MOVING WILL COUNTY

TRUCK ROUTING + LAND USE

Memorandum

To: *Patricia Mangano, CMAP*
Stephen Ostrander, CMAP
Denise Winfrey, Will County
Nick Palmer, Will County
Ann Schneider, Will County

From: *Jacque Henrikson, Civiltech*
Mike Folkening, Civiltech
Alex Beata, CDM Smith
Jacki Murdock, CDM Smith
Ferhat Zerin, Ginkgo

Date: *August 28, 2020*

Subject: Moving Will County August 13, 2020 Public Workshop Question and Comment Summary with Responses

MEETING STATS

- Number of registrants: 241
- Number of actual attendees: 127
- Number of questions received: ~135
- Number of comments received: ~60
- Panelists:
    - Will County: Denise Winfrey, Nick Palmer, Ann Schneider
    - CMAP: Patricia Mangano and Stephen Ostrander
    - Consultants:
        - Civiltech (lead): Mike Folkening and Jacque Henrikson
        - Lakota Group: Rachael Smith and Abigail Rose
        - CDM Smith: Alex Beata
        - Ginkgo: Ferhat Zerin
- Affiliation of attendees (as self-reported in the chat box):
    - Municipal residents: Elwood, Joliet, Elwood, Manhattan, Mokena, Plainfield, Naperville, Shorewood, Sugar Creek Hills, Bolingbrook
    - Agency representatives: Reed Township Clerk, Will County Board Speaker, Will County Board Commissioner, RTA Board of Directors, CMAP, Plainfield Park District

Commissioner, Jackson Township Highway Commissioner, Jackson Township Supervisor, Will County Board District 5 and 13
- NPOs and Associations: Better Government Association, Will County Center for Economic Development, Illinois Sierra Club, Climate Reality, Sauk Calumet Sierra Club, Will County Environmental Network
- Other organizations: Farnsworth Group, South Pointe

QUESTIONS AND RESPONSES SUMMARY

This section includes summarized responses to the over 130 questions that the project team received during the August 13 Public Workshop. The questions and responses could be summarized as many concerned similar topics.

Questions regarding Class I and II Truck Route definitions: Clarification of truck route definitions, including:
- Definition and impact.
- Difference between long-term and short-term truck routes.
- Can 65' trucks use roadways that are designated as restrictions?

Response:

Slides 22-24 of the presentation for the August 13, 2020 public meeting provide definitions to truck routes, per state law, as well as the approach of the study in identifying recommended truck routes. A more detailed discussion of recent changes in state law is also included on p. 7 of the Existing Conditions Report for the Truck Routing Study. Recent legislation affecting truck routing includes Public Act 100-0343 and Public Act 101-0328. State law currently allows trucks up to 65 feet in length to travel on any roadway unless the appropriate roadway jurisdiction has restricted trucks from using the roadway and posted that restriction. Applicable sections of state statute include 625 ILCS 5/1-126.1, 625 ILCS 5/15-107, and 625 ILCS 5/15-116.

Trucks over 65 feet in length may travel on designated Class I or Class II truck routes. Class I truck routes apply to expressway facilities and Class II truck routes apply to non-expressway facilities. Further, state law generally allows trucks over 65 feet in length to travel up to 5 miles off of a Class I or Class II designated truck route in order to make a pickup or delivery, or access food, fuel, rest, or repairs. Within that five-mile buffer, larger trucks may not travel on roadways that have been restricted from truck use by the appropriate agency and posted as a restriction, nor use a road as a "thoroughfare" between Class I and Class II truck routes.

Designated Class I and Class II truck routes are reported to IDOT and published on the state's GetttingAroundIllinois.com website. That information is used by navigation firms that provide directions to truck drivers.

For the purposes of the study, recommendations are categorized as either short-term or long-term.

Short-term Class II truck routes are expected to be designated within the next five years; these are typically existing facilities that already accommodate truck traffic, and are expected to require little capital investment to support truck volumes. Other short-term Class II truck routes are on facilities that are currently under development and expected to be improved within the next five years.

Long-term Class II truck routes are expected to be designated in over five years, because they may require more substantial capital investment to accommodate trucks and mitigate community impacts. In some cases, these facilities do not yet exist, and would require additional planning and engineering to better define the project. In other cases, these facilities may be needed as truck routes only if additional land use change warrants.

Questions regarding truck routing recommendation details:

- Methodology: How was the decision was made to designate a roadway as a truck route? How many routes will be recommended?

Response

Draft recommendations for short- and long-term truck routes were based on performance data (e.g., truck volumes, congestion), adjacent land use, access to major transportation facilities, and stakeholder input received from local elected officials, county and municipal agency staff, business groups, and environmental groups. The draft truck route network attempts to connect facilities that generate large numbers of truck trips to the major arterial and expressway networks as efficiently and safely as possible.

- How is the study improving safety?

Response

Proactively identifying Class II truck routes, as well as indicating where trucks are not preferred to travel, would encourage trucks to travel on roadways designed to accommodate heavy commercial vehicles. In addition, identifying a series of capital improvements in support of the recommended truck routes would also help to improve safety for all motorists and other system users.

- How Hoff Rd bypass would work. Will the bypass impact Midewin?

Response

Hoff Road is not recommended as a truck route by this study, nor is any bypass of Hoff Road recommended to be developed. The study does include a proposed US 52 bypass to the west and south of the Village of Manhattan, which is recommended to avoid sensitive environmental areas along Hoff Road by terminating further north, approximately along the Bruns Road alignment.

- Why doesn't Wilmington-Peotone end at 57?

Response

The long-term Class II truck route recommended for Wilmington-Peotone Road is recommended to terminate at Drecksler Road, just east of I-57, consistent with the Regionally Significant Project identified in the CMAP ON TO 2050 comprehensive regional plan.

- Manhattan Rd: where will trucks go once they get to Cherry Hill? Provide more details on Cherry Hill bypass.

Response

The long-term Class II truck route recommendations include a proposed bypass of US 52 to the west and south of the Village of Manhattan. This project is shown in the recommended truck route map along the Cherry Hill Road and Bruns Road alignments. Additional study is needed to better define this long-term project and potential alignments.

*Below are summarized comments received in regards to **truck routing recommendations details:***

- Safety issues regarding: Wilmington-Peotone Road.
- Congestion issues regarding: Bolingbrook.
- Truck route concerns and safety issues regarding: Cherry Hill Road and Bypass; Jefferson Street; Manhattan Road.
- Roads already used by trucks: Briggs Street.
- Railroad overpass needed: Route 52.
- Impacts of truck traffic on Plainfield.
- Add the proposed interchange at Route 55 and Lockport Street in Plainfield.

Questions regarding truck routes beyond interstates: Why can't all truck traffic be on the highway, especially if intermodals and/or developments have closed loop systems? How are these new truck routes weighed against the need to improve existing interstates and routes that more closely move trucks onto interstates? Was it considered whether routes would pull traffic away from major truck route investments?

Response

Trucks must travel off the expressway system to access the intermodal yards, warehousing and distribution centers, manufacturing facilities, and other land uses that serve as the origins and destinations of freight movements. Many of these land uses exist outside the immediate intermodal district, for example along IL 53 or Laraway Road, requiring trucks to use existing truck routes and nearby arterial and local roads to complete their trips. State law generally allows large trucks to travel up to five miles from a designated truck route to make pickups or deliveries. The proposed truck route network was greatly based on existing truck travel patterns and how to most directly connect industrial areas to interstates while avoiding sensitive areas. There will be tradeoffs with all roadways in determining east-west and north-south corridor(s) that provide these connections. The goal of the proposed network is to balance tradeoffs and identify corridors where there is

community consensus for where trucks should and should not go and then provide a guide for municipalities and other agencies to direct capital improvements, especially as related to safety. Another goal is that the network works in concert with major truck routing investments and as such, projects involving truck routing improvements were considered in the development of this network. Routes that most directly connect existing industrial areas to interstates are prioritized where possible, however improving the interstates for trucks is outside the scope of this project.

*Below are summarized comments received in regards to **truck routes beyond interstates:***

- Concerns regarding trucks still using local roads despite Centerpoint and other warehouse developments having closed loop designs.
- Comments that truck routes should be directed to the current interstate system rather than on local roads.

Questions regarding funding: How will truck routing improvements be funded?

Response

A number of existing funding sources at the federal, state, regional, and local level are available to support truck improvements. Many of these funding sources are competitively programmed, and inclusion of a project in a planning effort like Moving Will County could bolster a grant application. The study can identify potential funding sources available to local public agencies in Will County.

Questions regarding enforcement: How will there be enforcement of truck restrictions?

Response

Rather than enforcement, the focus of this study is more on letting truck drivers know where communities want them to go and providing clear guidance (e.g. GPS routing) so they can do so. The Truck Routing Study is focusing on broader network issues. Enforcement is typically conducted by local police agencies and sheriff's departments. It will be up to those local agencies to enforce restrictions and routes as they are implemented.

*Below is a comment received in regards to **enforcement:***

- Concerns that truck drivers do not follow signs and therefore will not follow future restrictions.

Questions regarding truck route design: How roadways are specially designed to handle truck traffic.

Response

The civil engineering industry has design standards to accommodate large trucks. Detailed review of design standards is beyond the scope of the Moving Will County study, although the final report may provide high-level guidance and/or identify examples of context-sensitive designs.

Questions regarding data limits: Will you update the data used in the truck routing study?

Response

The most updated datasets available have been used in the study, which in some instances are a few years old. There is often a year or two lag in datasets available. At the time of the Existing Conditions analysis, the most currently available datasets were used.

Questions regarding emergency responders: How plan will address the needs of emergency responders?

Response

Since the truck routes are recommended on major roadways, these routes that emergency responders use are often already used by trucks. Emergency responders' access and mobility will be addressed as planning-level best practices design recommendations for truck routes. There are varying design elements that can be utilized to improve connectivity and safety for emergency responders, but they are also context specific. Site-specific recommendations that are designed for the context should be considered in future study as truck routes are implemented.

Below is a comment received in regards to ***enforcement:***

- The East Joliet Fire Protection District should be contacted as it encompasses some of the most congested areas.

Questions regarding Houbolt Bridge/Caton Farm Bruce Rd: How is the study factoring in the Houbolt bridge/Caton Farm/Bruce Rd projects into the truck routing network?

Response

The study team is aware of the proposed Des Plaines River bridges at both Houbolt Road and the Caton Farm Road-Bruce Road corridor. The Houbolt Road bridge is included in the draft recommendations map as a short-term Class II truck route, based on the team's understanding that construction will begin on the bridge improvements within the next one to two years.

The Caton Farm Road-Bruce Road bridge is not included in the draft recommendations map, as that project is still in the preliminary engineering phases and is unlikely to be constructed for several years. Further, that corridor is not currently intended to serve as a truck route, although the passenger car traffic that it would attract could help to reduce congestion on existing truck routes such as IL 7/9th Street in Lockport. Components of the wider Caton Farm Road-Bruce Road

corridor, such as Bruce Road between Briggs Street and Cedar Road, have independent utility as truck routes and are included as longer-term recommended truck routes.

Questions regarding the Iliana: Are these major routes similar to the proposed Iliana Expressway?

Response

The recommended truck route network does not include any new expressway facilities, such as the Iliana. Rather, the study is focused on recommending truck routes for the arterial system. Those recommendations largely focus on the existing roadway network, along with select new facilities that are currently in various planning and engineering phases. The latter include the Houbolt Road Bridge corridor, which is planned for construction in the near term, the 143rd Street extension in Plainfield, the first segment of which is funded, and a proposed US 52 bypass of the Village of Manhattan, which is currently under planning study.

Questions regarding developments: Why are truck routes needed around Northpoint if the development should have a closed loop system? How will Northpoint impact your study? Is this study only happening because of Northpoint?

Response

This study was initiated in recognition of an existing issue identified in the Will County Community Friendly Freight Mobility plan that the lack of a coordinated truck routing system resulted in trucks intruding into sensitive areas. The focus is on developing solutions to existing truck routing and planning for potential impacts of various future development scenarios.

The project team, along with Will County and CMAP, are not in favor or against the Northpoint development. This study is independent of any specific proposed development. Our goal is to create recommendations that balance competing needs, which will be relevant regardless of the prospect of individual projects.

Despite the outcome of any development proposals, clarifying and improving a truck routing network is critical because with the system as it is today, there are conflicts. The goal is to get trucks routed to the roadways that are preferred by communities and improve safety.

The truck routing recommendations provide key connections between major industrial areas and interstates. The goal is to make the entire highway system in the area work better and safer for all users. There are not routes included that would specifically benefit Northpoint or any other proposed development. Finding east-west and north-south truck route corridors is a tricky analysis and involves tradeoffs because there is not a perfect solution to solving these connectivity challenges.

Questions regarding the market study: Explain how the industrial market ties into the project.

Response

A Market Study was conducted that factored in industrial uses in the Land Use Strategy study area. These findings can be found in the Existing Conditions Report for the Land Use Strategy. The findings of the Market Study showed that massive industrial growth drives the real estate industry in Will County. This study helps provide an understanding of where trucks are going, as the team looks at development trends in the future, which heavily influences the travel patterns of trucks.

Questions regarding environmental considerations: This section addresses questions the team received on how the study is considering the environment.

- Can impacts be avoided rather than minimized?

Response

While all impacts may not be completely avoided, the plan will develop strategies to protect the many environmental resources in the area and recommend best practice guidelines for new development. The Land Use study portion of the project will include specific recommendations for protecting the area's natural and cultural resources.

- How is the study addressing pollution?

Response

Air quality is heavily regulated by the IEPA and the USEPA who set standards, monitor conditions, and develop programs to improve air quality. The role of CMAP in the air quality arena is to ensure that the transportation system of northeastern Illinois meets air quality "budgets" set by IEPA, both currently and into the future. Although a pollution and air quality impact analysis is beyond the scope of the project, it is an important factor for the area and the project team is researching national best practices in clean truck freight strategies, such as clean truck regulations and freight emissions reductions. Some examples of initiatives that other places have deployed to mitigate pollution surrounding freight include advanced engine technologies, operational strategies to reduce fuel consumption, company and fleet reporting, zero emission fleet sales, electric vehicles, and incentive programs. Recommendations from the review of best practices that could work in the context of the region will be included in the study as initiatives for the County to consider.

- Environmental Justice: Are these areas being considered?

Response

CMAP has compiled data for ON TO 2050 and has developed an "Economically Disconnected Areas" (EDA) layer that represents CMAP environmental justice locations of interest. This dataset will be incorporated into the study.

- How will the study consider water issues?

Response

Water quality and water supply are both significant issues for the study area. For water quality, the plan will look at best practice design strategies that can protect and enhance existing water resources. Strategies for preserving wetlands and tributaries that are not protected today will be developed. The study will not be conducting water-related modeling, but will incorporate available datasets of existing conditions, such as water layers from CMAP Green Infrastructure Vision and Illinois State Water Survey results. These datasets will help inform the land use recommendations.

- How will the study consider impacts to Midewin and other environmental resources?

Response

Most roadways around Midewin are already restricted to trucks, including Hoff, and those were taken into consideration. Strategies to create appropriate buffers to protect these resources will be developed in conjunction with the Land Use Strategy. These will apply to current protected areas as well as other preservation areas that might be identified through this study.

Existing Conditions Report: Additionally, the project team analyzed environmental and natural resources in the Land Use Strategy and Market Study Existing Conditions report, which can be found on pages 20 through 37 in the PDF here. These datasets will be incorporated into the land use recommendations.

*Below are summarized comments received in regards to **environmental considerations:***

- Concerns regarding the scope of the Land Use Strategy study area boundaries and how truck routing may also affect natural areas, trails and other sensitive places in the northern portion of the Truck Routing Study area.
- Impacts of a truck route to nature on 143rd.
- Concerns regarding pollution caused by trucks and desire for an analysis of air quality impacts.

Questions regarding residential areas and schools: How the plan will address truck traffic around sensitive places such as school and residential areas? How will it protect these areas?

Response

Sensitive places, such as schools and residential areas, have been looked at through high-level datasets. The purpose of the WikiMap is to continue to collect information from the community to further aid in determining truck routes. There will be tradeoffs with all roadways in determining east-west and north-south corridor(s) that connect existing industrial areas to the interstates. The tradeoffs will be balanced based on feedback from the community and then the truck routing network will be revised.

*Below are summarized comments received in regards to **residential areas and schools:***

- Concerns regarding truck routing in residential areas and around schools where children are present. Specific places mentioned include Plainfield, Manhattan, Route 52, neighborhoods near Chicago Street and I-80, County Fair Grounds, Book Road, 95th Street, Gougar Road, Jefferson Street, Cedar Road, Bruns Road, and Briggs Road.
- Disappointment regarding the impact of CenterPoint on increased truck traffic.

Questions regarding cultural resources: How will the study handle cultural resources?

Response

Cultural resources to protect, such as Abraham Lincoln National Cemetery, are being taken into account as heard from the key stakeholders and community. Data layers also show these assets, as available. The project team hopes to gain feedback from the community on the WikiMap in identifying other specific places that should be protected.

*Below is a comment received in regards to **cultural resources:***

- Concern regarding the damage of Abraham Lincoln National Cemetery by trucks.

Questions regarding agricultural: How will the study take into account agricultural land uses?

Response

The movement of agricultural freight was also considered in the development of the truck routing network, including the access and mobility needs for heavy grain trucks to reach storage, processing and/or shipping facilities. The Illinois Soybean Association is also a stakeholder on the project Steering Committee. Additionally, agricultural areas were considered in the Existing Conditions Report for the Land Use Strategy and Market Study. They will continue to be factored in as land use recommendations are developed.

*Below is a comment received in regards to **agriculture:***

- Concern regarding the threat truck routing poses to agricultural areas and omission of the considerations of rail freight.

Questions regarding the study process: What is the process for this study (scope, level of detail)?

Response

Scope/level of detail: The Moving Will County is a planning-level study that includes a wider geography than most engineering studies. For this reason, the data used and recommendations are more macroscopic and focused on the network. Site-specific details, including impacts and feasibility, would be considered in future engineering studies, which would be needed to implement these recommendations. What this study will provide is a road map that will help municipalities

and the County direct capital improvements (e.g. apply for state and federal grants to complete an engineering feasibility study and then move the project to construction). Besides identifying routes, other elements that the Truck Routing Study will cover include: providing guidance for local communities in designating a truck route with IDOT as well as guidance on having IDOT incorporate the route in truck navigation platforms, developing an investment plan, incorporating truck parking potential solutions, developing strategies to preserve and enhance community livability and mitigate the negative externalities of truck routes, and identifying signage/wayfinding improvements.

Plan Implementation: The land use study will make recommendations on future land uses and the Truck Routing Study will include recommendations on truck routing at the network level. In terms of land use implementation, those decisions are made at the municipal level. Truck routing implementation is based on the agency that controls the roadway, which could be a municipality, County, or State. The County is doing this project to address the safety and mobility issues for residents.

Why both studies have different boundaries: The Moving Will County Project consists of a Land Use Strategy and a Truck Routing Study. Both studies have different but overlapping boundaries and are being completed in tandem because the truck routing network has a critical tie-in with land use, and vice versa. The Land Use Strategy area is more concentrated and focused to the south as this part of the County has surfaced in recent years as a core place where there are many natural resources as well as trucking destinations. Additionally, the Truck Routing study limits extend farther out to tie into major expressways and promote better East-West as well as North-South access and continuity. The County is working to complete a truck routing network for the entire County and worked with CMAP and the Will County Governmental League to begin the effort in the study area identified.

Questions regarding community outreach and project timeline: Ways the community will be engaged moving forward. Who did the team speak to in the first phase of the project, prior to the public workshop, to inform the draft truck routing network?

Response

Community outreach next steps and project timeline: The project team kicked off the project in November of 2019 by speaking to community and agency leaders within the study area, through steering committee meetings, stakeholder interviews and focus groups. They also conducted a robust analysis of existing conditions. From the data driven analysis and stakeholder feedback, a truck routing network was drafted. Community feedback will be collected on the draft truck routing network via a WikiMap and online poll of eight key corridors through September 8th and then the network will be revised based on the input. The revised network and a summary of what was heard will be posted to the project website mid-September. Since the project has a wide audience of stakeholders, covering 20 municipalities, the project team has reached out to community and agency leaders in the study area for assistance in publicizing engagement opportunities and gaining feedback from their diverse populations. The project team will continue to collaborate with the County and municipalities in developing engagement strategies to best reach all voices as needs are identified.

Draft land use recommendations will be shared with the community this fall for another round of public involvement. Overall the project is scheduled to wrap-up in September 2021 with a goal for County and municipal adoption of both studies the following month. Throughout the project timeline the team will be listening, collecting and reviewing feedback.

Questions beyond the scope of this study or related to another project: This section acknowledges questions received that won't be covered by this project, because they are beyond the scope of the study, more detail than being considered at the network level, or are inapplicable to what the study covers.

- Zoning and congestion around Weber Road at I-55.
- Future planned expansion of I-80.
- A previous study on a bypass from I-88 to I-80 that was refused by the Plainfield Board.
- Current construction on Briggs Street and if it is being completed to handle truck traffic.
- Plainfield's Four Season Park and Renwick Forest Preserve.