MOVING WILL COUNTY

TRUCK ROUTING + LAND USE

CMAP Freight Committee
September 21, 2020

01

Project Overview

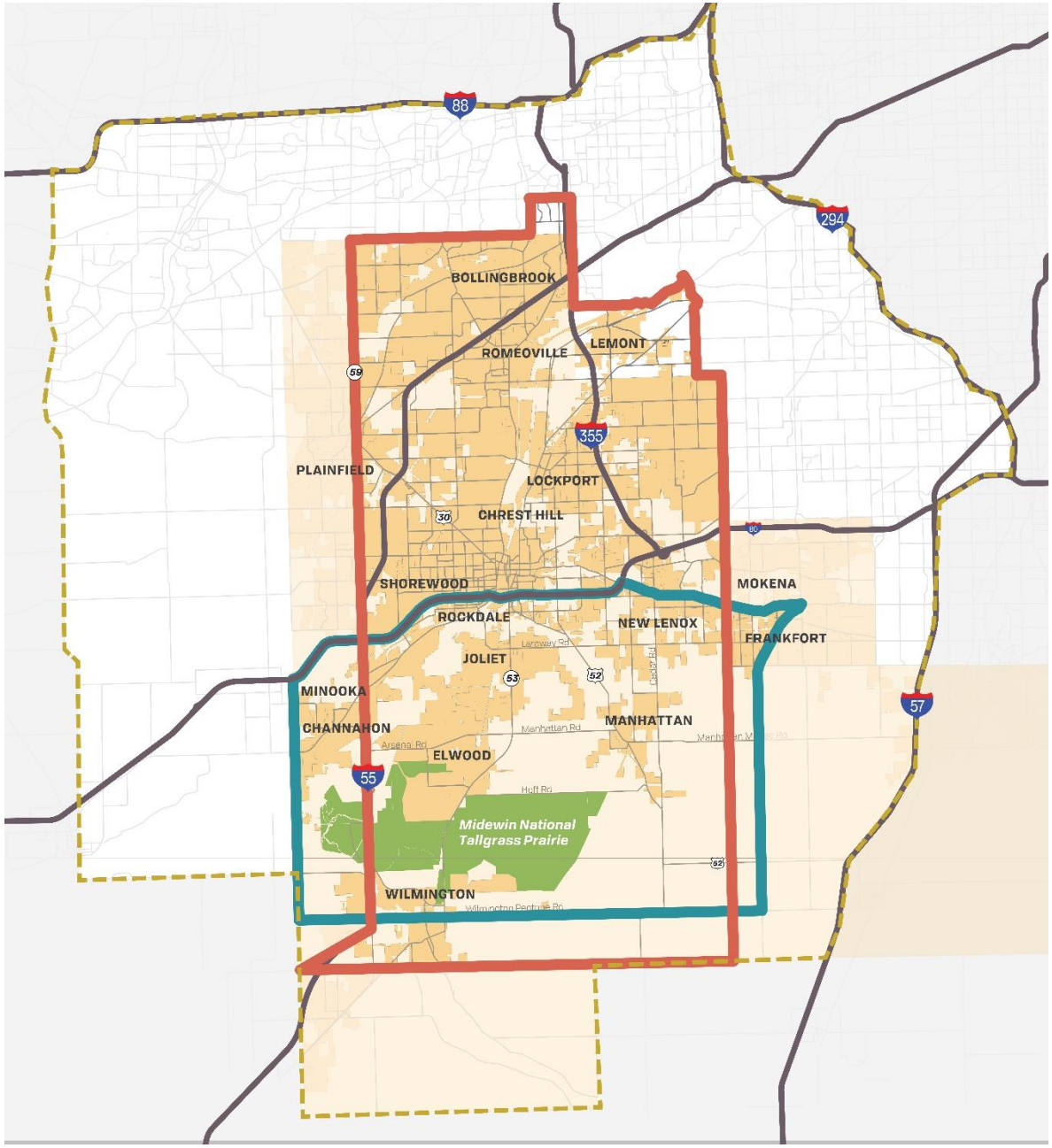
OVERVIEW

Study Area

TRUCK ROUTING AND COMMUNITIES STUDY AREA

TRANSPORTATION AND LAND USE STRATEGY STUDY AREA

LARGER TRANSPORTATION NETWORK TO CONSIDER



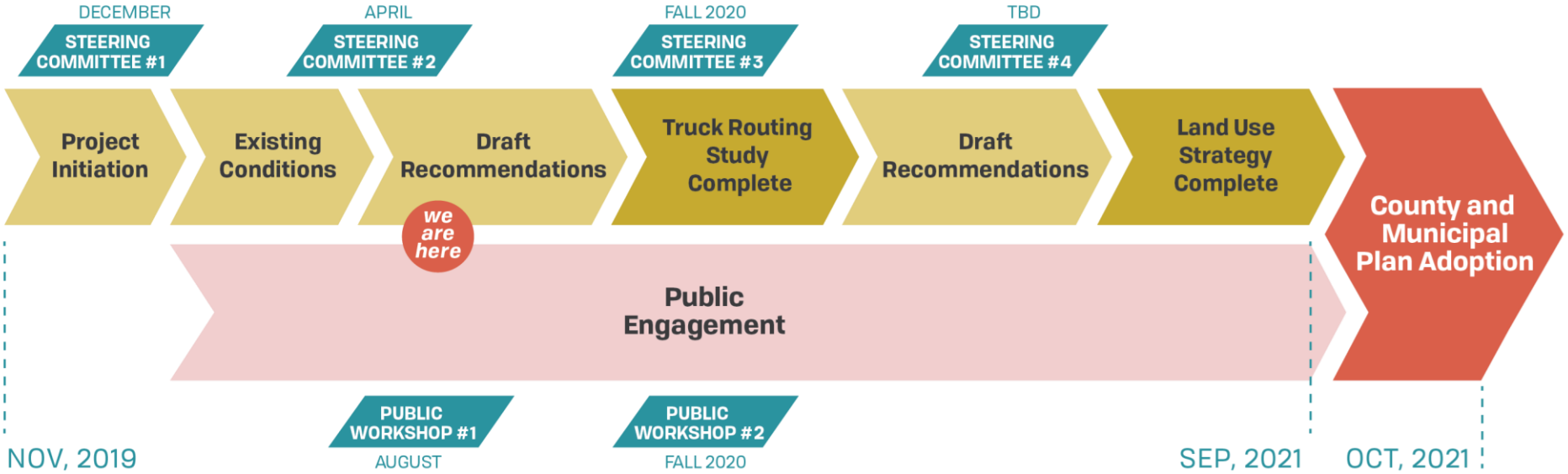
OVERVIEW

Project Overview

- Build on the recommendations of the Will County Community Friendly Freight Mobility Plan.
- Address the recommendations and strategies of ON TO 2050 to maintain the region's status as North America's freight hub, while balancing community concerns and the economic benefits of freight.
- Provide recommendations for an improved truck route network in western Will County, with capital improvements identified.
- Identify strategies to avoid, minimize and, if necessary, mitigate impacts, particularly in Economically Disconnected Areas.
- Ensure a balance between economic development, natural resource protection, multi-modal connections, congestion relief, and quality of life/community character goals.

OVERVIEW

Plan Process Timeline

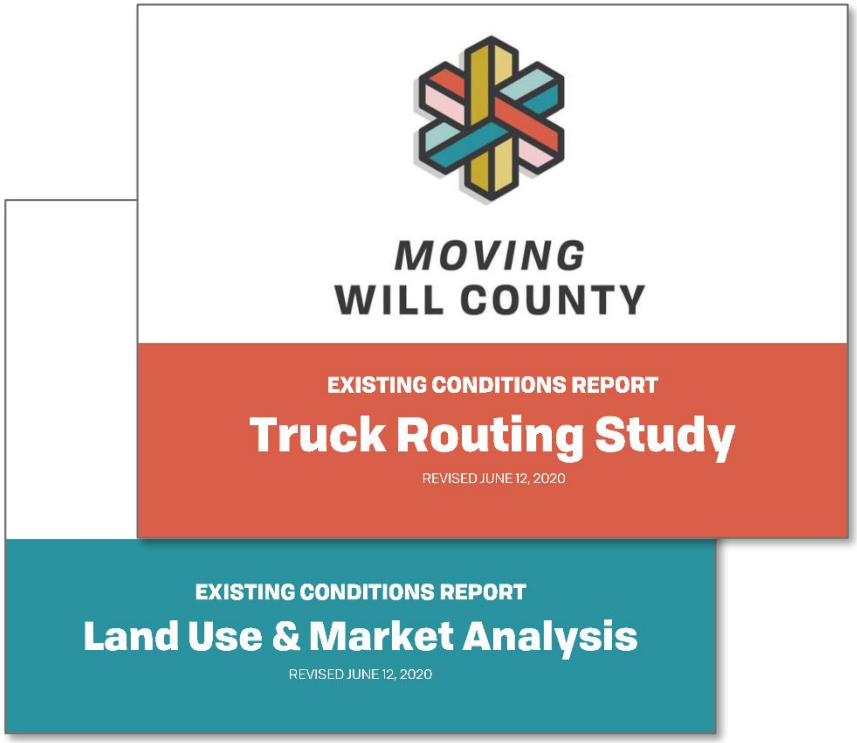


- Project began in November 2019
- First Steering Committee meeting in December 2019
- Second Steering Committee meeting in April 2020
- Additional Steering Committee meeting and Public Workshop in the Fall
- Adoption in October 2021

OVERVIEW

Existing Conditions Reports

- Existing Conditions Reports for the Truck Routing Study and Land Use & Market Analysis are available for review on the project website



Visit www.MovingWillCounty.org to view the ECR Reports!

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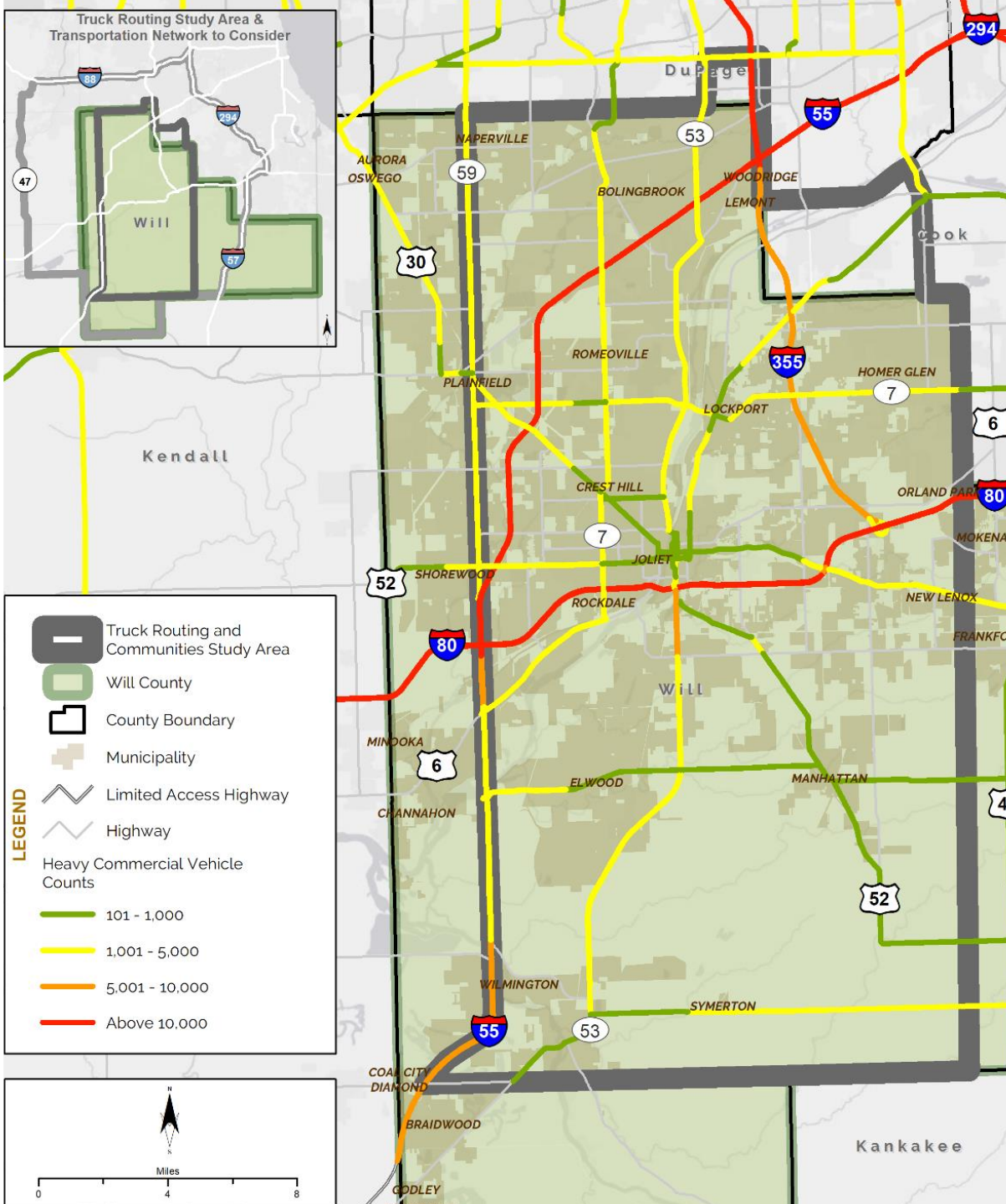
Truck Routing: Existing Conditions & Recommendations

TRUCK ROUTING

Truck Counts: Key Findings

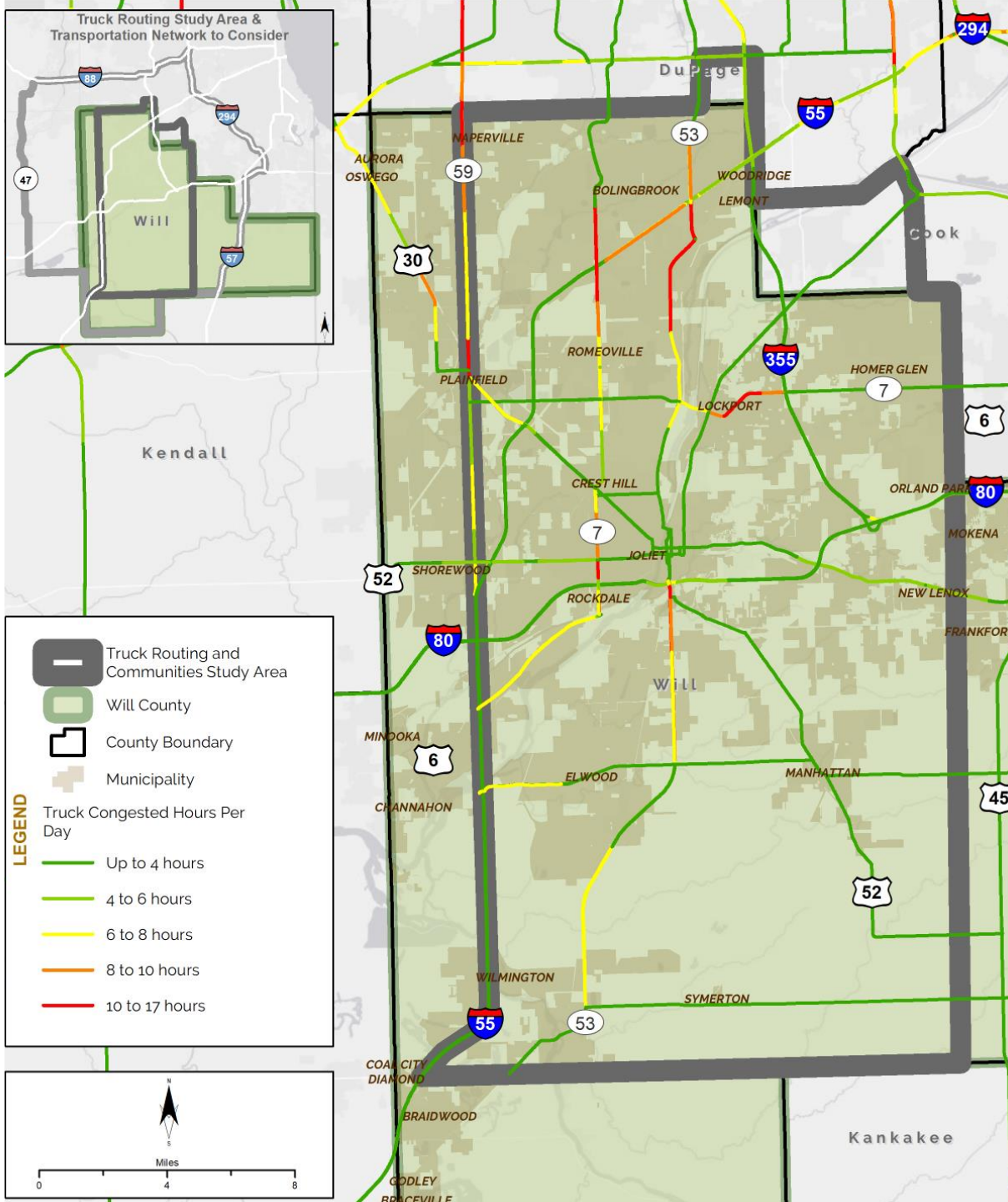
- Heavy commercial vehicle counts in 2018 vary greatly across the study area.
- Range from 100-17,900 vehicles (does not reflect growth in traffic volumes since 2018) .
- Interstate highways have the highest counts.
- Highest-volume segments are along I-80, I-55 north of I-80, and I-355 north of I-55.
- I-355 between I-55 and I-80 and I-55 south of I-80 – have lower counts.



TRUCK ROUTING

Truck Congestion: Key Findings

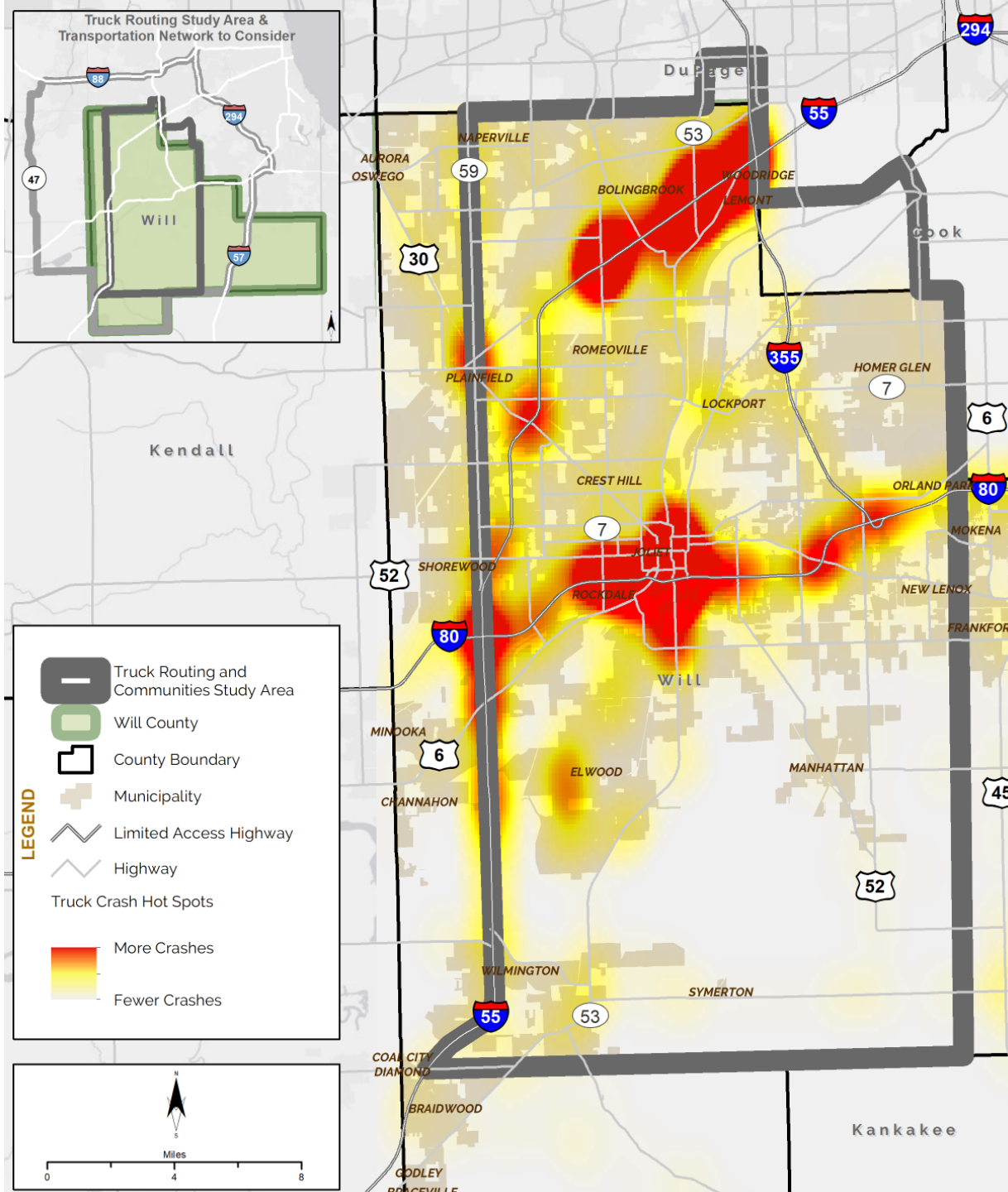
- Despite having lower truck counts than interstates, state and county highways experience the longest durations of truck congestion.
- IL 53: medium-to-high levels of congestion, except segments in central Joliet.
- IL 7: medium-to-high levels of congestion in Lockport and west of Joliet.
- IL 59: medium-to-high levels of congestion north of Plainfield.
- Weber Road: high congestion near I-55 interchange.



TRUCK ROUTING

Truck Crashes: Key Findings

- Truck crash hot spots generally exist on and along Interstate highways where heavy commercial vehicle traffic is highest.
- Major hot spots exist in the greater Joliet area to Rockdale along Interstate 80, and also extend north-south from I-80 along the IL 53 corridor.
- Additional hot spot from Lemont to Romeoville along I-55 and US 30 around Plainfield.



TRUCK ROUTING

Changes in Laws for Designated Truck Routes

New laws generally allow all trucks 65’ or less on all roads unless there is a restriction. The new laws also expand access to local streets for the largest trucks.

- Previously, state law had allowed general access for trucks up to 55 feet in length on undesignated roadways.
- The changes generally allow a truck up to 65 feet in length on all roadways, regardless of designation as a truck route.
- Vehicles exceeding 65 feet may travel from a Class I or Class II designated truck route onto any non-designated highway for a distance of 5 miles for the purpose of loading, unloading, food, fuel, repairs and rest if:
  - there is no sign prohibiting that access; and
  - the route is not being used as a thoroughfare between Class I or Class II highways.

<55’= previously allowed on all roadways

<65’= currently allowed on all roadways

>65’= allowed on Class I and Class II designated routes

Draft Truck Routing Recommendations

As identified in the Will County Community Friendly Freight Mobility Plan, the lack of a continuous system of designated truck routes in the region causes safety and quality of life concerns for local communities.

- Proactively designating Class II truck routes helps to ensure that trucks travel where local communities want them to travel.
- One benefit of formal classification is that these routes will be reflected in truck navigation/GPS
- An interconnected network of truck routes in the study area meets the following goals:
    - Connects major truck trip generators, such as intermodal yards and major industrial facilities, to the arterial network and Interstate system
    - Provides access for larger trucks that are critical to economic activity
    - Establishes a framework consistent with recent changes in state law

TRUCK ROUTING

Draft Truck Routing Recommendations: Entire Study Area

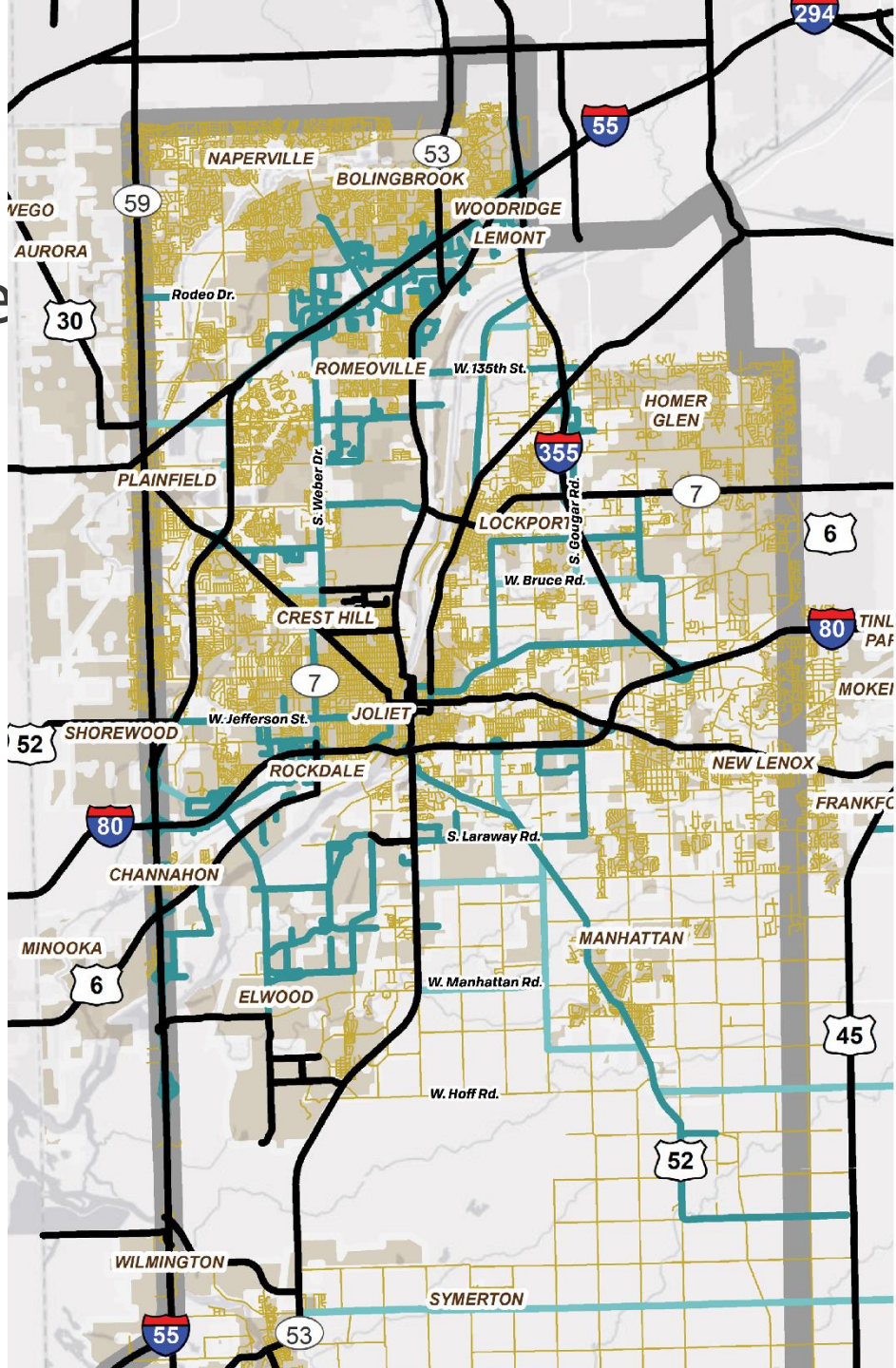
Existing Class I & Class II:

Short-Term Class II:
Currently undesignated or restricted to trucks. Recommended to be designated Class II truck routes **within 5 years**

Long-Term Class II:
Currently undesignated or restricted to trucks. Recommended to be designated Class II truck routes **beyond the next 5 years. Long term routes will need additional investment.**

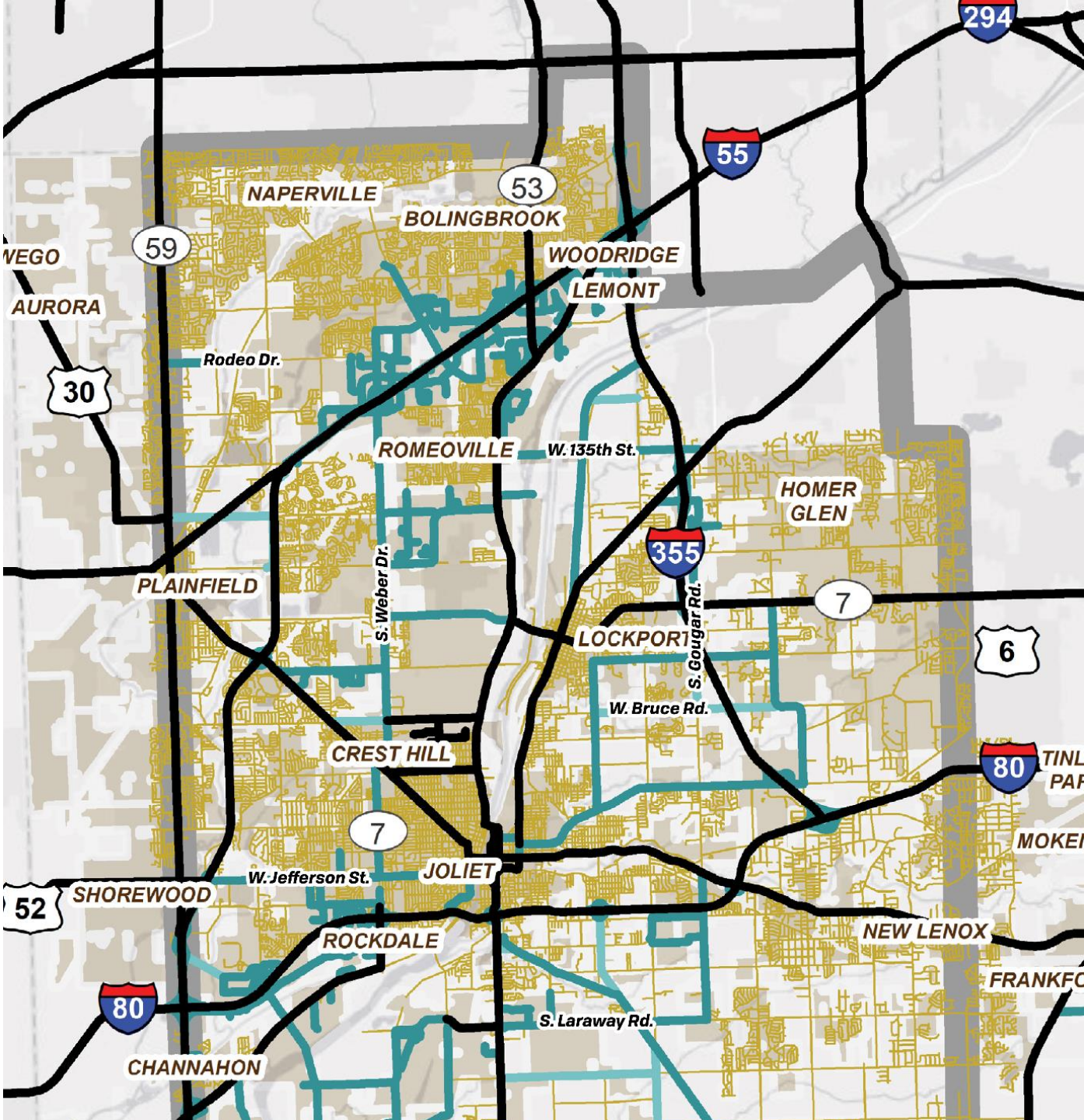
Truck Not Preferred:
Includes roads that would be either undesignated or restricted to trucks under current statutory framework. Most are local roads in residential or agricultural areas.

These were informed by truck performance data, existing land use analysis, and stakeholder engagement. Now it is time to hear from you.



TRUCK ROUTING

Draft Truck Routing Recs: North



Existing Class I & Class II:

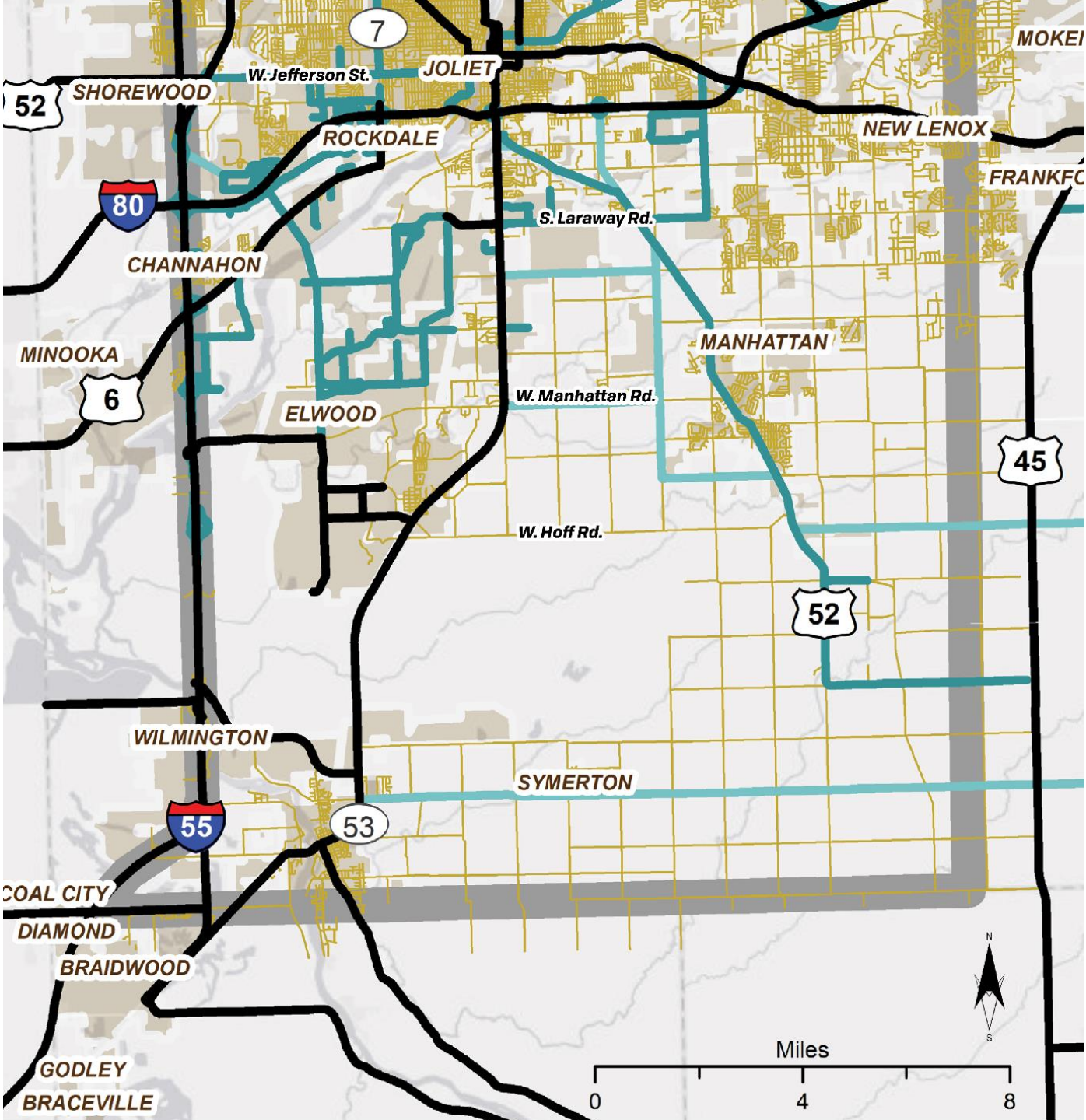
Short-Term Class II:

Long-Term Class II

Truck Not Preferred

TRUCK ROUTING

Draft Truck Routing Recs: South



Existing Class I & Class II:

Short-Term Class II:

Long-Term Class II

Truck Not Preferred

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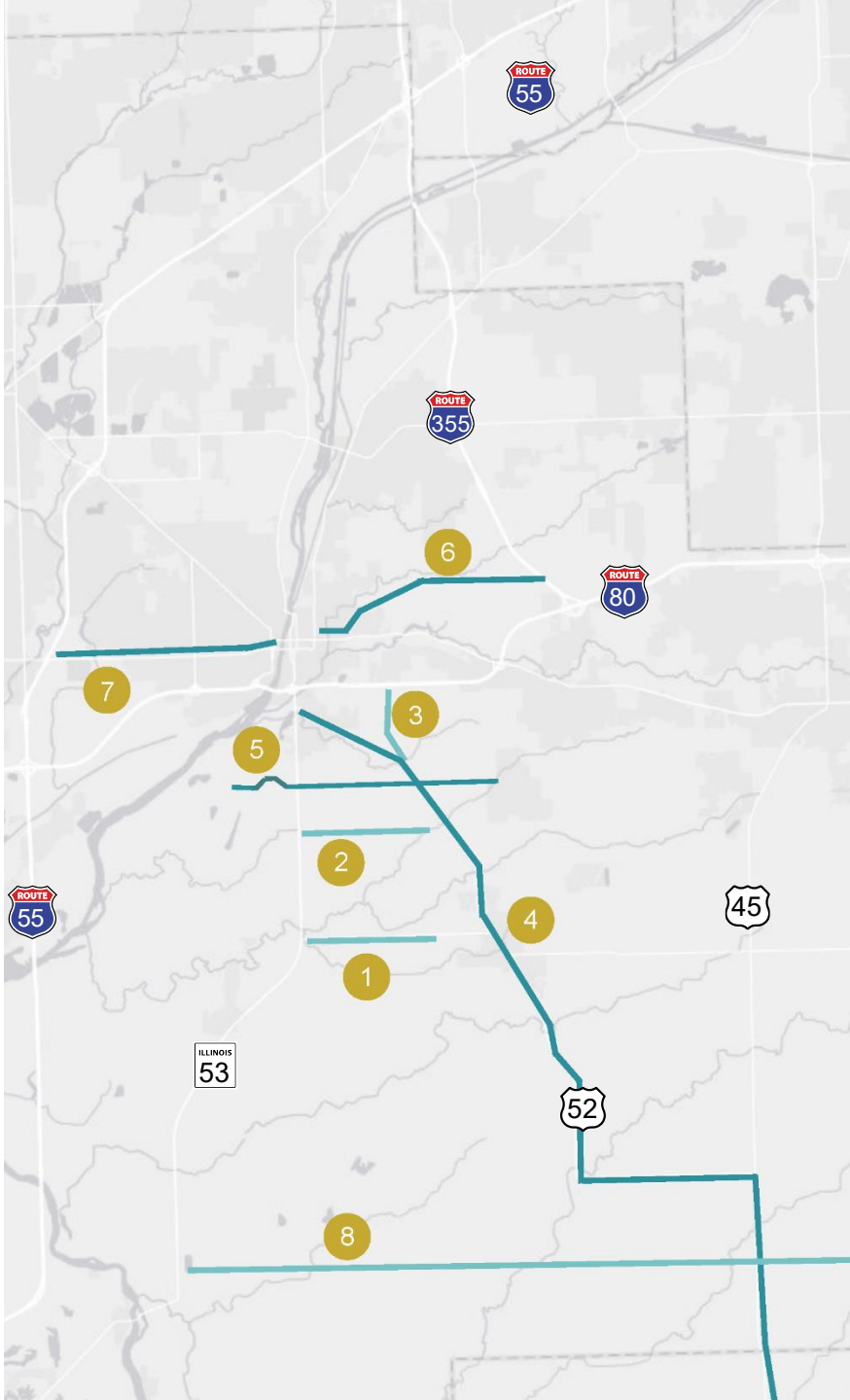
Truck Routing: Key Routes Discussion

TRUCK ROUTING

Key Routes: Why These Corridors

- The following locations are worth discussing for several reasons:
  - Near locations with potential for substantial land use change
  - The consultant team has heard different opinions from municipalities and organizations in the area
  - Several of the corridors cross through a variety of land uses, including residential areas

1. Manhattan Road: IL 53 to Cherry Hill Rd
2. Schweitzer Road: IL 53 to Cherry Hill Rd
3. Briggs Street: I-80 to US 52
4. US 52: IL 53 to US 45
5. Laraway Road: Centerpoint Way to Gougar Rd
6. Maple Road/US 6: IL 171 to I-355
7. US 52/Jefferson Street: I-55 to US 30
8. Wilmington-Peotone Road: IL 53 to Drecksler Rd



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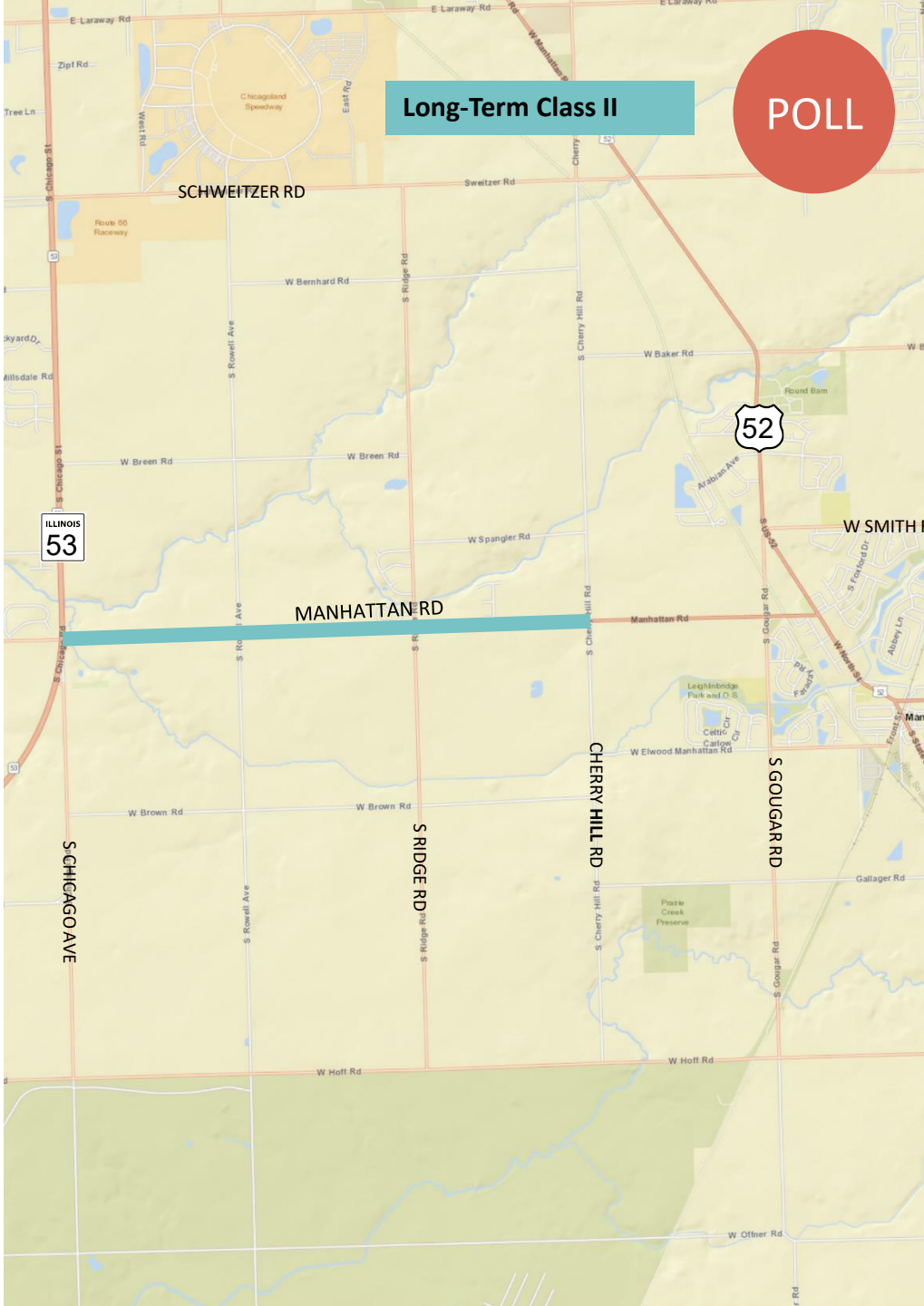
Next Steps

Community Engagement

- Received comments on an online interactive WikiMap via www.MovingWillCounty.org
- Truck routing recommendation maps were available in person at locations around the study area, including:
  - Joliet City Hall
  - Joliet Public Library
  - Homer Glen Village Hall
  - Woodridge Village Hall
- Received email and voicemail comments
- Next open house focused on Land Use recommendations (tentatively Fall 2020)

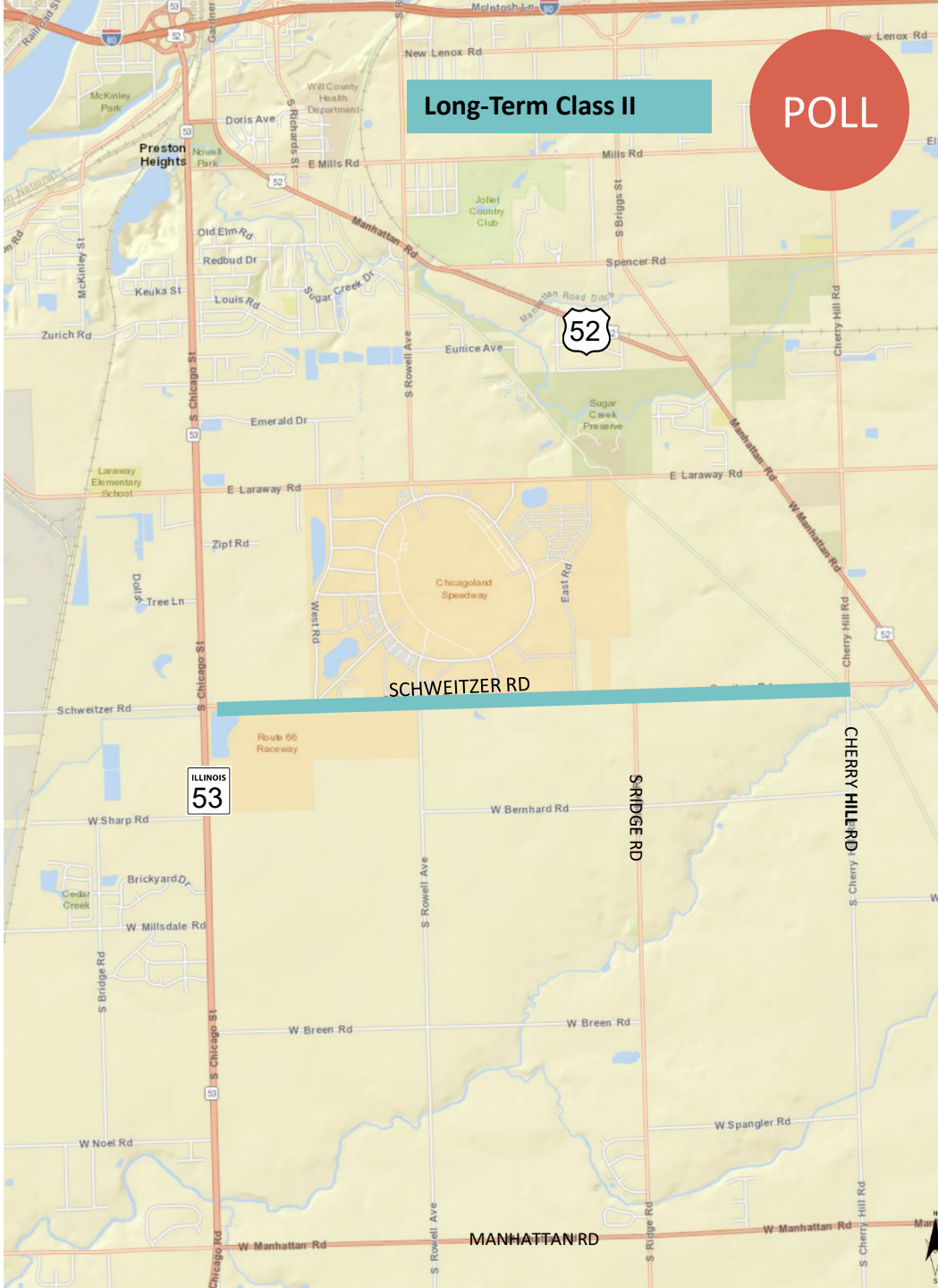
Manhattan Road: IL 53 to Cherry Hill Rd

- Provides east-west connection between IL 53 and US 52
- May become increasingly utilized with additional development east of IL 53
- Currently a 2-lane cross section under County jurisdiction adjacent to agricultural and residential land uses
- Could connect to a future bypass of US-52, which would minimize impacts on existing communities



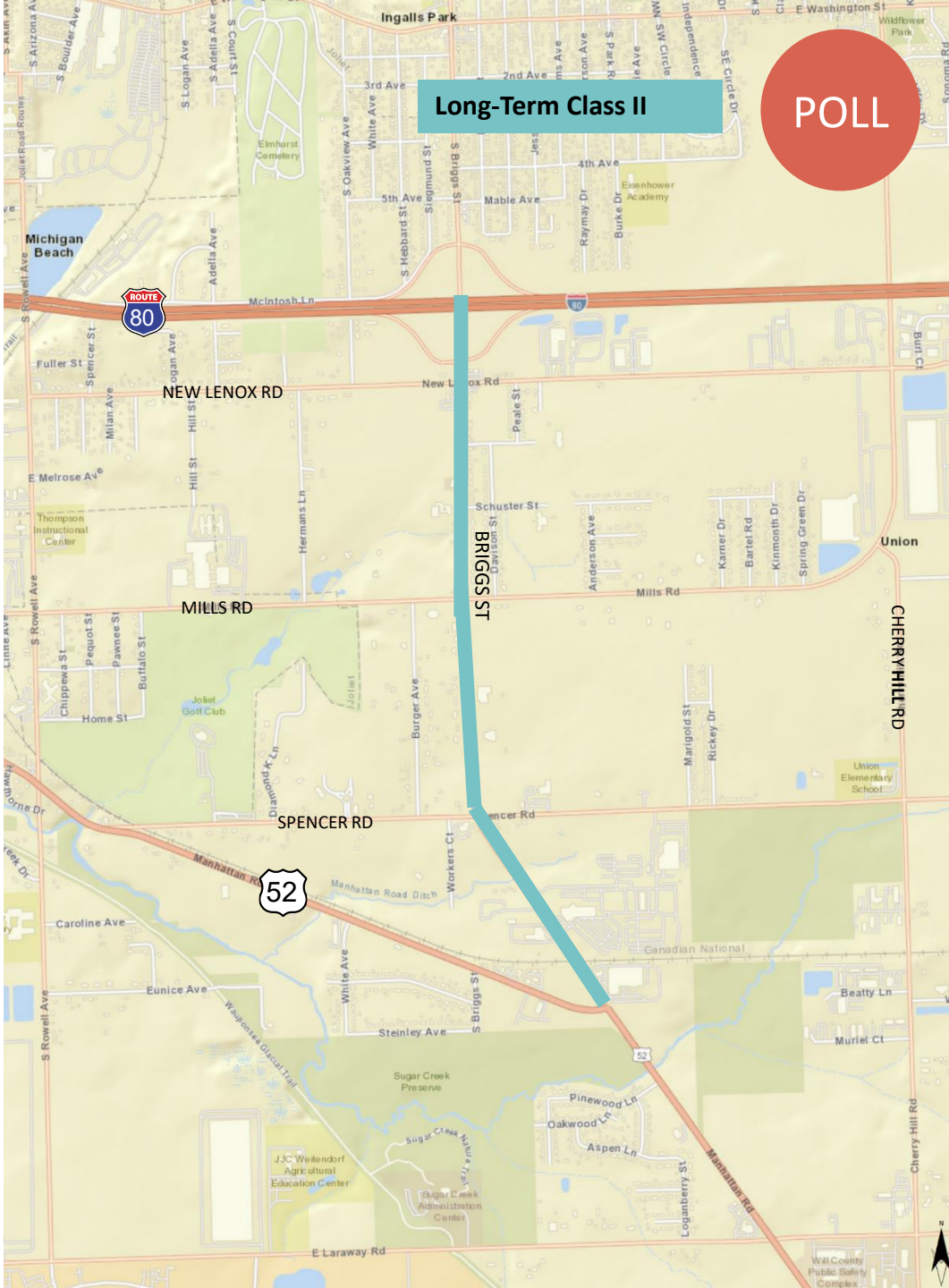
Schweitzer Road: IL 53 to Cherry Hill Rd

- Provides east-west connection between IL 53 and US 52, also provides access to the Chicagoland Speedway
- May also become increasingly used with additional development east of IL 53. Close to existing industrial development off Laraway Road
- Currently a 2-lane cross section under local jurisdiction adjacent to agricultural land uses
- Could connect to a future bypass of US-52, which would minimize impacts on existing communities



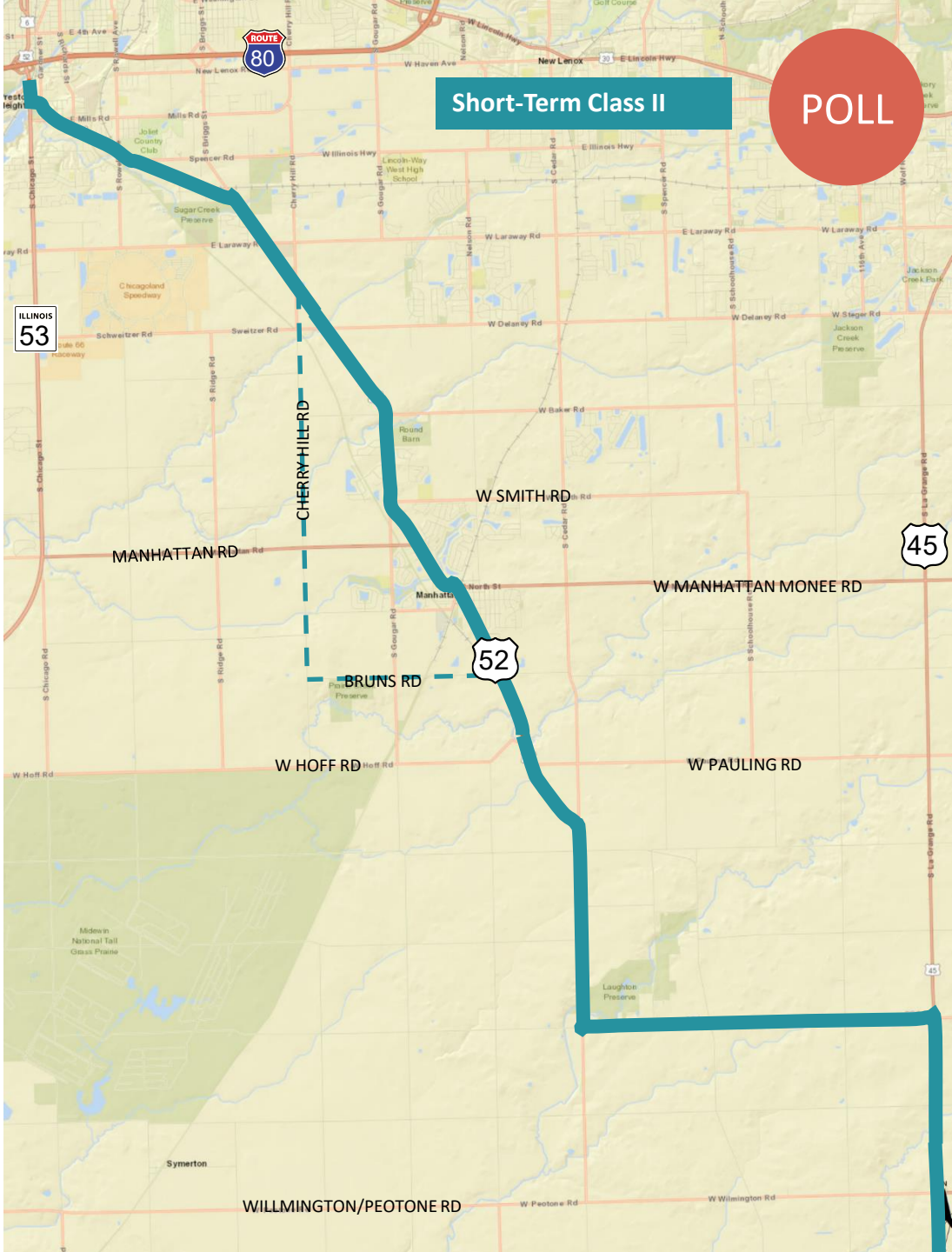
Briggs Street: I-80 to US 52

- Provides connection between I-80 and US 52 using an existing interchange
- Could help alleviate congestion at the IL 53/I-80 interchange, which is a safety hot spot
- Currently a two-lane cross section under County jurisdiction adjacent to residential land uses



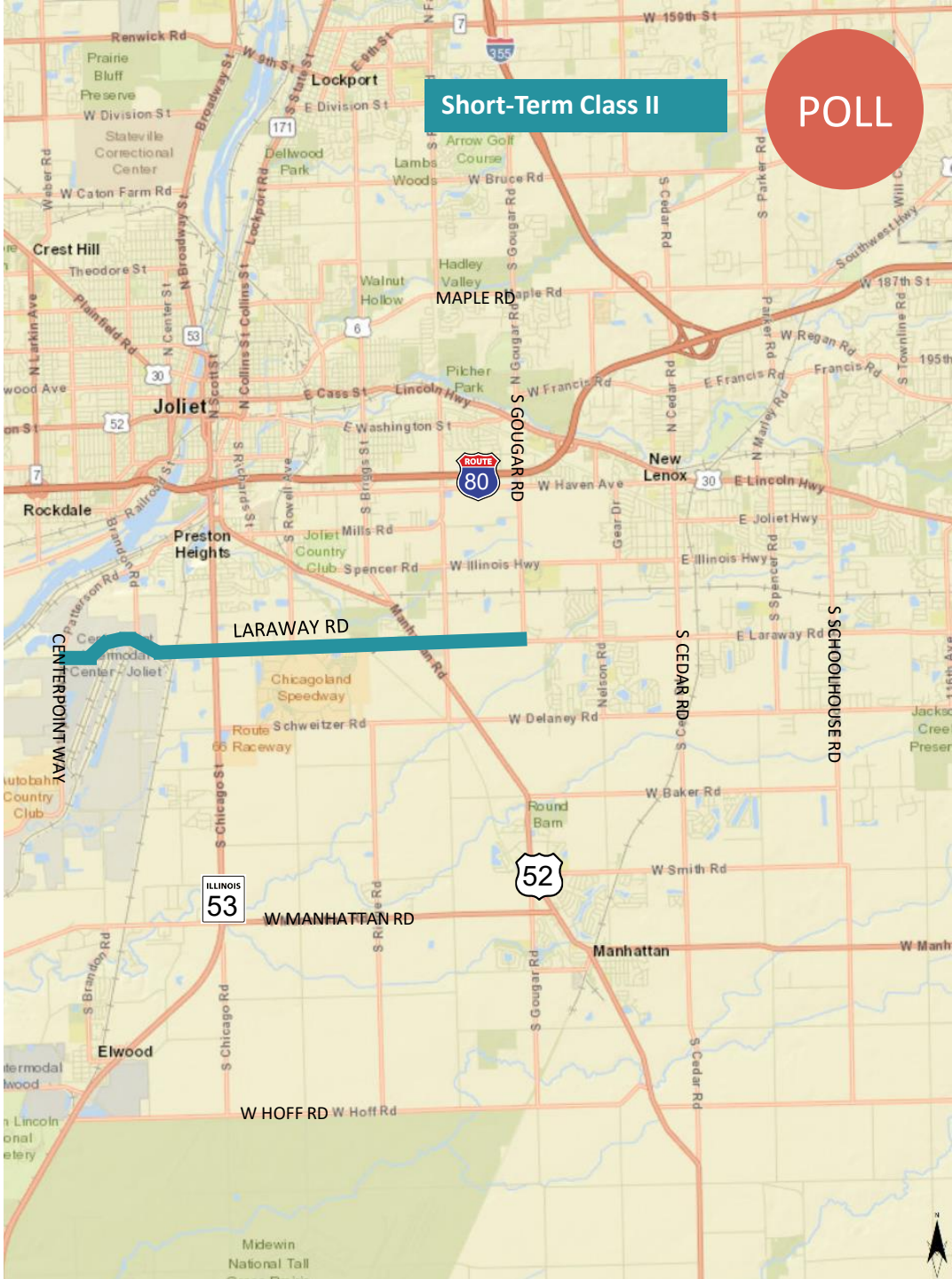
US 52:
IL 53 to US 45

- One of two north-south arterial corridors in the southern half of the study area, providing connections to IL 53 and I-80 to US 45
- Currently undesignated – neither a designated truck route nor restricted for truck movements
- Heavy traffic concentrated in northwest part of the corridor. Limited truck congestion elsewhere



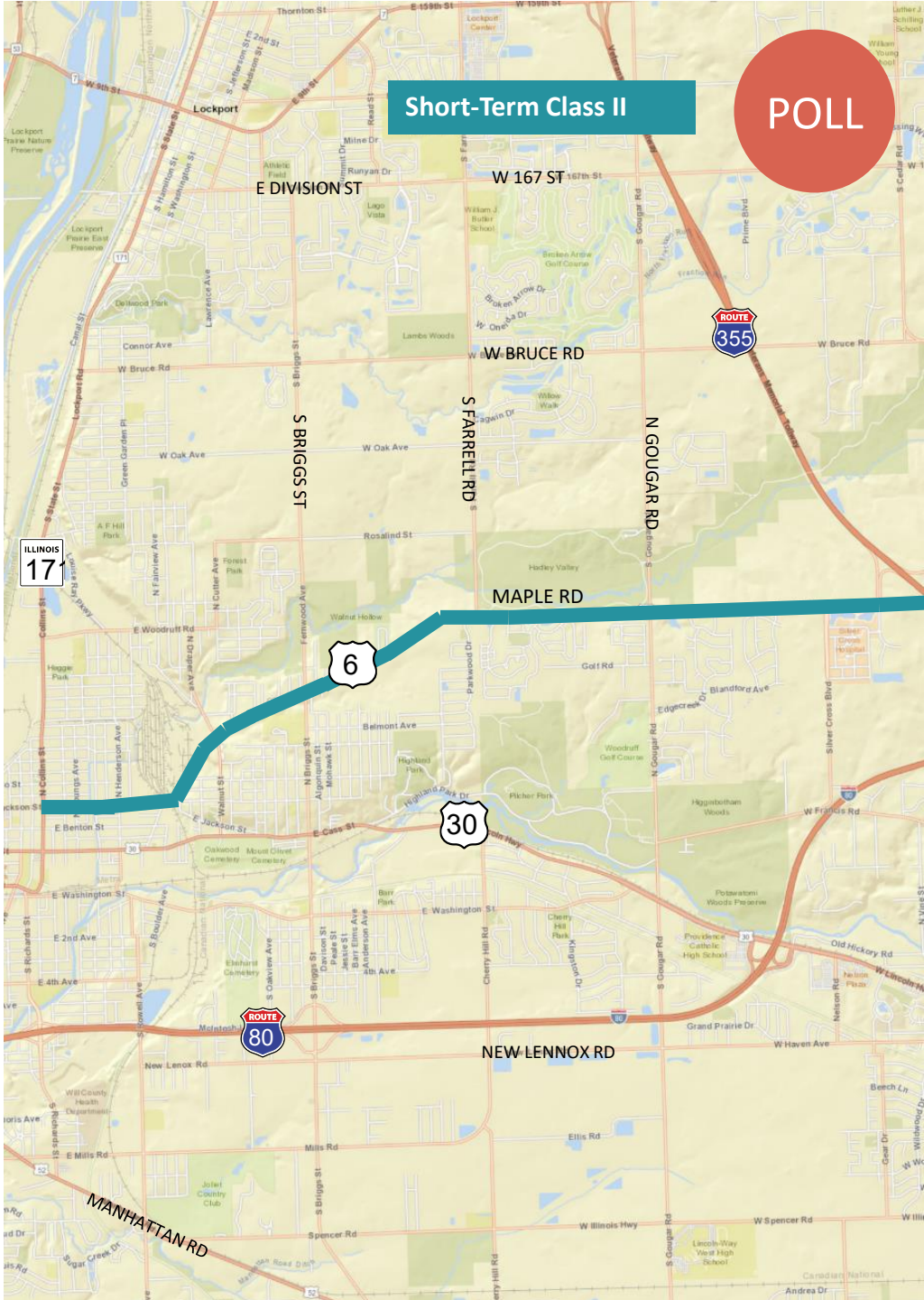
Laraway Road : Centerpoint Way to Gougar Rd

- Key east-west corridor; connects freight generating uses, including distribution centers, with IL 53 and US 52. One of two current access points to intermodal yards
- Mostly 2- or 3-lane cross section under municipal and county jurisdiction
- Adjacent to industrial land uses to the west, and agricultural and residential land uses to the east
- WCDOT has programmed several infrastructure improvements along the eastern portion of the corridor, improving capacity and asset conditions
- Ongoing planning study for Laraway Rd/Union Pacific railroad crossing just west of IL 53



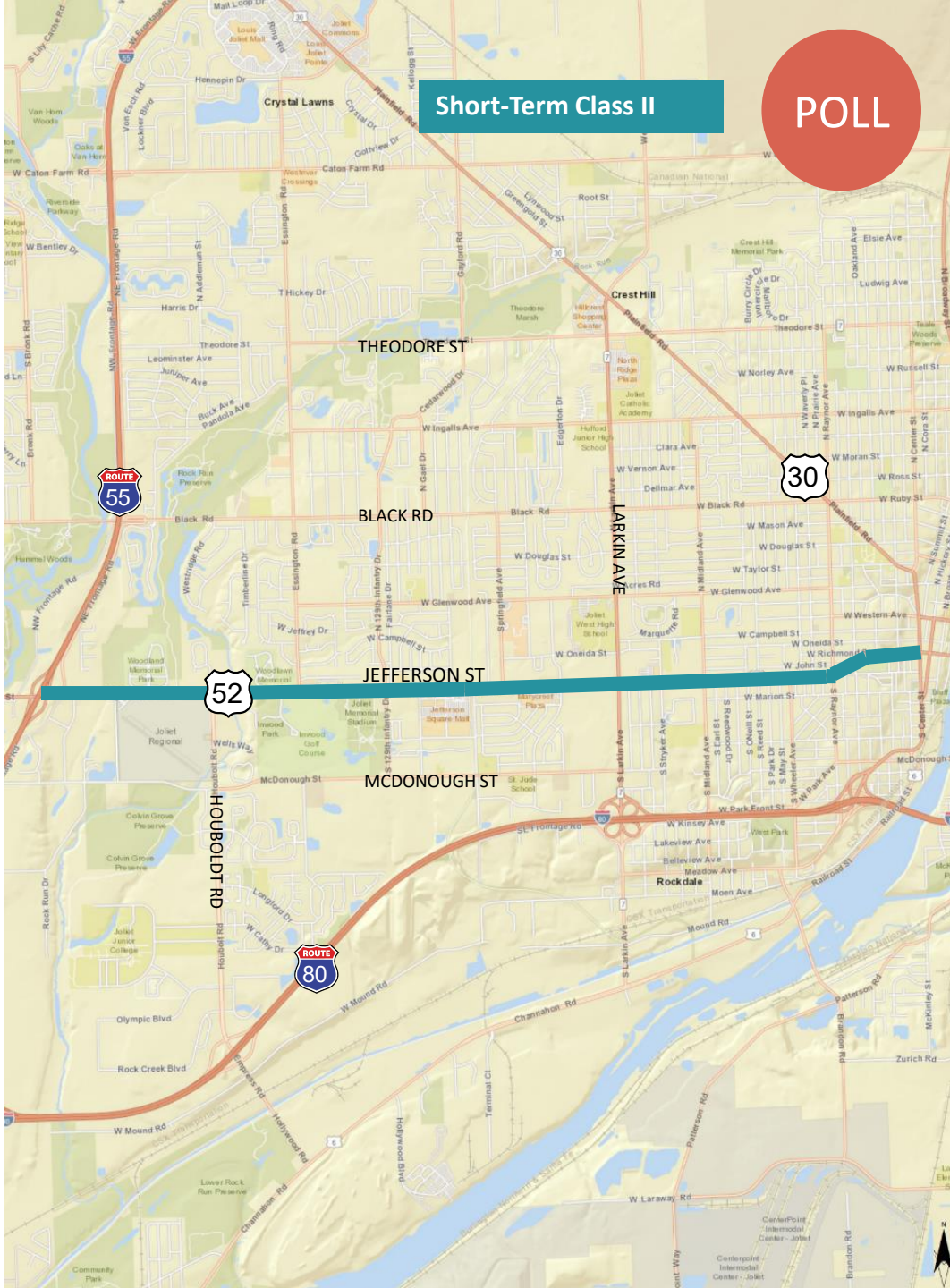
Maple Road/US 6: IL 171 to I-355

- Provides connectivity from IL 171 near downtown Joliet to I-355, serving as an alternate east-west corridor to US 30
- Currently a 2- to 5-lane cross section under IDOT jurisdiction
- Adjacent to residential and legacy industrial uses in western and central segments. Also some open space and health care land uses to the east



US 52/ Jefferson Street: I-55 to US 30

- Provides connectivity from downtown Joliet to I-55, serving as an alternate Class II truck route to US 30
- Heaviest truck traffic along western segment between I-55 and IL 7/Larkin Ave
- Generally 4- or 5-lane cross section under IDOT jurisdiction adjacent to a mix of neighborhood commercial, legacy industrial, and residential land uses. Also provides access to Joliet Regional Airport



Wilmington-Peotone Road: IL 53 to Drecksler Rd

- Provides east-west connections in southern Will County
- Could serve longer distance travel
- Included as Regionally Significant Project in ON TO 2050 regional plan