



# 2023 Safety Performance Management Targets



January 2023

[metro council.org](http://metro council.org)



# Contents

| Slide                              | # |
|------------------------------------|---|
| Requirements                       | 2 |
| Method                             | 4 |
| Proposed Targets                   | 6 |
| Context and Performance Assessment | 7 |

# 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 (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

# Public Feedback

- Adopted safety targets are included in the Transportation Improvement Program (TIP)
- No comments on the previous safety targets in the 2023-2026 TIP
- Last TIP, we received 9 commenters requested lower safety targets and/or adoption of a Vision Zero approach to safety planning

# 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<br>(adopted) | 106            | 0.36                       | 738                  | 2.49                             | 181                                    |
| 2022<br>(adopted) | 98             | 0.33                       | 669                  | 2.24                             | 164                                    |
| <b>2023</b>       | <b>90</b>      | <b>0.33</b>                | <b>600</b>           | <b>2.18</b>                      | <b>147</b>                             |
| 2024              | 82             | 0.29                       | 532                  | 1.91                             | 131                                    |
| 2025              | 74             | 0.26                       | 464                  | 1.64                             | 115                                    |

# State Targets

| 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                                  |



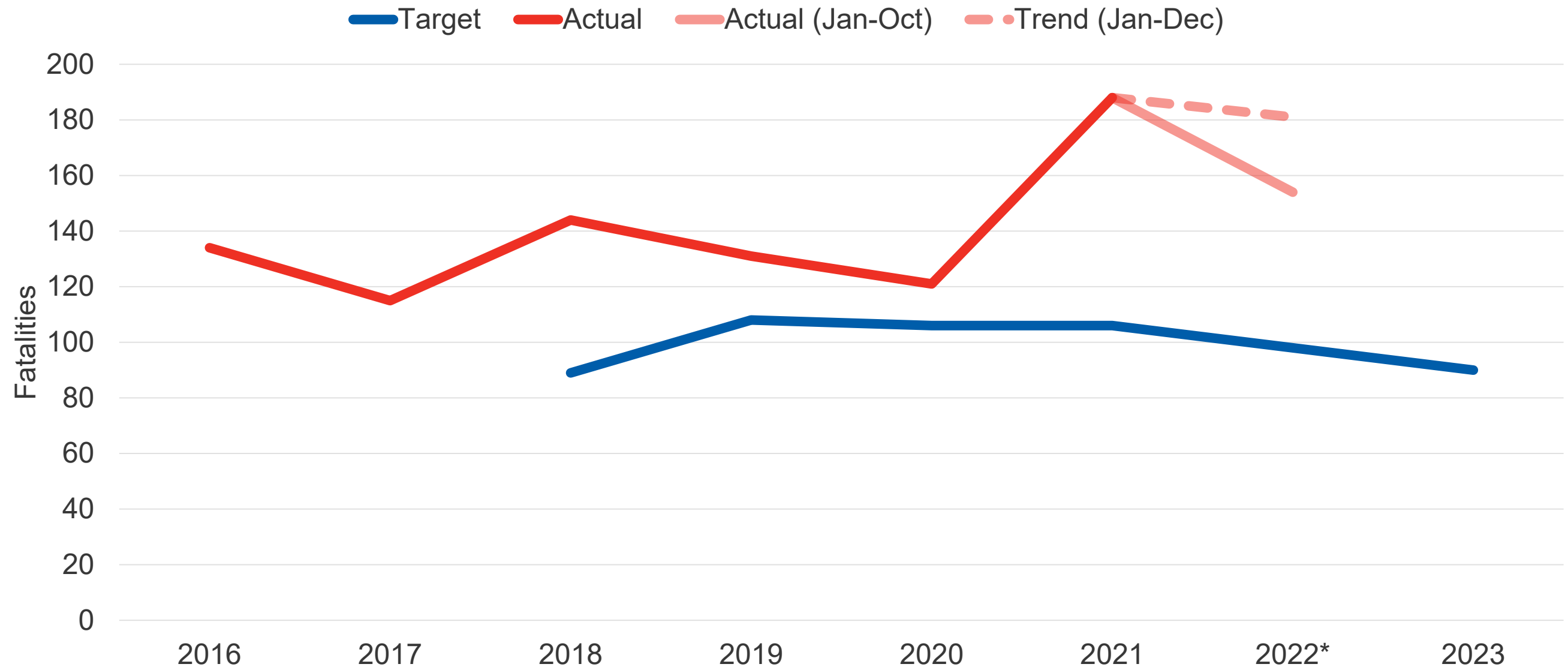
# Performance to Date

| Measure                                  | 2019   |        | 2020   |        | 2021   |        | 2022   |                    |
|--|--------|--------|--------|--------|--------|--------|--------|--------------------|
|  | Target | Actual | Target | Actual | Target | Actual | Target | Jan-Oct*<br>Actual |
| All Fatalities                           | 108    | 131    | 106    | 121    | 106    | 188    | 98     | 154                |
| Fatal Injury Rate per 100m VMT           | 0.34   | 0.45   | 0.34   | 0.50   | 0.36   | 0.69   | 0.33   | TBD                |
| All Serious Injuries                     | 748    | 699    | 738    | 691    | 738    | 792    | 669    | 856                |
| Serious Injury Rate per 100m VMT         | 2.37   | 2.39   | 2.36   | 2.86   | 2.49   | 2.91   | 2.24   | TBD                |
| Non-Motorized Fatal and Serious Injuries | 190    | 182    | 181    | 157    | 181    | 185    | 164    | 218                |

\*2022 YTD numbers are for 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)

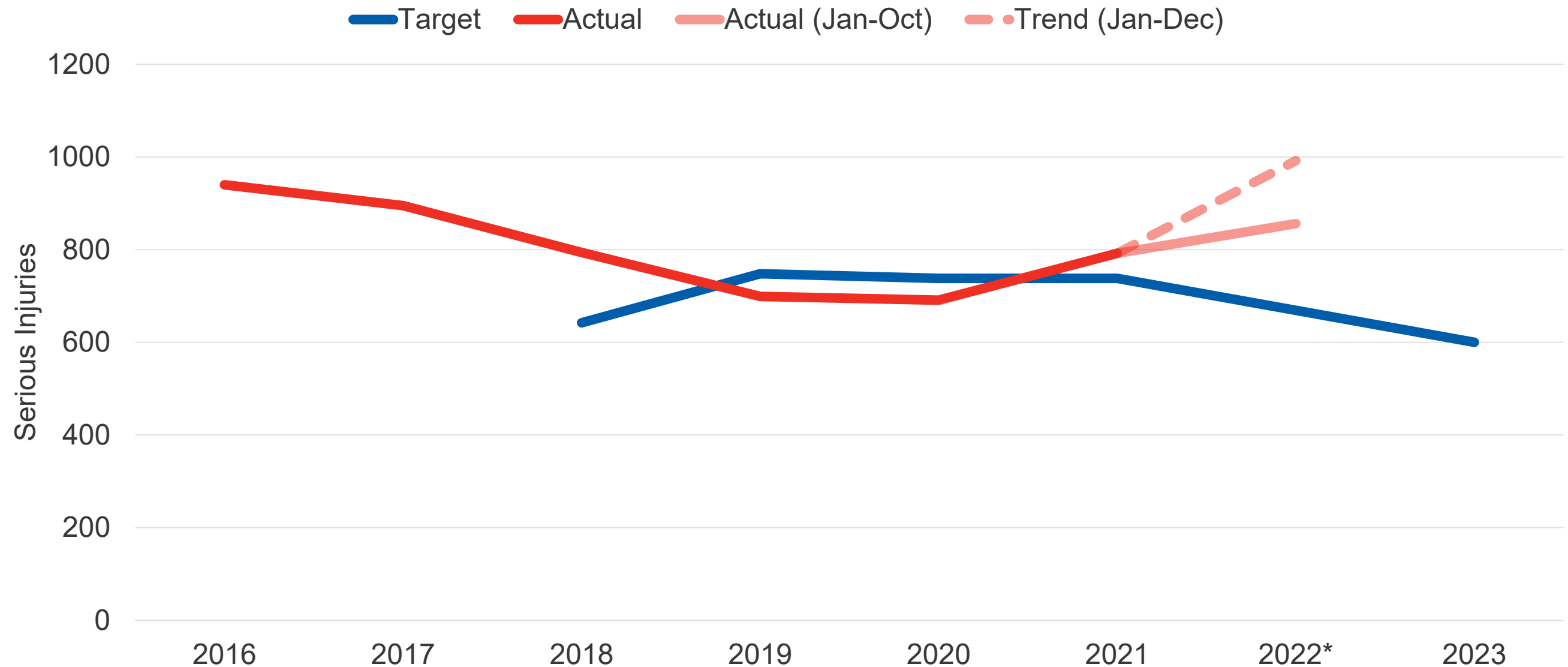
# All Fatalities



\*2022 YTD numbers are for 7-county metro region only, not including urbanized portions of Wright and Sherburne counties.

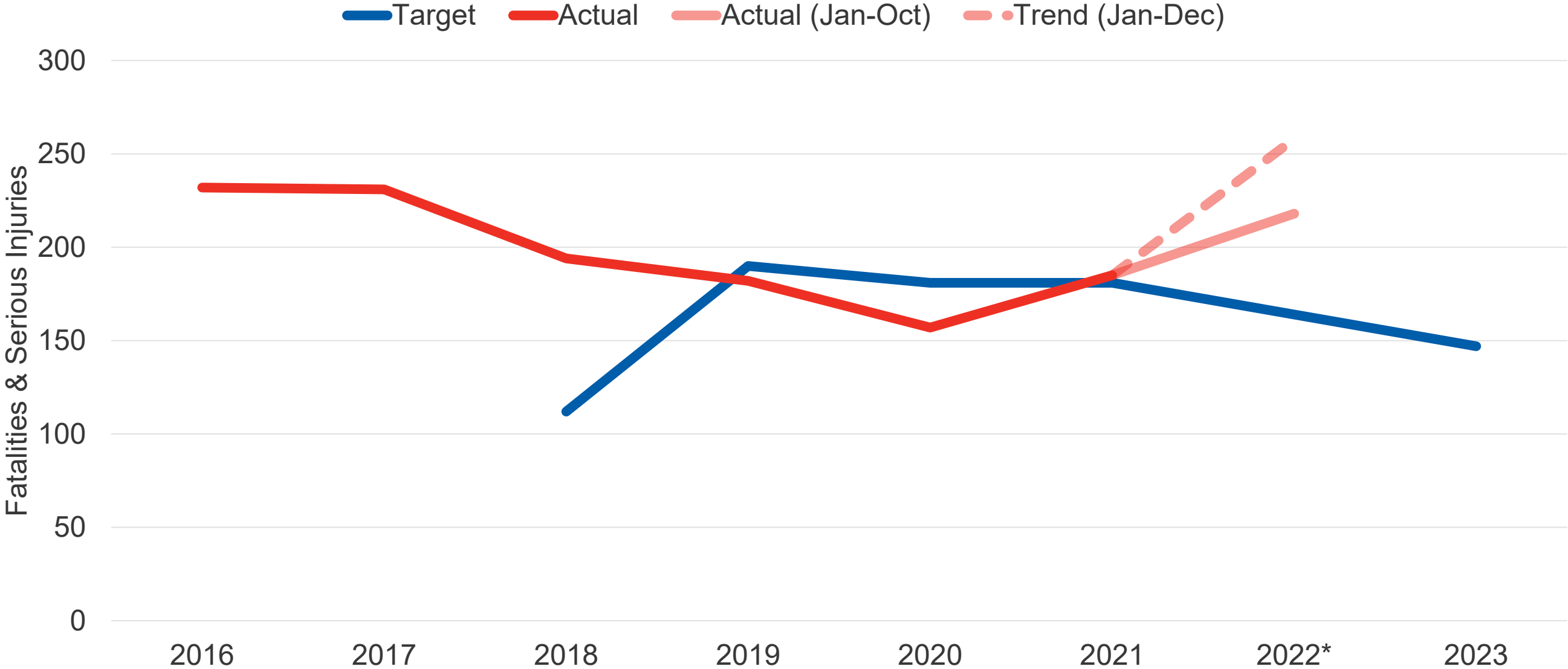
Sources: MnDOT (actual crashes), Met Council (targets and 2022 trend)

# All Serious Injuries



\*2022 YTD numbers are for 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



\*2022 YTD numbers are for 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 and serious injuries significantly increased in 2022 over prior years.**

| Measure                       | January-October 2022 | Change (Total) over January-October in Prior Years |                |                   |
|-------------------------------|----------------------|--|----------------|-------------------|
|                               |                      | 2021   | 2020           | 2017-2019 Average |
| <b>Total Fatalities</b>       | <b>154</b>           | ▼ -1%<br>(156)                                     | ▲ 54%<br>(100) | ▲ 45%<br>(106.3)  |
| Pedestrian Fatalities         | 22                   | ▼ -29%<br>(31)                                     | ▲ 47%<br>(15)  | ▲ 3%<br>(21.3)    |
| Bicyclist Fatalities          | 3                    | ▲ 50%<br>(2)                                       | ▼ -40%<br>(5)  | ▼ -31%<br>(4.3)   |
| <b>Total Serious Injuries</b> | <b>856</b>           | ▲ 29%<br>(664)                                     | ▲ 41%<br>(609) | ▲ 27%<br>(671.7)  |
| Pedestrian Serious Injuries   | 133                  | ▲ 36%<br>(98)                                      | ▲ 62%<br>(82)  | ▲ 35%<br>(98.7)   |
| Bicyclist Serious Injuries    | 60                   | ▲ 94%<br>(31)                                      | ▲ 94%<br>(31)  | ▲ 49%<br>(40.3)   |

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

# Proposed 2023 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

# Related Studies

## Studies Addressing Prior Recommendations

- Safety within TPP Goals Review, Engagement and Update Study
  - Study is under contract with major work starting shortly
  - Accountability policy could be considered in Phase II and III policy engagement
  - Safety's position in Regional Development Guide values, vision, and goals under consideration by policymakers
- 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](mailto:jed.hanson@metc.state.mn.us)

**Heidi Schallberg**

Planning Analyst, MTS Multimodal Planning  
[heidi.schallberg@metc.state.mn.us](mailto:heidi.schallberg@metc.state.mn.us)

