

- Designating Chicago's Truck Route Network (*Erika Witzke - Cambridge Systematics, Joe Alonzo - City of Chicago*)

The Chicago Truck Route Planning Study employs a performance-based approach for updating the city's designated truck route network. This approach supports a transparent and repeatable process that clearly links truck route network designation to long-term goals, including ensuring the network: is eligible for Federal funding; allows truckers to find the most effective routing from origin to destination; enables truckers to comply with the law; enables the city to enforce size, weight and route laws; is consistent with routes designated by neighboring jurisdictions; and encourages economic development.

Based on these goals, data were reviewed to establish criteria to address gaps and deficiencies in the current network designation. Data review included features such as Truck AADT; vertical clearance restrictions; bridge weight limits; adjacent land use; location of intermodal connectors; existing and proposed intermodal facilities; and cross jurisdictional connectivity. Additionally, the presence of truck-prohibited routes was assessed to determine whether they should remain in place and if new truck-prohibited routes should be designated (e.g. those routes adjacent to schools, parks, or other neighborhood features).

For each criteria, thresholds were defined by which roadway segments could be screened "in/out" of the designated truck route network. For example, a quarter-mile threshold could be set to designate a route proximate to an intermodal facility. A single, robust GIS repository was relied upon to conduct spatial analysis and designate the network. The final study product will be an easily accessible and understandable truck route designation map for use by both the public and private sectors.

