

REGIONAL STRATEGIC FREIGHT DIRECTION TOPICS

Presentation to CMAP Freight Committee

March 20, 2017

What is the Regional Strategic Freight Direction?

- Near-term action agenda for freight in the region
- Strategic, not comprehensive, document
 - ▣ Focused recommendations on key freight policy and programming issues
- Agency-led effort
 - ▣ No external requirements
 - ▣ Intended audience of CMAP and core stakeholders
- Standalone document
 - ▣ Separate from ON TO 2050
 - ▣ Intended approval by CMAP Board and MPO Policy Committee in early 2018

What is the Regional Strategic Freight Direction?

- Vision statement: The Regional Strategic Freight Direction will drive economic growth and local quality of life
- The document will have five main components:
 - ▣ Existing conditions
 - ▣ Truck policy
 - ▣ Rail policy
 - ▣ Municipal support for freight
 - ▣ Programming of freight funds

What is the Regional Strategic Freight Direction?

- Vision statement: The Regional Strategic Freight Direction will drive economic growth and local quality of life
- The document will have five main components:
 - ▣ *Existing conditions (previously discussed)*
 - ▣ Truck policy
 - ▣ *Rail policy (previously discussed)*
 - ▣ Municipal support for freight
 - ▣ *Programming of freight funds (previously discussed)*

Today's agenda



- Review two components of the Regional Strategic Freight Direction
 - ▣ Truck topics
 - ▣ Municipal support for freight

Truck topics



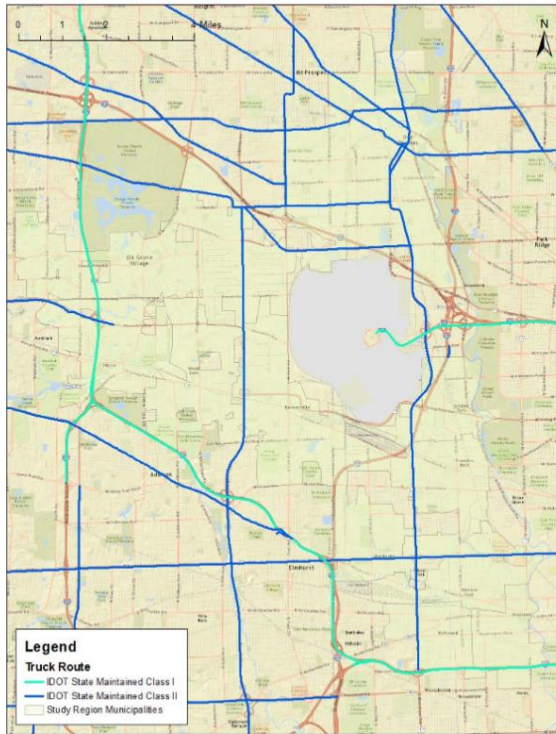
- Truck routing
- OSOW permitting
- Delivery management

Truck routing

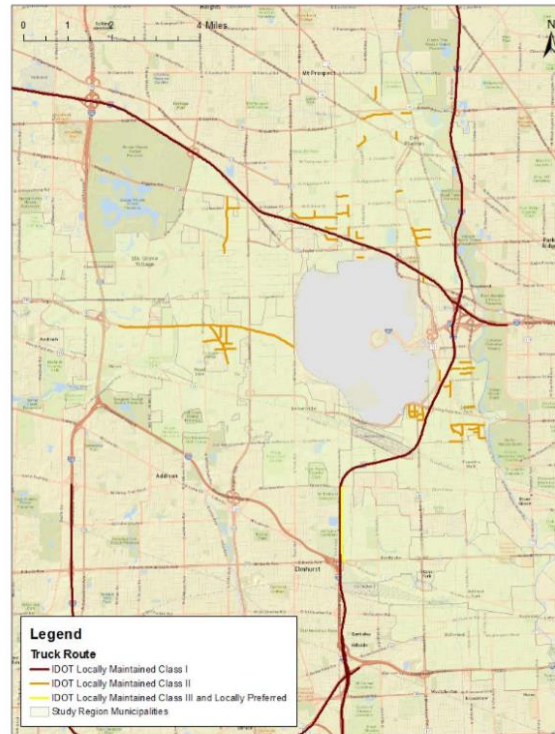
- Take a proactive approach -- where do communities *want* trucks to go vs. where communities *do not want* trucks to go
- Provide appropriate policy and infrastructure
 - ▣ Formal Class I, II, III, or LPTR designations
 - ▣ Communicate to IDOT for inclusion in state mapping
 - ▣ Develop list of capital improvements needed
- Coordinate across jurisdictions

Truck routing

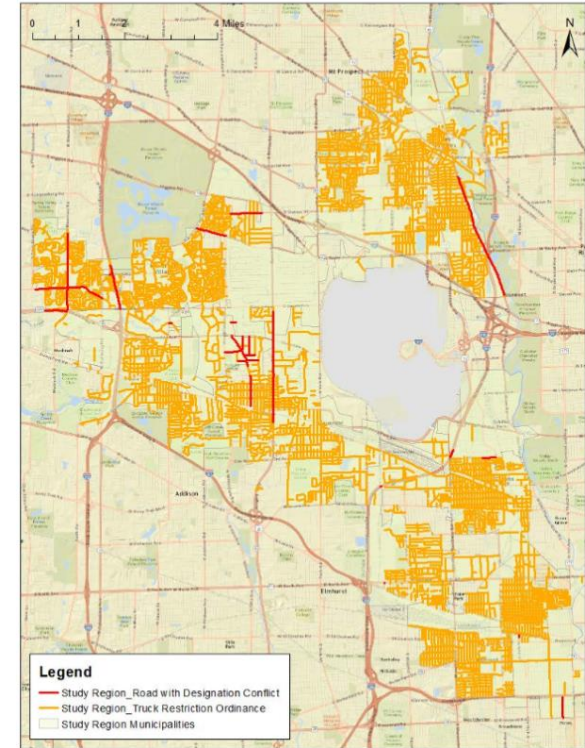
Example of complex state and local routing and restrictions from O'Hare subregion



Source: IDOT, Franklin Park LTA Application. Compiled by Cambridge Systematics. Note that State Truck Routes outside the study region are shown but not included in calculations.



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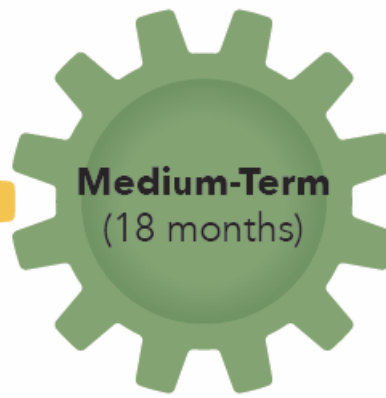
Source: CMAP, IDOT.

OSOW permitting

REGIONAL TRUCK PERMITTING STUDY RECOMMENDATIONS



1. Set Baseline Customer Communications Protocols
2. Establish Response Time Service Levels for Routine Permits



1. Review and Update Permit-Related Ordinances
2. Explore Single Permits Spanning Multiple Jurisdictions
3. Collect and Publish Jurisdictional Maintenance Agreements
4. Invest in Online Permitting Technology



1. Collect and Publish Road Closure Information
2. Initiate Municipal Infrastructure Cost Studies
3. Initiate Regional Oversize / Overweight (OS/OW) Commodity Flow Studies

Delivery management

- Strategies to make better use of existing infrastructure for urban deliveries:
 - ▣ Off-hour deliveries
 - ▣ Improved parking and loading area management
 - ▣ Vehicle-related strategies
- CMAP could take a leading role in coordinating and funding research; local governments would be key implementers for any recommendations coming out of this work.

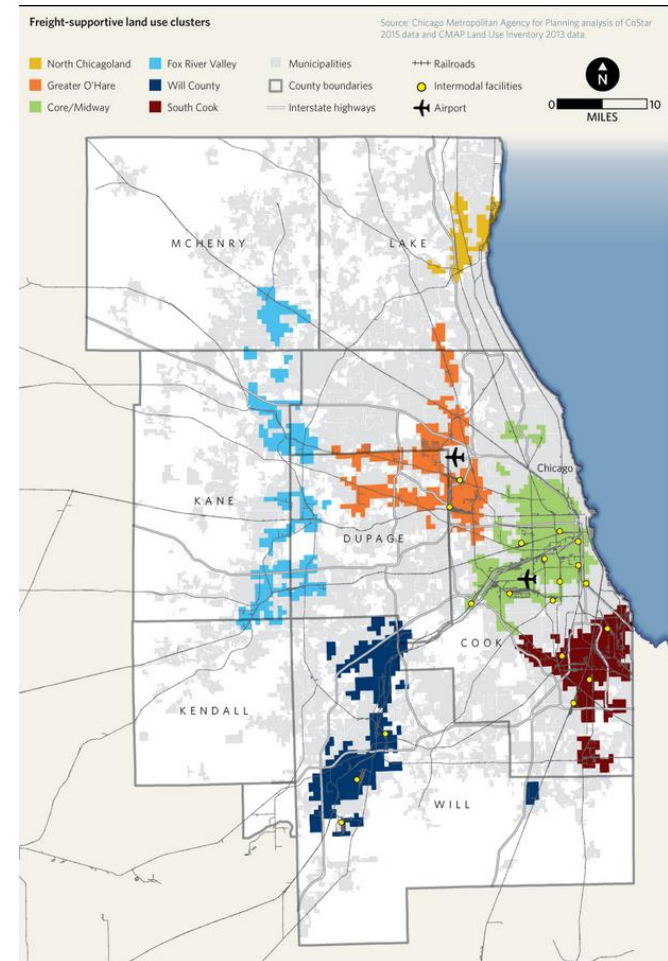
Municipal support for freight



- Planning across jurisdictions
- Environmental justice
- Local economic development considerations

Planning across jurisdictions

- ▣ The RSFD could set up future subregional studies, identifying common issues in key freight clusters
- ▣ Discussion questions:
 - If and how to refine clusters
 - If and how to identify common issues



Cluster profiles: land use

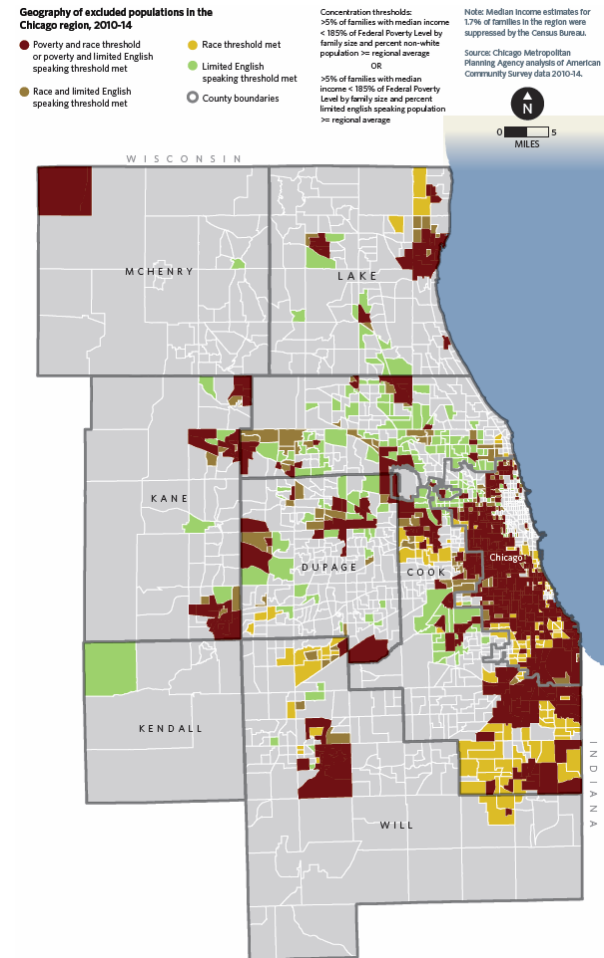
Land use by freight-supportive cluster, 2013				
	Land Area sqmi	Industrial Land sqmi	Median Utilized Parcel Size SF	Median Vacant Parcel Size SF
Greater O'Hare	100.8	26.0	245,452	62,764
CoreMidway	132.8	21.8	49,322	12,551
Will County	103.9	30.9	421,386	228,111
Fox River Valley	101.6	22.5	258,360	115,834
South Cook	83.3	14.8	115,359	44,744
North Chicagoland	24.2	6.1	190,656	108,805

Cluster profile: buildings

RBA and age by freight-supportive cluster, 2015							
	<i>RBA all types</i>	<i>Warehouse RBA % of Cluster</i>	<i>Manu & Food RBA % of Cluster</i>	<i>Distribution RBA % of Cluster</i>	<i>Median Year Built</i>	<i>Median Building RBA</i>	<i>Vacancy Rate</i>
Greater O'Hare	225.1 M	134.9 M 60%	64.1 M 28%	26.0 M 12%	1975	23,627	6.3%
Core/Midway	192.2 M	89.6 M 47%	87.4 M 45%	15.2 M 8%	1953	24,013	8.4%
Will County	113.3 M	59.8 M 53%	17.0 M 15%	36.5 M 32%	1996	48,841	8.1%
Fox River Valley	97.0 M	46.0 M 47%	36.5 M 38%	14.5 M 15%	1987	29,836	6.5%
South Cook	52.4 M	20.6 M 39%	27.3 M 52%	4.5 M 9%	1970	23,512	7.5%
North Chicagoland	27.2 M	8.9 M 33%	15.8 M 58%	2.5 M 9%	1983	26,625	7.6%

Environmental justice

- Close correspondence of freight activity centers and excluded communities
- Best practice recommendations:
 - ▣ Additional outreach and community engagement
 - ▣ Non-transportation analyses
 - ▣ Additional mitigation activities
- Potential other recommendations:
 - ▣ Prioritize federal transportation funds to these areas for certain activities



Local economic development considerations

- Freight and logistics are a key part of the regional economy, and many communities emphasize freight and logistics for local economic development efforts
- The RSFD could recommend a more careful assessment of economic impacts at the local level, particularly for components of the freight cluster
 - Number of jobs
 - Wages
 - Long-term prospects

Next Steps



- Other CMAP committees to review RSFD topics over next few months
- Freight Committee to continue discussion of RSFD topics in *May*