

WILL COUNTY COMMUNITY FRIENDLY FREIGHT MOBILITY PLAN



CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

The Will County Community Friendly Freight Mobility Plan

Illinois State Freight Advisory Council Presentation

April 23, 2018



Engineering Excellence Award Winner



Acknowledgements

Sponsors



Project Participants

- Will County Executive**
Will County Department of Transportation
Chicago Metropolitan Agency for Planning
Will County Environmental Stakeholder Organizations
- Will County Board**
Will County Land Use Department
Will County Freight Advisory Council

Why Did We Do a County Freight Plan?

1. **Learn** what the state of freight movement in the County is today.
2. **Understand** the local and regional importance and impacts of freight movement.
3. **Prepare** for the future needs of this industry in Will County.
4. **Identify** the critical infrastructure projects important to safety, congestion, our communities and the current and future success of the freight industry in the region.
5. **Improve** our chances of receiving federal, state, local and private funding for identified infrastructure projects.



CenterPoint Intermodal Center



CenterPoint Intermodal Center - Elwood



CenterPoint Intermodal Center - Joliet



Summary

Plan Background &
Stakeholder Involvement

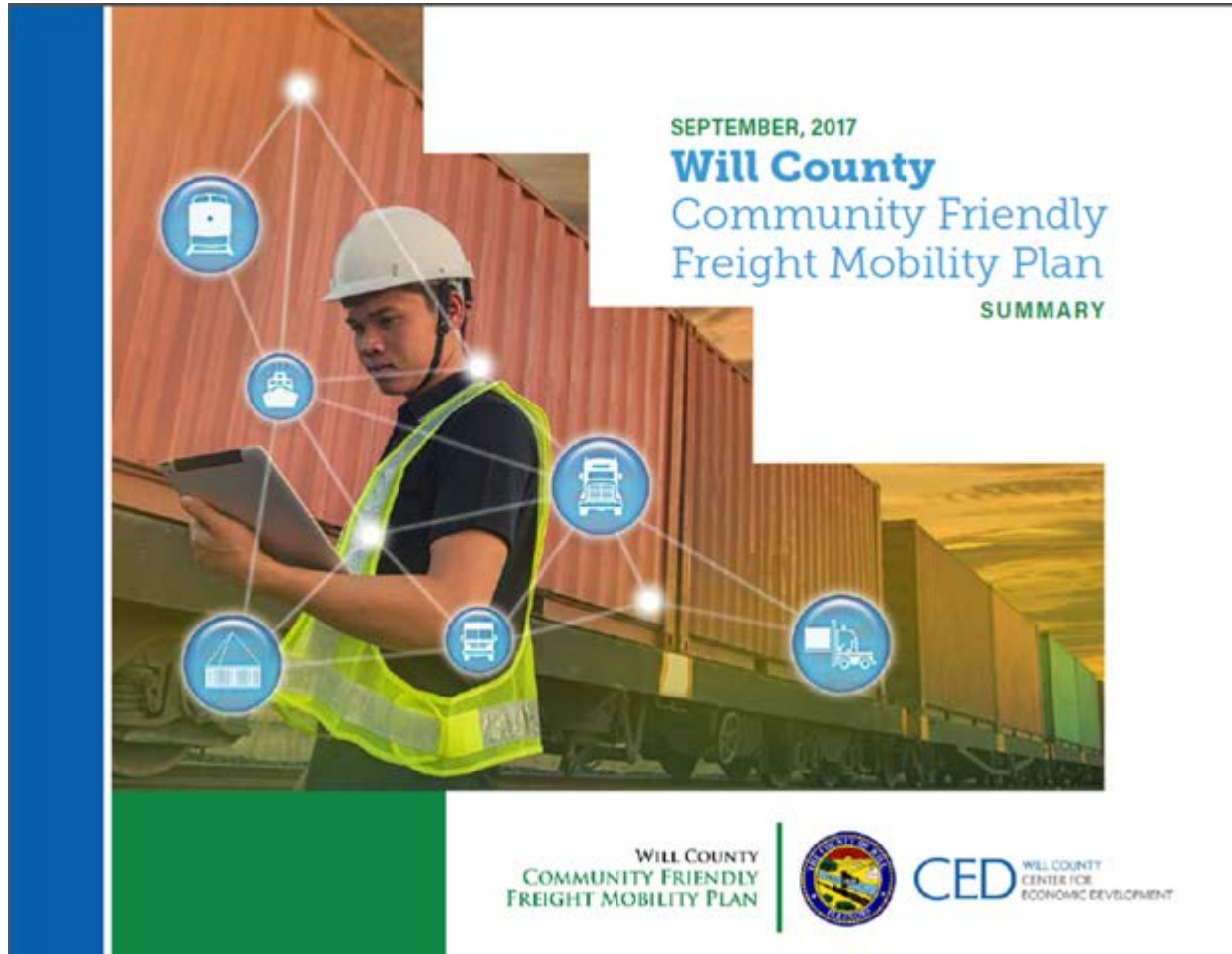
Key Findings

Select Analysis

Recommendations

Key Freight Projects

Plan Implementation



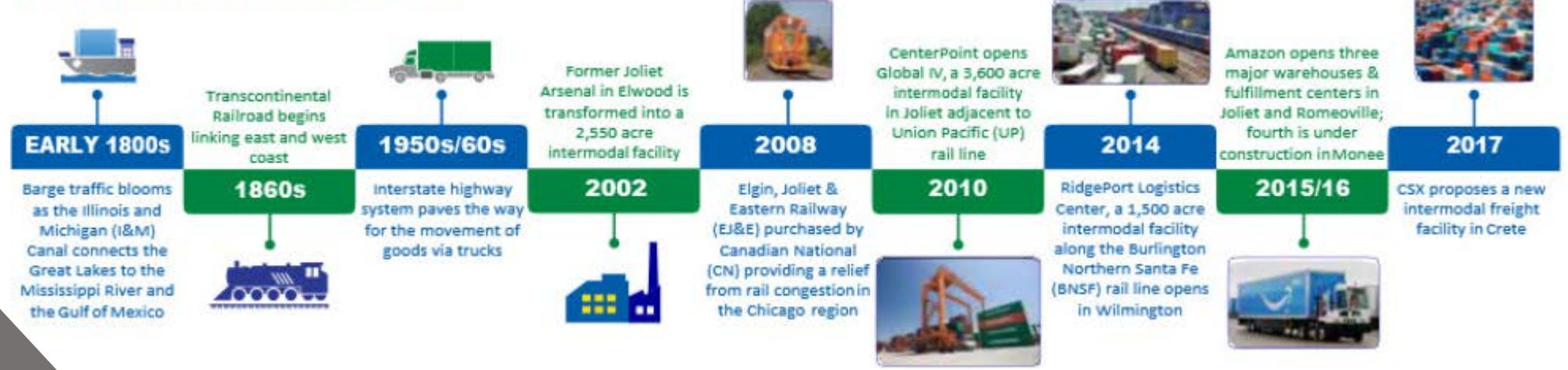
CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

Plan Background



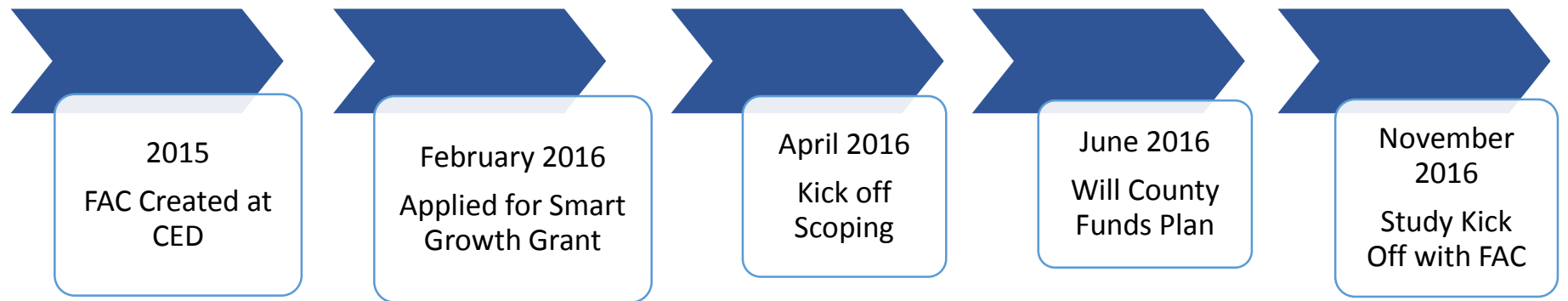
CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

Freight Development Timeline Will County



Freight Plan Genesis

Will County Board
Adopted Plan
9/21/2017



Public and Stakeholder Engagement



CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

Freight Plan Outreach

Freight Advisory Council



Freight Industry Outreach



FREIGHT INDUSTRY

2 Forums - 55+ Attendees
55 Freight Surveys completed

WORKFORCE

2 Forums - 30+ Attendees
23 Workforce Surveys completed

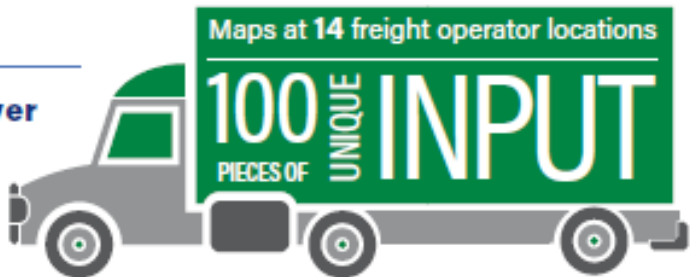
FREIGHT AND WORKFORCE INTERVIEWS

29 Interviews with Freight Operators and Workforce/Human Resources Leaders

Municipal Meetings

20 MUNICIPALITIES ATTENDED

Truck Driver Outreach



3 PUBLIC OPEN HOUSES
100 ATTENDEES



ENVIRONMENTAL GROUP OUTREACH

7 groups/organizations were represented at the Environmental Work Group Meeting

COMMUNITY OUTREACH



Over 575 Responses

Key Findings

What Did We Learn About Freight Movement in the County Today?



CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

The Importance of Freight in Will County

WILL COUNTY IS THE LARGEST INLAND PORT IN NORTH AMERICA
OVER **3 Million** CONTAINERS FLOW THROUGH THE PORT ANNUALLY = **\$65 Billion** WORTH OF PRODUCTS

\$623
Billion in
Freight Value

≈

97%
of Gross
Regional Product

≈

80%
of Gross State
Product

≈

3.5%
of US Gross Domestic
Product

What do Freight Flows in Will County Look Like?

TOTAL ECONOMIC IMPACT OF FREIGHT ACTIVITY IN WILL COUNTY

OVER **106K** Jobs
EARNING **\$5.0** Billion

PRODUCING **\$12.8** Billion in Gross Regional Product

EQUATING TO **\$28.8** Billion in Economic Output

COMPRISING **55%** OF THE COUNTY'S Economy AND **37.6%** Tax Revenue

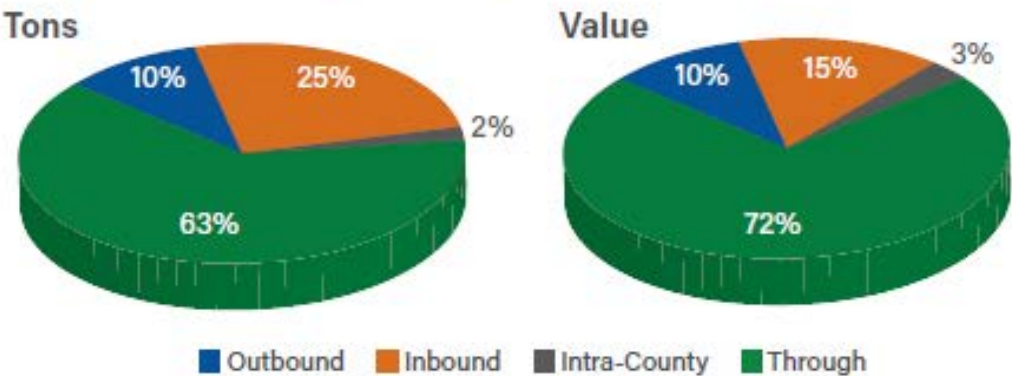
YIELDING **\$916** Million to Local, State, and Federal Coffers

Freight continues to grow with new developments like Amazon adding 6,000 jobs in early 2017

Freight Movement in Will County by Mode, 2015

	Truck	Rail	Water	Pipeline
Tonnage (in millions)	152	160	6.6	59.1
Value (in billions)	\$282	\$321	\$3.30	\$15.9
Units (in millions)	11.3	4.6	NA	NA
Value/ton	\$1,852	\$2,008	\$506	\$270

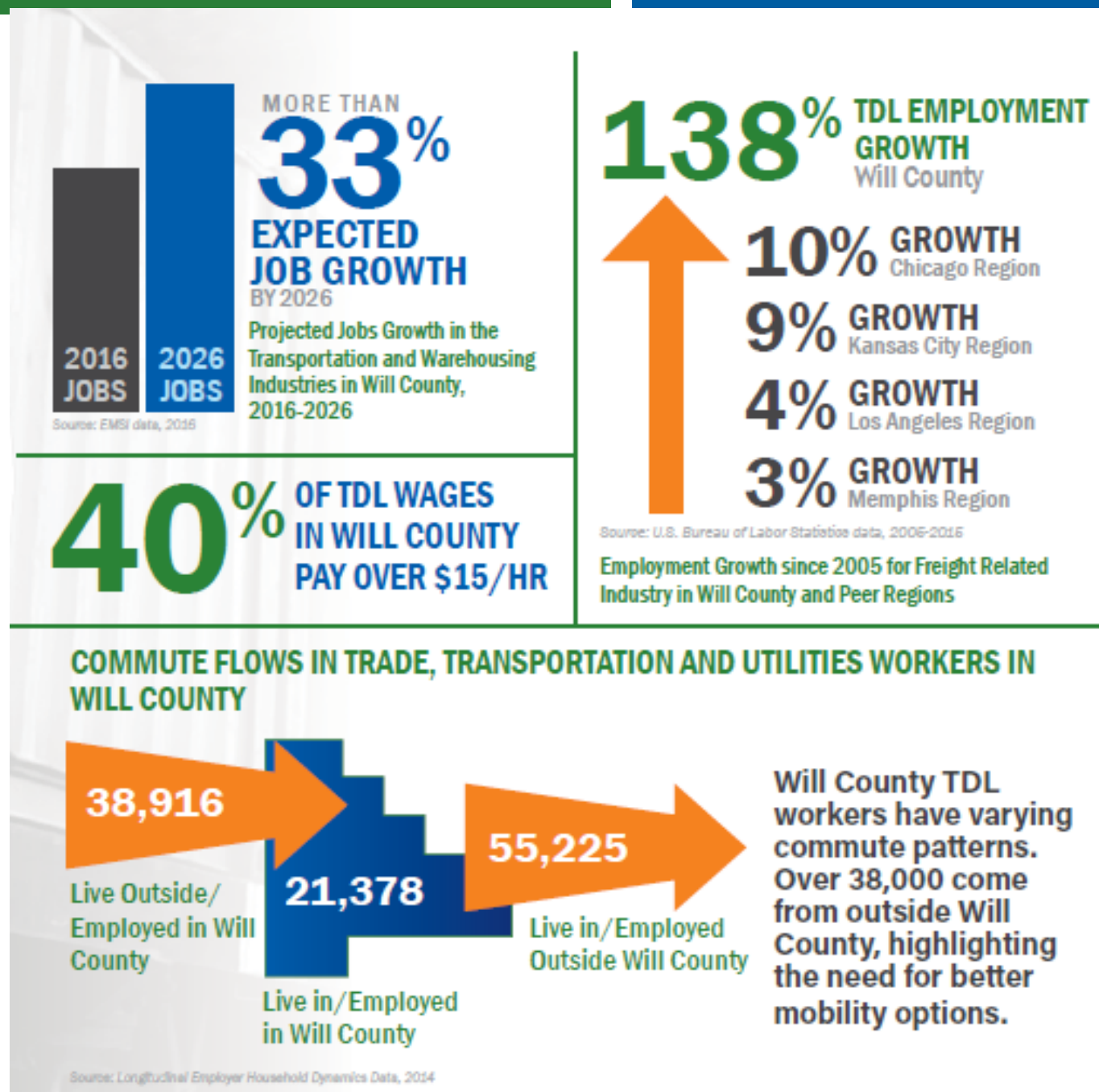
Freight Movement by Direction, 2015



63%
OF WILL COUNTY'S
FREIGHT MOVEMENT IS
THROUGH MOVEMENT

Source: Transearch* data for 2015

How Important is the Freight Workforce to Will County's Economy?



Key Findings of the Freight Mobility Plan

- 1. Freight is critical to the economic success of Will County.**
- 2. Will County freight movement is critical to the Northeastern Illinois Region, State and Nation.**
- 3. Traditional planning approaches cannot handle the pace of freight development experienced in Will County.**
- 4. Freight volume growth may affect safety and worsen existing bottlenecks and operational issues.**

Key Findings of the Freight Mobility Plan

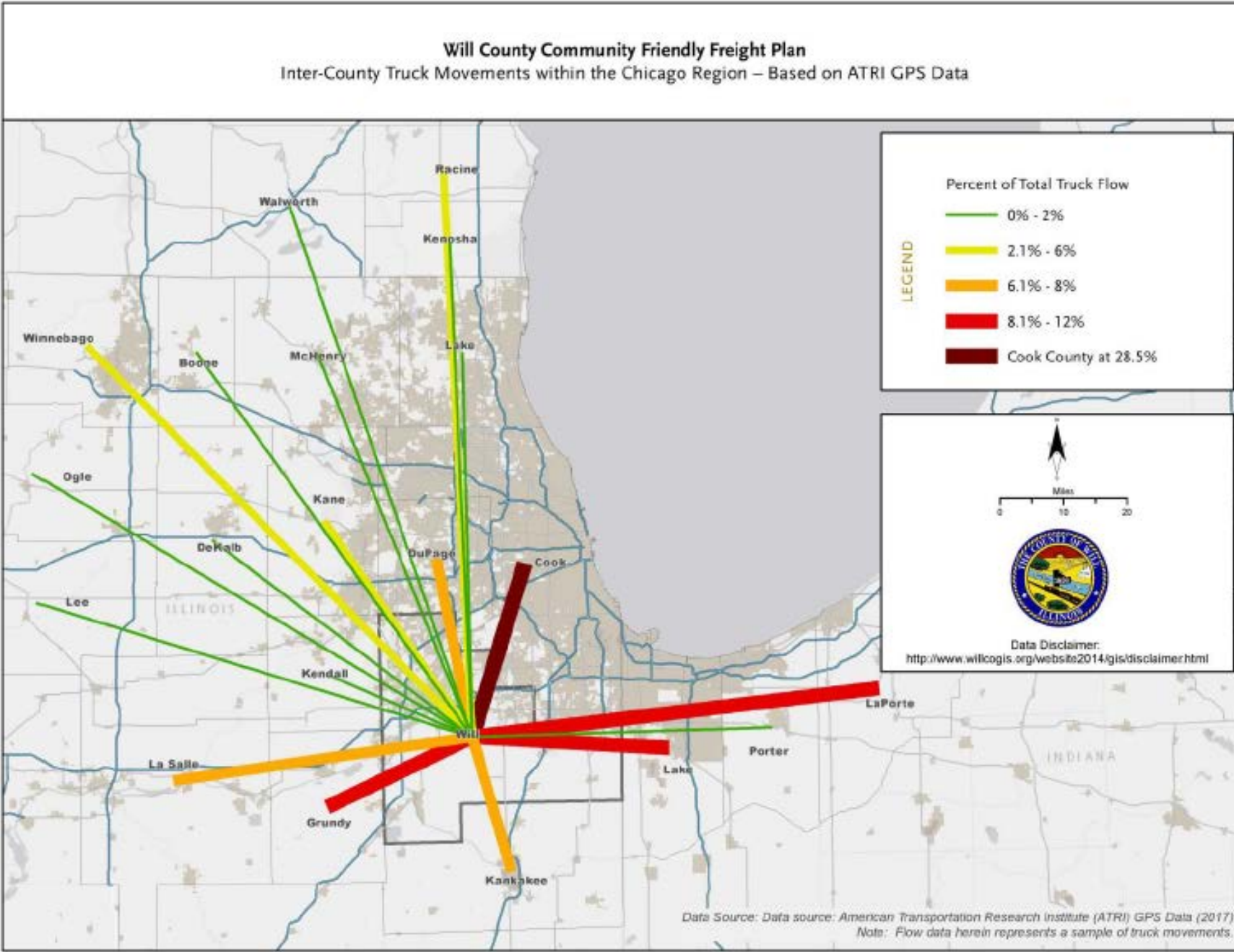
- 5. Continued growth without better planning and new transportation investments will impact Will County's economic competitiveness and quality of life.**
- 6. Lack of funding and institutional issues make it difficult to invest in needed freight projects.**
- 7. Will County needs additional regional, state, and national funding support.**

Select Analysis

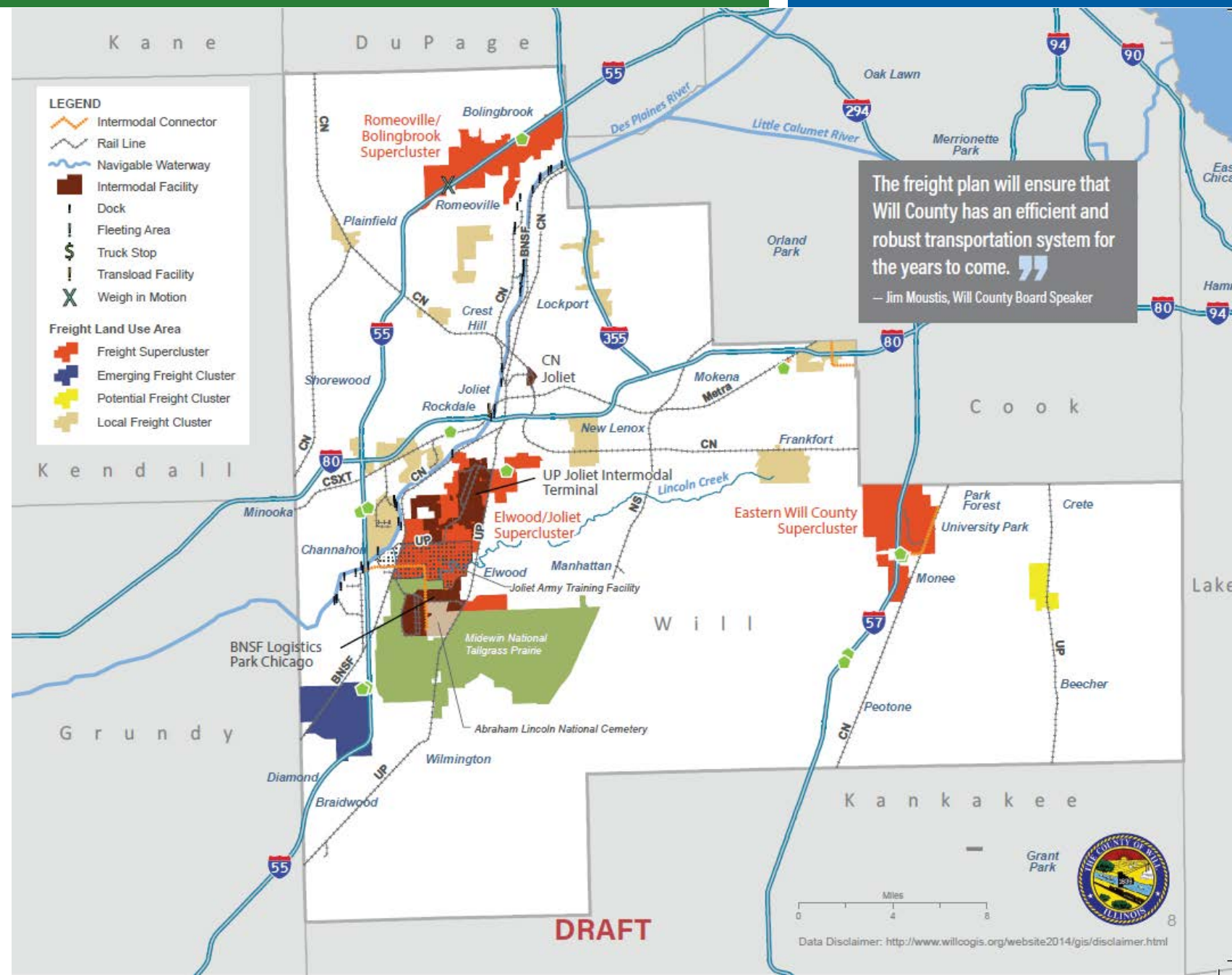


CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

Regional
Freight
Movements

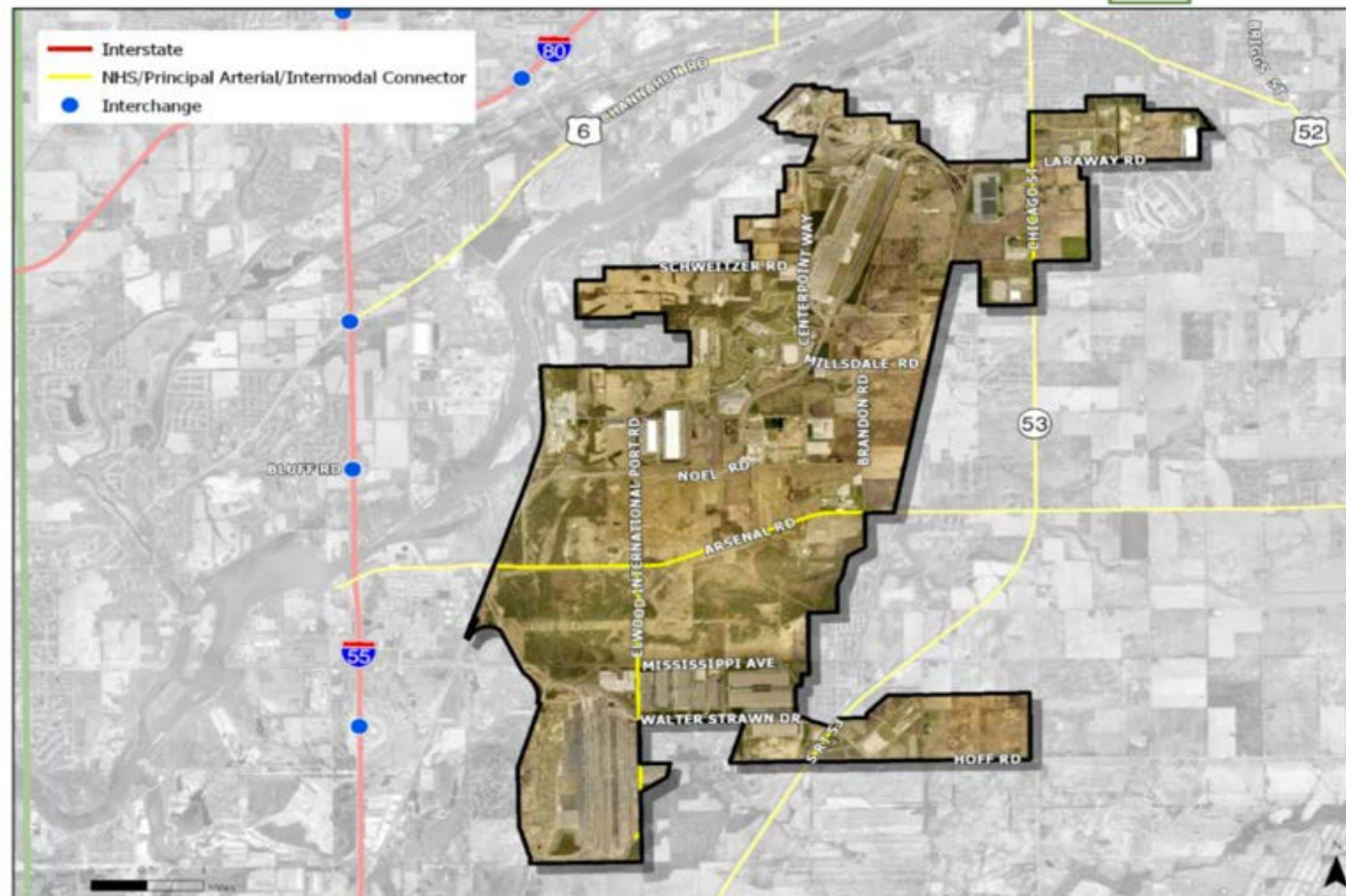
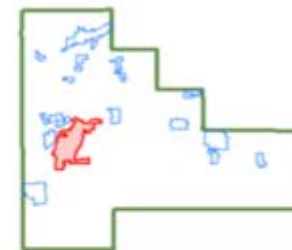


Freight Assets and Clusters



Elwood/Joliet Freight Cluster

Elwood/Joliet Freight Cluster



Elwood/Joliet Freight Cluster

Land Area

- Total Land: 13,569 Acres
- Industrial Designated: 10,117 Acres
- Occupied Industrial: 4,152 Acres
- Future Industrial (Net Buildable): 5,257 Acres

Existing Industrial

- Total Buildings: 38
- Total Building Area: 22,879,553 ft²
- Average Building Area: 602.094 ft²
- Years Built (Average): 1970-2017 (2008)
- Building Density: 5,511 ft²/Acre
- 2017 % RBA Buildout: 21%

Forecast Industrial

- New RBA Growth to 2026: 26,490,000 ft²
- 2026 % RBA Buildout: 48%

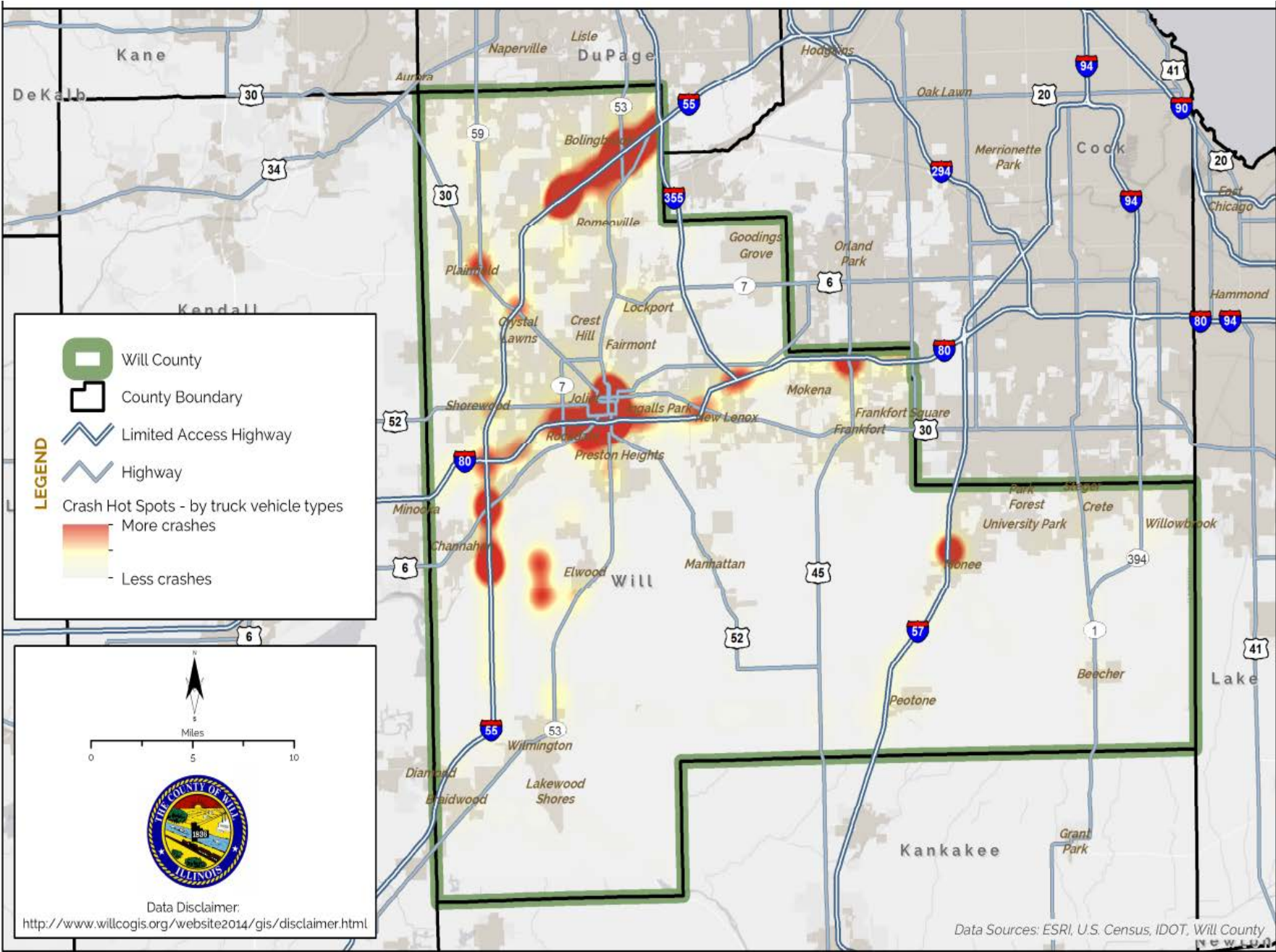
Infrastructure

- Intermodal Connectors: 8.5 Miles
- Interstate/Tollway: 0.0 Miles
- Rail: 121.8 Mile
- Interchange (Count): No (0)
- Average Distance to Interchange: 3.2 Miles
- Intermodal within Cluster (Count): Yes (2)

Employment (LEHD 2014)

- Total Employment: 2,290
- Transportation/Trade/Utilities: 1,429
- Goods Producing: 307
- All Other Services: 554
- Employment Density: 0.17
(Employees/Total Cluster Acres)

Crash Hot Spots



Key Freight Projects



CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

Key Freight Projects

- 25 out of 91 projects evaluated classified as top tier of critical projects
- Critical for improving freight movement and quality of life
- Many are of national, state, and regional significance and ripe for federal and state investment

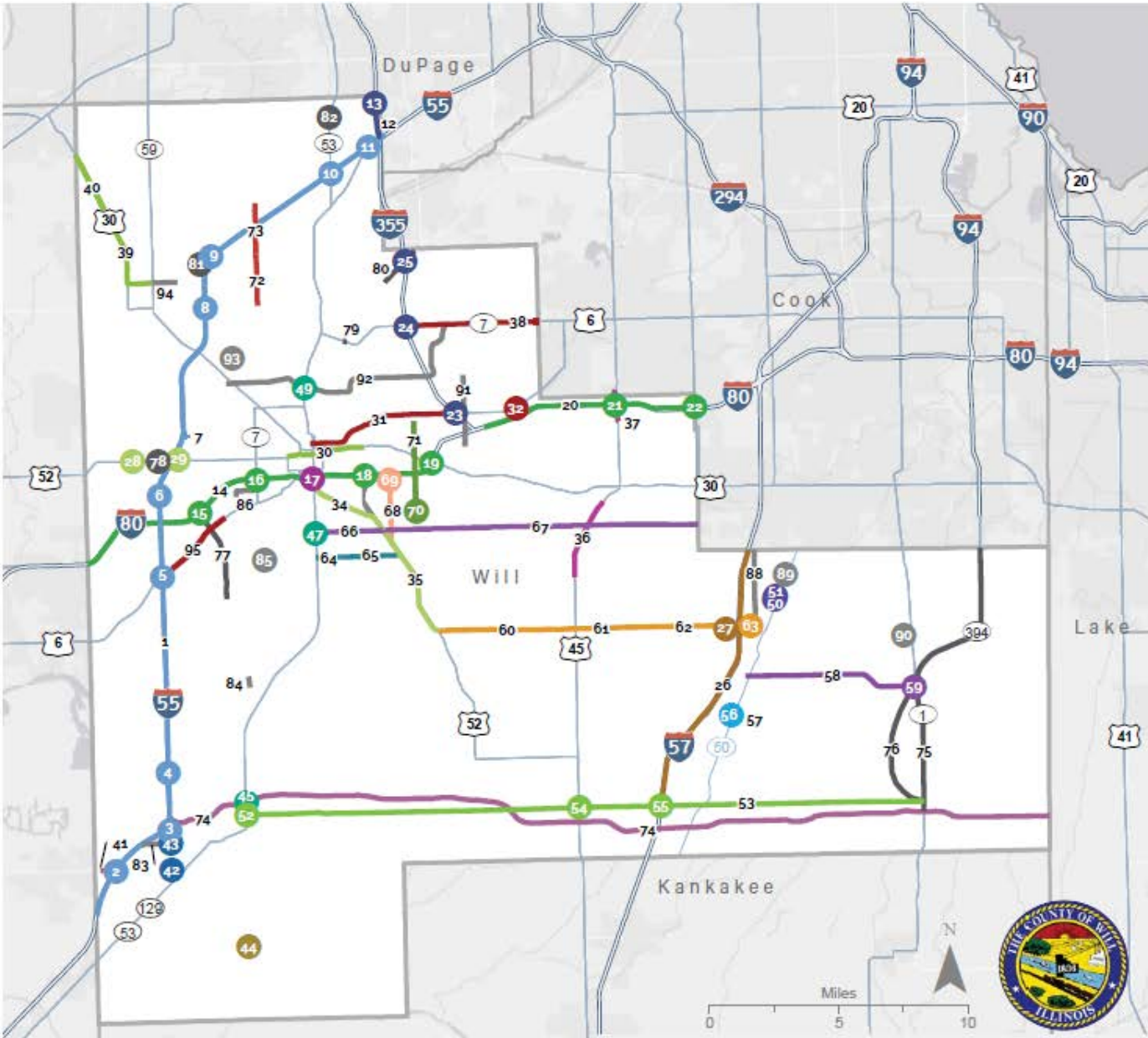
Projects evaluated using:

1. **Preservation Enhancement**
2. **Safety**
3. **Mobility**
4. **Economic Competitiveness**
5. **Community Sensitivity**
6. **Environmental Sensitivity.**

Key Freight Projects

ALL FREIGHT RELATED PROJECTS BY CORRIDOR

- LEGEND
- I-80
 - I-53/I-80
 - I-57
 - I-55
 - I-355
 - U.S. 6
 - U.S. 52
 - U.S. 45
 - U.S. 30
 - IL 50
 - IL 129
 - IL 113
 - Wilmington-Peotone Road
 - Weber Road
 - South Suburban Airport Acces
 - Schweitzer Road
 - Pauling-Goodenow Road
 - Manhattan-Monee Road
 - Laraway Road
 - Gougar Road
 - Cherry Hill Road
 - Illiana Corridor
 - Other State Projects
 - Other County/Local/Private Projects



Investments to Improve the National Freight Network

- **I-80 Add Lanes, Bridge Reconstruction, Interchanges Reconstruction**
- **I-55 and I-80 Interchange Reconstruction**
- **I-55 Add Lanes, Bridge Reconstruction, Interchanges Reconstruction**
- **I-55 and Weber Road Interchange Reconstruction**



Recommendations



CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

What programs or policies can Will County adopt to improve freight mobility and the quality of life?

- 1. Implement Investment Priorities identified in the Plan.**
- 2. Improve coordination of overweight/oversize permitting between Jurisdictions.**
- 3. Expand data collection and modeling, with focus on freight clusters and corridors.**
- 4. Expand East-West highway connectivity to reduce traffic on local roads.**
- 5. Increase air cargo capacity by continuing to support the South Suburban Airport**

What programs or policies can Will County adopt to improve freight mobility and the quality of life?

- 6. Develop freight workforce initiatives through partnerships with employers.**
- 7. Increase workforce mobility to job centers using transit hubs and increased bus service.**
- 8. Develop and communicate a transparent freight network using designated truck routes.**
- 9. Coordinate transportation and land use planning throughout the County.**

Community Recommendations

Community Issue	Measures to Address
Safety	<ul style="list-style-type: none"> – Prioritize projects that address higher truck crash locations – Address critical at-grade rail crossings with safety concerns – Designate truck routes to reduce conflicts in residential areas
Trucks on Local Roads	<ul style="list-style-type: none"> – Partner with local communities, including townships, to designate truck routes to reduce conflicts in residential areas – Better communicate designated routes to truckers
Congestion	<ul style="list-style-type: none"> – Prioritize projects that address high congestion locations – Ensure new freight related developments address traffic growth and circulation through traffic plans and private sector cost sharing for improvements needed
Noise (also an environmental issue)	<ul style="list-style-type: none"> – Implement land use and zoning/site plan standards that include requirements for buffer areas and noise standards – Further investigate potential quiet zones for rail
Emergency Access	<ul style="list-style-type: none"> – Prioritize grade separations on roads with emergency facilities
Encroachment on Agricultural Land	<ul style="list-style-type: none"> – Create a County land use plan that creates strategies to focus new freight development in freight clusters. The County land use plan could also identify zones to protect agricultural areas that may be locally defined
Light Pollution and Aesthetics (also an environmental issue)	<ul style="list-style-type: none"> – Implement land use and zoning/site plan standards that include requirements for buffer areas and lighting standards, and aesthetic considerations, particularly for new freight related development



Environmental Recommendations

Environmental Issue	Measures to Address
Air Quality	<ul style="list-style-type: none">- Partner with industry to minimize air quality impacts from freight- Partner on strong anti-idling regulations and technology- Plan for buffer zones around new/expanding freight developments
Water Quality	<ul style="list-style-type: none">- Employ best management practices for avoidance and minimization of impacts to wetlands and for stormwater management- Consider water quality impacts in truck route selection and implement stormwater best management practices in roadway design
Hazardous Materials Transportation	<ul style="list-style-type: none">- Regularly review and update route designations with partners- Ensure emergency management plans are reviewed and updated
Encroachment on Sensitive Areas	<ul style="list-style-type: none">- Develop a county land use plan and strategy- Focus new freight development in existing identified freight clusters- Review truck routing to minimize impacts to adjacent environmentally sensitive areas

Plan Implementation



CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

Plan Implementation

8 Action Categories – 50+ Action Items

1. Will County Advocacy

- Municipalities/Townships
- Springfield/Washington DC
- CMAP
- Trade Associations

2. Infrastructure Project Funding

TIGER/BUILD/INFRA/IDOT Competitive Freight

3. Create a Transparent Integrated County-wide Truck Route Network

4. Develop a common oversize/overweight permit application and one-stop online process (Oxcart)

5. TDL Workforce Initiative

**More
Information**

www.willcountyfreight.org

WILL COUNTY COMMUNITY FRIENDLY FREIGHT MOBILITY PLAN



CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

Thank-You!