



Corridor Planning Group / Technical Task Force Meeting # 1
June 14-15, 2011

Workshop: Identify Project Issues and Goals
(Transcribed Workshop Feedback)

Issues and Concerns - Illinois

Table 1 (Yellow) - Issues and Concerns

Table Participants:

Kristen Anderson- Metra
Richard Duran- Village of Peotone
Marian Gibson- Village of Manhattan
Andrew Hawkins- Forest Preserve District of Will County
Mike Van Mill- Economic Alliance of Kankakee
Robert Massat- Green Garden Township Highway Commissioner
Amy Hanson- Federal Aviation Administration
Rich Kula- Federal Aviation Administration

Environmental Impacts/Resource Accessibility

- Access to Midelin
- Loss of Ag production in Southern Will and Northern Kankakee County
- I-55 connection- Issue with Kankakee River
- Impacts to T & E Species
- Fragmentation of open space areas, i.e., State, County, Federal
- Sensitivity to environmental assets

Economic Development

- Economic developments maximized
- Urbanization- Ability to preserve ROW with current and future development
- Sufficient number and location of interchanges
- Planning a corridor to meet future needs- trucks, cars, rail, utilities, communication
- Rail- right of way in Illiana alignment
- Once Highway develops will CN & RR want an intermodal near Peotone thus increasing



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Mobility (Trucks)

- Current Congestion traffic
 - trucks from intermodal, Peotone, Wilmington Rd. to I-57 at Peotone
 - Trucks from Manteno on Gov Highway Rte 50 to Peotone, Wilmington Rd. at I-57
 - Trucks E-W to Indiana
 - Beecher/Peotone Rd.
 - Kankakee/Will County Rd.
 - Gov Highway to In Route 41
- Increased truck traffic by passing expressways using local roadways
- Truck traffic dedicated lanes

Transportation Compatibility

- Provide sufficient local/collectors
- Accommodate and compliment airport location
- Lack of coordination with IDOT Bureau of Aeronautics
- South Suburban Airport impact on Illiana and surrounding communities

Safety

- Safety and security issue can arise with placing a highway within an airport boundary

Multi-Modal Opportunities

- Bike path accommodation and coordination
- Preserving and facilitating access to existing METRA stations in University Park, New Lenox, Laraway Rd and Manhattan
- Alternate means of transportation
 - Trails along corridor and trail connections
- Preserving access to and right of way of long-term prospect
 - Metra expansion projects
 - South East Service
 - Rock Island extension to Minooka
 - SWS Midewin- Metra electric Peotone
- Choose Route that will allow most efficient and quick construction

Maintaining Political Support

- Political Uncertainty

Influence of P3 on Corridor Selection

- Influence of private sector in corridor selection



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Table 2 (Green)-Issues and Concerns

Table Participants:

George Gray- Village of Peotone
Jim Piekarczyk- Kankakee County Engineer
Tim Vanderhyden- Jackson Township Supervisor
Ralph Shultz- Forest Preserve District of Will County
Tom Thanas- City of Joliet
Jamy Lyne- Will County

Congestion and Traffic

- Truck traffic and congestion
 - Disperses onto local collectors
 - Damages and deteriorates roads not designed to carry truck loads
 - Consumes capacity, slowing travel time, emergency responses, reduces quality of life and public safety
- Allow for capacity not just for current needs but for future expansion
- Truck drivers networking via CB radios to bypass congestion through Kankakee county
- Opportunities to create a new non-motorized transportation corridor
- Impacts or disruption to existing non-motorized transportation
- Truck traffic/ congestion on I-80
- Move container traffic off local roads

Environmental & Community Impacts

- Impacts on communities from separation or bisection
- Impacts on communities in path
- Environmental impacts to Midewin and Des Plaines conservation area
- Impacts to or loss of preserved natural areas
 - Federal, State, County, Municipal
- Impacts/Opportunities to or for natural resources

Location/Design

- Truck traffic growing at rapid rate
- Types of developments in corridor
- Number of interchanges
- Location
- Facility should be designed for the future
- Corridor has room for future growth/expansion



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- Location of corridor meeting and future travel/ distribution needs

Planning Needs

- Ability to accommodate traffic from South Suburban Airport
- How growth will impact groundwater quality and drinking water supply issues
- Changes to planned land use transitions
- Coordination with long range plans of communities and local agencies
- Control growths and development in ____ planning practices
- Identify development in unincorporated areas
- Complete streets or multi-modal solutions
- Connections to existing multi-modal facilities
- Illiana accommodates largest service area possible

Cost

- Funding
- Cost of project and how paying for it could impact cost of using road
- Cost of crossing Des Plaines River
- Safe and efficient commercial travel is necessary to maintain economic vitality
- Preserving enough ROW to protect an adequate size corridor

Table 3 (Pink)-Issues and Concerns

Table Participants:

John Grueling- Will County Center for Economic Development
Teresa Kernc- Village of Diamond
Marc Nelson- Village of Manhattan
Timothy Nugent- Village of Manteno
James Walsh- Village of Manhattan
Seth Jaasen- Congressman Kinzinger
Steve Lazzara- Will County

Environmental

- Least amount of displaced residents
- Air pollution increase
- Small communities along the corridor “small town characteristics”
- Small towns have numerous historic and cultural assets that could be upset
- Will townships and villages be responsible for EPA and respective studies
- Impacts on local businesses



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- Acquisition on land, both residential and farm land
- Location of Midewin
- Farmland impacts

Financing Costs/Construction ability

- How will cost/participation be shared/determined
- Will this project be completed as one? Or will it be built like I-55. I-57
- If intermodal is a big part of this will they help in the financial end?
- Location of rivers in relation to I-55 and cost of bridge construction
- State and Federal funding availability
- P3 source of private financing

Governmental Authority

- Police: who's jurisdiction, where will fines collected go?
- Maintenance: Who maintains? Who pays for maintenance?
- Governing Authority

Traffic

- Capital
- Operating
- Maintenance

Study Process

- I-80 is already congested
- Truck traffic needs an East-West corridor
- How will this affect traffic on I-55-I-57
- Study local roads to make sure they can handle additional traffic
- Truck traffic congestion
- Relieve congestion on I-80
- Local roads and rural roads specifically Peotone Road.
- Local truck traffic

Multi- Modal

- Dedicated freight rail line to compliment intermodal and CN line
- Lanes: How many? PACE bus lane (if traffic slows)
- What about bus lanes/light commuter rail in Median
- Location of industrial and logistics parks
- Recreational facilities (Bike path)
- Multi-purpose road vehicles- Rail information
- Dedicated truck lanes



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Land/ Economic Development

- Land use planning along corridor
- Promote economic development/Create jobs
- Could help promote tourism (In/Out) Midewin-Abe Lincoln cemetery RT.66 Corridor

Design Issues

- Dedicated truck lanes
- Location of interchanges
- Can existing road be widened and deemed acceptable
- Location of South Suburban Airport
- Incorporation of South Suburban airport
- Route?
- Locate to make most sense with Suburban airport
- Make sure it does not go too far south so as much intermodal traffic is captured

Planning Process

- Length of time to complete NEPA process

Table 4 (Blue)-Issues and Concerns

Table Participants:

William Borgo- Village of Manhattan
Alicia Hanlon- Will County Center for Economic Development
Christina Kupkowski- Will County Highway Department
Daniel Tovo- village of Monee
Don Kopec- CMAP
Adam Linter- Tollway
Jim Testin- REHCE Braidwood
Jim Trizna- City of Joliet
Gregg Ruddy- City of Joliet

Environmental

- Midewin tall grass prairie
- Impacts to Midewin
- Preservation of productive agricultural land
- Need to preserve open areas to ensure ample future draining
- Ability to work around environmental issues
- Impacts to planned land uses
- Impacts/ barriers to environmentally sensitive areas



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- Endangered Species

Congestion

- I-80 congestion
- Major congestion relief

Transportation Highway System

- Lack of Roadway continuity across IL/IN boarder
- Need high quality roadways designed specifically to handle truck loads
- Need for East/West alternatives in region & County
- Alternate route around Lake Michigan (I-80,I-90,I-99)
- Lack of alternate E-W routed to I-80 in area
- Location of connection to I-55 at west end of corridor
- Costs/impacts to secondary roads
- Potential connection of Prairie Parkway

Freight

- Freight movement
- Intermodal facility growth
- Growth in truck traffic
- Access to intermodal
- Intermodal transportation corridor
- Increased truck traffic from intermodal
- Ease of existing intermodal facilities to get trucks to and from Illiana expressway
- Significance for regional and national freight system

Accessibility

- Want infrastructure to connect resident to jobs
- New road would provide opportunity to access large portions of under developed land
- Access to proposed 3rd airport
- Ability to serve future airport

Safety

- Safety issues on I-80
- Access controlled highways safely incorporate more vehicles than arterials

Economic Development

- Population and employment growth in Will Co.
- Promote development revenue
- Create jobs in region
- Balance economic development opportunities with need for mobility



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Financing Funding

- Any new investment to infrastructure should be self-sustaining
- Lack of public financing for highway expansion
- Costs of obtaining land on to which build Illiana
- Funding
- First application of IL P3 in legislation
- Construction/ maintenance cost (Toll way)

Process

- Little precedence for IL/IN Bi-State cooperation
- Interface with SSA project
- 3rd Airport status
- Extensive land acquisition requirements
- Ease of getting land dedications

Table 5 (Purple)-Issues and Concerns

Table Participants:

Michael Bossert- Kankakee County Board
Steve Hamer- IDNR
Ed Paesel-South Suburban Mayor & Managers Association
David Vanderzee- Pace
Lawrence Walsh- Will County
Mark Thompson- IDOT aeronautics/ Hanson professional services
Nick Palmer- Will County Exec
Bud Fleming- SSM& MA

Access

- Transportation Connections
- Traffic congestion
- Transportation options
- Lack of existing infrastructure
- Needs to be located at ease existing projected traffic congestion
- Provide a more direct E-W access to Rt. 65 on East and Rt. 55 on West from Southern areas of IL and IN
- Reduce traffic congestion, E-W particularly truck traffic
- Support south suburban airport



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- Maximize benefit for access to the South Suburban airport
- Avoid south suburban airport footprint

Environment

- Minimize impacts
 - Communities
 - Residential
 - Relocation
 - Community disruption
 - Prime farmland
 - Wetlands
 - Endangered species
 - Watersheds/rivers and creeks
- Agricultural
 - Avoid leaving uneconomic remnants of parcels or severing parcels
- Habitat destruction
- Sediment and erosion impacts
- Air and noise

Economic Development

- Land use plans-existing and future
- Illiana should be an economic development tool
 - Connects and supports intermodal centers
 - South suburban airport
 - Employment in other cities
- Regional commuting patterns within the corridor

Multi-Intermodal

- Facility must be intermodal in nature
- Public transit use for future
- Concerns about cost of project, need more use of corridor to help pay cost
 - Freight
 - Rail
 - Broadband
 - Fiber

Funding

- Critical corridor for regional network and national network
- Competing priorities for limited funds—is this the best investment/needed investment?



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- Cook County Courthouse replacement parking—is funding available?

Right of way protection

- Determine how much to fast track process so ROW protection can begin or we can risk losing viable corridors

Table 6 (Orange)-Issues and Concerns

Table Participants:

Michael Einhorn-Village of Crete
Matt Fritz- Village of Coal City
Bruce Gould- Will County Highway Department
Michael Lammey- Kankakee Area Transportation Study
David Wallace- Village of Monee
Rocco Zucchero- Toll way
Mike Bolton-PACE
Harry Gimore- Robinson Engineering

Trucks

- Truck traffic in excess of 50% in Kankakee county
- “Secondary” truck route
 - Manhattan/Elwood to 3rd airport along Illiana
 - Hoff road corridor in Manhattan
 - Will County 2030 plan
- Intermodal/Truck access
 - Elwood
 - Crete
- Intermodal truck traffic on I-5, are we just moving the problem south of I-80
- How will truck traffic lanes be considered
- Truck traffic east and west traveling in Kankakee county that have neither origin nor destination in the county
- Accommodate planned freight growth with intermodal
- I-80 is number 1st in the U.S in carrying commercial traffic & 2nd longest in the U.S

Airport/Intermodal

- Study area served by: Interstates
 - I-55, I-57, I-65, I-80 and I-355
- Rail



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- 6 out of 7 class I run through study area
- Airports
 - Proposed existing water
- 3rd Airport access
- With and without airport

Regional Mobility

- I-80, I-94, I-294 Implications
 - Traffic
 - Air quality
- Increasing crash incidents between trucks and cars in Kankakee
- Local traffic movement
- Through traffic movement
- I-55 access through bi-pass of Wilmington
- Interchange locations
- What type of transit lanes to consider
- Poor connections between cross- border roads in IL/IN few direct roads

Economic Development

- Development on top of interchanges
- Business growth and expressway interchanges
- Not located to address most immediate needs
- Economic impacts
 - Protect land values
- Indiana/Illinois conflicts

Process

- Financial viability, cannot wait until end to consider limitations
- Look for partnerships to establish corridor-rail, utility, fiber etc. to generate additional money and leverage resources
- Unconstrained Vs. Constrained projects
- Tolls VS. Non-Tolls
- No federal money, need to plan for this upfront this will impact
 - Design
 - Need
 - Demand



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Environment

- Environmental constraints at west end
- Environmental constraints at arsenal
- Regional drainage/designation facilities
- Residential displacement
- Wide enough Row for future growth

Toll

- Expand the Indiana Toll way concession to cover construction DBom
- Financial feasibility
- Collect money at every meeting!

Goals and Objectives - Illinois

Table 1 (Yellow)-Goals and Objectives

- **Multi-modal accommodations and connections**
- **Optimize current and future economic development opportunities**
- **Minimize and mitigate environmental impacts**
- **Optimize transportation capacity and safety**

Table 2 (Green)-Goals and Objectives

- **Environment & Community**
 - Minimize and mitigate community and environment impacts
 - Improve environment and community assets as opportunities arise
- **Traffic & Congestion**
 - Reduce traffic and congestion on state and local roads
- **Planning Needs**
 - Sufficient ROW to support multi-modal traffic, communications and utilities
- **Location and Design**
 - Balance local economic and transportation needs
 - Create an economically viable corridor for P3



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Table 3 (Pink)-Goals and Objectives

- **Costs and financing**
 - Identify financial sustainability
- **Traffic**
 - Improve East /West traffic flows
- **Environmental**
 - Avoid unnecessary negative impacts to environmentally and culturally sensitive areas
- **Design Issues**
 - Maximize congestion relief for current and future needs

Table 4 (Blue)-Goals and Objectives

- **Transportation System**
 - Evaluate a comprehensive system of transportation improvements that maximize movement in the region, accessibility and safety
 - Increase E/ W connectivity through corridor while providing for capacity for the future
 - Relieve congestion on I-80 and associated arterials
 - Improve safety of vehicular and pedestrian traffic in the corridor
 - Provide a safe and accessible transportation system for all users
 - Improve transportation system to assist mobility in the study area
 - Design the most cost efficient E/W highway/toll way that will reduce congestion on I-80 and provide freight haulers easy access
 - Establish a multi-modal transportation corridor
- **Environmental**
 - Minimize environmental impacts
 - Construct a highway that will meet economic logistics needs, but have the least amount of impact on the environment
- **Process/ Funding**
 - Identify a financially feasible transportation project
 - Consider alternative funding mechanisms like public/private partnerships
 - Design a sustainable product that improves lives in the region
 - Identify and evaluate financing options that allow for timely completion of the roadway
- **Economic Development**
 - Improve and maximize economic development opportunities



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- Consider potential impacts of roads as a development too
- Plan a highway in a way to encourage new support and existing economic development opportunities

Table 5 (Purple)-Goals and Objectives

- **Provide connections and access for all modes of transportation and utilities/ technology**
- **Support major existing And future infrastructure projects**
- **Provide mechanism for early ROW protection**
- **Avoid/ minimize environmental impacts**
- **Maintain consistency with existing and future land use plans**

Table 6 (Orange)-Goals and Objectives

- **Provide higher function facility for E-W Bi-State travel**
- **Improve intermodal connection and opportunities**
- **Develop the Illiana asset in a manner that is supportive of local planning**
- **Accommodate the vital national link for transportation and commerce**



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Issues and Concerns- Indiana

Table 1 (Yellow)- Issues and Concerns

Table Participants:

William Brown – Northwestern Indiana Regional Planning Commission
Robert Carnahan – President, Town of Cedar Lake
Gerry Scheub – Lake County Commissioner
Howard Fink – Merrillville Town Manager
Spero Batistatos – South Shore Convention & Visitors Authority
Paul Lohmann – President, Village of Beecher
Mike McIntire – West Creek Township
Dewey Pearman – Construction Advancement Foundation

Study Process

- Is the Study Area broad enough?
- Congestion Management Process: Multi-modal alternatives
- Taking too much time to complete
- Preservation of determined corridor
- What market are we looking to serve?

Environmental

- Preserve farm land
- Preservation of environmental assets, farmland
- Homes minimize impact
- Urban sprawl
- Taking of farm land
- Environmental justice: disinvestment in lakefront communities
- Be compatible or support local land use plans



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Transportation

- Network continuity, bi-state route options
- Limit number of interchanges
- Promote transportation
- How much congestion will this mitigate?
- Reduce truck congestion
- Cut through truck traffic as far south as 16 14
- Stormwater management
- Kankakee River Basin water quantity

Economic Development

- Not adversely impact Gary
- Perception this for new Illinois airport
- Corridor should be where it is most attractive to investor
- Maximize economic development potential
- Work with locals to determine standards for hotel development and restaurant impacts to existing markets

Costs

- Cost
- Toll or Interstate
- What commitment is there to build?
- Is Government willing to sell bonds for construction?



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Table 2 (Green)-Issues and Concerns

Table Participants:

Tom Goralczyk – President, City of Merrillville
Kay Nelson – Northwest Indiana Forum
Ian Nicolini – Cedar Lake Town Administrator
Donald Babcock – Northern Indiana Public Service Company
Tris Miles – City of Crown Point
Leesa Beal – Army Corps
Paul Leffler – Army Corps
Keith Piszro – Cedar Lake
Kathy Luther – Northwestern Indiana Regional Planning Commission

Environmental

- Flooding
- Wetland impacts
- Threatened and endangered species
- Sensitive natural areas
- Groundwater/drinking water supply on unconsolidated aquifers
- Unconfined aquifer
- Stormwater management
- Water quality
- Kankakee Wetland Restoration Project
- Kankakee floodplain drainage tributary ditches
- Wetland mitigation
- Regional vs. localized air impacts
- Historic issues
- Awareness of Great Lakes compact limits on water supply
- Air pollution
 - Emission testing
- Light pollution
- Noise pollution
- Historical sites
- Wildlife passage



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Economic Development

- Broadband or other corridor uses
- Development of intersections
- Light industrial or logistics parks
- Indiscriminate unplanned land use change

Design

- Reversible travel/traffic lanes congestion mitigation
- Aesthetic sound barrier walls
- Indiana's first green highway
- Electric vehicle charging stations
- Center restrooms/travel stops
- Travel areas
 - Diesel truck support re: no need to idle
- Multi-modal

Community/Socioeconomic

- Relocation of people
- Preserve livable community centers/downtowns
- Property acquisition process
- Not in my backyard
- Agricultural/land use compatibility
- Environmental justice concerns
- Farmland preservation
- Tribal cooperation
- Potentially benefits Peotone Airport at expense of Gary Airport
- Proliferation of interchanges promotes sprawl

Traffic

- Route 30 traffic back ups
- Alteration of existing traffic pattern
- Truck/rail connectivity



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Project Process

- On-going bi-state coordination
- Corridor preservation
- Funding
- IL vs. IN requirements
- NEPA/CWA404 merger

Table 3 (Pink)-Issues and Concerns

Table Participants:

Philip Kuiper – Vice President, Town of Lowell
Rick Niemeyer – Lake County Councilman
Steve Strains – Northwestern Indiana Regional Planning Commission
Eldon Strong – Center Township Trustee
Mark Maassel – Northwest Indiana Forum
Wilbur Cox – Town of Lowell
Doug Niksun – Town of Lowell

Environmental and social impacts

- Floodways/wetlands
- Environmental mitigation will be important
- How will current wetlands be impacted
- Environmental heritage
 - Work in concert to avoid wetlands, etc. while building needed routes
- Drainage impact of ditches and wetlands
- Determine environmental justice impacts on communities to north in IN
 - Gary, Hammond, E.C.
- Noise and pollution concerns

Public safety and cost

- Issues concerning public safety
 - Ambulance, fire, regarding funding for services to corridor
- Safety
 - Lesser traffic flow on a single road but traffic in total
- EMS coverage



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Multi-modal options

- Include other modes in the right-of-way including utilities recreation corridor
- Build with context sensitive design
- ROW Options
 - Does it make sense to put pipelines, railroads, etc. in same ROW

Project limits

- Length of Illiana? Why not all the way to I-94 (LaPorte)
- Consider long-term future and study farther east and west beyond I-55 and I-65

Economic development

- Enhancing the economic viability of NWI
 - Alternative traffic routes
 - Planning for job “centers” such as industrial parks
- Economic development along corridor

Land Use Compatibility

- Recent community planning
- Impact on Lake County Master Plan for zoning and growth in the unincorporated area
- New developments being interfered
- Community park under development
- Stone quarry’s in service as well as future
- Preservation of farmland where possible (minimize losses)
- Easement and size of corridor regarding farming impact

Property Impacts

- Eminent domain?
- How will current property owners be affected of highway location

Intermodal Connections

- Truck traffic on State Route 2
- Railroads being utilized
- Truck traffic
- Interphase with rail connections
 - i.e. Intermodal transloading
- Congestion relief (keep traffic not destined for or coming from Chicagoland away from Chicago area freeways, etc.)
- Location of interchanges on corridor
- Bypass for truck traffic needed?



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Public Involvement

- Form a bi-state coalition to help guide and provide input and support
- Be serious about public input throughout the study. Today is a good start.
- Is this part of Peotone Airport?
- Thoughts and input of local communities, etc. built into location and design

Congestion Relief

- Congestion relief for Borman expressway
- Capacity?

Cost and financing

- Make Illiana a toll road
- Vacant properties availability
- Right of way or corridor preservation
- Cost:
 - Build with other people's money
 - Keep tolls realistic
- Preserve a corridor soon before there is less room
- Timeliness
 - Build it in a reasonable fashion



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Goals and Objectives - Indiana

Table 1 (Yellow)-Goals and Objectives

- **Location should encourage large scale distribution logistics, and freight development**
- **Minimize negative impacts on EJ communities, farm preservation, water resources, environmental assets**
- **Support local land use plan for economic development**
- **Improve mobility and congestion in the region**

Table 2 (Green)-Goals and Objectives

- **Design**
 - Innovative design concepts
- **Community/socioeconomic**
 - Balancing community values with transportation needs throughout the bi-state region
- **Economic development**
 - Improve bi-state regional economic and technologic competitive advantage
- **Traffic**
 - Reduce congestion and increase connectivity and mobility in the bi-state region
- **Environmental**
 - Increase environmental sustainability of the bi-state region.
(Sustainability needs to be defined)
- **Project process**
 - Strong project management plan to ensure timely achievements of milestones.

Table 3 (Pink)-Goals and Objectives

- **Develop a multi-modal corridor that provides needed capacity, multi-modal options, and freight movement.**
- **Minimize environmental, social, and property impacts.**
- **Follow thru on public involvement plan.**
- **Be sensitive to ongoing development and land use plans.**
- **Consider public safety impacts and associated cost implications.**