

Minnesota

Performance: Improved in 4 / Worsened in 1 Category



Between 1989 and 2008, Minnesota’s highways improved in four categories, and grew worse in one. It improved the state of its rural interstate roads, although the condition of its urban interstates and rural arterials did not change during the time period. The state also managed to improve its deficient bridges, lower its fatality rate, and lower the amount of narrow lanes on major rural primary roads. On the downside, Minnesota saw urban interstate congestion rise significantly.

Minnesota improved or stayed the same in nearly every category, but suffered perhaps more than every other state in urban interstate congestion. It went from 41.5% congestion in 1989 to 77.7% in 2008, giving it the second highest level of urban interstate congestion in the country after California. This rise in urban interstate congestion—36.2 percentage points—was the highest in the country.

Category	Rank Showing Most Improvement 1989–2008
Overall Performance and Spending Efficiency	19
State-Administered Highway Mileage (ranked largest to smallest based on system size in 2008)	19
Rural Interstate in Poor Condition.....	25
Rural Arterials in Poor Condition	30
Rural Arterials with Narrow Lanes	13
Urban Interstates in Poor Condition.....	28
Urban Interstate Congestion.....	50
Deficient Bridges.....	27
Fatality Rate	31
Total Disbursements Per Mile (1=biggest spending increase, 50=biggest spending decrease).....	33