

WILL COUNTY
COMMUNITY FRIENDLY
FREIGHT MOBILITY PLAN



CED WILL COUNTY
CENTER FOR
ECONOMIC DEVELOPMENT

APPENDIX H
GOALS AND OBJECTIVES

September 2017



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1. INTRODUCTION

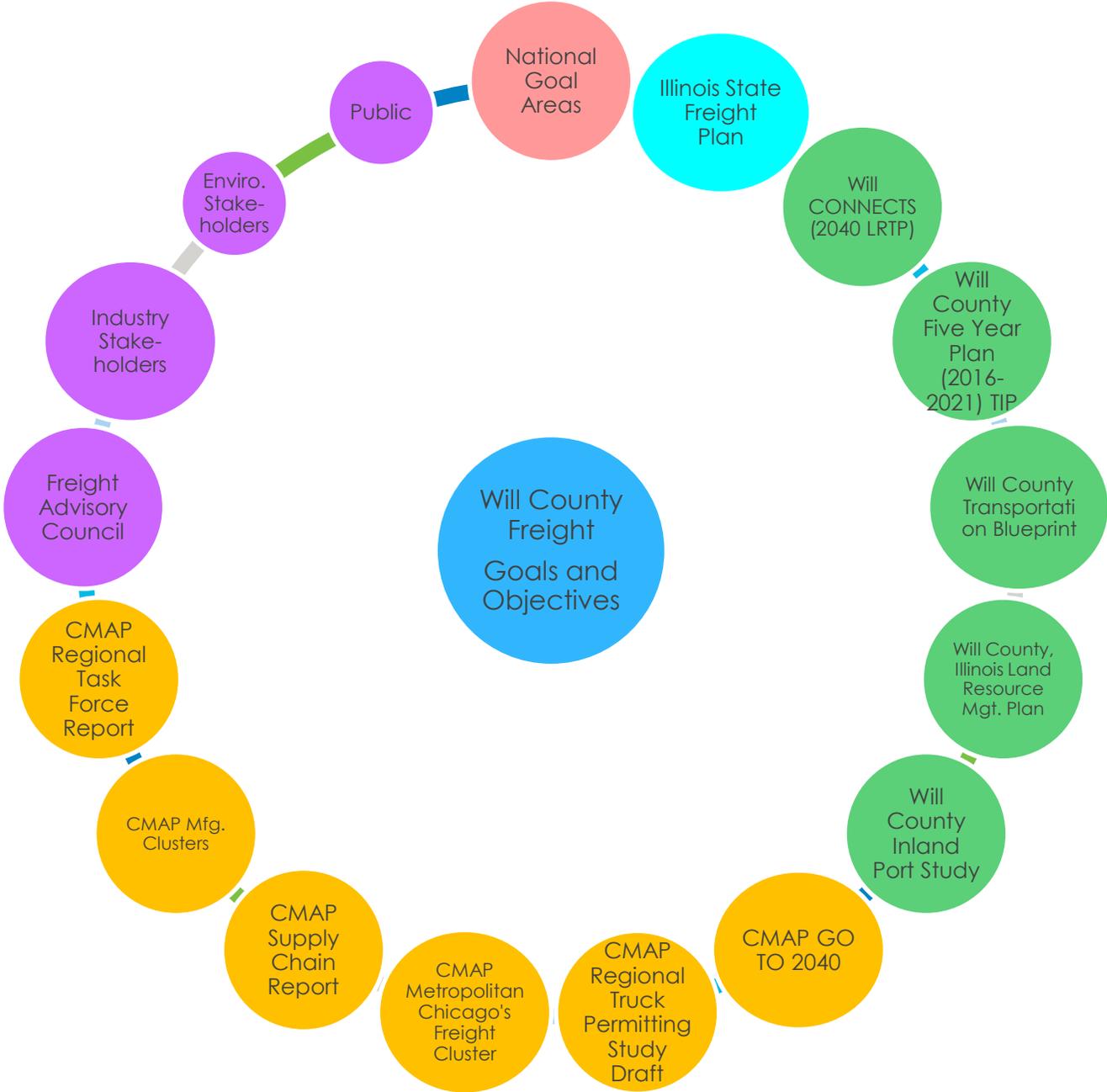
A key component of the Will County Community Friendly Freight Plan is the establishment of goals and objectives that create the Plan's strategic framework. A goal is a broad statement that defines a desired end state when the plan is implemented. An objective is a specific, measurable statement that supports the achievement of a goal. Goals and objectives provide a foundation for the development of performance measures and establish the strategic direction that will drive investment decisions over the life of the Will County Community Friendly Freight Plan.

This technical memorandum provides a review and synthesis of existing federal, state, regional, and Will County transportation goals and objectives. Based on these goals and objectives and on Freight Advisory Council survey results, goals and objectives were developed to guide and direct the Will County Community Friendly Freight Plan. As shown in **Figure 1-1**, the goals and objectives were shared with the Freight Advisory Council and the Will County Freight Forum to receive their input and gain their buy-in.

In addition to the documents shown in **Figure 1-1**, the following documents were also reviewed but did not provide insight on the goals and objectives for the Will County Community Friendly Freight Plan.

- Will County 2030 Transportation Plan
- Will County Five Year Program 2015-2020
- Quality Jobs – Quality Future Annual Report 2015
- The Freight-Manufacturing Nexus: Metropolitan Chicago's Built-in Advantage
- Will County Community Needs Assessment and Strategic Plan
- Regional Economy and Clusters
- Joliet Arsenal Development Authority Transportation Plan
- Illinois Route 53 Corridor Plan
- Midwin Alternative Transportation Plan

FIGURE H: GOALS AND OBJECTIVES DEVELOPMENT PROCESS



2. NATIONAL FREIGHT GOALS

The Chicago Metropolitan area, including Will County, is a critical link in the national freight network. Billions of tons of freight worth trillions of dollars move through this area annually and improving freight safety and efficiency in Will County will strengthen the local economy and support national freight vision and goals. The federal Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law in July 2012. Two key policy changes in MAP-21 were that it established national performance measurement system for highway and transit, and strengthened the federal role in freight policy. It established the National Freight Network, required U.S. DOT to develop a National Freight Strategic Plan, encouraged states to develop freight plans, and encouraged investments on the freight system. Most MAP-21 freight provisions impact federal and state transportation agencies.

The most significant freight related change for MPOs is the new requirement to establish, monitor, and set targets for freight performance in coordination with its state DOT. The U.S. DOT recently released final performance measures for the National Highway System, Freight Movement, and the Congestion and Air Quality Improvement Program. In addition to the numerous performance measures for safety, highway, and transit performance, there is a performance measure outlined in the rulemaking related to freight movement on the Interstate system—truck travel time reliability. Additionally, MAP-21 established federal freight policy and outlined seven goals of the national freight policy that state freight plans must promote:

1. Invest in infrastructure improvement and implement operational improvements that- (1) strengthen the contribution of the national freight network (NFN) to the economic competitiveness of the U.S.; (2) reduce congestion; and (3) increase productivity, particularly for domestic industries and business that create high value jobs;
2. Improve the safety, security, and resilience of freight transportation;
3. Improve the state of good repair of the NFN;
4. Use advanced technology to improve the safety and efficiency of the NFN;
5. Incorporate concepts of performance, innovation, competition, and accountability in operating and maintaining the NFN;
6. Improve the economic efficiency of the NFN; and
7. Reduce environmental impacts of freight movement on the NFN.

Illinois DOT has already launched their planning process to develop the Illinois State Freight Plan and established a Freight Advisory Committee to guide the process. The State Freight Plan is scheduled to be released near the end of 2017.

The Fixing America's Surface Transportation (FAST) Act was signed in December 2015 and provides long-term funding for surface transportation. The FAST Act expands upon MAP-21's freight emphasis by including a multimodal perspective, makes state freight plans a requirement and for the first time, provides dedicated federal funding for freight. The FAST Act establishes a national multimodal freight policy of maintaining and improving the condition and performance of the newly created National Multimodal Freight Network. The FAST Act builds on the freight goals established in MAP-21, and outlines goals for the national highway freight program related to the condition, safety, security, efficiency, productivity, resiliency, reliability, and reducing environmental impacts of freight movement on the Network. The FAST Act continues the requirements developed under MAP-21 to establish, monitor, and set targets for freight performance.



3. STATE FREIGHT GOALS

Illinois Department of Transportation has developed draft statewide strategic freight goals, objectives, and performance measures in conjunction with the development of the statewide freight plan. These goals, objectives, and measures were reviewed and considered in development of the Will County freight goals in order to ensure consistency with the statewide freight strategy.

The statewide freight strategic goals and objectives are illustrated in **Table 3-1**.

- Improve safety
- Improve efficiency
- Grow the economy
- Preserve existing infrastructure
- Expand infrastructure strategically
- Support freight multimodal transportation

TABLE 3-1: STATE FREIGHT GOALS AND OBJECTIVES

Goals and Objectives
Goal: Improve Safety
Minimize roadway incidents involving freight vehicles
Incorporate safety design elements in all new roadway plans under development
Increase awareness of safety operating procedures
Goal: Improve Efficiency
Alleviate freight bottlenecks and chokepoints
Establish efficient connections to the National Highway Freight Network from rail, water, and air modes
Complete the CREATE program of projects
Improve availability of freight travel information
Improve access to freight transportation data for all modes
Achieve environmental benefits through a reduction in vehicle emissions
Goal: Grow the Economy
Secure stable non-highway funding source for freight transportation projects
Restore financial soundness of the Rail Freight Loan Program
Establish a new sustainable Rail Freight Assistance Program
Establish a new sustainable Rail Freight Emergency Bridge Replacement Program for Class II and Class III Railroads
Improve international competitiveness of Illinois
Enhance economic development in Illinois communities

Goal: Preserve Existing Infrastructure
Reduce overall costs by performing maintenance before improvements are in critical need of repair
Reduce environmental footprint by using less newly-manufactured materials (concrete, steel, etc.)
Reduce vehicle damage due to deteriorated infrastructure
Ensure preservation of abandoned rail corridors
Goal: Expand Infrastructure Strategically
Optimize the limited funds that are available for new construction projects
Limit environmental impacts caused by system expansion
Maximize regional benefits by distributing projects throughout the state
Goal: Support Freight Multimodal Transportation
Establish multimodal alternatives for freight shipments
Secure collaboration benefits of engagement in multimodal planning with adjoining states
Enhance coordination of multimodal planning with Illinois MPOs



4. REGIONAL TRANSPORTATION GOALS

Created in 2005, Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP develops and guides the implementation of the comprehensive regional plan, which establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. The following recommendations highlight mobility and freight topics in the region's long-range Comprehensive Plan, GO TO 2040, and the GO TO 2040 Update. The plan outlines targets and indicators to create measurable outcomes for transportation investment in the Chicago Metropolitan Region. Highlighted below are actions in the mobility chapter that relate to funding for transportation and freight:

- Recommended actions to invest strategically in transportation
 - Find cost and investment efficiencies (such as prioritizing maintenance and modernization)
 - Increase motor fuel taxes in the short term, and institute a replacement in the long term
 - implement congestion pricing
 - implement pricing for parking
 - find other innovative finance mechanisms (such as evaluating public-private partnerships)
- Freight Recommendations to create a more efficient freight network
 - Develop a national vision and federal program for freight
 - Support CREATE rail system improvements
 - Support regional trucking improvements including truckways, truck routes, truck parking, and delivery time management
 - Organize and improve public policy related to freight
 - Integrate freight needs and financing into infrastructure prioritization
- Freight indicators and targets referenced in the GO TO 2040 Update
 - Implementation progress of the CREATE program
 - 24 projects completed by 2015—CREATE has surpassed this goal with 27 projects completed as of July, 2016. An additional 7 are under construction, and 17 are in various stages of design
 - All 71 CREATE projects by 2030
 - Amount of time spent delayed at grade rail crossings
 - 7,675 hours/weekday by 2015 and 5,500 hours/weekday by 2040



5. WILL COUNTY 2040 LRTP VISION AND GOALS

Will County is updating its Long Range Transportation Plan (LRTP). During the LRTP planning process, the following vision was developed:

A thriving county with a regionally and nationally significant transportation network that connects all users, places and products through a balanced multimodal transportation network that facilitates economic vitality, is coordinated with land use, enhances quality of life, and recognizes our diversity, from urban and suburban lifestyles, to our agricultural roots.

The following six supporting goals were also developed as part of the LRTP process, and each of them are also relevant to the Will County Community Freight Plan:

- **Support Economic Vitality** – Support economic development and competitiveness through the provision of a safe, reliable, and accessible multimodal transportation system to move people and goods.
- **Improve Freight Movement** – Provide access to local, regional, national, and international trade markets while mitigating the impact to people's quality of life and to the environment.
- **Perform Asset Stewardship** – Preserve and maintain transportation assets and manage their operations using a spectrum of strategies, tools, and technologies.
- **Improve Safety** – Provide a safe multimodal transportation system for motorized and non-motorized users.
- **Create Quality Places** – Coordinate land use and transportation planning with partner agencies and municipalities to retain or improve the character of communities and enhance quality of life through sustainable transportation investments across all forms of travel.



6. CMAP –CLUSTER REPORTS

Beginning in 2012, CMAP completed a series of industry cluster studies based on the recommendation of GO TO 2040 to organize the region around its existing and emerging clusters. The first report which analyzes freight was completed in June 2012. Freight-specific action areas were identified in the report. The major implementation action area and next steps that are related to transportation infrastructure are as follows:

- System Coordination
 - Evaluate the feasibility of a Regional Freight Authority-explored in a subsequent CMAP report
 - Explore the viability of more targeted user fees-explored in a subsequent report
 - Preserve freight designation along key corridors

In addition to the Freight Cluster Report, CMAP also completed a Supply Chain Report and a Manufacturing Clusters Report which include strategies related to infrastructure improvements. The Supply Chain Report mentions opportunities to invest in the modernization of existing infrastructure and address needs of multimodal freight movement in the region to improve supply chain management. In addition, the Manufacturing Clusters Report identifies next steps for the region to improve manufacturing in the region one of which includes enhancing the competitive advantage in infrastructure.

7. OTHER PLANS

Several other plans and documents from the region and county were reviewed to identify freight specific goals and principles. These plans include the Will County Land Resource Management Plan (2011), the CMAP Regional Task Force Report, the Will County Five Year Plan (2016-2021), Will County Transportation Blueprint, the Will County Inland Port Study, and the CMAP Regional Truck Permitting Study (draft). A list of freight specific guidelines, policies, or goals from each of these plans is listed below.

Will County Land Resource Management Plan Goals

- The viability of large-scale agriculture in Will County will be extended as long as is feasible through sound land use planning and through making tools available that provide farmers an alternative to conversion to non-agricultural uses.
- Decisions about the location of new development will be made in part based upon the ability to efficiently provide infrastructure.
- The County will be served by a coordinated and multimodal transportation system that is designed to efficiently serve growth of both residents and businesses, including roads, public transportation, railroads, bikeways and pedestrian facilities, and a new third regional airport.

CMAP Regional Task Force Report Principles for Regional Freight Policy and Funding

- Robust freight planning
- User-pays principle
- Performance-based programming
- Project delivery
- Sustained, focused advocacy
- Capability and accountability in programming
- Encourage private capital to participate

Will County Five Year Plan

- This plan noted the recent growth in the warehousing industry and the increasing trucks on the County highways requiring more frequent maintenance.

Will County Transportation Blueprint 2015 Update

- Guiding Principle: Recognize and embrace that Will County is a global leader in multi-modal transportation

- The Center for Economic Development calls for the following particularly in relation to freight transportation:
 - Roads and Bridges
 - Recognition that the surface transportation situation is at a critical point in Will County, potentially affecting the entire Midwest region and the Nation.
 - Improvement of local and state roads and bridges to maximize the benefits to Will County as a result of completed and proposed regional projects.
 - Elimination of surface transportation “choke points” that impede or threaten the safe and efficient movement of goods and people.
 - Identification of rights-of-way for future major local arterial routes, and adequate funding to protect them.
 - Rail and Transit
 - Identification and support of regional and local rail infrastructure projects to improve Will County’s position as a Global Rail Port.
 - Support projects that reduce freight and passenger rail and automobile congestion and improve safety throughout the region.
 - Identification and support for multi-modal public transit projects, programs and transit oriented developments which are necessary for continued economic growth in Will County and the region.
 - Water
 - Evaluation and improvement of the waterway system, including locks, dams, bridge and terminals to ensure adequacy for the efficient movement of barge traffic. Support innovative funding for identified improvements.
 - Support programs and policies that improve the efficient interface between waterway and all other surface transportation modes.
 - Air
 - Continued support for the development of the South Suburban Airport (SSA).
 - Development of a Will County Aviation Plan that addresses land use, transportation, economic development and environmental protection issues for development and expansion of airports in the county.
 - Support the expansion of existing general aviation airports to serve the increasing corporate aviation demand throughout the Will County.
- **Will County Inland Port Study**
 - The Will County Inland Port Study completed in September 2010 identifies investments that need to be made in Will County to support inland ports. The following are identified in the plan:

- Development of alternate east-west routes between I-55 and I-57
 - Management of truck traffic
 - Closure/separation of at-grade rail crossings
 - Design of roads and bridges for heavier load limits
 - Increased access to air service for existing and new logistics businesses
 - Expansion of inland waterways as an alternate method of transportation
 - Development of an Intelligent Transportation System to serve freight and commercial traffic
 - Development and design standards that incorporate higher weight/load limits for bridges and highways
- **CMAP Regional Truck Permitting Study**
 - The 2016 CMAP Regional Truck Permitting Study was an effort initiated by the leaders of the seven counties to reduce industry's operational costs, make goods movement more efficient, and minimize inappropriate impacts on the region's infrastructure. Recommendations from the plan are as follows:
 - A uniform permit application
 - Consistent communications
 - Differentiating between routine loads and those that are truly unusual
 - Technology
 - Improved data sharing
 - Technical resources including truck permitting ordinance and draft RFPs for technological solutions

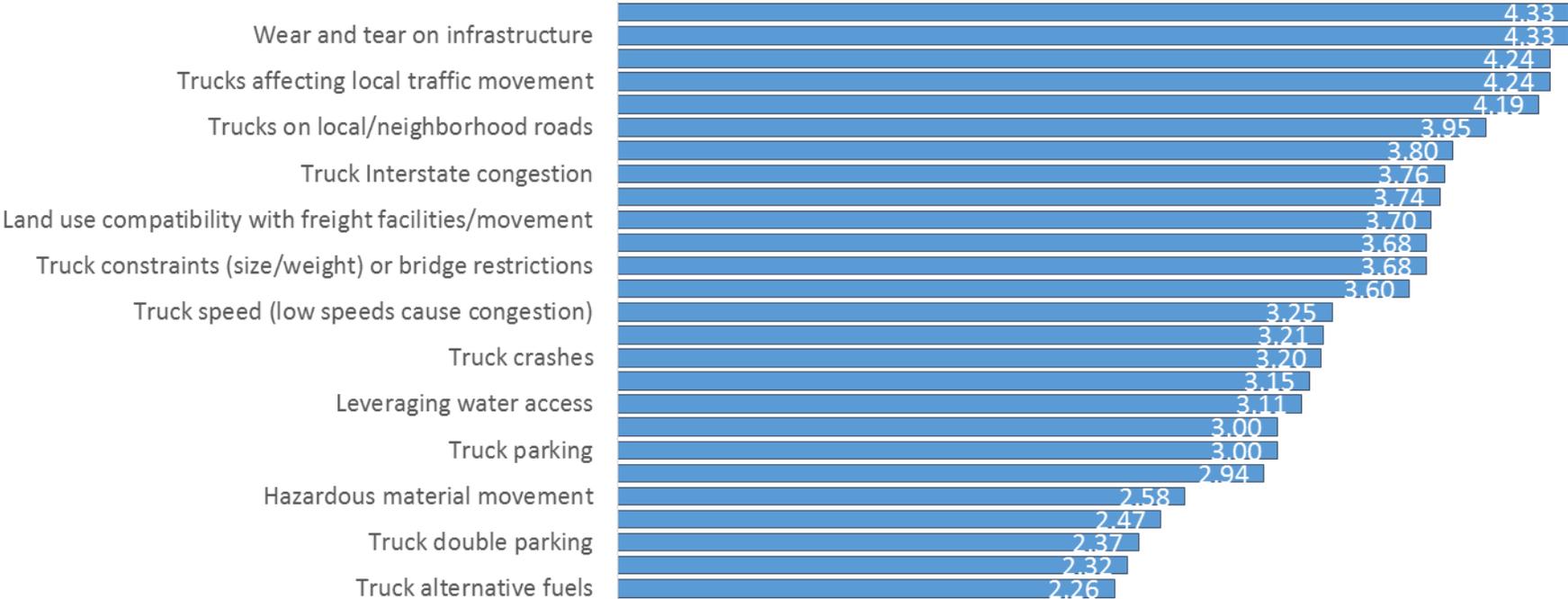
8. QUESTIONS TO ASSIST IN DEVELOPING FREIGHT GOALS AND OBJECTIVES

Members of the FAC were asked five questions related to freight movement in the County. The questions were developed in order to obtain information that provides a basis for the development of meaningful freight goals and objectives in the County. The respondents to the survey were nearly equally split between private and public sector with 52.6 percent private sector stakeholders and 47.4 percent public sector stakeholders responding to the questions. This section describes the questions and the results of the FAC responses to these questions.

1. The first question asked respondents to rank a list of 26 freight issues on a scale of 1, being low, and 5, being high. **Figure 8-1** illustrates the results of this question.

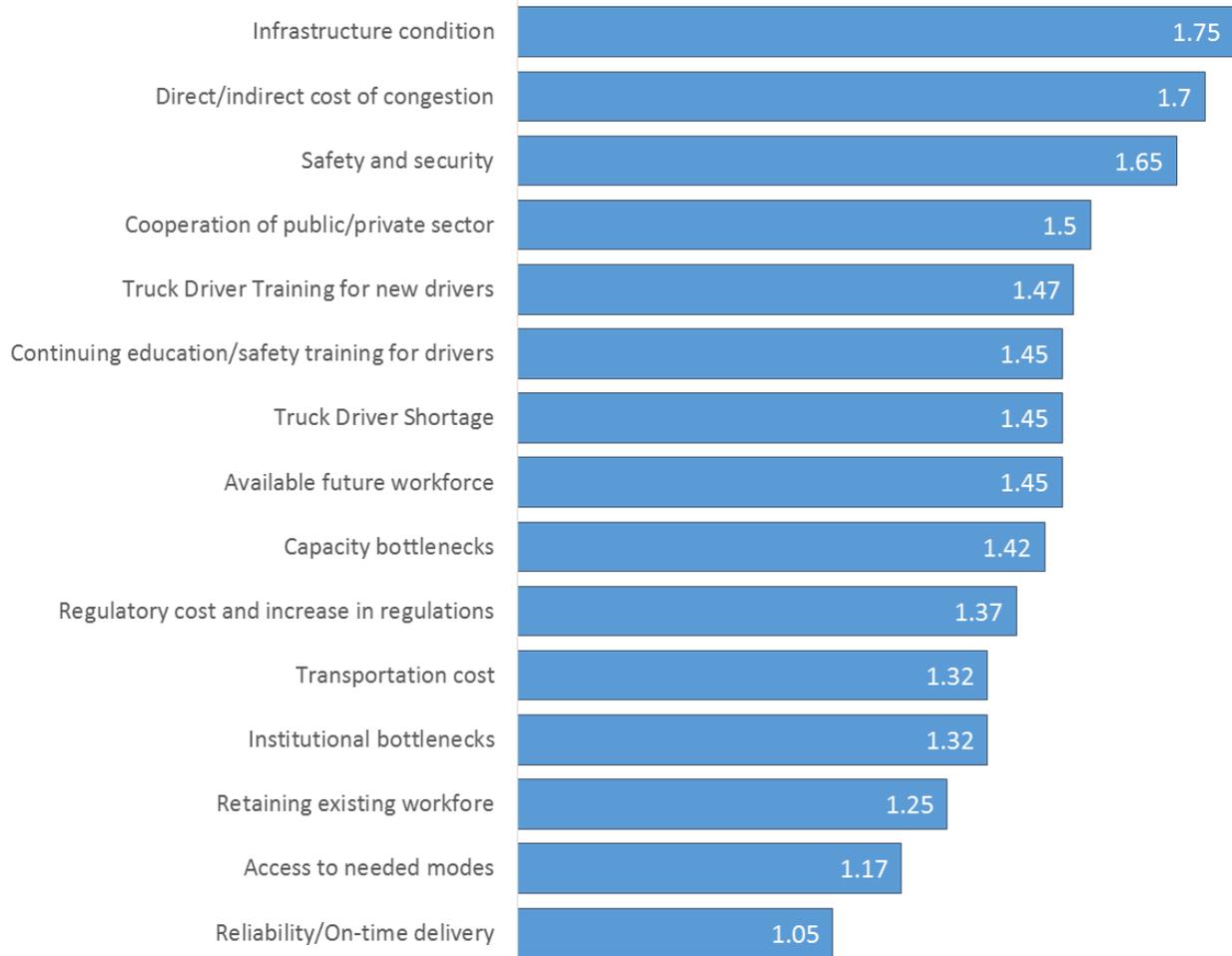
The ability to attract and retain future transportation distribution logistics workforce for Will County employers and wear and tear on infrastructure have the highest average ranking of 4.33. The availability of qualified, skilled truck drivers to meet current and future demands and trucks affecting local traffic movement have the second highest average ranking of 4.24. Transportation services enabling workforce to reach employment opportunities in Will county ranked third highest at a close 4.19. Two of the highest ranked issue are related to the workforce in Will County including attracting and retaining TDL workforce and the availability of qualified truck drivers to meet demand.

FIGURE 8-1: FREIGHT ISSUES RANKED BY IMPORTANCE



2. The second question asked participants to rate the importance of 15 factors on a scale from 1-3 (Neutral - Critical) for moving freight more efficiently and supporting the regional economy. **Figure 8-2** illustrates the results of this question.

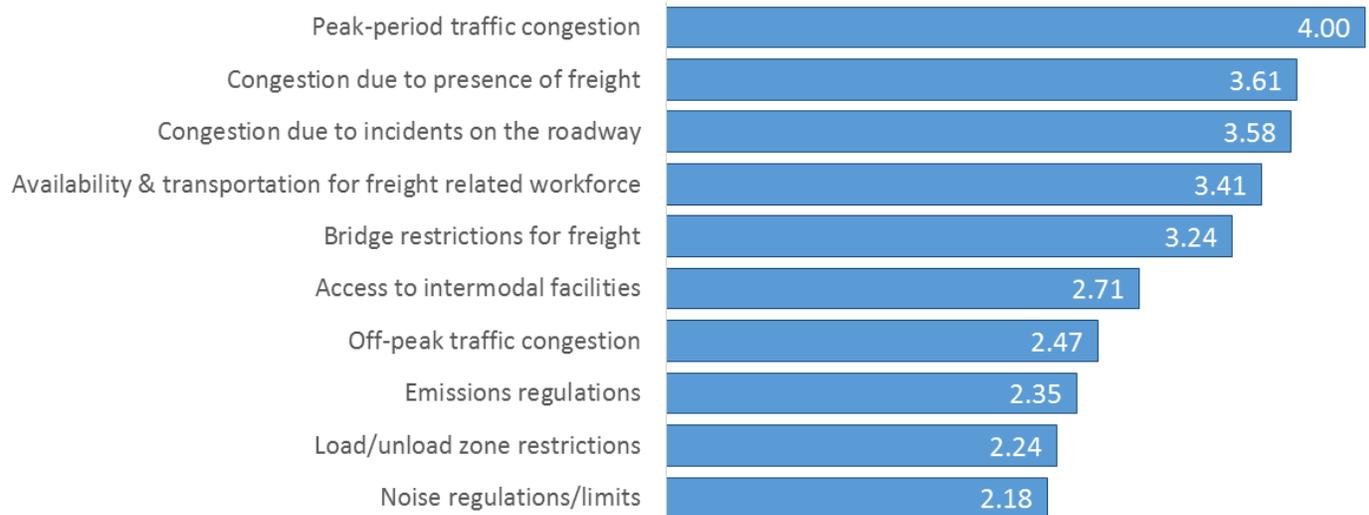
FIGURE 8-2: FACTORS FOR MOVING FREIGHT MORE EFFICIENTLY AND SUPPORTING THE REGIONAL ECONOMY RANKED BY IMPORTANCE



The most important factor based on the average ranking is infrastructure condition. This also reflects the importance of the similar freight issue of the wear and tear on infrastructure identified as the most important issue in the first question. The direct and indirect cost of congestion, safety and security, and cooperation of public and private sector also ranked relatively high in importance. It should be noted that no single issue was given the average ranking over 1.75.

3. The third question asked respondents how often they've encountered a list of ten barriers to freight-related productivity with 1 being never and 5 being always. **Figure 8-3** illustrates the results of this question.

FIGURE 8-3: BARRIERS TO FREIGHT-RELATED PRODUCTIVITY

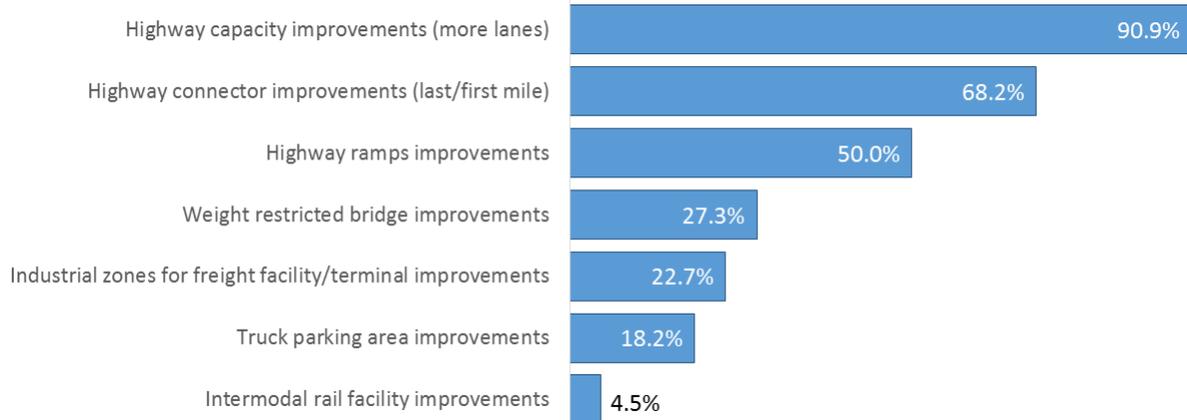


The top three ranked barriers, indicating those most encountered, are related to congestion and include: peak-period traffic congestion, congestion due to presence of freight, and congestion due to incidents on the roadway. The most frequently encountered barrier, according to the respondents is peak-period traffic congestion.

4. The fourth question asked respondents to choose up to three (from a list of seven) improvements to the Will County transportation system that would benefit freight movement the most for the respondent's company or just in general.

Figure 8-4 illustrates the results of this question.

FIGURE 8-4: MOST FREQUENTLY SELECTED IMPROVEMENTS

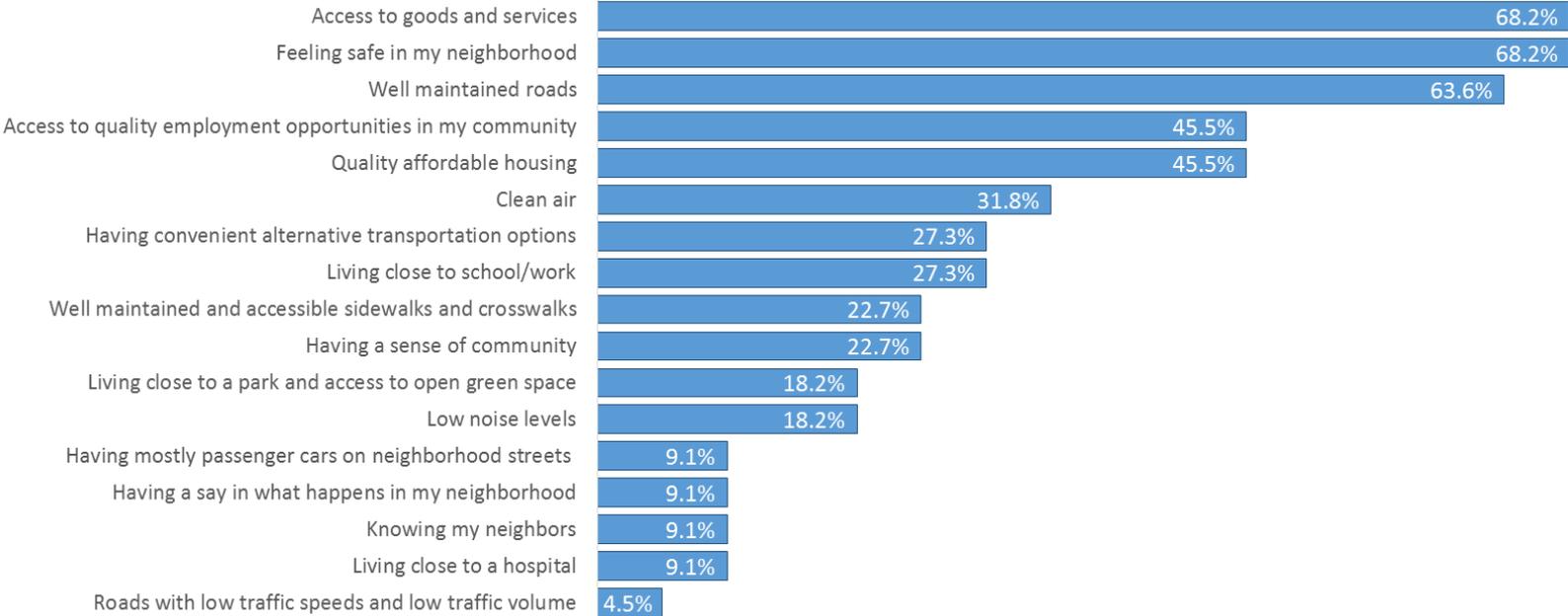


The most frequently selected improvement at 90.9 percent is highway capacity improvements (more lanes). The next most frequent is highway connector improvements (last/first mile) but with significantly lower percentage at 68.2 percent followed by highway ramps improvements at 50 percent. Intermodal rail facility improvements is the least frequent at only 4.5 percent.

5. The fifth and final question asked participants to choose the top five (from a list of 17) most important contributors to livability in their neighborhood. **Figure 8-5** illustrates the results of this question.

Access to goods and services and feeling safe in my neighborhood are the most frequently selected contributors to livability at 68.2 percent. Well maintained roads is a close second at 63.6 percent. The next most frequently selected contributors are access to quality employment opportunities in my community and quality affordable housing at 45.5 percent.

FIGURE 8-5: CONTRIBUTORS TO LIVABILITY IN YOUR NEIGHBORHOOD





9. GOALS AND OBJECTIVES

The Freight Plan goals and objectives must be consistent with the Will County LRTP, the CMAP Freight Plan, and the CMAP comprehensive plan and align with federal and state goals and objectives. Based on the review and input of the FAC and Stakeholders, the following are the final goals and objectives developed for the plan.

9.1.1 SAFETY

Improving safety on Will County highways is critically important. Approximately 12 percent of all highway related fatalities involve large trucks.¹ Several factors affect roadway safety including driver behavior, enforcement, education, infrastructure conditions, and technology innovations. Improving safety requires coordination among federal, state, regional, and local agencies as well as private stakeholders. The following graphic provides the safety goal, associated objectives, and performance measures that will lead to improved safety on Will County's multimodal transportation system.

Goal

- Provide a safe multimodal transportation system for motorized and non-motorized users

Objectives

- Emphasize safety in all elements of transportation planning and project development and incorporate freight safety counter measures based on the context in which a project is proposed
- Mitigate safety issues that arise from freight movement
- Provide alternative routes in case of emergencies and extreme weather events
- Reduce the incidence of crashes on the system, particularly at high-crash locations
- Reduce crashes at at-grade rail crossings

¹ Federal Highway Administration, Freight Management and Operation, February 1, 2017.

9.1.2 MOBILITY

Mobility is defined as the ability to move or be moved freely and easily. Moving people and goods efficiently, affordably, and reliably is vital to Will County's economic competitiveness and quality of life. Local businesses depend on the highways, rail, and waterways to deliver the goods needed to succeed in today's global economy. As confirmed by the FAC and Freight Forum stakeholders, goods movement can negatively impact mobility. Eliminating or reducing congestion caused by freight bottlenecks improves mobility for all system users, in turn making it more efficient for local companies to import materials and export final goods to markets. A delicate balance exists between addressing freight and community mobility needs, but as noted in Will Connects 2040, Will County's transportation system must strike a balance between honoring its rural history and adapting the transportation system to meet the demands of the 21st Century. The following graphic provides the mobility goal, associated objectives, and performance measures that will lead to improved access to markets for Will County businesses.

Goal

- Provide improved access to local, regional, national, and international trade markets, preserving and enhancing people's quality of life, natural resources, and agricultural businesses

Objectives

- Incorporate features to enhance freight movement and provide adequate design to accommodate large freight vehicles in proposed transportation projects
- Maintain an effective and efficient multimodal regional freight transportation system to support the region's economy
- Improve cooperation between public agencies and the private sector to improve freight movement and regional economic competitiveness
- Improve the existing system through investments designed to reduce congestion and freight bottlenecks or "choke points"
- Improve freight mobility and last/first mile connectivity between freight modes and major generators
- Reduce deficit of truck parking
- Review Incident/Emergency Management Plan and work with appropriate public agencies to improve incident clearing times
- Provide efficient local connectivity to the state system
- Reduce the number of at-grade rail crossings
- Increased access to air service for existing and new logistics businesses

9.1.3 PRESERVATION ENHANCEMENT

Illinois DOT (IDOT), Will County, USDOT, and the private sector have invested billions of dollars constructing roads, bridges, rail networks, intermodal facilities, airports, and water ports over the last century. Regular maintenance and routine improvements are required to keep infrastructure assets operating efficiently and safely. Properly preserving these assets extends the useful life and delays the cost to reconstruct or replace infrastructure assets.

Based on the FAC survey results, the “wear and tear on infrastructure” ranked as the highest freight concern. When asked to rate the importance of 15 factors for moving freight more efficiently and supporting the regional economy, the top ranked factor was “infrastructure condition”. The following graphic provides the preservation enhancement goal, associated objectives, and performance measures that preserve and maintain Will County’s transportation assets.

Goal

- Preserve and maintain transportation assets and manage their operations using a spectrum of strategies, tools, and technologies

Objectives

- Coordinate with agencies that own critical freight bridges to ensure weight restrictions are not imposed or, if needed, improvements are made
- Maintain pavements along high truck traffic corridors and intersections to eliminate rutting and cracking
- Consider innovative funding and finance options
- Improve technology
- Improve local and state roads and bridges to maximize the benefits to Will County as a result of completed and proposed regional projects

9.1.4 WORKFORCE

The transportation workforce of tomorrow will require different skill sets than those of today. Changes over time will require the transportation and warehousing workforce to adapt by altering curriculums, partnerships, and training to meet the challenges of the rapidly changing 21st Century TDL sector of the economy. The following graphic provides the workforce goal, associated objectives, and performance measures that will assist in the attraction and retention of TDL workforce in Will County.

Goal

- Retain and attract TDL Workforce to meet the needs of current and future employers by working collaboratively with employers, educators, nontraditional workforce, trade and professional organizations, and the economic development community.

Objectives

- Continue to prepare the TDL workforce for today's jobs and future TDL job opportunities
- Improve workforce retention and attraction programs
- Attract under-represented groups to TDL sector
- Foster continued communication between training professionals and TDL sector to integrate technology applications
- Create a vehicle to engage TDL HR and workforce managers to discuss common issues and collaborative solutions
- Develop a TDL workforce collaborative to develop partnerships between private sector employers
- Develop and disseminate a vacancy survey and wage/salary survey to TDL businesses
- Continue to improve TDL workforce skills
- Continue to invest in strategic training/educational programs for TDL cluster
- Share best practice strategies to improve retention and attraction of current TDL workforce
- Improve the understanding of workforce commute patterns and future needs
- Coordinate with PACE bus service and Metra to move people from where they live to TDL job clusters
- Work with employers, private transit providers and public transit providers to close the gap in first and last mile connections for workers
- Improve transportation systems (transit, carpooling, ride-sharing, etc.) that enhance TDL workforce mobility (journey to work) connecting employees to jobs

9.1.5 ECONOMIC COMPETITIVENESS

Will County is home to an increasing number of intermodal facilities, distribution centers, warehouses, and other logistics based industries, which have made it a freight hub in the Chicago Metropolitan Area and the Midwest. Several coordinated economic development efforts identified in the Will County CED Transportation Blueprint

capitalized on the County's existing freight assets and these efforts improved mobility for its businesses and residents. Economic competitiveness is directly tied to Mobility discussed earlier in this section. Transportation infrastructure investments reducing congestion and increasing the efficient movement of goods and people create economic benefits that support the community. The following graphic provides the economic competitiveness goal, associated objectives, and performance measures that support economic development and competitiveness in Will County.

Goal

- Support economic development and competitiveness through the provision of a safe, reliable, and accessible multimodal transportation system to move people and goods.

Objectives

- Coordinate with all jurisdictions to:
 - Identify the top 10 first and last mile freight connections improvements
 - Ensure that implementation of transportation freight projects and strategies do not contribute to congestion in adjacent jurisdictions
 - Enhance economic development by cooperatively developing regional community friendly freight solutions, projects, and policies.
- Review load/unload restrictions and identify if improvements can be made to improve safety and accessibility
- Promote and leverage Will County's rail access to retain and attract major industries
- Promote the maintenance and preservation of the County's navigable waterway system including the Illinois River, Des Plaines River, and the Cal-Sag Channel
- Share resources among jurisdictions to accomplish more with less and eliminate duplication of data collection

9.1.6 COMMUNITY

Balancing the needs of a vibrant and growing TDL economy with maintaining the character of the County's communities and ensuring citizens' quality of life is a driving force for the development of this plan. Safe, secure, and environmentally friendly freight movement is vital to the well-being of communities in Will County. As freight movement increases, strategies require updating, development, and implementation to protect against adverse impacts such as air, water, and noise pollution, and diminished access to jobs, healthcare, and education.

We understand that land use and freight planning activities require close coordination. Consequently, it is critically important that freight transportation system improvements are planned within the context of adopted land use plans to accommodate freight-generating industries and businesses, and at the same time protect the health, safety, and quality of life of Will County residents.

Goal

- Coordinate land use and transportation planning with partner agencies and municipalities to retain or improve the character of communities, enhance quality of life and enhance natural and agricultural resources through sustainable transportation investments across all forms of travel

Objectives

- Coordinate transportation planning activities among jurisdictions to ensure that implementation of freight transportation projects and strategies do not negatively impact regional air quality
- Conduct public meetings to ensure local citizens have a say on future neighborhood improvements
- Review transportation improvements to ensure they do not negatively impact neighborhood access to goods and services
- Consider freight and truck utilization and impacts on adjacent land uses and environmental resources, including in designating preferred truck routes
- Provide resources to help communities better mitigate the impacts of freight