

Regional Freight Planning Recommendations Study

Draft Policy Options

A variety of Federal, state, and local agencies are involved in the planning and approval of freight improvement projects; interlocking requirements for coordination among these agencies, along with permit and environmental approvals, can significantly expand the time required to plan and implement projects. It is vital to understanding where conflicts may arise to keep costs under control, maximize benefits generated and ensure that potential solutions are implementable by CMAP, its partner agencies, and other freight stakeholders. Draft Policy Options targeted to mitigate and proactively address conflicts have been developed and housed within the freight study's six "framework themes" – Economy, Industry and Logistics Patterns, Freight Infrastructure, Commodity/Vehicle Traffic Flows, Organization and Public Policy, and Environmental and Community Impacts.

Theme #1: Economy

Related Policy Options:

1. Enhance the region's global market reach and broad-based economic prosperity by improving the mobility of goods moving to and from metropolitan Chicago;
2. Take advantage of the region's freight-hub status by identifying and promoting value added industries and opportunities; and
3. Training & education opportunities.

Theme #2: Industry Logistics Patterns

Related Policy Options:

1. Identify, assess, and implement the following, as appropriate:
 - a. Freight corridors & facilities of regional significance;
 - b. Corridor preservation;
 - c. Freight O-D patterns to develop freight corridors / nodes / links;
 - d. Clustering of warehousing / distribution & other freight-related centers (i.e. freight districts or freight corridors); and
 - e. Linking freight and land use planning
 1. Increase the broad understanding of inter-relationships among land use planning, land development, and goods movement needs, and work to coordinate the practices in these fields, as appropriate
 2. Identify and promote good practices to facilitate freight movements in a variety of land use and development environments.

Theme #3: Freight Infrastructure

Related Policy Options:

1. Regional Truck Route Map, including both State and Local restrictions and clearance issues, parking and rest areas;
2. Dedicated freight corridor system (truckways, Truck-Only Lanes, dedicated NHS connectors, Illiana Expressway);
3. Investments in parallel rail lines to encourage diversion from congested highway freight corridors;
4. Investments in water and port assets to encourage diversion from congested highway freight corridors;
5. Investments in truck parking;
6. Promotion of intermodal facilities to encourage diversion; and
7. Enhanced intermodal access to airports and marine ports.

Theme #4: Commodity / Vehicle Traffic Flows

Related Policy Options:

1. CREATE for Trucks;
2. Limiting truck movements / deliveries during most congested periods;
3. Reducing empty container moves;
4. Centralized CBD Freight Distribution Center;
5. Manage the travel demand of passenger vehicles to facilitate freight movements; consider passenger vehicle congestion pricing as a demand management mechanism, as appropriate;
6. Reducing tractor (bobtail) vehicle miles traveled per container move;
7. Increase intersection throughput at freight-significant intersections by implementing traffic flow innovations (e.g., grade separations, roundabouts, continuous-flow intersections, continuous-green T intersections);
8. Implement access management techniques on freight corridors to reduce travel delay;
9. In accommodating freight, employ intersection designs that minimize pedestrian crossing distances, thus reducing pedestrian crossing times and reducing intersection delay;
10. Separate freight and passenger/pedestrian flows where appropriate; e.g., provide grade-separations for pedestrians over or under truck corridors, fence or seal rail facilities; and
11. Review the necessity and utility of truck lane restrictions; implement modifications as appropriate.

Theme #5: Organization and Public Policy

Related Policy Options:

1. Centralized freight planning/implementing organization (Goods Movement Forum) to assist developers through multi-jurisdictional issues; establishment of Port Authority (governance structure to identify issues, guide investments and advocate on behalf of the region);
2. Promote the Chicago region as a development center for freight tracking and freight data-sharing technologies, encourage private sector innovation;
3. Freight programming - include freight-related performance measures in project evaluation process;
4. Public outreach and education / advocacy;
5. Public & private funding mechanisms (P3 legislation & other innovative funding mechanisms);
6. Dedicated freight fund to be used towards all modes;
7. MPO and state funding of freight-related projects;
8. Use of MOUs to secure agreements on public/private partnership projects;
9. User fees;
10. Development mitigation requirements / impact fees; and
11. Support for CREATE.

Theme #6: Environmental and Community Impacts

Related Policy Options:

1. "Green" practices;
 - a. Truck parking/rest areas with electric hookups - TEP (Truck electrified parking)
 - b. Reuse of dredged materials from ports
 - c. Promotion of lower-emission freight modes
2. Noise / vibration;
 - a. Quiet zones
 - b. Sound walls
 - c. Freight hours of operation
3. Addressing NEPA and CSS with freight projects;
4. Develop database for identifying development opportunities, Brownfield re-use;
5. Support City of Chicago industrial corridor designations of Planned Manufacturing Districts;
6. Promote safety programs such as "Operation Lifesaver" and "No Zone";
7. Enhanced cargo inspection;

8. National security & defense, container tracking;
9. Address the higher wear and tear on freight-impacted road surfaces with increased maintenance efforts;
10. Reduce road user delay at highway-rail grade crossings, through separations, if necessary;
11. Promote and require safe practices among freight handlers, addressing human factors, vehicle technology, and highway operations, as appropriate; and
12. Accommodate freight in ways conducive to intermodal passenger transportation, including pedestrian, bicycle, passenger vehicle, commuter rail, and inter-city passenger rail, including crossings and shared-use corridors.