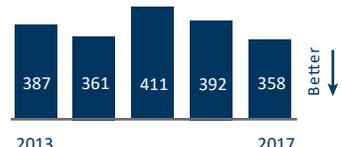
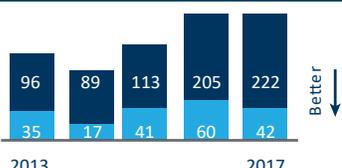


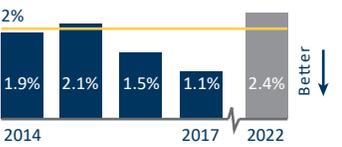
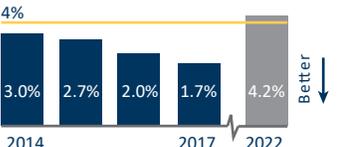
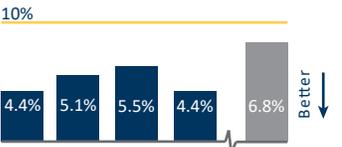
ANNUAL MINNESOTA COMPLETE STREETS PERFORMANCE SNAPSHOT | 2017

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. 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	358 (2017)			There were 358 fatalities on Minnesota roadways in 2017, the lowest number of fatalities reported in the last 70 years. The 2017 results continue the state's progress Toward Zero Deaths.
Pedestrian Fatalities & Serious Injuries: All state and local roads	Tracking indicator	42 fatalities 222 serious injuries	N/A		Pedestrian fatalities and injuries occurred at about the same composite number in 2016 and 2017. However, pedestrian fatalities more than doubled from 17 in 2014 to 42 in 2017.
Bicycling Fatalities & Serious Injuries: All state and local roads	Tracking indicator	6 fatalities 57 serious injuries	N/A		Bicyclist fatalities and serious injuries were at a 5-year low in 2017, with 6 fatalities and 738 injuries. There was 1 more fatality than in 2014.

System Condition

Measure	Target	Result	Score	Trend	Analysis
Interstate Ride Quality: Share of system with "Poor" ride quality in the travel lane	≤ 2%	2.4% (2022)			Ride quality on the state highway system improved in 2017. MnDOT met ride quality targets on the Interstate system, the non-Interstate NHS, and the non-NHS. By 2022, the interstate system target will not be met.
Other NHS Ride Quality: Share of non-Interstate NHS with "Poor" ride quality in the travel lane	≤ 4%	4.2% (2022)			Recent improvement in pavement performance is a temporary result of a series of one-time increases in asset preservation funding. At current levels of funding, MnDOT expects state highway pavement condition to resume a long-term decline. Average remaining service life has risen slightly over the last five years. This is partly due to the Better Roads for a Better Minnesota initiative and other additional one-time legislative funding packages. This program increased the miles of highway repaired each year and the frequency of long-term pavement fixes as part of a project.
Non-NHS Ride Quality: Share of non-NHS state highways with "Poor" ride quality in the travel lane	≤ 10%	6.8% (2022)			
Pedestrian Accessibility: Share of State highway sidewalk miles that are compliant with ADA requirements	Tracking indicator	49% (2017)	N/A		MnDOT completed a condition and ADA compliance assessment of sidewalks along its right of way in 2013 and 2017. Sidewalk compliance is increasing. Of 620 miles of sidewalk assessed, 304 miles were compliant.

Measure	Target	Result	Score	Trend	Analysis
Curb Ramp Condition: Percentage of state highway curb ramps that are compliant with ADA requirements	100% by 2037	34% (2017)	N/A		As of 2017, 34% 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.
Accessible Pedestrian Signals (APS) Installation: Percentage of eligible signalized state highway intersections with APS	100% by 2037	59% (2017)	N/A		In 2017, MnDOT planned to install an additional 48 APS at eligible intersections, increasing the statewide percentage of eligible intersections with APS to 59 percent. 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: In 2017, survey question changed to "daily/few times per week"	Tracking indicator	9% (2017)	N/A		From 2012 to 2015, the percentage of Minnesotans who bicycle at least once a week varied within a modest range. The lower percentage in 2017 is due to a change in the survey question from examining any bicycle use per week during the warm months of April-October to "daily/few times per week" in the last year, traveling to and from places.
Transit Ridership in the Twin Cities: All providers/all modes	145-150 million by 2030	95.4 million (2017)			The decline in Twin Cities transit ridership from 2016 was due in part to a fare increase in October 2017, low gas prices, and shifting travel patterns. Rail and bus rapid transit ridership grew in 2017 and transit providers continue to adjust services to match changing demand.
Transit Ridership in Greater Minnesota: Annual boardings recorded by public transit providers serving Greater Minnesota counties	17 million by 2025	11.8 million (2017)			Greater Minnesota transit service rides has been relatively stable for the past five years. At the current pace, greater Minnesota transit providers are not likely to meet the 2025 ridership goal.

Complete Streets Projects: Implementation and Projections*

Measure	Target	Result	Score	Trend	Analysis
Pedestrians: Share of projects currently meeting or scoped to meet pedestrian need	None	64% (2017)	N/A		Projects with improvements for pedestrians, or already meeting needs are projected to increase between 2017 and 2018. Project reports suggest MnDOT projects will continue to meet pedestrian needs at a high rate. MnDOT will establish a target for percent of projects meeting need as part of the upcoming Pedestrian Plan.
Bicyclists: Share of projects currently meeting or scoped to meet bicyclist need	90% of projects meet need	84% (2017)			In 2017, 84% of MnDOT projects met or were scoped to meet bicyclist need. This is projected to stay about level in 2018 with 82% of projects already meeting or scoped to meet bicycle user need.
Transit: Share of projects currently meeting or scoped to meet transit user need	None	97% (2017)	N/A		Projects in areas already meeting transit users' needs and projects that scope improvements for transit users are anticipated to remain level at about 98% between 2017 and 2018, according to project reports.
Freight: Share of projects currently meeting or scoped to meet freight user need	None	96% (2017)	N/A		Projects in areas already meeting freight users' needs and projects that scope improvements for freight users are anticipated to remain level at 96% between 2017 and 2018, 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.