



Chicago Metropolitan Agency for Planning

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DRAFT
Freight Committee Meeting Minutes
January 17, 2012

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
DuPage County Conference Room
233 S. Wacker Drive, Suite 800, Chicago, Illinois

Committee Members: Randy Thomas – Illinois Trucking Association (Chairman), Wes Lujan – Union Pacific Railroad (Chairman), Joe Alonzo – City of Chicago, David Chandler – CNT, Chalen Daigle – McHenry County Council of Mayors (by phone), Greg Dreyer – Illinois Tollway, Pat Killinger – Will County Highway Department, Steve Lazzara – Will County Land Use Dept., Dean Mentjes – FHWA, Floyd Miras – USDOT Maritime Admin, , DeAnna Smith – IDOT, Herbert Smith – Norfolk Southern, Norm West – USEPA

Absent: David Grewe – UP/CTCO, Reggie Greenwood – SSMMA, Rob Hoffman – IIT, Lee Hutchins – AECOM, Libby Ogard – Prime Focus, Laurence Rohter – IIT, Earl Wacker – URS Corporation

Staff Present: Alex Beata, Thomas Gonzales, Tom Murtha, Dan Rice, Todd Schmidt

Others Present: Elaine McKenzie – Cambridge Systematics, Erika Witzke – Cambridge Systematics

1.0 Call to Order

Chairman Wes Lujan called the meeting to order at 10:03 a.m.

2.0 Introductions

Committee members and other attendees introduced themselves.

3.0 Agenda Changes and Announcements

Approval of the minutes for November was deferred.

4.0 Approval of Minutes – November

This item was deferred.

5.0 Off-Hours Delivery

Tom Murtha introduced Ms. Stacey Hodge of the New York City Department of Transportation to speak about off-hours delivery. Mr. Murtha explained that he had invited Ms. Hodge to speak since CMAP was considering a program to foster off-hours delivery in the Chicago region, as called for in the GO TO 2040 Comprehensive Regional Plan and specifically to reduce peak-period highway congestion. With Ms. Hodge were Jeffrey Wojtowicz and Robyn Marquis from Rensselaer Polytechnic Institute.

Ms. Hodge indicated that 33 establishments were involved in the pilot program. The focus was on the food and retail sectors. Ms. Hodge noted that food establishments can facilitate unattended deliveries, while requiring that the deliveries be on-time because of the time-sensitive nature of the business. Participants appreciated the better reliability of deliveries and fewer parking tickets when

delivering off-peak. However, the small pilot program was not large enough to “make a splash” in terms of measurable peak-period congestion reduction.

The pilot program had convened community outreach meetings, including chambers of commerce, to reduce negative impacts. The pilot focused on commercial areas in mid-town and lower Manhattan. The pilot avoided locations where building rules forbid overnight deliveries; it was unknown whether these restrictions originated with the developer or with an ordinance or municipal exaction in the development process. So the pilot focused on low-conflict areas.

A larger program might generate more noise concerns, moving ahead. Responding to a question by Mr. Alonzo, RPI noted that they had purchased sensors to measure noise levels. Baseline measurements were established. The program is working to identify the sources of noise during the delivery process and to minimize those noises. Mr. Alonzo asked if there were any suggestions for mitigation. RPI responded that electric vehicles and noise-absorbing technology may be used to minimize noise.

The change to off-hours deliveries was a bigger issue for retailers than for food establishments. The threat of pilfering requires retailers to staff deliveries. Other complications included cleaning crew coordination; they tend to use the freight elevators at night.

Mr. Lazzara noted that overnight refuse pickup in his Chicago neighborhood generated noise. Mr. Lazzara asked if there was a 311 system in New York to address noise complaints. Ms. Hodge answered yes and explained the system. Ms. Hodge noted that New York City already requires garbage pickup to be off-hours.

Mr. Murtha asked about the level of effort required to increase overnight deliveries. Ms. Hodge responded that some establishments in New York City engage in off-hours deliveries on their own. However, to identify new industries and establishments to participate has taken years and a high level of effort. Some changes in operating procedures are complicated and require substantial lead-time. Many meetings were required, often including the Building Owners and Managers Association, but then also the receiving companies and the delivery company. Integrated companies were easiest to work with. Involvement at receiving and shipping companies was typically at the Vice-President level.

Mr. Murtha shifted the conversation to the Chicago area by noting that CMAP was exploring a program to promote overnight truck deliveries. He noted that the reduction in truck volumes in the recent recession seemed to correlate to a substantial reduction in congestion. Operating trucks in the off-hours period could reduce congestion while also reducing shipping costs. However, the biggest challenge is that the trucking company does not control the delivery time, but the receiver. Identifying and addressing factors causing receivers to require truck movements in the morning peak period is a major task.

The committee offered substantial guidance. First, Mr. Lujan suggested that local governments be surveyed regarding noise ordinances and other relevant local regulations. Mr. Thomas added that trucks arrive in terminals for deliveries between 5 and 7 am. LTL trucks then leave the terminals after 7 am. Mr. Chandler asked if the deliveries could be moved up to 2 am. Mr. Thomas responded that the volumes and logistics make this a challenge. Mr. Chandler asked how many firms can

operate on a 24-hour basis. Mr. Lujan noted that operations are based on customer needs. Ms. Killinger added that IDOT permit regulations require operation in daylight hours.

Mr. West asked if there was a possibility of addressing the issue through parking. Mr. Murtha said staff intended to explore that. Mr. West suggested that existing parking be used. Mr. Murtha responded that was a good idea, as well as new parking being developed.

6.0 IL 53 Corridor Study

Mr. Lazzara presented the proposed IL 53 corridor study. Mr. Lazzara noted that the corridor included not only the inland container port and related freight-oriented development, but also the Midewin National Tallgrass Prairie, the Lincoln National Cemetery, and motor sport centers. Several stakeholders would like to encourage tourism. Mr. Lazzara indicated that the IL 53 initiative needs to be coordinated with two other initiatives. First, Senator Wilhelmi has proposed a port authority in the area. Second, a TMA is being established. The theme of the IL 53 corridor study is eco-friendly development consistent with drawing tourists, while still maintaining IL 53 as a truck route.

In response to a question by Mr. Murtha, Mr. Lazzara indicated that safety will not be addressed as part of the project. Mr. Lazzara noted that while there are known safety issues at locations such as the interchange of IL 53 and I-80, there are separate engineering projects that will address these issues, though coordination is needed. Mr. Lazzara also acknowledged the need to coordinate with the Illiana study.

Mr. Chandler asked if communities in eastern Joliet would be involved. Mr. Lazzara responded that most of the involved communities were in southwest Will County. Other issues raised included addressing highway-rail at-grade crossings and Brandon Road bridge truck hits.

7.0 Truck Routes

Mr. Alonzo reported that the City of Chicago has selected a consultant, Cambridge Systematics, to assist the City with its truck route study. Next, scope, schedule, and deliverables need to be developed. Stakeholders will include the Illinois Trucking Association, IDOT, and CMAP.

Mr. Murtha presented information regarding CMAP's truck route work. CMAP is compiling an inventory of truck routes and truck restrictions as part of the 2012 work program. Mr. Murtha showed an example map of how the restrictions and designated routes fit together, and how the information might be used to prioritize improvements to the system. He also noted that, with the truck model having been recently improved, the route and restriction information will be useful for regional travel modeling, so the information is being coded into highway networks.

Mr. Murtha reviewed key points for local agencies to consider in identifying preferred and designated class II routes. These included existing designated class II truck routes, highway jurisdiction, access to interstate highways, and intermodal connectors. In addition, roadway functional classification, pavement and bridge conditions/postings, vertical clearances, effective turning radii, and permit routes should be considered. Factors to consider that might include school areas, recreation areas, bikeways without some separation, and pedestrian-oriented town centers. Mitigation to consider as part of truck routes may include noise mitigation (sound walls, muffler ordinances), speed limits and enforcement, front mirrors, and geometric speed controls.

The sense of the committee was that above list was adequate. However, the committee recommended that CMAP emphasize Class II truck route development in its work; and that existing locally adopted class II routes be reported to IDOT as required.

8.0 Major Capital Projects

Mr. Murtha reviewed a number of capital projects that are advancing in the engineering process. He announced that CMAP was seeking IDOT participation at a future Freight Committee meeting regarding a discussion on major capital projects, particularly I-55. Mr. Dreyer added that the Illinois Tollway would be interested in working with the Freight Committee on freight industry needed.

9.0 Project and Issue Updates

9.1 CMAQ Programming

Mr. Murtha reported that agency sponsors of programmed projects should have received approval notices. Agencies should move expeditiously to implement the projects to avoid losing the funds.

9.2 CMAQ Diesel Emissions Reduction Projects

Staff reported that all but one of the approved rail diesel emissions reduction projects were progressing. Norfolk Southern Corporation has not reached agreement with IDOT on the terms of the project.

9.3 Freight Cluster Drill-Down

New staff members assigned to the project were introduced.

9.4 Freight Snapshot

Staff noted that new and revised information had been posted to the freight snapshot site at <http://www.cmap.illinois.gov/freight-snapshot>. This included a new TEU estimate using lift data provided by Class I railroads

9.5 Chicago Area Waterway System.

Mr. Miras reported that the Great Lakes Commission was expected to release a study regarding options for an ecological separation of the Mississippi and Great Lakes watersheds. . However, Mr. Miras noted that many measurements had so far failed to demonstrate that any Asian carp were able to make it across the electric barriers now in place.

9.6 – 9.9 – Items Deferred

10.0 Other Business

Ms. Smith announced that IDOT was undertaking a statewide rail plan, and would be conducting meetings with stakeholders in February and early March.

12.0 Adjournment

The next meeting was set for March 19 at 10 am. Mr. Thomas adjourned the meeting at approximately noon.

Respectfully submitted by Tom Murtha