Agenda

- Freight-Caused Roadway Bottlenecks
- Roadway Freight Network
- Freight Strategy
Freight-Caused Bottlenecks - Statewide

• Analysis of all bottlenecks (passenger and truck) compared to high volume truck routes

• A few bottlenecks near high truck routes in Northern, Central and Southern Illinois

• Imperfect to blame trucks for bottlenecks due to high passenger vehicles
Freight-Caused Bottlenecks - Northeastern Illinois

- High Volume truck routes & bottlenecks mainly:
  - South suburbs
  - Along I-80
  - Near the WI/IL Stateline
Freight-Caused Bottlenecks
- Chicago

- High Volume truck routes & bottlenecks mainly:
  - North Avenue
  - Jackson Boulevard
Agenda

• Freight-Caused Roadway Bottlenecks

• Roadway Freight Network

• Freight Strategy
IL Roadway Freight Network

- IL is 3rd largest state for truck freight
  - Outbound, inbound, pass-through all big
- 55% of IL interstate highway miles have truck percentages of 25% or more
  - High percentage interstates are everywhere in state
  - Only 4% of other roadway miles reach 25% trucks
- Interstate system blankets the state and freight is a central function
  ➔ This is the core network for roadway freight
Agenda

• Freight-Caused Roadway Bottlenecks
• Roadway Freight Network
• Freight Strategy
Strategy: Institutional Initiatives

2012 Freight Plan: 3 institutional steps implemented

- Expand multimodal planning by establishing ISFAC
- Draw on ISFAC to enhance knowledge of industry trends and needs
- Introduce freight performance measures

Key new step: *Mainstream* freight

- Incorporate explicit freight factors into routine project analysis
- Include freight elements in TIPS project prioritization process
Strategy: Network Development

1. District and Corridor Programs
   - Identify districts and corridors for analysis and investment targeted to improve industry logistics performance
   - Work with ISFAC, MPOs, neighboring states, MAFC
   - Examples:
     - Distribution corridors
     - Multimodal access corridors for agriculture
     - Clean fuel corridors to aid emissions management

2. Supply Chain Fluidity
   - Participate in federal pilot for NE Illinois
   - Measure, track, improve performance for first, last, transfer miles
   - Include assessment of resiliency to disruption
Strategy: Network Development

3. Multimodal Programs

- **Rail**: continue and enhance CREATE – for example:
  - Improve short and long distance facility access roads
  - Support additional facilities offering capacity relief, less costly transport distances

- **Waterways**: work with agency partners, develop funding
  - Over $40 million in capital needs identified
  - One source: MARAD Marine Highway grants

- **Air**: monitor and improve access route performance for major cargo facilities
  - Example operational improvement: signal prioritization
4. Public-Private Partnerships
   ▪ Build on experience with formal efforts to cultivate relationships and identify opportunities
   ▪ ISFAC role as a springboard
   ▪ One target: federal competitive grants
   ▪ Some keys:
     - Project timelines not prolonged
     - Revenue streams are apparent
     - Risks appropriately shared
Strategy: Economic Development

1. Freight-Driven Development (aka Cargo-Oriented Development)
   - Purpose: harness modal and logistics service for jobs and competitiveness
     - E.g. via Intermodal Logistics Centers
     - Leverage intermodal growth, including short haul potential
   - Support with freight access, job access
     - Plus workforce housing, training
   - Pursue proactively with economic development agencies
Strategy: Economic Development

2. Efficient Distribution

- Purpose: prepare for effect of warehouse automation and location shifts on Illinois’ role as distribution hub
  - Development and redevelopment
- Track and plan for higher freight density, higher e-commerce driven service requirements
  - Urban and rural delivery routes
  - Potential launch points for drones
Strategy: Economic Development

3. Technology Pilots
   ▪ Purpose: 3 focus areas to prepare for connected and automated freight vehicles
   ▪ Safety: capitalize on powerful gains through sensors
     – Maintain road striping for detection
     – Install sensors to interact with vehicles
     – Explore low-cost financing to upgrade trucks
     – Design pilot to test
   ▪ Signal prioritization: improve reliability and throughput around key facilities
     – E.g. airports, rail terminals, assembly plants
   ▪ Truck platooning: coordinate policy and research with neighboring states
Thank You!

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