Twin Cities
Regional Truck Corridors Study

Transportation Advisory Board
July 19, 2017
Connection to TPP

Current TPP

- Need for Regional Truck Study highlighted in current TPP

Study Purpose

- Review and analyze available truck data
- Propose set of key regional truck corridors

For TPP Update:

- Proposed “Key Truck Corridors” map
- Guidelines for planning and investment
Study Analysis

Key Factors Applied

Truck Usage factors

• Average Daily Truck Volumes
• Percent of Trucks to Overall Traffic

Land Use factors

• Proximity to freight industry clusters
• Proximity to regional freight terminals
Truck Usage Factors
Land Use Factors

Sector: ALL

WISCONSIN

Top Clusters

Road Type
- Principal Arterial
- County

Annual Values ($ Mil)
- 0 - 80
- 80 - 200
- 200 - 350
- 350 - 500
- 500 - 700
- 700 - 950
- 950 - 1,250
- 1,250 - 1,850
- Urban Area
- Study Area

TRANSPORTATION POLICY PLAN
Land Use Factors
Regional Truck Corridors
Congestion Hot Spots

Top Corridors by Average Delay (Hours per Month)
Corridor Site Visits

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Sites</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Broadway (Mpls)</td>
</tr>
<tr>
<td>2</td>
<td>CSAH 32 (Dak Co)</td>
</tr>
<tr>
<td>3</td>
<td>CSAH 101 (Henn.)</td>
</tr>
<tr>
<td>4</td>
<td>Univ. Ave (Mpls)</td>
</tr>
<tr>
<td>5</td>
<td>TH 280</td>
</tr>
<tr>
<td>6</td>
<td>US 169</td>
</tr>
<tr>
<td>7</td>
<td>Kasota/Elm (Mpls)</td>
</tr>
<tr>
<td>8</td>
<td>CR C (Ramsey Co)</td>
</tr>
<tr>
<td>9*</td>
<td>US 52 (St P-Coates)</td>
</tr>
<tr>
<td>10*</td>
<td>TH 13 (Savage)</td>
</tr>
</tbody>
</table>
## Corridor Site Visits

**Broadway St/Ave in Minneapolis**

### Location Description
- 2.3 mile segment between I-94 & I-35W
- Four-lane undivided urban arterial
- Mix of industrial commercial and residential uses
- Access connection between interstates & industrial areas
- Number one truck crash site

### Issues Identified
- On-street parking requires frequent merging; lack of parking enforcement
- Narrow lanes – (as low as 9’ in some locations)
- Rail bridges with < 14’ clearance
- Absence of dedicated left-turn lanes at intersections
- Some signals not synchronized

### Crash Reports

<table>
<thead>
<tr>
<th>Date</th>
<th>Conditions</th>
<th>Vehicle Type</th>
<th>Type</th>
<th>Severity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mon Apr 15, 2013</td>
<td>Dark, Rainy</td>
<td>2-Axle Truck</td>
<td>Collision w/ Bridge Pier</td>
<td>Property Damage</td>
</tr>
<tr>
<td>Thu June 20, 2013</td>
<td>Light, Clear</td>
<td>Truck w/ Semi-Trailer</td>
<td>Collision w/ Bridge Pier</td>
<td>Property Damage</td>
</tr>
</tbody>
</table>
Corridor Site Visits
Brockton Lane (CSAH 101) in Rogers

Location Description
• Brockton Lane between south of I-94 and Diamond Lake Road
• Two-lane, rural minor arterial segment of 2 miles
• Rural context with developing commercial/industrial areas
• Connects to freight industrial & truck distribution center in Rogers

Issues Identified
• High crash site (9 truck crashes in 5-yr period)
• CR 81/CSAH 101 intersection skewed
• Narrow or absent shoulders with open fields
• Trucks vulnerable to rollover risk in high wind conditions

Crash Report
Date: Fri Jan 23, 2015
Conditions: Dark, Clear
Vehicle: Truck w/ Semi-Trailer
Type: Rear-end, following too closely
Severity: Possible Injury

Crash Report
Date: Fri Feb 21, 2014
Conditions: Icy, Blowing Sand
Vehicle: Truck w/ Semi-Trailer
Type: Ran off road
Severity: Property Damage
Corridor Site Visits
University Ave in Minneapolis/Fridley

Location Description
- 3.9 mile segment between I-694 & Lowry Ave
- Four-lane urban arterial with some expressway segments
- Mix of residential and industrial commercial land uses
- Access connection between I-694 and major rail intermodal terminal

Issues Identified
- University Ave/Lowry Ave had 14 truck-related crashes over five years
- Narrow street width and on-street parking along approaches to intersection
- Access issues to CP Shoreham Yard
  - Main truck access blocked by trains
  - Truck queues extend onto local adjacent streets

Crash Report
Date: Fri April 26, 2013
Conditions: Light, Clear
Vehicle: Truck w/ Semi-Trailer
Type: Sideswiped car
Severity: Property Damage

Lowry Ave/University Ave
Google Street View

NB Trucks Queuing

SB Trucks Queuing

University Ave. at 32nd Ave.
Rani Engineering Video
TPP Freight Guidance

Potential Follow-up Studies

• Update key regional truck corridors periodically
• Develop process for coordinating truck counts on key truck corridors
• Specific studies on freight-dependent industries
• Investigate application of new & emerging technologies
TPP Freight Guidance

Regional Planning
- Proposed key corridors map
- Coordinated data collection at state and local levels
- Performance-based planning

Regional Investment
- Highway project selection criteria for Regional Solicitation
- Guidance to local investments
- Guidance to MnDOT funding programs
Questions?

Thank you

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