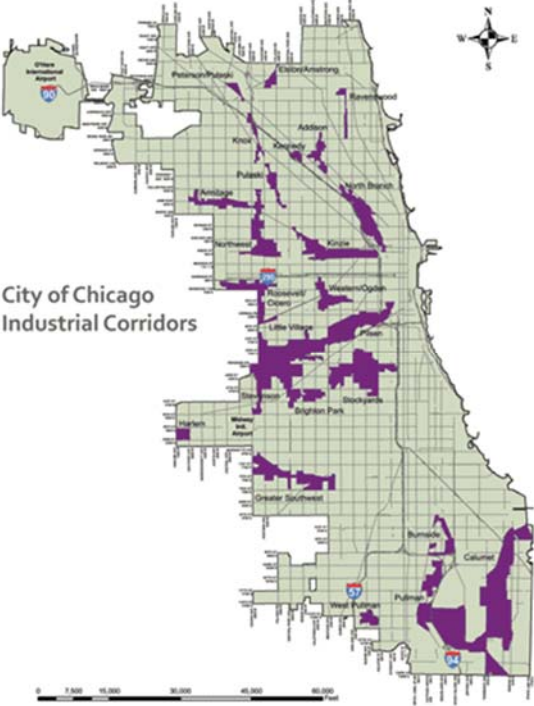


**Table 50. Integrating freight into the land use planning process.**

<b>Initiative 48: Integrating Freight into the Land Use Planning Process</b>	
<b>Description:</b> Incorporate freight consideration in the land use planning process to timely identify the sources of conflict between freight and some land uses.	
<b>Targeted mode:</b> Urban deliveries	<b>Geographic scope:</b> City, area
<b>Type of initiative:</b> Freight demand management: integrating freight into land use planning process	<b>Primary objective:</b> Reduce congestion, enhance safety, improve delivery efficiency
<b>Expected costs and level of effort to implement:</b> The implementation of this initiative requires a multi-layered, multi-stakeholder collaborative approach and cooperation among different public agencies.	
<b>Advantages:</b> <ul style="list-style-type: none"> <li>• Improve urban planning</li> <li>• Enhance livability</li> <li>• Reduce unintended consequences</li> <li>• Reduce congestion</li> </ul>	<b>Disadvantages:</b> <ul style="list-style-type: none"> <li>• Require moderate/high coordination among multiple stakeholders/jurisdictions</li> </ul>
<b>Examples:</b> <ul style="list-style-type: none"> <li>• Chicago DOT included in the city planning the implications of expanding a rail terminal</li> <li>• Chicago’s designated industrial corridors and planned manufacturing districts</li> </ul>	
 <p style="text-align: center;">City of Chicago Industrial Corridors</p>	
<p>Source: Hartshorn and Lamm 2012; original from city of Chicago</p>	
<b>Related alternatives:</b> 1. <a href="#">Freight Cluster Development (Freight Village)</a> ; 2. <a href="#">Enhanced Building Codes</a> ; 3. <a href="#">Truck Stops/Parking Outside of Metropolitan Area</a> ; 4. <a href="#">Urban Consolidation Centers</a>	
<b>References:</b> Steele et al. 2011; Christensen Associates et al. 2012; Hartshorn and Lamm 2012; Bassok et al. 2013	