Transport Chicago
June 1, 2018
Agenda

• Innovative P3
• Innovative Analysis
• Recommendations
• Project Prioritization
• Community Friendly Plan
Acknowledging Partners – Innovative P3

Will County Executive Committee; Will County Department of Transportation; Will County Land Use Department; Will County Freight Advisory Council; Will County Environmental Stakeholder Organizations; Chicago Metropolitan Agency for Planning
Freight Plan Outreach

Will County Community Friendly Freight Mobility Plan

**Freight Advisory Council**
- 7 Meetings
- 60 Public & Private Representatives
- 2 Will County Board Executive Committee Presentations

**Freight Industry Outreach**
- 2 Forums - 55+ Attendees
- 55 Freight Surveys completed

**Workforce Outreach**
- 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**

**Public Open Houses**
- 3 Public Open Houses
- 100 Attendees
- May 16
  - Wilmington
- May 17
  - Plainfield
- May 18
  - New Lenox

**Environmental Group Outreach**
- 7 groups/organizations represented at the Environmental Work Group Meeting

**Community Outreach**
- Over 575 Responses
Innovative Analysis

• Combined wide-range of data sets including CMAP, ATRI, TRANSEARCH for a County Level Plan to tell Current and Future Freight Story

• Freight Land Use Cluster Analysis

• Freight Workforce Analysis

• Environmental and Low Income/Minority Data

• Scenario Planning and Freight Technology Development Impacts

• Data Linked to Project Prioritization
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?

Freight Movement in Will County by Mode, 2015

<table>
<thead>
<tr>
<th>Mode</th>
<th>Truck</th>
<th>Rail</th>
<th>Water</th>
<th>Pipeline</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tonnage (in millions)</td>
<td>152</td>
<td>160</td>
<td>6.6</td>
<td>59.1</td>
</tr>
<tr>
<td>Value (in billions)</td>
<td>$282</td>
<td>$321</td>
<td>$3.30</td>
<td>$15.9</td>
</tr>
<tr>
<td>Units (in millions)</td>
<td>11.3</td>
<td>4.6</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Value/ton</td>
<td>$1,852</td>
<td>$2,098</td>
<td>$506</td>
<td>$270</td>
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</tbody>
</table>

Freight Movement by Direction, 2015

- 63% of Will County’s freight movement is through movement

Source: Trasearch® and IMPLAN Data
How Important is the Freight Workforce to Will County’s Economy?
Freight Assets and Clusters – Land Use Analysis

The freight plan will ensure that Will County has an efficient and robust transportation system for the years to come.

— Jim Moudis, Will County Board Speaker
Will County Community Friendly Freight Mobility Plan

Crash Hot Spots

LEGEND
- Will County
- County Boundary
- Limited Access Highway
- Highway
- Crash Hot Spots - by truck vehicle types
  - More crashes
  - Less crashes

Data Disclaimer: http://www.willlogis.org/website/44/gis/disclaimer.html

Data Sources: ESRI, U.S. Census, IDOT, Will County
What programs or policies can Will County adopt to improve freight and quality of life?

- **Implement investment priorities** identified by the freight project prioritization tool and use it to evaluate new project proposals.

- **Improve coordination of oversize/overweight permitting between jurisdictions** by providing a template for a common application across communities.

- **Expand data collection and modeling, with a focus on freight clusters and corridors** to gain a better understanding of the local network and identify needed investments.

- **Improve east-west connectivity** to reduce truck traffic on local roads and address major freight bottlenecks in the County.

- **Increase air cargo capacity** by continuing to support the development of the South Suburban Airport.

- **Develop freight workforce initiatives** encouraging partnerships with the TDL industry to advance individual worker and employer goals, with a keen focus on advancing entry-level workers.

- **Increase workforce mobility to job centers** by investigating the potential for a freight workforce transit hub and coordinating bus service with shift schedules.

- **Develop and communicate a transparent freight network.** The County can do this by leading the coordination of installing consistent truck route signage, reviewing and updating the truck route network, and developing tools to better communicate truck routing to carriers and drivers.

- **Coordinate transportation and land use planning.** Recommended actions include developing a County land use plan, identifying locations for truck parking, and promoting the sharing of best practices for freight-supportive zoning and land-use.
1. Create a core partnership of interested and engaged TDL businesses to increase collaboration and address common issues

2. Raise awareness of the TDL industry through strategic partnerships in high schools, community colleges, universities, and other workforce training programs

3. Raise awareness within the TDL industry on key programs and partnerships that prepare TDL Workforce

4. Provide a clearer career development path for the TDL workforce, and communicate those career paths that already exist

5. Create better quality jobs in the TDL industry with opportunity for wage growth and career mobility

6. Increase access between population centers and TDL employment centers
Project Prioritization

• 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:
  – GIS Tool
  – Preservation Enhancement
  – Safety
  – Mobility
  – Economic Competitiveness
  – Community Sensitivity
  – Environmental Sensitivity.
Project Prioritization
<table>
<thead>
<tr>
<th>Community Issue</th>
<th>Measures to Address</th>
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</table>
| **Safety**                       | - 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**        | - Partner with local communities, including townships, to designate truck routes to reduce conflicts in residential areas  
- Better communicate designated routes to truckers |
| **Congestion**                   | - 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)** | - 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**             | - Prioritize grade separations on roads with emergency facilities |
| **Encroachment on Agricultural Land** | - 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)** | - 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

<table>
<thead>
<tr>
<th>Environmental Issue</th>
<th>Measures to Address</th>
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<tbody>
<tr>
<td><strong>Air Quality</strong></td>
<td>- Partner with industry to minimize air quality impacts from freight</td>
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<td>- Partner on strong anti-idling regulations and technology</td>
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<td></td>
<td>- Plan for buffer zones around new/expanding freight developments</td>
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<tr>
<td><strong>Water Quality</strong></td>
<td>- Employ best management practices for avoidance and minimization of impacts to wetlands and for stormwater management</td>
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<td></td>
<td>- Consider water quality impacts in truck route selection and implement stormwater best management practices in roadway design</td>
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<tr>
<td><strong>Hazardous Materials Transportation</strong></td>
<td>- Regularly review and update route designations with partners</td>
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<td>- Ensure emergency management plans are reviewed and updated</td>
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<td><strong>Encroachment on Sensitive Areas</strong></td>
<td>- Develop a county land use plan and strategy</td>
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<tr>
<td></td>
<td>- Focus new freight development in existing identified freight clusters</td>
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<td>- Review truck routing to minimize impacts to adjacent environmentally sensitive areas</td>
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## Technology Developments Matrix

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<tr>
<th>Technology</th>
<th>Description</th>
<th>Impacts on Will County</th>
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<tbody>
<tr>
<td>Autonomous trucks</td>
<td>Partial automation of the driving task.</td>
<td>Initial research is focusing on the long-haul highway portion of freight trips; other</td>
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<td>efforts include regional data moves, but long-term deployment is possible on I-80.</td>
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<tr>
<td>Truck platooning</td>
<td>Wireless link between trucks to enable reduced headways at highway speeds,</td>
<td>Reduced emissions for long-distance transport (I-80 miles), optimizes highway speeds,</td>
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<td></td>
<td>reducing drag and improving fuel economy.</td>
<td>and requires less travel time; benefits include the use of trucks in the local logistics</td>
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<td>Warehouse automation</td>
<td>Use of robots for routine warehouse tasks like picking and packing, loading,</td>
<td>Minimal from an operational standpoint, but could impact the number and types of jobs</td>
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<tr>
<td></td>
<td>and unloading.</td>
<td>in the local logistics sector.</td>
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<tr>
<td>Freight yard automation</td>
<td>Automated data systems, cranes, trucks, yard hosts, and other equipment in</td>
<td>Increased efficiency within the terminal will create additional capacity, and potentially</td>
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<td>intermodal container yards.</td>
<td>more traffic outside the gates.</td>
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<tr>
<td>Positive train control (PTC)</td>
<td>Systems for monitoring train operations to automatically prevent collisions,</td>
<td>Improved freight and passenger rail safety in the region.</td>
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<td>service, landings, and movement over switches in the wrong position.</td>
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<tr>
<td>Managed lanes</td>
<td>Managed lanes for trucks and passengers to improve safety, reduce congestion,</td>
<td>Could potentially be implemented on the I-80 corridor and between LOR and</td>
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<td>and reduce wear and tear on general purpose lines.</td>
<td>Gateway or other emerging freight clusters.</td>
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<tr>
<td>Vehicular Infrastructure and</td>
<td>IT communications systems allowing vehicles to talk to each other and to the infrastructure. Freight applications include virtual enforcement facilities for truck size and weigh truck platooning, and signal priority for trucks.</td>
<td></td>
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<tr>
<td>Vehicle-to-Vehicle Communications</td>
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<td>Drone delivery</td>
<td>Use of unmanned aerial vehicles for last mile parcel delivery.</td>
<td>Unlikely to be used for deliveries in Will County in the short term, but Will County could become a hub for drone deliveries to larger metropolitan areas like Chicago. The County could explore options for unmanned drone usage standards, if applicable.</td>
</tr>
<tr>
<td>Freight-specific intelligent</td>
<td>Freight-focused intelligent transportation systems (ITS) to provide truck drivers with route, parking, weather, and other data tailored to their needs.</td>
<td>Will County could lead or partner with other agencies to deploy systems  that help optimize regional freight movement, provide trucking data, or deliver other location- sensitive freight. The FHWA’s Freight Advanced Traveler Information System (FATIS) program could serve as a foundation for this.</td>
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WillCountyFreight.org: Final Plan p. 149
• **Advocacy and Outreach**
  – 35 meetings held with officials at all levels of government and key industry partners
  – Forming I-80 Coalition

• **Integrated Truck Route**
  – Collecting data from Eastern Will
  – Asked to participate in CMAP truck routing work Phase II
  – Collecting township data

• **Oversize Overweight Permitting**
  – Promoting web based solution – Oxcart
  – 90% of permits currently issued in the County covered (excluding Elwood)
Plan Implementation

- **Workforce Initiative**
  - Education/training providers working group
  - Workforce Innovation grant through Workforce Partners of Metropolitan Chicago

- **Projects**
  - I-55 – Weber Road Interchange reconstruction let
  - I-80 – Route 30 Interchange – supported Illinois Competitive Freight Grant application
  - Requested I-80 Options Study – Tollway/IDOT/CMAP
  - Joliet/Will County applied for Statewide Planning and Research grant to prepare Joliet Intermodal master transportation plan
  - Shortlisted projects for BUILD grant application