



# ***MOVING*** **WILL COUNTY**

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*TRUCK ROUTING + LAND USE*



**Virtual Public Workshop**  
August 13, 2020





**Welcome!**

*The meeting will begin shortly.*

While we wait for everyone to log on, please find the chat box (located at the bottom of your screen) and send us a message with your name and where you're from (either what community you are from or what organization you may be with).

# Workshop Format: How to Participate

## CHAT



- Send comments to the panelists.
- Throughout the presentation, we will pause and summarize what we are seeing come through via the chat.

## Q&A



- Send specific questions via the Q&A box.
- Questions will either be answered digitally by a panelist or will be held until we are at a Q&A slide, at which point the question will be directed to a panelist to answer live.

## LIVE POLLS



- There will be a number of live polls about the specific corridors we're discussing this evening.

## WIKI MAP



- Online map that you can add detailed comments to - more details on how to use this later in the presentation.

## OPEN COMMENT



- Once the workshop has finished, there will be 20 minutes for anyone who was not able to send questions/chat messages to speak (limited to 2 minutes per comment).
- Chat, Q&A, Live Polls and WikiMap are the best way for you to give feedback.

**All chat messages, Q&A's, poll results, and the recording of tonight's workshop are part of the public record and will be published on the project website following the event.**

# The Moving Will County Project Team



**Stephen Ostrander**  
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*Chicago Metropolitan  
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Community Engagement  
*The Lakota Group*



**Alexander J. Beata**  
Truck Routing Lead  
*CDM Smith*



**Ferhat Zerín, FAICP**  
Land Use Planning  
*Ginkgo Planning &  
Design, Inc.*



# Agenda

- Welcome and Introductions (5 minutes)

## 1 Project Overview (5 minutes)

- Project goals
- *Pause for Questions & Live Poll*

## 2 Land Use & Market: Existing Conditions Key Findings (5 minutes)

- Environmental issues and impacts
- Market findings

## 3 Truck Routing: Existing Conditions & Recommendations (15 minutes)

- Truck routing existing conditions
- Key routes and restrictions
- *Pause for Questions*

## 4 Truck Routing: Key Routes Discussion (40 minutes)

- *Live Polling on Key Routes*
- *Pause for Questions*

## 5 Final Questions and Next Steps (5 minutes)



# **Welcome & Agenda**

*QUESTIONS OR COMMENTS?*

- Let's take a moment to test the live polling feature and find the Q&A box!

# 01

# Project Overview

## OVERVIEW

# Study Area



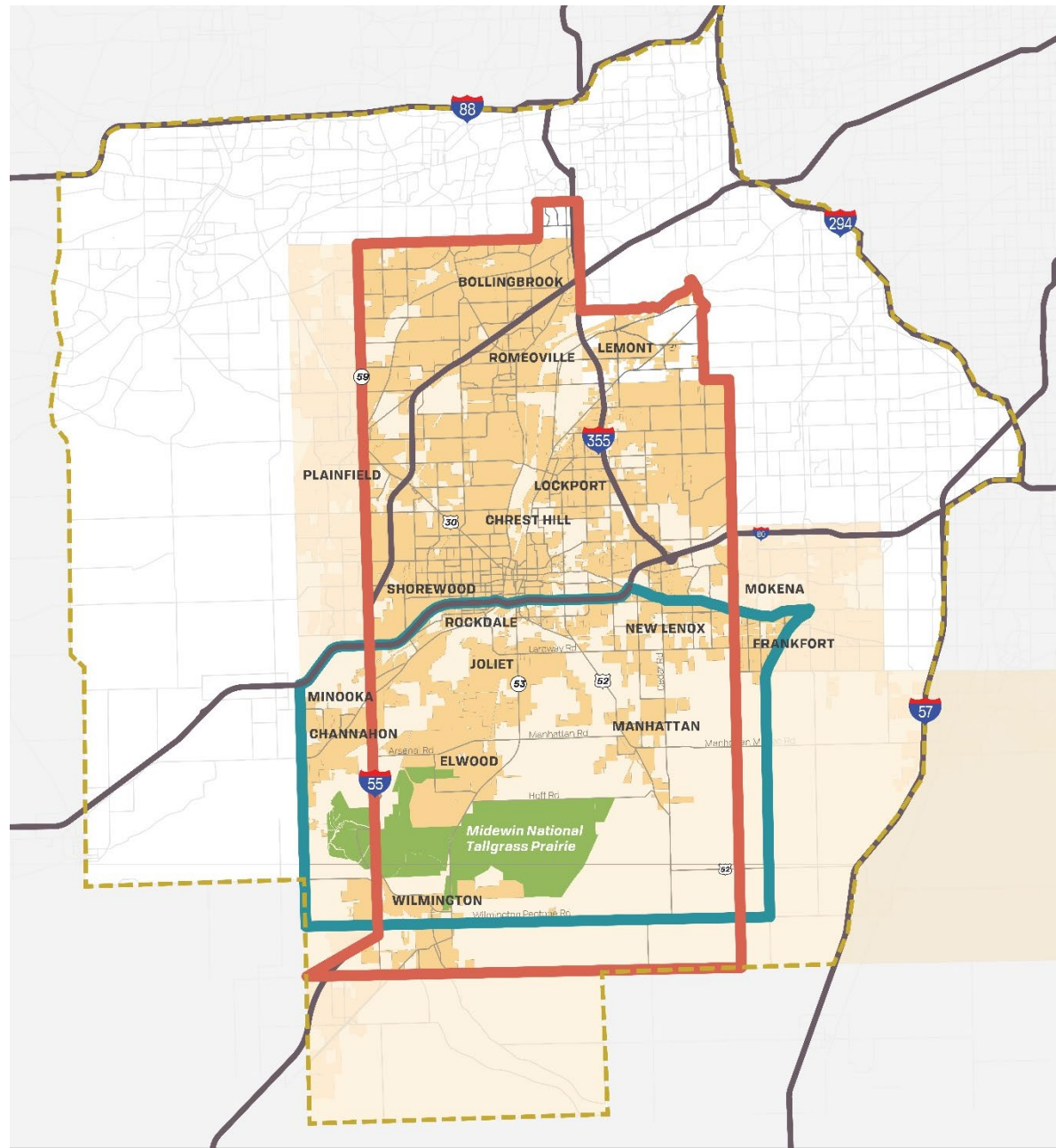
TRUCK ROUTING AND  
COMMUNITIES STUDY AREA



TRANSPORTATION AND LAND  
USE STRATEGY STUDY AREA



LARGER TRANSPORTATION  
NETWORK TO CONSIDER

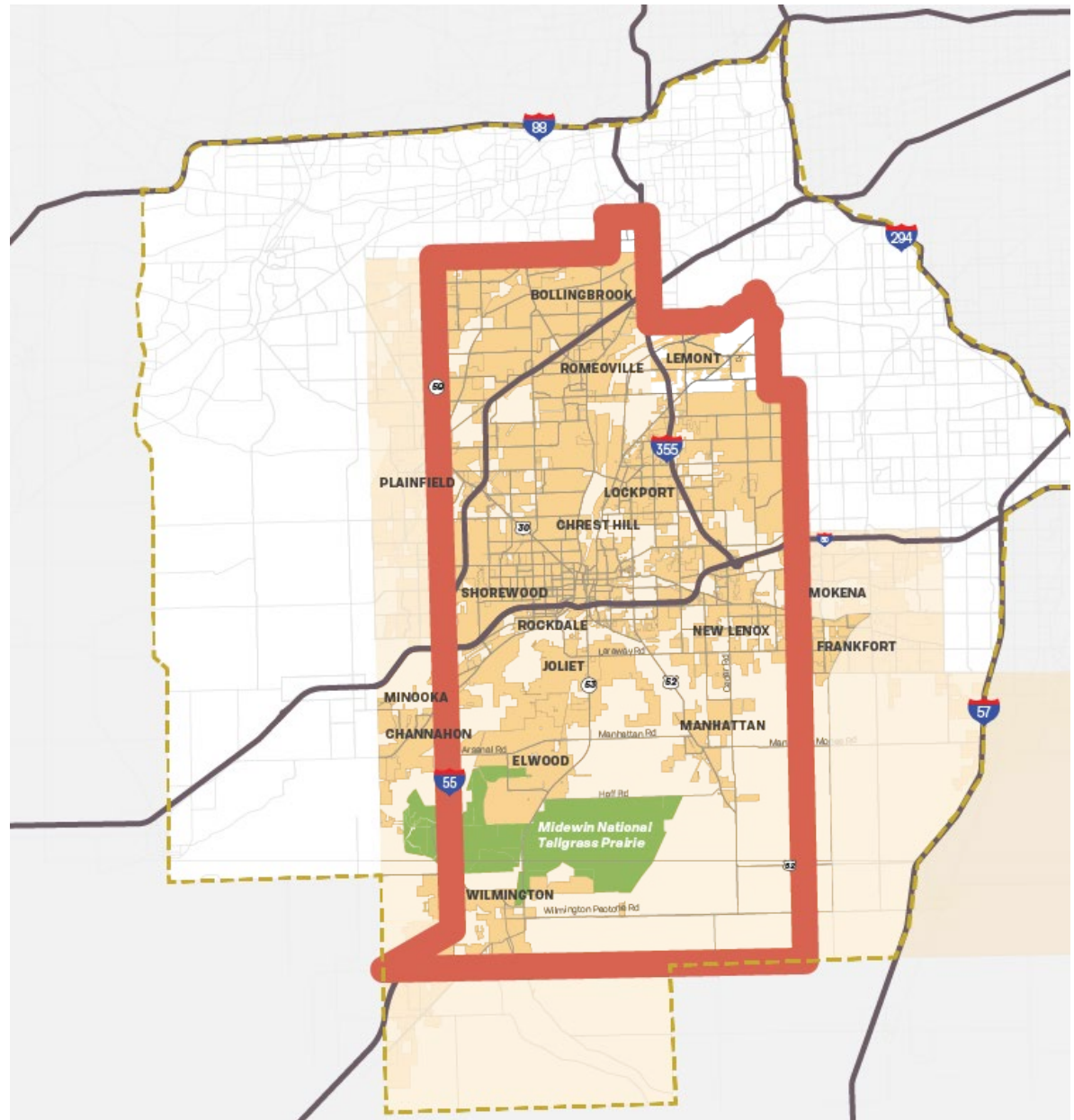


**Today, the focus  
is on truck  
routing.**

**In a few months  
we will talk more  
about land use.**



TRUCK ROUTING AND  
COMMUNITIES STUDY AREA





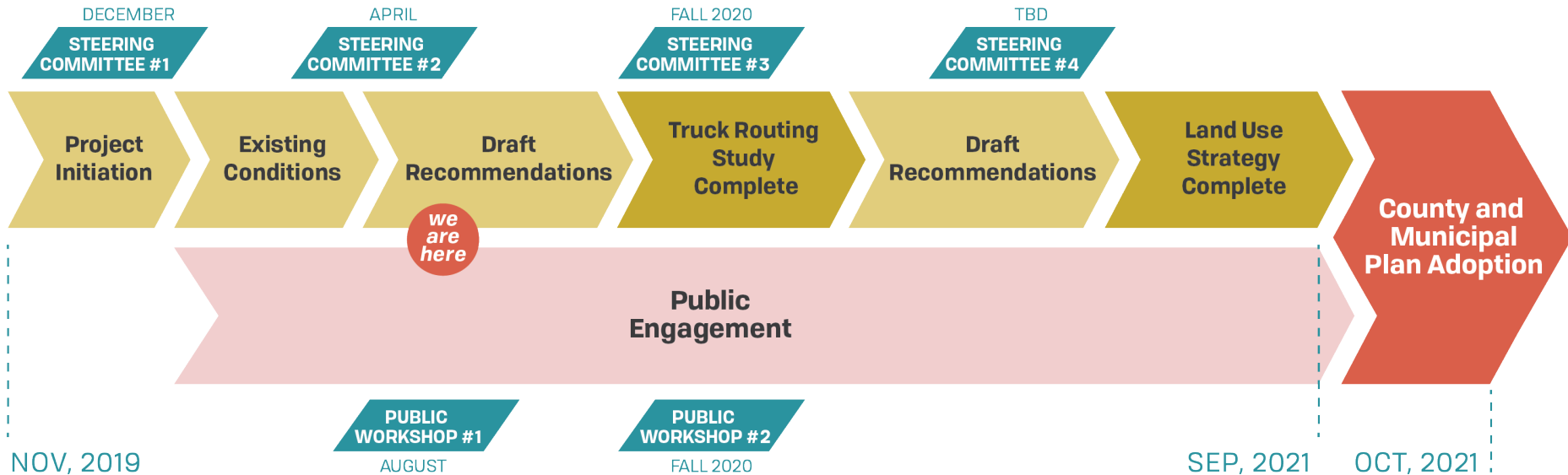
# Project Overview

- 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

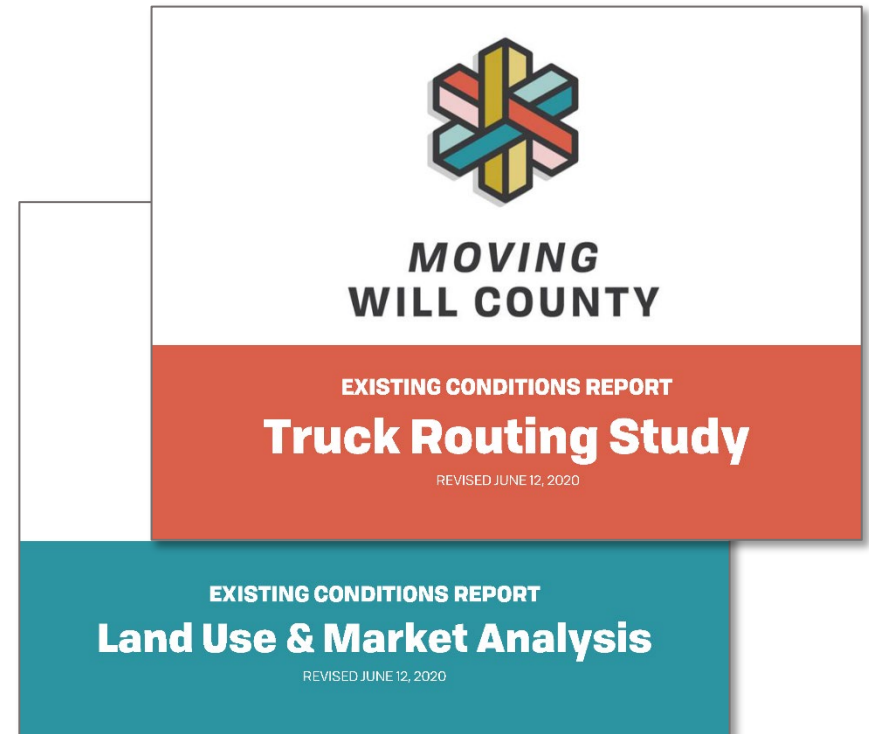


- Project began in November 2019
- First Steering Committee meeting in December 2019
- Second Steering Committee meeting in April 2020
- Additional Steering Committee meeting and Public Workshop in the Fall
- Adoption in October 2021



# 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](http://www.MovingWillCounty.org) to view the ECR Reports!



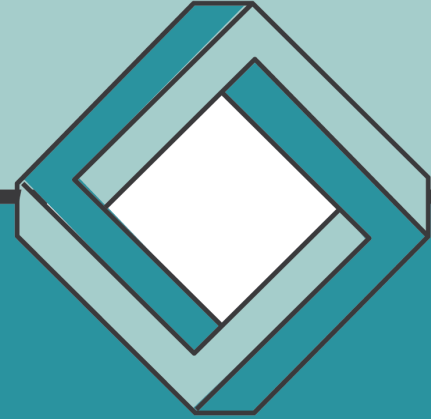
**MOVING  
WILL COUNTY**

## **Project Overview**

*QUESTIONS OR COMMENTS?*

- Send us any questions through the Q&A box, and any general comments through the chat box!
- **LIVE POLL:** In relation to truck routing, what do you think are the most important goals that the plan should address?

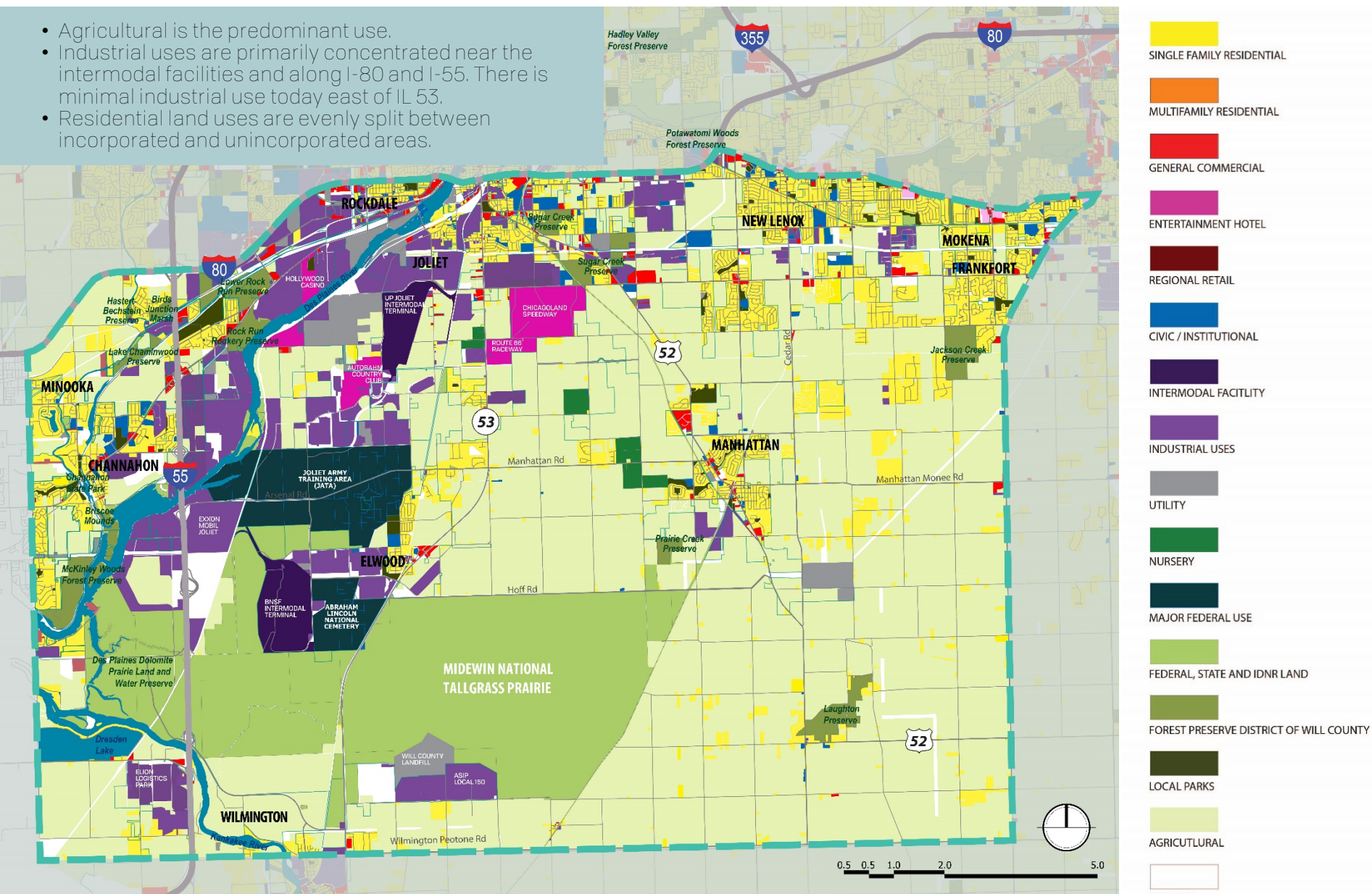
# 02



## **Land Use:** Existing Conditions Key Takeaways

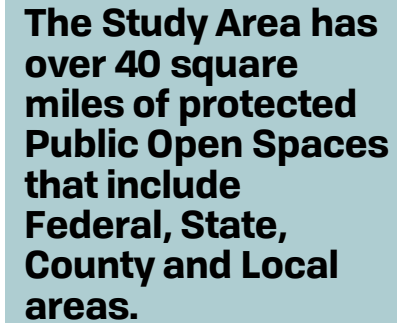
# Existing Land Uses

- Agricultural is the predominant use.
- Industrial uses are primarily concentrated near the intermodal facilities and along I-80 and I-55. There is minimal industrial use today east of IL 53.
- Residential land uses are evenly split between incorporated and unincorporated areas.





## Existing Natural Resources

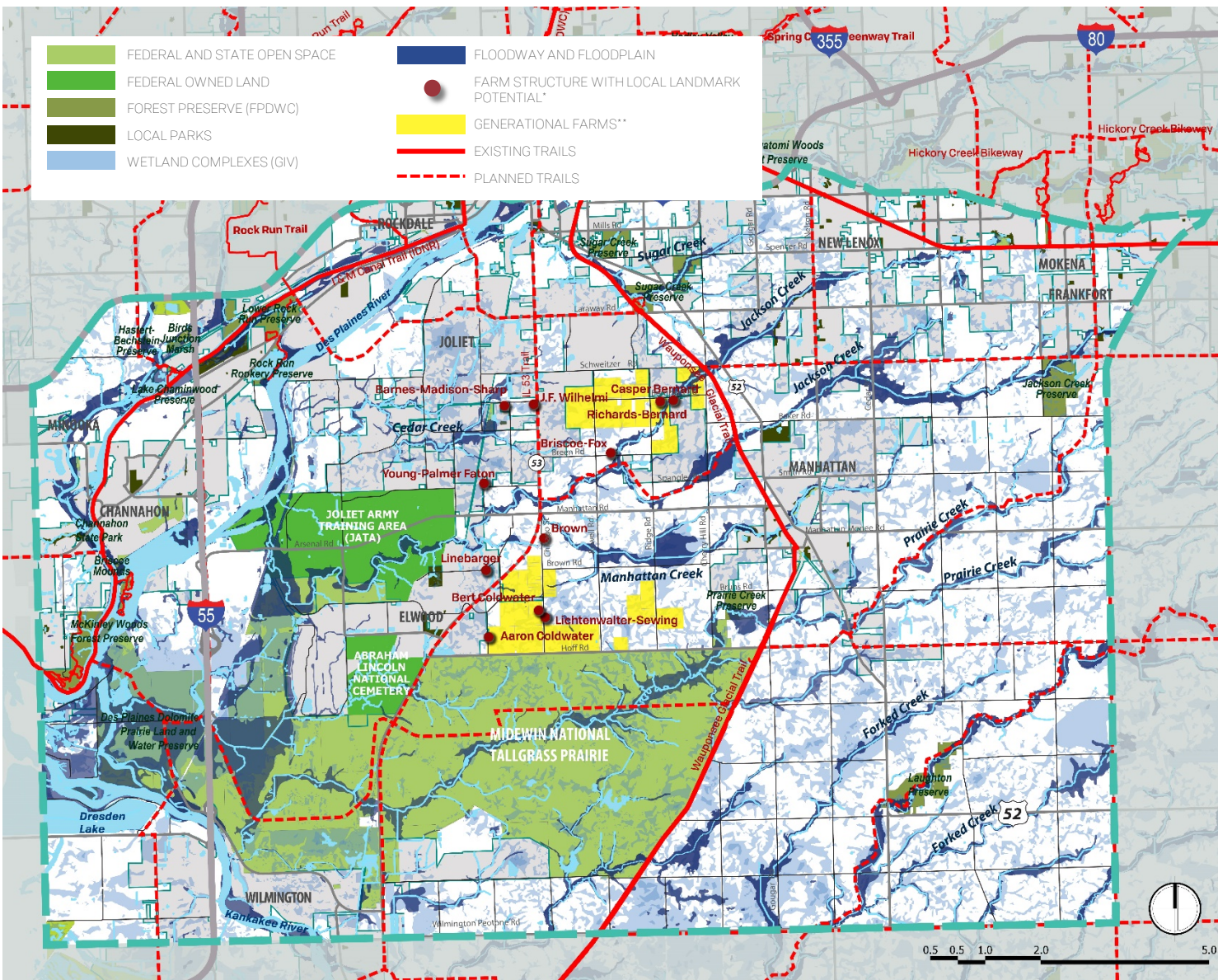


**There are also generational farms and farmsteads identified as historically significant by Will County.**

Data sources: Openlands, Midewin, CMAP Land Use, 2015; Satellite Imagery, 2017; Will County GIS, 2019, GIV Data. Note: The CMAP 2015 Land Use Inventory data used in this analysis is draft data.  
\*2009 Rural Historic Structure Survey, Jackson Township, \*\*Parcel information provided by Jackson Township,



## Existing & Planned Trails

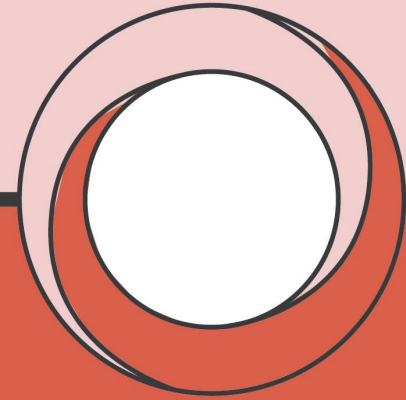


**The Study Area has a network of regional bicycle trails and corridors including:**

- **Wauponse**  
**Glacial Trail**
- **I & M Canal Trail**
- **Old Plank Road**  
**Trail**

**The Forest Preserve District of Will County (FPDWC) has planned future trails for the area, as identified in the Will County 2016 Bikeway Plan.**

# 03



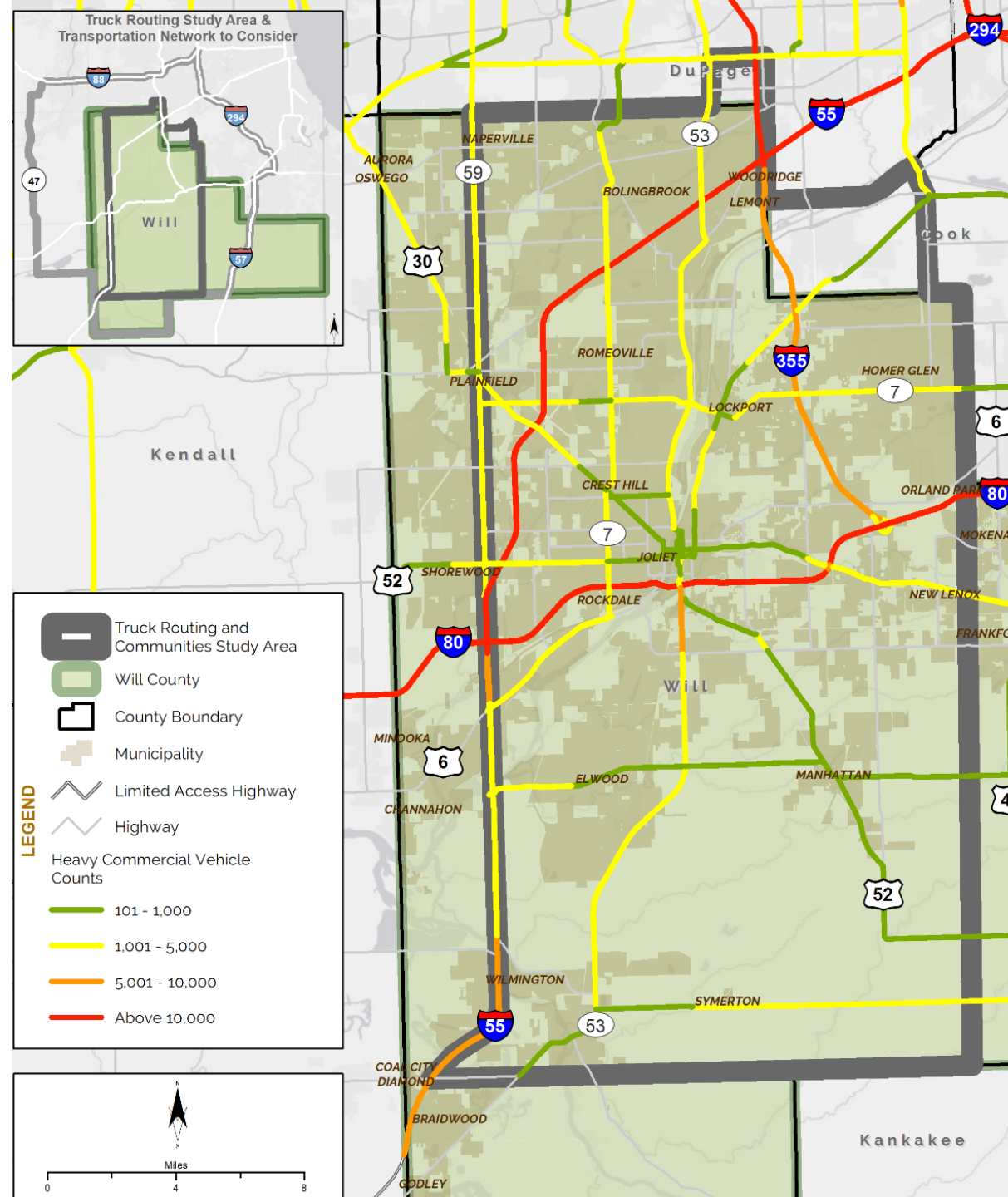
## **Truck Routing:** Existing Conditions & Recommendations



## TRUCK ROUTING

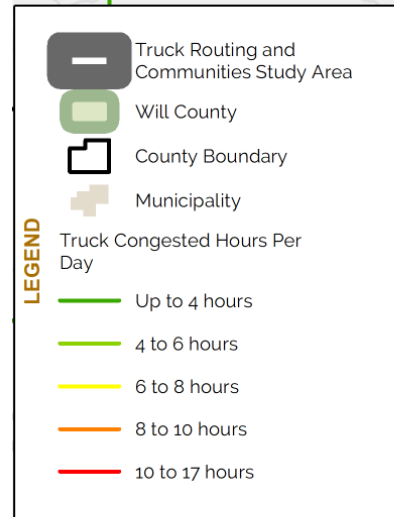
# Truck Counts: Key Findings

- 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 Congestion: Key Findings

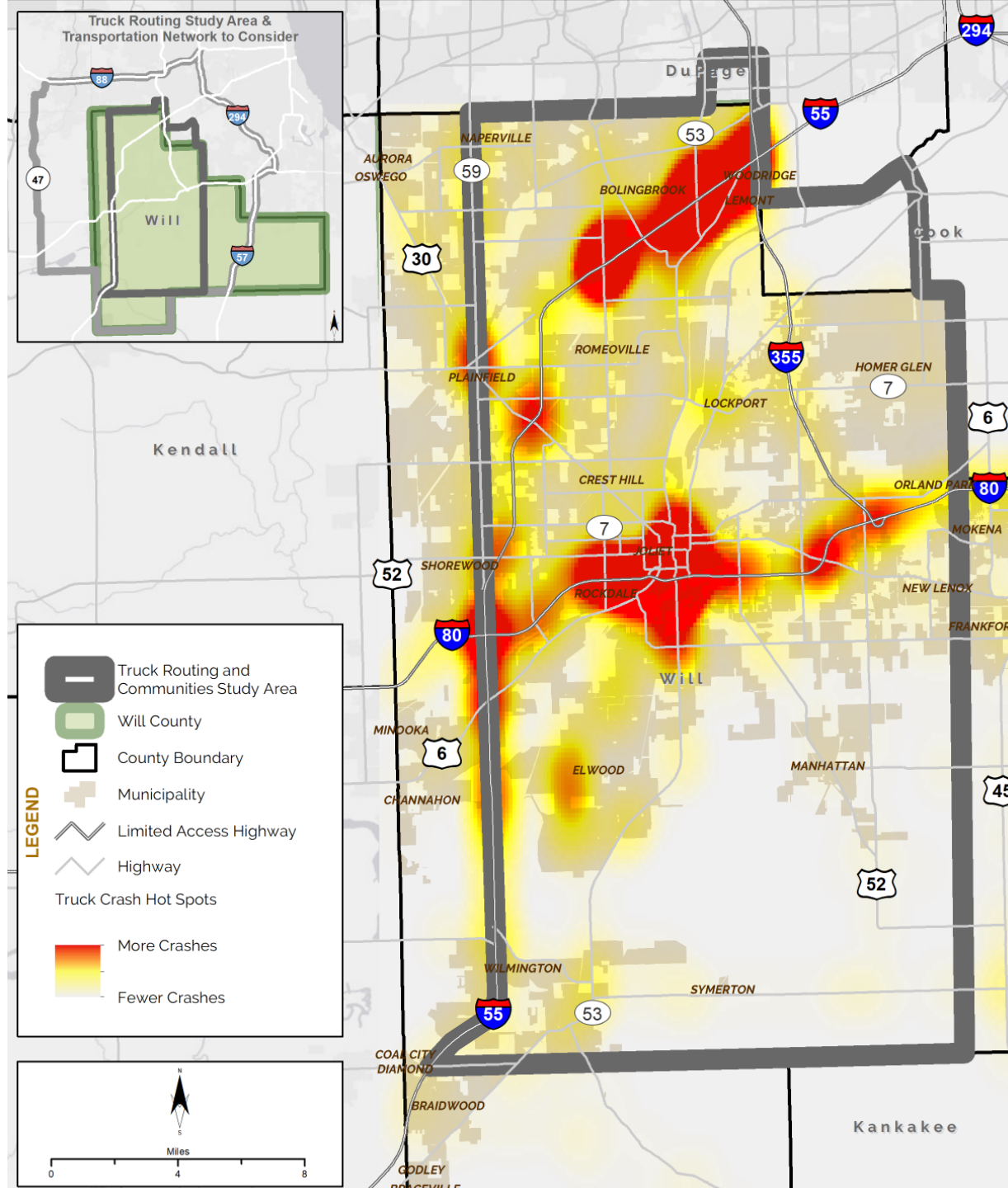
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## TRUCK ROUTING

# Truck Crashes: Key Findings

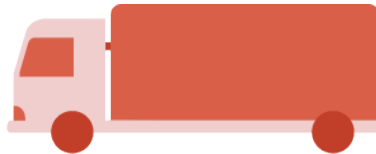
- Truck crash hot spots generally exist **on and along Interstate highways** where heavy commercial vehicle traffic is highest.
- Major hot spots exist in the **greater Joliet area to Rockdale along Interstate 80**, and also extend north-south from I-80 along the IL 53 corridor.
- Additional hot spot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



# 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.***

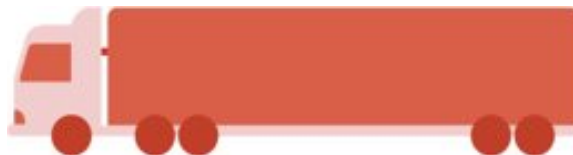
- Previously, state law had allowed general access for trucks up to **55 feet** in length on undesignated roadways.
- The changes generally allow a truck **up to 65 feet** in length on all roadways, regardless of designation as a truck route.
- Vehicles **exceeding 65 feet** may travel from a Class I 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**

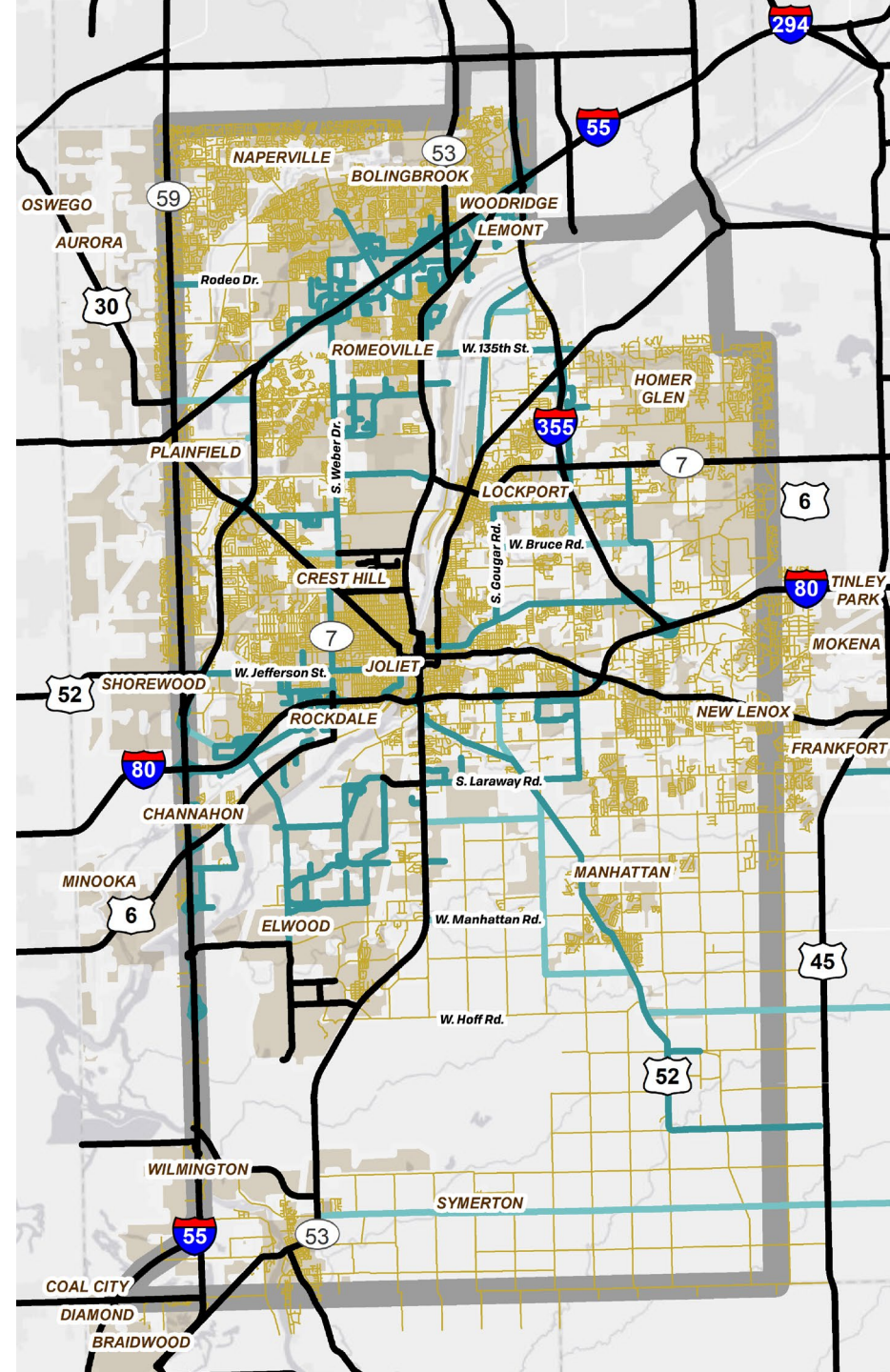
**Long-Term Class II:**

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

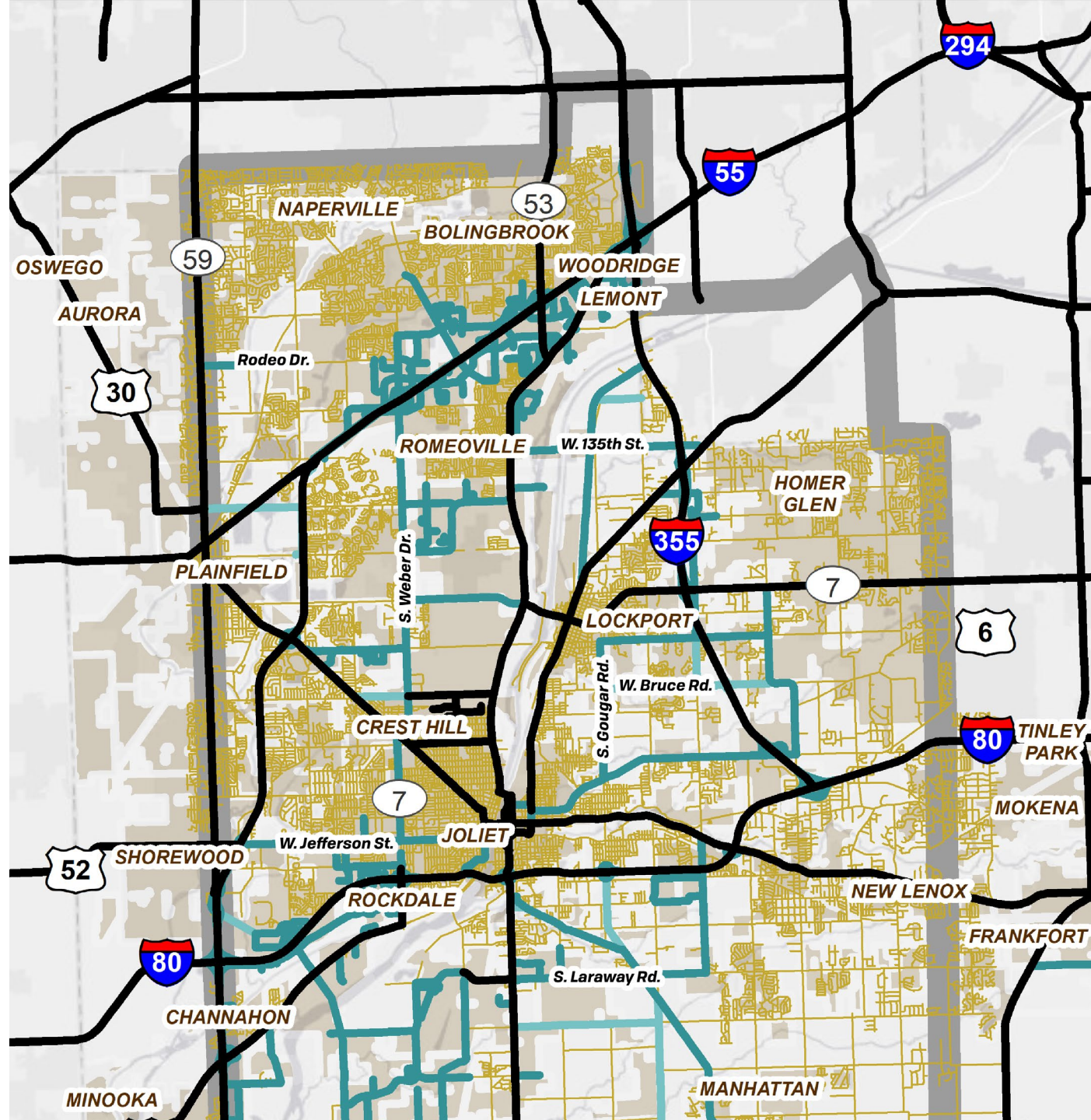
# Draft Truck Routing Recs: North

Existing Class I &  
Class II:

Short-Term Class II:

Long-Term Class II

Truck Not Preferred





## TRUCK ROUTING

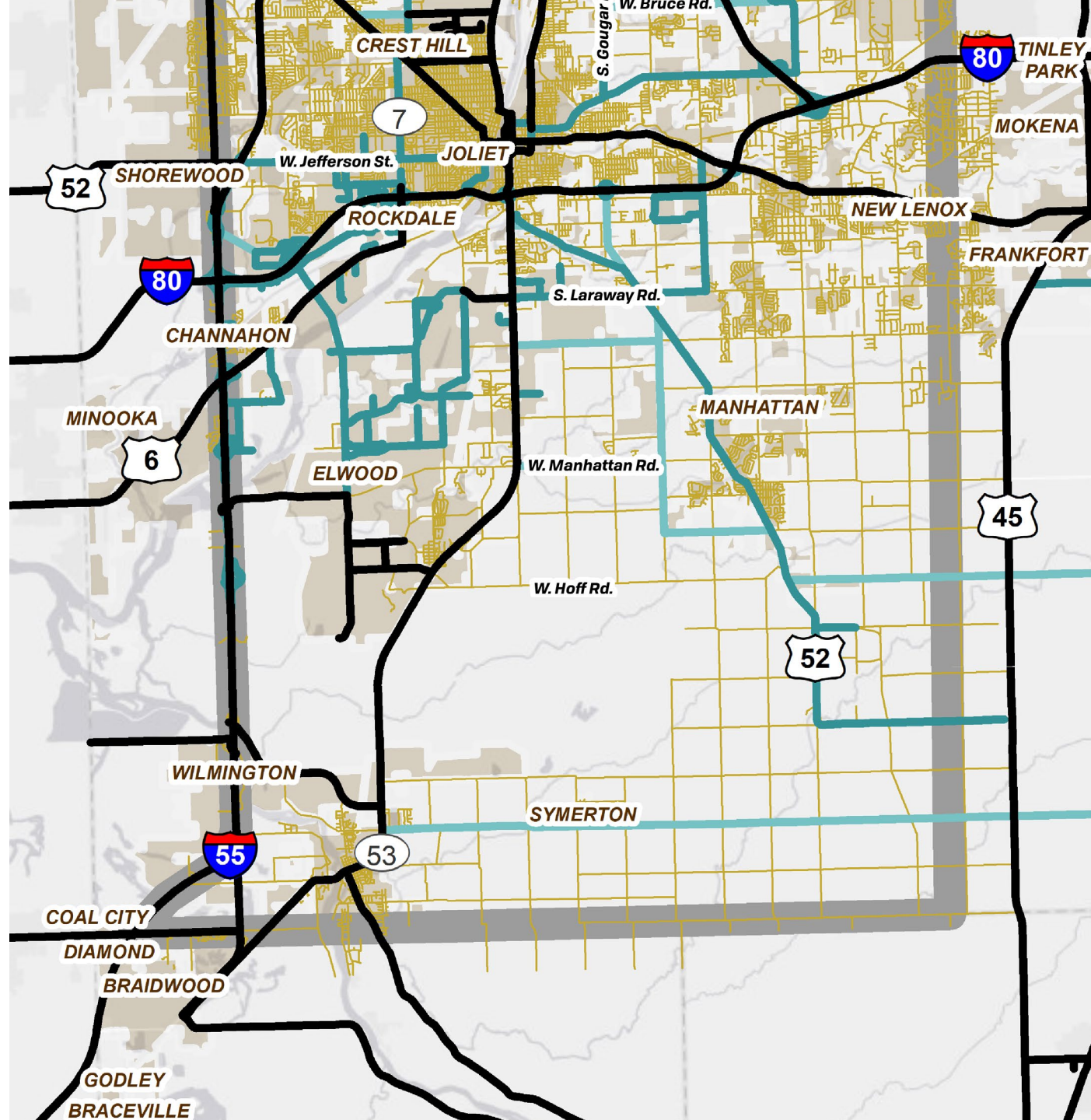
# Draft Truck Routing Recs: South

Existing Class I &  
Class II:

Short-Term Class II:

Long-Term Class II

Truck Not Preferred





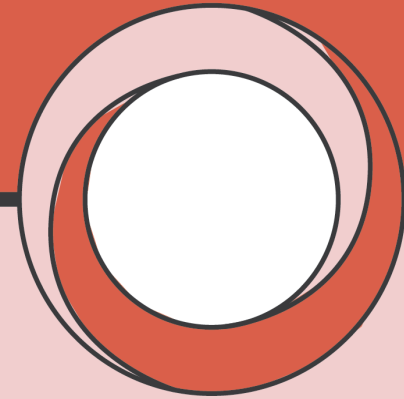
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# **Existing Conditions & Recommendations**

*QUESTIONS OR COMMENTS?*

- Send us any questions through the Q&A box, and any general comments through the chat box!

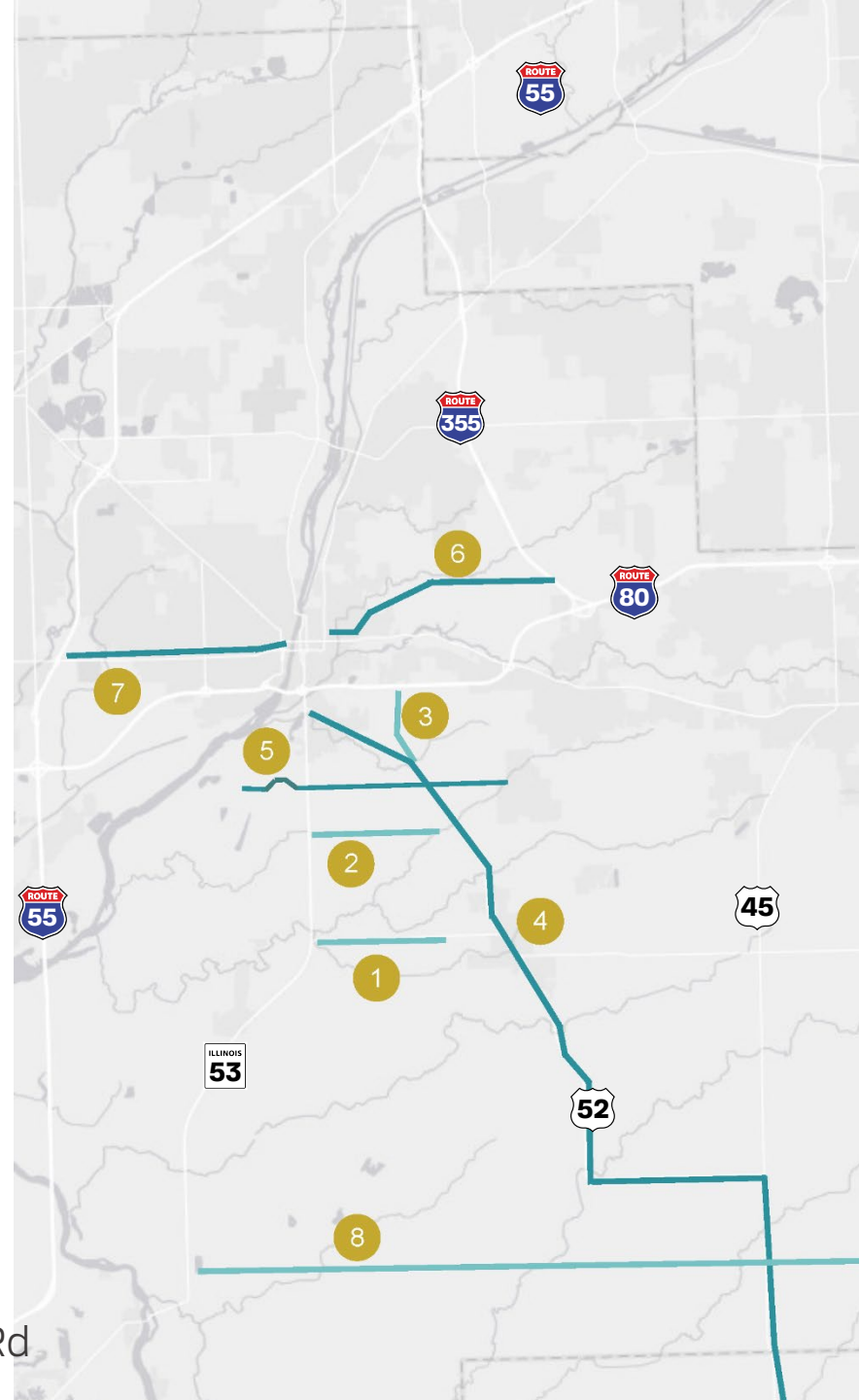
# 04



## **Truck Routing:** Key Routes Discussion

# 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 Dreckler Rd



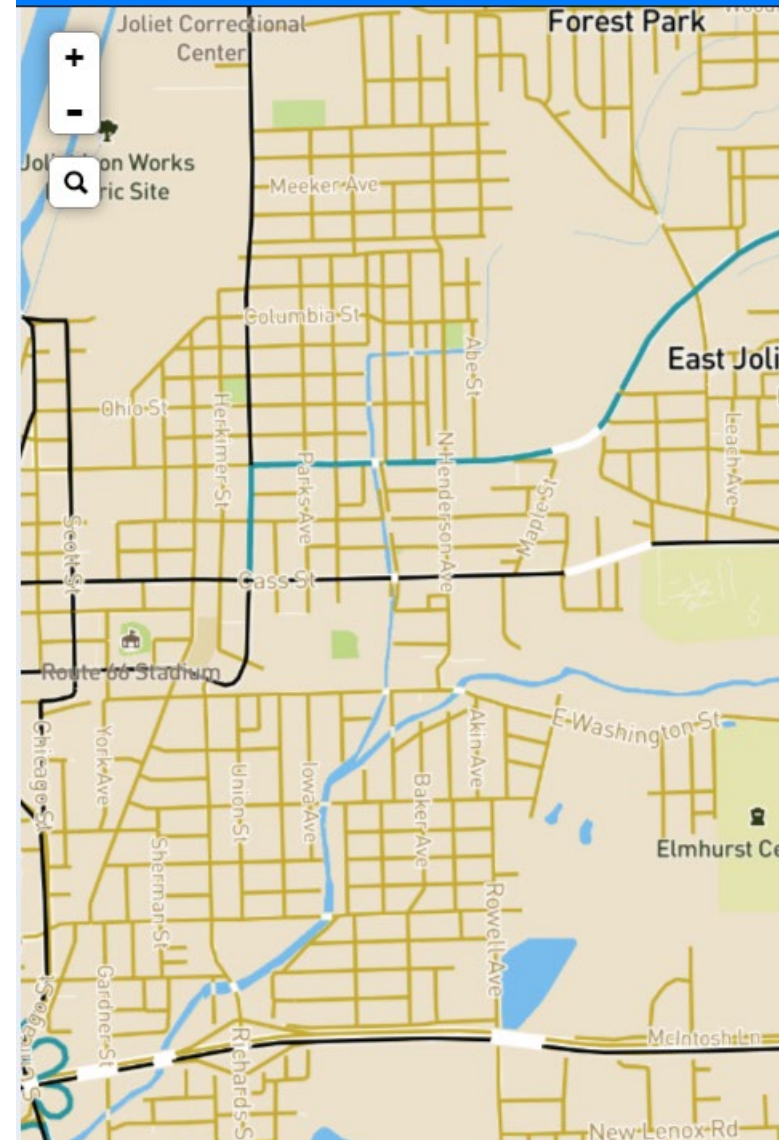


## TRUCK ROUTING

# WikiMap: Share More Detailed Feedback!

- An interactive web platform has been set up to provide an opportunity for more specific feedback on local conditions:
  - Do you prefer trucks to travel on certain corridors?
  - Do you prefer trucks to avoid certain corridors?
  - General recommendations for designating truck routes or restrictions?

## Moving Will County Draft Truck Routing



Visit [www.MovingWillCounty.org](http://www.MovingWillCounty.org) to launch the WikiMap!

# Manhattan

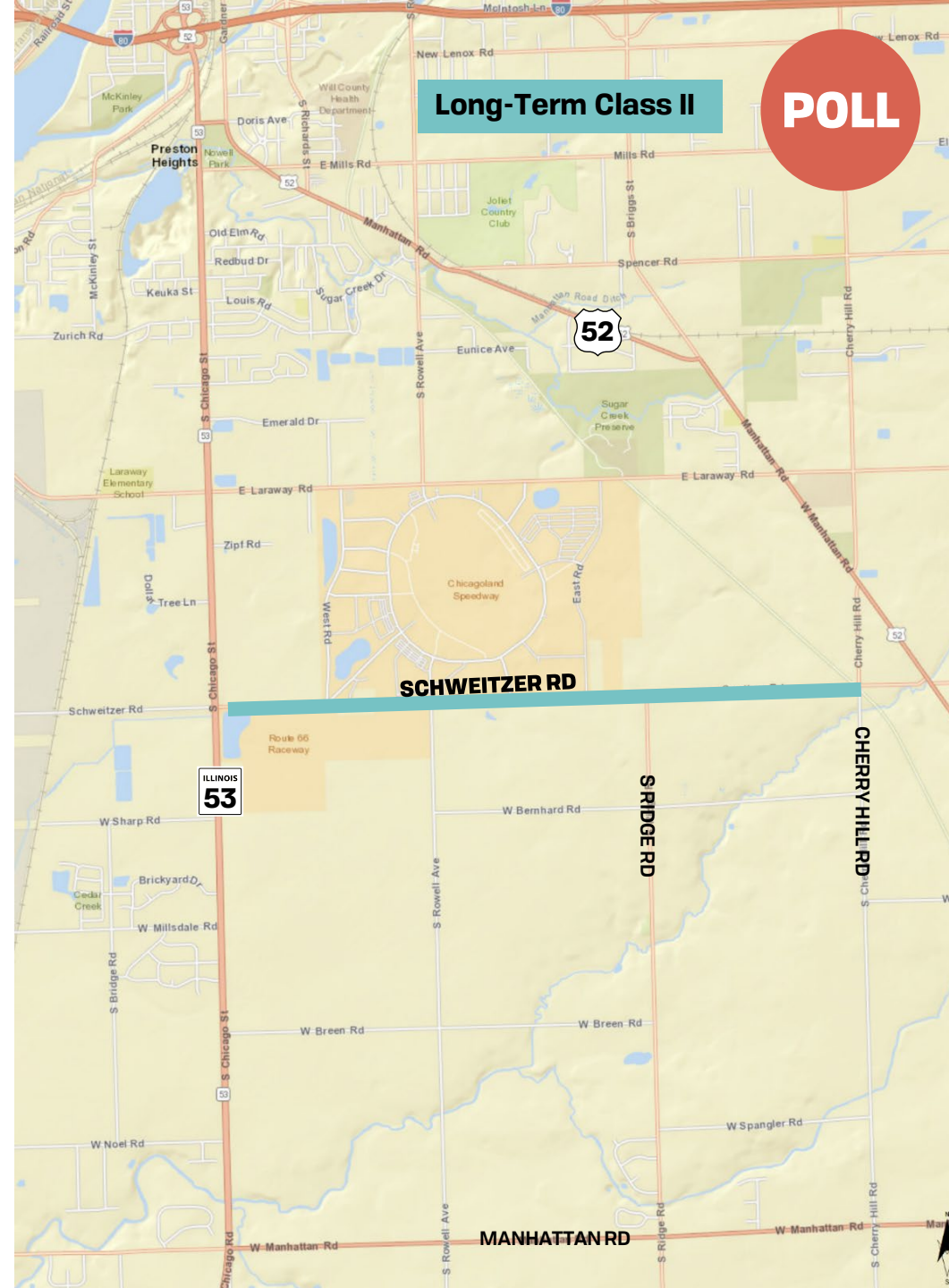
## Road: IL 53 to Cherry Hill Rd

- 
- A map showing the proposed extension of Manhattan Rd from S Ridge Rd to S Chicago Ave. The road is highlighted in blue. Major roads shown include Schweitzer Rd, Cherry Hill Rd, S Chicago Ave, S Ridge Rd, S Gougar Rd, W Smith St, and W Hoffman Rd. A red circle with the word "POLL" is in the top right corner. A teal box with the text "Long-Term Class II" is at the top center. An Illinois 53 shield is visible on the left side of the map.

## POLL

# 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

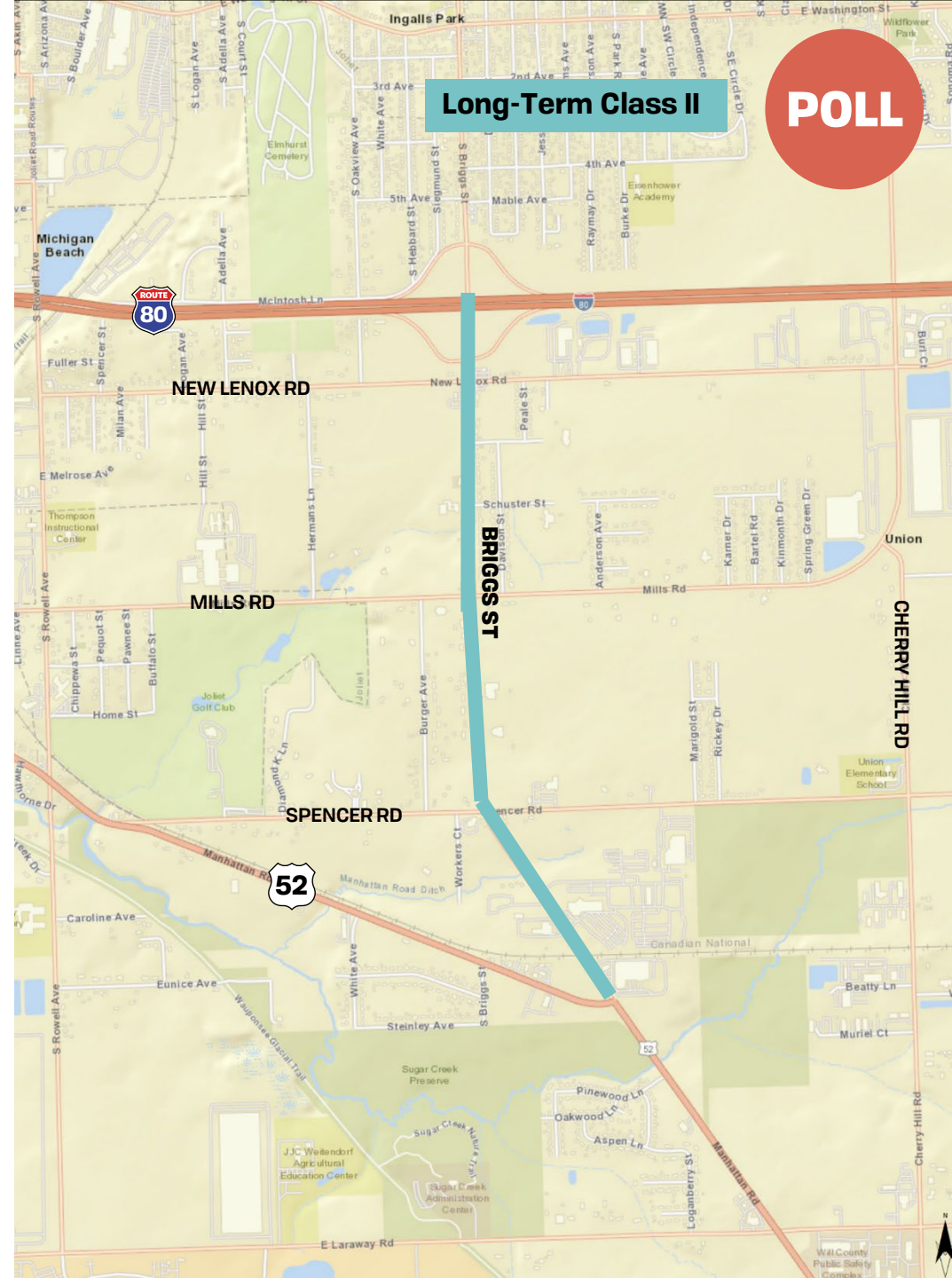




## TRUCK ROUTING

# 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

- [illegible]

## Short-Term Class II

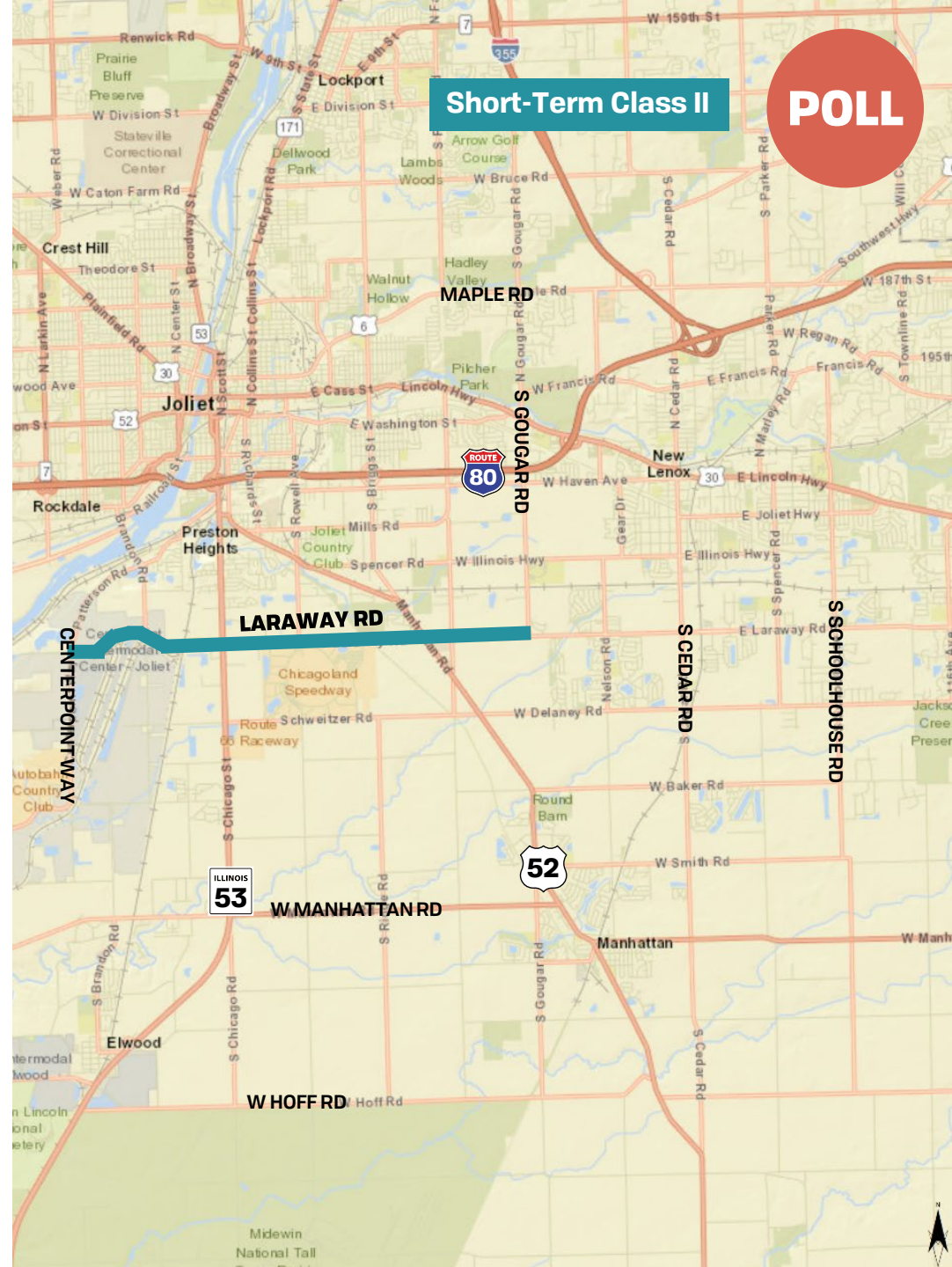
## POLL



## TRUCK ROUTING

# Laraway Road : Centerpoint Way to Gougar Rd

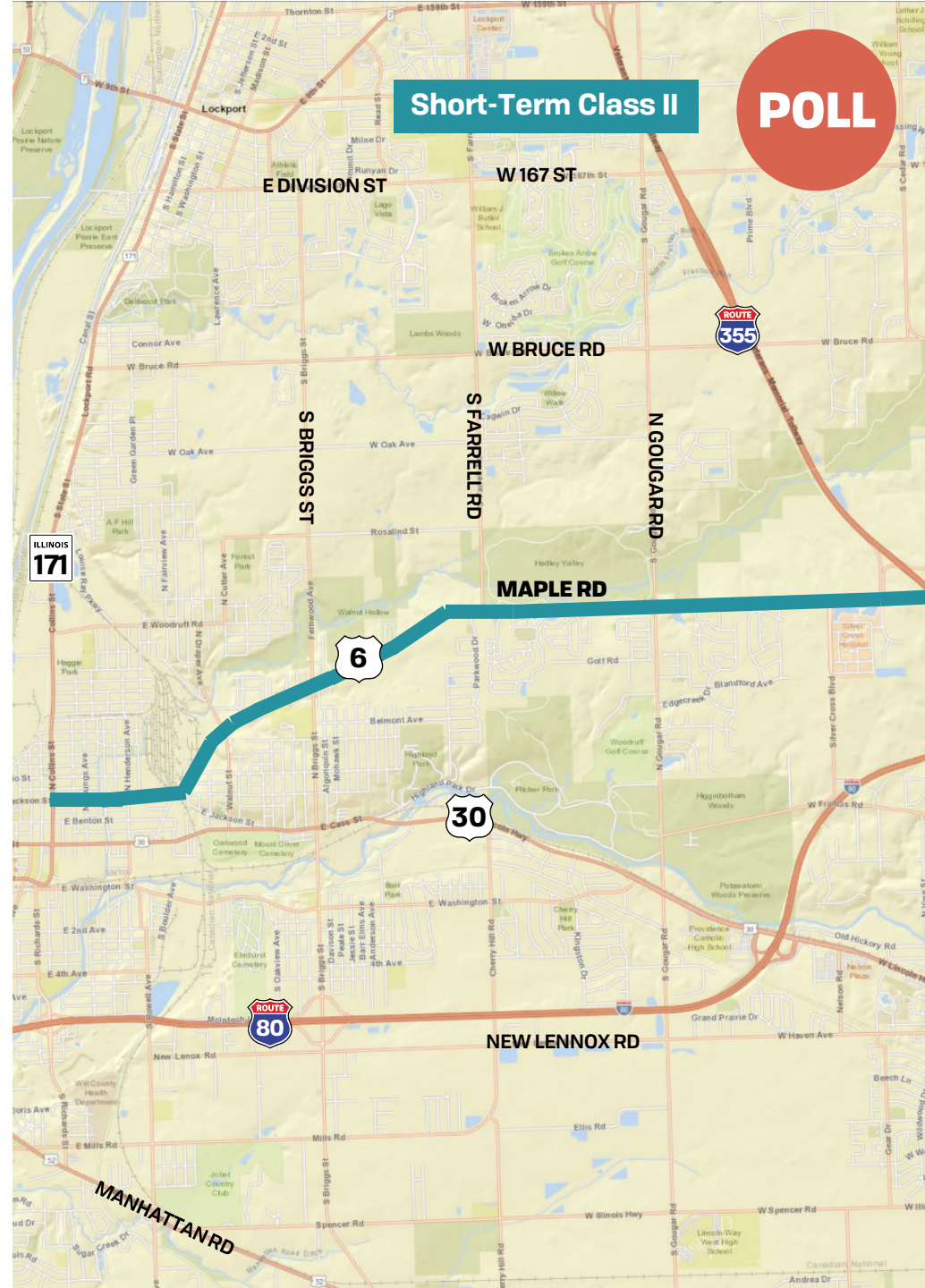
- Key east-west corridor; connects freight generating uses, including distribution centers, with IL 53 and US 52. One of two current access points to intermodal yards
- Mostly 2- or 3-lane cross section under municipal and county jurisdiction
- Adjacent to industrial land uses to the west, and agricultural 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



## TRUCK ROUTING

# 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

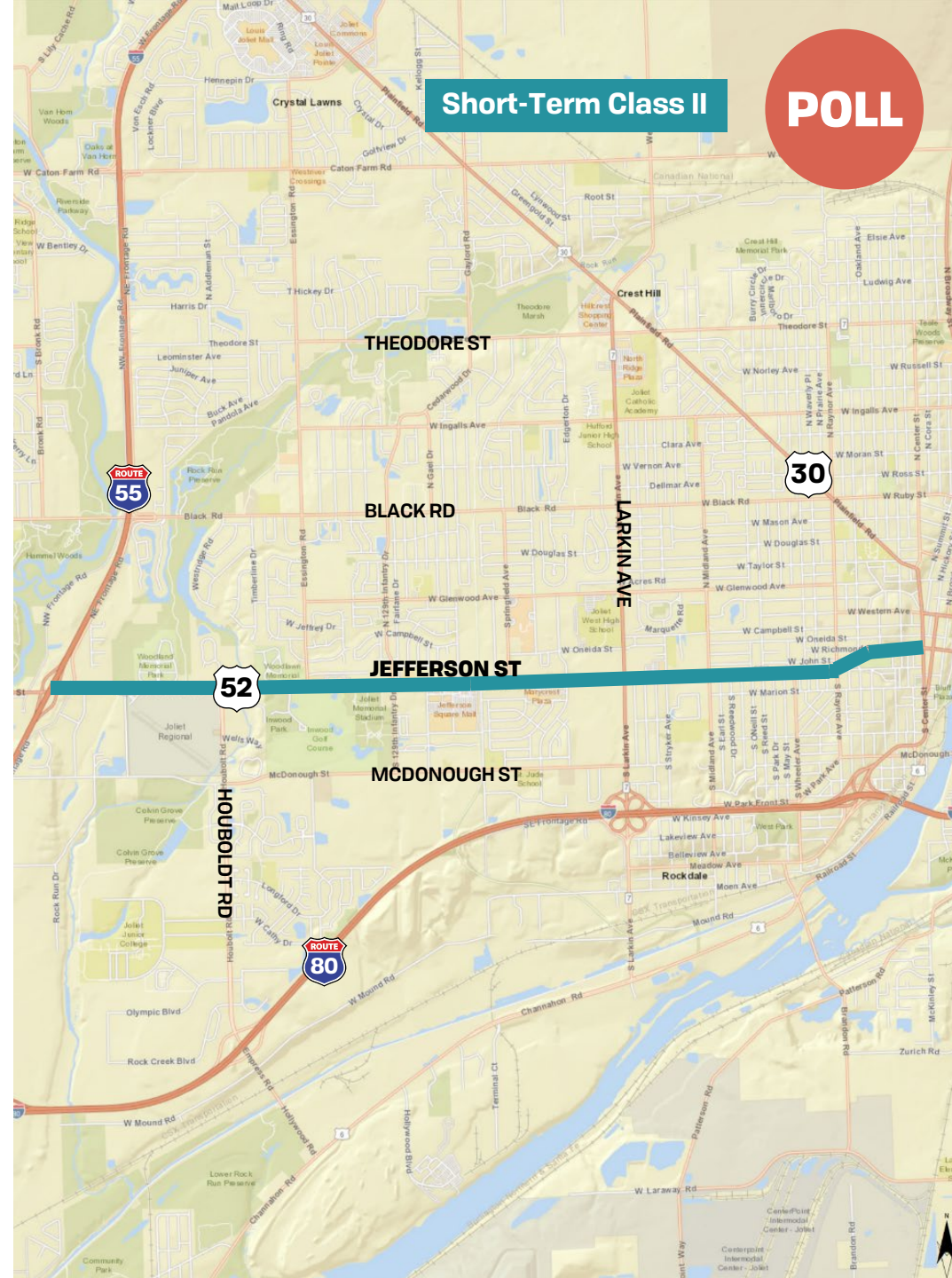




## TRUCK ROUTING

# 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



## TRUCK ROUTING

# 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







# **Truck Routing:** Key Routes Discussion

*QUESTIONS OR COMMENTS?*

- Send us any questions through the Q&A box, and any general comments through the chat box!

# 05

## Next Steps

# Moving Forward

- Add any additional feedback to **WikiMap** via the [www.MovingWillCounty.org](http://www.MovingWillCounty.org)
- View truck routing recommendations in person at locations around the study area, including:
  - Joliet City Hall
  - Joliet Public Library
  - Homer Glen Village Hall
  - Woodridge Village Hall
- The last day for comments on the Draft Truck Routes will be **September 8**.
- Sign up for updates from the website to receive information about the next open house focused on Land Use recommendations (tentatively Fall 2020)



# ***MOVING*** **WILL COUNTY**

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*TRUCK ROUTING + LAND USE*

**Thank you for joining!**







## Open Comment

- If you'd like to speak, please click the **"raise hand"** button.
- If you join the workshop by phone, **dial \*9** to raise your hand.
- We call on folks with their hand raised and unmute you, you will have **2 minutes** to speak.
- We will **prioritize people who joined by phone** and were not able to participate in the live polls.
- We will get through as many people as possible/as needed **in 20 minutes**. If more remain, please provide input in one of the other options outlined.

## TRUCK ROUTING

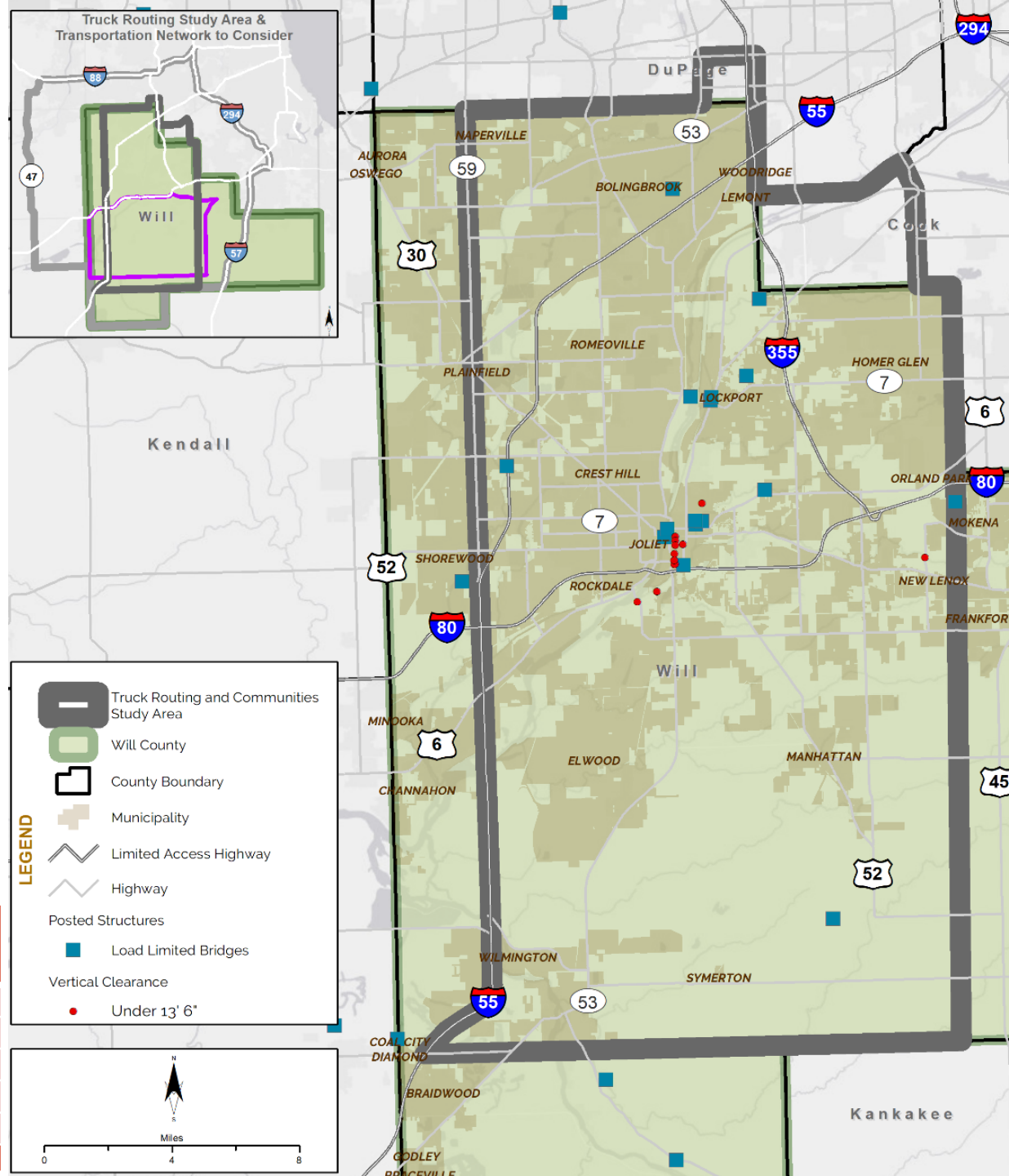
# Structures: Key Findings

- Bridges within Will County play an important role in freight movement.
- Limiting factors such as load limited bridges, vertical clearance, and bridge condition can affect routing for heavy commercial vehicles.

### VERTICAL CLEARANCE AND LOAD LIMITED STRUCTURES BY JURISDICTION

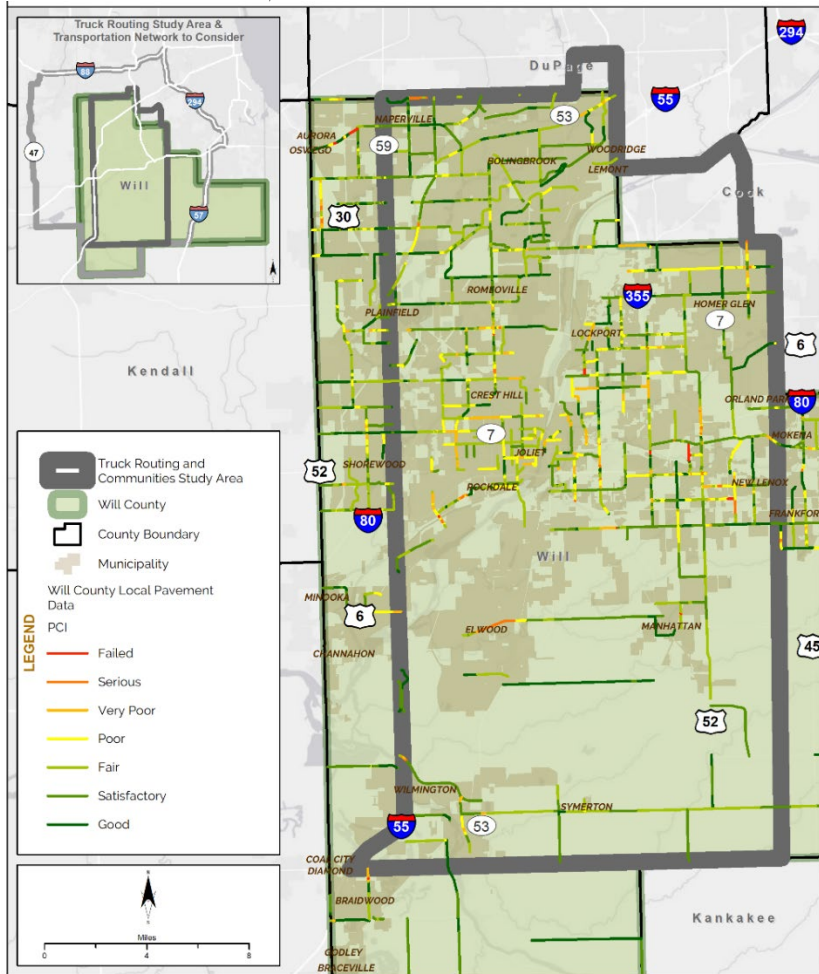
	Vertical Clearance Under 13'6"	Load Limited Structures
Township jurisdiction	1	3
Municipal jurisdiction	9	13
County jurisdiction	2	0
IDOT jurisdiction	1	1
<b>Total in Study Area</b>	<b>13</b>	<b>17</b>

Source: IDOT

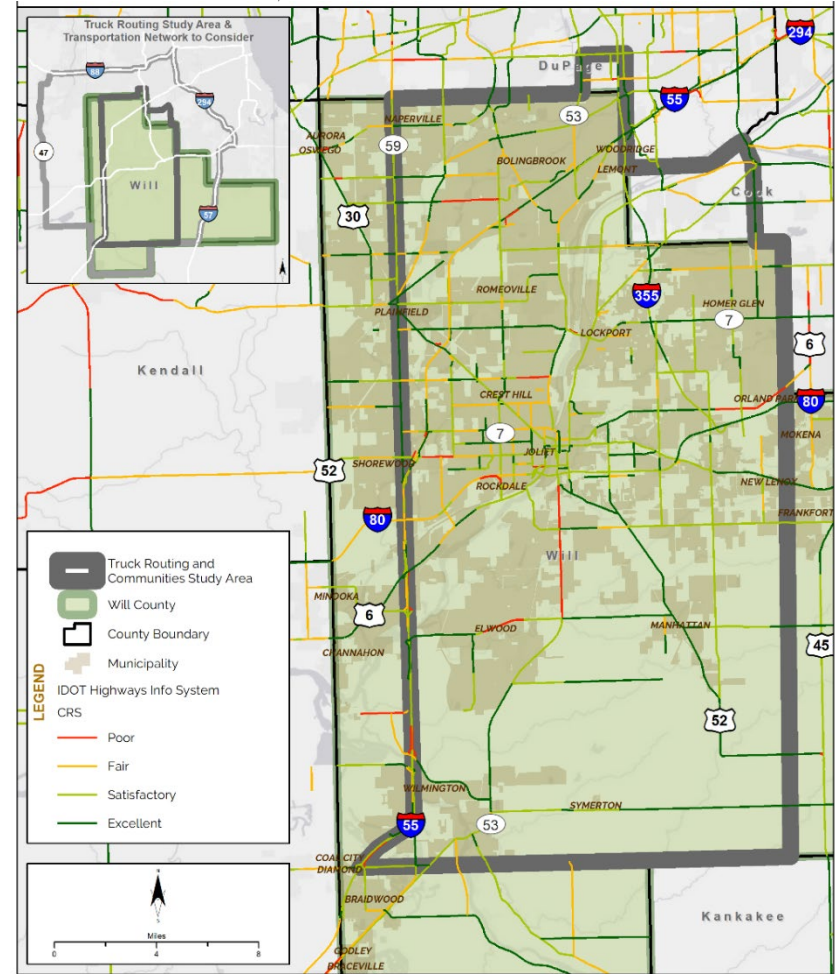


# Pavement Conditions by PCI and CRS

Pavement Conditions by PCI



Pavement Conditions by CRS

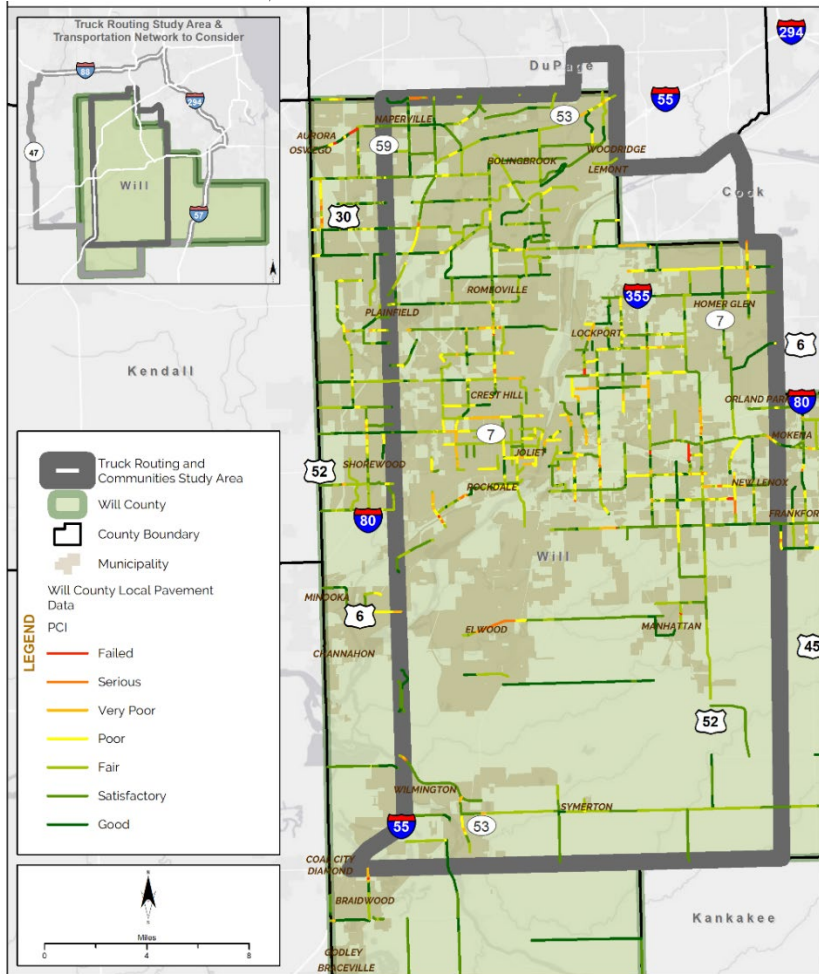


Pavement conditions data was provided using two metrics, the Pavement Conditions Index (PCI) in the map to the left and the Condition Rating Survey (CRS) to the right. PCI is broadly used within the transportation industry, and is based on a 0 to 100 rating scale in which 0 represents a failed roadway condition and 100 represent an excellent roadway condition. Recently, CMAP has been working to collect PCI data for federal-aid eligible, local jurisdiction facilities in northeastern Illinois.

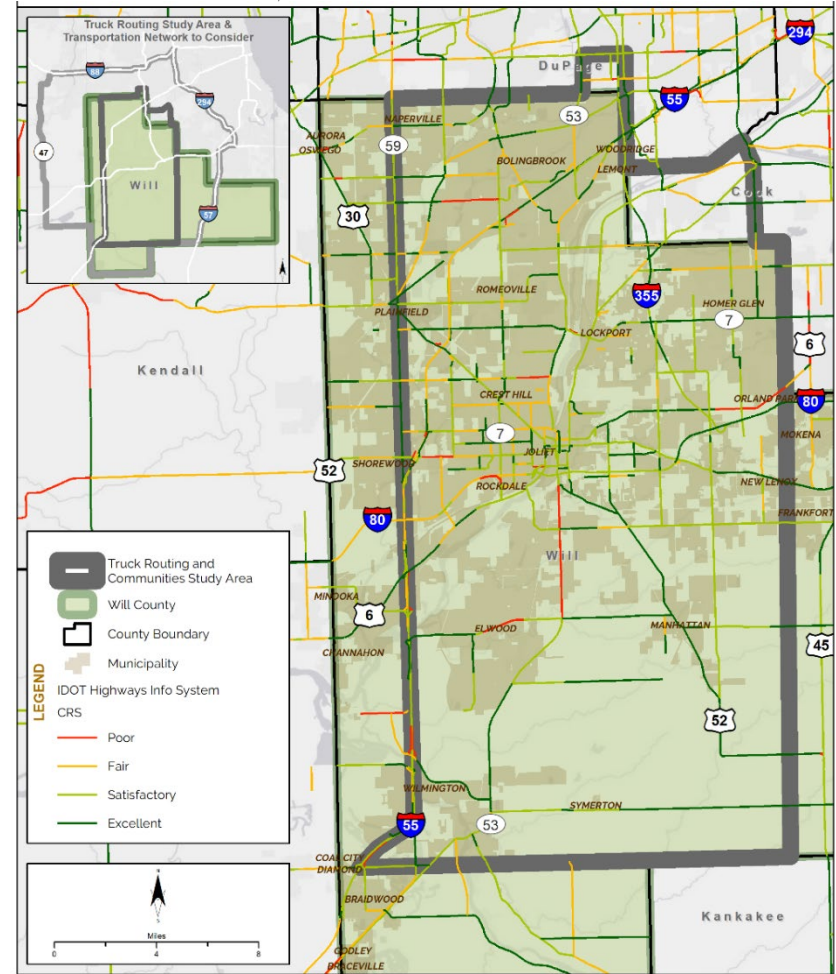


# Pavement Conditions by PCI and CRS

Pavement Conditions by PCI



Pavement Conditions by CRS



Pavement conditions data was provided using two metrics, the Pavement Conditions Index (PCI) in the map to the left and the Condition Rating Survey (CRS) to the right. PCI is broadly used within the transportation industry, and is based on a 0 to 100 rating scale in which 0 represents a failed roadway condition and 100 represent an excellent roadway condition. Recently, CMAP has been working to collect PCI data for federal-aid eligible, local jurisdiction facilities in northeastern Illinois.



# Pavement Conditions by PCI and CRS

CRS is a longstanding measure of pavement condition used by IDOT, and indicates the presence and severity of defects. CRS is rated on a 1 to 9 scale, with scores between 1.0-4.5 considered poor, 4.6-6.0 considered fair, 6.1-7.5 considered good, and 7.6-9.0 considered excellent. PCI is the preferred metric but is not available for the entire road network within the study area. As a result, CRS is presented as a supplement for locations where PCI data was not available.

Table 10: Number of Miles by Roadway Condition (PCI)

Facilities according to PCI	Number of Miles in Truck Routing and Communities Study Area	Percentage of Mileage in Truck Routing and Communities Study Area
Failed	0.43	0.0%
Serious	4.9	1.2%
Very Poor	21.2	5.4%
Poor	47.4	12.0%
Fair	113.3	28.8%
Satisfactory	132.2	33.6%
Good	73.9	18.8%
Total	393.4	100%

Source: CMAP

Of local jurisdiction facilities for which PCI data is available, approximately 74 miles of roadway are in poor, very poor, serious, or failed condition within the Truck Routing and Communities Study Area. These are generally short segments and are located throughout the study area. Table 10 shows the number of miles of roadway in each condition.

Table 11: Number of Miles of Roadway Condition (CRS)

Facilities according to CRS	Number of Miles in Truck Routing and Communities Study Area	Percentage of Mileage in Truck Routing and Communities Study Area
Poor	25.5	4.8%
Fair	92.0	17.3%
Satisfactory	232.6	43.6%
Excellent	182.9	34.3%
Total	533	100%

Source: IDOT

Of facilities for which only CRS data is available, approximately 26 miles of roadway are in poor condition within the Truck Routing and Communities Study Area. The area just west of Joliet has a higher concentration of roadways in fair or poor condition, as well as IL 53 south of Joliet and Arsenal Road in Elwood. Table 11 depicts the number of miles of facilities within each category of CRS.