



MOVING **WILL COUNTY**

TRUCK ROUTING + LAND USE

**CMAP Environment & Natural Resources
Committee Meeting**

November 5, 2019



Project Overview

- Build on the recommendations of the Will County Community Friendly Freight Mobility Plan.
- Provide recommendations for an improved truck route network in western Will County, with capital improvements identified.
- Identify strategies to avoid, minimize and, if necessary, mitigate impacts, particularly in Economically Disconnected Areas.
- Ensure a balance between economic development, natural resource protection, multi-modal connections, congestion relief, and quality of life/community character goals.



OVERVIEW

Study Area



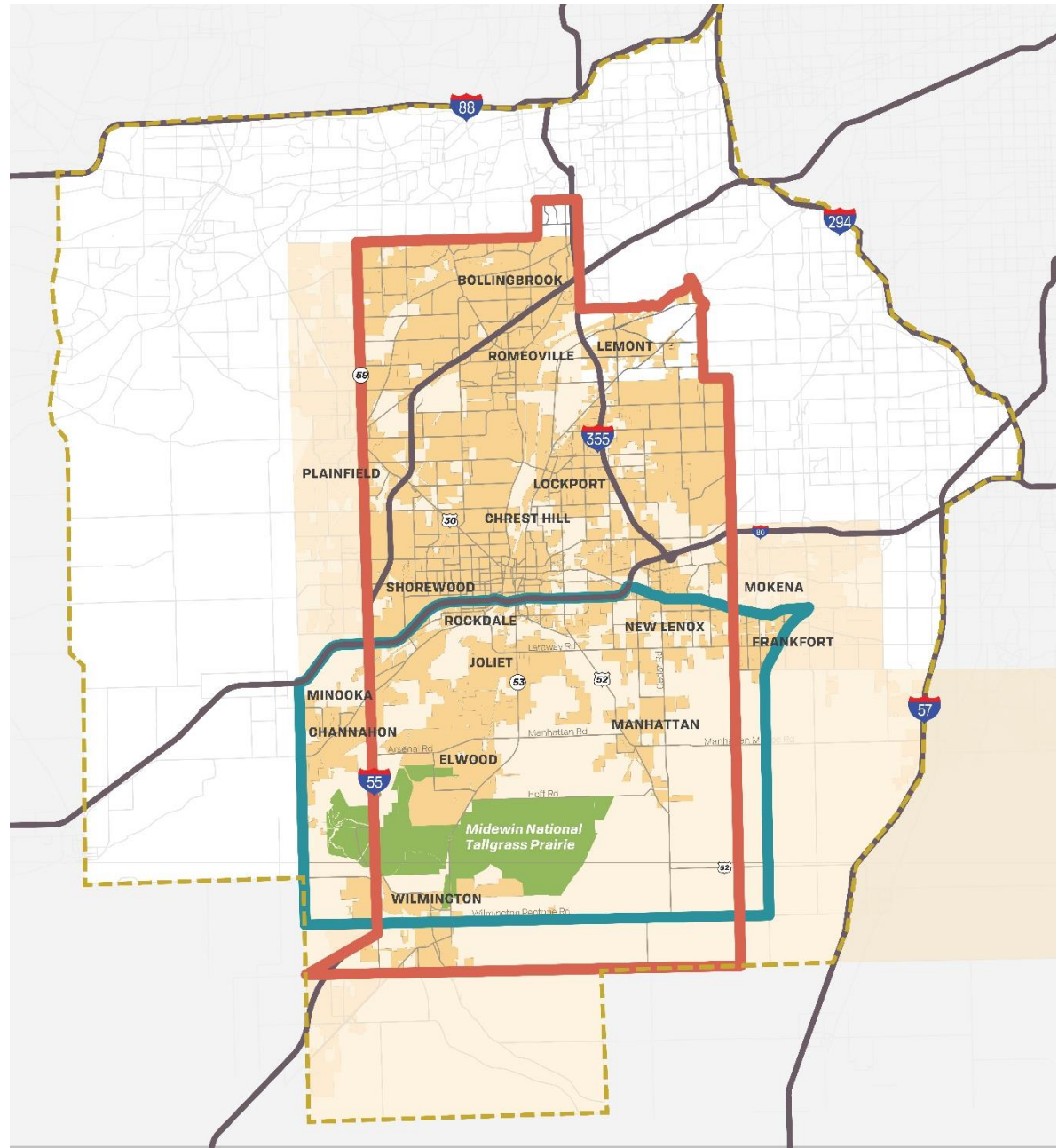
TRUCK ROUTING AND
COMMUNITIES STUDY AREA



TRANSPORTATION AND LAND
USE STRATEGY STUDY AREA

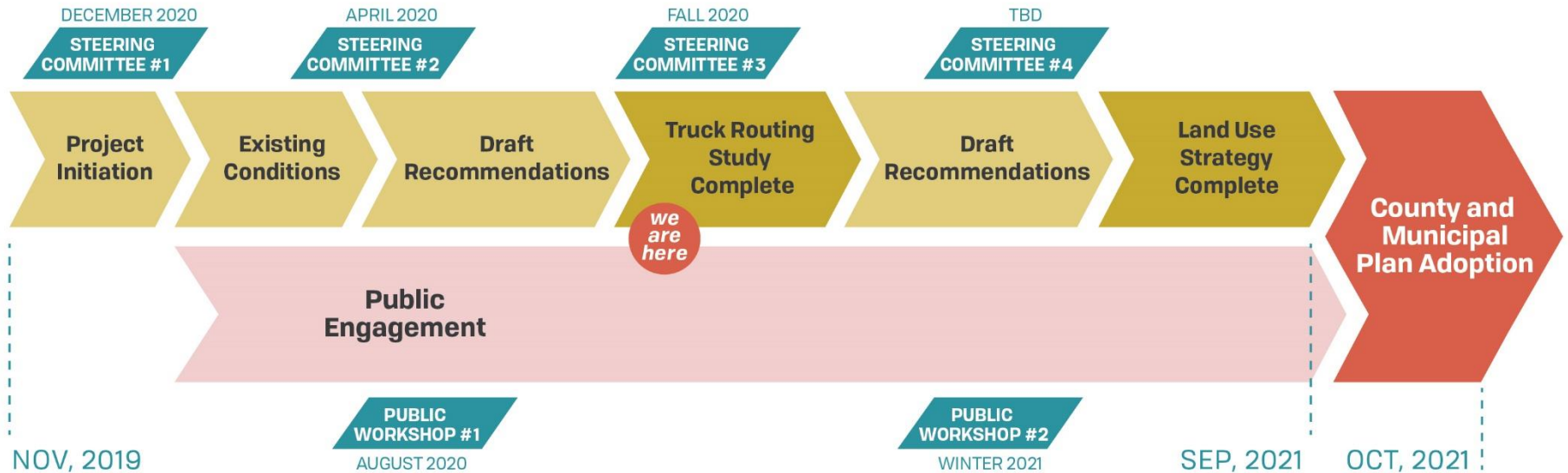


LARGER TRANSPORTATION
NETWORK TO CONSIDER



Plan Process Timeline

MOVING WILL COUNTY TIMELINE



- Project began in November 2019
- First Steering Committee meeting in December 2019
- Second Steering Committee meeting in April 2020
- Truck Routing Public Workshop Summer 2020
- Third Steering Committee meeting in October 2020
- Land Use Public Workshop Winter 2021
- Final Steering Committee meeting Winter 2021
- Adoption in October 2021

Draft Truck Routing Recommendations

*As identified in the Will County Community Friendly Freight Mobility Plan, the **lack of a continuous system of designated truck routes** in the region causes safety and quality of life concerns for local communities.*

- Proactively designating Class II truck routes helps to ensure that **trucks travel where local communities want them to travel.**
- One benefit of formal classification is that these routes will be reflected in truck navigation/GPS
- An **interconnected network** of truck routes in the study area meets the following goals:
 - Connects major truck trip generators, such as intermodal yards and major industrial facilities, to the arterial network and Interstate system
 - Provides access for larger trucks that are critical to economic activity
 - Establishes a framework consistent with recent changes in state law



Draft Truck Routing Recommendations: Entire Study Area

Existing Class I & Class II:

Short-Term Class II:

Currently undesignated or restricted to trucks. Recommended to be designated Class II truck routes within 5 years

Long-Term Class II:

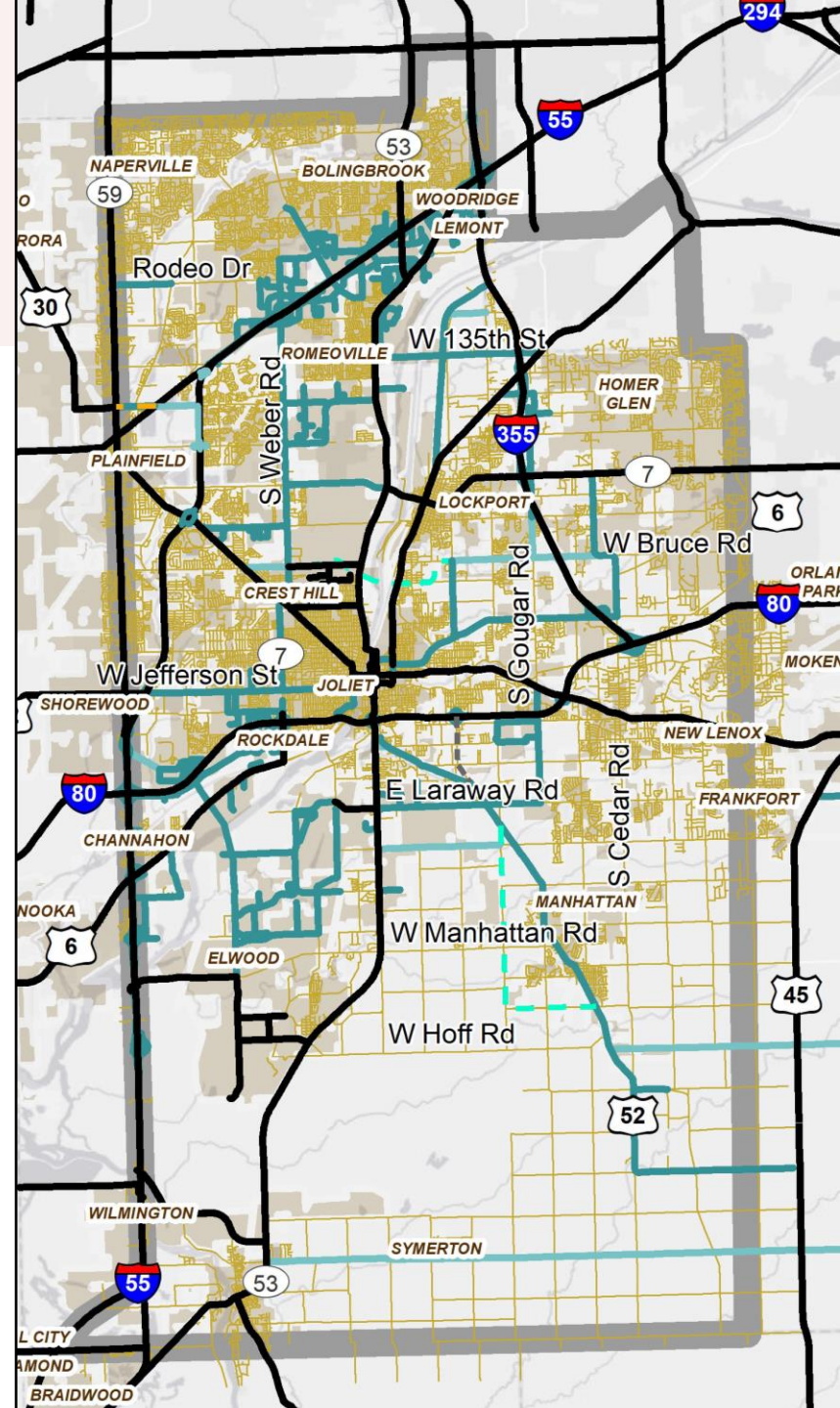
Currently undesignated or restricted to trucks. Recommended to be designated Class II truck routes beyond the next 5 years. Long term routes will need additional investment.

Truck Not Preferred:

Includes roads that would be either undesignated or restricted to trucks under current statutory framework. Most are local roads in residential or agricultural areas.

Other route types: Conceptual alignment for long-term Class II, Scheduled for Construction, Undetermined

These were informed by truck performance data, existing land use analysis, and stakeholder engagement.



Land Use Plan Study Area

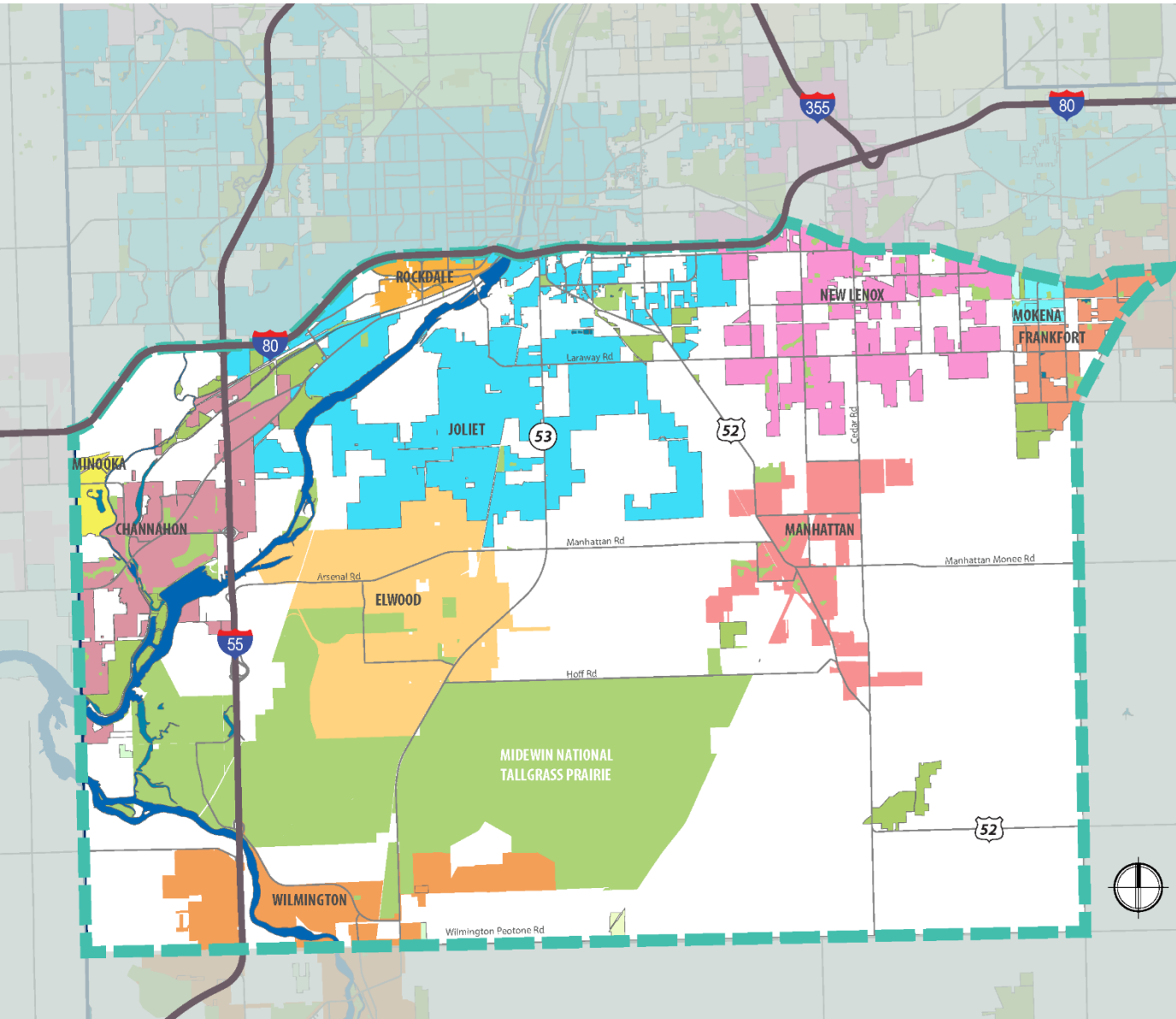
AN OPPORTUNITY TO CREATE ONE COHESIVE LAND USE PLAN TO GUIDE FUTURE GROWTH

There are over
167 square miles

approx. of unincorporated land
(shown in white) within the overall
study area.

Today, the Will County Land
Resource Management Plan
(LRMP) and local Comprehensive
Plans regulate future land uses in
these areas.

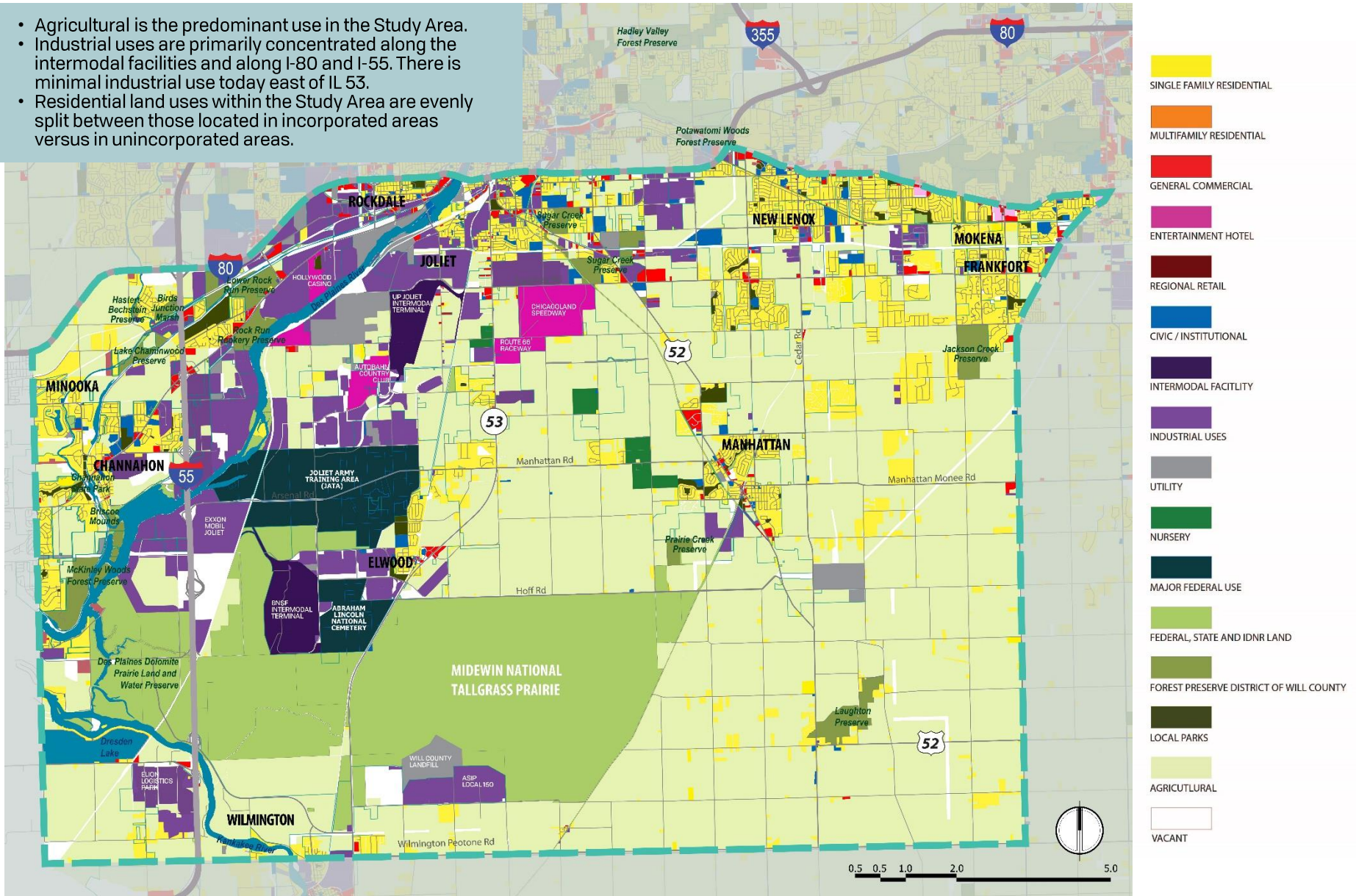
Many of these plans are over ten
years old and do not reflect the
changing trends in housing,
commercial and industrial
markets.



CURRENT COMPREHENSIVE PLANS	YEAR ADOPTED / STATUS
WILL COUNTY (LRMP)	2002, UPDATED 2011
JOLIET	2007 (SOUTH SIDE PLAN)
ELWOOD	2007
MANHATTAN	2007
WILMINGTON	2008
CHANNAHON	UNDERWAY
MINOOKA	RFP ISSUED
NEW LENOX	2018
FRANKFORT	UNDERWAY
MOKENA	2002
ROCKDALE	NOT AVAILABLE

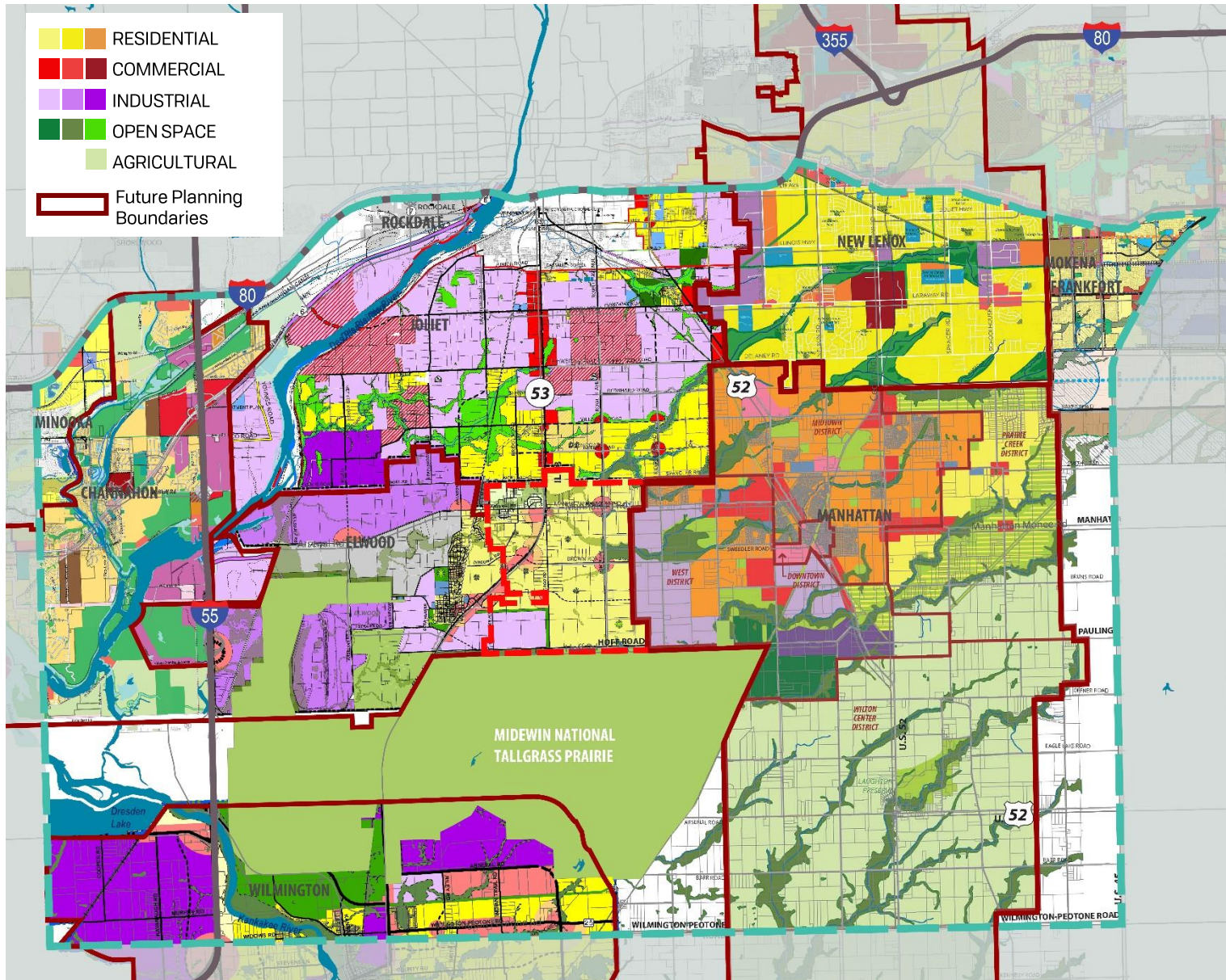
Summary Map of Existing Land Uses

- Agricultural is the predominant use in the Study Area.
- Industrial uses are primarily concentrated along the intermodal facilities and along I-80 and I-55. There is minimal industrial use today east of IL 53.
- Residential land uses within the Study Area are evenly split between those located in incorporated areas versus in unincorporated areas.



Data sources: CMAP Land Use, 2015; Satellite Imagery, 2017. Note: The CMAP 2015 Land Use Inventory data used in this analysis is draft data.

Combined Local Future Land Use Maps



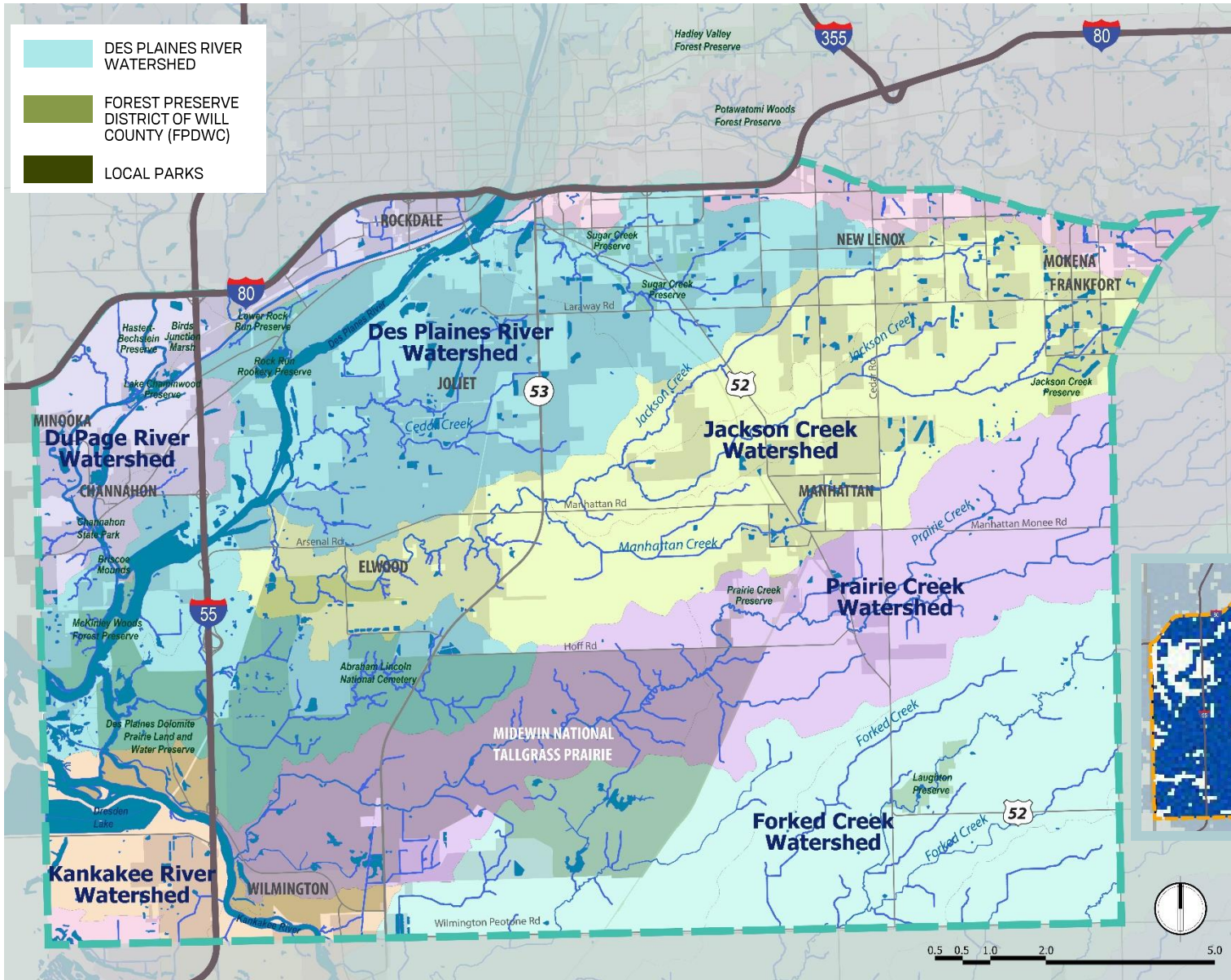
- Significant land is allocated to low density housing and industrial uses.
- Commercial uses are generally envisioned along major arterials.
- Industrial uses are primarily along I-55, the Des Plaines River and the Intermodals.
- Agricultural uses are envisioned generally in the southeast part of the Study Area.
- All plans generally envision preserving creekways and floodplains.

YEAR OF COMPREHENSIVE PLAN ADOPTION

- WILL COUNTY: 2002, 2011 UPDATE
- JOLIET: 2007
- ELWOOD: 2007
- MANHATTAN: 2007
- NEW LENOX: 2018
- MOKENA: 2002
- FRANKFORT: 2019
- WILMINGTON: 2008
- CHANNAHON: 2019
- MINOOKA: 2013
- ROCKDALE: NA

*This map is a compilation of all the plans listed above.

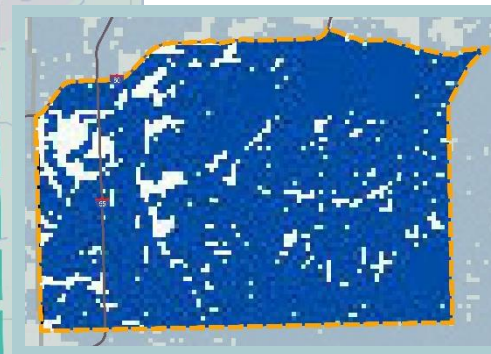
Existing Watersheds



The Study Area has six watersheds around the following major waterways:

1. DuPage River
2. Kankakee River
3. Jackson Creek
4. Prairie Creek
5. Forked Creek
6. Des Plaines River

The majority of the Study Area has high hydric soils, according to the USDA. Hydric soils are soils where water remains at or near the soil surface for extended time periods during the growing season. These soils are critical for the formation of many types of wetlands.



HYDRIC SOILS

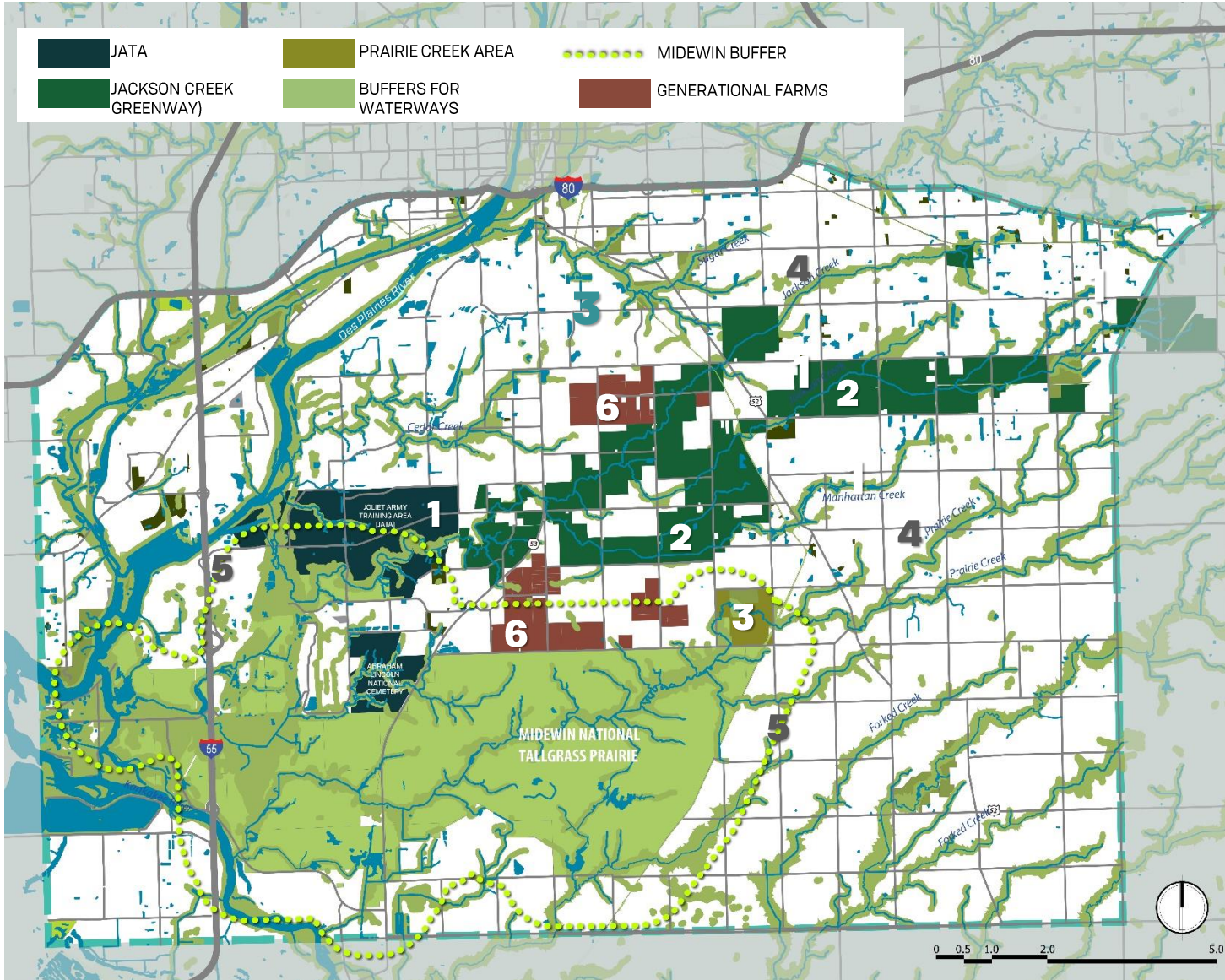
Table 1: Criteria for Selection of Preservation Areas

SELECTION CRITERIA		JATA	JACKSON CREEK GREENWAY	PRAIRIE CREEK AREA	FLOODPLAIN BUFFERS	MIDEWIN BUFFER	GENERATIONAL FARMS
1	CONNECTIVITY						
	<ul style="list-style-type: none"> Creates continuity in the open space network and provides missing links between public open spaces, multiuse trails and greenways. Protects existing and planned multiuse and water trail corridors and connections to the regional trails system. 	✓	✓	✓	✓		
2	EQUITABLE DISTRIBUTION						
	<ul style="list-style-type: none"> Ensures that existing developed areas and areas intended for future growth are equitably served with public open spaces. 	✓	✓	✓	✓		
3	WATER RESOURCES						
	<ul style="list-style-type: none"> Protects floodplains, waterways, wetlands and hydric soils as important natural resources and habitat corridors. 	✓	✓	✓	✓	✓	✓
	<ul style="list-style-type: none"> Protects public water supply sources including surface water intakes/groundwater wells and capture zones that have a high potential for groundwater recharge. Protects water-based recreation including swimming, boating, fishing, canoeing and kayaking. 	✓	✓	✓	✓	✓	✓
5	NATURE & HABITAT						
	<ul style="list-style-type: none"> Protects areas that have known occurrences of threatened and endangered species, critical habitat areas and areas that are critical to maintaining local biodiversity. Creates uninterrupted habitat corridors to benefit wildlife. 	✓	✓	✓	✓	✓	
6	AGRICULTURE						
	<ul style="list-style-type: none"> Preserves farmland to maintain Will County's rural character, a critical goal of the 2011 Will County Land Resource Management Plan (LMRP). Protects prime farmland and soils of statewide significance to preserve lands that have the physical and chemical characteristics for producing food, feed forage, fiber and oilseed crops. 					✓	✓
7	HISTORY & CULTURE						
	<ul style="list-style-type: none"> Protects historic resources, rural structures and archaeological resources as identified in national, county, state and/or local registers, surveys or plans. 	✓	✓	✓	✓	✓	✓

Table 1: Criteria for Selection of Preservation Areas (contd.)

	SELECTION CRITERIA	JATA	JACKSON CREEK GREENWAY	PRAIRIE CREEK AREA	FLOODPLAIN BUFFERS	MIDEWIN BUFFER	GENERATIONAL FARMS
8	VISUAL RESOURCES, TOURISM & RECREATION <ul style="list-style-type: none"> ■ Creates new opportunities for tourism and outdoor recreation and/or enhances existing destinations. ■ Preserves the character of a community or rural setting, including lands along scenic roads and byways and around scenic man-made and natural features. 	✓	✓	✓	✓	✓	✓
9	EXISTING OPEN SPACES <ul style="list-style-type: none"> ■ Increases the area, diversity, linkage, or management opportunities of an existing public open space. ■ Creates a buffer to protect habitats, plant life, water resources and other natural features of existing public open spaces. 	✓	✓	✓	✓	✓	✓
10	SITE CONDITIONS <ul style="list-style-type: none"> ■ Does the site’s current and past use pose potential for hazardous waste, contaminated soils and water, debris, garbage, and/or other health risk factors? ■ Do adjacent land uses, zoning and development character pose any negative impacts? ■ Are there any existing long-term leases, licenses, and/or easements that may inhibit restoration, development, or management of the site? ■ What degree of effort is necessary to restore and/or maintain the natural resources of the site? ■ To what degree does the site’s physical features support public access and recreational facilities? 	These site-specific criteria can be evaluated in future plans once the selection of the preservation areas is finalized.					
11	PREVIOUS PLANS <ul style="list-style-type: none"> ■ Are there previous plans that support the preservation / protection of the area? 	✓	✓	✓	✓	✓	✓
12	COMMUNITY SUPPORT <ul style="list-style-type: none"> ■ Does the area have expressed support or opposition from local and regional planners, elected officials, interest groups, adjacent landowners, and partnerships? 	To be completed after Steering Committee Feedback					

Proposed Preservation Areas Map

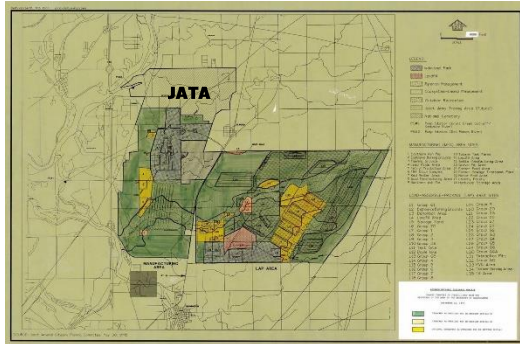


Recommended Preservation Areas

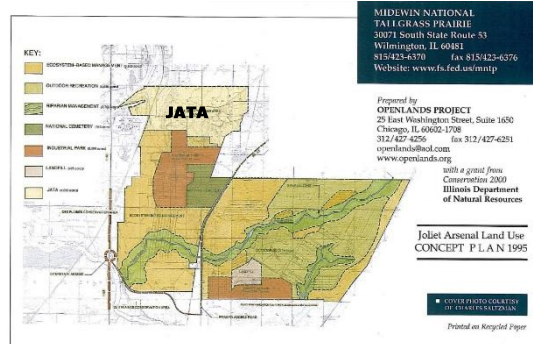
1. Joliet Army Training Area (JATA)
2. Jackson Creek Greenway
3. Prairie Creek Area
4. Floodplain Buffers
5. Midwin Buffer
6. Generational Farms

This initial draft list reflects stakeholder feedback to date and recommendations from previous plans by county, local or other agencies.

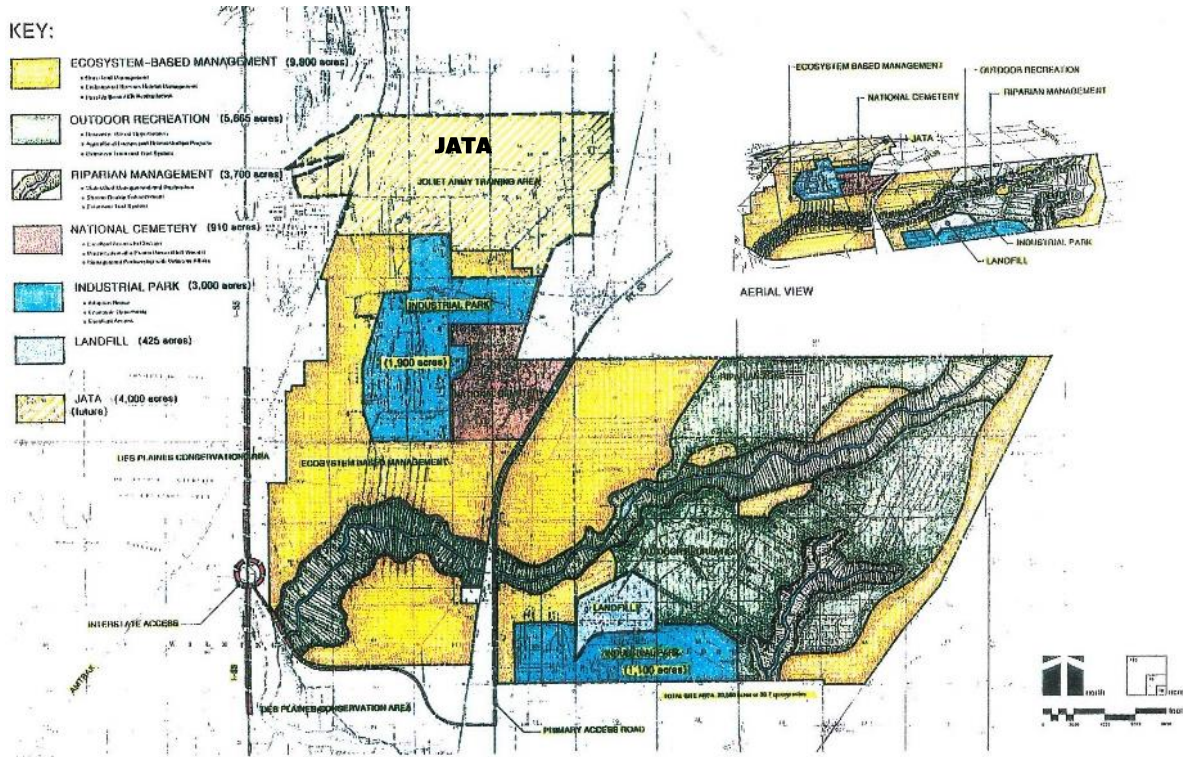
1. Joliet Army Training Area (JATA)



1995 Land Use Plan Map



1995 Openlands Land Use Concept Plan



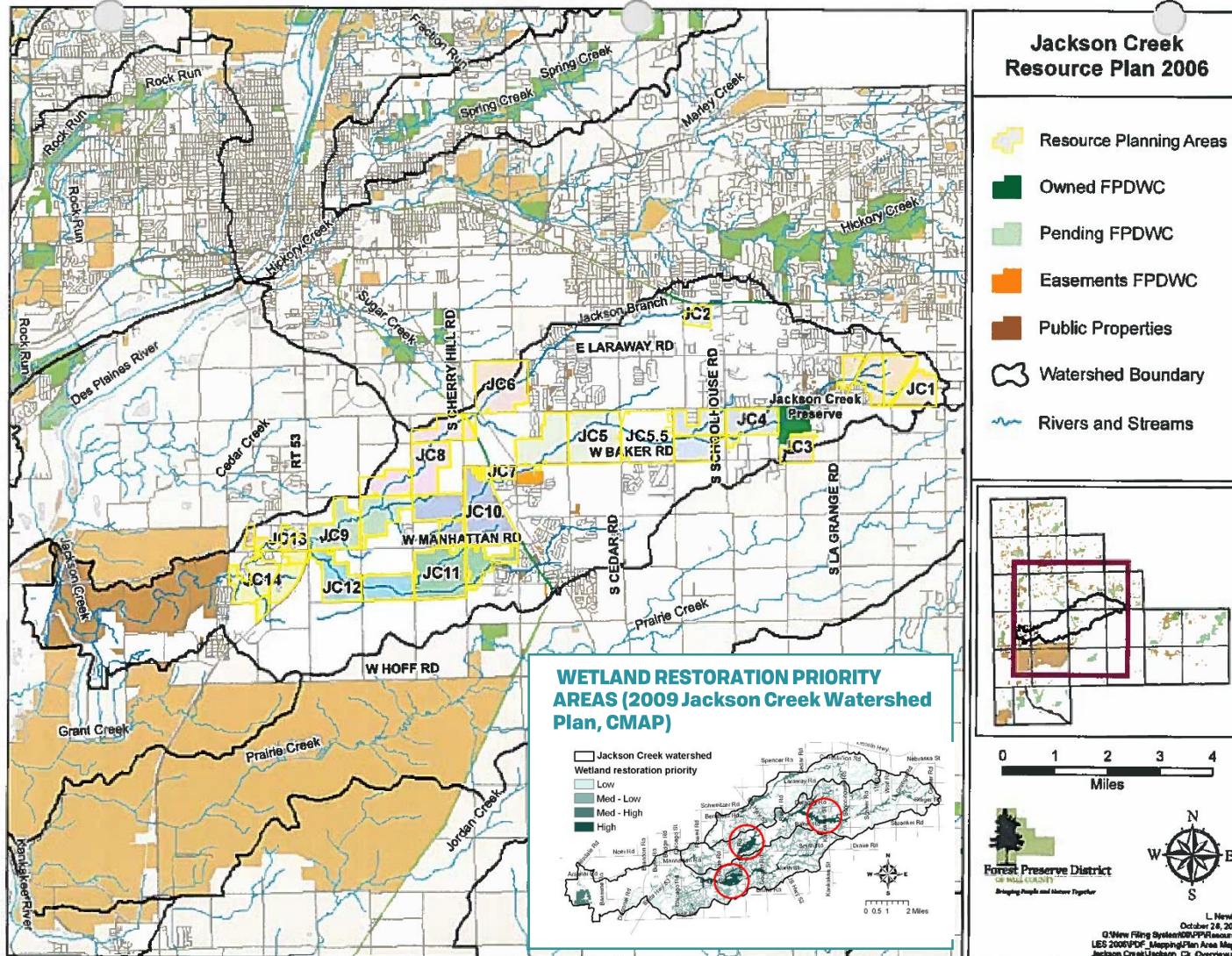
Arsenal Land Use Concept (Incorporated into U.S.F.S. Report)

Arsenal Land Use Concept PRAIRIE PARKLANDS MACROSITE Joliet Arsenal Citizen Planning Commission Congressman George E. Sangmeier, Chairman

The 1995 Illinois Land Conservation Act (federal statute) captured the intent for JATA to be transferred to the Secretary of Agriculture for management by the Forest Service as an addition to the Midewin National Tallgrass Prairie.

- JATA is designated as “Public Open Space” and an extension of the Midewin in the 2011 Will County LRMP
- JATA was chosen by IDNR as a “Conservation Opportunity Area”
- JATA is designated by the National Audubon Society as an “Important Bird Area.”

2. Jackson Creek Greenway 2006 Jackson Creek Resource Plan, FPDWC



Goals of the 2006 Plan

- Protect a continuous greenway of open space to preserve the floodplain, hydric soils, water quality, and cultural resources.
- Provide for a trail connection between Old Plank Road Trail and Wauponsee Glacial Trail.

The greenway would include the three Wetland Restoration Priority Areas recommended by the 2009 Jackson Creek Watershed Plan.

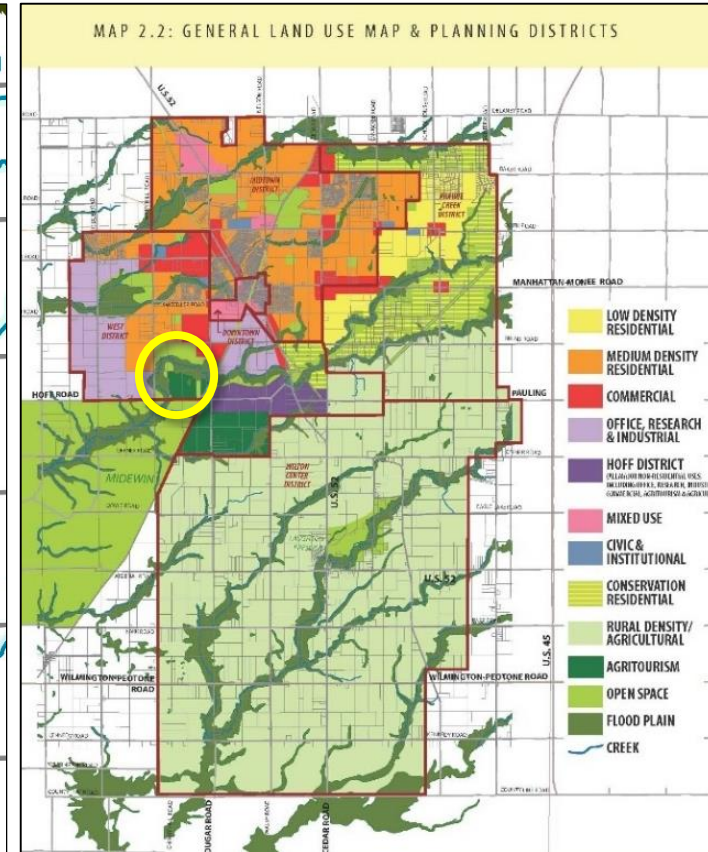
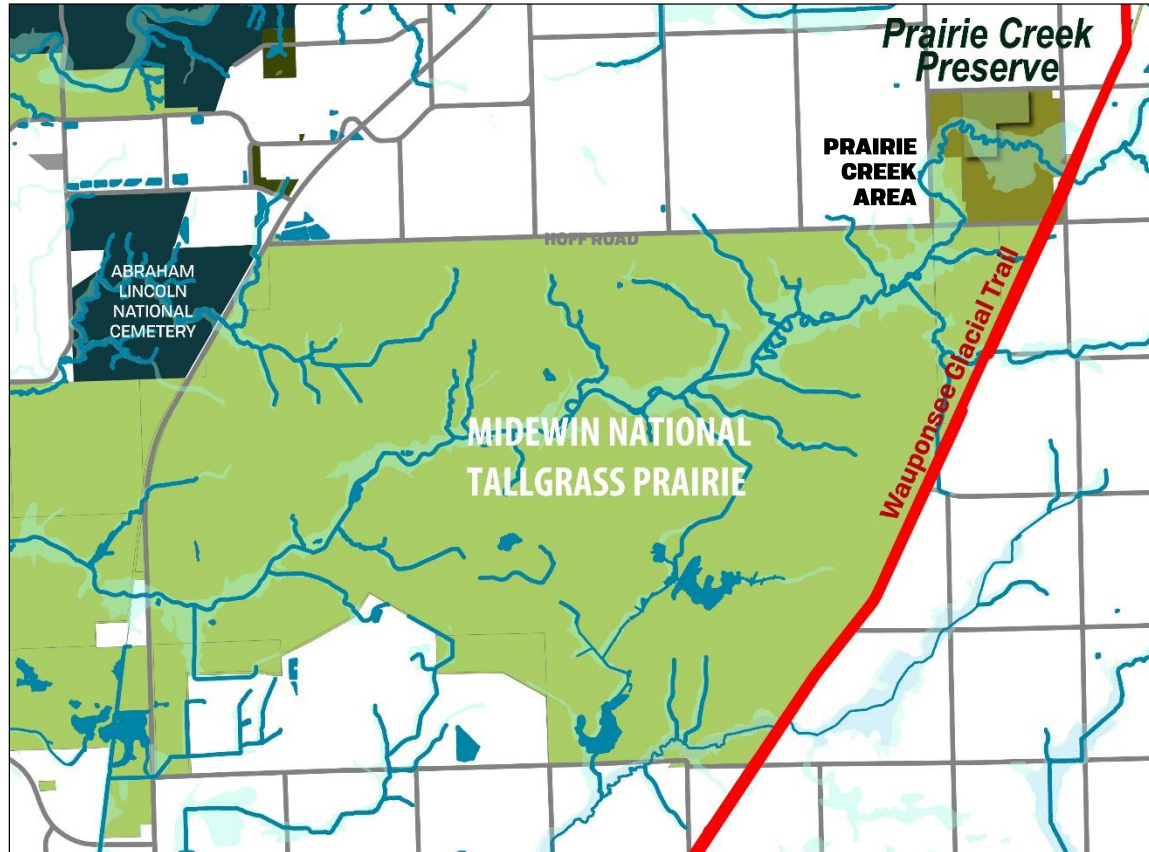
The plan looked at 14 areas (J1 – J14 on map) that could be potentially be acquired or preserved to create a continuous public greenway.

3. Prairie Creek Area north of Hoff Road

This one square mile area (640 acres) is located to the northeast of Midewin across Hoff Road. Prairie Creek Preserve (118 acres), owned by the FPDWC, anchors the north end of the area. Midewin also owns approximately 75 acres along the western part of the area. 450 acres would need to be acquired to preserve the entire section.

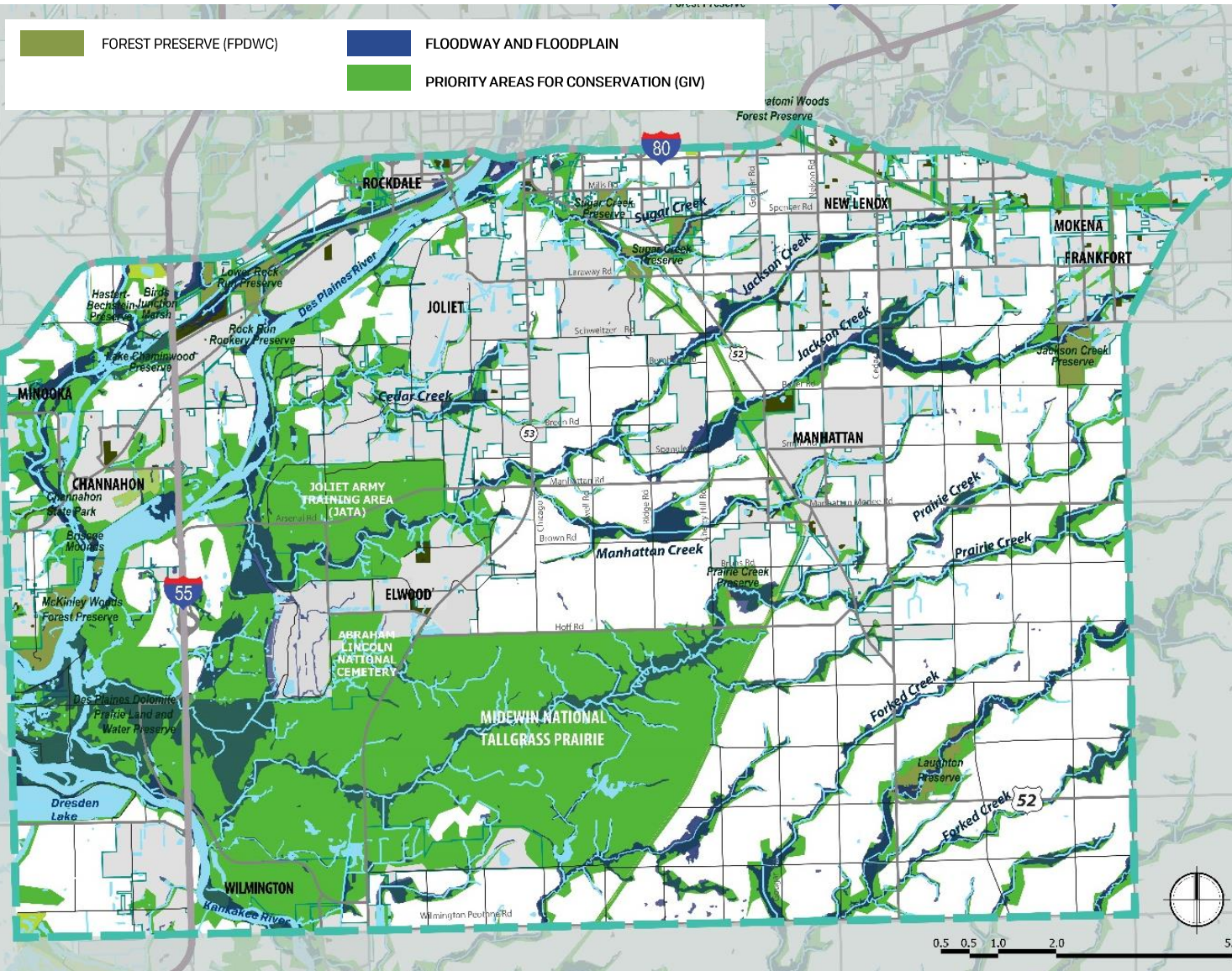
The area has significant wetlands and floodplains and is adjacent to the Wauponsee Glacial Trail.

The 2007 Comprehensive Plan for the Village of Manhattan designated this area for open space and preservation, as shown in map below.



4. Buffers for Waterways

Waterways in the study area include Des Plaines, Kankakee and DuPage Rivers, and Sugar, Cedar, Jackson, Manhattan, Prairie and Forked creeks.

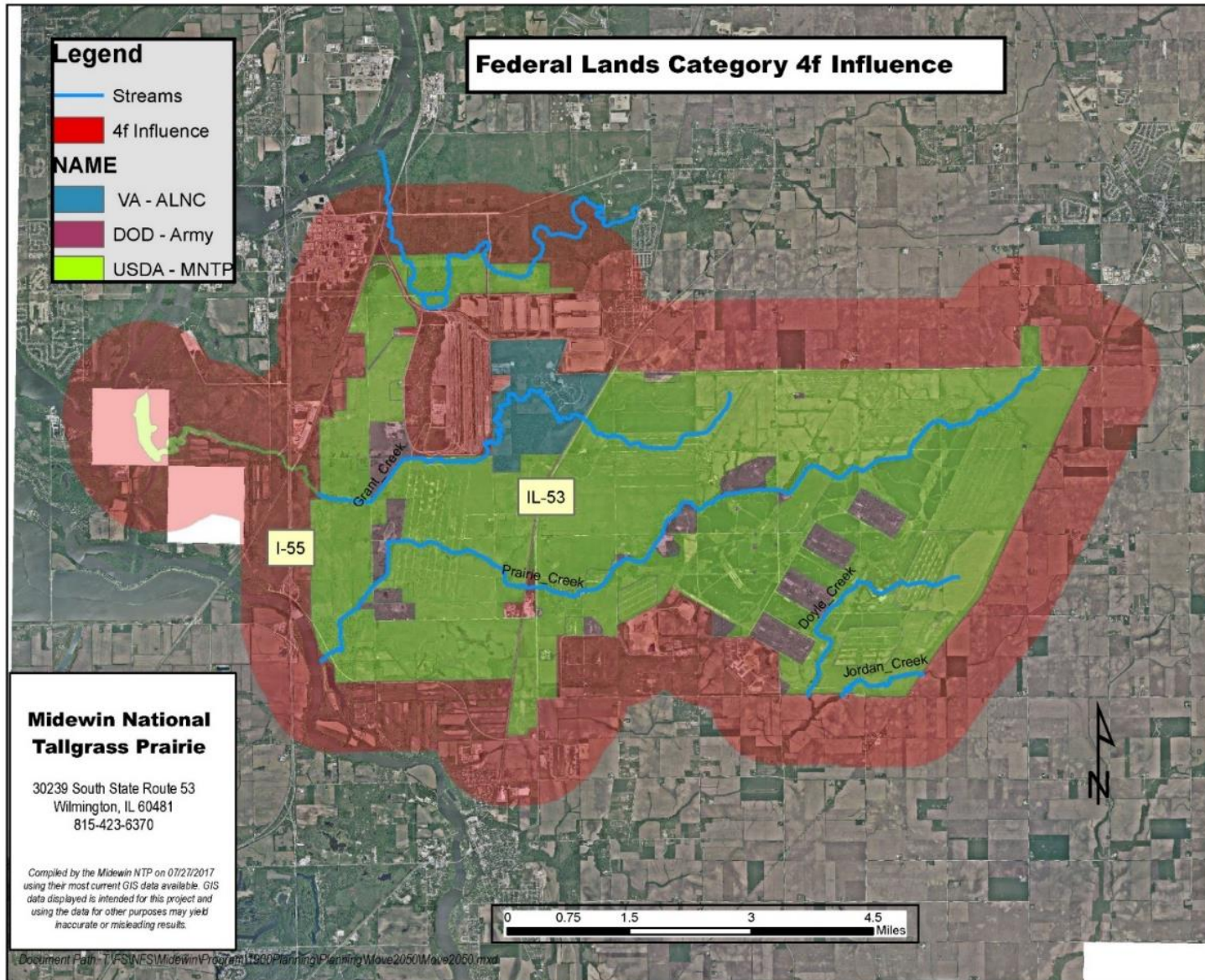


Protection of waterway corridors with a buffer is identified as Initiative #2 in the 2011 Will County LRMP.

- Manhattan’s 2003 Ordinance requires a 35’ strip of native vegetation along the banks of Manhattan Creek.
- Joliet’s 2007 Ordinance requires a 25’ buffer to protect the Cedar Creek, Sugar Creek, Jackson Creek and Jackson Branch Watersheds.

Data sources: CMAP Land Use, 2015; Satellite Imagery, 2017; Will County GIS, 2019, GIV Data. Note: The CMAP 2015 Land Use Inventory data used in this analysis is draft data.

5. Midwin Buffer

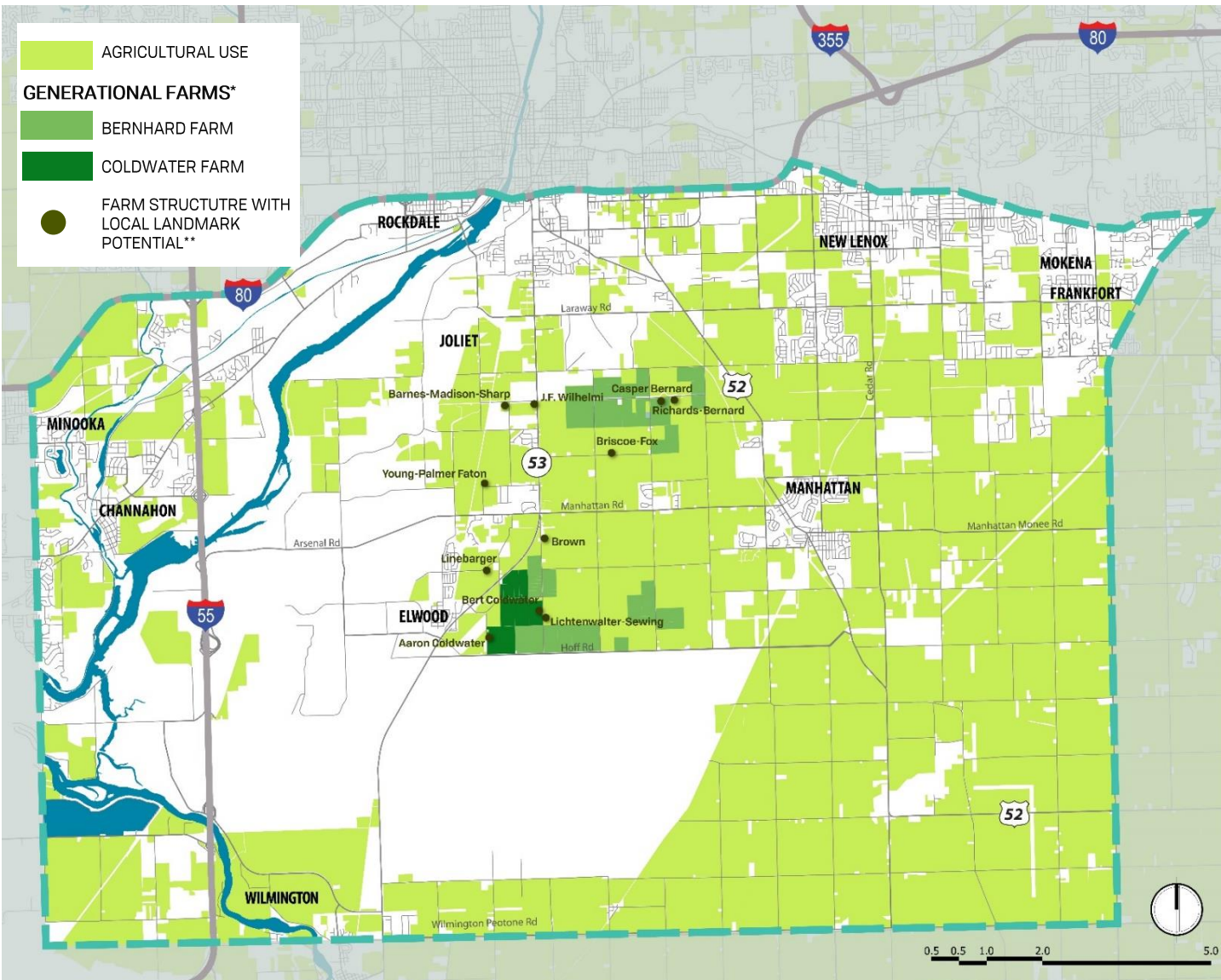


The Midwin National Tallgrass Prairie is host to a large variety of bird species and habitats.

A potential perimeter buffer of approx. 1,200m or .75 miles has been suggested by the Midwin per USDOT's Section 4f Act.

The primary goal for the buffer will be to protect bird habitats from encroaching development, traffic movement and noise.

6. Generational Farms



Generational farms and farmsteads are identified as “Historically Significant” by the 2009 Will County Rural Historic Structure Survey.

Farmland protection is identified as a critical element in the 2011 Will County LRMP. Recommended actions include:

- Designated Agricultural Preservation Areas
- Land Evaluation Site Assessment System
- Right-to-farm ordinance
- Farmland preservation through use of conservation development options.
- Purchase of Agricultural Conservation Easements Program.

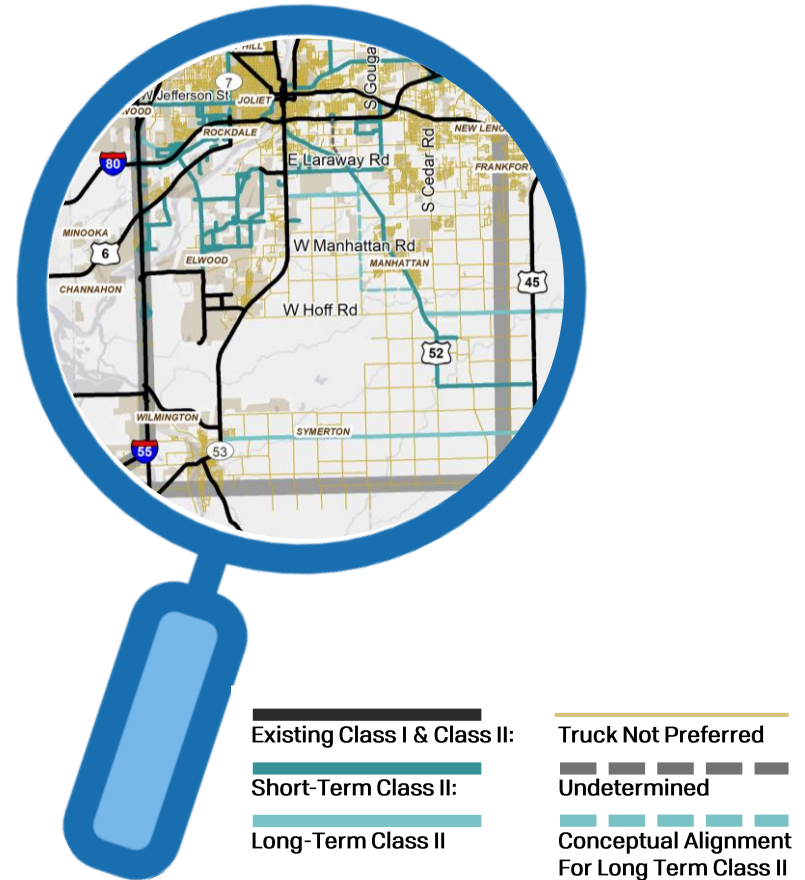
Data sources: * Parcel information provided by Jackson Township, **2009 Rural Historic Structure Survey, Jackson Township CMAP Land Use, 2015; Satellite Imagery, 2017. Note: The CMAP 2015 Land Use Inventory data used in this analysis is draft data.

Land Use Scenario Process & Goals

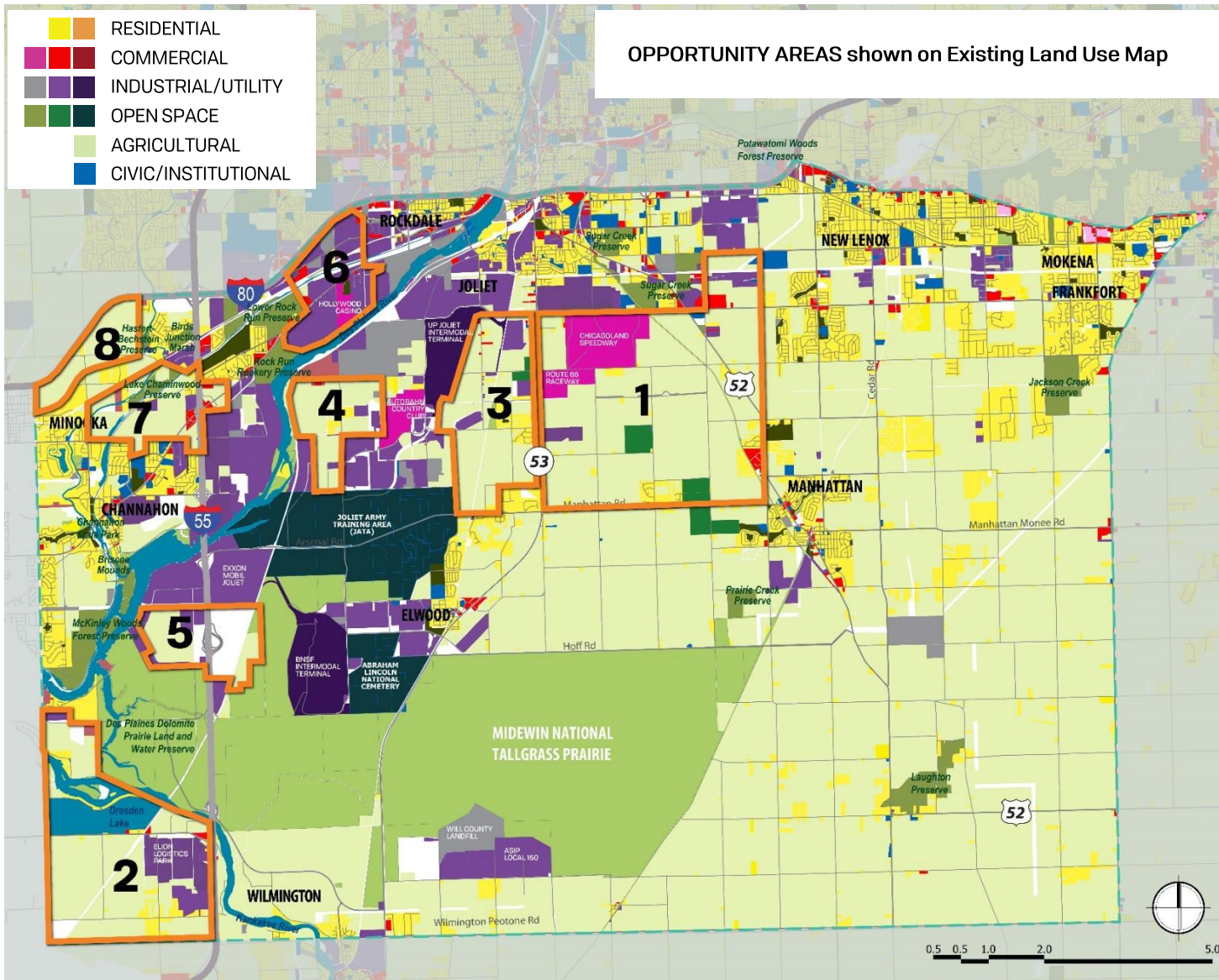
THREE MAJOR GOALS

- 1. CREATE A PLACE-BASED ANALYTICAL TOOL** that ties truck routing recommendations to potential land use impacts.
- 2. CREATE A DYNAMIC TOOL** that can change as the truck routing recommendations continue to evolve.
- 3. CREATE A CONSENSUS BUILDING TOOL** that allows stakeholders to select preferred elements from each scenario.

ONE LENS FOR ALL SCENARIOS: RECOMMENDED TRUCK ROUTES



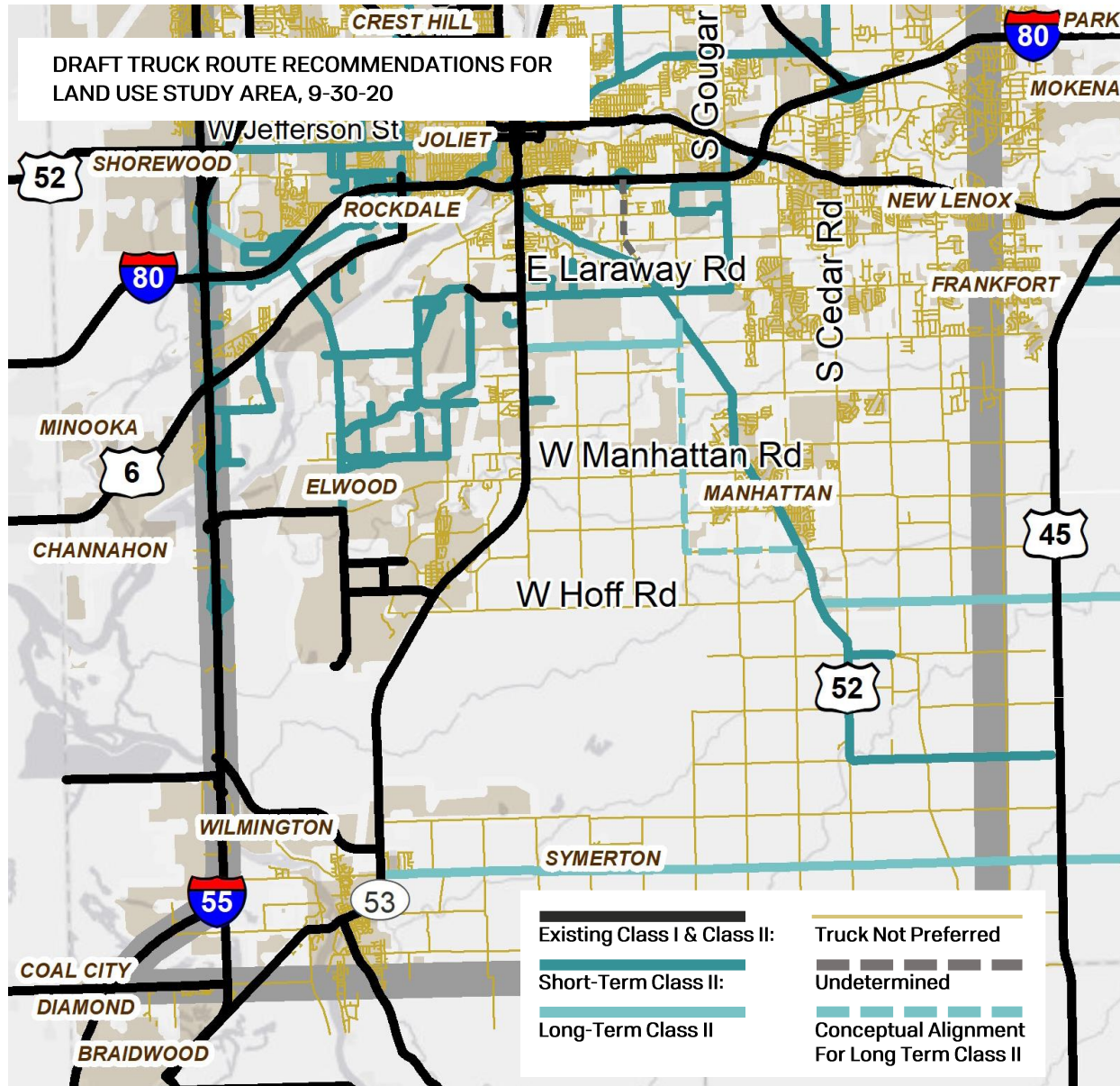
GOAL 1: CREATE A PLACE BASED TOOL for 8 Major Opportunity Areas



CRITERIA FOR OPPORTUNITY AREAS

- Proximity to major transportation corridors, including I-55, I-80 and IL 53.
- Proximity to major economic anchors
- Significant contiguous land for new development and infill opportunities
- Proximity to existing municipal incorporated areas and existing infrastructure
- Potential to protect waterways, including Jackson Creek, Des Plaines River and DuPage River, and other natural resources
- Opportunities to implement Forest Preserve District of Will County (FPDWC) planned trail corridors, including the IL53, Jackson Creek and DuPage River trail corridors

GOAL 2: CREATE A DYNAMIC TOOL that can change as truck route recommendations change



Scenarios are based on the distinction between TRUCK ACCESS and TRUCK MOBILITY on recommended routes.

Access: Routes that would primarily provide direct access to adjacent parcels with industrial use.

Mobility: Routes that would primarily be for truck travel only and would not provide direct access to adjacent parcels with industrial use.

Scenario Assumptions:

SCENARIO A

Freight related uses are allowed on all parcels with frontage along all recommended truck routes.

SCENARIO B

Same as Scenario A, minus all parcels with frontage only on the long-term truck routes.

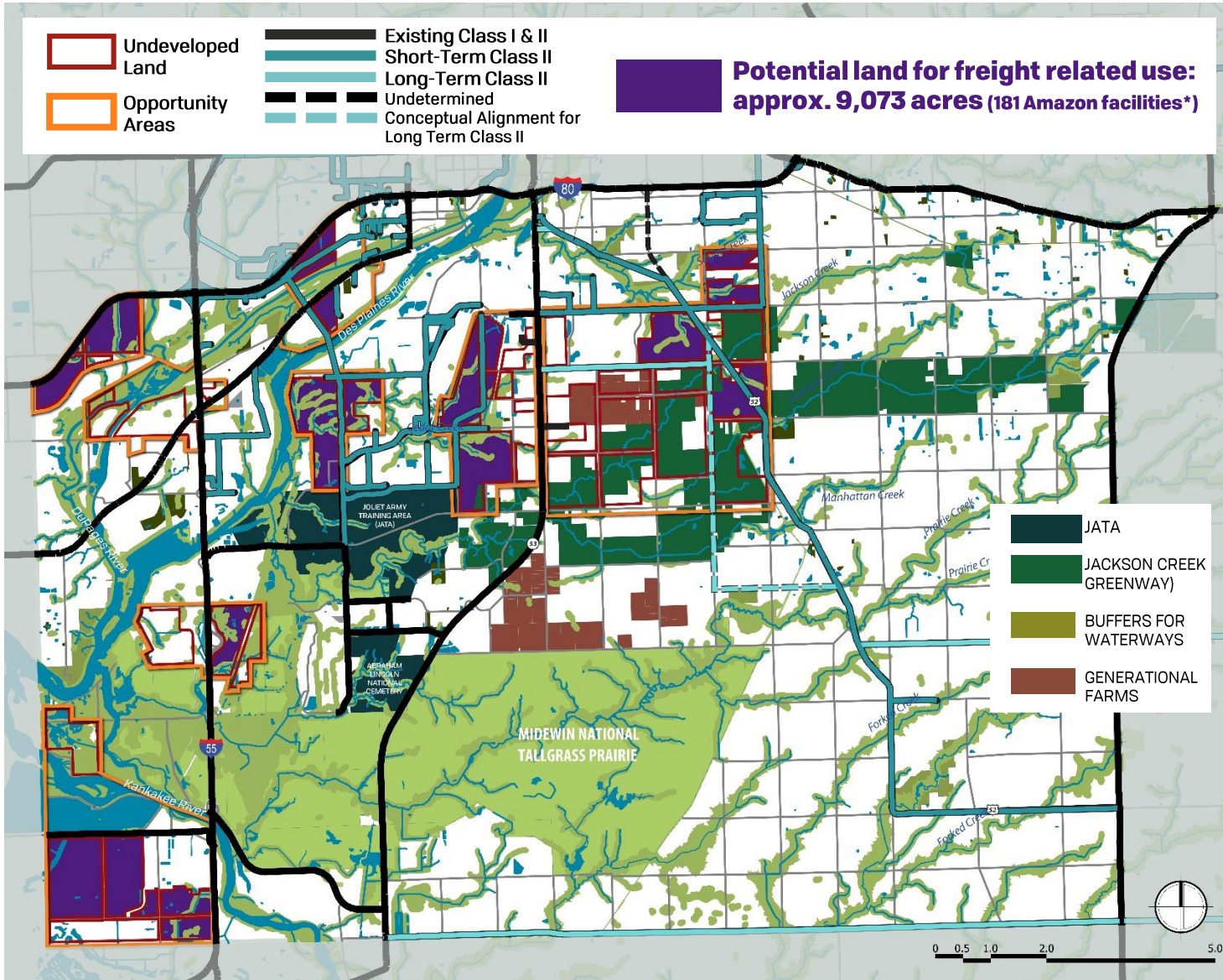
SCENARIO C

Same as Scenario B, minus parcels with frontage only along IL 53/Historic Route 66.

SCENARIO D

Same as Scenario C, minus parcels required for potential preservation

SCENARIO D showing potential freight related land capacity

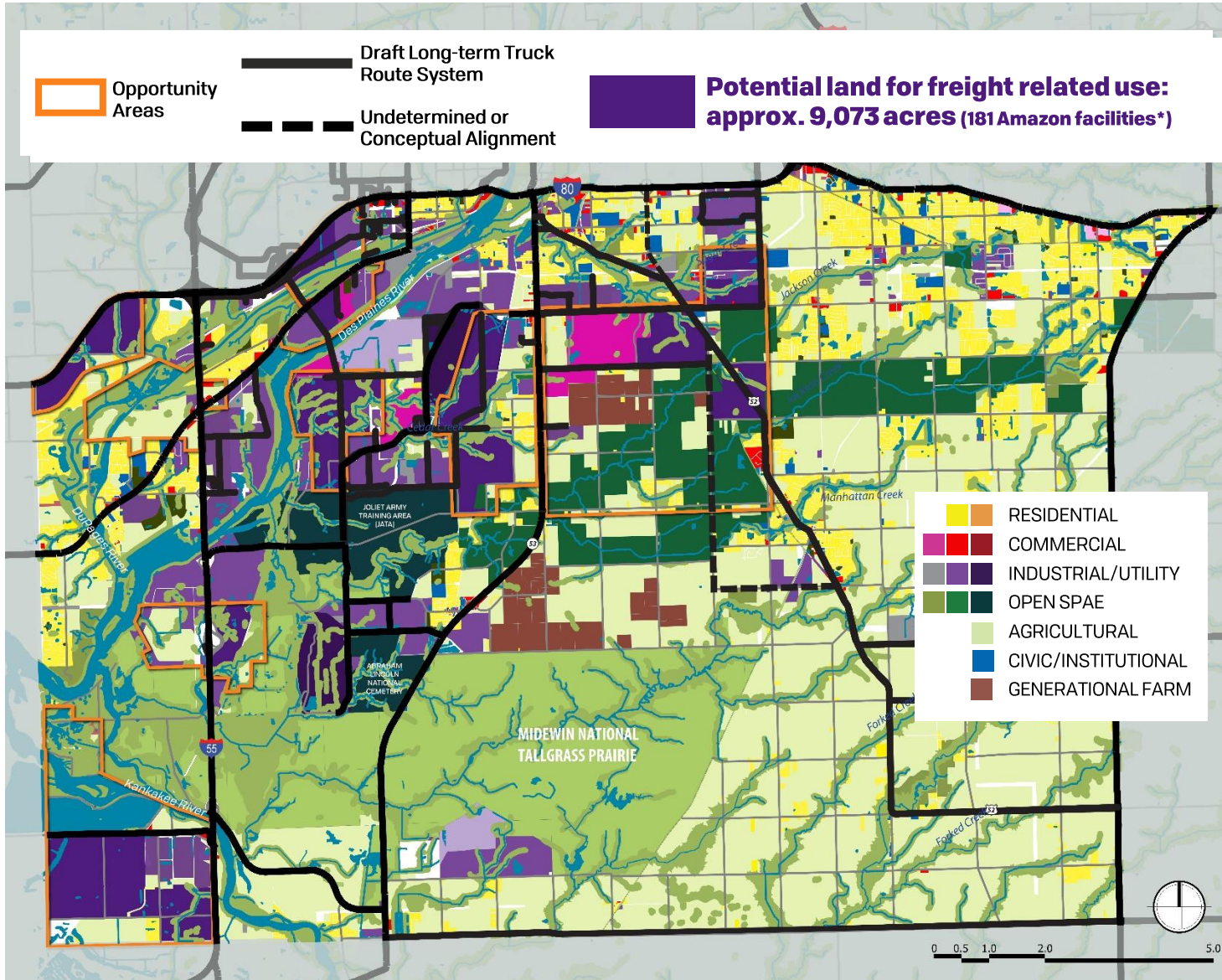


Scenario D: Same as Scenario C, minus parcels required for potential preservation

	LAND CAPACITY	
1	LAND CAPACITY FOR FREIGHT RELATED USE	9,073 ACRES
2	LAND REMAINING FOR OTHER USES AND PRESERVATION AREAS	8,003 ACRES
PRESERVED AREAS		
3	JACKSON CREEK GREENWAY	P
4	JATA	P
5	BUFFERS FOR FLOODPLAINS	P
6	GENERATIONAL FARMS	P
P: PROVIDED NP: NOT PROVIDED		

*no. of Amazon facilities is provided as an example of capacity and assumes 50 acres of land for a 1 million sf facility.

SCENARIO D showing potential freight related land capacity plus existing land uses



Scenario D: Same as Scenario C, minus parcels required for potential preservation

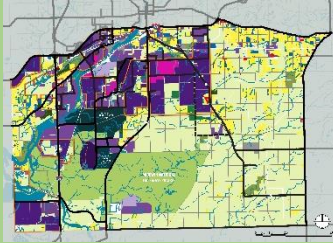
LAND CAPACITY		
1	LAND CAPACITY FOR FREIGHT RELATED USE	9,073 ACRES
2	LAND REMAINING FOR OTHER USES AND PRESERVATION AREAS	8,003 ACRES
PRESERVED AREAS		
3	JACKSON CREEK GREENWAY	P
4	JATA	P
5	BUFFERS FOR FLOODPLAINS	P
6	GENERATIONAL FARMS	P
P: PROVIDED NP: NOT PROVIDED		

*no. of Amazon facilities is provided as an example of capacity and assumes 50 acres of land for a 1 million sf facility.

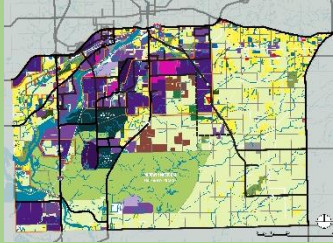
SUMMARY TABLE FOR THE FOUR SCENARIOS

This table offers a summary for the four scenarios and the two variables: Land Capacity and Preservation Areas. Each scenario is shown in greater detail on the following pages.

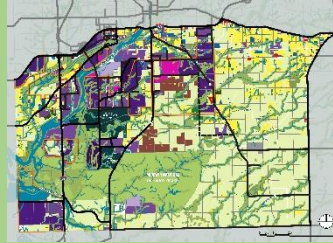
SCENARIO A
Industrial and freight related uses are allowed on all parcels with frontage along all recommended truck routes.



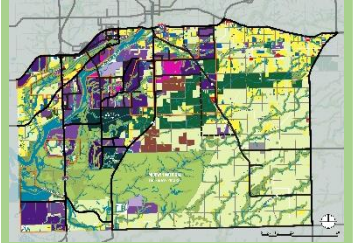
SCENARIO B
Same as Scenario A, minus all parcels with frontage only on the long-term truck routes.



SCENARIO C
Same as Scenario B, minus parcels with frontage only along IL 53/Historic Route 66



SCENARIO D
Same as Scenario C, minus parcels required for potential preservation



	LAND CAPACITY				
1	LAND CAPACITY FOR FREIGHT RELATED USE	13,311 ACRES (266 AMAZONS)	11,764 ACRES (235 AMAZONS)	10,392 ACRES (207 AMAZONS)	9,073 ACRES (181 AMAZONS)
2	LAND REMAINING FOR OTHER USES & PRESERVATION AREAS	3,765 ACRES	5,312 ACRES	6,684 ACRES	8,003 ACRES
	PRESERVATION AREAS				
3	JACKSON CREEK GREENWAY	Not Provided	Not Provided	Not Provided	Provided
4	JATA	Provided	Provided	Provided	Provided
5	BUFFERS FOR WATERWAYS	Not Provided	Not Provided	Provided	Provided
6	GENERATIONAL FARMS	Not Provided	Provided	Provided	Provided

Plan Guiding Principles

3 aspirational and unifying themes as a foundation for plan principles and strategies.

**Prosper
Nurture
Balance**

Project Next Steps for Winter 2020/2021:

- Revise scenarios based on feedback received
- Develop a Draft Land Use Strategy to present for feedback at a public workshop
- Final revisions to the Truck Routing Network map and supporting components
- Fourth and final Steering Committee meeting



Questions or Additional Comments
Contact Jacque Henrikson at JHenrikson@civiltechinc.com