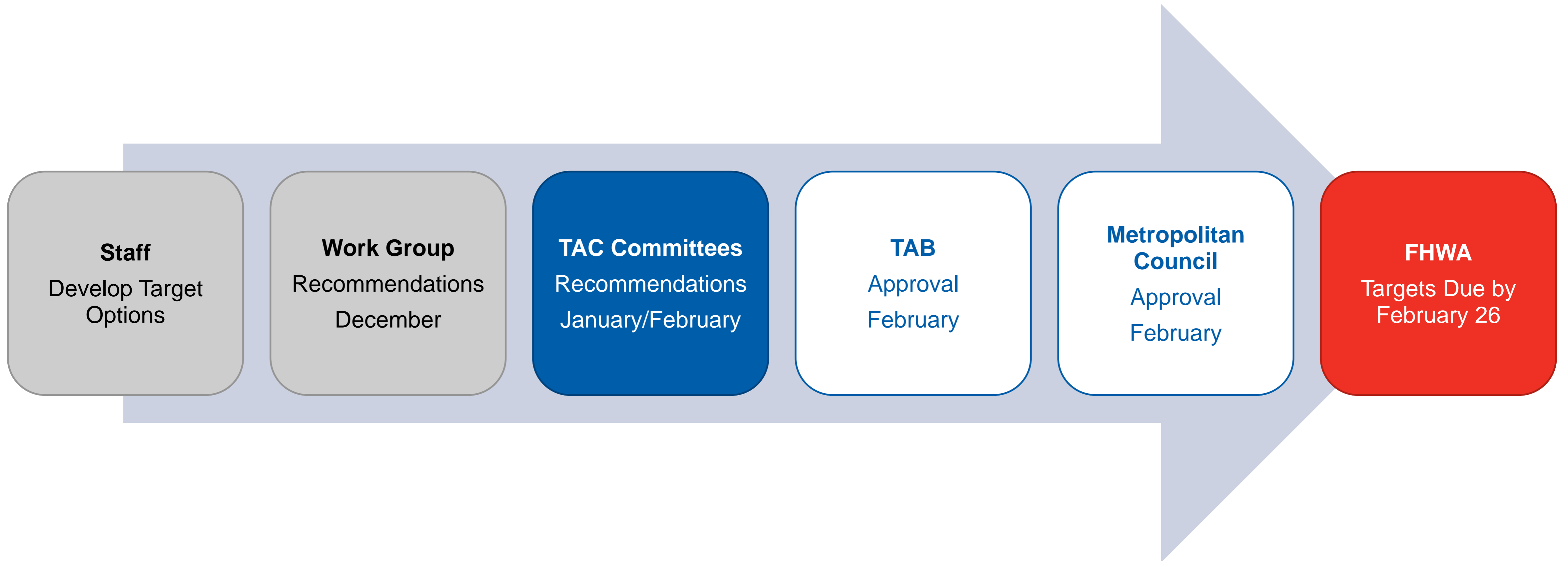
Federal Requirements

- To support performance-based planning, FHWA adopted the Safety PM Final Rule
- Rule requires State DOTs and MPOs establish targets for these five safety performance measures:
 - Number of fatalities
 - Rate of fatalities per 100 million vehicle miles traveled (VMT)
 - Number of serious injuries
 - Rate of serious injuries per 100 million VMT
 - Number of non-motorized fatalities plus non-motorized serious injuries

MPO Requirements

- All MPOs must set a target for each of the 5 Highway Safety Improvement Program (HSIP) Safety Performance Measures
- MPOs may:
 - Establish a numerical target for each performance measure specific to the MPO planning area, or
 - Agree to support the State DOT target.
- MPO HSIP targets are not annually assessed for significant progress toward meeting targets (State HSIP targets are assessed annually)

Timeline



Which Approach?

Align targets with actual rising fatalities and serious injuries.

Conditions may change; this can mean increasing targets from year to year

OR

Do not set target higher than the baseline.

Set a steadily declining target or one remaining level to not send message that increases in these numbers are acceptable.

How have we been doing?

Performance Measure	2019 Target	2019 Actual	2020 Target
Annual Traffic Fatalities	108	131	106
Fatal Injury Rate (per 100m VMT)	0.34	0.45	0.34
Annual Serious Injuries	748	699	738
SI Injury Rate (per 100m VMT)	2.37	2.39	2.36
Bike/Ped Fatal and Serious Injuries	190	182	181



Process for 2021

- Safety Performance Work Group created to make a recommendation on best methodology for the region
- Members from Scott County, Ramsey County, Minneapolis, Saint Paul, three MnDOT offices related to this work, TAB Coordinator, Met Council staff
- Staff reviewed what peer MPOs were doing
- Work group reviewed three potential methodologies and made its recommendation of a 4th choice based on the others

What MnDOT is Doing

- Updated Strategic Highway Safety Plan (SHSP) is Minnesota's plan to reduce fatalities and serious injuries on all public roads
- 2025 Goal: no more than 225 traffic deaths and 980 serious injuries
- Targets are based on a trend from the 2019 outcome to the 2025 goal
- To reach the 2025 goal, fatalities must decrease by 23 per year
- If fatalities increase, method may result in greater targets over prior year

Work Group Recommendation

Carry over 2020 targets and reduce targets annually to reach the region's share of MnDOT's 2025 goals in the Strategic Highway Safety Plan

- Consistency with goal in the statewide plan
- Ensures targets do not increase year to year
- Allows the region to evaluate how we are doing in relation to this goal
- Our targets fall annually by approximately 8 fatal injuries, 67 serious injuries, and 17 pedestrian and bicycle fatal and serious injuries

Work Group Recommendation Targets

Carry over 2020 targets and reduce targets annually to reach the region's share of MnDOT's 2025 goals in the Strategic Highway Safety Plan

Year	# Fatalities	Fatality Rate	# Serious Injuries	Serious Injury Rate	# Ped Bike Fatalities + Serious Injuries
2021	106	0.36	738	2.49	181
2022	98	0.33	669	2.24	164
2023	90	0.30	601	2.00	148
2024	82	0.27	532	1.76	131
2025	74	0.24	464	1.53	115

Questions?

- Heidi Schallberg Heidi.Schallberg@metc.state.mn.us
- Jed Hanson Jed.Hanson@metc.state.mn.us