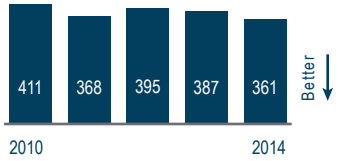
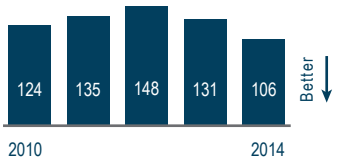
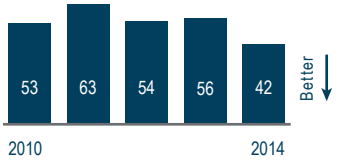
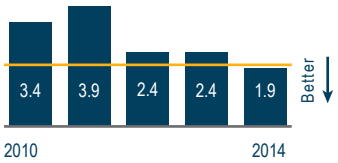
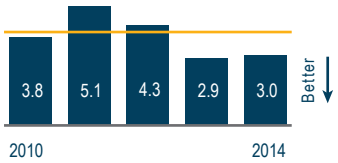
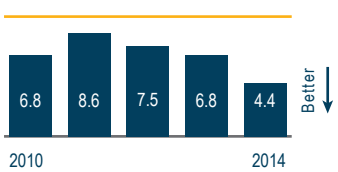
ANNUAL MINNESOTA COMPLETE STREETS PERFORMANCE SNAPSHOT | 2014

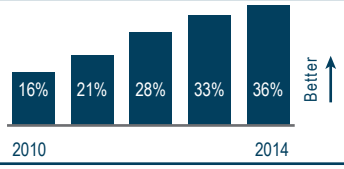
The following information reflects established MnDOT indicators and targets that are related to MnDOT's complete streets goals. Additional measures will be added to this snapshot as modal plans (Statewide Bicycle System Plan, Statewide Pedestrian System Plan, Statewide Freight System Plan, etc.) are 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

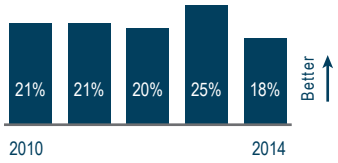
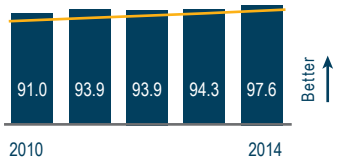
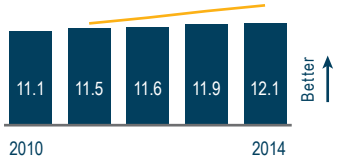
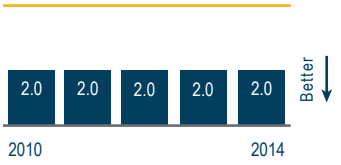
Measure	Target	Result	Score	Trend	Analysis
Minnesota Traffic Fatalities: Total number of fatalities resulting from crashes involving a motor vehicle	300 by 2020	361 (2014)	▲		Fatalities resulting from vehicle crashes decreased from 395 in 2012 to 387 in 2013, but remains above the 2011 low. This represents the third straight year that the number of annual traffic fatalities in Minnesota was below 400.
Pedestrian Fatalities & Serious Injuries: All state and local roads	Tracking indicator	17 fatalities 89 serious injuries	N/A		Encouragingly, pedestrian fatalities fell by nearly half in addition to a modest reduction in serious injuries to 106, falling below the previous low set in 2010 for the first time in the last 5 years.
Bicycling Fatalities & Serious Injuries: All state and local roads	Tracking indicator	5 fatalities 37 serious injuries	N/A		Bicyclist fatalities and serious injuries both fell from from 2013 levels in 2014 and remain signficantly lower than 2011's peak of 63 fatalities or serious injuries.

System Condition

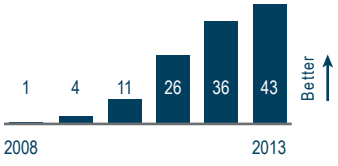
Measure	Target	Result	Score	Trend	Analysis
Interstate Ride Quality: Share of system with "Poor" ride quality in the travel lane	≤ 2%	1.9% (2014)	●		Positive pavement condition performance on the interstate system is a temporary result of one-time increases in funding for asset preservation. MnDOT expects interstate pavement condition to resume a long-term decline by 2020, becoming worse than targets by 2018.
Other NHS Ride Quality: Share of system with "Poor" ride quality in the travel lane	≤ 4%	3.0% (2014)	●		Positive pavement condition performance on the non-interstate NHS system is a temporary result of one-time increases in funding for asset preservation. MnDOT expects NHS pavement condition to resume a long-term decline by 2020, becoming worse than targets by 2018.
Non-NHS Ride Quality: Share of system with "Poor" ride quality in the travel lane	≤ 10%	4.4% (2014)	●		Positive pavement condition performance on the non-NHS system is a temporary result of one-time increases in funding for asset preservation. MnDOT expects non-NHS pavement condition to resume a long-term decline by 2020, becoming worse than targets by 2018.
Pedestrian Accessibility: State highway sidewalk miles that are not compliant with ADA requirements	Tracking indicator	54% (2013)	N/A	Only one year of data available	MnDOT completed an inventory and ADA-compliance assessment of sidewalks along its right-of-way during the summer of 2013. Of approximately 620 miles of sidewalk, 54% were non-compliant due to narrow width, steep cross slope, barriers, or overall poor condition.

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	80.0% (2013)	N/A	Only one year of data available	As of 2013, 20 percent of the inspected curb ramps on the state highway system were completely compliant with current ADA standards and 28 percent were compliant except for the requirement for detectable warnings. Updated compliance data was not collected in 2014.
Accessible Pedestrian Signals (APS) Installation: Percentage of signalized state highway intersections with APS	100% by 2030	36% (2014)	N/A		In 2013 and 2014, 124 additional APS were installed, increasing the statewide percentage of eligible intersections with APS installed by 38 percent since 2012. MnDOT plans to install 30 additional APS signals in 2015 and expects to achieve 100 percent statewide APS compliance by the year 2030 based on normal replacement intervals for aging signals.

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	18% (2014)	N/A		2014 saw a decrease in the percentage of Minnesotans who reported riding a bike across all available responses. Additionally, the percentage of respondents who reported never riding a bike increased by 6 percent. The percentage of Minnesotans who ride their bike daily fell from 4 percent to 3 percent.
Transit Ridership in the Twin Cities: All providers/all modes	Double 2003 ridership by 2030	97.6 million			Metro-area transit ridership increased by a greater share of total ridership than has been the case since 2008. **Outlook** — Ridership growth is expected to accelerate as development occurs along key transitways and transit services improve.
Transit Ridership in Greater Minnesota: Annual boardings recorded by public transit providers serving Greater Minnesota counties	Meet 80% of need by 2015	12.1 million (2014)			Transit ridership and service hours in Greater Minnesota grew to record highs in 2014, with 12.1 million boardings and 1.17 million service hours. However, ridership and service hours will remain below legislative targets included in the 2011 Greater Minnesota Transit Investment Plan at the current rate of growth.
Interregional Corridor (IRC) Travel Speed: % of system miles performing more than 2 mph below corridor-level speed targets	≤ 5%	2% (2014)			98 percent of IRC system miles have performed at or above target speed in each of the last 10 years. **Outlook** — This measure is expected to remain stable through 2023.

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 only year to date that 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 43 as of August 2013. Updated data is not available for 2014.

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