


METROPOLITAN
COUNCIL



Thrive MSP 2040

**TRANSPORTATION
POLICY PLAN**

**Twin Cities
Regional Truck Corridors Study**

Transportation Committee
May 8, 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

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Study Analysis

Key Factors Applied

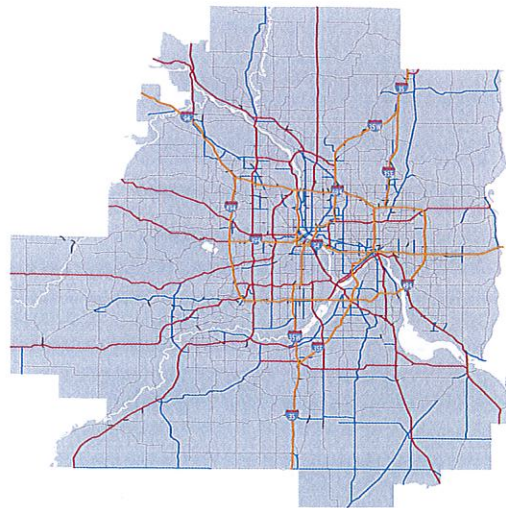
Truck Usage factors

- 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

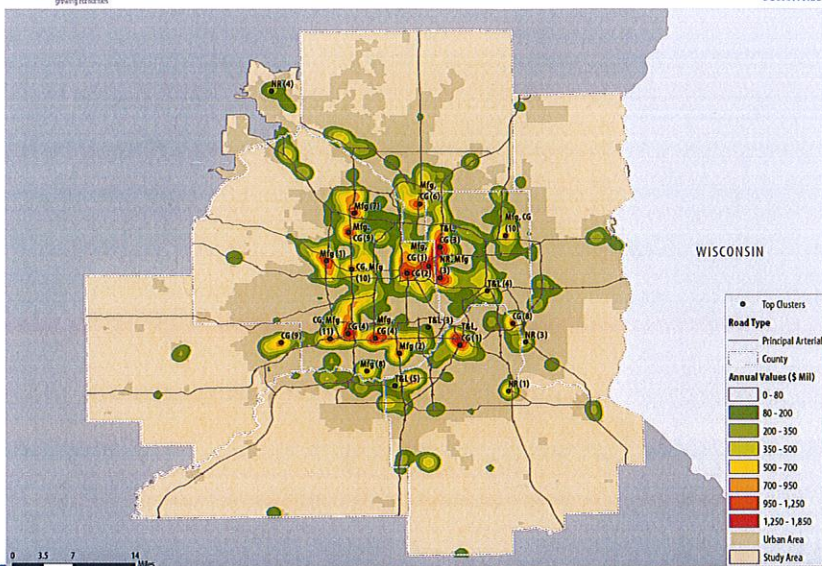


Corridors
— Interstates
— Other NHS
— A-Minor Arterials
— Access Corridors
— Non-corridor Roads

Land Use Factors

CPCS Solutions for Planning Economics

Sector: ALL



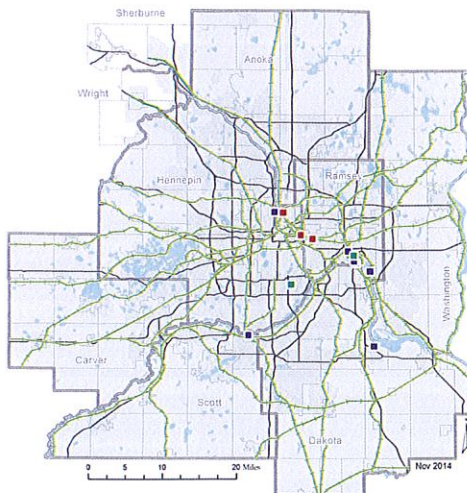
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Land Use Factors

- Principal Arterial Highways
 - Railroads (Functional and Abandoned)
- Freight Terminals**
- Air / Truck
 - Barge / Truck
 - Rail / Truck

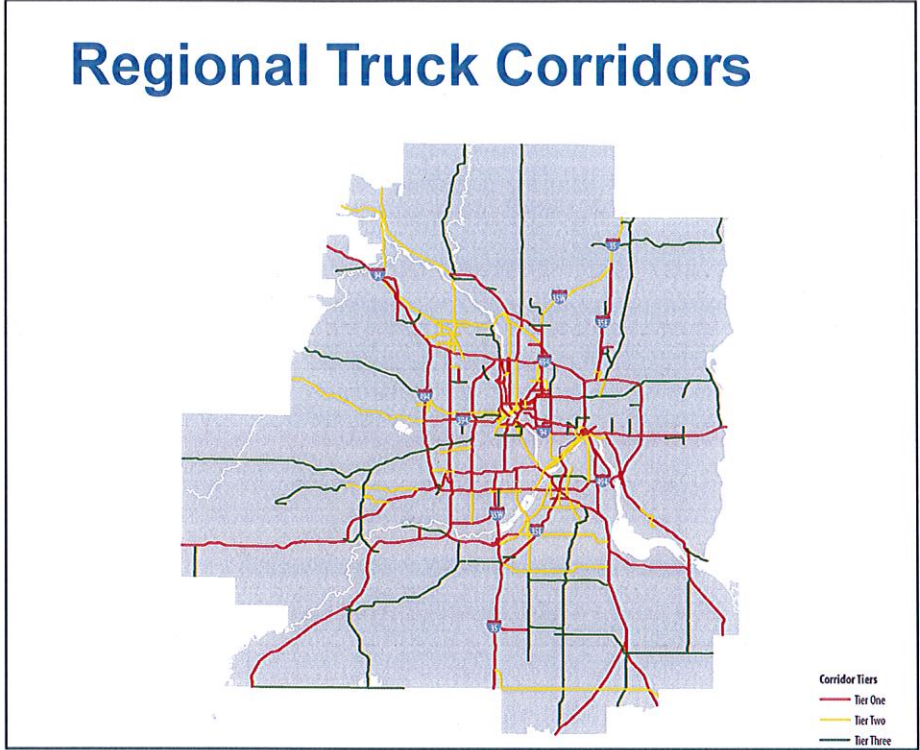
- Reference Items**
- Lakes and Rivers
 - City Boundary
 - County Boundary
 - 2010 Urban Service Area
 - MPO Area



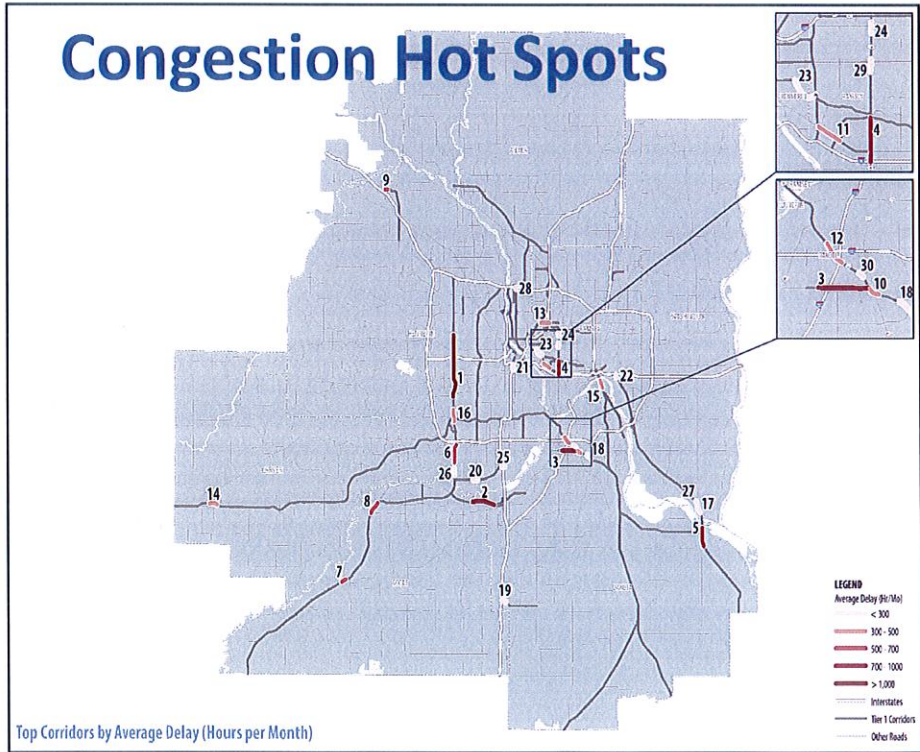
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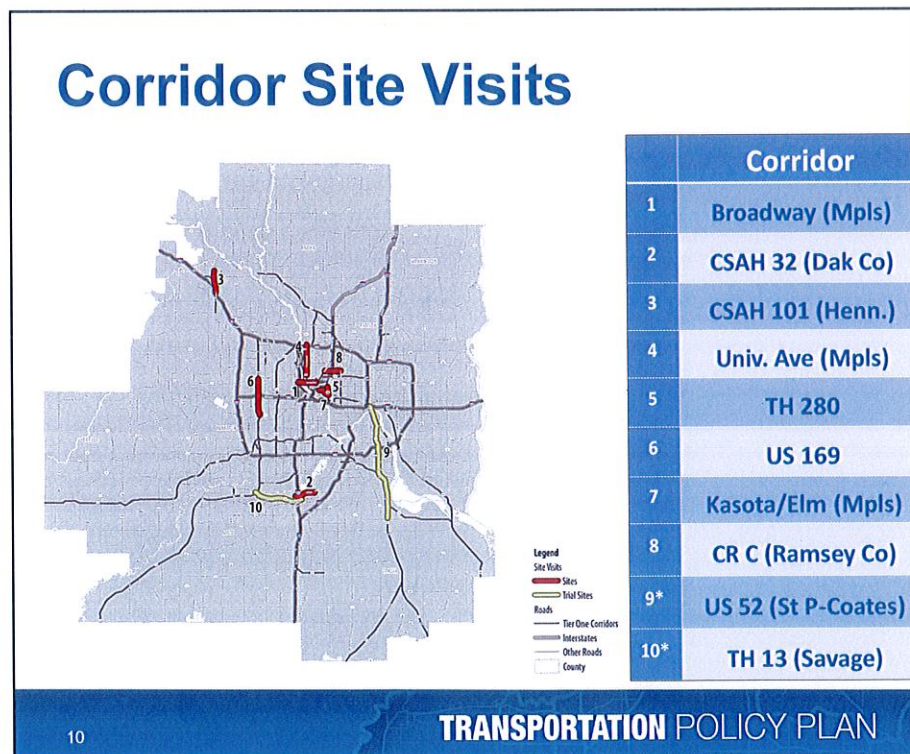
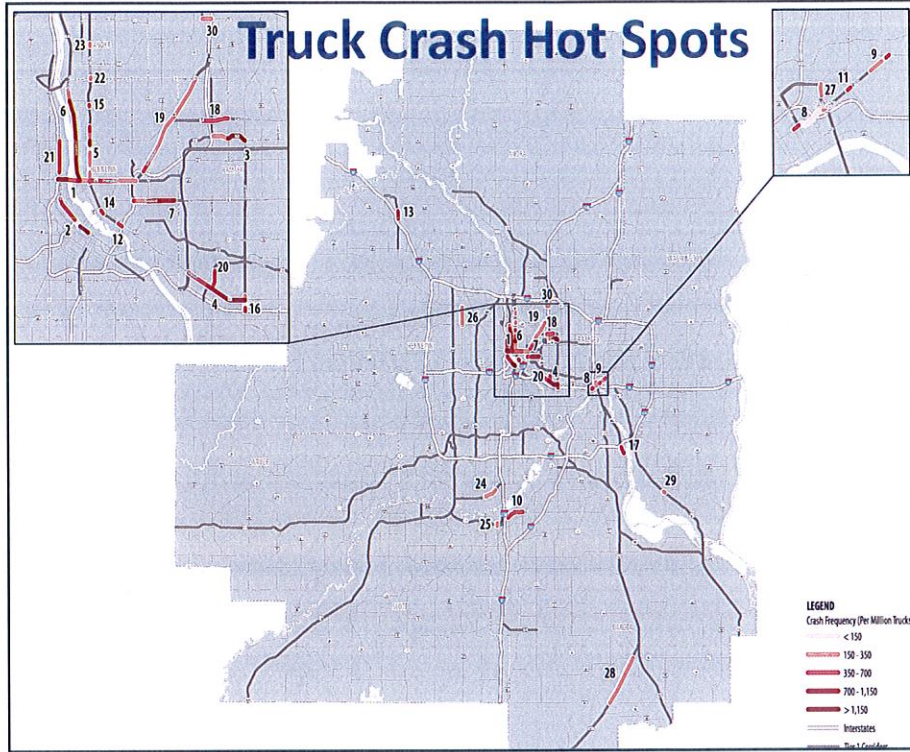
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Regional Truck Corridors



Congestion Hot Spots





Corridor Site Visits

Trunk Highway 13 in Burnsville/Savage

Description

- Four lane, divided trunk highway
- Heavy truck traffic to Port of Savage terminals

Issues Identified

- Multiple access points in close proximity
- Lack of continuous frontage roads
- Blockages/delays from trains on Port access roads
- Lack of acceleration lanes
- Close proximity of rail line to highway



Corridor Site Visits

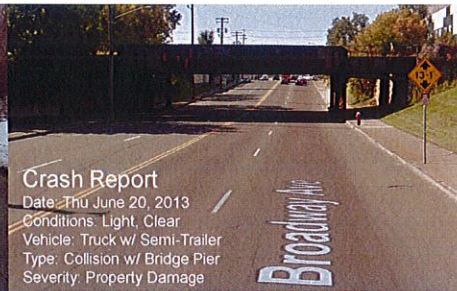
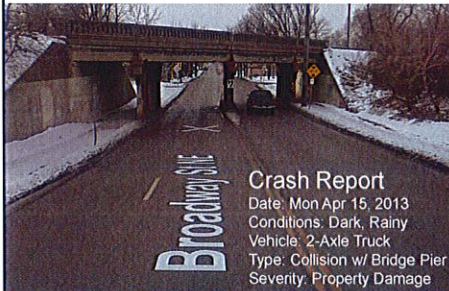
Broadway St/Ave in Minneapolis

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



Corridor Site Visits

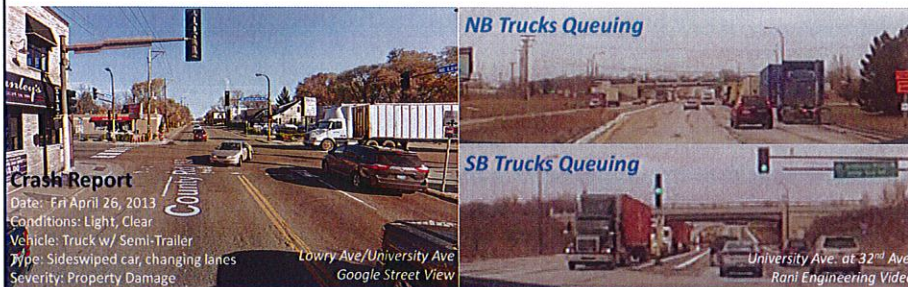
University Ave in Minneapolis/Fridley

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



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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

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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

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Questions?

Thank you

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