

Duluth-Superior Area Truck Route Advisory Committee Meeting Summary

Thursday, May 4, 2017 from 10 AM - noon

ARDC conference room

PARTICIPANTS:

Chris Belden (MIC)	Vic Lund (St. Louis County)
Dan Bieberitz (Wisconsin DOT)	Jenn Moses (City of Duluth)
Ron Chicka (MIC)	Leo Naumann (Jeff Foster Trucking)
David Gibbs (Ulland Brothers Construction)	Cari Pedersen (City of Duluth)
Brian Johnson (Sappi North America)	Dena Ryan (Wisconsin DOT)
Pete Kramer (Duluth Cargo Connect)	Jason Serck (City of Superior)
Scott Kyrola (Northland Constructors)	Mike Wenholz (MIC) - facilitator

PURPOSE: To have the first meeting of this advisory committee (AC), and officially start the updating of the Duluth-Superior Area Truck Route Study (TRS), which was last updated in 2001.

AGENDA:

1. **Introductions**
2. **Truck Route Study Update – Why, Who, When?**
 - Goal & Objectives
 - Role of Advisory Committee
 - Additions to the Advisory Committee Necessary???
 - Estimated Timeline
3. **Topics to Cover (Handout)**
4. **Start Addressing Topics to Cover**
5. **Truck Route Study Survey**
6. **Next Steps / Action Items**
7. **Next Meeting**

SUMMARY:

Each agenda item was discussed during the meeting.

Introductions

- Being the first meeting of this AC, each participant stated who they worked for and described their position or role. Each participant was also asked to share what they hoped to contribute to this effort, and/or what their primary concerns were.

- Numerous participants agreed with LN and BJ's concerns of safety along truck routes (especially those very near houses), road condition, and liability issues. SK mentioned that route efficiency is important, as time is costly.

Truck Route Study Update – Why, Who, When?

- The purpose and goal of the TRS was stated. The goal is to *“Identify the most efficient, safest, and least disruptive truck route network within and through the Duluth-Superior area for the movement of goods and services via trucks, and support the inclusion of the identified network into local plans.”* A purpose, goal, and objectives sheet will be added to the TRS page on the MIC website.
- The roles of the AC were stated and discussed. There were no stated objections to the roles, which include to:
 - Represent and provide your jurisdiction OR business-type perspective
 - Help provide or collect necessary data for the TRS
 - Provide requested feedback
 - Be prepared to come to meetings ready to discuss given topics or make decisions
 - Make the end product (the final TRS document) useful
- Several ideas were mentioned for companies or business sectors to be included on the AC, or at least to be kept informed of the TRS effort.
- The TRS timeline was discussed, with the primary points being a second AC meeting during the summer, and a final AC meeting to review the draft final TRS document near the end of the year.

Topics to Cover (Handout)

- Participants reviewed a “Topics to Cover” handout, and provided feedback on the list. No items were removed, but several additions were made. The handout will be revised to include these additions, and made available to AC members.
- One significant topic to add was to plan for alternate routes and signage (building resiliency) in the local truck route network.

Start Addressing Topics to Cover

- The group decided to expand the TRS area from the square area used in 2001 to now include the entire MIC area for this update. Everyone agreed it made sense to do so.
- There was a lot of discussion regarding truck count data. The group, especially VL, believes more truck count data would be useful to update the TRS. MW shared that some 2017 truck count data was obtained from Wisconsin DOT, and he showed on a map the count locations.
- Numerous participants shared ideas of what roadways truck count data should be collected from. MW will summarize and produce a list for the AC to review and comment on.
- There was a brief discussion of future forecasts of truck volumes in the TRS area. PK shared some very summary numbers for the Clure terminal. The bottom line is that truck traffic is expected to grow. This topic will need more specific focus, and be best to include an economic development specialist. JM can help with this.

- There was discussion about existing truck route regulations, and their enforcement. It would be best for drivers, rather than AC members who are not drivers, to identify consistent problems with regulations or enforcement. Overall, the AC should identify the differences in regulations between different TRS area jurisdictions, and find ways to recommend uniformity in their implementation to aid in consistency for drivers and others.
- It was acknowledged that over-size load and heavy haul routes and hazardous materials haul routes be given more attention in this update than was done in 2001.
- A goal is to not only list these regulations, but map them to visually note consistencies, as well as potential existing conflicts across jurisdictions.

Truck Route Study Survey

- The group believes a survey could provide useful information, especially one targeted for truck drivers. It was not clear whether or not a survey to others would be very useful. Some suggested looking at the results of the Minnesota DOT interviews with trucking companies (Manufacturers' Perspectives on Minnesota's Transportation System project).
- Any survey produced for drivers should be short, simple, and easy to distribute and receive back.

Next Steps / Action Items

- MW will update the TRS Area map showing the expanded study area.
- MW will create a list of roads to be considered for truck count locations, and send out for review and comment by the AC.
- MW will update the Topics to Cover handout by including the additional topics identified during the meeting.
- AC members will answer specific questions from the Topics to Cover list to be provided by MW.

Next Meeting

- The next AC meeting will be either the end of June, or in July. MW will send out a Doodle Poll to set a date.