



# 2023 Safety Performance Management Targets



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# 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 (adopted)	106	0.36	738	2.49	181
2022 (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



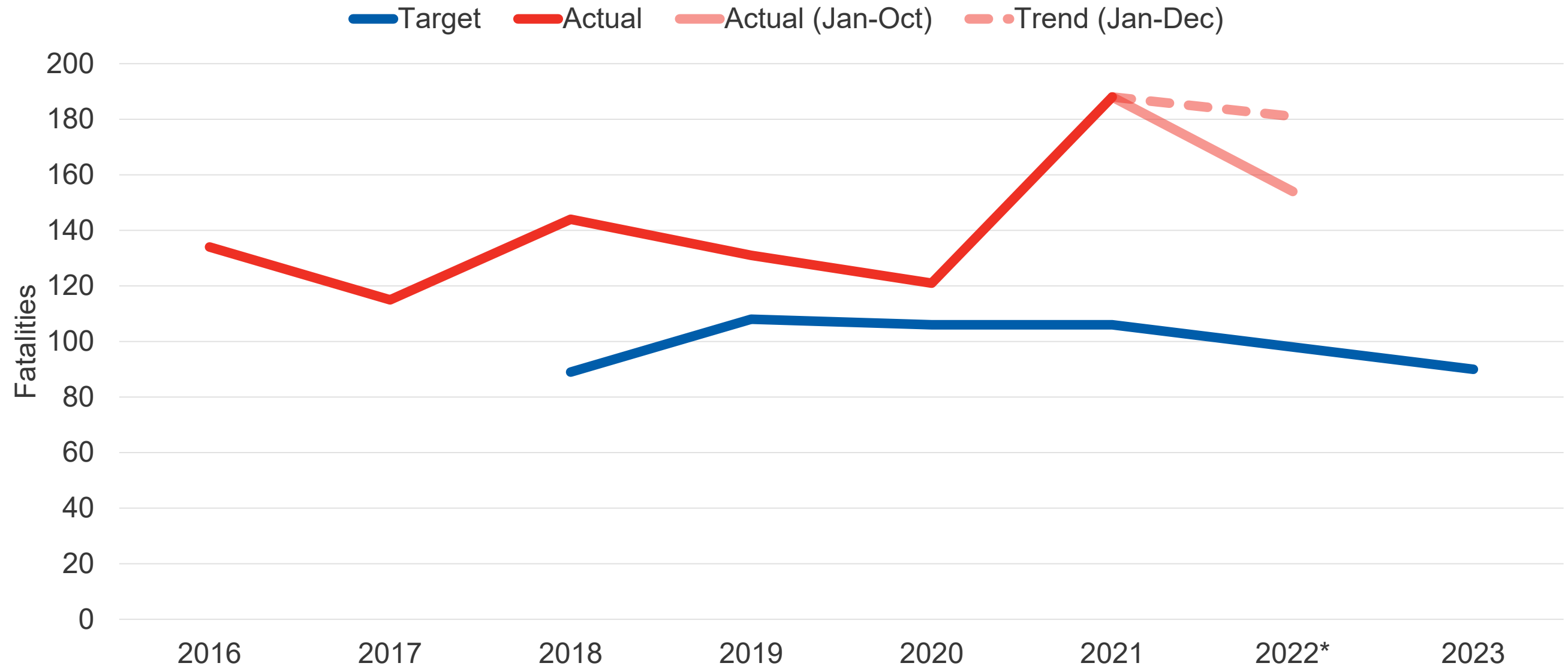
# Performance to Date

Measure	2019		2020		2021		2022	
	Target	Actual	Target	Actual	Target	Actual	Target	Jan-Oct* 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.

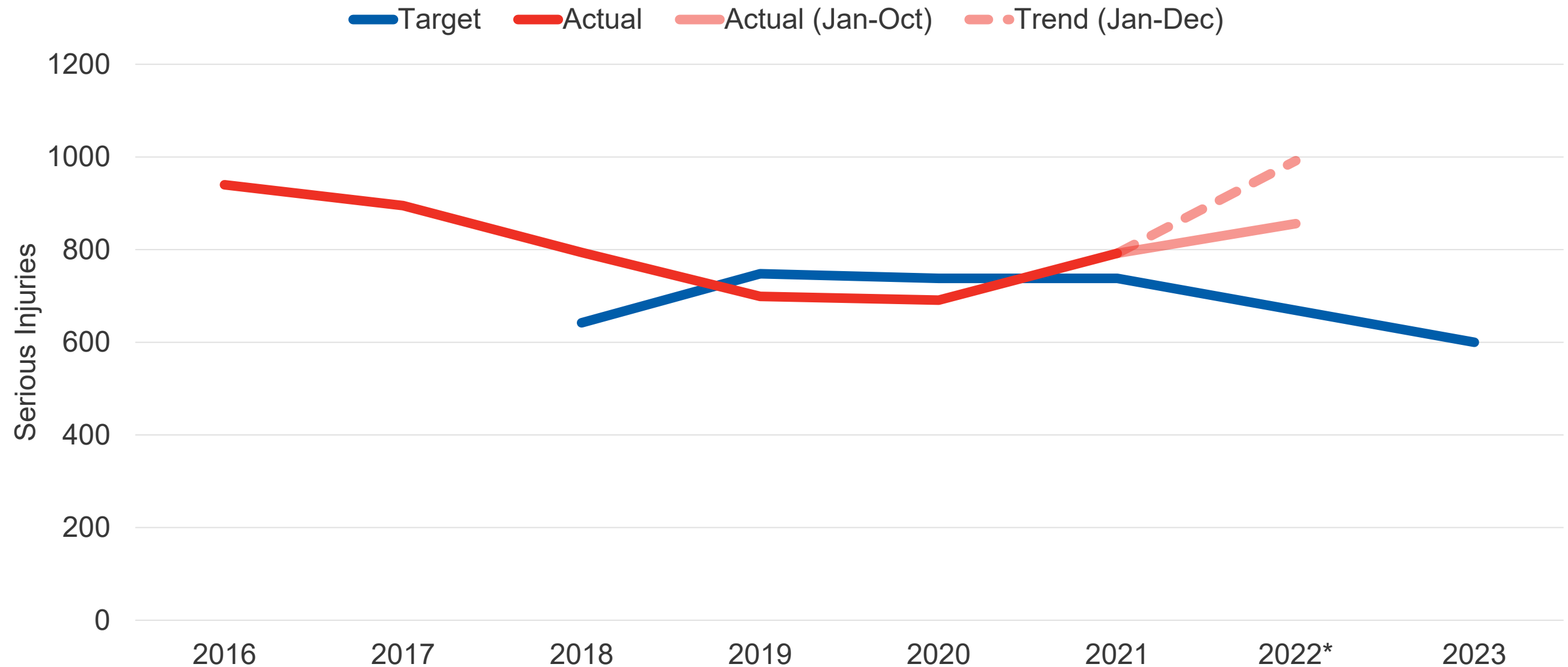
Sources: MnDOT (actual crashes and VMT), Met Council (forecast VMT, targets)

# All Fatalities



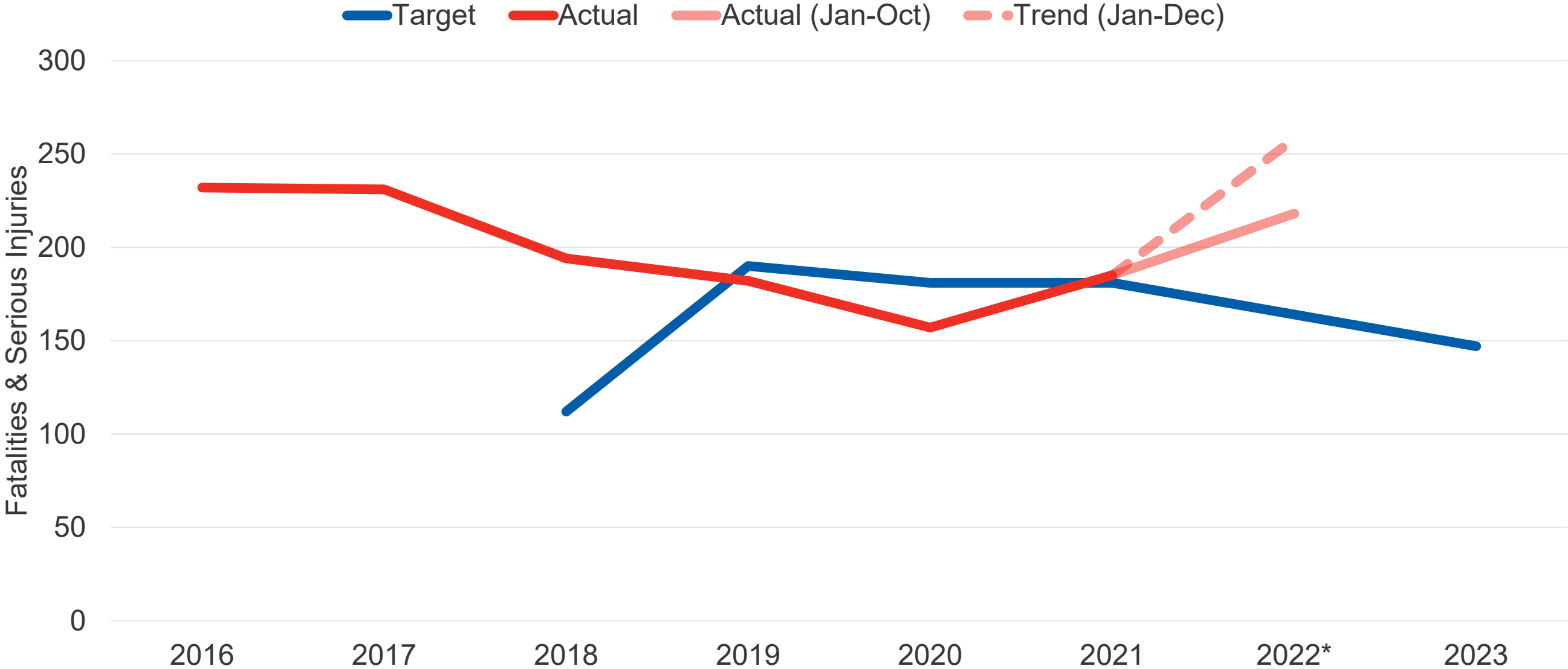
\*2022 YTD numbers are for 7-county metro region only, not including urbanized portions of Wright and Sherburne counties.  
Sources: MnDOT (actual crashes), Met Council (targets and 2022 trend)

# 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% (156)	▲ 54% (100)	▲ 45% (106.3)
Pedestrian Fatalities	22	▼ -29% (31)	▲ 47% (15)	▲ 3% (21.3)
Bicyclist Fatalities	3	▲ 50% (2)	▼ -40% (5)	▼ -31% (4.3)
<b>Total Serious Injuries</b>	<b>856</b>	▲ 29% (664)	▲ 41% (609)	▲ 27% (671.7)
Pedestrian Serious Injuries	133	▲ 36% (98)	▲ 62% (82)	▲ 35% (98.7)
Bicyclist Serious Injuries	60	▲ 94% (31)	▲ 94% (31)	▲ 49% (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 in 2023
  - 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

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