



Chicago Metropolitan Agency for Planning

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Freight Committee Meeting Minutes November 18, 2019

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois 60606

Members Present: Elaine Bottomley (Council of Mayors), Mike Burton (C&K Trucking), Colin Duesing (Will County), Eric Gallien (Illinois Trucking), Clayton Harris (IIPD), Lee Hutchins (Consultant), Aimee Lee (ISTHA), Libby Ogard (Consultant), Adam Rod (CDA), Herbert Smith (Class I Railroad), DeAnna Smith (IDOT), Erik Varela (Class I Railroad), Sam Wright (Cook County DOT)(for Maria Choca Urban)

Staff Present: Erin Aleman, Aidan Dixon, Jesse Elam, Timi Koyejo, Patty Mangano, Tom Murtha, Jeff Schnobrich, Elizabeth Schuh

Others Present: Garland Armstrong (Access Living), Heather Armstrong (Access Living), Marie Glynn (Jacobs), Michael Olson (IDOT – via teleconference), Ryan Peterson (KKCOM), Jason Salley (IDOT), Keith Spencer (Metro Strategies), Rebecca Wingate (Cambridge Systematics)

1.0 Call to Order and Introductions

Mr. Gallien, co-chair of the Freight Committee, called the meeting to order at 10:03 a.m. and members introduced themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – September 16, 2019

The minutes from the September 16, 2019 meeting were approved by the Committee.

4.0 Roadway Design and Freight

Jason Salley, Geometric Studies Unit Head at IDOT District 1, discussed [truck accommodations in Chicagoland projects](#) that involve new or innovative designs. In the

region, there are two diverging diamond interchanges open to traffic, with four others under construction or proposed; truck accommodations include wider lanes, striping to accommodate off-tracking, and truck aprons (i.e. mountable curbs). There is one roundabout open to traffic on the IDOT system, with four locations under construction and six more proposed. Accommodations include truck aprons -- on both the inner and outer portions of the roundabouts -- to allow off-tracking. IDOT is also in the process of implementing a Restricted Crossing U-Turn (RCUT) in Will County; truck accommodations include a pavement extension to allow trucks to off-track during the U-turn. Salley also discussed accommodations for oversize trucks in roundabout designs -- giving the example of wind turbine blades from Wisconsin transiting the region on Route 23 -- which include wider aprons and less landscaping in the center. Finally, Salley discussed policy around non-reconstruction projects, such as curb extensions. Based on recently enacted law, if the curb is being modified, a WB-65 design vehicle must be accommodated.

In response to a question about cost implications of roundabouts, Salley noted that long term impacts are hard to judge given that roundabouts are new in northeastern Illinois. In response to a question about which lane drivers should turn into while completing an RCUT -- and implications for state law and signage -- Salley stated that he was not aware, but has not seen much enforcement of potential illegalities. In response to a question about lead agency and locality involvement, Salley noted that there is public and stakeholder engagement for each project. He stated that public outreach on roundabouts is increased due to driver unfamiliarity. In response to a question about the choice between a diverging diamond and a traditional cloverleaf interchange, Salley stated that there are no specific criteria used to decide between the two, but operations and right of way impacts are of primary concern. In response to a question about trucker reaction to new designs, Salley stated that while there has been guard rail damage in certain areas, the general reaction has been positive.

5.0 CMAP Emerging Mobility Technology Task Force

Aidan Dixon provided an [overview](#) of the forthcoming Emerging Mobility Technology Task Force, which resulted from a recommendation in ON TO 2050. As new technologies such as TNCs and shared-use cars, bikes, and scooters become increasingly prevalent, CMAP will convene stakeholders to set a vision and gain consensus on how to integrate these services into a multimodal transportation network. Fleet electrification and preparing for connected vehicles will also be covered. Freight considerations for the task force may include curb, street, and sidewalk management as well as fleet electrification and infrastructure.

A committee member suggested that in addition to changes in technology, a focus on changes in land use and asset repurposing would be appropriate. In response to a question about the policy component of curb use, Dixon stated the task force would address the issue at a high level rather than giving recommendations for specific geographies. In response to a question about malls being replaced by distribution centers, Dixon noted that a different CMAP project on e-commerce will likely address

that issue. Committee members discussed challenges and opportunities of off-peak deliveries; one challenge is trucks carrying multiple shipments, not all of which can be received overnight. In response to a question about drones, Dixon noted that they would not likely be discussed by the task force. A committee member noted that in the railroad industry, an increased ability to gain insights from data is likely to shape operations, with the potential to decrease the need for new infrastructure.

6.0 Truck Route Designation Legal Changes

CMAP staff Tom Murtha and IDOT staff Michael Olson [presented](#) on recently enacted laws regarding designation of truck routes. Olson noted that an update to IDOT's [OPER 753](#) document would be published when the newest law takes effect January 1, 2020. Murtha stated that among other changes, the laws eliminated Class III and Locally Preferred truck routes; the remaining categories are Class I, Class II, and undesignated. In effect, the focus of local agencies will now be less on where trucks can go (designations) and more on where they can't go (restrictions). Rules around record-keeping for truck designations and restrictions were also changed. Olson noted that enforcing weight restrictions is easier than enforcing length restrictions; he also cautioned municipalities from placing weight restrictions that are too low and could affect school busses and garbage trucks.

7.0 Western Will County Truck Routing and Communities Study

Patty Mangano provided an [update](#) on CMAP's truck routing study in Western Will County, which has been combined with a Local Technical Assistance project on land use in Will County. She described the planning context and objectives, the consultant team, the scope of services, and timeline.

8.0 CMAP Freight Data

Tom Murtha provided an overview of CMAP's [freight data website](#), which includes a number of recent updates. He discussed updates to train counts, truck VMT, and truck bottleneck data.

In response to question about intermodal lift data, Murtha stated that CMAP had recently received the data and would be posting it shortly. Totals for Canadian Pacific and Iowa Interstate Railroad were not received and will be estimated.

9.0 Proposed 2020 meeting schedule

The committee adopted meeting dates for 2020 of February 24, May 18, September 21, and December 7.

10.0 Other Business

There was no other business presented.

11.0 Public Comment

Garland Armstrong stated a concern about vehicles not coming to a complete stop at Cumberland Circle in Des Plaines.

12.0 Next Meeting – February 24, 2020

The next meeting will be held on Monday, February 24, 2020.

13.0 Adjournment

The Committee adjourned at 11:51 a.m.

Respectfully submitted,

Jeff Schnobrich, Committee liaison

Approved as presented, by unanimous vote, February 24, 2020