

# Safety Performance Management Targets for 2022

January 24, 2022

Transportation Committee



# Federal Requirements

- FHWA's Safety Performance Management Final Rule
  - Purpose: inform planning and programming to reduce fatal and serious injuries
  - State DOTs and MPOs must establish targets for five measures
- MPOs have two options:
  - Establish targets specific to the metropolitan planning area
  - Agree to support state DOT targets
- MPOs are not penalized by FHWA for failing to meet targets

# 2021 Adopted Method

- Steadily decrease targets from 2020 baseline to zero
  - Hold over 2020 targets into 2021
  - In future years, reduce targets on a straight line to reach regional share of 2025 goals in the Minnesota Strategic Highway Safety Plan (SHSP)
    - Statewide: no more than 225 deaths and 980 serious injuries by 2025
- Developed with peer-region research and safety work group feedback
  - Aggressive target setting method compared to peer MPOs
- Targets do not determine outcomes; funding, programming, and design do

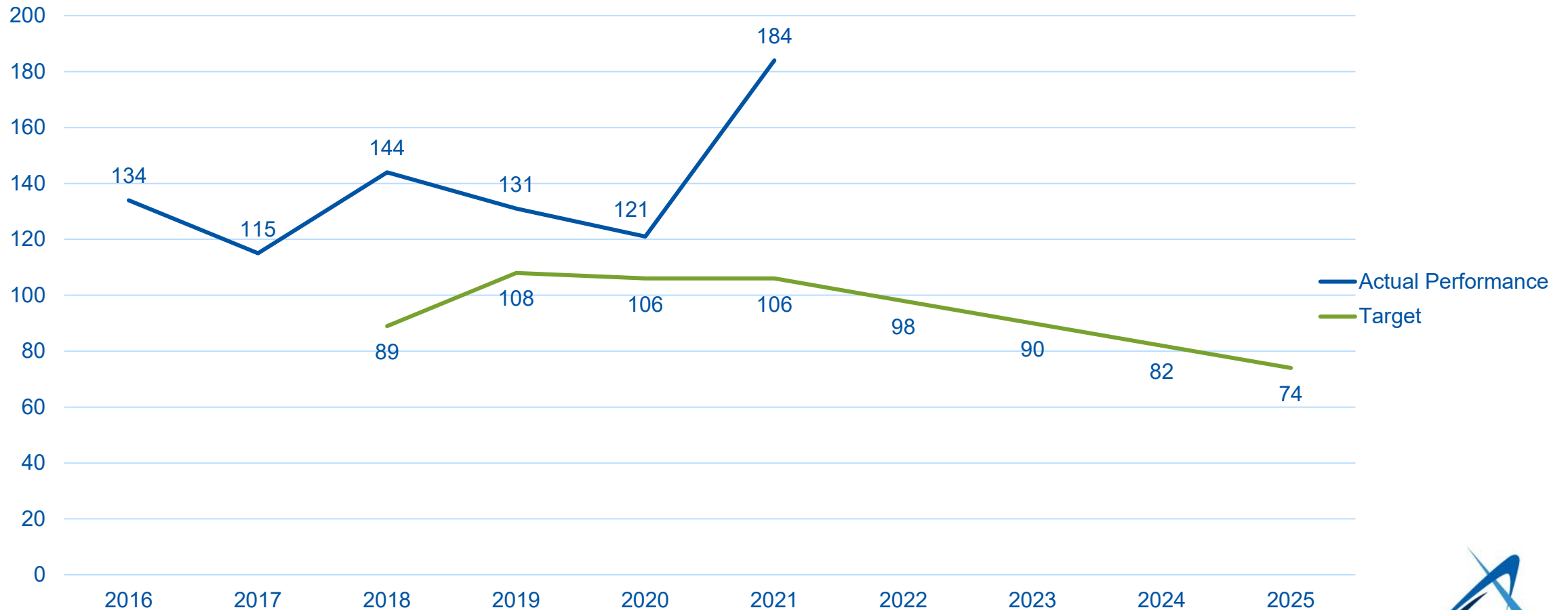
# Public Feedback

- Adopted safety targets are included in the Transportation Improvement Program (TIP)
- 9 commenters requested lower safety targets and/or adoption of a Vision Zero approach to safety planning
  - Some stated our 2021 targets were “appalling,” “abhorrent,” “[disappointing and mortifying]”
  - One of these comments was a Twitter thread with significant engagement

# Targets Under Same Methodology

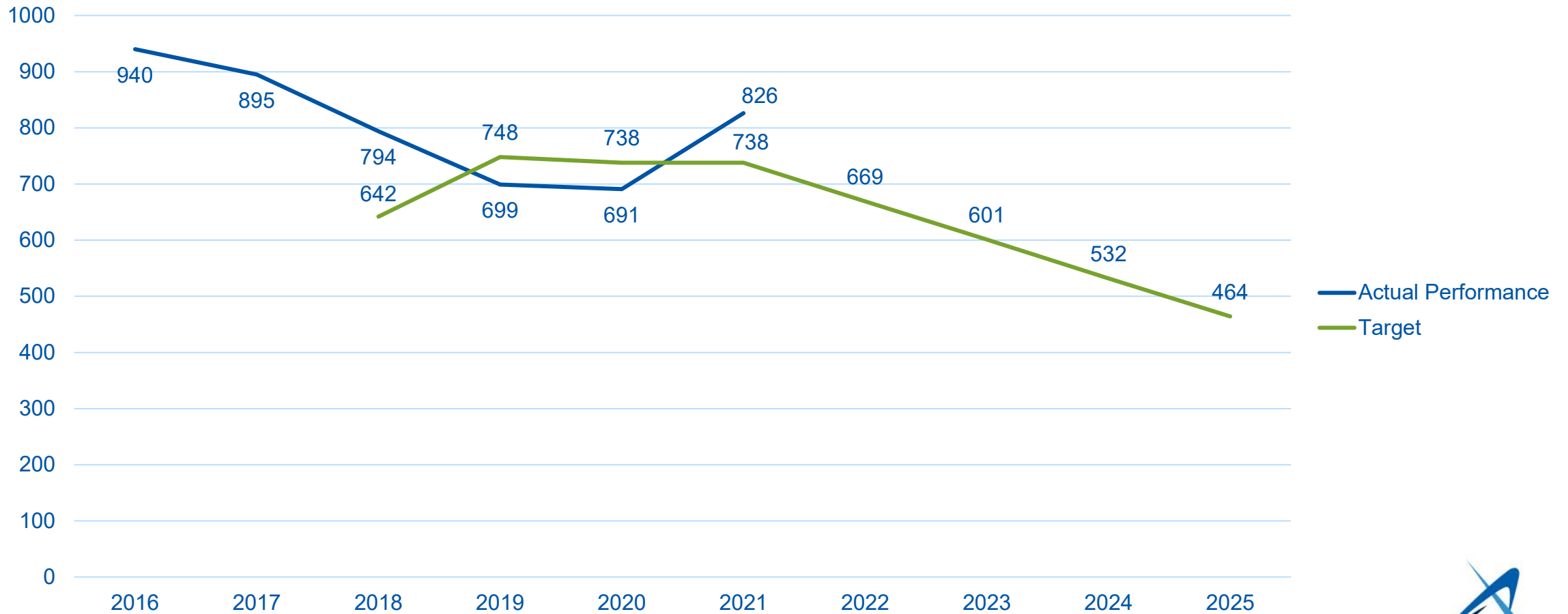
Year	All Fatalities	Fatality Rate per 100m VMT	All Serious Injuries	Serious Injury Rate per 100m VMT	Non-Motorized Fatal & Serious Injuries
2021 (adopted)	106	0.36	738	2.49	181
<b>2022</b>	<b>98</b>	<b>0.33</b>	<b>669</b>	<b>2.24</b>	<b>164</b>
2023	90	0.30	601	2.00	148
2024	82	0.27	532	1.76	131
2025	74	0.24	464	1.52	115

# All Fatalities with Targets



2021 is preliminary data for the 7-county metro as of 1/5/22, not including the urbanized portions of Wright and Sherburne counties.  
Actual Performance Source: MnDOT Office of Traffic Engineering

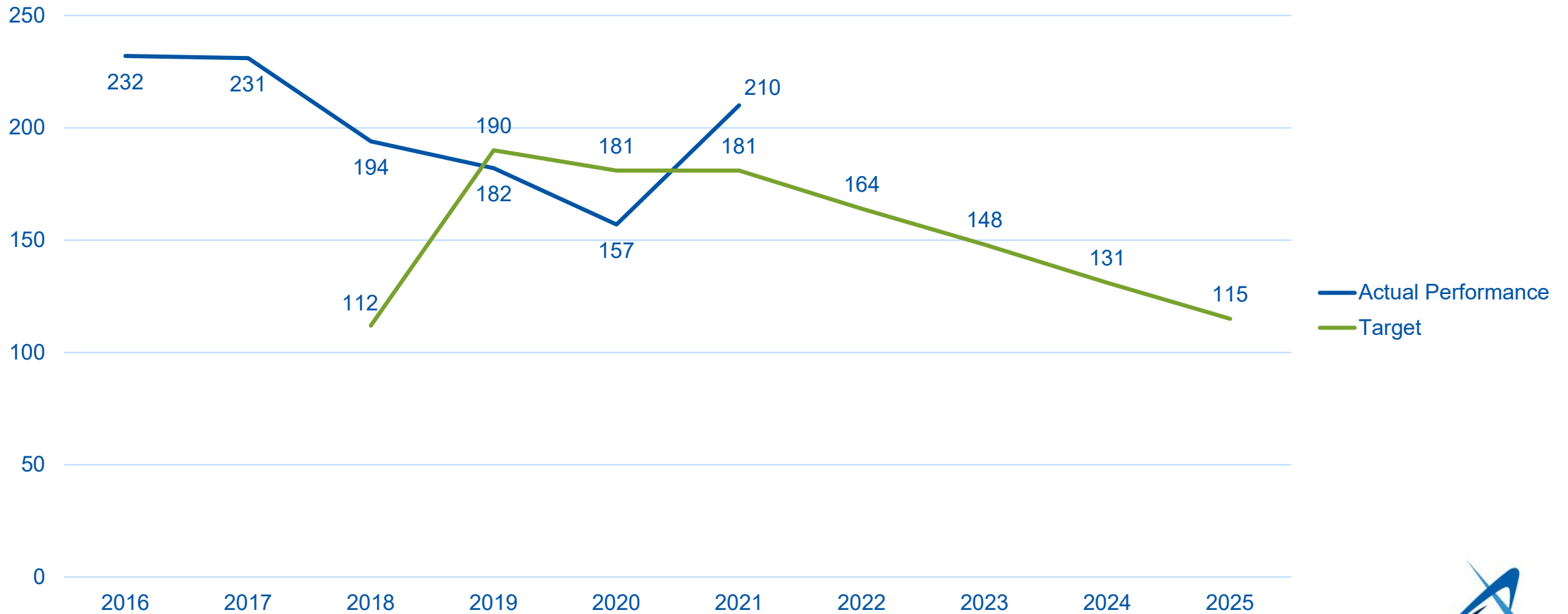
# All Serious Injuries with Targets



2021 is preliminary data for the 7-county metro as of 1/5/22, not including the urbanized portions of Wright and Sherburne counties.  
Actual Performance Source: MnDOT Office of Traffic Engineering



# Non-Motorized Fatalities and Serious Injuries



2021 is preliminary data for the 7-county metro as of 1/5/22, not including the urbanized portions of Wright and Sherburne counties.  
Actual Performance Source: MnDOT Office of Traffic Engineering



# Performance Comparison

Measure	2017-2019 Avg	2020 Actual	2021 Preliminary*	% Difference Between 2021 & 2017-19 Avg	% Difference Between 2021 & 2020
<b>All Fatalities</b>	<b>125</b>	<b>116</b>	<b>184</b>	<b>+47%</b>	<b>+59%</b>
Pedestrian Fatalities	26	20	36	+37%	+80%
Bicyclist Fatalities	6	5	1	-82%	-80%
<b>All Serious Injuries</b>	<b>781</b>	<b>683</b>	<b>826</b>	<b>+6%</b>	<b>+21%</b>
Pedestrian Serious Injuries	125	98	138	+10%	+41%
Bicyclist Serious Injuries	42	33	35	-17%	+6%

\*2021 numbers are preliminary for the 7-county metro region only as of 1/5/22, not including urbanized portions of Wright and Sherburne counties.  
 Source: MnDOT Office of Traffic Engineering



# Recommendations for 2022 Targets

- Support for continuing target setting 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

# Additional Work Group Recommendations

- Create a framework for accountability policy when the region is not meeting its targets.
  - Could call for increased funding from the Regional Solicitation to focus on safety
- Region needs to discuss policy goals, investments, and tradeoffs between those to better communicate priorities, including safety.
  - 2022 work program includes a study for TPP goals review, engagement, and update
- A work group should review the Regional Solicitation criteria and weightings to make recommendations for emphasizing safety improvements to address these safety targets.

# Council Safety Studies

- Pedestrian safety plan work wrapped up first half of 2022
  - Refinement of systemic analysis
  - Countermeasures
  - Other programmatic recommendations
- Regional safety study beginning in second half of 2022 – address all other crashes
  - Scoping begins this month

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