



# Minnesota 2012 Transportation Results Scorecard



Meeting target



Moderately off target



Seriously off target

Target



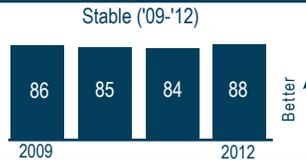
MnDOT Primarily Responsible

## ACCOUNTABILITY, TRANSPARENCY & COMMUNICATION

**Public Trust:** % of survey respondents agreeing with the statement "MnDOT can be relied upon to deliver Minnesota's transportation system"

Tracking Indicator 88% (2012)

N/A



The vast majority of Minnesotans trust MnDOT's ability to deliver the transportation system. This result has been relatively stable over the last four years.

## TRAVELER SAFETY

**Minnesota Traffic Fatalities:** Total number of fatalities resulting from crashes involving a motor vehicle

350 by 2014 395 (2012)

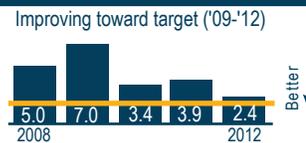


Fatalities resulting from vehicle crashes increased from 368 in 2011 to 395 in 2012. This increase represents a departure from the dramatic decline in recent years.

## ASSET MANAGEMENT

**Ride Quality:** Share of system with "Poor" ride quality in the travel lane

Interstates ≤ 2% 2.4% (2012)



Ride quality improved on Interstates, the non-Interstate NHS, and all state highways in 2012. This improvement pushed ride quality on Interstates and the rest of the NHS to within 1 percentage point of statewide targets. Across all state highways, the number of miles of highway with Poor ride quality was comfortably within MnDOT's targeted range of 5-9 percent.

Other NHS ≤ 4% 4.3% (2012)



**Outlook** — Without new sources of revenue, MnDOT expects ride quality to resume a long-term decline. By 2033, the share of non-Interstate NHS with Poor ride quality is projected to be 11-13%, roughly three times what it is today.

All state highways 5-9% 5.6% (2012)



Bridge condition improved in 2013 after a 2012 uptick in the percent of NHS bridge deck area on Poor condition bridges. This spike occurred when the Blatnik Bridge connecting Duluth and Superior was assigned a Poor rating following a 2011 inspection. MnDOT has since carried out a major rehabilitation that improved the bridge's condition and extended its useful life.

**Bridge Condition:** NHS bridges in "Poor" condition as a percent of total NHS bridge deck area

≤ 2% 3.3% (2013)



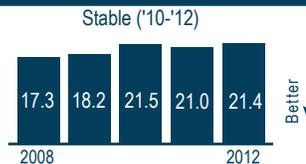
**Outlook** — By 2033, the share of NHS bridge deck area in Poor condition is expected to approach the federally established threshold of 10 percent.

## STATE HIGHWAY OPERATIONS

**Twin Cities Urban Freeway Congestion:** % of metro-area freeway miles below 45 mph in AM or PM peak

Tracking Indicator 21.4% (2012)

N/A



After falling during the recession, the extent of congestion has been near its historic peak each of the last three years.

**Outlook** — Congestion is expected to worsen as economic activity increases and the region continues to grow.

**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.

**Outlook** — Result expected to remain stable through 2023.

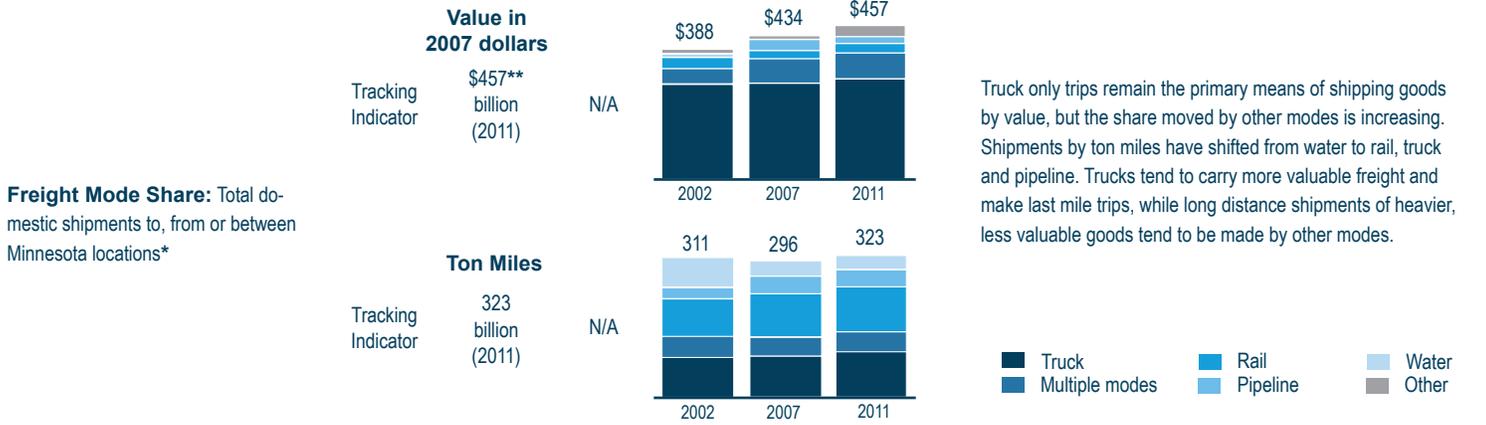
**Snow and Ice Control:** Frequency of achieving bare lanes within targeted number of hours

≥ 70% 82% (2012)



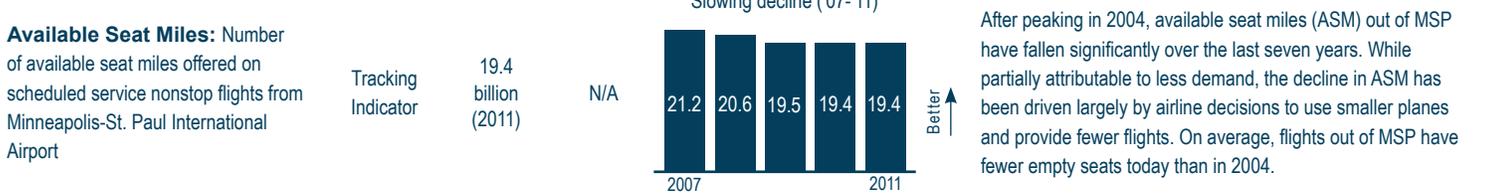
MnDOT has achieved its statewide snow and ice control target nine out of the last 10 winter seasons.

## FREIGHT

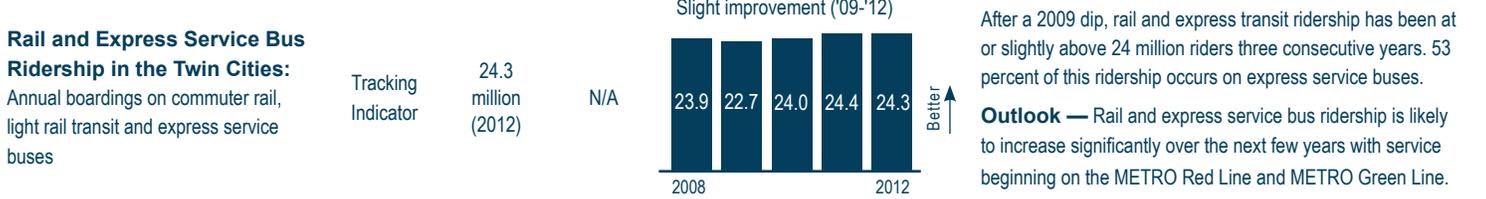
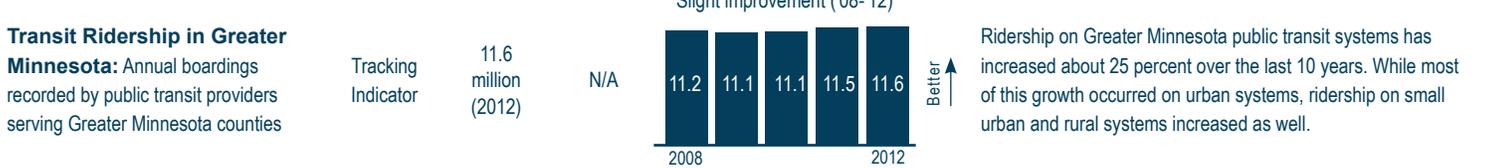


\* Excludes international shipments and "through" shipments (freight movements in which both trip origin and destination are outside Minnesota).  
 \*\* Since some goods are moved multiple times through the supply chain, the total value of domestic freight movements is greater than the value of all goods and services produced in Minnesota as measured with GDP statistics.

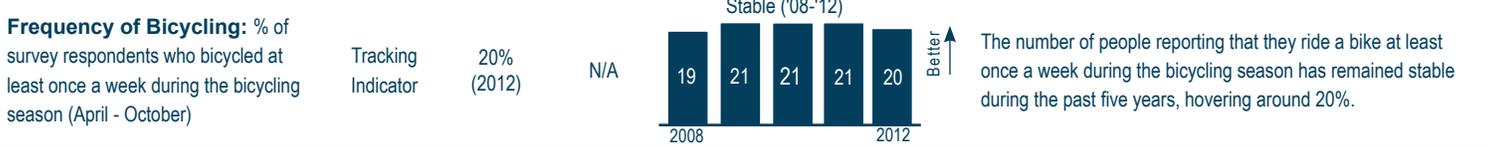
## AIR TRANSPORTATION



## TRANSIT



## BICYCLING



## PEDESTRIAN ACCESSIBILITY



## TRANSPORTATION IN CONTEXT

