



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: May 13, 2016

Re: Critical Urban Freight Corridors

CMAP is requesting that the Transportation Committee recommend Critical Urban Freight Corridors for Policy Committee approval at their June Meeting. Critical Urban Freight Corridors may be designated by the State or the MPO to be part of the National Highway Freight Network, thus being eligible for apportioned and discretionary freight funding programs established recently under the FAST Act. An explanation of the network and a list of the recommended corridors follow.

National Highway Freight Network

The purpose of the designation is to strategically direct federal resources and policies toward improved performance. CMAP staff expects that this designation may be useful for regional purposes as well, to the extent that performance is a factor in the designation of the network.

The National Highway Freight Network is comprised of four elements:

- Primary Highway Freight System
- Other Interstate Highways
- Critical Rural Freight Corridors, and
- Critical Urban Freight Corridors.

The Primary Highway Freight System was developed under MAP-21. It is comprised of more than 41,000 miles of the “most significant” freight highways in the nation. In Illinois, 1,685 miles of highway were designated earlier in 2016 by FHWA as part of this network. Factors used in identifying these highways included estimated tonnage (from FHWA’s Freight Analysis Framework), estimated value, annual average daily truck traffic, international points of entry, National Highway System intermodal connectors, and system connectivity.

There are known issues with the Primary Highway Freight System. For example, the system includes intermodal connectors, but not necessarily the mainline routes these connectors connected to. In addition, the system was not forward-looking, and did not consider planned corridors or developments. Finally, the system did not consider freight bottlenecks. To address

these deficiencies in a flexible way, the law established critical urban and critical urban freight corridors for states and metropolitan planning organizations.

Not all Interstate Highways were included in the Primary Highway Freight System, but are included in the National Highway Freight Network. "Other Interstate Highways" included in the National Highway Freight Network total 9,510 miles nationally, and 587 miles in Illinois.

Critical Urban and Critical Rural Freight Corridors are designated by the state and, in the case of the urban corridors, additionally by large metropolitan planning organizations. Critical rural freight corridor centerline mileage in Illinois is limited to 20% of the Primary Highway Freight System, or 337.08 miles. Urban corridors are limited to 168.54 centerline miles in Illinois, or 10% of the Primary Highway Freight System. In Illinois, the Chicago and East Saint Louis MPO may designate critical urban freight corridors, in addition to the state.

Critical urban freight corridors must:

(A) connects an intermodal facility to:

1. the PHFS;
2. the Interstate System; or
3. an intermodal freight facility;

(B) is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;

(C) serves a major freight generator, logistic center, or manufacturing and warehouse industrial land; or

(D) is important to the movement of freight within the region, as determined by the MPO or the State.¹

An interim designation of the National Multimodal Freight Network to include Critical Urban Freight Corridors will occur by June 3, which is too soon for our MPO Policy Committee to act. Instead, staff recommends that the Critical Urban Freight Corridors be designated by the MPO Policy Committee at its June 9, 2016 meeting so as to include the Critical Urban Freight Corridors in the final National Multi-Modal Freight Network, scheduled to be designated no later than December 4, 2016.

Critical Urban Freight Corridors: Staff Recommendation

Owing to the concentration of Illinois's freight activity in the Chicago area, CMAP staff has prepared a recommended list of Critical Urban Freight Corridors. This recommendation is based four factors:

- Addressing intermodal connectivity missed in FHWA's initial designation of the National Highway Freight Network;
- Addressing freight bottlenecks, where truck congestion typically extends to six or more hours per day; or high-volume truck facilities, where volumes of more than four thousand heavy vehicles per day are typical. Many of these overlap facilities for intermodal connectivity; the remaining facilities provide access to industrial land uses.
- Looking ahead, addressing planned facilities that will address known truck bottlenecks.

¹ "Designating and Certifying Critical Rural Freight Corridors and Critical Urban Freight Corridors." FAST Act, Section 1116 National Highway Freight Program (NHFP) Guidance. April 26, 2016. Pp. 2-3.

Critical Urban Freight Corridors
Staff Proposal

Corridor Number	Corridor	Limits	Notes
1	Western Avenue	I-290 to US 12/20 95 th Street	Connectivity to intermodal terminals
2	IL 43/Harlem Avenue	IL 43 to 71 st Street	Connectivity to intermodal terminals
3	US 12/20 95 th Street	I-294 Tri-State Tollway to Western Avenue	Heavily used truck route, connecting to above corridors
4	IL 50 Cicero Ave and 127 th Street	US 12/20 95 th Street to I-294	Connectivity to intermodal terminals.
5	Torrence Avenue	106 th Street to 130 th Street	Connectivity to port and manufacturing area
6	130 th Street	Torrence Avenue to I-94 Bishop Ford Freeway	Connectivity to port and manufacturing area
7	Kingery Expressway/Busse Road	IL 72 to I-55	Serves manufacturing, warehouse, industrial land
8	North Avenue	Kirk Road to IL 83 Kingery Highway	Serves manufacturing, warehouse, industrial land
9	Elgin-O'Hare Western Access	US 20 Lake Street to Proposed Western Access and from I-90 Jane Addams Tollway to I-294 Tri-State Tollway	Serves manufacturing, warehouse, industrial land.
10	US 20 Lake Street	Shales Parkway to Elgin-O'Hare Expressway	Serves manufacturing, warehouse, and industrial land
11	IL 53	I-55 to Normantown Road	Serves manufacturing, warehouse, and industrial land
12	Kirk Road/Farnsworth Avenue	IL 64 North Avenue to I-88 Reagan Tollway	Serves manufacturing, warehouse, and industrial land

Corridor Number	Corridor	Limits	Notes
13	Houbolt Road Bridge (Proposed)	I-80 to UP Joliet Intermodal Terminal	Connectivity to intermodal terminals
14	Orchard Road	I-88 Reagan Tollway to US 30	Serves manufacturing, warehouse, and industrial land
15	US 30	Orchard Road to US 34	Serves manufacturing, warehouse, and industrial land
16	Central Avenue (Proposed)	I-55 Stevenson Expressway to 79 th Street	Provides new alternative to two very congested intermodal corridors
17	Elmhurst-Touhy-Lee-Higgins-Patton	I-90 Addams Tollway to O'Hare Northeast Cargo Area	Serves new airport cargo area. Includes new Lee Street exist off I-90 and new Elmhurst Road interchange
18	IL 64 North Avenue	I-294 Tri-State Tollway to IL 171 1 st Avenue.	Serves manufacturing, warehouse, and industrial land
19	US 12/20/45 Mannheim Road	Lake Street to I-290 Eisenhower Expressway	Serves manufacturing, warehouse, and industrial land
20	US 41 Skokie Highway	IL 173 to I-94 Edens Expressway	Provides alternate route for I-94 Edens Expressway
21	US 52/IL 53	I-80 to Laraway Road	Connectivity to intermodal terminals. Also serves manufacturing, warehouse, and industrial land.
22	US 6 Eames Street and IL 7 Larkin Road	US 6 at I-55 to IL 7 at I-80	Serves manufacturing, warehouse, and industrial land

Corridor Number	Corridor	Limits	Notes
23	Pulaski Rd	33 rd Street to I-55 Stevenson Expressway	Serves manufacturing, warehouse, and industrial land
24	Weber Road	Hassert Road to Normantown Road	Serves manufacturing, warehouse, and industrial land
25	IL 56/US 30/IL 47	I-88 Reagan Tollway to US 34	Serves manufacturing, warehouse, and industrial land
26	Columbus Avenue	Western Avenue to 79 th Street	Connectivity to intermodal terminal
27	Archer Avenue and Pulaski Road	IL 50 Cicero Avenue to 47 th Street	Connectivity between intermodal terminals