Safety Planning Update

TPP Technical Work Group

METROPOLITAN COUNCIL

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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)

	Total	Pedestrians	Bicyclists	Motorcyclists
Anoka	5	2	0	0
Carver	2	0	0	0
Dakota	4	1	0	0
Hennepin	8	5	0	0
Ramsey	5	0	0	0
Scott	1	0	0	0
Washington	3	1	0	0
Total	**28**	**9**	**0**	**0**

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

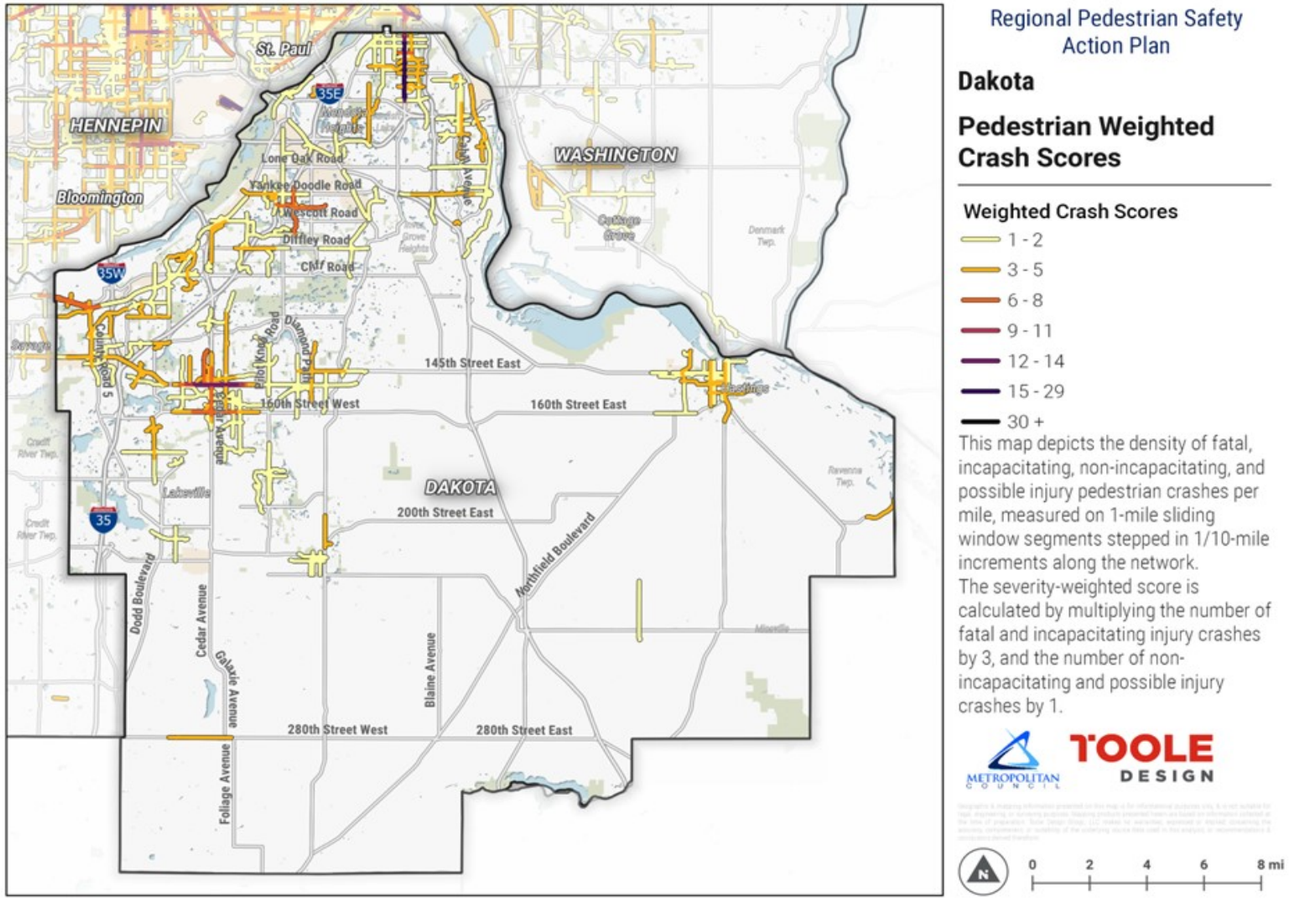
Zero deaths and serious injuries

- 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

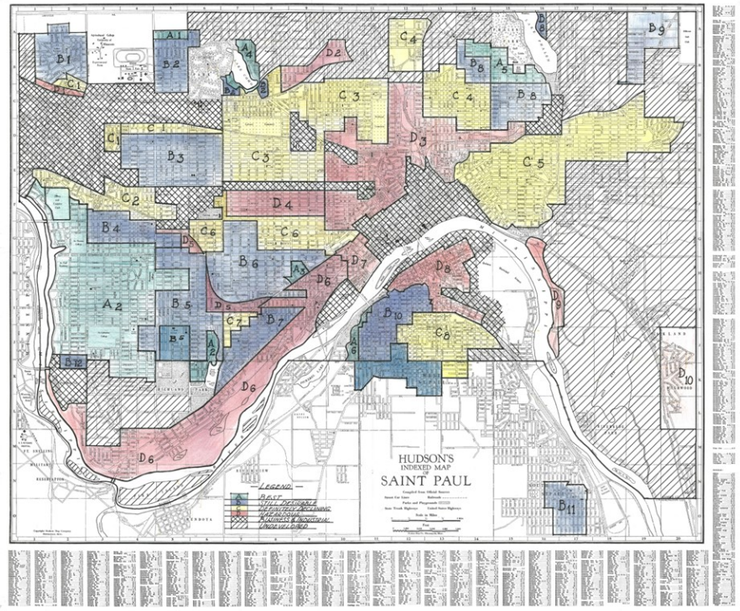
Black and Native Communities Disproportionately Harmed by Pedestrian Crashes

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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