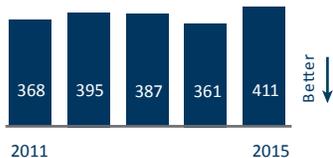
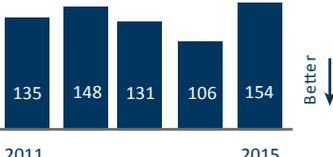
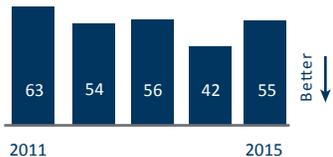


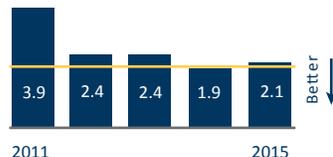
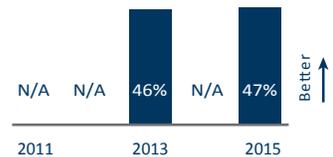
## ANNUAL MINNESOTA COMPLETE STREETS PERFORMANCE SNAPSHOT | 2015

The following information reflects established MnDOT indicators and targets that are related to MnDOT's complete streets goals. Additional measures may be added to this snapshot from modal plans (Statewide Bicycle System Plan, Statewide Pedestrian System Plan, Statewide Freight System Plan, etc.). Further information about performance measures at MnDOT can be found on the following site: [mndot.gov/measures](http://mndot.gov/measures). This snapshot will be updated with each update to MnDOT's Annual Performance Report.

### Traveler Safety

Measure	Target	Result	Score	Trend	Analysis
<b>Minnesota Traffic Fatalities:</b> Total number of fatalities resulting from crashes involving a motor vehicle	300 by 2020	411 (2015)			There were 411 people who died on Minnesota roadways, in 2015, an increase of almost 14% over 2014, and the most since 2010.
<b>Pedestrian Fatalities &amp; Serious Injuries:</b> All state and local roads	Tracking indicator	41 fatalities 113 serious injuries	N/A		Pedestrian fatalities and serious injuries grew by 44% between 2014 and 2015. Pedestrian fatalities more than doubled from 17 in 2014 to 41 in 2015.
<b>Bicycling Fatalities &amp; Serious Injuries:</b> All state and local roads	Tracking indicator	10 fatalities 45 serious injuries	N/A		Bicyclist fatalities and serious injuries increased from 2014 levels, but are lower than 2011's peak of 63 fatalities or serious injuries.

### System Condition

Measure	Target	Result	Score	Trend	Analysis
<b>Interstate Ride Quality:</b> Share of system with "Poor" ride quality in the travel lane	≤ 2%	2.1% (2015)			Ride quality on the state highway system declined slightly in 2015. Overall, there were 60 more miles of state highway with poor ride quality in 2015 than in 2014. Despite this development, MnDOT met or nearly met ride quality targets on the Interstate system, the non-Interstate NHS, and the non-NHS.
<b>Other NHS Ride Quality:</b> Share of non-Interstate NHS with "Poor" ride quality in the travel lane	≤ 4%	2.7% (2015)			Ride quality on the state highway system declined slightly in 2015. Recent improvement in pavement performance is a temporary result of a series of one-time increases in funding for asset preservation. Assuming current levels of sustained funding, MnDOT expects the share of non-Interstate NHS with poor ride quality to increase above 4% by 2019. The share of non-NHS state highways with poor quality in the travel lane is expected to reach 10.2% in 2019.
<b>Non-NHS Ride Quality:</b> Share of non-NHS state highways with "Poor" ride quality in the travel lane	≤ 10%	5.1% (2015)			
<b>Pedestrian Accessibility:</b> Share of State highway sidewalk miles that are compliant with ADA requirements	Tracking indicator	47.4% (2015)	N/A		MnDOT completed an inventory and ADA-compliance assessment of sidewalks along its right-of-way during the summer of 2013. In 2015, MnDOT began routinely including sidewalk improvements in mill and overlay projects, which has slightly increased ADA compliance.

Measure	Target	Result	Score	Trend	Analysis
<b>Curb Ramp Condition:</b> Percentage of state highway curb ramps that are compliant with Americans with Disabilities Act (ADA) requirements	100% by 2037	29.5% (2015)	N/A		As of 2015, 29.9% of curb ramps were compliant with ADA. The increase in MnDOT's rate of compliance for curb ramps is a result of improved construction methods, which provide a more accurate finished product.
<b>Accessible Pedestrian Signals (APS) Installation:</b> Percentage of signalized state highway intersections with APS	100% by 2037	40% (2015)	N/A		In 2015, 69 additional APS were installed at eligible intersections, increasing the statewide percentage of eligible intersections with APS to 40 percent. MnDOT plans to install an additional 39 APS signals in 2016 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
<b>Frequency of Bicycling:</b> % of survey respondents who biked at least once a week during the bicycling season (Apr - Oct)	Tracking indicator	21% (2015)	N/A		After a drop in 2014, the percentage of Minnesotans who bicycle at least once a week grew by three percentage points in 2015. This metric has remained relatively steady over the last 10 years.
<b>Transit Ridership in the Twin Cities:</b> All providers/all modes	145-150 million by 2030	98.8 million (2015)			Metro-area transit ridership remains on track to meet the Met Council's goal of doubling 2003 ridership levels by 2030, but year-over-year growth is slowing. Ridership growth is expected to continue as development occurs along key transitways and transit service improves.
<b>Transit Ridership in Greater Minnesota:</b> Annual boardings recorded by public transit providers serving Greater Minnesota counties	15 million by 2015	12.2 million (2015)			Greater Minnesota transit service providers recorded 12.2 million rides in 2015, well short of the 15 million rides needed to meet a legislatively established goal. Continued growth is expected, but not at a pace sufficient to reach 2025 goals.

## Complete Streets Projects: Implementation and Projections\*

Measure	Target	Result	Score	Trend	Analysis
<b>Pedestrians:</b> Share of projects currently meeting or scoped to meet pedestrian need	None	92% (2015)	N/A		Projects with improvements for pedestrians, or in areas already meeting these needs are projected to increase 8.3% between 2015 and 2016. Project reports suggest MnDOT projects will continue to meet pedestrian needs at a high rate.
<b>Bicyclists:</b> Share of projects currently meeting or scoped to meet bicyclist need	90% of projects meet need	89% (2015)			In 2015, 89% of MnDOT projects met or were scoped to meet bicyclist need. This is projected to increase in 2016 to 93% of projects already meeting or scoped to meet bicycle user need.
<b>Transit:</b> Share of projects currently meeting or scoped to meet transit user need	None	97% (2015)	N/A		Projects in areas already meeting transit users' needs and projects that scope improvements for transit users are anticipated to increase to 100% between 2015 and 2016, according to project reports.
<b>Freight:</b> Share of projects currently meeting or scoped to meet freight user need	None	97% (2015)	N/A		Projects in areas already meeting freight users' needs and projects that scope improvements for freight users are anticipated to increase to 99% between 2015 and 2016, according to project reports.

\*Future projects are shown in gray. Excludes projects where the user is legally prohibited according to Minnesota Statutes 169.305 or where there is no evidence of a current need to provide for the user group, no plans identify the project corridor for future use, and land use trends suggest an absence of future need over the life of the project.