

[Catalyst](#)[Journal of Transport & Land Use](#)[Freight and Logistics E-News](#)[Videos](#)[Annual Reports](#)[Research Reports](#)[Research Summaries](#)[Proceedings](#)[Library Services](#)[Subscribe to Newsletters & Announcements](#)[Order Publications](#)

## Freight and Logistics E-News, September 2013 (Vol. 11, No. 2)

[Current Issue](#) | [Previous Issues](#) | [Subscribe](#)

- [17th Annual Freight and Logistics Symposium scheduled for Dec. 6](#)
- [Freight and economic competitiveness forum planned for Sept. 20](#)
- [Freight scenario-planning workshop highlights industry challenges](#)
- [Study examines ways to accommodate trucks in roundabouts](#)
  - [Prevailing multilane roundabout designs](#)
- [CSCMP–Twin Cities Roundtable events](#)
- [More news and information](#)

*17th Annual Freight and Logistics Symposium scheduled for Dec. 6*

### The gravity of logistics: Building an economy conducive to growing business

The gravity of logistics is defined by the seamless and uninhibited flow of goods toward demand from manufacturers and markets. Mobility, a basic building block for growing the economy, depends on infrastructure that can support and sustain economic growth.

At this year's Freight and Logistics Symposium on **December 6** at the [Ramada Plaza Minneapolis](#), public, private, and academic professionals will discuss strategies to maintain the existing transportation infrastructure in Minnesota and the region. They also will discuss private and public sector perspectives on successes and challenges to the current supply chain.

The event is sponsored by the University of Minnesota Center for Transportation Studies in cooperation with the Minnesota Department of Transportation, the Minnesota Freight Advisory Committee, the Council of Supply Chain Management Professionals–Twin Cities Roundtable, the Metropolitan Council, and the Transportation Club.

More information about the symposium, including registration, is available on the [event web page](#). You may also contact Shawn Haag, 612-625-5608, [haag0025@umn.edu](mailto:haag0025@umn.edu).

### Freight and economic competitiveness forum planned for Sept. 20

Freight transportation is vitally important to jobs and economic competitiveness in Minnesota. In 2012, rail alone transported 228 million tons of freight in Minnesota, which has the eighth-largest rail system in the United States. Minnesota is first in the nation in the movement of iron ore, third in farm products, and fourth in food.

BNSF Railway CEO Matt Rose and former U.S. Rep. James L. Oberstar will offer local and national perspectives as part of a forum on freight transportation and economic competitiveness. The event, which will be held in Cowles Auditorium at the [Humphrey School of Public Affairs](#) on the West Bank of the Minneapolis campus of the University of Minnesota, is scheduled from 8:30 a.m. till noon on **September 20**.

Discussion will focus on how to maximize the role freight can play in Minnesota's economy, the impact of freight rail in the state, the most effective policies to improve the freight transportation network, and the economic benefits of an efficient system. The event will also include two panel discussions, one featuring rail shippers and one featuring local policymakers.

The forum is sponsored by the State and Local Policy Program at the Humphrey School of Public Affairs, the Center for Transportation Studies, and the BNSF Foundation. There is no cost to attend the forum, but registration is requested. [Information and registration](#).

### Freight scenario-planning workshop highlights industry challenges

Providing a framework to develop a more flexible, adaptive freight transportation system was the focus of this year's Future Freight Scenario planning workshop sponsored by the Minnesota Department of Transportation (MnDOT) Office of Freight and Commercial Vehicle Operations (OFCVO).

MnDOT staff joined more than 60 colleagues from public and private industry June 13 at the University of Minnesota's McNamara Alumni Center in Minneapolis. Participants brainstormed strategies to better prepare, adapt, and respond to a range of potential futures.

Scenario planning can be used in conjunction with other methods to improve the quality of long-range planning, said John Tompkins, OFCVO project manager, adding that the workshop results will support MnDOT's upcoming Statewide Freight Plan update.

Commissioner Charlie Zelle and former U.S. Rep. James Oberstar shared their perspectives on Minnesota's dynamic transportation system. They spoke of the important roles of freight and rail, and how the Statewide Freight Plan update will intentionally engage private industry and the public.

"To be efficient, all transportation modes need to be interconnected," Zelle said.

Oberstar emphasized the need for continued investment in a variety of transportation modes. "Our aging transportation system is not keeping up with the pace of international trade," he said. "We are losing our edge to competitors in the global economy."

Oberstar noted the freight rail system's need for expanded capacity, and the fuel efficiency and capacity advantages of river barge transportation.

"The most challenging issue, of course, is financing," he said.

A series of facilitated breakout sessions, in which small groups were presented with one of four possible futuristic scenarios, followed the introductory remarks. Each scenario—Global Marketplace, Millions of Markets, One World Order, and Naftastique—was characterized by differences in population, industry, energy, governance structures, trade, or other conditions. Each group answered the question: What could we have done to prepare ourselves for the world we are in?

To answer that, discussions focused on key implications for freight movement by truck, rail, water, and air with respect to needs, costs, and policy responses such as public-private partnerships, competitive advantages, environmental impacts, and return-on-investment.

The workshop design was based on a toolkit developed through the National Cooperative Highway Research Program project 20-83.

*Adapted with permission from MnDOT Newsline, June 26, 2013. Story by Greg Ruhland, Office of Freight & Commercial Vehicle Operations. Photo by David Gonzalez.*

#### Related resources:

- [National Cooperative Highway Research Program project 20-83](#)
- [Minnesota Freight Advisory Committee \(MFAC\)](#)



MnDOT commissioner Charlie Zelle (right) with former U.S. Rep. James Oberstar

## Study examines ways to accommodate trucks in roundabouts

Roundabouts are increasing in use throughout the country as an intersection control option, in part because of research that has demonstrated safety improvements and other benefits such as lower operations and maintenance costs, efficient land use, aesthetics, environmental advantages, and traffic calming.

Trucks and other large vehicles, however, have faced unique challenges when navigating roundabouts. Those challenges, along with the increased use of roundabouts, have led to a desire to learn more about the impact on trucks that enter roundabouts.

A new fact sheet from the Transportation Engineering and Road Research Alliance (TERRA) examines these issues with an overview of the Roundabout Truck Study. The study, sponsored by the Wisconsin Department of Transportation (WisDOT) and the Minnesota Department of Transportation (MnDOT—both TERRA members—looked at current design practices, gathered feedback from the trucking industry, and developed guidance and recommendations for accommodating trucks at multilane roundabouts.



The study team consisted of WisDOT and MnDOT staff and consultants DLZ National, Roundabouts and Traffic Engineering, and Short Elliot Hendrickson. A Technical Advisory Committee included representatives from local agencies, the trucking industry, MnDOT, WisDOT, and the University of Wisconsin TOPS Lab.

The study's first phase focused on evaluating and describing current design practices for accommodation of legal-size trucks at multilane roundabouts. Based on research, the study team compiled a long list of potential candidate intersections for the study, selected 18 multilane roundabouts, and, based on the data, defined three case types to describe the prevailing methods of multilane roundabout design (see [sidebar](#)).

The study team identified the most common design characteristics for each case type, and roundabout design specialists analyzed the limitations and advantages of each. In addition, surveys were sent to trucking industry representatives.

The study's second phase involved video data collection at the selected study roundabouts to observe truck operations. Footage revealed that trucks operate mostly as expected in the various design case types. Phase 3 provided design guidance for accommodating trucks at primarily two-lane roundabouts.

The study points to consideration of Case 3 design for roundabouts as an option to improve accommodation for trucks. Case 3 offers trucks entry, navigation, and exit in their own lane. WisDOT has incorporated the study results into its design guidelines, which were completed in March 2013.

*Reprinted from TERRA E-News, July 2013. Photo courtesy of RTE.*

#### Related resources:

- [Download the new TERRA fact sheet on trucks and roundabouts](#)

- [Roundabout Truck Study, WisDOT/MnDOT, June 2012](#) (6.04 MB PDF)
- [Wisconsin roundabout design guidelines](#) (WisDOT, March 2013)

### Prevailing multilane roundabout designs

- Case 1—Roundabouts that allow trucks to encroach into adjacent lanes as they approach and traverse the intersection
- Case 2—Roundabouts that accommodate trucks in-lane as they approach and enter the roundabout, but may require trucks to encroach into adjacent lanes while they circulate and exit the intersection
- Case 3—Roundabouts that accommodate trucks in-lane as they approach and traverse the entire intersection

### CSCMP–Twin Cities Roundtable events

Please visit the [Minnesota Council of Supply Chain Management Professionals–Twin Cities Roundtable](#) online for information about upcoming events.

- **September 19, 2013**  
5:30 p.m. – 7:30 p.m.  
[Tour of FedEx Sort Facility](#)  
Minneapolis–St. Paul International Airport  
Minneapolis, Minnesota
- **October 20–23, 2013**  
[CSCMP Annual Global Conference](#)  
Colorado Convention Center  
Denver, Colorado

### More news and information

The American Transportation Research Institute (ATRI) announced in July the launch of the [North American Fatigue Management Program website](#). The NAFMP provides a comprehensive approach to commercial driver fatigue management including online fatigue management training, information on how to develop a corporate culture that facilitates reduced driver fatigue, and information on sleep disorders screening and treatment. The NAFMP website also includes a Return-on-Investment calculator that allows motor carriers to estimate the cost-benefit of deploying the NAFMP in its entirety or select components in a customized program. All of the NAFMP information and training is available on the website free of charge.



### Recently published freight-related research from the Transportation Research Board (TRB):

- [Integration of Weigh-in-Motion and Inductive Signature Technology for Advanced Truck Monitoring](#) (August 2013)
- [Smart Growth and Urban Goods Movement](#) (August 2013)
- [An Analysis of the Swedish Heavy Goods Vehicles Fleet with Driving Resistance in Focus: Vehicle Parameters as a Basis for the Handbook on Emission Factors for Road Traffic Emission Factor Estimation](#) (June 2013)
- [Freight Data Sharing Guidebook](#) (June 2013)
- [Synthesis of Freight Research in Urban Transportation Planning](#) (May 2013)

### More upcoming events:

**September 10, 2013**  
12:30 p.m.–2:00 p.m. EDT  
[ITS Strategic Plan: Goods Movement \(WEBINAR\)](#)

**September 25–27, 2013**  
[National Waterways Conference Annual Meeting](#)  
Savannah, Georgia

**October 21–22, 2013**  
[Trucking Industry Mobility and Technology Coalition's \(TIMTC\) annual meeting: Developing the National Freight Strategy](#)  
Orlando, Florida

**June 1–5, 2014**  
[PIANC World Congress](#)  
San Francisco, California

### Comments?

We would like to hear what you think of *CTS Freight & Logistics E-News*. Please e-mail us at [cts@umn.edu](mailto:cts@umn.edu)

### Center for Transportation Studies

Director: Laurie McGinnis  
Associate Director, Engagement and Education: Gina Baas  
Director of Digital Information and Library Services: Arlene Mathison  
Editor: [Michael McCarthy](#)  
Contributing Writers: Christine Anderson, Greg Ruhland

Center for Transportation Studies  
University of Minnesota

511 Washington Ave. S.E.  
Minneapolis, MN 55455  
612-626-1077  
612-625-6381 (fax)  
www.cts.umn.edu

### **Subscribe/Unsubscribe**

Those who receive this newsletter have expressed interest in CTS programs and services or receive other CTS publications.

To receive this newsletter by e-mail, please use the online [subscription form](#). If you know of others who may be interested in this newsletter, please forward this page to them.

If you wish to be removed from our e-mail distribution list for this newsletter, please use the online [unsubscribe form](#).



Center for Transportation Studies  
University of Minnesota  
200 Transportation & Safety Building

511 Washington Ave SE  
Minneapolis, MN 55455  
Phone: 612-626-1077

Fax: 612-625-6381  
E-mail: [cts@umn.edu](mailto:cts@umn.edu)  
[Location & Contact Information](#)

© 2005-2015 Regents of the University of Minnesota. All rights reserved.  
The University of Minnesota is an equal opportunity educator and employer.  
Last modified on October 30, 2013

Twin Cities Campus: [Parking & Transportation](#) [Maps & Directions](#)

[Directories](#) [Contact U of M](#) [Privacy](#)