

# O'Hare Subregion Truck Route Plan

*Recommendations and Action Plan*

## final report

*prepared for*

**Chicago Metropolitan Agency for Planning**

*prepared by*

**Cambridge Systematics, Inc.**

*with*

Sam Schwartz Engineering



*report*

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**June 29, 2017**

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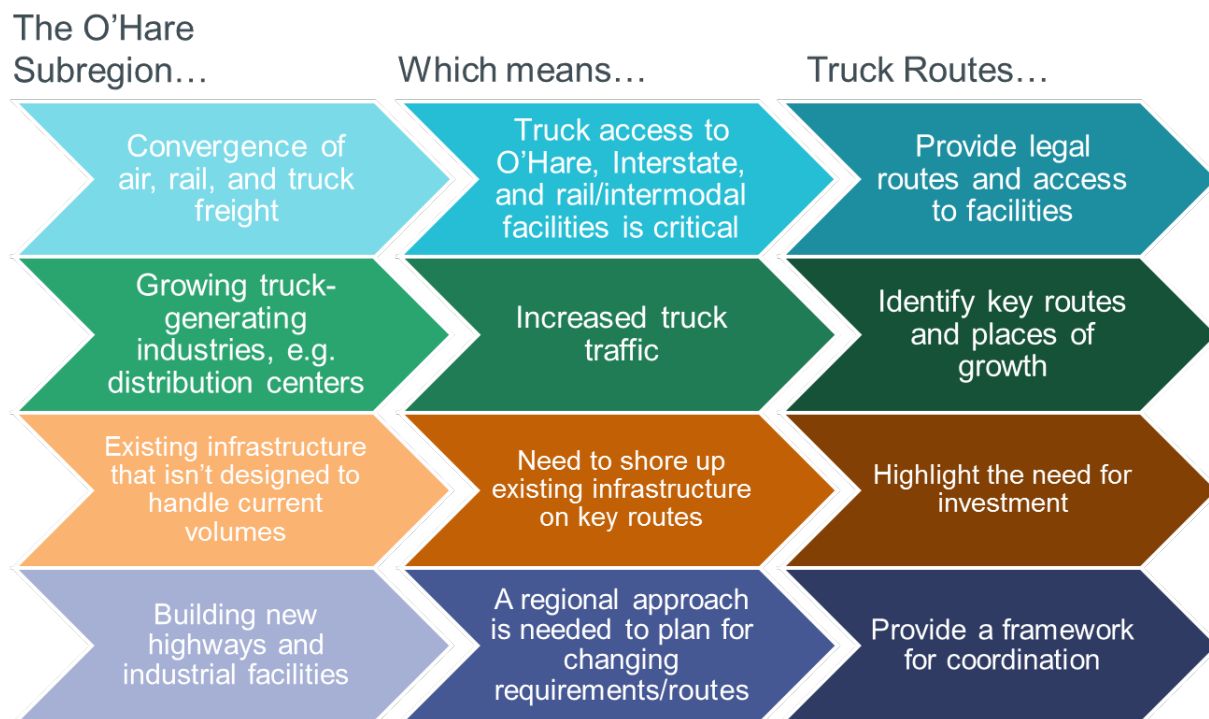




## 1.0 Overview

The Chicago O'Hare International Airport Subregion is home to a diverse and vibrant set of communities northwest of Chicago. The area is a significant economic engine for the region, state, and nation and is home to numerous manufacturing, logistics, and other freight-related businesses. Although the transportation and logistics centerpieces for this region are the busy airport and intermodal hubs, underlying this is the vital support of the regional highways and streets that connect suppliers, customers, warehouses, and transportation hubs through the thousands of trucks traveling in the region on a daily basis. While absolutely critical to the region's economy, this truck traffic also poses problems. As in many communities, it is a challenge to handle high and growing levels of truck activity, make the necessarily infrastructure investments, and coordinate policy and investments in a way that protects the community while supporting economic needs. Figure 1.1 overviews the regional needs served by truck routes, which provide legal routes and access to facilities, identify truck traffic growth, and provide a framework for coordination and investment.

**Figure 1.1 Overview of Regional Needs Served by Truck Routes**



This O'Hare Subregion Truck Routing and Infrastructure Plan (Plan) was conceived to meet these challenges and answer the question: How do the region's municipalities coordinate policy and investments to facilitate the flow of trucks that are the critical link between the region's intermodal facilities and warehouses, logistics centers, businesses, and consumers while also protecting communities from the high and growing levels of truck activity? The Chicago Metropolitan Agency for Planning (CMAP) is coordinating this Plan on behalf of 11 municipalities who applied for Local Technical Assistance funding in 2014. The participating municipalities are: Bellwood, Bensenville, Des Plaines, Elk Grove Village, Franklin Park, Itasca, Maywood, Melrose Park, Northlake, Schiller Park, and Wood Dale.

As the final step of a nearly year-long process, a number of recommendations were developed to aid local decision-making and regional investment. This document serves as a policy-level framework identifying the proposed truck route network, the need for coordination and alignment between jurisdictions, and areas for additional study. Additionally, specific implementation guidance will be provided to stakeholders documenting findings and recommendations in their jurisdiction. This guidance includes a list of roadways to be designated as truck routes, identified policy issues and infrastructure needs or concerns. As part of the implementation process, local jurisdictions should work collectively with the regional Councils of Government (COG), CMAP, and the Counties to designate truck routes, plan for growth, and make investments to support truck traffic.

This document is organized as follows:

- **Section 1** – Provides an overview of the Plan;
- **Section 2** - Identifies vision and goals for the Plan;
- **Section 3** – Describes the proposed truck route network crafted as part of this Plan; and
- **Section 4** - Provides recommendations and implementation steps.

## 2.0 Vision and Goals

A truck route vision and goals were developed to guide both the planning process and the implementation of the recommendations and designation of the truck route network. The multi-part vision and goals were developed with guidance from the Plan's Policy Committee and also vetted with members of the Plan's Technical Committee. The vision was developed as an overarching statement, and the specific goals are organized around three themes: investment, legislation and policy, and implementation.

### 2.1 O'Hare Subregion Truck Route Network Vision Statement

The O'Hare Subregion Truck Route Network will:

- Support safe, efficient, and direct truck access to local destinations and the National Highway Freight Network (NHFN);
- Allow public agencies to take steps to officially designate truck routes and support enforcement processes in concert with State and local laws and make coordinated investments to support freight movements while protecting their residents and infrastructure;
- Allow the business community to safely and legally move goods to and from the region and know where truck routes are available; and
- Provide a mechanism for regional coordination and reevaluation of routes and investment needs.

### 2.2 Investment Goals

Several investment-related goals were developed as part of this Plan. These speak to the need to identify and tackle goals related to infrastructure and the ability to adapt the network to changing future conditions.

The O'Hare Subregion Truck Route Network shall:

- Provide guidance for identifying corridors, interchanges, or intersections that may limit truck movement due to substandard infrastructure;
- Identify investments to ensure connectivity to, from, and between state and interstate routes, multimodal freight facilities, and industrial and manufacturing facilities; and
- Be dynamic and updatable in response to evolving land use, travel patterns, and system needs.

### 2.3 Legislative and Policy Goals

Similarly, several policy and legislative goals were developed as part of this Plan. These goals focus on improving coordination and consistency between State law, local ordinances, and recommendations developed as part of this Plan.

- The truck route system shall be defined in a manner consistent with State law and when fully implemented be supported by a series of county and municipal ordinances; and

- This study shall include recommendations to review or update ordinances and policies that will further official designation of truck routes in the region, provide guidance on harmonizing policies and regulations, and serve as a regional framework for coordinating truck route designation and investment.

## 2.4 Implementation Goals

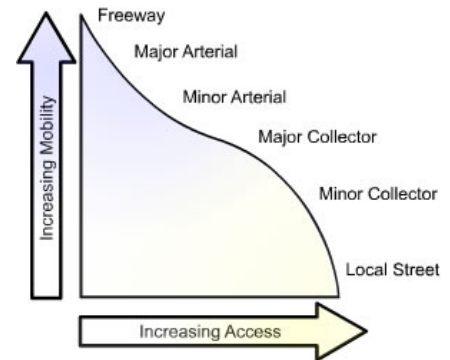
Finally, a set of implementation goals were developed to guide the process and completion of this study, and ultimately the transition into implementation of recommendations.

This O'Hare Subregion Truck Route Study shall:

- Provide guidance on identifying and prioritizing truck-related investment, such as signage and other communication to users and information necessary to support truck route designation, including ordinance or policy changes;
- Serve as a starting point for interagency or multijurisdictional coordination on investment and maintenance projects; and
- Identify owners and implementers to carry through implementation of the Plan recommendations.

## 3.0 O'Hare Subregion Truck Route Network

According to the Federal Highway Administration (FHWA), roads serve two primary travel needs along a continuum - access and mobility. Access refers to the ability to reach (and exit) specific locations. Mobility is the ability to travel through an area.<sup>1</sup> This study identified truck routes that increase either or both truck mobility and access in the O'Hare region. This was done under the framework of Illinois law to create a network that allows trucks greater than 65' in length to travel legally throughout the region.<sup>2</sup> The following subsection provides further details on the needs addressed by this study.



### 3.1 Regional Needs

The study identified several overarching needs in the O'Hare region, including:

- **Legal access for trucks over 65' in length** (including those carrying 53' trailers). Currently, large trucks are limited to travel within 1-mile of interstate exits or on identified Class II highways or state roadways. Existing gaps in the system are quite large, as shown in Figure 3.1. Many areas of the study region are currently not connected to the legal truck route system, including industrial areas in Elk Grove Village, Bensenville and Franklin Park. The Proposed Truck Route System (Figure 3.2) addresses these gaps.
- **Connecting arterials designated for truck traffic.** In particular the region is lacking East-West connectors. Once completed, the Elgin-O'Hare Western Access will increase mobility by adding expressway miles and connectors both west and south of O'Hare airport. In addition, the Proposed Truck Route System designates a number of connecting arterial through truck routes in the region, including:
  - Irving Park Road (E of York)
  - Franklin Avenue/ Green St.
  - Elmhurst/York Road
  - River Road
- **Direct interstate connections from major facilities.** Due to the layout of the region's roadway system and the presence of rail facilities and the airport, getting to/from the interstate can involve circuitous or overly lengthy routes, increasing regional VMT, congestion, and cost to businesses. Southeast of O'Hare airport, southbound access to I-294 is particularly challenging. Access from the O'Hare Cargo Areas and industrial facilities west of the airport is also challenging. The EOWA will mitigate some of these

<sup>1</sup> [https://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/section02.cfm](https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section02.cfm)

<sup>2</sup> Chapter 15 (Size, Weight, Load, and Permits) of the Illinois Vehicle Code (625 ILCS 5/15) governs the legal size, weight, and load of trucks. These limits vary depending on the "class" of the road. For example, tractor-trailer combinations over 65' in length can only legally travel on Class I or Class II Truck Routes (with some exceptions) <http://www.idot.illinois.gov/Assets/uploads/files/IDOT-Forms/OPER/OPER%20753.pdf>

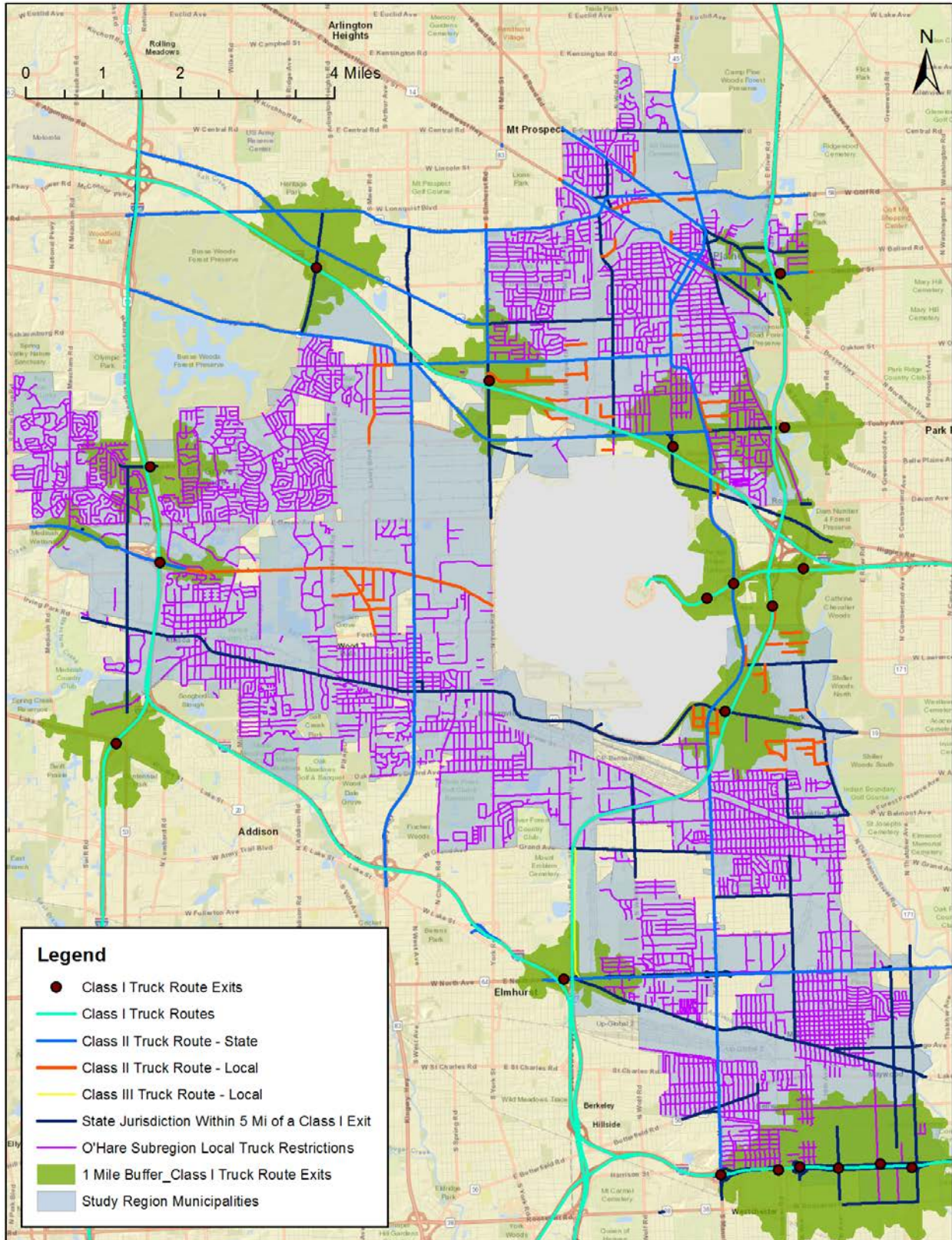
challenges; investing in arterials designated as truck routes that connect to the interstate will also provide relief.

- **Addressing regional bottlenecks.** A number of bottlenecks and areas of truck-related congestion exist in the region. This study recommends that the region prioritize addressing these chokepoints, including:
  - Franklin Ave., Williams/Cenco Pkwy, Belmont Ave. connection to Mannheim Rd
  - Higgins/Oakton/Busse (IL 83) intersection and IL 83
  - O'Hare Cargo-related congestion on Mannheim Rd and Irving Park Rd
  - I-290/I-294/North Avenue interchange
- **Planning for truck traffic.** The O'Hare subregion is an economic engine that will continue to see growth in freight-related facilities in the coming years. The development of millions of square feet of new and re-development of existing industrial facilities into warehousing, distribution, or other freight-intensive businesses will lead to increasing truck volumes over the next decades. The completion of the EOWA will both provide some congestion relief by adding needed expressway connections throughout the region as well as provide challenges in terms of changing traffic patterns. Finally, this densely developed region has a number of areas where mixed-use development creates conflicts between industrial and residential needs.



*Heavy Truck Congestion on I-290 (view from EB North Avenue).  
Photo by Cambridge Systematics, 2016*

Figure 3.1 Existing Truck Route System and Truck Legal Access Areas



Source: CMAP, IDOT, analysis by Cambridge Systematics, 2017

## 3.2 Truck Route Framework

To meet the regional needs identified above under the framework of this Plan's vision and goals, a truck route categorization framework was created. The Plan categorized the subregion's roads using a four-tier system that addresses both the need to prioritize highway investment to support truck mobility, access, or both, as well align with the Illinois Vehicle Code roadway classes. This framework, described below, captures all of the region's roadways and divides them based on use and need as related to trucks.

- **Level A Truck Routes:** These high-mobility roads are critical to through truck movements or provide access to high-volume intermodal freight facilities. Truck-related investments should be prioritized, even if passenger improvements are not necessary; roads should be designated as Class I or Class II highways (*examples: Mannheim Rd. south of I-294, Higgins Rd. east of Mannheim Rd., all expressways*);
- **Level B Truck Routes:** These roads facilitate both through movements and local access for large trucks (i.e., 53' trailers), including first/last mile connections. Truck-related investments should be balanced with passenger and other concerns such as bike lanes and transit. To allow legal access for 53' trailers, these roads should be designated as Class II highways, though in some cases investments or policy changes may be necessary to meet Class II criteria (*examples: 25<sup>th</sup> Ave. south of Belmont Ave., Lively Blvd.*);
- **Level C Truck Routes:** These roads provide local access for small trucks. Larger trucks may gain access off the Class I and II network as allowed by Illinois law.<sup>3</sup> Truck-related investments may be considered but not necessarily prioritized. Roads should be identified as Locally Preferred Truck Routes or have no designation (*examples: Main St. in Bensenville, Franklin Ave. east of 25<sup>th</sup> Ave.*); or
- **Level D Roads:** Trucks are strongly discouraged or restricted on these roads and truck access should not be a consideration in investment decisions. These roads should either have no designation, or should have a truck restriction.

Table 3.1 summarizes the truck route designation framework. Roads in each proposed Level are intended to meet certain criteria in regards to designation, road design, and investment. These routes are shown in Figure 3.2 and are the basis for the recommendations that follow.<sup>4</sup>

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<sup>3</sup> 625 ILCS 5/15-107. (Summarized) Vehicles over 65' in length may travel one mile off a Class I highway onto any street provided there is no sign prohibiting that access, or five miles off a Class I or Class II highway onto any state or locally designated highway for purposes of loading, unloading, fuel, food, repair, or rest.

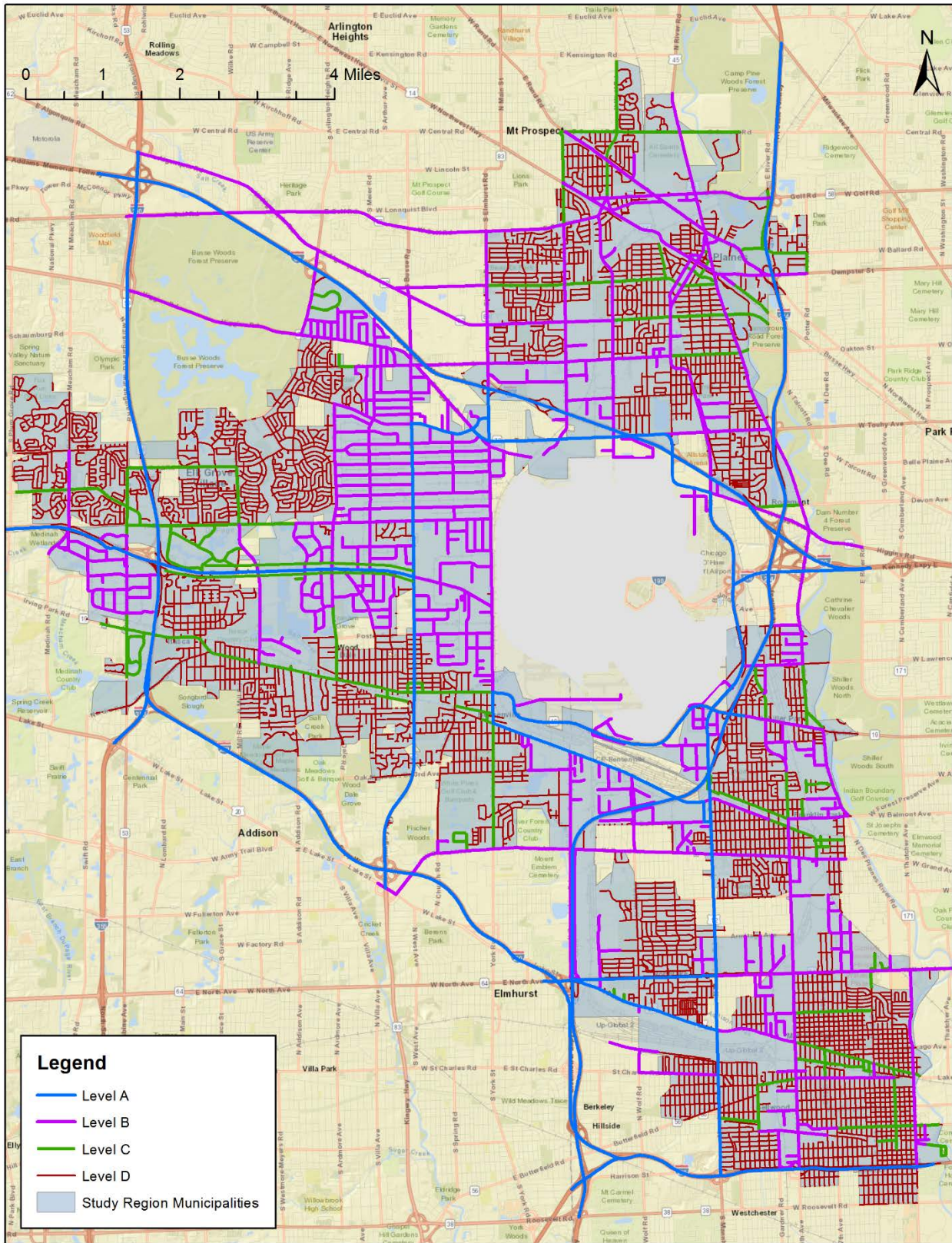
<sup>4</sup> A high quality version of this map is available at:  
<http://www.cmap.illinois.gov/programs-and-resources/Ita/o-hare-truck-routing>



**Table 3.1 O'Hare Subregion – Truck Route Investment Matrix**

Road Level	Proposed Level A	Proposed Level B	Proposed Level C	Proposed Level D
Designate a Class I Truck Route?	Yes	No	No	No
Designate a Class II Truck Route?	Yes	Yes	No	No
Designate a Locally Preferred Truck Route?	No	No	Maybe (if allowed under IL law)	No
Undesignated Roads and Streets?	No	No	Maybe	Yes
Truck Route Sign?	Yes	Yes	Maybe	No
Truck Restriction?	No	No	Maybe (if allowed under IL law)	Yes
Truck Investment?	Yes (Prioritized)	Yes (Balanced)	Maybe (focus on small trucks)	No
Primary Investment Guidelines	AASHTO	AASHTO	AASHTO/ NACTO	NACTO / AASHTO
Included in a Truck Route Map?	Yes	Yes	Maybe (if allowed under IL law)	No

Figure 3.2 Proposed Truck Route Network



Source: CMAP, IDOT, analysis by Cambridge Systematics, 2017

## 4.0 Recommendations

The recommendations for this study consist of six action items for implementation of the truck route system. Each action item has supporting steps that, taken together, serve to realize the vision and goals for the region's truck routes identified as part of this study. These recommendations, shown in Table 4.1, also include suggested timeframes and lead agencies or "champions" for each action. Action will be required among multiple parties to implement the full truck route system, in particular at the municipal, county, and state level. Although not direct implementers, CMAP, COGs, and other groups can serve as guiding or coordinating entities, helping the multiple parties work together to achieve the common vision.

**Table 4.1 O'Hare Subregion Truck Route Network Recommended Actions and Supporting Steps Summary**

Action	Supporting Steps	Lead Agencies	Timeframe
Designate truck routes	<ul style="list-style-type: none"> <li>Establish or update municipal and county ordinances identifying truck routes</li> <li>Coordinate truck route designation with IDOT to ensure designations are recorded in IDOT's statewide database and online mapping products</li> <li>Erect appropriate signage</li> </ul>	Municipalities, counties, IDOT, Illinois Tollway	Short (0-1 yr)
Update truck restrictions	<ul style="list-style-type: none"> <li>Inventory and update current truck restriction ordinances and signage</li> <li>Evaluate additional roadways for truck restrictions</li> </ul>	Municipalities	Short (0-1 yr)
Identify capital improvements	<ul style="list-style-type: none"> <li>Undertake truck-focused roadway engineering analysis</li> <li>Conduct a signage audit</li> <li>Identify and prioritize planned investments on the proposed truck route system supporting freight mobility</li> <li>Ensure Intra-agency construction coordination</li> </ul>	Municipalities, Cook and DuPage Counties, IDOT	Medium (1-3 yrs)
Coordinate implementation and investment programs and policies	<ul style="list-style-type: none"> <li>Prioritize, partner, and advocate for projects that improve regional truck mobility</li> <li>Widely distribute information on the proposed truck route network</li> <li>Conduct outreach to residents and community leaders</li> <li>Establish ongoing municipal coordination meeting</li> </ul>	Local councils of government	Medium (1-3 yrs)
Improve regional truck data	<ul style="list-style-type: none"> <li>Periodically update and distribute data and analysis related to regional truck routes</li> <li>Collect additional data on truck mobility and operations</li> </ul>	CMAP	Medium (1-3 yrs)
Periodically re-evaluate truck route designation	<ul style="list-style-type: none"> <li>Re-evaluate the truck route network on a regular basis</li> <li>Review the truck route system for heavy-haul and oversize/overweight operations considerations</li> </ul>	Cook and DuPage Counties	Long (3+ yrs)

## 4.1 Designate Truck Routes

Designation of truck routes is a power granted to the agency with jurisdiction over a particular road segment. Each municipality or agency should take steps to designate truck routes within the Illinois legal framework, including signage and reporting truck routes IDOT for inclusion in state databases and mapping products<sup>5</sup>. This Plan identifies a truck route network spanning municipal, county, and state highways, each of which must take action to appropriately.

**Lead Agencies:** Municipalities, Cook and DuPage Counties, IDOT, Illinois Tollway

### Supporting Steps:

- **Establish or update municipal ordinances identifying truck routes.** As per Illinois law, roadways identified by municipalities as Class II (i.e., proposed Level A or B in this Plan) truck routes must be established via ordinance or resolution, signed, and submitted to IDOT.<sup>6</sup> Figure 4.2 provides an overview of which roadways need to have their designation changed; more detailed guidance on this process will be provided to agencies responsible for the designation. At this study's inception, many municipalities in the region had not reviewed or updated their ordinances relating to truck routes in many years. These ordinances should be reviewed and updated as part of the designation process.

There was a desire from stakeholders to have additional guidance or model ordinance language to enable a quick and easy process for updating ordinances. As this is a regional issue, CMAP would be an appropriate champion for developing guidance for reviewing and updating ordinances.

Additionally, municipalities can identify Locally Preferred Truck Routes, which do not change the roadway size allowances but serve as guidance for planning and smaller truck travel. This action does not require an ordinance, but rather can be accomplished through administrative action. The designation of a Locally Preferred Truck Route is appropriate for municipal Level C routes identified in this Plan.

- **Coordinate truck route designation with IDOT.** Truck routes identified at the municipal level – including both Class II and Locally Preferred Truck Routes – must also be identified and submitted to IDOT. Figure 4.1 is a resolution template form for submission to IDOT, including links to the appropriate documents. The submission process is outlined below:
  - Submit a written request to Mike Olson at [michael.olson@illinois.gov](mailto:michael.olson@illinois.gov) using the forms described in Figure 4.1.
  - IDOT will review the request and either approve or deny the request based on additional data obtained from the District and other local agencies.
  - IDOT will post the designated routes on the [gettingaroundillinois.com](http://gettingaroundillinois.com) website. This interactive State map is a key communication tool to the trucking industry, as well as private mapping and routing applications.

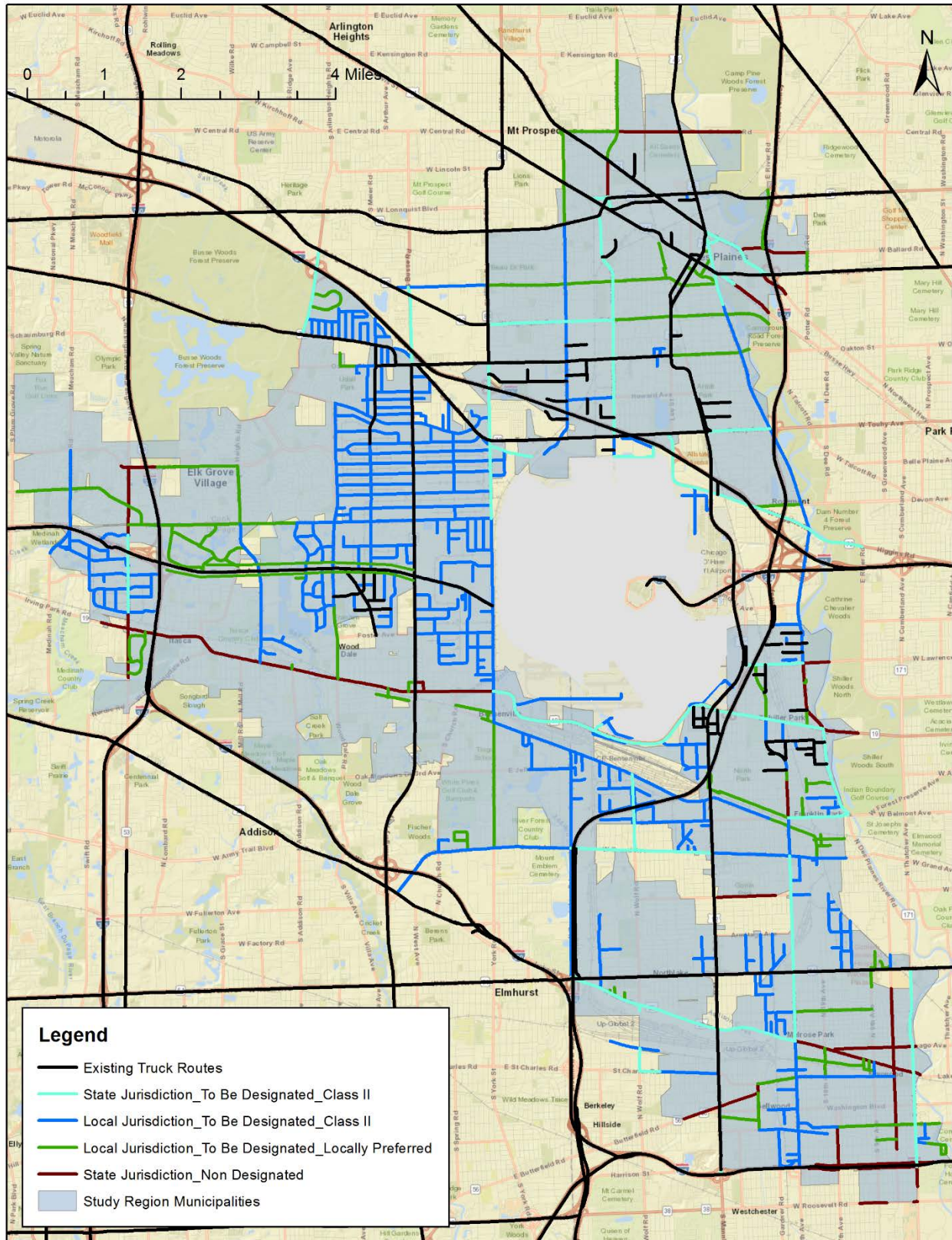
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<sup>5</sup> Designated truck routes are reported in IDOT's "Getting Around Illinois" interactive online map: <https://www.gettingaroundillinois.com/>.

<sup>6</sup> 625 ILCS 5/15-316(b)



Figure 4.2 Proposed Truck Route Designation Guidance



Source: IDOT, CMAP, Cambridge Systematics Analysis, 2017.

## 4.2 Update Truck Restrictions

In addition to designating truck routes, agencies with jurisdiction over highways could identify locally appropriate truck restrictions. Although specific locations for truck restrictions were not within the scope of the study, this Plan does identify highways that are not considered critical to truck movements (Level D roads). Future efforts could be undertaken to identify appropriate locations for truck restrictions on some of these roadways.

**Lead Agencies:** Municipalities

### Supporting Steps:

- Inventory and update current truck restriction ordinances and signage.** As per Illinois law, truck restrictions must be identified in ordinance or resolution and signed.<sup>7</sup> At the time of this study, many municipalities in the region had not reviewed or updated ordinances relating to truck restrictions in many years. It is unknown to what extent truck restrictions identified in ordinance are appropriately signed. In some cases it was found that local ordinances incorrectly identified truck restrictions for highways under another agency's jurisdiction. A municipality can only impart restrictions on roadways it controls, not, for example, on State or County highways, and any attempts to do otherwise would be invalid. As part of this Plan, it was noted that some state-jurisdiction highways had local truck restrictions, which are invalid under Illinois law. Ordinances and signage for truck restrictions throughout the study area should be reviewed for appropriateness and updated, as needed.
- Evaluate additional roadways for truck restrictions.** As noted in this study, several roadways, primarily residential streets, were identified as not suitable for truck traffic. These Level D roadways could be appropriately restricted to trucks (allowing for exceptions such as home delivery). Municipalities can consider enacting additional restrictions, either on a case-by-case basis, or by disallowing truck movements on residential streets through weight limitations or other measures. While identifying restrictions, it is important to consider the impacts of a certain limitation on municipal vehicles, buses, or other heavy vehicles. Again, note that truck restrictions are required to be signed.
- Timeframe: Short



*Sign Restricting Trucks on a Residential Street  
Photo by Cambridge Systematics, 2016*

<sup>7</sup> 625 ILCS 5/15-316(c)

## 4.3 Identify Capital Improvements

This study provides a framework and methodology for identifying a coordinated, connected set of truck routes that promote truck mobility and access in the region. Some capital needs were identified through data analysis and stakeholder outreach undertaken in this Plan; however, there are additional steps that should be undertaken at the state, regional, and local level to identify and prioritize freight-related investment on the truck route system. Identifying the specific investments required to achieve the completed truck route network may necessitate further engineering analysis to identify links that, due to weight restrictions, low vertical clearances, geometry, or policy issues, are not ready to accommodate trucks up to the legal size allowed in Illinois.

**Lead Agencies:** Municipalities, Cook and DuPage Counties, IDOT

### Supporting Steps:

- **Undertake truck-focused roadway engineering analysis.** Conduct an inventory of vertical clearance restrictions, weight limitations, pavement conditions, turning radii, truck capacity constraints, and lane widths. This process is especially important for local roads that are identified as “Level B” lacking or with incomplete IDOT performance data. This effort should be undertaken by agencies for roadways under their respective jurisdiction in the study area. Level A and B routes in particular should be designed and maintained based on standards identified by AASHTO as appropriate for high levels of truck traffic. On existing routes, standards and timelines should be reviewed to ensure compliance with these appropriate standards, and these reviews should be coordinated between jurisdictions as appropriate.
- **Conduct a signage audit.** In addition to signage for truck routes discussed previously, an audit of signage for low clearances, weight restrictions obstacles or obstructions should be undertaken. Signs for viaducts and low clearances in particular may be out of date or inaccurate due to construction activity over time. This effort should be undertaken by agencies for roadways under their respective jurisdiction in the study area.



*Sign Directing Trucks via IL – 64 (North Avenue).  
Photo by Cambridge Systematics, 2016*

**Identify and prioritize planned investments on the proposed truck route system supporting freight mobility.** Investments on heavily used freight routes are important for ensuring truck mobility and regional connectivity. Transportation agencies from the local to state level have identified freight-related needs and priorities on the transportation system, for example through long-range planning processes or corridor studies. The state and metropolitan transportation improvement programs (TIPs), as well as county and municipal Capital Improvement Plans, identify projects on or near the proposed truck route network that should be prioritized for freight-related investment.



A number of projects were identified as part of this study, including the 25<sup>th</sup> Ave. and I-290 (Bellwood) diverging diamond interchange, Oakton St/Higgins Rd./Busse Rd. intersection improvements (Elk Grove Village), adding a left turn lane to Irving Park Rd. at 25<sup>th</sup> Ave. (Schiller Park), and converting the Cumberland Circle to a modern roundabout (Des Plaines). These and additional projects identified are included in Appendix A and also provided to each agency as part of an implementation memo. Agencies should review their own plans and projects to further identify investments that have potential to support or conflict with freight.



*Trucks using a Modern Roundabout (New York)  
Photo by Cambridge Systematics, 2016*

- **Ensure intra-agency construction coordination.**

Construction and maintenance activities can affect the truck route system temporarily or permanently, yet are sometimes conducted by different municipal departments than those concerned with truck routing. A coordinated intra-agency approach to these activities should be undertaken to ensure that posted limitations are maintained during and after the construction activities. For example, as areas under viaducts are paved, information should be shared with planning or other appropriate staff so that signage can be updated. Similarly, staff involved in a streetscape project located on a proposed truck route should consult with appropriate staff to confirm changes will not significantly impair truck mobility.

**Timeframe:** Medium

## 4.4 Coordinate Implementation and Investment Programs and Policies

This Plan identifies a set of roads that should be prioritized for truck-related infrastructure spending and policy changes that improve access and mobility for commercial vehicles. In order to be effective, those changes need to be coordinated between the municipalities in the region, Cook and DuPage Counties, IDOT, and the Illinois Tollway, with input from enforcement agencies and system users. Coordination should be undertaken at a regional level, facilitated through agencies such as the West Central Municipal Conference (WCMC) DuPage Mayors and Managers Conference (DMMC) and the Northwest Municipal Conference (NWMC). Support from CMAP and other regional transportation agencies will also be critical throughout the implementation process.

**Lead Agencies:** Councils of government (WCMC, DMMC, and NWMC)

**Supporting Steps:**

- **Prioritize, partner, and advocate for projects that improve regional truck mobility** – The truck route network identified in this study is primarily an investment network, and should serve to guide and spur action on freight-related infrastructure or policy issues affecting truck traffic. Many of these policies or projects are multi-jurisdictional in nature and provide opportunities for regional cooperation, particularly in the identification of funding opportunities to support prioritized projects. In particular, projects to support efficient truck movement on the regional corridors identified in Section 3.1 - Manheim Rd., Irving Park Rd. Franklin Ave./Green St., Busse Hwy., Elmhurst Rd./York Rd. - should be prioritized. Investments to

support truck parking, loading/unloading, and mitigating the safety concerns and congestion effects of at-grade rail crossings should also be prioritized.

As part of this effort, CMAP should submit the draft Critical Urban Freight Corridors (CUFC), as permitted under the FAST Act. These corridors overlap with the Level A and Level B routes and can facilitate funding of projects on those roads.



*Congestion in Elk Grove Village as Trucks Wait to Load/Unload in the Roadway Median.  
Photo by Cambridge Systematics, 2016*

- **Widely distribute information on the proposed truck route network** - Distribution of the truck route map and related information to municipalities and partner agencies – both in the study region as well as surrounding areas - will help raise awareness of the critical role these routes play in supporting the region's economy. The truck route network is also an important piece of information to help future planning efforts and coordinate the needs of freight with other types of investment. In particular, it is critical to coordinate the Level B and C routes with freight, transit, bicycle, and pedestrian interests.
- **Conduct outreach to residents and community leaders** - Often, the concept of truck routes has a negative connotation for residents and businesses, raising concerns that these routes will bring additional trucks into their neighborhoods. However, a comprehensive route network on the region's highways can lead to an *increase* in safety and a *decrease* of trucks traveling through residential neighborhoods. Truck routes also provide for efficient commerce and economic growth. Providing information on truck routes and the value of freight investment as part of larger strategic planning and investment is a critical conversation to have with community leaders and residents. This can be combined with ongoing efforts or undertaken as a specific outreach program.
- **Establish ongoing municipal coordination** - Through a periodic (e.g., annually or semi-annual) meeting, agencies could meet to discuss and ensure coordinated approaches to planning, policies, and projects to meet the needs of the truck route system. Functions of this meeting may include:
  - Providing a forum to discuss implementation of the truck route system, share local best practices, identify additional needs or issues, and coordinate efforts.
  - Serving as a forum for periodic re-evaluation of the truck route network in conjunction with efforts at the county level.
  - Including municipalities such as Rosemont, Arlington Heights, River Grove, Elmhurst, and others whose systems link to those in this study. These municipalities should be encouraged to participate in discussions, adopt similar processes, and incorporated into a regional truck route network.
  - Improving truck enforcement activities. Currently, regulations and ordinances pertaining to the truck route system are often inconsistently and selectively enforced, in part due to a lack of clear and consistent policies and information about truck routes. The implementation of this Plan should help

to address these issues. Enforcement could be a topic of continuing discussion through forums such as the recommended municipal coordination meeting, and through coordination with trucking and law enforcement associations.

**Timeframe:** Medium

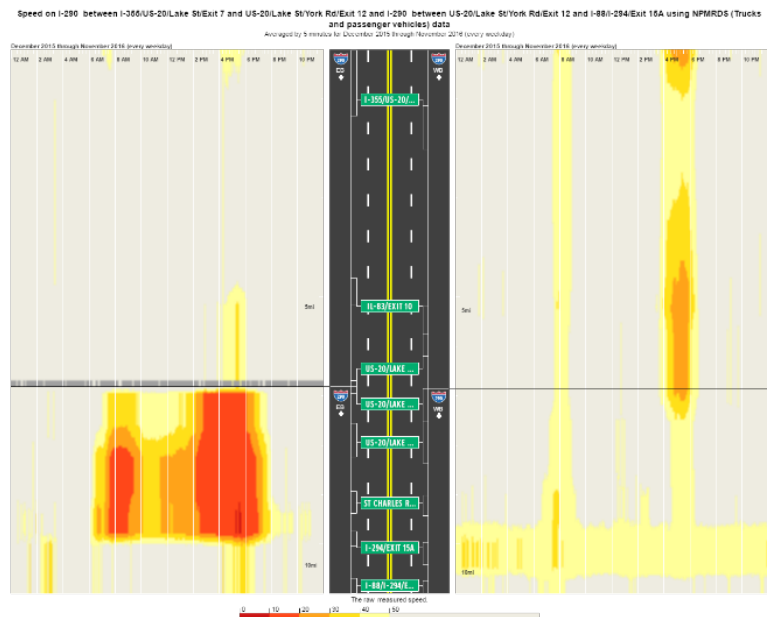
## 4.5 Improve Regional Truck Data

Access to up-to-date, comprehensive truck data is important for understanding the freight system and making investment decisions. In the past, agencies obtained limited information from direct truck counts or percentages applied to general traffic counts. These sources often produced gaps in the data due to insufficient coverage or provided an inaccurate understanding of truck travel, given the fact that trucks behave differently than passenger vehicles. As technology has improved and performance based planning has become more common, a larger number of sources and types of truck related data has become available. In particular, data on truck movements (i.e., where and when trucks are moving) and freight system performance (i.e., truck speed and congestion) have become available through probe-based datasets such as the National Performance Management Research Data Set (NPMRDS)<sup>8</sup>. As the regional planning agency, CMAP currently houses a number of freight datasets and analyses, and can serve as a coordinator of other regional freight data.

**Lead Agencies:** CMAP

### Supporting Steps:

- Update and distribute data and analysis related to regional truck routes.** CMAP conducts a number of data analyses related to freight, including developing freight models, truck congestion reports, and analyses of truck volumes and trips. Truck-related data and analyses should be periodically updated and distributed to support future truck route planning or re-evaluation efforts. Furthermore, CMAP should keep an inventory of sources, such as County freight planning efforts, which hold additional information relevant to truck routes.
- Collect additional data on truck movements and freight system performance.** Most data on truck volumes and congestion is limited to select major roadways such as expressways or the National Highway System (NHS). This leads to significant data gaps on local streets and arterials, which creates challenges for planning and investment alike. CMAP should champion the need to collect more accurate truck data on local roads, specifically those identified as part of the Level B network. CMAP can work



I-290 Eisenhower Expressway from I-355 to I-88 Reagan Tollway.  
Congestion Scan, 2016  
Source: CMAP, 2017

<sup>8</sup> [https://ops.fhwa.dot.gov/freight/freight\\_analysis/perform\\_meas/vpds/npmrdsfaqs.htm](https://ops.fhwa.dot.gov/freight/freight_analysis/perform_meas/vpds/npmrdsfaqs.htm)

with local agencies to determine the options and feasibility of collecting data on the local system or using GPS probe data to model truck movements. Better data will help quantify the important role these roads play in the region and help identify changes that would signal a need to update the truck route network.

**Timeframe:** Medium

## 4.6 Periodically Re-evaluate Truck Route Designation

Truck routes are designated based on a number of factors, including land use, roadway characteristics, and traffic patterns. To be effective, the truck route system must be flexible to change as projects are completed, new industrial areas or transportation facilities are built, and as other changes occur. The truck routes proposed here should be reviewed and updated on a regular basis. This should occur in a coordinated fashion among agencies and with the input of the private sector. As this is a regional effort, Cook and DuPage Counties, with support from CMAP and councils of governments, should take a leadership role in convening and coordinating updates.

**Lead Agencies:** Cook and DuPage Counties

### **Supporting Steps:**

- **Re-evaluate the truck route network on a regular basis.** One focus of ongoing coordination between agencies should include regular discussions of plans, projects, and other information pertaining to truck routes. Discussions should focus on changes to the system and its use that impact truck travel. These considerations can include changes in land use or traffic patterns over time, as well as infrastructure or policy changes that could shift where trucks can or should travel.

The truck route network should be re-evaluated in regular intervals of no more than 5 years, and could be scheduled to coincide with existing planning efforts. Private-sector stakeholders such as the Illinois Trucking Association and local businesses should also be invited to take part in this effort, to ensure that the system and related policy efforts are in line with the needs of industry. These reevaluations could be convened by the councils of governments or CMAP. At the local level, county and municipal planners should also include updating the truck route system as a recurring task.

- **Review the truck route system for heavy-haul and oversize/overweight operational (OSOW) considerations** - The scope of this project focused on trucks at or below the Illinois legal dimensions. Additional consideration should be given to extra-legal trucks traveling throughout the region. The Regional Truck Permitting Study<sup>9</sup>, completed for CMAP in the fall of 2016, identified recommendations to address “low-hanging fruit” including the use of a standard permit application form, creating a single location for all necessary contact information, better interagency sharing and publication of data, and the potential to streamline permitting for routine OSOW loads. In the context of this Plan, municipal and county agencies could evaluate the feasibility of issuing joint OSOW permits for certain routine loads that travel on key Level A and B corridors.

**Timeframe:** Long

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<sup>9</sup> Cambridge Systematics, Inc. *Regional Truck Permitting Study: Draft Final Report*. October 2016. Online at: <http://www.cmap.illinois.gov/documents/10180/487159/Regional+Truck+Permitting+Plan+Final+Report+DRAFT+2016-10-14.pdf/>

## Appendix A. Capital Improvement List

**Table A.1 Identified Capital Improvements on the A/B Truck Route Network**

Municipality / Agency	TIP ID or Project Name	Location	Project Type and Description	Truck Route Level	Cost	Year
Bellwood	Mannheim Rd. Streetscaping	Mannheim Rd. Streetscape between I-290 and St. Charles Rd.	Median landscaping, gateways	A	TBD	TBD
Bellwood	Mannheim Rd. Intersection Improvements (Butterfield Rd. and Warren Rd./Prairie Path)	Mannheim Rd. and Butterfield Rd. and Mannheim Rd. and Butterfield Rd. intersections	Mannheim Rd. & Butterfield Rd.: calm Butterfield Rd. - cut off access. Mannheim Rd. & Warren Rd. (Prairie Path) - add signal	A	TBD	TBD
Bellwood	Diverging Diamond Interchange Concept	I-290 at 25 <sup>th</sup> Ave.	Signature street which includes pedestrian improvements, gateway elements, street lighting, and signage to make attractive.	B	TBD	TBD
Bensenville	2017 Village St. Program – Downtown Phase I	York Rd.	Streetscape on York Rd.	B – Depends on exact location of project	1,189	2017
Cook County	Map ID 47	County Line Rd. from I-294 to North Ave.	New Roadway construction, pavement reconstruction, and intersection reconfiguration	B	32,646	2017
Des Plaines	03-09-0061	U.S. 14 at Broadway St.	Intersection/Interchange Improvement	B	3,093	2017
Des Plaines	03-14-0004	Cumberland Circle	Convert traffic circle to modern roundabout; resurface and ADA improvements on Wolf Rd.	B	4,376	2017
Des Plaines	Wolf Rd.* Road Diet and Bicycle Lanes	Wolf Rd. from Touhy Ave. to Golf Rd.	Road Diet with Bicycle Lane	B	TBD	TBD
Elk Grove Village	03-11-0012	Oakton St/Higgins Rd./Busse Rd.	Intersection Improvements	A/B	1,700	2018
Elk Grove Village	Intersection Work	Touhy Ave./Higgins Rd./Elmhurst Rd.	Significant intersection improvements	A/B		Through 2025
Elk Grove Village	Corridor Streetscape Improvements	Rohlwing Rd., Nerge Rd., Meacham Rd., Devon Ave.,	Right-of-way and center median enhancements	A/B/C		Through 2025
Franklin Park	04-11-0001	Des Plaines River Rd. at Robinson Rd.	Intersection/ Interchange Improvement. Reconstruction	B	2,419	Future Funds

Maywood	04-06-0021	1 <sup>st</sup> Ave. at UP RR Geneva Subdivision	Rail-Highway Grade Separation	B	93,100	TBD
Maywood	Pedestrian Improvement	1 <sup>st</sup> Ave. at Prairie Path/Maybrook Dr.*	Improve access across 1st Ave. near Maybrook Dr. through trail realignment, bicycle and pedestrian crossing technology, and small plaza on east side to safely connect to river corridor	B	TBD	TBD
Maywood	Intersection Improvement Projects	St Charles & 19th Ave, Madison and 19th Ave, Madison & 17th Ave., St Charles & 9th Ave., 9th Ave and Lake St., 1st Ave. and Chicago Ave., 1st Ave. and Roosevelt Rd.	Various Intersection Improvements	B	TBD	TBD
Northlake	04-14-0003	North Ave. from LaVergne Ave. to Wolf Rd.	N Frontage Rd - eliminates a portion of pavement on IL 64, creates additional angled parking. Improved flow of traffic & access to the Pace bus stop. S Frontage Rd - eliminates a dangerous entrance off North Ave.	A	985.2	TBD
Schiller Park	04-16-0002/ Irving Park & Old River Signal Improvements	Old River Rd. at Irving Park Rd.*	Widening, channelization & new traffic signal	B	1,137	2019
Schiller Park	04-11-0013	Irving Park Rd. at Scott St. and Judd Ave.	Intersection/Interchange Improvements	A/B	2,985	2020
Schiller Park	25 <sup>th</sup> Ave. Left Turn Lane	Irving Park Rd. and 25 <sup>th</sup> Ave.	Addition of southbound left turn lane	B	10 <sup>#</sup>	2019

Source: CMAP Transportation Improvement Program; Municipal and County Capital Improvement Programs

\* IDOT Jurisdiction