



Manufacturers' Perspectives on Minnesota's Transportation System: Scoping the Metro District Project

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Project overview

Gather input from manufacturers and shippers to inform MnDOT's regional and statewide work

- Understand individual and aggregate business perspectives and priorities for transportation
- Build relationships, to better align the system to shippers' needs
- Support continuous improvement at MnDOT with on-going input from these customers

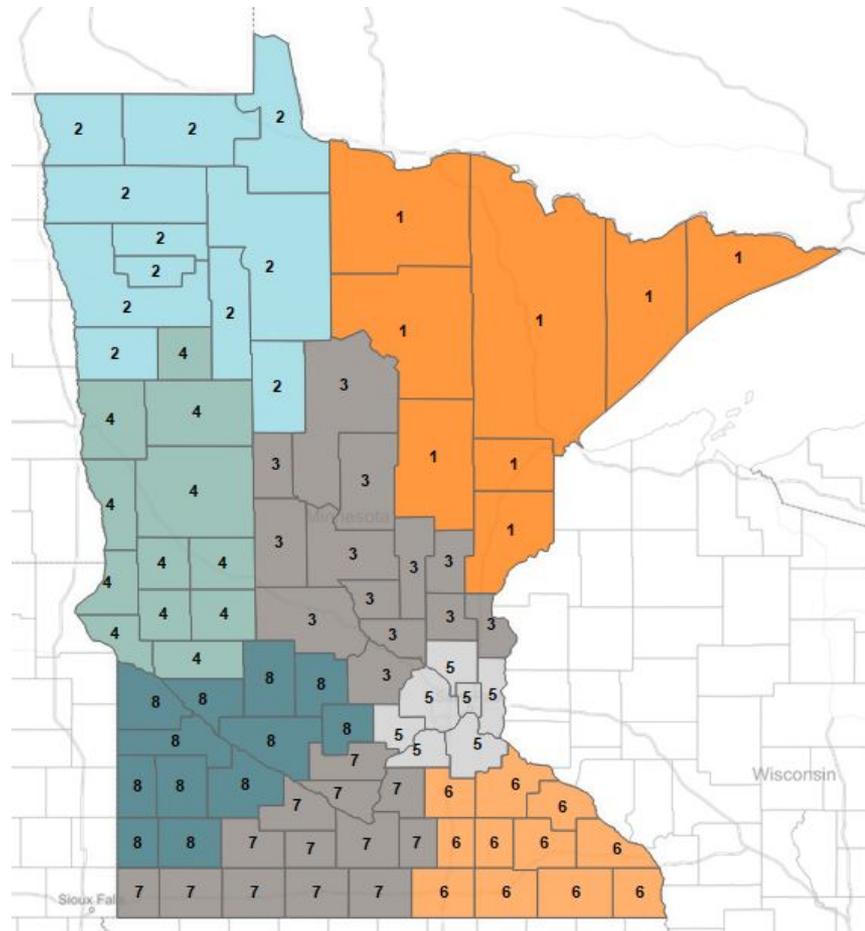
Statewide, region by region

Completed projects
in MnDOT Districts
2, 4, 8 and almost 1

Interviewed over 300
manufacturers, carriers and
other businesses

Face-to-face interviews,
on-site

MnDOT interview teams



Qualitative, structured interviews

Infrastructure

- Pavement
- Shoulders
- Intersections
- Acceleration and passing lanes

Maintenance & Operations

- Snow and ice
- Traffic peaks

Communications

Policy and Permitting

Safety



Sample comments

Smooth pavement is a major concern, rough roads can cause maintenance problems and product damage. Hwy 59 from Erskine to Winger is rough. Any gaps in the pavement really pound the truck.

Weather is by far our most consistent challenge. MnDOT's ability to quickly remove snow and ice makes a huge impact.

Shortage of rest areas ... This is especially important because of the new logbook regulations. We need to find places to rest/sleep.

Pavement quality

Smooth pavement is important to prevent:

- Truck/equipment damage
- Driver fatigue
- Product damage (e.g., breakage, scratches, dents)
 - Compressors
 - Machine components
 - Electronics, gaming equipment, other fragile products
 - Livestock, food products
 - Garage doors
 - Fenders
 - Custom-made cabinets, granite countertops



Lanes and shoulders

Acceleration, turning, passing and bypass lanes preferred for safety and convenience

Wide / paved shoulders are perceived as a crucial safety feature

To accommodate wide loads, place rumble strips outside of fog lines



Additional infrastructure

- Intersections
- Roundabouts
- Signage



Maintenance and operations, modes

- Construction projects
- Snow and ice removal
- Transit
- Intermodal



Results: How we work

Confirmation that planning processes identify many of the improvements that businesses are seeking

Changed construction planning process in southwest Minnesota to allow more lead time for shippers to figure out alternative routes

Added businesses to districts' media distribution list for road condition updates

Improvement input: 511; permitting process; research into anti-icing chemicals and pavement quality in winter

Results: Business-specific

Incorporated a new pedestrian crosswalk into existing highway construction project near Shooting Star Casino

Working with the City of Bagley to improve TEAM Industries' facility access, through a wider right turn lane

Coordinating plowing schedule with Anderson Fabrics in Blackduck, to accommodate their early morning shift change

A machine shop in Parkers Prairie requested a right-turn lane due to traffic volume and truck traffic; it was added to a Complete Streets project in 2016



Results: Improving safety

MnDOT engaged businesses that use TH 23 in the southwest region about placement of 10 bypass lanes, to allow safer passing

MnDOT worked with shippers to identify 17 locations in the northwest region, where reflective signs were placed to improve safety around curves

Northeast region will review how crash data is analyzed pertaining to intersection analysis



Scoping the Metro project

Focus on freight, not passenger movement

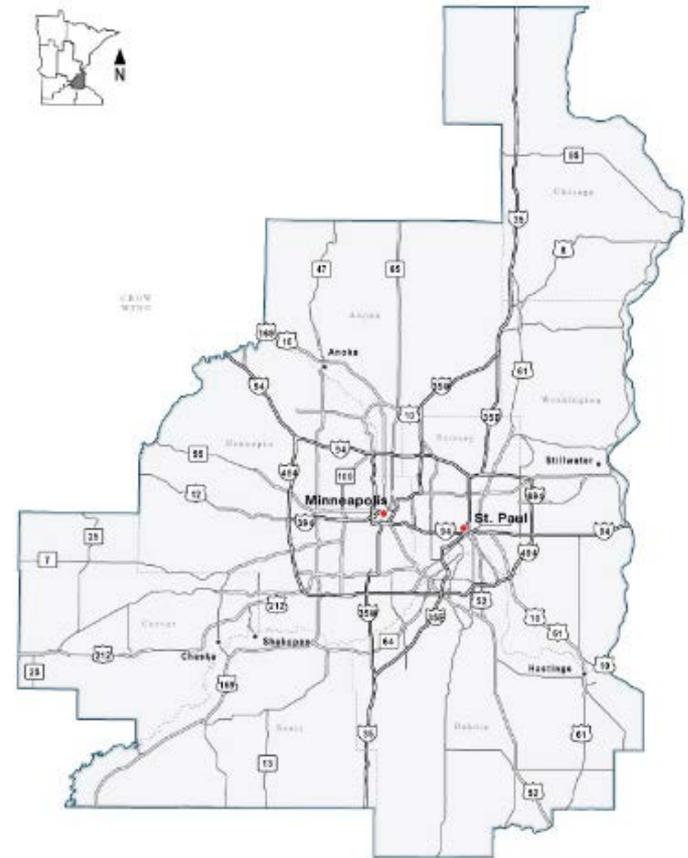
Small infrastructure changes

- No new resources, next several years

Stratified sampling
(of 2,500 potential interviews)

Heavier focus on gathering input on congestion management tools
(MnPASS lanes, changeable message signs, ramp meters, etc.)

Communication methods, particularly regarding construction



Scoping questions

Q: Should we focus just on the highway system or include other modes?

Q: How would information from distributors be different from manufacturers?

Implications for Metro project

Q: What are some high-value / low-cost opportunities that would benefit Metro-based businesses?

Q: In addition to location-specific roadway maintenance and infrastructure concerns, what should we anticipate hearing about from Metro-based shippers?

Implications for Metro project

Q: What would project success look like from the freight perspective?

<http://www.dot.state.mn.us/ofrw/mps.html>



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About the projects

Since 2013, MnDOT has been interviewing Minnesota businesses to get feedback and better understand their specific freight transportation requirements.

These Manufacturers' Perspectives projects help MnDOT identify low-cost/high-value opportunities to provide a more responsive transportation system, focusing on infrastructure, maintenance, communication, and permitting and policy.

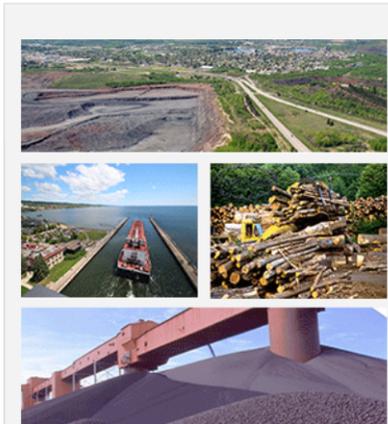
The long-term relationships developed through these

<http://www.dot.state.mn.us/>mic

Current projects

District 1

The District 1 Manufacturers' Perspectives project is now underway in the northeastern portion of Minnesota and is scheduled for completion in Spring 2017.



New

Metro Freight Round-Up presentations video and report links (2/3/17)

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