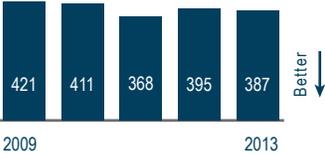
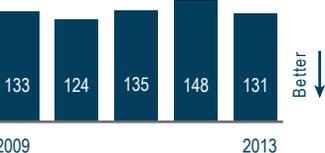
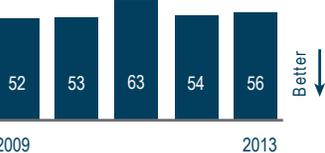


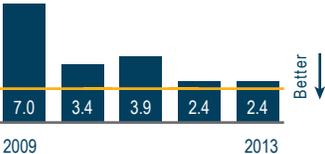
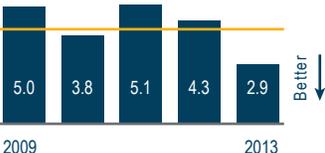
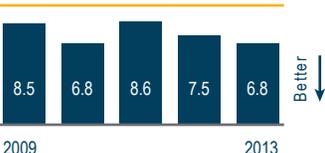
ANNUAL MINNESOTA COMPLETE STREETS PERFORMANCE SNAPSHOT | 2013

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	387 (2013)			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	35 fatalities 96 serious injuries	N/A		Pedestrian fatalities and serious injuries fell in 2013 after increasing during the previous three years. Bicyclist fatalities and serious injuries increased slightly from 2012 levels, but remain below the high set in 2011.
Bicycling Fatalities & Serious Injuries: All state and local roads	Tracking indicator	6 fatalities 50 serious injuries	N/A		Bicyclist fatalities and serious injuries both fell from 2012 levels in 2013 and remain significantly 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	Interstates $\leq 2\%$	2.4% (2013)			Ride quality on the interstate system remained the same as 2012 in 2013, at 2.4% in poor condition.
Other NHS Ride Quality: Share of system with "Poor" ride quality in the travel lane	Other NHS $\leq 4\%$	2.9% (2013)			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	All state highways 5-9%	6.8% (2013)			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. *Does not include District 7

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 ADA standards. Twenty-eight percent were compliant except for the requirement of detectable warnings.
Accessible Pedestrian Signals (APS) Installation: Percentage of signalized state highway intersections with APS	100% by 2030	33% (2013)	N/A		In 2013, 84 additional APS were installed, increasing the statewide percentage of eligible intersections with APS from 28 percent to 33 percent. APS are required for all new or replaced signals. MnDOT 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	25% (2013)	N/A		In addition to a growing number of Minnesotans riding their bikes at least once per week, there was an 8 percentage point drop in survey respondents who never rode a bike in 2013, from 53% down to 45%. The percentage of daily bicycle riders remained steady at 4%.
Transit Ridership in the Twin Cities: All providers/all modes	Double 2003 ridership by 2030	94.3 million			Metro-area transit ridership increased in 2013, but is still recovering from the economic recession at a pace similar to regional employment. 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	11.9 million (2013)			Transit ridership and service hours in Greater Minnesota grew to record highs in 2013, with 11.9 million boardings and 1.11 million service hours. However, ridership and service hours will remain below legislative targets, defined as meeting 80% of Greater Minnesota Transit needs by 2015 (15 million riders and 1.6 million service hours) at current growth rates.
Interregional Corridor (IRC) Travel Speed: % of system miles performing more than 2 mph below corridor-level speed targets	≤ 5%	2% (2013)			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.