




TH 65 Corridor Coalition Manufacturers Survey

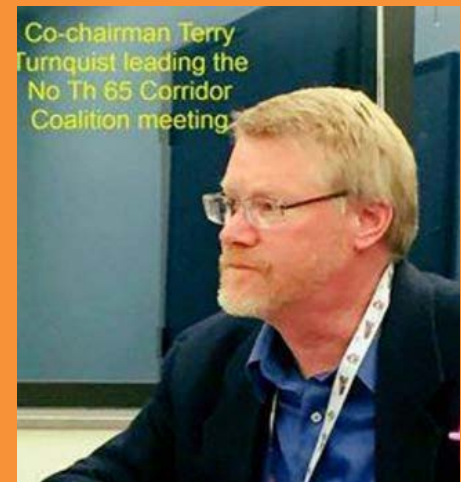


MNDOT Panel
February 3, 2017



North TH 65 Corridor Coalition

- Anoka, Isanti & Kanabec counties
- Cities of Blaine, Ham Lake, East Bethel, Cambridge, Braham, Mora
- Five active townships
- Established in 2005 to address transportation & transit needs, safety & related physical & community planning issues
- Traffic counts Anoka Co ADT₍₂₀₁₅₎ – 38,000 to 29,500; Isanti Co ADT₍₂₀₁₄₎ 20,700 to 9,600
- Challenges
 - Strong pop growth
 - Blaine – retail & sports center



- Manufacturer described impact of ↑ congestion & signals on TH 65
 - Need for additional truck & driver
 - Extended shifts for receiving
 - Load limit challenges on alternate routes
 - Increase vehicle maintenance
 - Safety concerns
- Cities concerned about impact on ability to attract manufacturers to their business/industrial parks

- Draft based on manufacturer who spoke to the EDA (35-40 employees)
- Reviewed by a second manufacturer in another community (85+ employees)
- Owner-operated trucks vs. contract carriers required “skip logic” survey
- Distributed through city economic development professionals from Blaine to Mora – March/April 2016
- Contract carriers identified in survey
- Phone calls with contract carriers

Purpose

Identify the impact of traffic signals and congestion on TH 65 on manufacturers

Survey Respondents

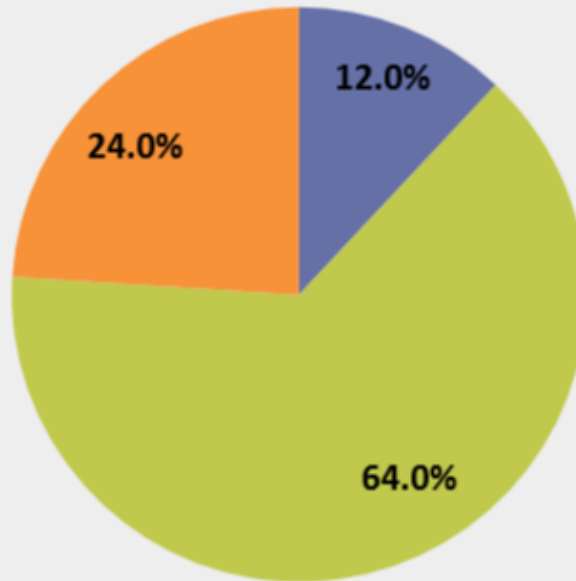
Survey Respondents

Blaine	36%	9
Cambridge	12%	3
East Bethel	20%	5
Isanti	20%	5
Mora	12%	3
Total	100%	25

CNC Contract Construction Repair
 Manufacturer Pressure Machined
 Plastic Metal Products Medical Devices

- 650 employees
- 500 inbound & 500 outbound semis/wk + box trucks & couriers

How does your company handle its freight?



- We use mostly our own trucks
- We use mostly other carriers - trucking firms, UPS, FedEx, etc.
- We use a mix of our own trucks and other carriers

Impact of Congestion

- Avoid busy times
- Take longer alternate routes - 60%
- Identified safety concerns – 56%
- Higher costs with contract carriers & couriers– 20%
- Increased maintenance due to starts/stops– 16%
- Load limits on alternate routes – 8%
- Higher employment costs due to longer drive times
- Need more drivers and vehicles
- Overtime for drives
- Difficulty quantifying cost of operating trucks

Other Questions

- Specific areas most troublesome to you or your carriers
 - Every stoplight
 - Many specific responses focused on Blaine
 - Concerns Blaine to Isanti
- Suggested improvements
 - Signal timing related comments
 - Reduce access points, roundabouts, interchanges
 - Flashing yellow caution lights on approach to signals

An Economic Development Perspective

- Businesses want access – last mile may involve counties or cities
- Is the Metro District goal a snapshot? Or a long-term, continuous feedback system?
- May be possible to engage local community/economic development partners
 - Comp plan process – economic competitiveness element
 - Business retention visits
 - Benefits: relationships, contact info, part of solution
 - Challenges: inconsistency across metro
 - Carrots??
- In-person interviews, focus groups, phone interviews, surveys

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Thank You!

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Janna King

jking@econdevelop.com

651 633 4803



Economic Development Services, Inc.