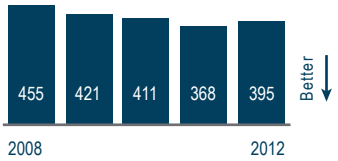
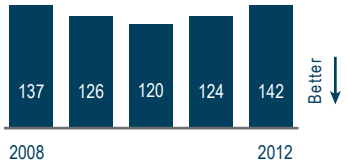
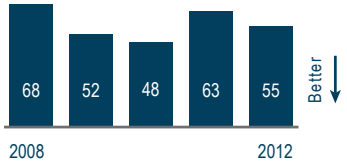
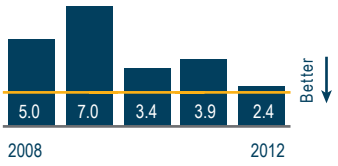
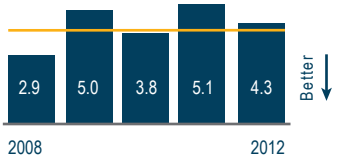
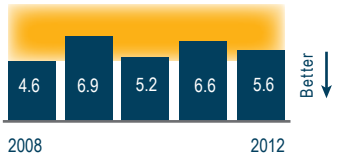
ANNUAL MINNESOTA COMPLETE STREETS PERFORMANCE SNAPSHOT | 2012

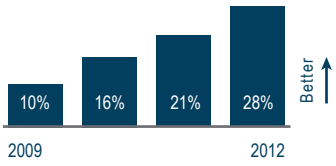
The following information reflects established MnDOT indicators and targets that are related to MnDOT's complete streets goals. Additional measures will be added to this snapshot as modal plans (Statewide Bicycle System Plan, Statewide Pedestrian System Plan, Statewide Freight System Plan, etc.) are completed and revised. Further information about performance measures at MnDOT can be found on the following site: *http://www.dot.state.mn.us/measures/.* This snapshot will be updated with each update to MnDOT's Annual Performance Report.

Traveler Safety

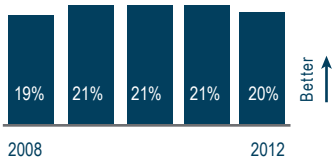
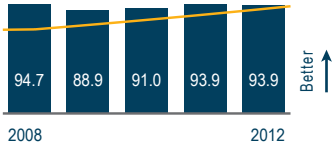
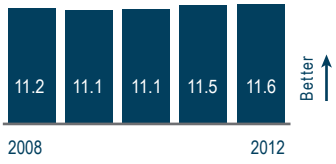
Measure	Target	Result	Score	Trend	Analysis
Minnesota Traffic Fatalities: Total number of fatalities resulting from crashes involving a motor vehicle	350 by 2014	395 (2012)	▲		Fatalities resulting from vehicle crashes increased from 368 in 2011 to 395 in 2012. This increase represents a departure from the dramatic decline in recent years.
Pedestrian Fatalities & Serious Injuries: All state and local roads	Tracking Indicator	40 fatalities 180 serious injuries	N/A		Severe crashes involving a motor vehicle and a pedestrian have increased over the last two years after achieving 10-year lows in 2010. The most commonly cited contributing factor is failure of motor vehicle drivers to yield right-of-way.
Bicycling Fatalities & Serious Injuries: All state and local roads	Tracking Indicator	7 fatalities 47 serious injuries	N/A		Severe crashes involving a motor vehicle and a bicyclist fell in 2012 but remain higher than lows achieved in the late 2000s. The most commonly cited contributing factor is failure of motor vehicle drivers to yield right-of-way.

System Condition

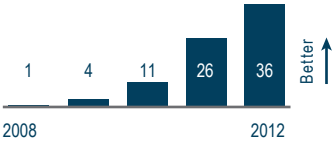
Measure	Target	Result	Score	Trend	Analysis
Interstate Ride Quality: Share of system with "Poor" ride quality in the travel lane	Inter-states ≤ 2%	2.4% (2012)	▲		Ride quality improved on Minnesota's interstates from 2011 to 2012. Pavements in poor quality fell from 3.9% of the system in 2011 to 2.4% of the system in 2012.
Other NHS Ride Quality: Share of system with "Poor" ride quality in the travel lane	Other NHS ≤ 4%	4.3% (2012)	▲		The percentage of the non-interstate system in poor condition fell by 0.8% from 2011 to 2012, but remains just above the targed of 4% or less of pavements being in poor condition.
Non-NHS Ride Quality: Share of system with "Poor" ride quality in the travel lane	All state highways 5-9%	5.6% (2012)	●		Ride quality on the non-NHS system improved from 2011 to 2012 and remains well within the acceptable range of 5 to 9% poor.
Americans with Disabilities Act (ADA) Compliance: State highway sidewalk miles that are not compliant with ADA requirements	Tracking Indicator	281 (2012) (does not include District 7)	N/A	Only one year of data available	With some data outstanding, MnDOT has identified 114 miles of sidewalk that are not ADA compliant due to condition and another 165 miles that are structurally sound but do not meet cross slope requirements. There are approximately 600 miles of sidewalk on the state highway system.

Measure	Target	Result	Score	Trend	Analysis
Curb Ramp Condition: Percentage of state highway curb ramps that are ***not*** compliant with Americans with Disabilities Act (ADA) requirements	0% by 2030	89.3% (2012)	N/A	Only one year of data available	MnDOT has recently developed a statewide inventory that includes data about sidewalk condition, slope, and width. With some data still outstanding, this inventory has identified 50 miles of sidewalk that are not ADA compliant due to condition and another 216 miles that are structurally sound but have > 2% cross slopes.
Accessible Pedestrian Signals (APS) Installation: Percentage of signalized state highway intersections with APS	100% by 2030	28% (2012)	N/A		APS provide intersection crossing information in multiple formats, including verbal messages, audible tones, and vibrating surfaces. The percentage of intersections with APS has steadily increased over the last 4 years, from 10% in 2009 to 28% in 2012. This percentage will continue to decrease as MnDOT installs APS at intersections as existing signals reach the end of their useful life.

System Usage

Measure	Target	Result	Score	Trend	Analysis
Frequency of Bicycling: % of survey respondents who bicycled at least once a week during the bicycling season (April - October)	Tracking Indicator	20% (2012)	N/A		The number of people reporting that they ride a bike at least once a week during the bicycling season has remained stable during the past five years, hovering around 20%.
Transit Ridership in the Twin Cities: All providers/all modes	147 million rides in 2030	93.9 million			Transit ridership in the Twin Cities was unchanged in 2012, coming in just under 94 million rides for the second year in a row. This number leaves metro-area ridership below its pre-recession high but still ahead of the Met Council's targeted pace for achieving 147 million rides in 2030.
Transit Ridership in Greater Minnesota: Annual boardings recorded by public transit providers serving Greater Minnesota counties	Tracking Indicator	11.6 million (2012)	N/A		Ridership on Greater Minnesota public transit systems has increased about 25 percent over the last 10 years. While most of this growth occurred on urban systems, ridership on small urban and rural systems increased as well.
Interregional Corridor (IRC) Travel Speed: % of system miles performing more than 2 mph below corridor-level speed targets	≤ 5%	2% (2011)			98 percent of IRC system miles have performed at or above targeted speed each of the last 10 years. This performance is expected to continue through 2021.

Transportation in Context

Measure	Target	Result	Score	Trend	Analysis
Job Accessibility in the Twin Cities -- motor vehicle: Percentage of metro area jobs that can be accessed by car within 20 minutes by at least half of all metro area residents	Tracking Indicator	31.8% (2010)	N/A	2010 was the first year this measure was calculated with the current methodology	Rather than measuring how fast traffic is moving, accessibility measures evaluate how easily people can reach destinations. Previous research into job accessibility in the Twin Cities found that -- while congestion has returned to its pre-recession high -- there has not been a corresponding decrease in the percentage of jobs that the typical metro area resident can conveniently access.
Complete Streets Implementation: Number of jurisdictions with an adopted complete streets policy	Tracking Indicator	43	N/A		The number of Minnesota cities, counties and MPOs with complete streets policies is rapidly increasing, from 1 in 2008 to 36 as of 2012.

Further Information about complete streets at MnDOT can be found at: www.dot.state.mn.us/planning/completestreets/index.html