



Advisory Committee Kick-off Meeting

February 15, 2017
3:00 pm – 4:30 pm

AGENDA

- **Welcome and Introductions**
- **Background & Connecting Cook County**
- **Plan Overview**
- **Stakeholder Involvement**
- **Existing Conditions & Context**
- **Discussion and Next Steps**





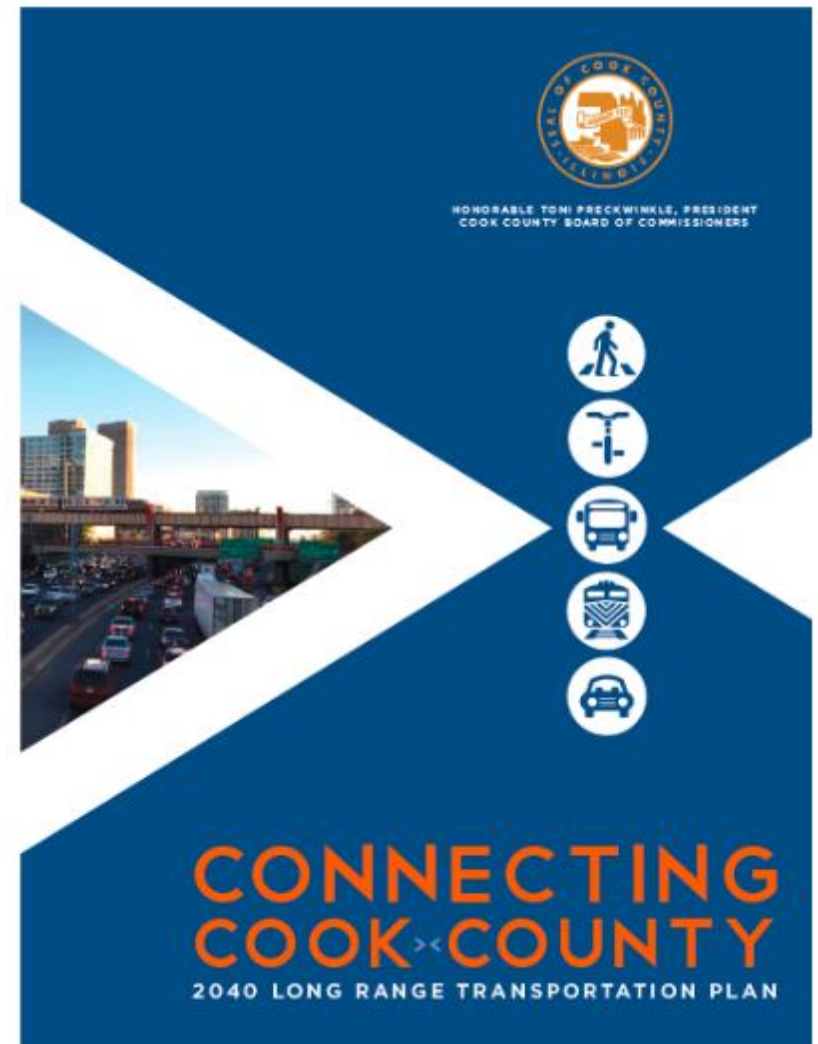
CONNECTING COOK COUNTY

WWW.CONNECTINGCOOKCOUNTY.ORG

CONNECTING COOK COUNTY

- Launched Plan in 2013
- Investigated Existing Conditions
- Compiled Needs and Set Goals
- Involved the Public
- Consulted with Experts & Leaders
- Created the Final Plan

Approved by Cook County Board on August 2016



THE PRIORITIES

- Prioritize Transit and Other Transportation Alternatives
- **Support the Region's Role as North America's Freight Capitol**
- Promote Equal Access to Opportunities
- Maintain and Modernize What Already Exists
- Increase Investments in Transportation



INVEST IN COOK

- \$8.5 million available for transportation-related projects including bicycle, pedestrian, and freight
- Projects consistent with priorities in *Connecting Cook County*
- Local governments, transit agencies, and private partners eligible
- Deadline to apply: 5:00 PM CST on March 17, 2017
- Program information at:
<https://www.cookcountyil.gov/InvestInCook>



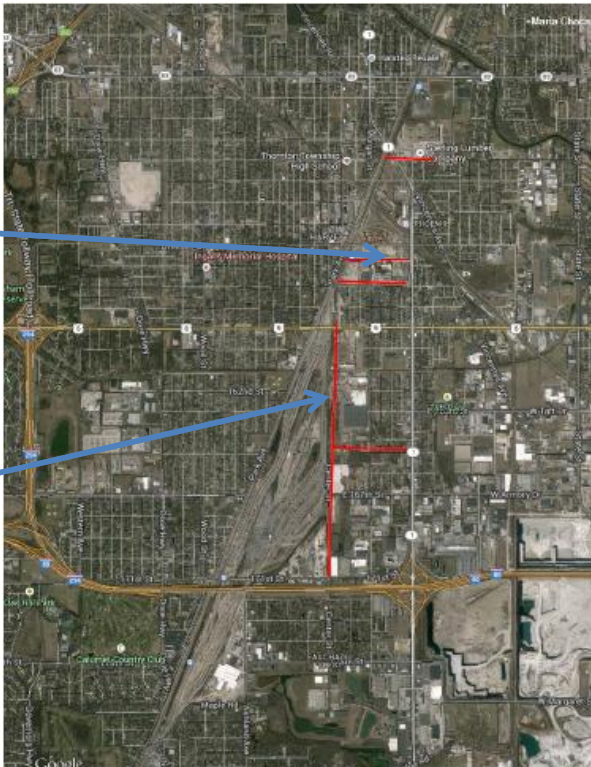
NEED FOR FREIGHT INVESTMENT



Touhy Avenue Multi-Modal Safety and Capacity Improvement Project



FREIGHT CAPITAL



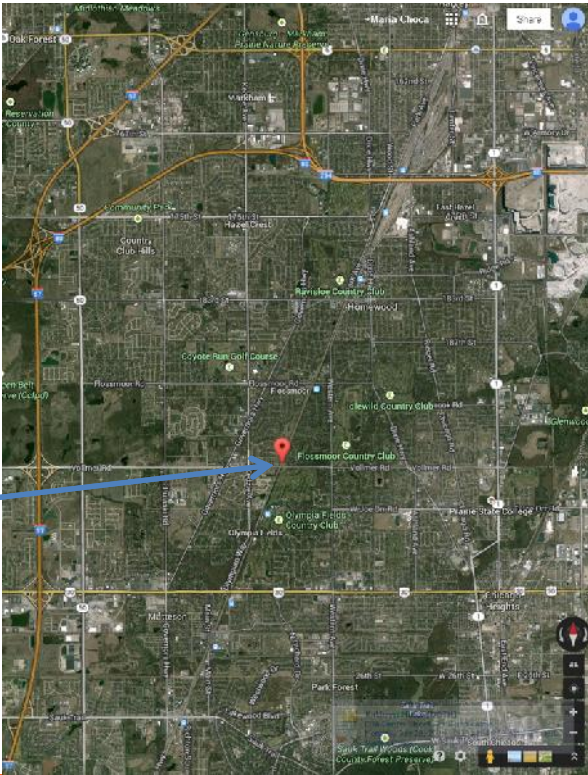
South Suburban Industrial Truck Routes



FREIGHT CAPITAL



Trucking Bottleneck



Vollmer Road Viaduct Clearance





Freight Plan Overview

DOTH PROJECT TEAM

Department of Transportation and Highways (DOTH)

- **John Yonan, P.E.**
 - Superintendent
- **Sis Killen, P.E.**
 - Assistant Superintendent
- **Maria Choca Urban**
 - Director of Strategic Planning and Policy
- **Tomohiko Music**
 - Transportation Planner



CONSULTANT PROJECT TEAM

- **Cambridge Systematics**
 - Erik Cempel, Elaine McKenzie



- **Metro Strategies**
 - Laura Wilkison, Seema Wadia



- **AECOM**
 - Dan Meyers, Jim Meyer



- **Center for Neighborhood Technology (CNT)**
 - David Chandler

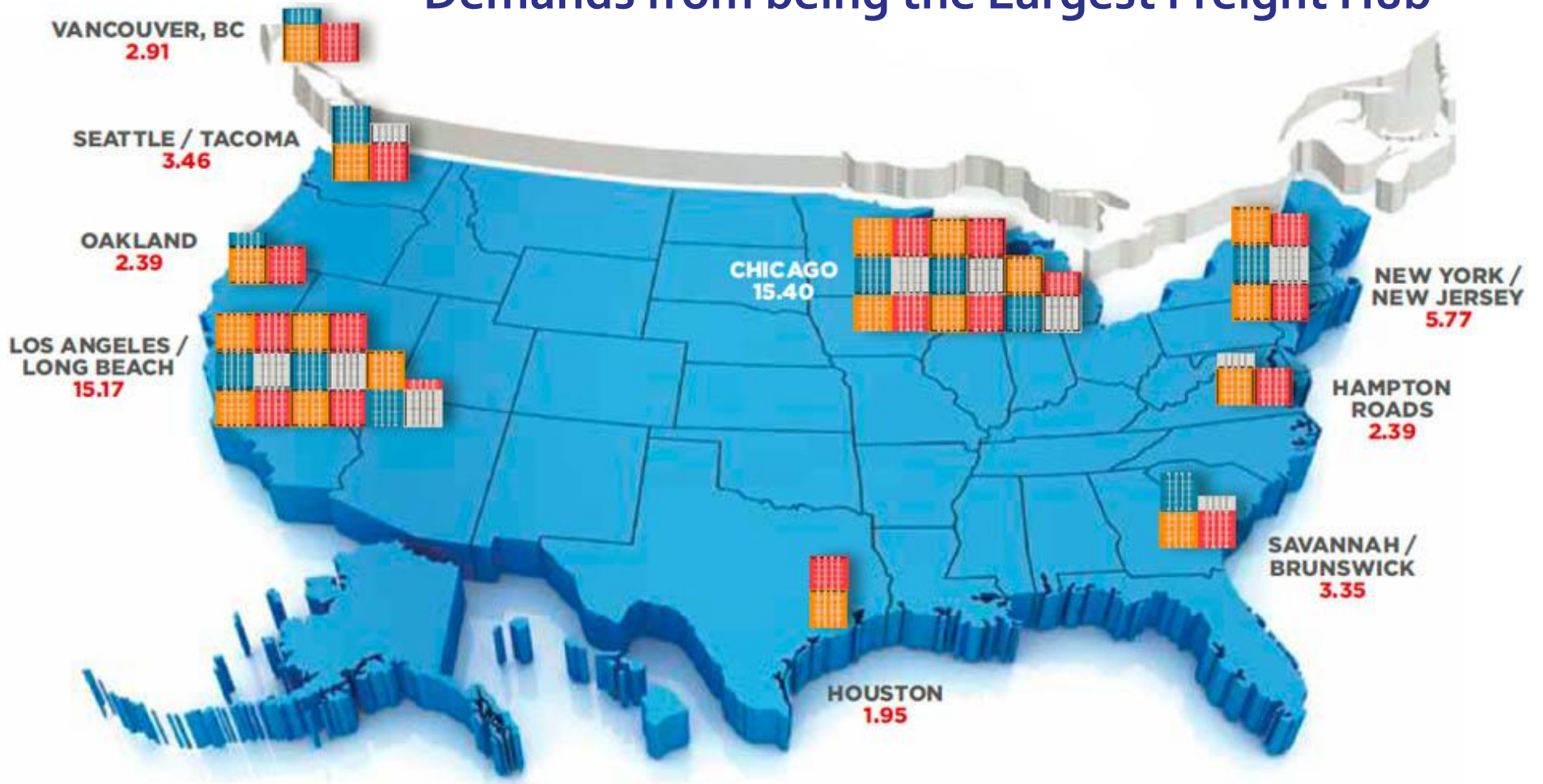


- **Economic Development Research Group**
 - Paul Bingham

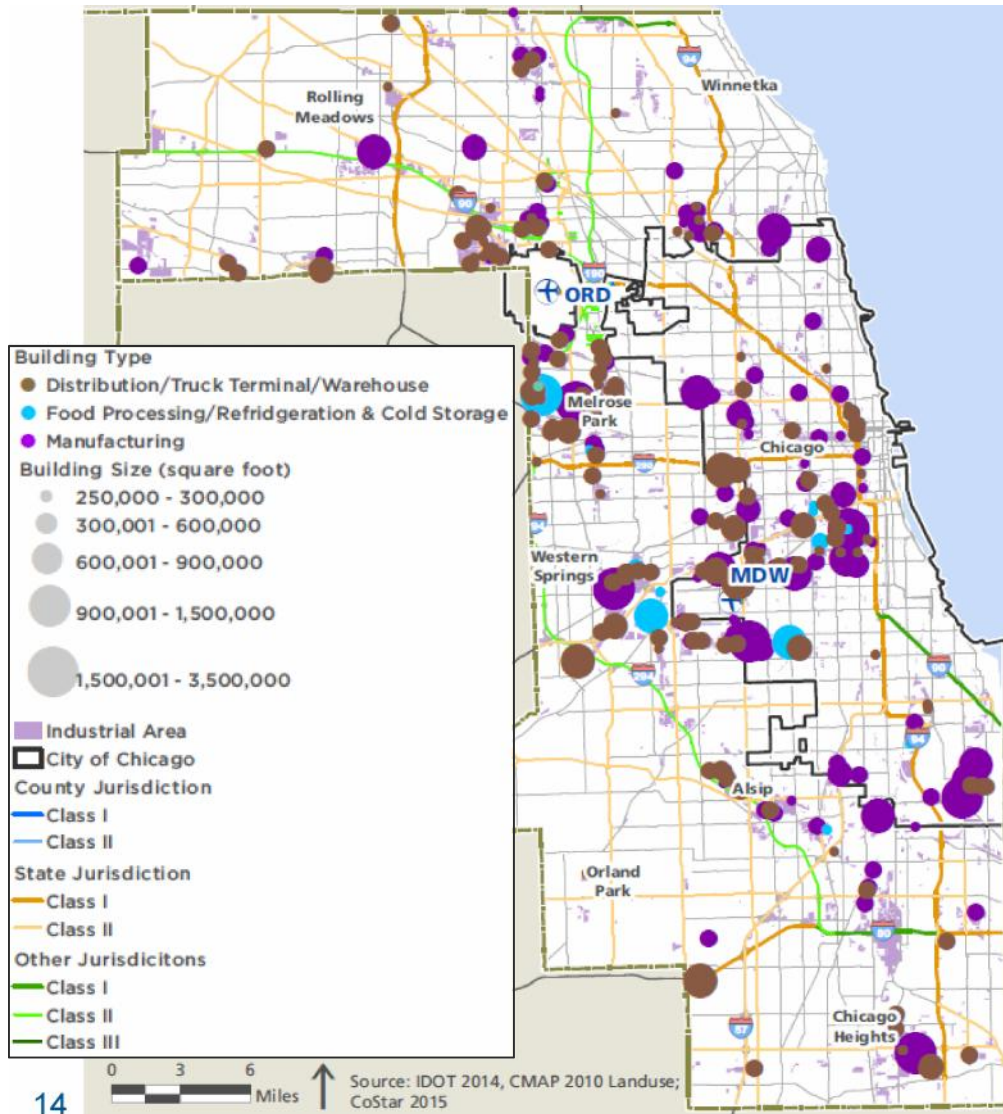


CONNECTING GLOBAL MARKETS...

Demands from being the Largest Freight Hub



... TO LOCAL BUSINESSES



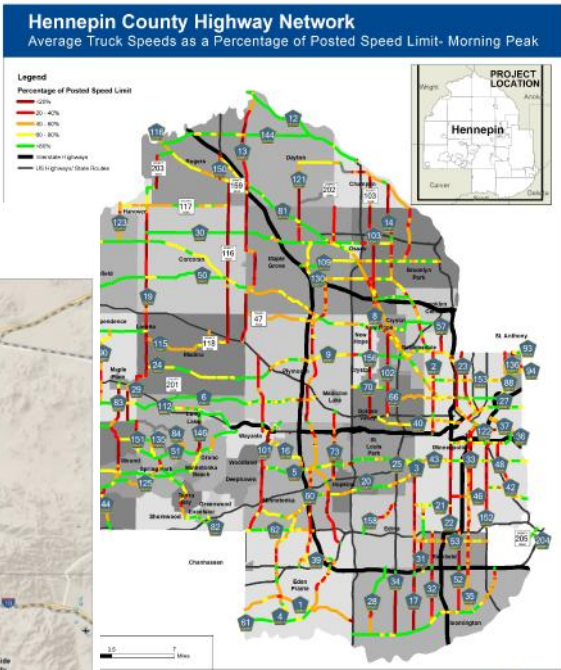
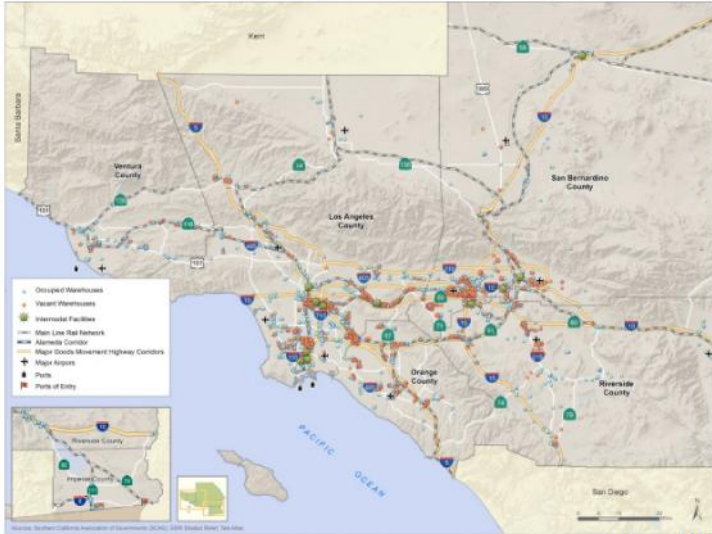
- The freight system connects Cook County's industries to business and customers worldwide
- First/last mile connections are critical



COUNTY FREIGHT PLANNING

- Counties are increasingly planning for freight

Los Angeles County Strategic Goods Movement Arterial Plan



County Freight Study Date: 08/10/2016

300 Works

This map is furnished "AS IS" with no representation as to completeness or accuracy. It is furnished with no warranty of any kind, and it is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from the map.

Hennepin County Public Works

The cover of the Alameda County Goods Movement Plan features a stack of colorful shipping containers (orange, red, blue, and grey) against a blue sky background. The title "Alameda County Goods Movement Plan" is prominently displayed in white text on a dark green background. The Alameda County Transportation Commission logo is visible in the top right corner. The date "February 2016" is printed in white at the bottom right of the cover.

The logo for the Cook County Freight Plan features a central circle with icons representing different transportation modes: a train, a bus, a person, a house, and a factory. The text "CONNECTING COOK COUNTY FREIGHT PLAN" is displayed in bold, black capital letters to the right of the icons.

PROJECT UNDERSTANDING

- Philosophy that led CREATE Program
- Developed similar programs from truck and land use perspective
- Revitalize and re-use what we have
- Acknowledge technological developments
- Coordinate on existing freight planning efforts with IDOT, CMAP, and Will County



PROJECT UNDERSTANDING

- **Cook County's freight system is a lynchpin of the economy, moving goods between producers and consumers**
 - National and regional connections through highways, waterways, railways, and airports.
 - Local and last-mile connections through State, County and local roadway systems.
 - Focus on surface transportation; waterways and airports considered to extent they generate road, railway traffic
- **Cook County should position itself to identify needs and advocate for freight-related opportunities and projects**
 - At the County level
 - Incorporated within IDOT's and CMAP's freight planning efforts
 - Grant funding opportunities (FASTLANE, TIGER)



PROJECT TIMELINE





Stakeholder Involvement

STAKEHOLDER INVOLVEMENT

- **Advisory Committee**
 - Meet at key milestones (3 times)
 - Provide overall guidance/input on goals, outcomes and recommendations

- **Work Groups**
 - Manufacturing
 - Freight operators

- **One-on-One Interviews**
 - Industrial development sector
 - Key freight corridor communities





Existing Conditions & Context

TRUCK TRAFFIC

Extensive Highway and Truck Route Network

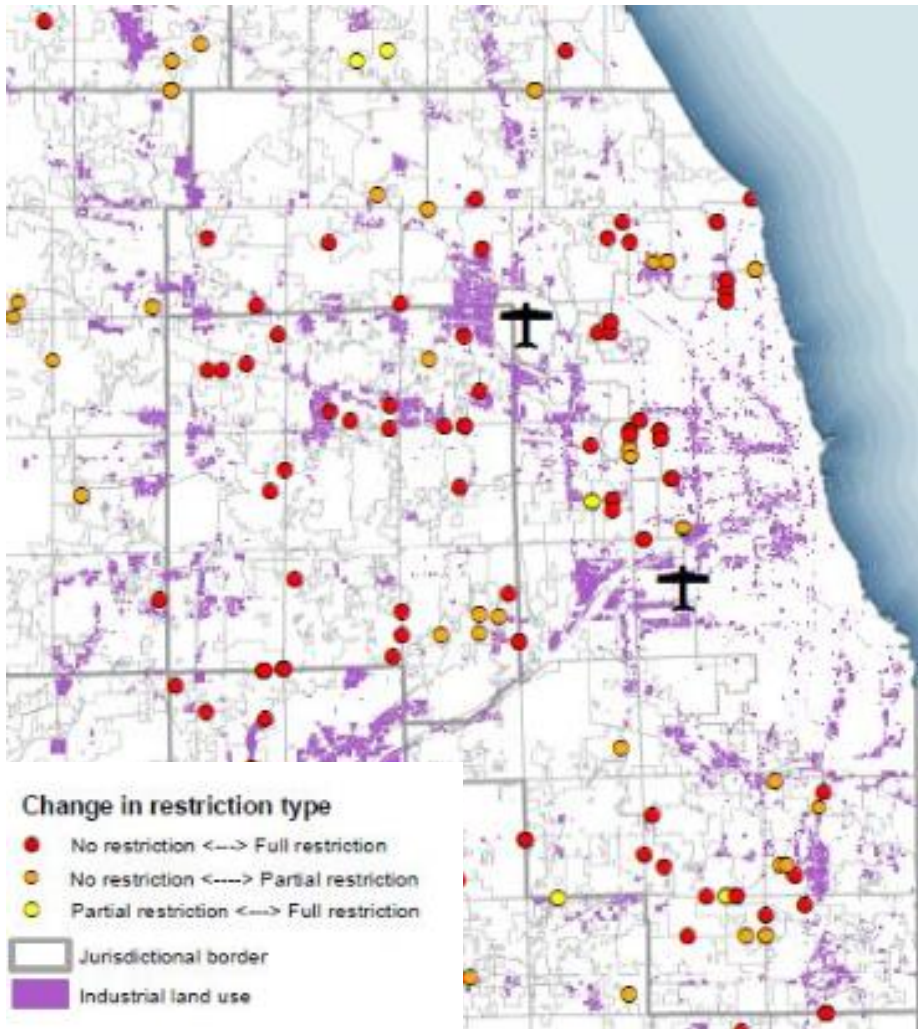
70% of Freight Moves by Truck in the Chicago Region, Creating 11 of the Top 20 Bottlenecks in the Midwest



Source: IDOT 2014, Assessment of Multimodal Freight Bottlenecks and Alleviation Strategies for the Upper Midwest Region, April 2010, National Center for Freight & Infrastructure Research & Education



TRUCK RESTRICTIONS



Truck Routes and Restrictions

- Local governments and IDOT designate truck routes
- Local governments can place restrictions based on vehicle type, weight, and dimensions
- Currently many inconsistencies at borders
- Driver's responsibility to verify; often take alternate routes and diversions



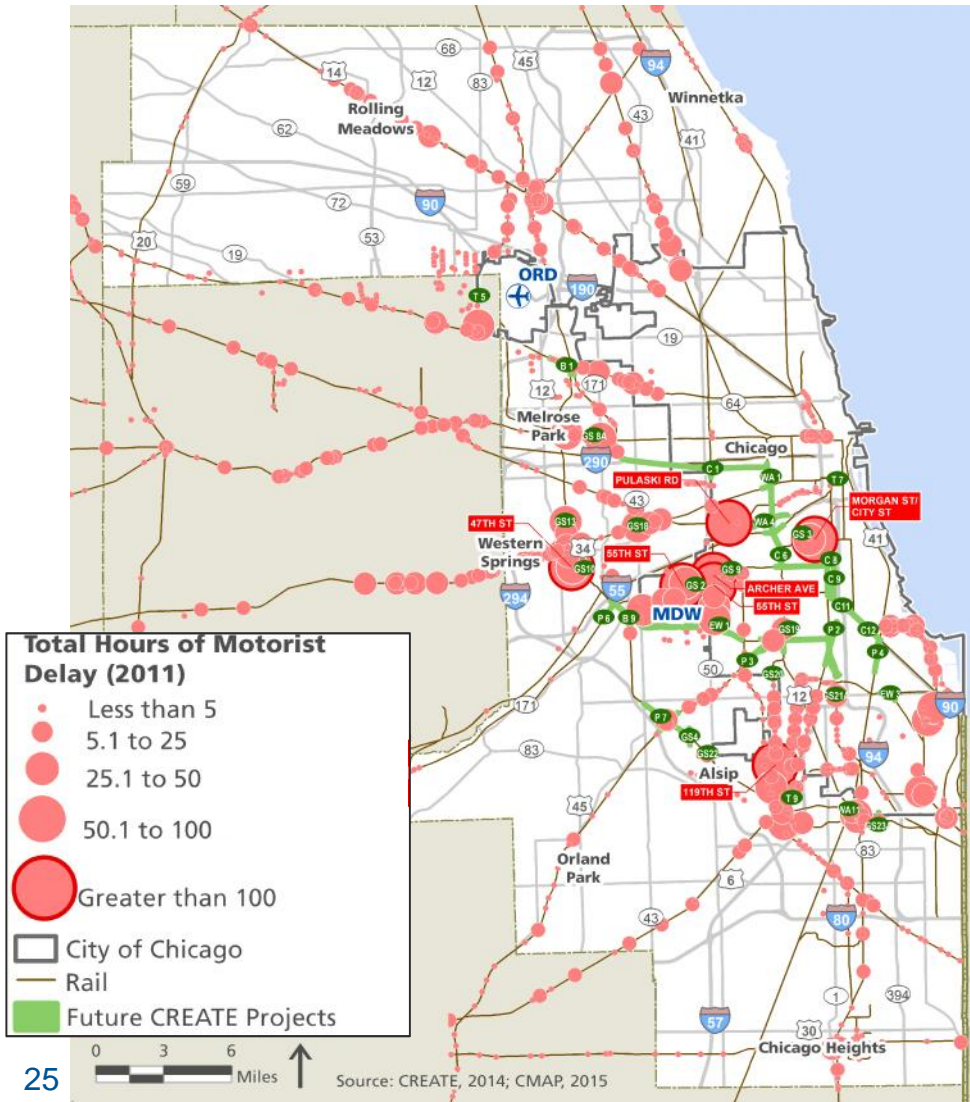
FREIGHT / PASSENGER RAIL

Chicago Region

- 500 freight trains per day
- 760 passenger trains per day
- 37,500 total railcars
- 50+ freight rail yards
- 40% of the region's track-miles are shared by both passenger and freight trains.
- 7 of 11 Metra lines share track with freight rail



AT-GRADE RAIL DELAY



■ Total Rail Crossings

- Region = 1,362
- Cook = 724
(53% of region)

■ Total Rail Delay

- Region = 7,790
- Cook = 6,083
(78% of region)

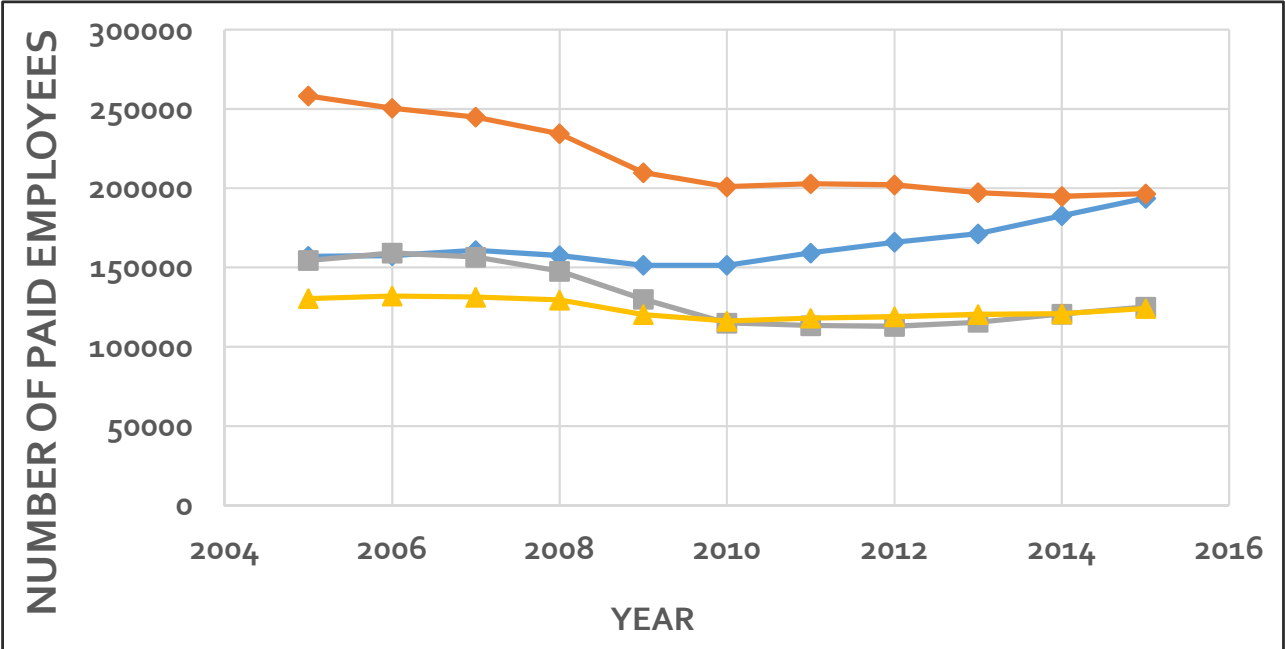
*Motorist delay disproportionately affects South and West Cook County



EMPLOYMENT TRENDS

- ◆ Transportation and Warehousing **+23%**
- ◆ Manufacturing **-24%**
- Construction **-19%**
- ▲ Wholesale Trade **-5%**

COOK COUNTY EMPLOYMENT 2005-2015



OUTPUT TRENDS



INDUSTRY TRENDS

- **Location quotient (LQ) analysis can help identify regional industry strengths**
- **Compares local employment concentration in industries compared to the national average**
 - >1 indicates greater than average concentration
 - <1 indicates lower than average concentration
 - A declining LQ does NOT necessarily indicate declining employment
- **Analysis conducted for 2005 - 2015**



INDUSTRY TRENDS

Highly concentrated and increasing

Average concentration but increasing

Highly concentrated but trending towards national average

Industry	2015 Location Quotient (LQ)	2005-2015 LQ Change	2015 Employment
Paper manufacturing	1.38	3.50%	9,313
Truck transportation	1.09	2.80%	28,494
Support activities for transportation	1.28	16.90%	16,770
Primary metal manufacturing	0.93	6.80%	6,598
Apparel manufacturing	0.98	51.60%	2,409
Electrical equipment and appliance manufacturing	1.61	-6.30%	11,117
Food manufacturing	1.14	-8.80%	31,270
Fabricated metal product manufacturing	1.17	-24.00%	31,010
Warehousing and storage	1.6	-33.30%	16,107



LAND USE CONTEXT

- **Map industrial land use**
 - relate to industrial activity “clusters”
 - relate to freight infrastructure
- **Evaluate work access to industrial sites**
- **Identify areas of environmental justice concern**





Discussion and Next Steps

DISCUSSION QUESTIONS

Roles and Stakeholders

1. What do you see as the County's short – and long-term role in regional leadership on freight issues?
2. Who are the freight stakeholders that should provide input to this study? (e.g. manufacturers, developers, freight leaders)



DISCUSSION QUESTIONS

Align with Ongoing Activities

1. Which on-going plans/initiatives should be considered as part of this plan?
2. What goals should be included in this plan that differ from or are complementary to existing plans/initiatives?



DISCUSSION QUESTIONS

Results of the Plan

1. Where are the critical freight system needs/issues that should be emphasized in this plan?
2. From your perspective, what outcome from the Freight Plan would constitute a “win”?





THANK YOU

WWW.CONNECTINGCOOKCOUNTY.ORG