

# Proposed Safety Performance Measures and Short-Term Targets

TAC Planning Committee  
November 8, 2018

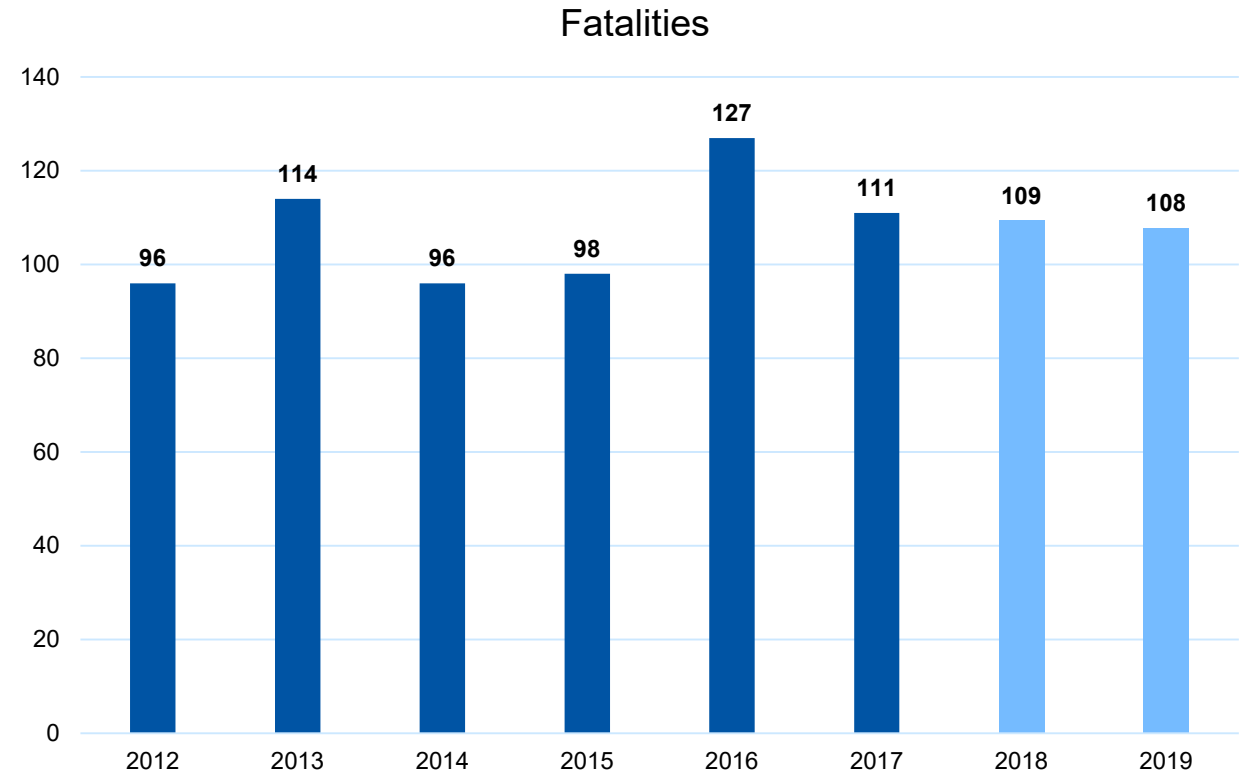


# Safety Performance Measures Overview

- 5 federally required performance measures
  1. Number of traffic fatalities
  2. Rate of fatalities per 100 million VMT
  3. Number of suspected serious injuries
  4. Rate of suspected serious injuries per 100 million VMT
  5. Number of non-motorized fatalities and serious injuries

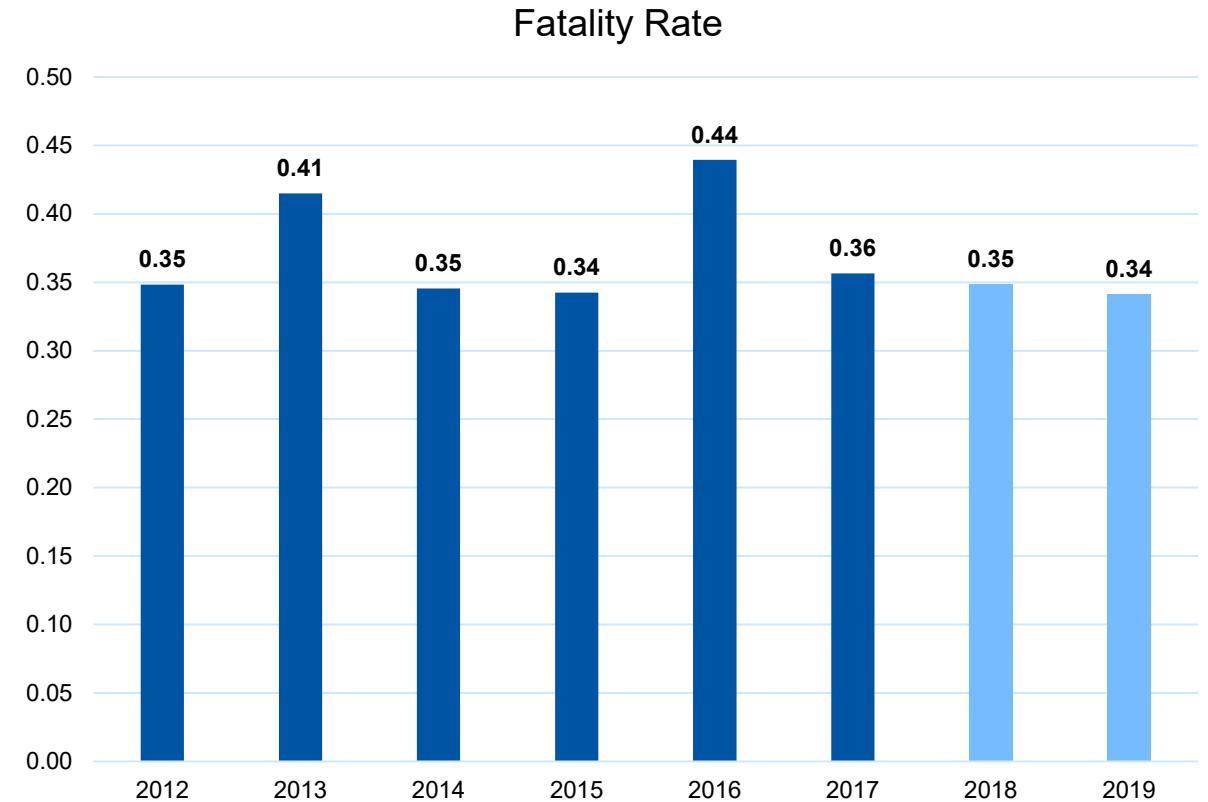
# 2019 Fatalities – Recommended Target

- Final Target: 108
- Based upon a 1.5% annualized reduction from 2017



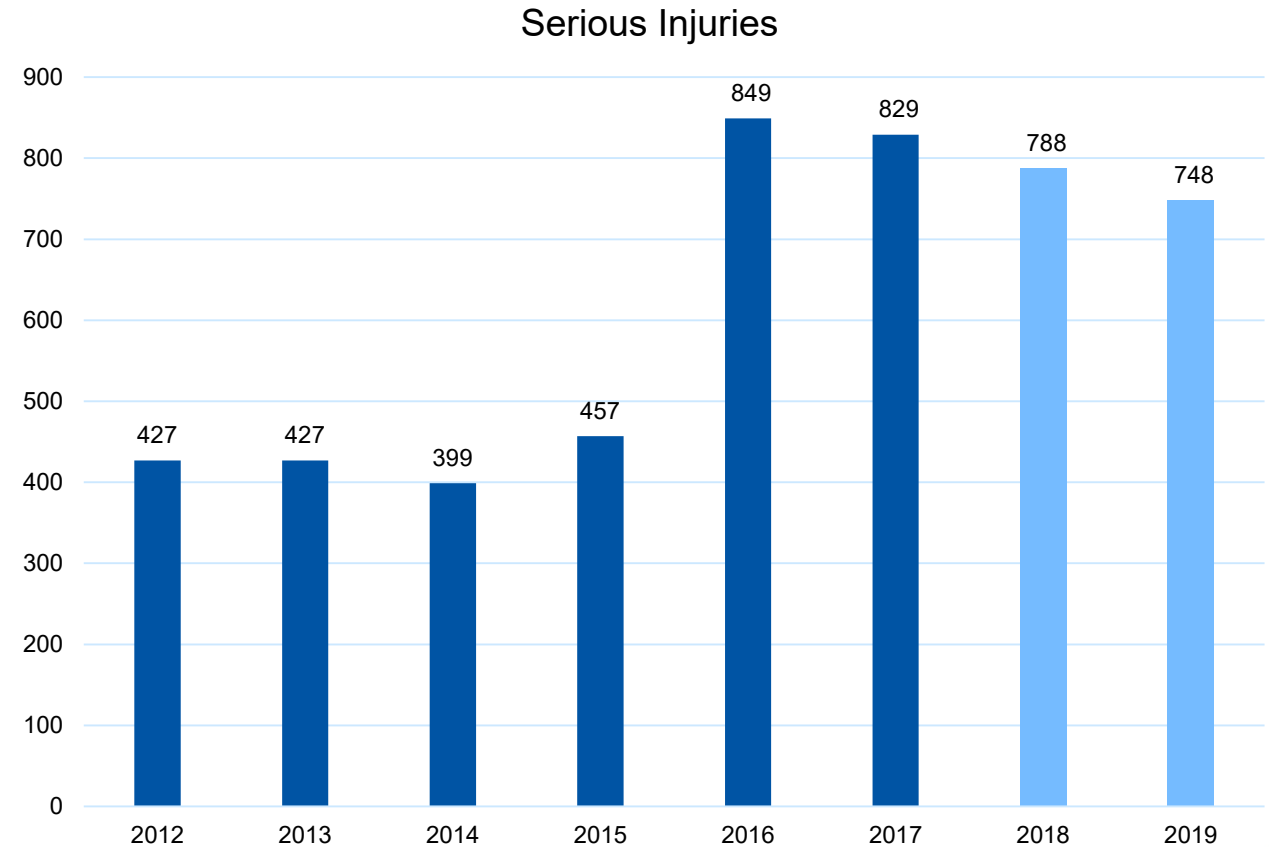
# Fatality Rate – Recommended Target

- Final Target: 0.34 per 100 million VMT
- Based upon a 1.5% annualized fatality reduction from 2017
- VMT increase projection is 0.70%



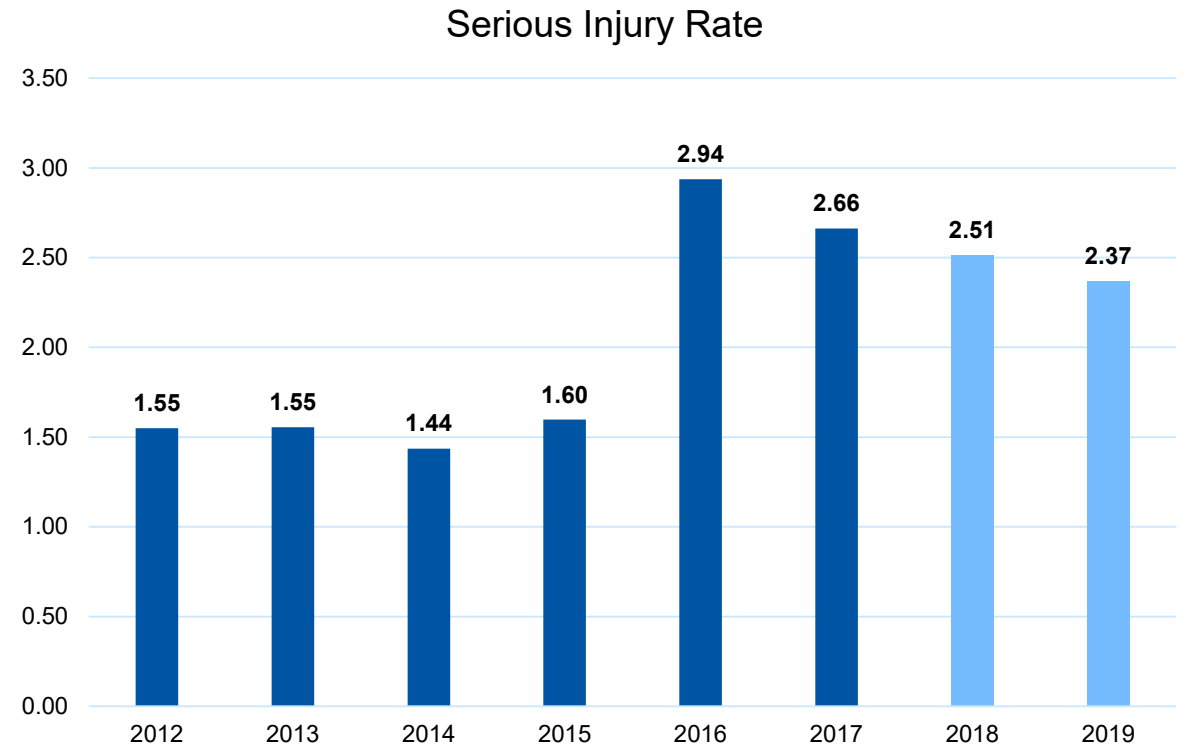
# 2019 Serious Injuries – Recommended Target

- Final Target: 748
- Based upon a 5% annualized reduction from 2017



# Serious Injury Rate – Recommended Target

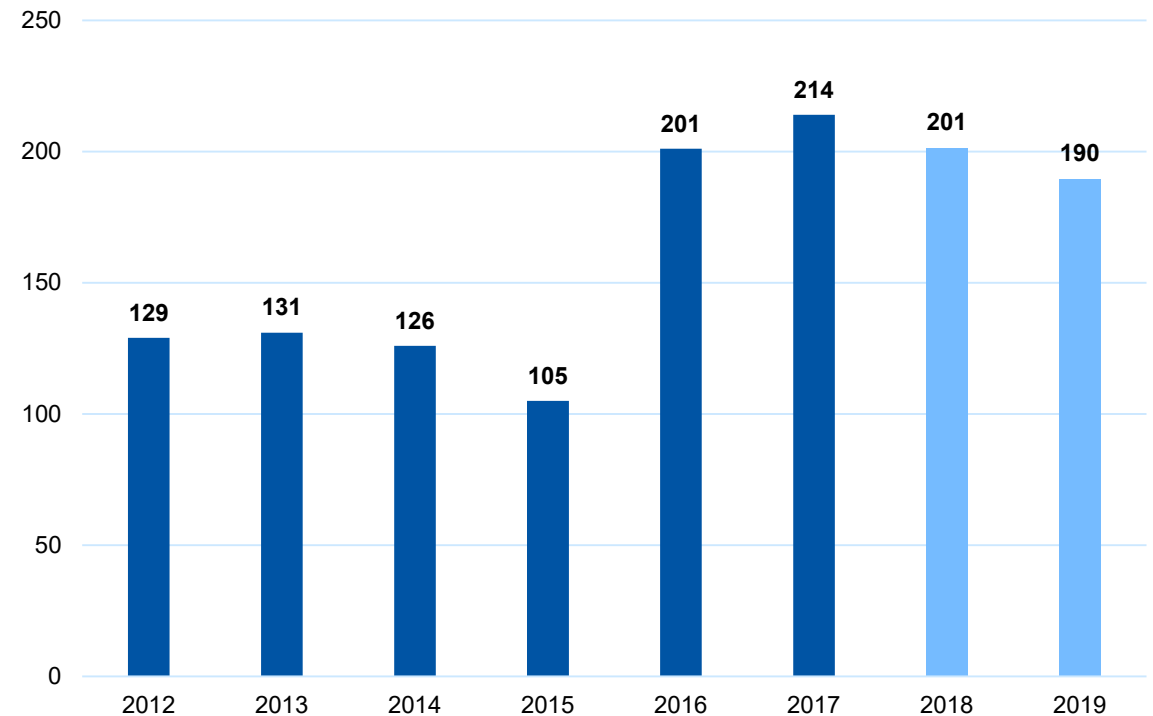
- Final Target: 2.37 per 100 million VMT
- Based upon a 5% annualized serious injury reduction from 2017
- VMT increase projection is 0.70%



# 2019 Non-Motorized Fatalities and Serious Injuries – Recommended Target

- Final Target: 190
- Based upon:
  - 5% annualized reduction in fatalities from 2017
  - 6% annualized reduction in serious injuries from 2017

Bike/Ped Fatal and Serious Injuries



# MnDOT's Adopted 2019 Targets (state-wide)

1. Total traffic fatalities: 347
2. Fatality rate (per 100 million VMT): 0.57
3. Serious injury crashes: 1,708
4. Serious injury crash rate (per 100 million VMT): 2.82
5. Non-motorized fatalities/serious injuries: 241



# Proposed 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

# Evaluation and Consequences

- The State of Minnesota will have met targets if:
  - Four of the five targets are met; or
  - The target's outcome is better than baseline performance
- If the State does not meet target or make significant progress:
  - MnDOT must use obligational authority only for HSIP projects
  - Obligational authority would equal the HSIP apportionment for the 2018 fiscal year
  - Submit an HSIP Implementation Plan to FHWA



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