



## MEMORANDUM

**To:** CMAP Freight Committee

**From:** CMAP Staff

**Date:** September 22, 2014

**Re:** Review of freight items in 2014 Municipal Survey

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To inform agency work and track the progress of GO TO 2040 implementation, CMAP conducts a biennial survey of municipal governments. CMAP's 2014 Municipal Survey included four topics related to freight: freight-related challenges, regulation of overnight deliveries, regulation of on-street parking, and freight-related initiatives. These issues are important to the efficient operation of the freight system, as well as the transportation system more generally, and are subject to regulation by local governments. The intent of including these questions in the 2014 Municipal Survey is to gain a better understanding of how local governments in northeastern Illinois view and interact with the freight system. The results for each question are summarized below.

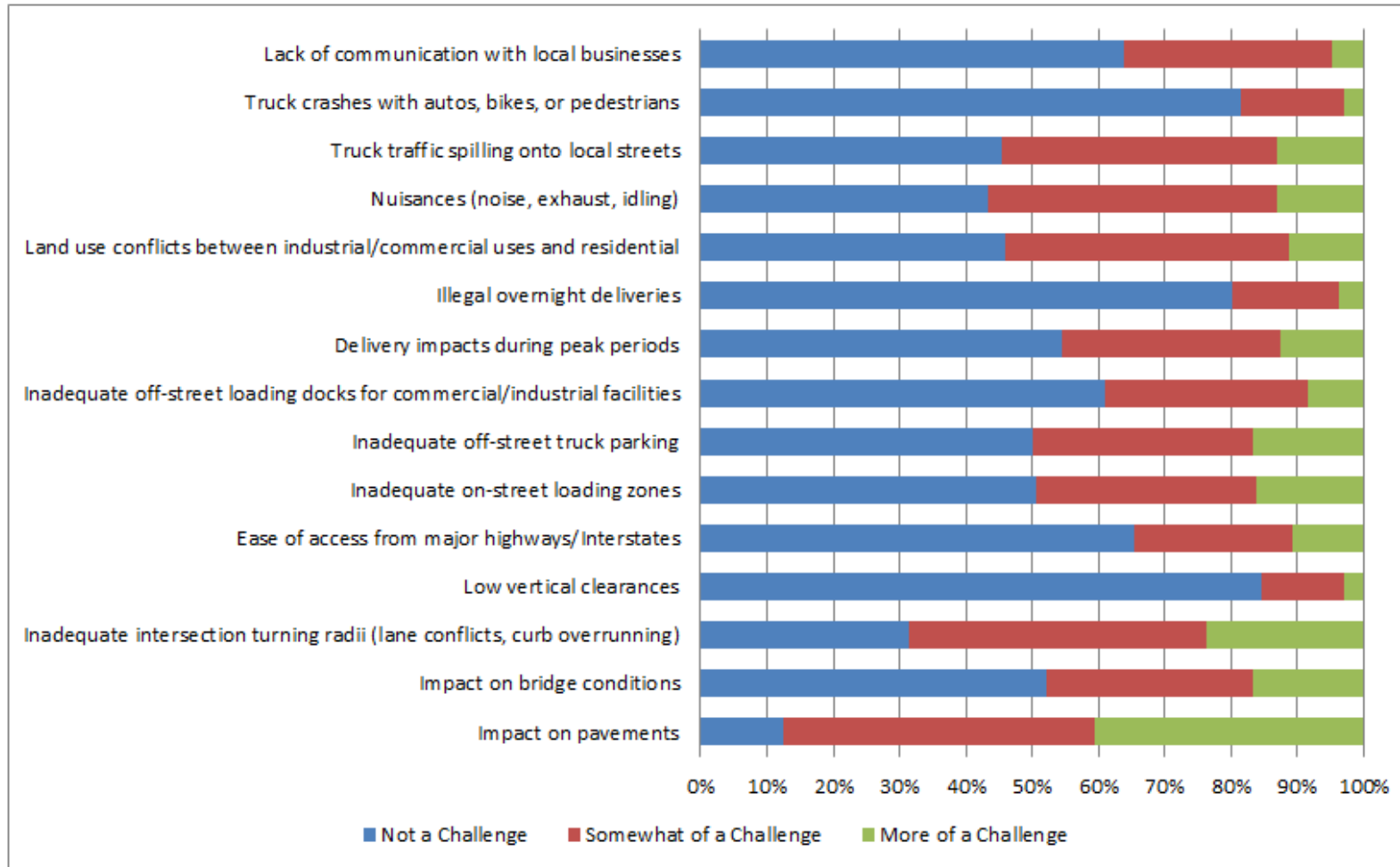
**Which freight issues are critical to your community? While each one listed below is important, some may prove more urgent or more difficult for your community at this time (i.e. more in need of corrective action). Please indicate the extent of a challenge each of the following poses.**

The Municipal Survey asked respondents about 15 different types of freight challenges, and respondents were asked to rank each as "not a challenge", "somewhat of a challenge", or "more of a challenge". Two issues, impact on pavements and inadequate turning radii, appear to be among the most commonly cited freight challenges in the region. Eighty-eight percent of respondents identified impact on pavements as "somewhat of a challenge" or "more of a challenge" and 69 percent identified inadequate turning radii as "somewhat of a challenge" or "more of a challenge". In fact, 41 percent of respondents identified pavements as "more of a challenge", by far the largest share to be so identified of any challenge.

Respondents overwhelmingly identified three items as "not a challenge": low vertical clearances, illegal overnight deliveries, and truck crashes. Loading and parking appear to be moderate challenges, but respondents seem slightly more concerned with mitigating community impacts such as traffic spillover and nuisances like exhaust and idling. The following table provides more information on responses to this survey question.

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Chart 1. Summary of 2014 Municipal Survey Responses for Freight Challenges



A more detailed summary of results to this survey question is provided in Appendix A.

Forty-two respondents also provided narrative responses to this question (and several others indicated that their municipalities had no particular freight challenges at this time). CMAP staff categorized these responses into the following five categories: infrastructure condition, community impacts, regulatory issues, accessibility, and general concerns.

**How are overnight deliveries regulated in your municipality?**

Over one-third of respondents indicated that their municipalities have no regulations for overnight deliveries, and about one-quarter of respondents reported that their municipalities only regulate nuisances related to overnight deliveries. Either area-specific or site-by-site regulations were reported by about one-quarter of respondents, with the remaining respondents noting complete bans on overnight deliveries or other responses.

Table 1. Summary of Responses on Regulation of Overnight Deliveries

Overnight deliveries are prohibited everywhere	12	7%
Prohibited in some areas or zones	27	16%
Regulated site-by-site through the development process	22	13%
Only nuisances (e.g., idling, noise, exhaust) are regulated	45	27%
No regulations	58	35%
Other (please describe)	4	2%
<b>Total responses</b>	<b>167</b>	<b>100%</b>

Four municipalities provided narrative responses to this question. Other approaches include the use of portable scales, regulation through individual special uses, and regulation via business licenses.

**How is on-street parking for heavy trucks (legal loads, <80,000 lbs.) regulated?**

Two choices, prohibition on all public roads or prohibition on some public roads, were the most popularly cited regulation for on-street parking of heavy trucks, together accounting for some two-thirds of responses. Other municipalities noted that heavy trucks face the same regulations as passenger vehicles, only nuisances are regulated, heavy truck parking is not regulated at all, or other responses.

Table 2. Summary of Responses on Regulation of On-Street Parking for Heavy Trucks

Heavy truck parking is prohibited on all public roads	54	33%
Heavy truck parking is prohibited on some public roads	53	33%
Only nuisances (e.g., idling, noise, exhaust) are regulated	9	6%
Heavy trucks follow same parking regulations as passenger vehicles	21	13%
No regulations	8	5%
Other (please describe)	17	11%
<b>Total responses</b>	<b>161</b>	<b>100%</b>

Seventeen municipalities provided narrative responses, and fifteen of these responses described other approaches to regulation of on-street parking. These fifteen responses include regulation by various weights, duration of parking, time of day, time of year, location (e.g., residential districts), or via the municipal registration fee.

**Describe recent, ongoing, or planned freight initiatives in your municipality (rail, air, truck, etc.).**

Thirty-four respondents provided narrative responses to this question (several others indicated that their municipalities had no freight initiatives at this time). CMAP staff categorized these responses into the following five categories: specific capital projects, unspecified capital projects, regulatory and operational issues, land use and development issues, and general concerns.

Specific capital projects range from regionally-significant major capital projects to smaller grade separation or arterial improvement projects; these projects also span all freight modes. Unspecified capital projects include references to pavement conditions, along with reference to various work types such as roundabouts and grade separations. Regulatory and operational issues identified include truck routing, weight limits and oversized/overweight permitting, railroad quiet zones, and intermodal access. Land use and development issues include tax exemption for railroad properties, brownfield redevelopment, tax increment financing districts targeted to industrial developments, and zoning changes. Finally, general concerns expressed include overall issues with truck congestion on roadways, impacts of freight operations in one municipality spilling over into adjacent municipalities, and highway-rail grade conflicts.

## Appendix A. Detailed Summary of Survey Results

	Not a Challenge	Somewhat of a Challenge	More of a Challenge	Total Responses
Impact on pavements	21 12%	80 47%	69 41%	170 100%
Impact on bridge conditions	87 52%	52 31%	28 17%	167 100%
Inadequate intersection turning radii (lane conflicts, curb overrunning)	53 31%	76 45%	40 24%	169 100%
Low vertical clearances	142 85%	21 13%	5 3%	168 100%
Ease of access from major highways/Interstates	110 65%	40 24%	18 11%	168 100%
Inadequate on-street loading zones	85 51%	56 33%	27 16%	168 100%
Inadequate off-street truck parking	84 50%	56 33%	28 17%	168 100%
Inadequate off-street loading docks for commercial/industrial facilities	102 61%	51 31%	14 8%	167 100%
Delivery impacts during peak periods	91 54%	55 33%	21 13%	167 100%
Illegal overnight deliveries	133 80%	27 16%	6 4%	166 100%
Land use conflicts between industrial/commercial uses and residential	77 46%	72 43%	19 11%	168 100%
Nuisances (noise, exhaust, idling)	73 43%	73 43%	22 13%	168 100%
Truck traffic spilling onto local streets	76 46%	69 41%	22 13%	167 100%
Truck crashes with autos, bikes, or pedestrians	137 82%	26 15%	5 3%	168 100%
Lack of communication with local businesses	106 64%	52 31%	8 5%	166 100%