



Minnesota Statewide Freight System Plan

METRO QUEST RESULTS

FEBRUARY 2015 (REVISION)

CONTACT LIST

MnDOT

John Tompkins, Project Manager

Office of Freight and Commercial Vehicle Operations

john.tompkins@state.mn.us

651-366-3724

Marcia Lochner, Web and Marketing Coordinator

Office of Freight and Commercial Vehicle Operations

marcia.lochner@state.mn.us

651-366-3649

Consultant Team

Erika Witzke, Project Manager

Cambridge Systematics

ewitzke@camsys.com

312-665-0236

Jessica Laabs, Public Involvement Task Lead

Kimley-Horn and Associates, Inc.

jessica.laabs@kimley-horn.com

651-643-0437

TABLE OF CONTENTS

- CONTACT LIST I
- TABLE OF CONTENTS II
- 1.0 OVERVIEW 1
- 2.0 SURVEY RESULTS 2
 - The System..... 2
 - Priorities..... 3
 - Freight Needs 3
 - Additional Information 6
- 3.0 APPENDIX 8
 - Freight Priority Comments 8
 - Freight Needs Comments 9
 - Additional Comments..... 20

1.0 OVERVIEW

In order to gain greater insight on the freight priorities and needs in Minnesota and broaden the geographic extent of outreach for the Minnesota Statewide Freight System Plan, an interactive online survey was available from September 23, 2014 to December 19, 2014. The online survey was developed as a supplemental method for gaining information in conjunction open houses, industry meetings and the Freight and Logistics Summit.

The survey included project information and opportunities to provide feedback on the various freight modes, current freight priorities and identify where freight needs are located throughout the state. The survey also gave respondents the opportunity to provide comments about freight and passenger rail so that the comments can be included in the State Rail Plan, which is also currently in development.

A total of 600 people took the survey, of which 208 specifically responded that they are involved in freight movement. This subset was cross-checked with specific email addresses that reflected agencies or companies with freight involvement, which resulted in an additional 26 responses that were relevant, and a total of 234 respondents for which answers were of specific interest to the freight team. This subset of 234 is the focus of the results to follow. Approximately 63 percent of respondents work in the private sector.

234 participants

476 places highlighted for improvements

HIGHEST PRIORITIES WERE SYSTEM RELIABILITY, SAFETY, CONGESTION, AND BRIDGE/PAVEMENT CONDITION

Our Challenge **How Should We Plan for the Future?**

WELCOME

What should we do to improve the freight system in the state of Minnesota?

Minnesota GO
A Collaborative Vision for Transportation

The Minnesota Department of Transportation is asking for your assistance in developing the **Minnesota Statewide Freight System Plan**. We appreciate your input!

Click here to begin

Minnesota GO is the State's 50-year long range vision for transportation. The vision includes a multimodal transportation system that maximizes the health of people, the environment, and our economy.

2 OVERVIEW
3 PRIORITIES
4 INTERACTIVE MAP
5 STAY INVOLVED

A text version of the survey is available by clicking [here](#).
If additional assistance is needed, please contact adarequest.dot@state.mn.us or call 651-366-4718.

help

2.0 SURVEY RESULTS

The System

Survey respondents were given an overview of Minnesota's freight system and each of the modes utilized for freight shipment. They were then able to rank the importance of each mode to them or their organization on a scale of 1-5 (1 - not important/don't use, 3 - average importance/use with other modes, 5 - very important/use exclusively) and provide any comments that they had on each specific mode. The average ranking for each system is listed in [Table 2.1](#) and the comments provided for each system can be found in [Table 2.2](#).

Table 2.1 Freight Mode Rankings

SYSTEM	AVERAGE RANKING	TIMES RANKED
Highway	4.35	230
Railroad	2.98	225
Aviation	2.54	221
Pipeline	2.63	219
Waterway	2.29	222

Table 2.2 Freight System Comments

SYSTEM	COMMENT
HIGHWAY	
	Traffic impacts such as general congestion can slow movement of people and goods. I support expansion of highway systems in Minnesota.
RAILROAD	
	Rail is a growing piece of transportation for people to jobs, events, etc. However, as we have seen growth in 2014 for freight shipment of goods, how can we balance the impacts on both freight and people movement?
WATERWAY	
	Waterways are extremely efficient for bulk commodities. I suggest pressuring federal legislators to improve the waterway system to be modernized and more efficient.

Priorities

The survey also asked respondents to rank the top five freight items listed below based on priority to them or their organization. [Table 2.3](#) lists the ranks of the freight items surveyed (found by a multiplier of how many people chose it as a priority and how many times it was ranked) and the number of times that each item was ranked.

Table 2.3 Freight Priority Rankings

RANK	PRIORITIES	TIMES RANKED
1	System Reliability	162
2	Safety	150
3	Congestion	134
4	Bridge/Pavement Condition	146
5	Economic Development	103
6	System Resiliency	82
7	Intermodal/Multimodal Connections	68
8	Environment/Community Impacts	61
9	Modal Options	61
10	Urban Goods Movement	48
11	Advanced Technology	37

Additional priorities were also provided by some survey respondents. These included:

- MnDOT needs to help the rail companies be better stewards of their land. Instead of spraying the land along the tracks, it should be replanted with bee and butterfly friendly plants
- Cost
- Increase truck weights to reflect parity with surrounding states

Some survey respondents also provided comments on these priorities. These comments can be found in [Table A.1](#).

Freight Needs

Survey respondents were also asked to locate freight needs throughout the state of Minnesota. Respondents highlighted 476 needs. [Table 2.5](#) provides a breakdown of the number of needs provided by category. The detailed comments from the Freight Needs section of the survey can be found in [Table A.2](#) of the Appendix. (Note that many needs did not list a comment with them and, therefore, are not listed in [Table A.2](#)). General locations of projects identified are shown in [Figure 2.1](#). A clickable map showing the location and a description of improvements can also be found at <http://www.kimley-horn.com/MNfreightplan-survey1results>

Table 2.5 Number of Freight Needs by Category

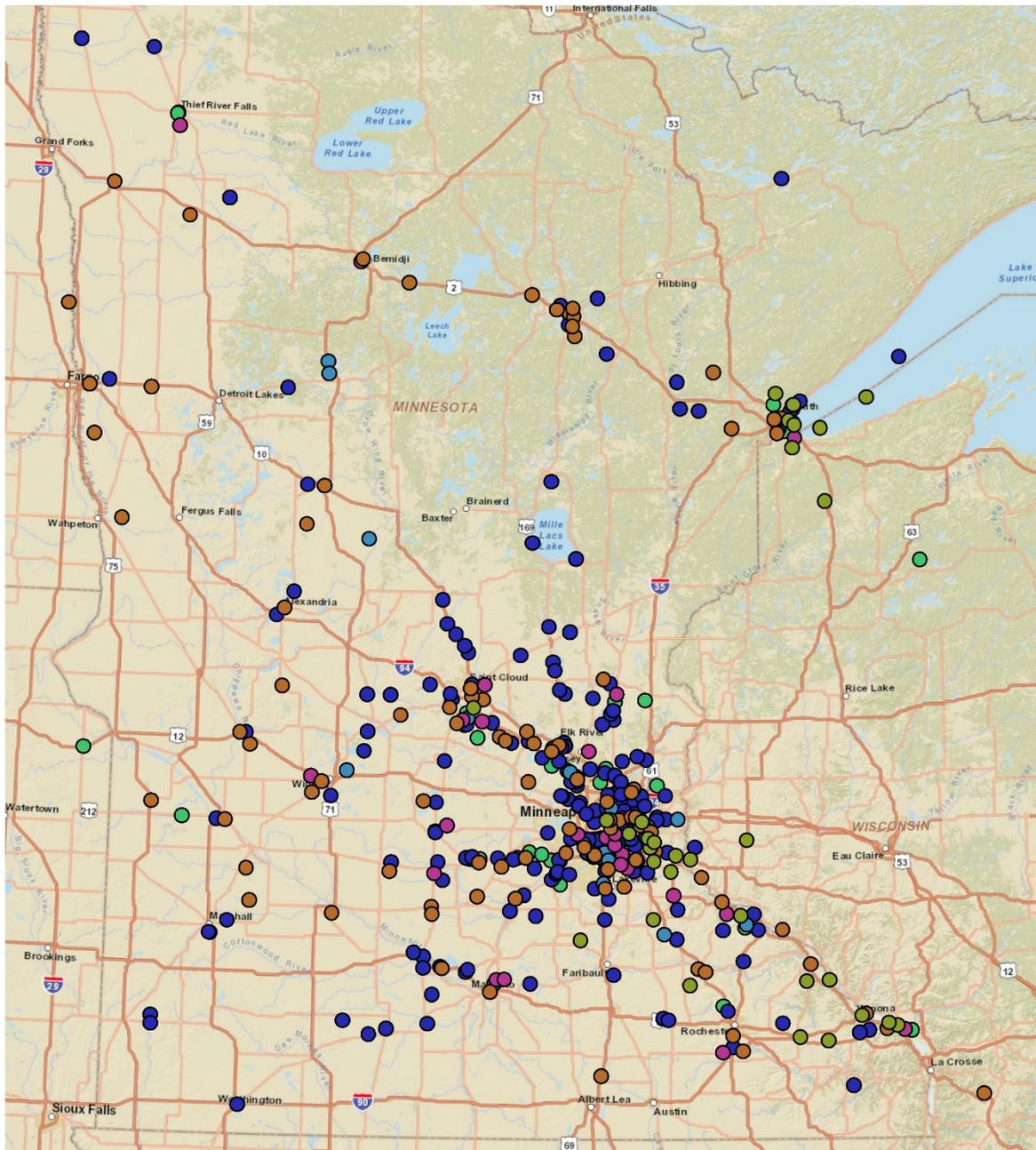
CATEGORY	NUMBER OF NEEDS PROVIDED
Highway	248
Railroad	108
Port/Airport	31
Waterway	37
Freight Facility	37
Other	15

THEMES FROM THE FREIGHT NEEDS

- Need to expand or finish expanding highways to four lanes
- Places are needed to transfer freight between trucks and trains
- Affordable truck facilities are needed within the Twin Cities
- Improved truck parking
- Congestion on highways in the Twin Cities is an issue
- Roads and bridges (both vehicle and train) need repair
- Regional airports are important to local economies around the state
- Late and unreliable train service has been affecting farmers and businesses throughout the state
- Passenger rail service is desired to Chicago, Duluth, Rochester and St. Cloud
- Additional rail capacity is needed throughout the state
- People are concerned about rail safety
- Additional intermodal access is needed
- Waterways are still needed for industry and shipping but are desirable for reclamation leading to residential and commercial development and recreational areas

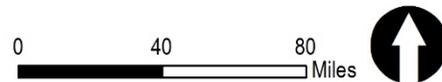
Figure 2.1: Freight Needs from MetroQuest Survey*

*See also <http://www.kimley-horn.com/MNfreightplan-survey1results> for a clickable map.



Freight Needs from MetroQuest Survey

- Freight Facility
- Port/Airport
- Highway
- Railroad
- Other
- Waterway



Additional Information

Additional information was also collected from survey respondents at the end of the survey. Some respondents provided their location, whether or not they transport freight and their employment sector. Of those that answered the question, most of the survey respondents answered that they ship freight (88%). There was, however, a difference between public and private sector respondents, with 63% of the response from the private sector and 37% of the response from the public sector. Survey respondents were represented across the state, as seen in [Figure 2.2](#), the private sector was primarily representative of the Twin Cities area (See [Figure 2.3](#)).

Figure 2.2: Zip Codes Provided by MetroQuest Survey Respondents

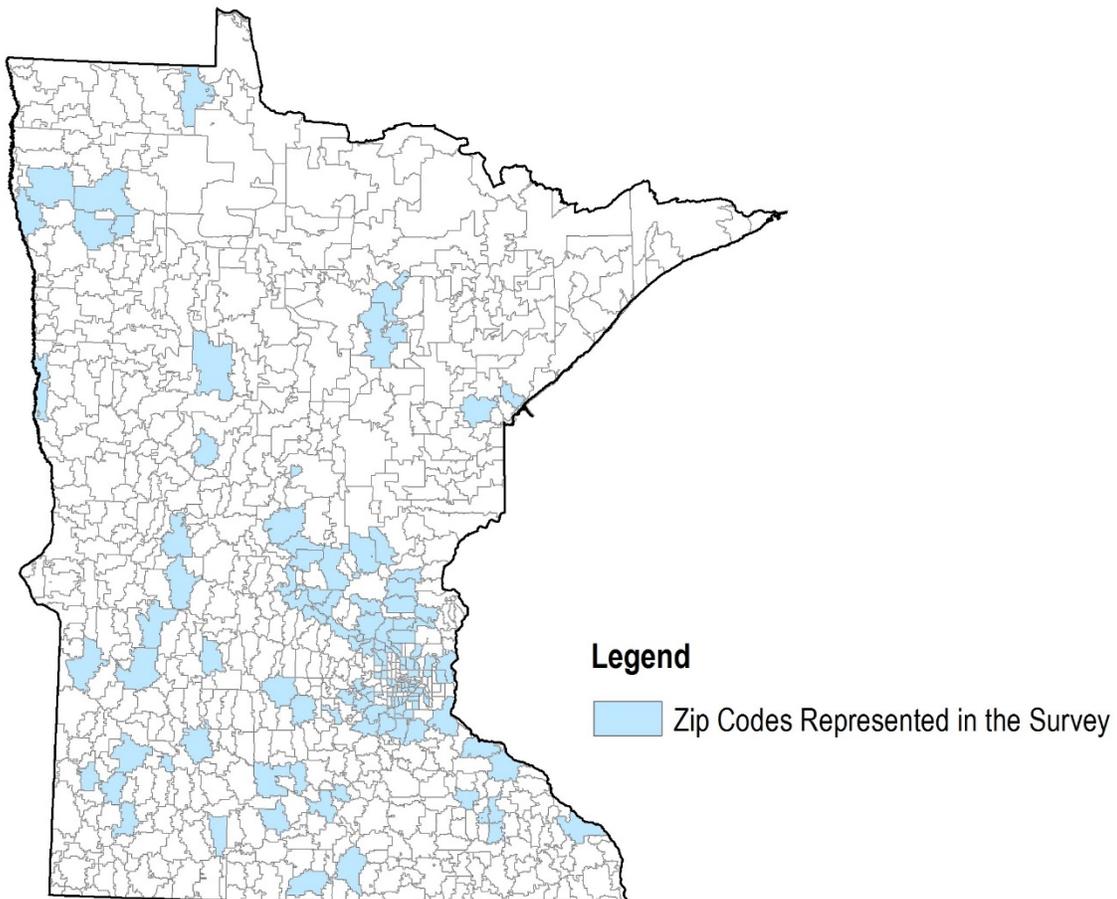
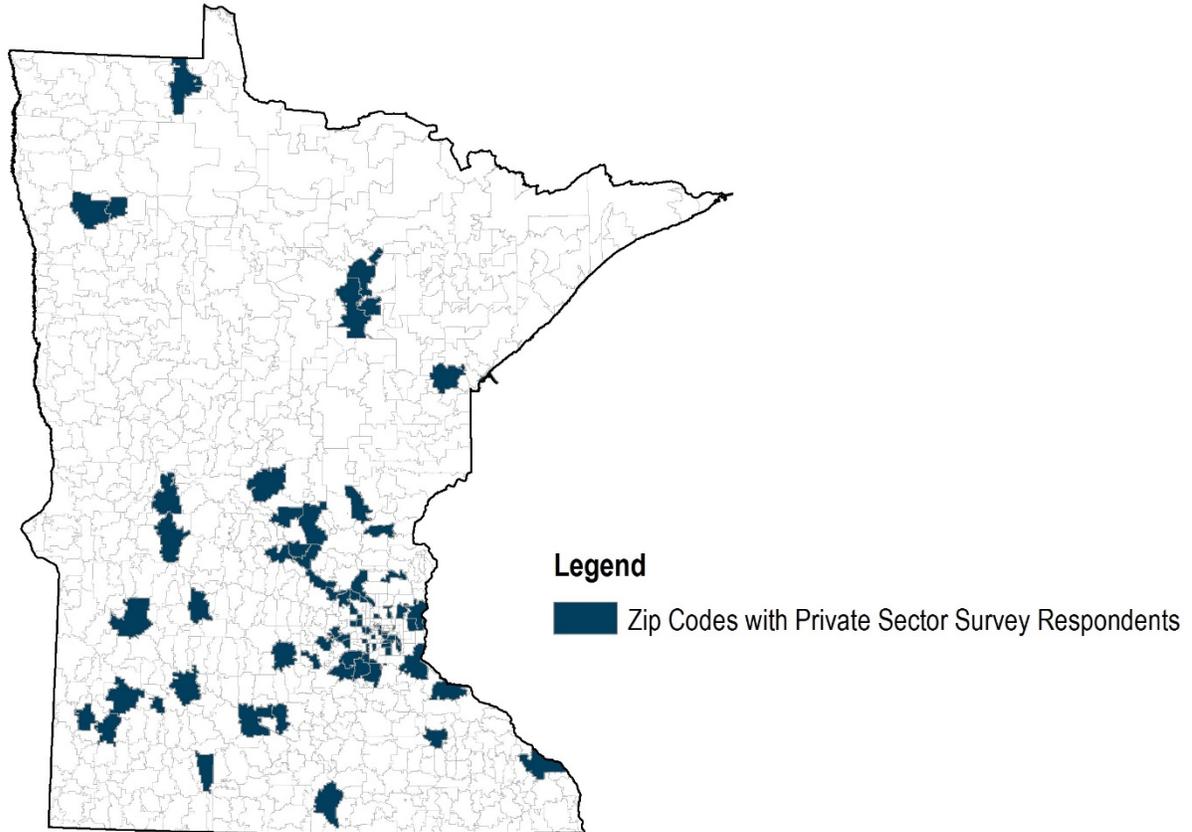


Figure 2.3: Zip Codes Provided by Private Sector MetroQuest Survey Respondents



There was space at the end of the survey for survey respondents to provide additional comments. These comments can be found in the Appendix in [Table A.3](#).

3.0 APPENDIX

Freight Priority Comments

Table A.1: Freight Priority Comments

Note: Formatting and spelling reflects the crowd sourced data received

PRIORITY
ADVANCED TECHNOLOGY
Making sure that people who still want to continue their way of life and job are not adversely affected by "progress". Those people have worked long and hard at their careers and skills, and we don't want to take their land away from them, as it adversely affects their bottom line.
Availability of truck parking is important now that the rules have changed and it's impossible to find a place to park for 10 hours!
BRIDGE/PAVEMENT CONDITION
Pavement degradation is increasing vehicle maintenance costs and congestion costs.
MnDOT should focus on needs of out-state regional centers such as Hutchinson to facilitate the movement of goods and improve roadway conditions/safety of TH's within urban boundaries.
MN needs to identify dedicated funding that will ensure our existing roads and bridges can be maintained to a level that prevents them from falling into a state of repair that requires complete rebuilds.
Minnesota's falling bridge is not easily forgotten. Hwy 56 south of Dodge Center is better, Hwy 19 RW to Nfld too. Catching up after so much lack of maintenance and repair, but long ways to go.
Need to get them fix Before more people are. Hurt or killed
CONGESTION
As we continue to increase population, especially in the Metro area, we seem to be forgetting about increasing highway capacity. There should be a balance between highway capacity (much greater usage) and mass transit (lower usage and longer transit times).
ECONOMIC DEVELOPMENT
I support expanding freight and transit options across multiple modes as this is a strong benefit to a solid economy.
ENVIRONMENT/COMMUNITY IMPACTS
Degasify crude, whether transported by rail or pipeline.
Pavement upkeep and replacement is not sustainable. Rail upkeep and replacement is economically feasible. A shift is in order to move away from highways that are paved to railroads that are connected to community delivery services.
INTERMODAL/MULTIMODAL CONNECTIONS
Water connections are essential links to the national and global transportation system and can't be ignored, even if the volume or dollar value seems small relative to highways.

SAFETY
Moving freight trains from the Bass Lake to the MN&S has been deemed unsafe or unlivable by the Met Council and the City of St. Louis Park. MnDOT needs to make it clear that no plans to re-route freight from either the CP's Bass Lake Spur or the BNSF will ever be considered again.
Degasify Bakken BOOM rail crude and also crude shipped by pipeline.
SYSTEM RELIABILITY
when I sue the online system there's bugs some times were i try to log the certain roads like 43 to Winona the system doesn't allow me to evaluate.
all systems must operate with the least amount of impact to communities and travelers
Amtrak is important here and delays aren't acceptable. Moving schedule back is addressing symptom and not the problem.
Agree with the shipping time component. I tie this to traffic congestion causing increased travel time for consumers, employees, and goods. The same is true on the rail system.
SYSTEM RESILIENCY
Our roads and bridges need constant upgrades to increase safety and relieve congestion
URBAN GOODS MOVEMENT
Roundabouts have one of the most negative impacts on our business transportation

Freight Needs Comments

Table A.2: Freight Needs Comments

Note: Formatting and spelling reflects the crowd sourced data received

CATEGORY
HIGHWAY
100% of our products are shipped in bulk trucks within a 200 mile radius of South St. Paul
169 as it turn into Jordan is not safe going north or south. Realignment and ramp so there are no stops until St Peter?
169/41 interchange access management
35W around downtown is rarely clear. I actively avoid every using this route going downtown. I live in the South suburbs and take 35E up to university any time I am going downtown just to avoid the area between 62 and downtown.
35W is often backed up and slow
35w n needs to separate the through traffic starting at city E through city 10
35w/494 Interchange needs to be improved and reconstructed
4 lane for 61
4 lanes would help
4 lanes would help.
494 in the Richfield/Bloomington area is quite bad every morning and evening specifically between Cedar and Highway 100
494 is especially congested in both directions
494 is slowing here. The ramps are not safe during rush hour. They also have capacity issues at the same time.

494/35W interchange is greatly under capacity and outdated.

4-Lane Upgrade from 2-Lane

7 needs to be expanded to handle the traffic. There are few ways to get west. I have been at lights for 4 rotations on a nice day.

A flyover or other option is needed here for traffic from 494 West to 212 West. The right lane on 494 is stopped back to flying cloud or further

Add a north south oriented, 4 lane crossover at Monticello to highway 10.

add lane to csah14

add lanes to this old HMA area

Add third lane from 35e through 35w both directions

Add third lane from St Michael to St Cloud

Already congestion is back on 494 after adding lanes a few years ago. Need to look at other options or understand why there is congestion outside of rush hour times

At Red Wing with TH 63 south coming off the WI bridge, reroute the trunk highway into SR 58 to Zumbrita and TH 52, by-passing Lake City. Make TH 61 & TH 63 south to Lake /city as a scenic byway only.

Back ups during off hours are a negative to our operations as well as employees commute

Backs up a long way especially at rush hour

Bypass avoiding city traffic and congestion.

Capacity issues cause delays, decrease safety, and increase pollution

Capacity needs to be added in the Lowery Tunnel section of I-94.

complete 4 lane from Worthington to Mankato

complete 4 lane between New Ulm and Mankato

Complete 4-lane TH23

complete Highway 212 to four-lane facility from Chaska to Norwood Young America

Complete Highway 23 bypass (2 miles) around Willmar which will allow interchanges to be put in place when constructing the new bridge on Kandiyohi County #5 and Highway 23

Complete this stretch of 610

congested early morning 6-8

congested evening 3-6

congested evening 3-6

Congestion both ways on 94

congestion here as well. There is lightrail which would help if there was a parking location near the lightrail stations in Saint Paul. Mass transit is basically only convenient for those who live in Minneapolis and Saint Paul because there are no convenient places to park which doesn't add an hour and a half to a commute.

Construct aux./ramp access lane from 494 to Lone Oak Road to accommodate traffic weave/merge congestion traffic near the Lone Oak/35E interchange

Continue making improvements on Highway 61 between Two Harbors and Grand Marais.

Daily congestion at the CR 3 Lane Drop

Due to amount of usage this road gets, should be turned into an Interstate

Expand MN 23 to 4 lanes from Foley to Interstate 35

Fill the gaps of 4 lane highway on highway 23 between New London and Paynesville and from Paynesville to Richmond

For all of 13 in Dakota County... Get rid of the stop lights. This is a long term solution to 494 being crowded at a fraction of the cost to expand 494.

For the love of God - add a second lane / rebuild the flyover ramp from NB 35W to WB 94 !!!

Freeway condition

freight congestion

get rid of the lights. Either ramps or cut offs. There is too much traffic now to have them.

Having the load carrying capacity of the roadways.

Heavily traveled road that need on off improvements. To many deaths from Jordan to Shakopee

High speed area, being improved with elevated crossing, but still dangerous speed area.

Highway 10 needs an interchange at Main St (and beyond) as well as a free flowing interchange with Highway 10.

Highway 14 expanded to four lanes between New Ulm and Nicollet

Highway 14 upgraded to four lanes between Owatonna and Dodge Center

Highway 14/15 intersection improvements needed for safety and economic development.

Highway 2 from Bemidji to Duluth is mostly 2 lane. Improvement would be to make this into a 4 lane highway.

Highway 212 needs to be four laned between Chaska and Cologne and between Cologne and Norwood Young America

Highway 55 and I-494 should have an interchange that removes the stoplights and creates a free flow for all directions.

Highway 61 needs to be moved and reconstructed as a limited access freeway out of Duluth. It's hard to get freight and cars through this corridor to all points beyond Duluth, including Canada.

Highway 81 is very often clogged with freight and commuter traffic. Reconstruction with a new lane, plus better turn lanes seems necessary.

Highway across to North Dakota

Highways between Grand Rapids and Hibbing, Bemidji, Duluth, or the Twin Cities should be multilane, single lane highways cause shipping delays.

Hwy 55 is congested and needs expansion to a freeway

Hwy 65 improvements to eliminate congestion and improve access to developable property

I believe there is a need to expand nearly ALL highways around the 494/694 loop. This will lead to greater movement of people and goods, creating stronger economics for Minnesota.

I need a double lane highway coming into New Ulm zip 56073 from Mankato to get more trucking firms to come to our destination

I work in elk river and so spend quite a bit of time here. Due to Hwy 10 and Hwy 169 there a choke point for both at certain times.

Improve condition of TH15 through downtown Hutchinson.

Improve TH22 route to US212 through Glencoe and address actual intersection of these roadways.

Improve US212 to upgrade from 2 to 4 lanes each side of Cologne.

insufficient capacity, and the need for reconfiguration cause congestion increasing travel delays, decreases safety, and increases pollution

Interstate 94 should be 6 lanes all the way to St.Cloud.

Interstate load limits don't match State load limits

It has taken way too long to get 169 finished near Eagles Nest

jam at rush hour...

dont know how to fix but its a situation.

Keeping roads in decent shape

Large scale mining operation location. Heavy truck traffic trying to enter onto Highway 46. Recommend accelartion and turn lanes.

Large scale truck garage, combined with the dealership nearby, a lot of traffic heading to 494 Less access & more Hwy 10 north to Cambridge

less congestion metro wide

less congestion, more long term planning

light needs reset people are taking 212 instead of 169. 41 and 169 needs a reset backs up into chaska. I know there is going to be a bridge in the futre but there needs to be a ramp here in the future regardless.

make 212 4 lane at least to Olivia and plan for future extension of 4 lane to the SD border.

Make the ramps longer. There is not enough time to merge. Safety and use restrirctions.

Many metro roads and bridges are very old and in need of more frequent preservation construction project. This infrastructure needs to be replaced and expanded to decrease congestion and increase the life cycle time between repair projects that also have major traffic impacts.

Many of the roads in the NW part of the state are not wide enough and do not have sufficient shoulders to support the loads we carry. We haul equipment all over the state and these restricted roads force us drive further for deliveries and/or route us onto county/city roads when state roads are easier to use and travel on.

More effort needed to eliminate congestion

more lanes

more lanes

more lanes

more lanes

more lanes

More lanes

Need 3rd Lane on 35 through Lakeville

need 4 lane

Need 4 lanes from Mankato to new ulm. this will help in safety, and help New Ulm grow as we have better access from business and employees that will live in Mankato and travel to New Ulm for work.

Need 4-land on Hwy 212 to Western MN

Need a better connection for TH 22 to US 212 through Glencoe. TH 22 is on the IRC system and needs good connectivity for freight and manufacturers.

Need a new 35W bridge over 35W, know this is in the works. Will have 4 lanes in each direction and a trail.

Need continued reliablility on I-94 to and from Western Wisconsin

Need faster access to southern mn.

Need improved 494/35W Interchange. this is the most used interchange in the state, is a 1960's design, causes backups every day and isn't in MnDOT's 20 year plan for improvement which is unacceptable.

need more money to keep up with degradation

Need reliable connection to Rochester and La Crosse

Need reliable road connections to St. Cloud
Need to fix it right
Need to transport highway construction material from Elk River and Rogers
Need to transport highway construction materials from St. Cloud
No access from 94 to 35E need to be fixed. 35E North to 94W and 94E to 35E South.
Not allowing trucks on 35E between 7th and 94 is just St Paul being selfish. Fix this!
on the system and some other roads the system wont let me evaluate the trip and won't tell me why or why not.
Planning should occur to improve 169 to three lanes, both directions between Crosstown highway 62 and interstate 694 - including a redesign of the accesses to 169 from 394, Betty Croker Drive and highway 55
Poor visibility
Ready mix plant and aggregate yard, significant number of large trucks
Ready-mix plant location. Heavy truck traffic trying to enter onto Highway 169.
Reconsider the 45MPH Speed Limit
Remove multiple roundabouts from bypass. This type of interchange has no use in a major trucking route!
Remove Roundabout interchange. This type of intersection had no business being used in a major trucking route!
Resurface
Resurfacing needed soon.
Road Carrying capacity
Road is congested, even on off-peak times
Road is very rough. needs resurfacing
Roads are in need of repair. Stop putting in stop lights all over the place. Use ramping or diverging diamonds. Get rid of lights on highway 15 through St Cloud, and on 23 too, where possible. Too much stop and go congestion!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
Roads suck and too much congestion
safe interchanges
Separate through traffic from transitioning traffic on 494/694
SERVICE ROADS
Should consider 4 lanes on USTH 169 between Onamia and Garrison. The traffic count drops at Garrison with a lot of traffic turning west on MNTH 18
Southbound old 76 needs to connect to Highway 10 North bound, 1 mile south of little falls.
TH 15 between Hutchinson and I-94 needs good pavement condition for haulers and it needs passing opportunities to have timely delivery. Currently the road is narrow and there are limited passing opportunities.
TH 15 between Hutchinson and I-94 needs good pavement condition for haulers and it needs passing opportunities to have timely delivery. Currently the road is narrow and there are limited passing opportunities.
TH 15 flows through downtown Hutchinson, there are several signals and movement of heavy commercial vehicles can be slow, especially in summer with recreational traffic.
TH 169 bridge over the Mn. River needs 4th lane to accommodate increased traffic.
TH 169 needs third lane in the corridor to accommodate increased raffoc

TH 61 in Lake City is a speedway and a detriment to tourism. Our city wants to expand tourism and reducing lanes to 2 or 3 will slow people down to get them to stop

TH 77 bridge over MN. River needs to be widened to minimize congestion in the TH 77 corridor.

The amount of traffic on Hwy 95 becomes congested

The crash rate at this intersection MAY be increasing

The crash rate at this intersection MAY be increasing

The round about that was installed here was a terrible idea that should be removed.

The state, and of course some county roads in our region are in very poor condition due to increased commercial and agricultural heavy/overloaded truck traffic. In fact it seems that rural Minnesota's roads are in rough shape compared to more populous and tourist areas of the state.

There are two choke points in the 60 mile stretch of TH23 from Willmar to St. Cloud. They restrict goods movement and also introduce safety issues from impatient drivers.

There have been 2 rear-end accidents involving trucks from the ready-mix plant and excavation company.

There is a lot of congestion from MPLS to ST Cloud. Need more lanes and roads.

This intersection has been identified as having a high crash rate

This is a congested area with a lot of construction that slows things way down!

Too congested too often

Traffic is always congested (during peak hours) on SB 35W

Traffic is always congested (during the peak hours) on NB 35W at 694

Traffic light or cloverleaf. Crossing both directions of 23 during rush is dangerous. Not enough space in median for a truck-trailer to cross one direction at a time.

Traffic on 169 South from 494 backs up well into 494.

Unsafe County Road. County Rd 16 between County Rds 18 & 83.

Upgrade to 10 ton spring load rating. This one is crucial as there aren't good routes to TH 169 river crossing (TH 93 is only 7 ton) and the next 10 ton river crossing to the north is Belle Plaine. This has an impact on local sand and aggregate producers between Henderson and Blakely.

WB auxiliary lane needs to be constructed to accommodate TH 77 improvements.

WE NEED 4 LANE FREE WAY FROM GLENCOE TO EDEN PRAIRIE. FINISH 212 ALL THE WAY AS A 4 LANE HIGH WAY (2 LANES EACH DIRECTION)

We need a 4 lane trunk to Duluth and Minneapolis for trucks to make deliveries efficiently and safely.

We need a good four lane highway system from the South Dakota Border along either the Hwy 212 or Hwy 7 corridor into the Twin Cities and continuing on to connect with other four lane highways

We need expanded, improved road service to the two Twin Cities intermodal rail yards -- CP in Shoreham Heights, and BNSF's yard in St. Paul. Ideally bridge into and out of CP's yard over the rail tracks in Mpls. More lanes, maneuverability for trucks entering and leaving BNSF's yard in St. Paul. (This is both a highway & rail related recommendation for this area.)

We need roads that the Freight Trucks can drive on that the pot holes and surface condition limit damage to the freight they are hauling-

We need to complete HWY 14 to New Ulm ASAP. This issue has been ignored in St. Paul for the last 50 years while there has been a lot of infrastructure investment in the metro area. Get it done.

We rely on highways throughout MN to transport

Widen Highway 10 to four lanes; divert Hwy 29 so it no longer ends at HWY 71 but parallels Hwy 75 to access HWY 10 to reduce truck traffic going through the downtown business district. Re-route truck traffic traveling through town on Hwy 71 so that it no longer passes through the downtown business

district.

RAILROAD

A rail yard needs to be built near Glencoe so that switching performed in the sw suburbs can be relocated to a rural area

Another rail line and Consistant RR times especiaslly for passenger trains

BNSF currently has to go into Willmar and turn their train around to go southerly toward Marshall. BNSF/MnDOT/City/County are proposing a RR bypass to reduce this congestion, improve safety, improve access to the industrial park for economic expansion.

Concerned about rail safety at or near critical junction of highway and power infrastructure.

connections for Pass!

Degasify, safety training and equipment, and second rail line in addition to pull offs

Degasify, safety training and equipment, and second rail line in addition to pull offs

Develop intercity passenger rail service

Develop intercity passenger rail service between Rochester and Twin Cities

Due to the increased shipments by rail we continue to have increased stoppage of trains on all of the rail crossings in our town, affecting schools, economics, emergency vehicles, etc.

Eliminate congestion of line from Saint Cloud to Minneapolis.

Faster rail speeds

Freight Capacity and Safety Issues at Hoffman Yard and Others identified in the East Metro Freight Railroad Capacity Study

Grain Shipments in this area have been hampered by access to grain cars for transportation. It appears that priority for shipping has gone to tanker cars for crude oil instead

hi-speed rail between Rochester and Twin Cities

I have a rail spur on my property for unloading rail cars of lumber. When MNDOT made an upgrade on the right of way next to my building, they tore out the tracks servicing my building. Now that I want to bring in rail cars I cannot because of the break in the rail line.

Improve rail service especially in winter. Need to receive rail cars on time and get switched when needed. Most rail cars are obsolete designs with difficult to operate doors and valves. Need improved ergonomics for loading and unloading of cars. Need new designs for cars which require less manual labor to operate. Need general improvements to railroad operation. It's 2014, GPS can tell exactly where we are while driving or walking, but rail cars are spotted by hand, identified by reading numbers instead of scanning tags, switches are operated manually. It's time to embrace new technology the 1800's are over. Please improve safety, ergonomics, reliability and provide service options for cost control. The railroad is a monopoly with truck as the only alternative they strangle manufacturing.

intermodal access

intermodal access

Intermodal Access

Intermodal access

intermodal is backed up and very time consuming for drivers to retrieve containers - need infrastructure improvements to ramps

Intermodal rail service needed to give MN & Twin Cities access to LA/Long Beach container shipping ports. UP container rail service on the Spine Line through K.C. to southern California. A much needed development that would strengthen Minnesota's global trade capability and our international

trade economy.

Less Congestion

make the Wye connection west of Willmar to direct rail traffic out of the main rail yard in willmar.

Minnesota Valley Regional Rail Authority owns 94.7 miles of track from Norwood Young America west to Hanley Falls, MN. This infrastructure impacts 16 communities and the businesses including all the ag businesses and ag producers who feed the world and provide commodities for ethanol, biofuels, salt, tallow and other products used all over the country. We contract with Minnesota Prairie Line who is our contract operator. MVRRA is a publicly owned railroad statutorily authorized by the State of Minnesota. We have complete approximately 34 miles of rehab from Norwood Young America to just west of Winthrop with 115 lb continuous welded rail, and these improvements are benefiting the communities with new business development occurring along those 34 miles of track. We have 60 miles yet to go and some major developments that can happen when the rest of the track is rehabbed along with the bridges that cross the Minnesota River. Every carload we ship replace 3 semis not tearing of our MN Highways!

More light rail in this area to mpls may loosen up congested roadway systems

more rail capacity for delivery of coal

more Rail lines to increase capacity

Need additional rail access from Red Rock River Terminal

Need increased rail access to Southport River Terminal

Need safe rail line for TCW Railroad to continue to transport goods through the twin cities

need second railroad line and carrier

Need to get the products to market

Northtown rail yard too congested last 12+ months

Passenger connection to Chicago

Passenger connection to Duluth

Passenger connection to twin cities.

Preserve capacity on UP for future intercity passenger rail. Without increase in capacity, additional frac sand traffic will preclude passenger rail option.

Make improvements in Shakopee and St. Paul to support interchange efforts and preserve potential passenger routes to downtown stations.

Rail access that avoids Chicago can get goods to LA faster for export.

Rail bridge should be upgraded and capacity increased

rail car shortage

rail car shortage, congestion

Rail congestion has created problems for Northstar, as well as delays at crossings.

Rail expansion is necessary to move goods and people on mainline routes.

Rail freight and passenger/transit traffic on the same tracks hinder both applications. Freight development and trackside TOD are both hindered.

Rail needs to be rerouted out of central shakopee downtown. Not only does it significantly slow down the train. I have seen pedestrians cross even if signals are on.

Rail runs through the heart of Grand Rapids which causes traffic congestion and emergency response delays while trains are moving through town. Also, we have issues getting reliable rail service due to rail congestion.

Rail service has been delayed in this area, costing farmers and ag businesses money and marketing opportunities, specifically grain for exports. The Northwest area has been hit hard.

Raw materials delivery

Reliable rail service can bring in goods otherwise trucked from Chicago and can then backload with agricultural produce for export.

safe crossings, switch yard capacity, passenger rail to mpls with freight

See nearby Highway recommendation -- re improved road access for trucks entering and leaving the two Twin Cities intermodal rail yards.

Somewhere along HWY 52 there is an at grade crossing that should be eliminated if possible

Stopped trains routinely block access in and out of Benson.

The existing Rail is only LQP Regional Rail. Pavement upkeep and replacement is not feasible. More rail is needed to move the existing farm commodities and the soon to be increased production yields of corn and soybeans.

The Rail Line from Hanley Falls to Winthrop needs to have its 100 year old rails replaced and bridges upgraded so that the pent up demand for economic development in this area can be achieved

The railroad bisects our town; frequent congestion backs up traffic and cuts the southern half of the town from access to the hospital in the northern half of town during emergencies. Create an overpass so that the increasing train traffic does not increase road congestion or safety of residents.

The railroad system through St Cloud and across the rickety old bridge in downtown St Cloud don't always feel safe to me and my family!!! They need replacing or improvements!!

This rail line needs to have a program to replace its jointed rails with continuously welded rails, and also needs to construct rail passing sidings

three rails all the way to duluth for goods movement

three rails all the way to duluth port

three Rails all the way to duluth Ports for grains and farm products

Too many oil trains coming from North Dakota into MN...causing safety issues,.

Train delays impact coal delivery to Sherco power plant!

Unreliable service

we depend on timely delivery

We have 2 tracks running through Elk River and with the amount of trains that are currently being used there can be back ups of traffic at rush hours

we have a spur but the train blocking traffic on Hwy 95 when it stops is unsafe and causes congestion

We need a reliable Amtrak schedule with 2 trains a day each way between the Twin Cities and Chicago.

We need a reliable and competitive rail system. If we can't get our raw materials in a timely and cost effective manner. We go out of business.

We..essentially...need the BNSF served 'High Line' northern corridor to be double tracked (or as near to double-tracked as possible) from Chicago to the PWN ports. But short of that, we need it to be as fast moving as possible through our state.

Wisconsin too: Degasify, safety training and equipment, and second rail line in addition to pull offs

Wisconsin too: Degasify, safety training and equipment, and second rail line in addition to pull offs

Would like commuter option from downtown to Maple Gove area

PORT/AIRPORT

Commercial service
consistent service levels
continue to support the upkeep and traffic in and out
Develop RST as the third terminal to MSP with passenger rail connection
Expand air capability at Red Wing regional airport
important to industry so access is needed
Improve TSA-clearing methods.
Maintain access.
More air transport could be utilized more. We have a airport in St Cloud and it is a central location. It may be more cost effective to have a hub in central minnesota
Move people and freight from central mn to relieve metro congestion
Need safe, reliable access with an airport commission that supports its tenants and is competitive with other metro areas
Passenger service. Runway expansion to 7,000 ft
Services and resources at the St Cloud Airport most definitely need to be expanded. We are becoming a regional service area in MN/Upper Midwest, and the airport needs to grow and provide services accordingly!!!
The airport is essential to Thief River Falls and the region. The airport ranks of 3rd in the state for air cargo. It also has important passenger service utilized by local business' and personal travel. It's important that federal and state funding continue to fund air service.
The Willmar airport is designed to accommodate a longer runway (land purchased, etc.). Airport expansion would allow FedEx, UPS and other air carriers to utilize this new airport(opened in 2006).
This is a viable economic development opportunity and more should be done to exploit this location as a transportation resource.
Trucks and trains routinely have a hard time getting into and out of the river port.
We utilize airports throughout the state daily to transport
WATERWAY
90% of our product comes via barge from St. Louis to South St. Paul
Bank stabilization on Minnesota River
Continuous Dredging
Interstate and regional planning is important on the waterways, which share state borders.
Interstate and regional planning is important, especially on the waterways that cross state boundaries
Locks and dams need to be updated to today's longer tows.
locks improvement to New ORLEANS
More grant funding is needed to reconstruct retaining/dock walls and other public infrastructure in the State's Harbors (4 Ports). This mode is a key transportation system that moves freight cost-effectively (which helps farmers)/in an environmentally friendly way/and in concert with the other 2 modes. Most of the retaining/dock walls in the Saint Paul Harbor were constructed in the 1930's and 1960's; both timelines are well beyond asset life and dependability for river Shipping, which is fundamentally important to the economy of the State, Region, and City. There are 4 water-based public Port Authorities in the State, & STP, Duluth, Winona, Red Wing comprise the 22 year old MN Ports Association. This group has key data on needs and were instrumental in the development of MnDOT's Ports and Waterways Plan, 2013.
Need a better port facility

Need infrastructure funding
Other high level options beyond the Port of Duluth
Protect Duluth harbor and tributaries to this vital port .
Road salt supply for de-icing
Routes need to be maintain
shutdown of the locks at Minneapolis, lack of alternative dock facilities west of St. Paul
Support for continued and improved maintenance of MN's barge shipping capability. Dredging where needed to keep it flowing.
Support for modernizing and improving Port of Duluth's break bulk, ro-ro, and maybe expanded bulk grain loading capability for more shippers to utilize. Support for Port of Duluth's improvement plans (re WRDA).
This service doesn't really apply in St Cloud. However, maybe there is a use for it. I don't think it's really been explored...
Waterway access is critical for ag exports.
Waterway Port land use eroded by residential and commercial development
Waterways shippers will need assistance finding new modes after closure of the lock in the next year.
We need to update river shipping so that it no longer causes an enormous amount of damage to the Mississippi River.
FREIGHT FACILITY
A freight hub
A place to transfer freight from rail cars to trucks should be constructed near the rail line and the four laned highway 212 to combine the efficiencies of rail with the flexibility of trucks
Arctic Cat is a world wide leader in the production of atv's and snowmobiles. The company employs over 2000 people and primarily uses highways to distribute its product.
De-stuffing facility, ability to pick small number of units for transit to another location
Digikey is a worldwide distributor of electronic components and provides over 3000 jobs for workers located from 7 different counties. Digikey utilizes both air cargo and highways to distribute its product. Continued funding of the Thief River Falls airport is essential.
Improve freight congestion in the Twin Cities - with railroads paying their fair share
It seems like it would be easier if more of these facilities were located near major roadways vs. in the middle of St Cloud (i.e. MTW)
metro markets pushed the terminals outside of the loop, need to provide trucking companies access to put facilities where it does not cost more for them to operate
Need another intermodal facility in metro area
need assistance in developing an agriculture bulk terminal transloading truck-rail facility
need containers delivered in S/W minnesota
need freight analysis - study for the metro area - congestion is contributing factor to congestion / safety
Need intermodal facilities near the twin cities and on rail line
Product shipments and materials receiving.
Shipping 4'x8' sheet goods at a reasonable cost. Mostly from Rogers, MN
We have 6 different Semis that stop daily and meet each other coming and going- set up a system that only one truck needs to stop here and they separate freight at a substation or depot- way to many miles running after the same customers freight- wasted fuel and destroys roads prematurely

WE NEED 4 LANE HIGHWAYS FROM GLENCOE TO EDEN PRAIRIE. NEED TO FINISH 212 AS A 4 LANE ALL THE WAY INTO THE METRO

OTHER

As part of passenger rail capacity, build a transit hub park n ride station as a feeder bus system to Red Wing or Winona Amtrak stops

Entire state of MN: an important part of maintain our roads is road repair and upgrades. The construction zones are overly restrictive when hauling wide loads through. This forces the load to travel further on alternate roads. Also, the construction planning often chokes off complete access to areas we need to deliver or travel through. Better planning and less restrictions are needed.

Intermodal facility. With Walmart distribution center making 100 trips/day, plus UPS, FedEx and True Value distribution centers, think we can support 100,000 lifts/year to warrant a class 1-served facility. Could backhaul containerized grains and DDG's to long beach ports via UP or RCP&E/BNSF to provide an alternative to oil-congested routes to pacific northwest.

Make sure national freight planning does not ignore Great Lakes shipping

Pipeline expansion to handle Bakken oil shipping, to ease the capacity crunch on railroads. Also a safety issue to reduce the volumes of oil carried by the rails.

pipeline to transport oil

St Cloud should think about redoing it's roadways and use the changes that Duluth and Rochester have made as they grew. Traffic moves more freely on freeways and roadways than it did a short time ago!!! St Cloud is what I would call a "growing bottleneck" when it comes to transportation!!!!

Trail connection is to be constructed across the Mn. River at 35W.

Truck parking

Truck parking

Truck Parking

Truck parking

We need something other than the MOA for access into downtown for Lightrail. The reason we are so congested is because it is just not convenient to take mass transit outside of the two down town areas. There should be more transit stations in the surrounding areas and more routes going to and from these stations.

We need to continue improving the mass transit systems in the metro area.

Additional Comments

Table A.3: Additional Comments

Note: Formatting and spelling reflects the crowd sourced data received

COMMENTS

I work in the Harbors and Waterways Program at WisDOT. Very impressed with this survey. Good model for other states.

I think this information needs to be shared more with the public. I think a lot of people, myself included, do not think about these options unless it's part of our jobs!!

This was the MOST Confusing Survey I have ever done!! #1 - Get the Pipelines Done! That will open up the Rail system in the upper midwest! The Grain can be moved All Other Alternative ways other than a Pipeline! Food costs will remain better! Instead of having to Wait to get to their destination! Pipelines! Keep the Oil that is Liquid Moving its Most Economical Way!! PIPELINES!!!! Open up the

Other Freight Ways to Non Liquid Products!! Where was that in your Survey?? PIPELINES!!

State-wide two-lane rural highways generally in poor shape...lack of long-term maintenance...MN needs to improve/maintain rural roads.

STOP WASTING MONEY ON LRT

More and better 'heavy rail' connections are badly needed to various cities: Duluth and etc

I am responding as the Mille Lacs County Engineer

Thanks for the opportunity to provide feedback. While I don't ship a lot, I do have an interest in smoother traffic flow since I live in the south metro and work in the north metro. Right now, mass transit isn't even an option without adding 2 hours to my commute and an expensive cab ride from the nearest transit stop.

Everyone is involved or effected by freight movement.

The exporting of goods in the Global Marketplace has been proven to be highly important to the State's economy; ALL modes of an intermodal system of Barge-Rail-Truck must be considered equally, and there is improvement in Harbor infrastructure funding needed for the Saint Paul Harbor and the other 3 ports in the Ports Development Association. Bottom Line: River and Seaway Shippers cannot ship goods to local and global markets without sound local infrastructure; dock wall funding for Barge transport must be increased (80% grant with a 20% local match) in order for the State to stay competitive and grow shipping jobs.

Keep up the good work MNDOT. Your accomplishments often go unheralded.

25 years of rail related economic development, ROW sales/acquisitions and product marketing.

MnDOT has heard these requests from me in the past

I like the survey methods, much better than traditional surveys.

Great survey tool! The best I have ever seen.

please reconstruct the 35W/I-94 interchange ASAP

it's time to build an outer loop around the metro

Substation Consolidation or Depot Dropping would sure cut down on how may semis have to run over here in a days time

Thanks for involving us this survey.

Located in the Twin Cities. Trade Association that is multi-state, with MN being the leading state for members.

Funding needs to be explored to help develop a transportation system that will get our products to and from market.

Please review bordering states transportation requirements before enacting new freight laws and requirements for Minnesota. Our competitiveness with companies based in bordering states is affected.

TH15 in downtown Hutchinson - please work with the City to get this addressed

Rail traffic has continued to increase over the past few years, causing many problems particularly with Northstar.

I believe that passenger rail connections between major national hubs such as Chicago, the Twin Cities and St Louis are going to become increasingly important as a method of moving people in an efficient, sustainable manner as we move through the 21st century.

consistency in signage would be productive for safety.

This area is heavy truck usage. The metro needs to embrace an area for the trucks to function and operate safely. This area of the metro is a perfect setting to start/create a gateway to the metro. like a staging area for the metro freight/ construction and mfg. on the south side.

There have been a number of Round A Bout interchanges added to major trucking routes. they are not built large enough for tractor/trailers and causes close calls and quick turns increasing possible load shifting. They are unsafe to use in truck routes.

We need a over pass On county road 1 On hwy 60 at Mt Lake Mn

I plan to attend the meeting in Willmar!

This is one topic that is near and dear to all crop producing areas of the state.

live within your means...doesn't mean tax more. it means - spend wisely

We pick up cement power in the Twin Cities every day an it seems like the congestion is always a problem

Excellent survey...well done. I am going to ask others in FedEx to take this!

I could not get the map slide to work.