Regional Safety Goal & Objectives

• 2040 Transportation Policy Plan includes goal of a regional transportation system that is safe and secure for all users.
  • Reduce fatal and serious injury crashes and improve safety and security for all modes of passenger travel and freight transport.
  • Supports the state vision of moving toward zero deaths and serious injuries on our system

• 2050 Transportation Policy Plan – Safety as a priority
## 2023 Fatalities (January-April)

<table>
<thead>
<tr>
<th>County</th>
<th>Total</th>
<th>Pedestrians</th>
<th>Bicyclists</th>
<th>Motorcyclists</th>
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<td>Anoka</td>
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<tr>
<td>Carver</td>
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<tr>
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<td>Hennepin</td>
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</tr>
<tr>
<td>Scott</td>
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<tr>
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<tr>
<td><strong>Total</strong></td>
<td>28</td>
<td>9</td>
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</table>

*Preliminary data for 7-county region only*
Safe System Approach

Safe System approach principles and elements, Source: https://safety.fhwa.dot.gov/zerodeaths/zero_deaths_vision.cfm
Pedestrian Safety Action Plan

Zero deaths and serious injuries

- Provide analysis and support for working to eliminate deaths and serious injuries for people walking in our transportation system
- Worked with Toole Design and Kaskaskia Engineering
- Data covered 4-year period: 2016-2019
Pedestrian Plan Project Elements

Key tasks

- Historic crash analysis
- Systemic analysis
- Risk assessment maps
- Data-informed prioritization measure for funding
- Countermeasure guidance
- Programmatic recommendations
Key Takeaways

• Nearly 80% of severe intersection crashes were near a transit stop; fewer than 25% of intersections are w/in 500’ of a stop.

• Most pedestrian crashes (70% or 2,287 total crashes), including most severe pedestrian crashes (57%), happen in urban center areas.

• Higher proportion in rural areas resulted in death or serious injury (47.8%) vs 18.5% in urban areas.

• Most crashes and most severe crashes occurred on/at:
  • Minor arterials
  • Signalized intersections
**Equity Findings for Pedestrians**

Black and Native Communities Disproportionately Harmed by Pedestrian Crashes

*Fatalities only, by individuals*
- 16.5% of pedestrian deaths were Black people (vs. 9.6% of population)
- 3.7% of pedestrian deaths were Native people (vs. 0.48% of population)

All crashes, by geography
- Tracts with higher shares of Black or Native residents have more pedestrian crashes
- Tracts with higher shares of white residents have fewer pedestrian crashes
- May be linked to exposure, but closely mirrors historic patterns of disinvestment and racist lending practices
Pedestrian Crash Risk

Correlated with

- Number of travel lanes
- Vehicle speed
- Traffic volumes
- Greater pedestrian activity
Pedestrian Systemic Safety Analysis

General trends

• In general, roadways that have the following features are associated with a higher risk of a pedestrian crash:
  • In rural areas:
    • Lower Posted Speed Limits and 2-Lane Undivided roadways
  • In suburban areas:
    • Moderate Posted Speed Limits, Moderate Traffic Volumes, and Transit Present on roadways
  • In urban areas:
    • Lower Posted Speed Limits, Higher Traffic Volumes, and Transit Present on roadways
Countermeasures

- Infrastructure changes to the roadway that can help reduce or eliminate serious and fatal pedestrian crashes.
- Resources on best practices and examples of countermeasures.
Programmatic Recommendations

Higher priority

- Regional Solicitation changes
- Integrate the Regional Pedestrian Safety Action Plan into other Council work
  - Complete Streets Policy
- Relationship between transit and pedestrian safety

Medium priority

- Trainings and workshops
- Integrate Safe System approach into policy and support local partners

Lower priority

- Crash analysis assistance
Regional Safety Action Plan

• Focuses on vehicle crashes and bicyclist-vehicle crashes, emphasis on fatalities and serious injuries in MPO planning area

• 10-month project, wrapping up Q1 2024 – Consultant team of SRF with support from Alta Planning, Safe Streets Research, and Isthmus Engineering

• Designed to address requirements for USDOT Safe Streets and Roads for All funding program

• Technical Advisory Group with local, state, and federal partners
Safety Action Plan Tasks

- Stakeholder outreach
- Public engagement
- State of the practice review
- Trend summaries by mode
- Create high injury streets identification for the region (including pedestrian data)
- Systemic analysis

- Review existing TPP strategies & recommend revisions
- Corridor recommendations for more detailed analysis
- High-level countermeasures based on regional analysis
- Programmatic recommendations
- Final report
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