



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Freight Committee

From: CMAP Staff

Date: December 5, 2016

Re: Municipal freight interviews

Freight is a core component of the Chicago region's economy, relying on an extensive, multimodal transportation network to ship and receive goods quickly and efficiently. The strength in goods movement also significantly shapes the region's land use patterns and affects local quality of life. Building on our freight and manufacturing strengths, the CMAP region is one of the largest industrial markets in the nation, with just under 1.1 billion square feet of industrial development. Additionally, complicated truck routing and restrictions in the region create challenges to the efficient movement of freight along the road network.

Local governments across the region are working to support the efficient movement of freight, support industrial economic development, and also protect quality of life. In order to better understand the tools and strategies local governments employ to address truck routing and land use issues, CMAP staff conducted interviews with local governments throughout the region. This memo reviews the key themes derived from the municipal interviews.

Identifying the communities

In order to identify the communities to interview, CMAP staff leveraged the analysis of [concentrations of industrial land use](#), analysis of [truck routing in the region](#), and [the municipal survey results](#) from 2014. Communities that had either a concentration of industrial land use, routing disconnects, or noted freight issues in the municipal survey were contacted for an interview. In total, CMAP staff conducted 13 interviews out of 31 total municipalities identified. Two of these interviews were with different transportation staff at the City of Chicago, so a total of 12 municipalities were interviewed. Below is a table of the municipalities interviewed:

Table 1. Municipalities interviewed on local freight issues

Municipality	County
City of Aurora	Kane, DuPage, Kendall, and Will
Village of Bartlett	Cook and DuPage
Village of Bedford Park	Cook
City of Chicago	Cook
Village of Channahon	Will
City of Des Plaines	Cook
Elk Grove Village	Cook and DuPage
City of Joliet	Will and Kendall
Village of Lansing	Cook
Village of Romeoville	Will
City of Waukegan	Lake
Village of Woodridge	Cook, DuPage, and Will

Truck routing themes

As outlined in [previous CMAP analysis](#), trucks must navigate a web of federal, state, and local truck routes and restrictions to move freight through the region. At the local level, municipalities can designate locally preferred truck routes on key freight corridors. Municipalities also have several means to restrict trucks in their communities, including time-of-day delivery restrictions or parking restrictions. Through the local interviews, a few key themes emerged to understand why a community would or would not designate a locally preferred truck route.

In some communities, the main truck routes are actually county or state roads. As such, it may not be as vital for the community to designate locally preferred truck routes as the municipality does not have jurisdiction over the key truck routes. While these communities may not have the fiscal responsibility of maintaining the key roadway segments supporting freight movement, they cited the importance of working with their county department of transportation or Illinois Department of Transportation (IDOT) to make necessary improvements on the road network.

In communities that do have local jurisdiction over freight supportive routes, the strategy for designating truck routes varies. In some cases, municipalities take a proactive approach in designating locally preferred truck routes in addition to restricting streets where trucks cannot go. In others, municipalities may opt not to designate locally preferred truck routes either because it seemed an unnecessary step for something that was already occurring (i.e. trucks were already using those roadways) or because it was politically difficult to do so. These communities tended to have a similar approach to restricting where trucks could not go—opting to put signage up restricting access when residents raised concerns about truck movement.

Land use themes

As noted in [previous CMAP analysis](#), industrial land use patterns have shifted in the region both in terms of geography and size. New industrial development has moved outward from the core of the region toward the periphery. Additionally, industrial buildings built in the last 15 years are significantly larger, reflecting national industrial development trends. Municipalities have to employ various tools to both support their industry clusters while at the same time mitigating negative externalities that may result from concentrations of industrial land uses.

Through the municipal interviews, it was apparent that geography was a large determinant of the types of industrial land use issues the community may be facing. In some communities, they may be located closer to the core and have largely been built-out. These communities have established land use patterns. Some communities are employing strategies to diversify their tax base outside of industrial land uses and also continuing to engage the business community in planning for needed improvements around the industrial areas.

Other communities, particularly those in Will County, are strategizing on how to best prepare and plan for a community with rapidly changing land use patterns. Demand for larger logistics space near freight facilities has led to these communities working with both developers and their residents to balance maintaining quality of life while also encouraging economic development. Some of these communities have actively engaged their residents in pursuing mitigation techniques for industrial parks, such as adding in berms and landscaping, to reduce negative externalities of visual blight or noise. These communities have also worked with developers to implement development impact fees to pay for the necessary improvements on the roadway to support the increased freight traffic. Across the board, these communities voiced the necessity of learning from other communities in the region on how to work with developers and residents to plan for increased freight movement in their municipality.

The role of regional freight planning

During the course of each interview, CMAP staff provided an opportunity for municipalities to weigh in on what would be most helpful for CMAP to provide in regional freight planning. Many communities suggested CMAP provide best practices and case studies on how local governments plan for freight in their communities, including resources for how to work with developers and how to work with residents on mitigating negative externalities. For those communities whose freight routes were owned by the county or State, they suggested that CMAP could help provide guidance and analysis to counties and IDOT for necessary improvements on key freight roadways.

Next Steps

As CMAP continues to develop regional freight planning efforts, highlighting case studies from these municipalities could be particularly useful to help other communities learn from each other. Through the course of the interviews, there were several unique examples that would be worth investigating as a case study or best practice for regional freight planning efforts. The insights gained from these municipal interviews will assist CMAP staff in creating more nuanced policy and technical guidance when analyzing local freight issues in the region.