



METROPOLITAN
C O U N C I L

Safety Performance Management Targets

Adoption of 2024 Targets

Jed Hanson

February 2024

metro council.org





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Federal Requirements ⁽¹⁾

Highway safety is one of several federally-required performance targets.

Federal Highway Administration Measures:

- Highway Safety
- Pavement & Bridge Condition
- System Performance, Freight, and Congestion Mitigation & Air Quality (CMAQ)
- New: Greenhouse Gas Emissions

Federal Transit Administration Measures:

- Transit Asset Management
- Transit Safety

Federal Requirements ⁽²⁾

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 ⁽³⁾

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

Method

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

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
2023 (adopted)	90	0.33	600	2.18	147
2024	82	0.29	532	1.89	131
2025	74	0.26	464	1.63	115

Proposed 2024 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
- Target method to be reconsidered in 2025 pending updates to the Strategic Highway Safety Plan and Transportation Policy Plan

Summary of Committee Discussion

TAB recommended adding clarifying language.

- The recommended action adds language clarifying the targets are *not to be exceeded* and advance a long-term goal of zero deaths, in response to TAB and technical committee members' feedback.
- TAB had an in-depth discussion about efficacy of safety tools and interest in further information and analysis.

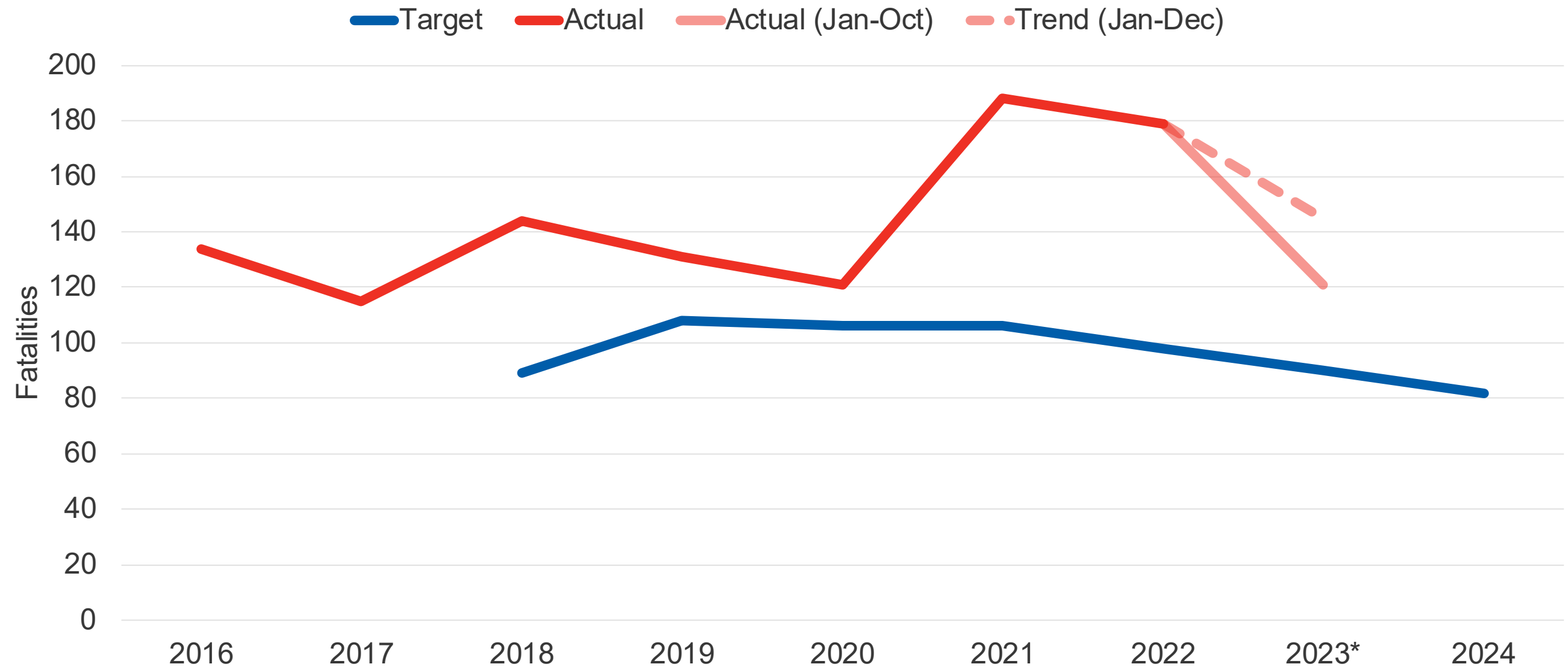
Performance

Measure	2020		2021		2022		2023	
	Target	Actual	Target	Actual	Target	Actual	Target	Jan-Oct* Actual
All Fatalities	106	121	106	188	98	179	90	121
Fatal Injury Rate per 100m VMT	0.34	0.50	0.36	0.70	0.33	0.65	0.33	TBD
All Serious Injuries	738	691	738	799	669	949	600	779
Serious Injury Rate per 100m VMT	2.36	2.86	2.49	2.98	2.24	3.46	2.18	TBD
Non-Motorized Fatal and Serious Injuries	181	157	181	189	164	236	147	184

*2023 year-to-date results are for the 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)

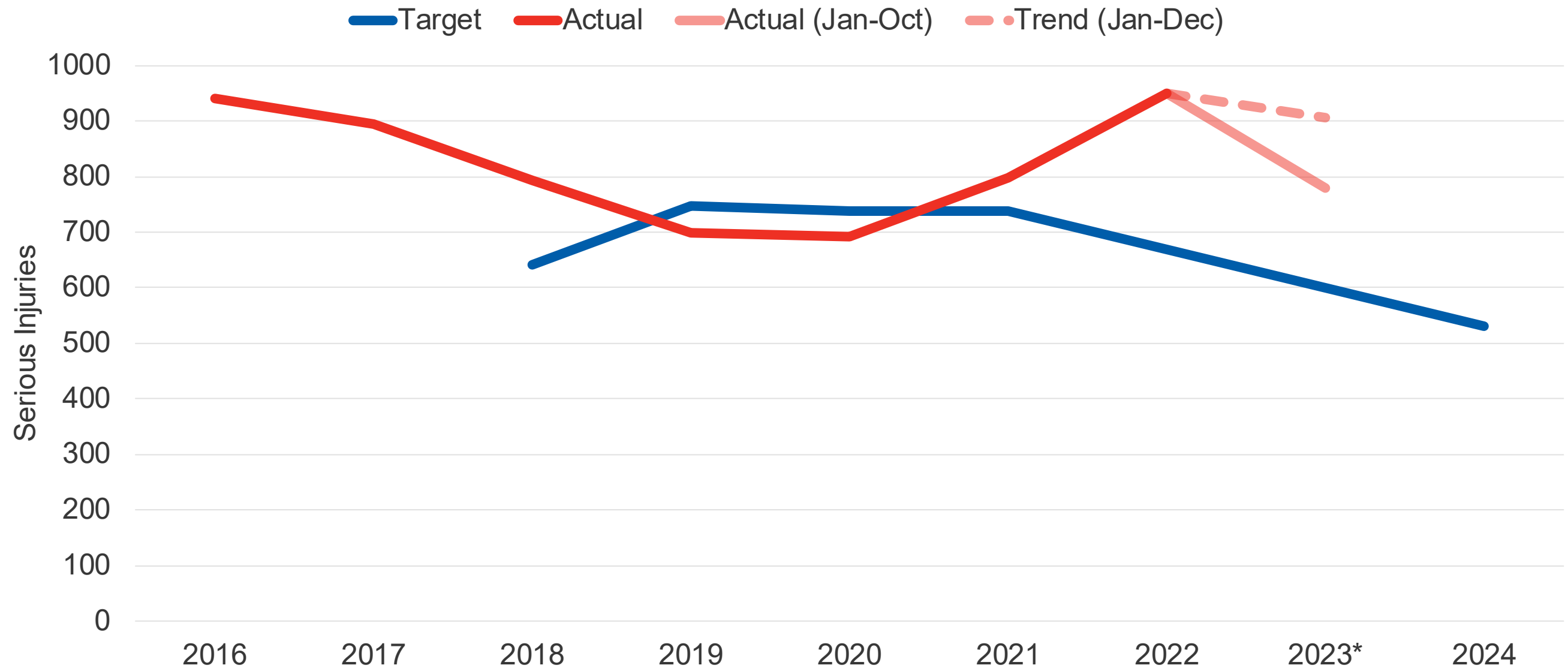
All Fatalities



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

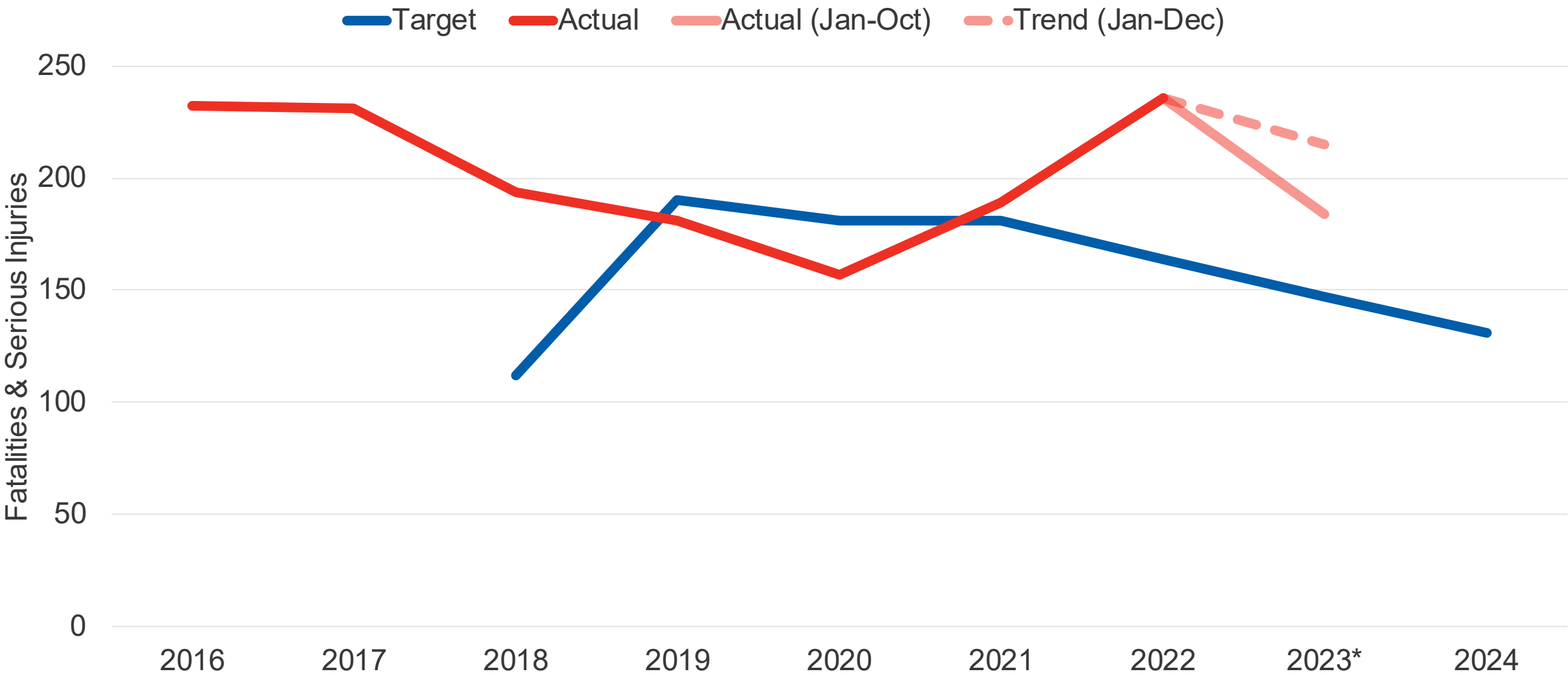
All Serious Injuries



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

Non-Motorized Fatalities and Serious Injuries



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

Pedestrian and Bicycle Detail

Pedestrian and bicycle fatalities remain elevated. Serious injuries have reduced from their 2022 peak but remain elevated.

Measure	January-October 2023	Change (Total) over January-October in Prior Years		
		2022	2021	2017-2019 Average
Total Fatalities	121	▼ -21% (153)	▼ -22% (156)	▲ 14% (106.3)
Pedestrian Fatalities	26	▲ 4% (25)	▼ -16% (31)	▲ 22% (21.3)
Bicyclist Fatalities	3	0% (3)	▲ 50% (2)	▼ -31% (4.3)
Total Serious Injuries	779	▼ -5% (820)	▲ 17% (664)	▲ 16% (671.7)
Pedestrian Serious Injuries	107	▼ -6% (114)	▲ 9% (98)	▲ 8% (98.7)
Bicyclist Serious Injuries	48	▼ -21% (61)	▲ 55% (31)	▲ 19% (40.3)

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

Supporting Work

2050 Planning

- *2050 Transportation Policy Plan* has a working objective:

“People do not die or face life-changing injuries when using any form of transportation.”

- Draft safety policies and actions created through a special work group and three broad stakeholder workshops

Regional Safety Action Plan

- Recommendations for 2050 TPP
- Programmatic recommendations
- Study teams are reviewing preliminary findings and methods for:
 - Regional High Injury Streets identification
 - Summary of crash trends
 - Systemic analysis of crash risks

Thank you

Jed Hanson

Planner, MTS Multimodal Planning
jed.hanson@metc.state.mn.us

Heidi Schallberg

Planning Analyst, MTS Multimodal Planning
heidi.schallberg@metc.state.mn.us

