



**EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY**

Public Engagement Summary

January 2021

Updated September 2021



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INTRODUCTION

The Will County Division of Transportation (WCDOT) is conducting a transportation mobility study to find strategies to better accommodate travel through eastern Will County while maintaining quality of life. This study is using the Planning and Environmental Linkages (PEL) approach to assess options for improving mobility and safety for citizens and freight carriers.

This approach streamlines the subsequent National Environmental Policy Act (NEPA) process by incorporating outcomes of the PEL study into the NEPA review, rather than issuing standalone feasibility studies. A major component of the PEL process is early and frequent stakeholder engagement that builds interagency relationships that link planning and engineering while minimizing environmental impacts. Morreale Communications is managing public involvement for the Eastern Will County Freight Mobility Corridor Study that is assessing alternatives for improving mobility and safety for citizens and freight carriers in eastern Will County.

This document summarizes all public engagement activities implemented during the Eastern Will County Freight Mobility Corridor Study. This document will be updated after major public involvement milestones, as this study is still ongoing. Public involvement activities for this study are expected to be complete by Fall 2021.

Public Engagement Activities

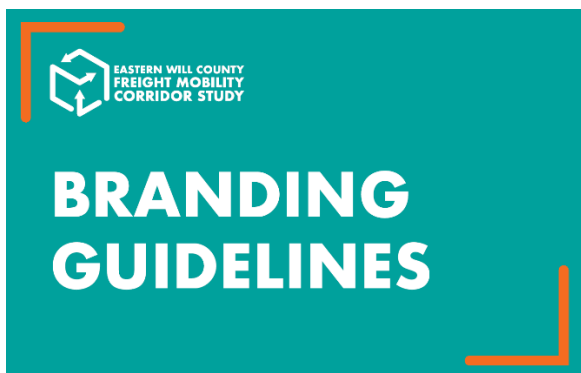
Stakeholder Involvement Plan



A Stakeholder Involvement Plan (SIP) was created to serve as a blueprint for defining methods and tools to educate and engage all stakeholders in this study's decision-making process. The SIP was designed to ensure that stakeholders are provided many opportunities to be informed and engaged as the project progresses. The SIP identified stakeholders and outlined the goals, activities, and timeline of stakeholder involvement activities. The SIP was approved in October 2020. See Appendix A-1 for the approved SIP.

Branding

Project branding consisting of a color palette, logo, and typography was established to create a consistent look across all project materials. Branding ensured that the study was easily identifiable to all stakeholders. A branding guidelines document was created containing information on how to use the branding across all project materials, including reports, websites, social media, and newsletters. The branding guidelines document can be found in Appendix A-2.




Logo

The logo consists of a primary and secondary mark.

The primary mark should be used primarily on all printed material and as the main logo on the web.

The secondary mark can be used ONLY for branding graphics, social media purposes, or as a design element.

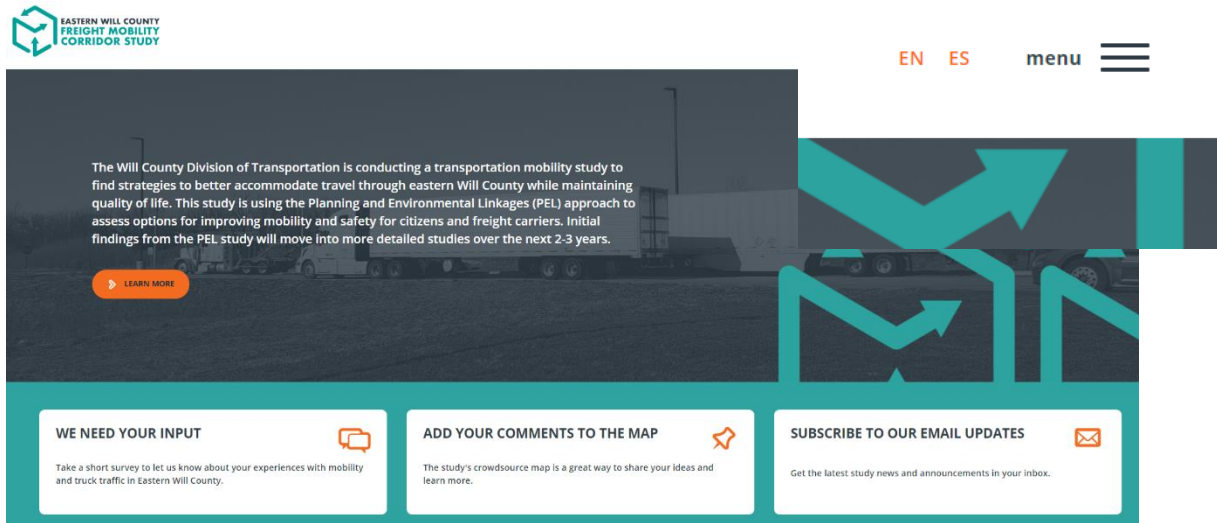
Logo can vary in sizes, but should not be smaller than 0.50 inches in height.

 Minimum size 0.50 inches in height



Website

A website (www.eastwillmobility.com) was created to be the central place for all study information for anyone interested in the project. The website serves as an easy-to-use and cost-effective way to find information and maintain the study's history. The website also serves as a primary way for stakeholders to engage with the study team through a public comment box that sends comments directly to the project team. The website is also available in Spanish. Visitors have the option to easily switch between languages.



Newsletter

Newsletters are sent through email to educate stakeholders about the study and to promote various stakeholder involvement activities. View the newsletters in Appendix A-3.

Date Sent	Subject/Objective	Number of Recipients
November 24, 2020	Project introduction	68
December 1, 2020	Survey promotion, PEL info	71
December 21, 2020	Survey reminder	81

Stakeholder Meetings

Small-group meetings were held with stakeholders to introduce the project and understand areas of opportunities and concern. View the summaries of the meetings in Appendix A-4.

Date	Attendees
September 19, 2020	WCDOT: Christina Kupkowski WSP: Dave McGibbon, Jamy Lyne, Rick Powell, Jamie Bents Peotone: Peter March, President; Aimee Ingalls, Village Manager
September 22, 2020	Village of Monee: Jim Popp, Mayor; Dave Wallace, Village Administrator Village of Crete: Mike Einhorn, Mayor; Mike Smith, Village Manager Peotone: Peter March, President; Aimee Ingalls, Village Manager Village of University Park: No Attendance
December 8, 2020	Forest Preserve District of Will County (FPDWC): Ralph Schultz, Andrew Hawkins WCDOT: Christina Kupkowski WSP: Dave McGibbon, Jamy Lyne, Jamie Bents, Rick Powell, Adam Miliszewski
December 9, 2020	Will County Center for Economic Development (WCCED): Doug Prior WCDOT: Christina Kupkowski WSP: Dave McGibbons, Jamy Lyne, Jamie Bents, Rick Powell, Adam Miliszewski
December 11, 2020	Will County Farm Bureau: Mark Schneidewind WCDOT: Christina Kupkowski WSP: Jamy Lyne, Jamie Bents, Rick Powell, Adam Miliszewski
December 14, 2020	Will County Planning and Zoning Commission: Janine Farrell WCDOT: Christina Kupkowski WSP: Jamy Lyne, Jamie Bents, Rick Powell, Adam Miliszewski
December 18, 2020	Crete Township: Michael Liccar, Tony Recupito WCDOT: Christina Kupkowski WSP: Dave McGibbon, Jamie Bents, Rick Powell, Adam Miliszewski
January 6, 2021	South Suburban Mayors and Managers Association: Kristi DeLaurentiis, Leslie Phemister Chicago Southland Economic Development Corporation: Reggie Greenwood WCDOT: Christina Kupkowski WSP: Jamy Lyne, Jamie Bents, Rick Powell, Adam Miliszewski
February 29, 2021	Amazon: Sarah Glavin, Ryan Wilson WSP: Jamy Lyne, Dave McGibbon, Rick Powell, Adam Miliszewski

June 9, 2021	Village of Frankfort: Mike Schwarz WCDOT: Christina Kupkowski WSP: Dave McGibbon, Jamie Bents, Adam Miliszewski
June 14, 2021	Village of Crete: Michael Einhorn, Michael Smith WSP: Dave McGibbon, Jamie Bents, Rick Powell, Adam Miliszewski
June 15, 2021	Village of University Park: Ernestine Beck-Fegham WCDOT: Christina Kupkowski WSP: Dave McGibbon, Jamie Bents, Rick Powell, Adam Miliszewski
July 19, 2021	CenterPoint Properties: Carmine Bottigliero WCDOT: Christina Kupkowski WSP: Dave McGibbon, Jamie Bents, Rick Powell, Adam Miliszewski
July 20, 2021	Will County Center for Economic Development: John Greuiling WCDOT: Christina Kupkowski WSP: Dave McGibbon, Jamie Bents, Adam Miliszewski
July 22, 2021	Midwest Truckers Association: Don Schaefer WCDOT: Christina Kupkowski WSP: Dave McGibbon, Jamie Bents, Rick Powell, Adam Miliszewski
August 2, 2021	Village of Monee: Ruben Bautista, Scott Koerner WSP: Jamie Bents, Rick Powell, Adam Miliszewski

Public Engagement Period

Due to the restrictions of in-person meetings, an online public engagement period was held in place of a traditional public meeting for the first phase of engagement. The online public engagement period was from December 1 through December 31, 2020. The goal of the first online public engagement period was to solicit feedback, create awareness, and to develop a purpose and need for the study, which is the first major milestone in the project development and PEL process.

Survey One

A major component of the month-long online public engagement period was participation in an interactive survey created using MetroQuest. The survey was open from December 1 to December 31, 2020. The Morreale team collaborated with the other team members to develop the survey questions and recommend the structure of the survey. The project branding was applied to the survey to create a consistent look. Various successful promotion strategies were implemented to receive 252 completed surveys during the online public engagement period. A summary of the survey responses can be found in Appendix A-5.



Online Public Engagement Page

A dedicated page on the study's website was created to serve as the central place for stakeholders to learn more about the online public engagement period and access the survey. The homepage of the website promoted the survey in the news sections. The promotion of the survey was in English and Spanish on the website.



Social Media

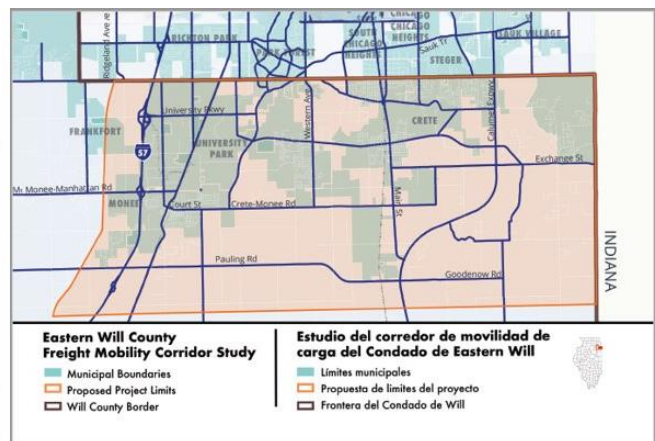
A social media campaign that used paid and organic posts was used to engage stakeholders and promote the survey. The social media posts were published on the Will County Executive Facebook page. The paid posts reached 6,095 people and made 9,202 impressions. This resulted in 471 post engagements. A detailed summary of the social media campaign can be found in Appendix A-6.

In addition to the paid and organic posts on the Will County Executive Facebook page, social media share kits were created to maximize the reach of the social media campaign. Key stakeholders were identified as partners and were provided content to post on their social media pages to help promote the study and the survey. The social media share kit can be found in Appendix A-7.



Targeted Stakeholder Outreach

The project team made it a priority to ensure that Limited English Proficient (LEP) and low-income populations in the study area were given the opportunity to learn about the study and provide feedback. A postcard with messaging in English and Spanish was sent out to over 5,500 people to the identified population and encouraged them to scan a QR code to take the survey and learn more about the study.



Survey Two

A second MetroQuest survey was opened on May 28, 2021, to collect data about freight generators and freight-intensive land uses in the study area. The survey, which has been promoted through targeted emails, is still ongoing and intends to obtain perspectives from local municipalities and freight and logistics industry stakeholders in the research area. As of August 13, 2021, the survey has garnered responses from 27 participants.

Appendix A

Stakeholder Involvement Plan

Branding Guidelines

Newsletters

Stakeholder Meetings

Survey One Results

Social Media Summary

Social Media Share Kits

Survey Two Results



EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY

Stakeholder Involvement Plan

October 2020
Updated September 2021



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Glossary
Acronyms

1. Introduction

1.1 Project Background

The Eastern Will County Freight Mobility Corridor Study has been undertaken by the Will County Division of Transportation (WCDOT) for the purpose of alleviating traffic congestion and safety concerns associated with truck movements in the Eastern Will County area. The study will examine alternative options that could improve mobility and safety for roadway users and will involve input from stakeholders, assessment of environmental resources, traffic patterns, and travel demand, as well as the technical feasibility of identified alternative options. The study will be conducted following the Illinois Department of Transportation's guidance, as well as national best practices for a Planning and Environmental Linkage (PEL) study.

1.2 Legal Requirements

The study process for this project will meet state and federal requirements that require the assessment of the social, economic, and environmental impacts of the project and public involvement with opportunities to participate and comment. The study will use the Planning and Environmental Linkages (PEL) approach that will flow into the National Environmental Policy Act (NEPA), provisions governing the Efficient Environmental Reviews for Project Decision-Making as specified in U.S. Code Title 23, Section 139 (23 U.S.C. 139), and the principles of Context Sensitive Solutions (CSS).

1.3 Planning and Environmental Linkages (PEL)

This project will be completed as a Planning and Environmental Linkages (PEL) study. Developed by the Federal Highway Administration (FHWA), the PEL process is a "pre-National Environmental Policy Act" (NEPA) planning study method to streamline the subsequent NEPA process. Instead of issuing standalone feasibility studies that would otherwise need to be confirmed or reworked in the NEPA process, the PEL process allows more success in NEPA by developing the early stages of NEPA before the time-restricted NEPA process formally begins. Work completed in PEL carries over into NEPA, which provides additional time for Purpose and Need development, data collection, alternatives identification, alternatives assessment, and a longer period for agency and public involvement.

1.4 National Environmental Policy Act (NEPA)

The PEL informs the NEPA process as stated in Section 1.3 above. It is anticipated that the Federal Highway Administration (FHWA) and Will County Division of Transportation, with the assistance of the Illinois Department of Transportation (IDOT) Bureau of Local Roads, will proceed with a formal NEPA study for the Eastern Will County Freight Mobility Corridor Study following or nearing completion of the PEL to satisfy NEPA requirements.

1.5 Context Sensitive Solutions

This project will use the principles of the IDOT's Context Sensitive Solutions (CSS) Policy and Procedural Memorandum 48-06. CSS is a collaborative approach that provides all stakeholders opportunities to participate and share comments or concerns about the study's objectives and the alternatives. A primary goal is to ensure the project fits its surroundings and preserves

scenic, aesthetic, historic, and environmental resources while maintaining safety and mobility. Early, frequent, and meaningful communication is essential to ensure the public involvement process seeks solutions, addresses all concerns, and takes into serious consideration the quality of life of stakeholders. The CSS approach will provide stakeholders the tools and information required to participate in the study process and information to understand how the PEL approach informs the subsequent NEPA process.

As identified in IDOT's CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder's key issues and concerns.
- Involve stakeholders in the decision-making process early and often.
- Establish an understanding of the stakeholder's role in the project.
- Address all modes of transportation.
- Set a project schedule.
- Apply flexibility and creativity in design to address stakeholders' concerns to shape effective transportation solutions while preserving and enhancing community and natural environments.
- Educate the public on the project goals and direction.
- Demonstrate a comprehensive understanding of contexts.
- Foster continuing communication and collaboration to achieve consensus.

2. Goals and Objectives

The purpose of this Stakeholder Involvement Plan (SIP) is to provide a guide for implementing stakeholder involvement for the Eastern Will County Freight Mobility Corridor Study. The SIP will be used as a blueprint for defining methods and tools to educate and engage all stakeholders in this project's decision-making process. The SIP has been designed to ensure that stakeholders are provided a number of opportunities to be informed and engaged as the project progresses.

2.1 Stakeholder Involvement Plan Goals

The goal of the SIP is to actively seek the participation of communities, agencies, special interest groups, freight and trucking industry representatives, and the general public throughout the project development process. The SIP provides the framework for achieving consensus and communicating the decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.

The SIP:

- Identifies stakeholders.
- Identifies Project Study Group (PSG).
- Establishes the timing and type of involvement activities with all stakeholders.
- Establishes stakeholder requirements for providing timely input to the project development process.

2.2 Stakeholder Identification Procedures

Per IDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. Stakeholders for this project may include, but are not limited to, the following:

- Residents
- Business Owners
- Elected/community officials
- Illinois Department of Transportation
- Will County Forest Preserve
- Will County Farm Bureau
- Will County Governmental League
- Will County Center for Economic Development
- Mobilization for Action Through Planning and Partnerships (MAPP)
- Churches and schools within the project limits
- Advocates for community and historic interests
- Advocates for environmental resources
- Other special interest groups
- Government and planning agencies
- Trucking Industry organizations
- Freight Industry organizations
- Farming and agriculture organizations
- Transportation system users and organizations
- Chambers of Commerce
- Neighborhood groups
- Utilities/Telecommunications
- Others outside the study area with an interest in the project

2.3 Stakeholder Involvement Ground Rules

The public outreach efforts identified in the SIP will be conducted based on a set of ground rules that forms the basis for the respectful interaction of all parties involved in this process. These ground rules will be established initially with the SIP, but must be agreed upon by the stakeholders and, therefore, may be modified based on stakeholder input.

These rules include the following:

- Input on the project from all stakeholders is duly considered to yield the best solutions to problems identified by the process.
- Input from all participants in the process is valued and considered.
- The list of stakeholders is subject to revisions/additions at any time as events warrant.
- All participants must keep an open mind and participate openly, honestly, and respectfully.
- All participants should work collaboratively and cooperatively to seek a consensus solution. Consensus is defined as "when a majority of the stakeholders agree on a

particular issue, while the remainder of stakeholders agrees its input has been heard and duly considered and that the process as a whole was fair."

- All participants in the process must treat each other with respect and dignity.
- The project must progress at a reasonable pace, based on the project schedule.
- IDOT and the Federal Highway Administration (FHWA) will make final project decisions concerning the process and stakeholder input.
- To protect the health and safety of the project team and stakeholders, all public involvement activities will follow Will County and the State of Illinois public health and safety guidance.

3. Stakeholder Group Organization

3.1 Project Study Group (PSG)

The Project Study Group is the working group consisting of a multidisciplinary team of representatives from WCDOT, IDOT, FHWA, and the project consultant team and is tasked with determining the ultimate project recommendations and decisions on this project. Per IDOT's CSS procedures, WCDOT has formed the initial interdisciplinary PSG; however, to maintain an optimal multidisciplinary team, this membership may evolve as the study progresses, and the understanding of the project's context is clarified. Also, if recommended by the stakeholders and determined necessary by the PSG, additional project working groups may be formed in the future.

The PSG has primary responsibility for the project development process. This group will meet throughout the study process to provide technical oversight and expertise in key areas, including study process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP.

Other responsibilities of the PSG include the following:

- Expediting the project development process.
- Identifying and resolving project development issues.
- Promoting partnership with stakeholders to address identified project needs.
- Working to develop consensus among stakeholders.

The persons listed in Table 3-1, Appendix A will form the PSG for this project.

3.2 Elected Officials

Elected officials in the project study area must stay abreast of project development and be a part of the project development and information gathering process. Elected officials will be invited to small group stakeholder meetings and receive project briefings. Project summary materials will be prepared and made available at the meeting. A list of elected officials is in Table 3-2, Appendix A.

3.3 Implementation

This SIP serves as a guide for public involvement for the study, but the strategies included can be used throughout all phases, including construction. Implementation of this plan requires the commitment and efforts of all involved parties. As an implementation guide, this plan links specific strategies to the study schedule and identifies the audience that each strategy is

intended to reach. Implementation of this plan requires the commitment and efforts of all study participants and includes the expected actions, responsibilities, and timing. The PSG will be responsible for the overall development, implementation, and coordination of the Stakeholder Involvement Plan.

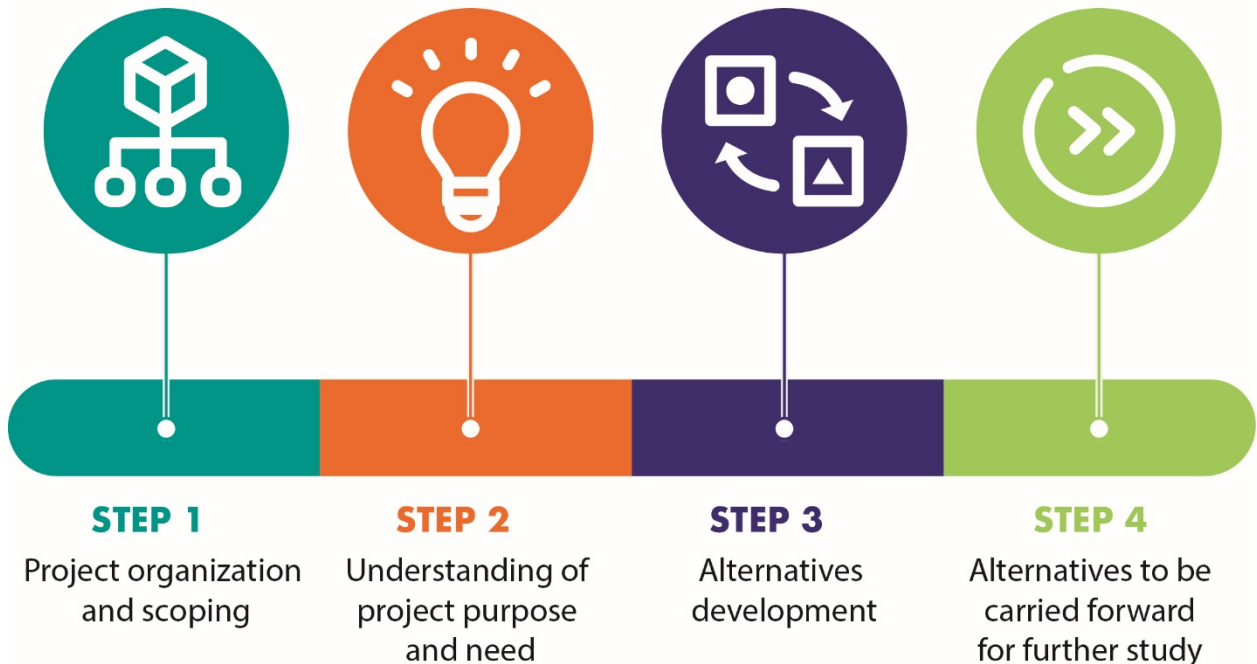
3.4 Stakeholder Involvement

Any person or group who shows interest in the project will be added to the stakeholder list, which will be used for all stakeholder engagement activities. The PSG will also be available to meet with stakeholder groups on a one-on-one basis throughout the project, if deemed necessary. In addition, stakeholders will be informed about the project website where they can access up-to-date information and submit comments that will be included in the project record.

4. Tentative Schedule of Project Development Activities and Stakeholder Involvement

This section describes the general project development process, project activities, and associated stakeholder involvement activities. It is anticipated that some meetings and activities will be conducted online or over the phone in accordance with public health requirements and stakeholder preferences.

PROJECT DEVELOPMENT ACTIVITIES AND STAKEHOLDER INVOLVEMENT



4.1 Stakeholder Identification, Development of SIP, Project Scoping

This stage of the project development process begins the CSS process with various agency notifications, project organizational activities, and scoping activities. These activities include, but are not limited to, the following:

- Assemble and organize the PSG.
- Identify project cooperating and participating agencies
- Develop and make the SIP available.
- Develop the stakeholder contact list.
- Organize and hold one-on-one meetings with stakeholders.
- Conduct regulatory/resource agency PEL scoping activities.
- Organize and hold the public kick-off meeting to inform stakeholders of the project process, defined study area, project history, identify study area issues/concerns, and solicit participation.

4.2 Understanding of Project Purpose and Need

The objective of this stage is to further clarify the transportation problems in the study area and utilize the goals and objectives to develop the project problem statement. Project purpose discussions will focus on providing stakeholders with background on known issues, such as traffic safety and congestion/operational concerns, traffic forecasts, freight and trucking challenges, and their prospective effects on future traffic conditions. Issues raised by the project stakeholders during scoping will also be discussed. This will set the stage for meaningful discussions about potential solutions.

The information presented and collected will be used as the basis for the development of the project Purpose and Need statement. Activities in this stage include the following:

- Commence with an informational meeting of the PSG and stakeholders to present the ground rules and gather input towards developing a clear statement of the transportation problems to address by the project.
- Organize small and medium-sized group meetings with stakeholders.
- Achieve stakeholder consensus on the problem statement.
- Develop a project Purpose and Need statement; opportunities for stakeholder review will be provided.
- Organize and hold a public meeting to present the known corridor issues and deficiencies and the draft Problem Statement for comment. Discuss and solicit potential alternatives that could address the Purpose and Need, and present the next steps of the study.
- Publish the website and use it as a main resource for stakeholders looking for project information.

4.3 Alternatives Development

A range of project alternatives will be considered to address the project Purpose and Need. The alternatives development process will be iterative in nature, providing progressively greater detail. Numerous opportunities will be provided for stakeholder input to the development and evaluation of alternatives. Steps in the alternatives development process include the following:

- Identification of alternative development procedures, planning and design guidelines, and alternative evaluation procedures. This information will serve as the general guidance for the alternatives development and evaluation process.
- Organize small and medium-sized group meetings with stakeholders.

4.4 Alternatives Consideration

This milestone of the project consists of screening the long list of suggested alternatives to identify those alternatives that meet the project Purpose and Need. This milestone is intended to conclude with alternatives to be carried forward to the NEPA phase.

- Evaluation of the initial alternatives.
- Organize and hold multiple PSG meetings to discuss alternatives that meet Purpose and Need.
- Organize small and medium-sized group meetings with stakeholders.
- Evaluation of alternatives carried forward to project NEPA phase.
- Achieve stakeholder consensus on the alternatives.
- Organize and hold public a meeting to present the alternatives to be carried forward and the screening methods.
- Identification of alternatives to be carried forward to project NEPA phase.

*Please note that per the IDOT BDE Manual, the Project Purpose and Need and Alternatives to be Carried Forward are referred to as "coordination points." Also note that a preferred alternative will not be identified during the PEL study phase of the project. A list of pros and cons of each corridor will be created based on what is examined from the environmental, traffic, travel demand, engineering, and stakeholder involvement perspective. A preferred alternative will be identified in the next project study phase as part of the NEPA process and the preliminary engineering process.

5. Public Involvement Plan Activities

The following activities are proposed as apart of the public involvement plan to take place during the study. Unless noted, the PSG is the responsible party for activities and coordination. All activities will be reviewed and approved by IDOT before proceeding. All public involvement activities will comply with Title II of the Americans with Disabilities Act (ADA).

5.1 Stakeholder List Development

Given the large footprint of the study area, a thorough stakeholder list was developed using Context Sensitive Solutions (CSS). The list includes property owners, business owners, state and local officials, community groups, and motorists and non-motorists who utilize the current roadways and proposed alternatives. Any stakeholder who expresses interest in learning more about the project and attending events will be added to a stakeholder list that will include them as recipients of project newsletters and meeting invitations.

5.2 Outreach Meetings

5.2.1 Stakeholder Meetings

The project team will seek stakeholder input throughout the study. Stakeholder meetings ranging from small meetings with 1-4 attendees to medium-sized group

meetings with 5-12 attendees will be coordinated to engage stakeholders. The meeting objectives are to engage stakeholders by sharing project information, addressing potential project issues and concerns, and provide groups specialized discussions about the project. The meeting attendees could include local agencies and organizations, elected officials, members of the business community, and affected property owners. Meeting invitations will be sent to stakeholders both digitally and printed. Will County policy requires meeting invitations and information to be sent to elected officials using letters and to the public using postcards. Materials for the meeting will be developed, including exhibit boards, presentations, and distributed project information one-pagers. All materials can be presented digitally if a virtual meeting is required.

5.2.2 Public Meetings and Open Houses

As part of the PEL process, there will be two public meetings that will be open to the broader public to solicit feedback and create awareness of the project. Opportunities for public comments, both verbally and through written comment cards, will be available at both public meetings. All public comments made at the public meeting will be documented and made available on the project website. Meeting invitations will be sent to stakeholders either digitally or printed. Materials for the meeting will be developed, including exhibit boards, presentations, and distributed project information one-pagers. All materials can be presented digitally if a virtual meeting is required. A summary and all materials will be available on the project website following the meeting.

Due to Local, state, and federal guidelines for activities during COVID, future meetings will incorporate a hybrid approach which includes the option for in-person attendance or viewing the meeting features online to take into account health precautions, and attendance restrictions and limitations. Meetings will be promoted to stakeholders and the public through traditional outreach such as flyers posted in prominent locations, promotions on local municipal websites and newsletters, and promoted at events within the project area. Proven to be effective for this project, paid social media will also be utilized to promote this meeting. Lastly, to reach Limited English Proficient (LEP) and low-income populations, targeted outreach methods will be utilized, such as a targeted mailer.

5.2.3 Health precautions for in-person meetings

Will County and the State of Illinois public health and safety guidelines will be followed if public meetings are held. Precautions include limiting the number of people in the meeting area, requiring masks, availability of hand sanitizer, social distancing guidelines, hand washing guidelines, and the option to attend meetings virtually. The meetings will have posted signs and adequate supplies such as masks, hand sanitizer, hand soap, and disinfectant wipes to promote adherence to the health and safety precautions.

5.3 Virtual Alternatives

On March 12, 2020, Governor JB Pritzker issued a disaster proclamation in the wake of the COVID-19 pandemic. Following the proclamation, further restrictions have been put in place across the State to reduce the spread of the Coronavirus. Some of the State's recommendations

have been to where face coverings over a person's nose and mouth physically distancing one's self to 6 feet from another person and limiting gatherings to small groups; the amounts vary at certain phases of the project. Due to the limitations of the pandemic, virtual alternatives to in-person meetings are being explored to continue the progress of the project study.

5.3.1 Virtual Public Information Meetings

Virtual public information meetings are becoming more familiar to stakeholders. To continue educating stakeholders on the project and to solicit valuable feedback, a virtual public information meeting can be held online using a meeting tool such as WebEx or Zoom. This option makes meetings increasingly more accessible to stakeholders who are able to use their laptops and desktop computers, tablets and phones to participate in the meeting. Using these tools the information and opportunity to participate in the meeting is a similar experience as an in-person meeting.

5.3.2 Public Engagement Period

A Public Engagement Period can be used instead of live public meetings and give stakeholders the opportunity to learn about the project and give feedback online. The Public Engagement Period can be a designated amount of time for stakeholders to engage in a self-guided presentation that acts similar to an open house that is hosted on the project website. The Public Engagement Period page on the website will be translated to Spanish, and website visitors will be able to toggle between the English and Spanish pages to view the information in their preferred language. Additionally, to ensure that Limited English Proficient (LEP) and low-income populations in the study area are given the opportunity to learn about the study and provide feedback, a postcard mailer with messaging in English and Spanish about the study and information on how to participate will be sent out to the identified population.

To keep the public input process moving and to abide by Covid-19 health precautions, the first Public Engagement Period took place on December 1, 2020 through December 31, 2020. The goal of the first online public engagement period was to solicit feedback, create awareness, and to develop a purpose and need for the study, which is the first major milestone in the project development and PEL process.

A major component of the month-long online public engagement period was participation in an interactive survey created using MetroQuest. The survey was heavily promoted and received a large response because of outreach strategies such as a dedicated online public engagement page on the study website and paid social media through the Will County Executive Facebook page. Targeted outreach was also part of the outreach strategy which included giving Limited English Proficient (LEP) and low-income populations the opportunity to respond to the survey. Postcards with messaging in English and Spanish were sent to 5,500 in these communities.

5.4 Small Community Events

Active outreach to targeted stakeholder groups who may have limited access to the internet or language barriers will be conducted at small community events. The small community events will coincide with the public engagement periods and give the hard to reach communities

opportunities to provide feedback and ask questions about the project. Promotion of the community events will be through posters displayed throughout the communities and direct mailers to the targeted stakeholder groups. Promotional and project materials will be available in Spanish and English.

5.5 Digital Strategy

It is important to leverage a combination of digital tactics at different phases of the study to continually provide stakeholders full transparency about the project throughout the project life cycle. Content will be disseminated across these different channels to assure that key messages reach the stakeholders while also offering opportunities for two-way dialogue.

5.5.1 E-Newsletter

A project e-newsletters will be developed with project information and progress to coincide with project milestones. Project stakeholders will receive the newsletter through email in a format that can be printed, and anyone interested in the project can sign up to become a subscriber. The project team will ensure that the correct and consistent information is relayed in response to questions and inquiries.

5.5.2 Website

As more people seek and expect information online, a project website has become an important piece in effective public involvement. The project website will be the central place for all project information available to anyone interested in the project. All project information will be on the website providing an easy-to-use and cost-effective way to maintain the history of the project. The website will host a variety of information about the project, including project history, study process and information, maps, photos, status updates, and newsletters.

The website will also provide opportunities for stakeholders to communicate directly with the project team through email and public comment. The Public Engagement Period will be hosted on the website and will act as a virtual open house for the project and is another opportunity for stakeholders to provide public comments.

5.5.3 Social Media

Social media posts will be created to share project information and updates online and be posted through the Will County Facebook page to reach a broader audience. The posts may include text, graphics, and links to useful information and will give stakeholders the opportunity to share the posts and start discussions surrounding the project.

5.5.4 MetroQuest

MetroQuest is an online public engagement tool that broadens outreach by providing a user-friendly, interactive survey platform. Surveys will be leveraged to educate the public and stakeholders and to gather their valued input. Four MetroQuest surveys will be deployed to coincide with key project phases and will be used to identify public preferences, pinpoint problem locations, present alternatives, gather input on a

preferred alternative, and present a final project plan for comment. Results will be used for project analysis and shared on the website.

5.6 Connecting with Diverse Stakeholder Groups

The project team will ensure inclusive and diverse participation for all public involvement activities by implementing various communication strategies to engage in harder-to-reach communities. This includes identifying and partnering with key leaders in the communities, developing bilingual promotional materials, and focusing on popular community areas where the target audiences gather regularly. The project website, where stakeholders can learn more about the project, leave comments, and ask questions, will have a feature that users can toggle between English and Spanish languages. At public meetings, Spanish translated materials will be available.

5.7 Public Response and Communication

Throughout this study, both direct and indirect public comment is anticipated. Direct public comment will come as email (by a direct link from the website), surveys, and comment forms issued at meetings. Indirect public comment will come through the media, non-agency sponsored meetings, and third-party websites. It is important to address both direct and indirect public comments to ensure the public that its concerns and opinions are being recognized and to respond to potentially problematic issues such as misinformation.

Email responses offer the opportunity to develop a personalized response, yet timeliness is important. The desired time-frame to develop, edit, approve, and send a response is one week once the PSG receives it.

A centralized comment response management system will be implemented. The goal of this system is to provide a centralized, secure, and electronically accessible repository for comments. It will be capable of categorizing the comment types and issues, tracking the status of comment responses, and maintaining a comment record for the environmental documentation. The system will also collect and maintain stakeholder contact information for mailing list automation.

Monitoring third-party meetings, activities, websites, and media reports related to the project will continue throughout the study. Reports on third-party activity will be detailed and stored as they occur.

5.8 Agency and Tribal Coordination

The NEPA document developed for the next phase of this study requires compliance with local, state, tribal, and federal rules, regulations, and laws. Compliance requires coordination with government and tribal entities throughout the study process. This PEL study is "pre-NEPA," and is not held to the same legal requirements as the subsequent NEPA document. However, FHWA developed the PEL approach to improve interagency communication throughout the planning process, and agency and tribal coordination during PEL allows these conversations to evolve with the project planning process.

Coordination with various local, state, and federal agencies will occur during the PEL and continue into NEPA, as identified in Table 5-1.

Coordination with tribes outlined in the Memorandum of Understanding among FHWA, the Illinois State Historic Preservation Officer, the Illinois Department of Transportation, and federally recognized tribes interested in Illinois lands (2011) will occur through FHWA during the PEL, at FHWA's discretion.

6. Plan Availability, Monitoring, and Updates

The SIP is a dynamic document that will be available to stakeholders and updated throughout each phase of the project study. This section describes the SIP availability, opportunity for review and plan update procedures.

6.1 Availability of Stakeholder Involvement Plan

The PSG will make the SIP available to stakeholders for review at public events and on the project website (www.EastWillMobility.com). The stakeholder review period for the SIP will be 30 days from date of release. As the project progresses, the PSG will update the SIP on a regular basis. When an update SIP is released, stakeholders will be notified of updates on the project website, social media, and through the project newsletter.

6.2 Modification of Stakeholder Involvement Plan

Throughout the project study, there will be opportunities to review and update the SIP. Potential updates to the plan include:

- Updating and maintaining the list of project stakeholders.
- Maintaining a public involvement record that includes records of stakeholder communications, meeting summaries, and written or typed comments.
- Updating public involvement tactics to adjust to updated safety measures as required by the State of Illinois during the COVID-19 pandemic.
- Revisions to this SIP may be necessary through all phases of the project. The PSG will provide updated versions of the SIP to stakeholders and all agencies involved, as necessary. Plan updates will be tracked in Table 7-1 in Appendix A.

Appendix A

Tables

Table 3-1 Project Study Group (PSG) Members		
Agency	Contact Person/Title	Email
Will County Division of Transportation	Christina Kupkowski, P.E.	ckupkowski@willcountyillinois.com
Illinois Department of Transportation	Kevin Stallworth	kevin.stallworth@illinois.gov
Federal Highway Administration	Chris Byars	Chris.byars@dot.gov
WSP USA	Rick Powell, P.E., Senior Engineering Manager Jamy Lyne, Planning and Environment Manager	dave.mcgibbon@wsp.com jamy.lyne@wsp.com

Table 3-2 Elected Officials	
Name	Representing
President Michael Einhorn	Village of Crete
President Marcy Meyer	Village of Beecher
Mayor Keith Ogle	Village of Frankfort
Mayor Therese Bogs	Village of Monee
Mayor Jonathan Vanderbilt	Village of Park Forest
President Peter March	Village of Peotone
President Kenneth Peterson	Village of Steger
Mayor Joseph Roudez	Village of University Park
Jennifer Bertino-Tarrant	County Executive
Judy Ogalla	County Board District #1
Sheri Newquist	County Board District #1
Joe Van Duyne	Public Works & Transportation Committee Chair
Michael Liccar	Crete Township
Tony Recupito	Crete Township Highway Commissioner
Donna Dettbarn	Monee Township
David Deutsche	Monee Township Highway Commissioner

Table 5-1 Local, State, and Federal Agencies
<i>NEPA/404 Merger Agencies:</i>
US Fish and Wildlife Service
US Environmental Protection Agency
US Army Corps of Engineers
Illinois Environmental Protection Agency
Illinois Department of Natural Resources
Illinois Historic Preservation Agency
Stakeholders as identified in Section 2.2

Table 7-1 Stakeholder Involvement Plan Revision History		
Version	Date	Version Description
1	October 2020	Original
2	August 2021	Version 2 – updated elected officials
3	September 2021	Version 3 – updated engagement planning, updated PSG

Appendix B

Glossary	
Alternative	One of a number of specific transportation improvement proposals, alignments, options, design choices, etc. in a study. Following detailed analysis, one improvement alternative is chosen for implementation.
Consensus	When a majority agrees upon a particular issue, while the dissenting remainder agrees that their input has been heard and duly considered and that the process as a whole was fair.
Context Sensitive Solutions	Balance between mobility, community needs and the environment while developing transportation projects. This is achieved through involving stakeholders early and continuously, addressing all modes of transportation, applying flexibility in the design, and incorporating aesthetics to the overall project.
Medium sized group meeting	A meeting attended by five to 12 people.
National Environmental Policy Act	The federal law that requires the preparation of an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE).
Problem Statement	A concise narrative, prepared as part of a project, needs study, defining the fundamental situation or circumstance to be solved. A problem statement will generally describe a particular situation in which an expected level of performance is not being achieved and will list one or more important factors which cause or contribute to the unacceptable performance.
Small group meeting	A meeting attended by one to four people.
Stakeholder Involvement	A process that will facilitate effective identification and understanding of the Plan (SIP) concerns and values of all stakeholders as an integral part of the project development process. It includes a formal written plan explaining how public input and comments will be obtained.

Acronyms	
ADA	Americans with Disabilities Act
23. U.S.C 139	U.S. Code Title 23, Section 139
CSS	Context Sensitive Solutions
FHWA	Federal Highway Administration
IDOT	Illinois Department of Transportation
NEPA	National Environmental Policy Act
PEL	Planning and Environmental Linkages
PSG	Project Study Group
SIP	Stakeholder Involvement Plan
WCDOT	Will County Division of Transportation



**EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY**

BRANDING GUIDELINES

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APPLICATION

Key Messages

The Will County Division of Transportation is conducting a transportation study to find strategies to foster economic growth and to better accommodate travel through the county.

The study's goal will be to find strategies that can improve safety, congestion and reliability, connectivity and efficiency, and quality of life.

Logo

The logo consists of a primary and secondary mark.

The primary mark should be used primarily on all printed material and as the main logo on the web.

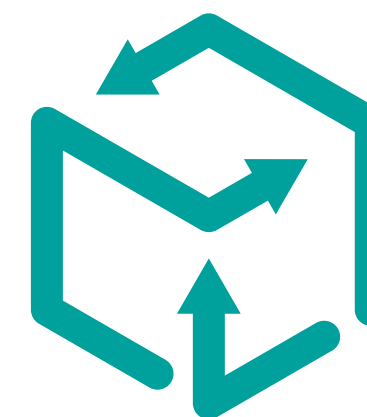
The secondary mark can be used ONLY for branding graphics, social media purposes, or as a design element.

Logo can vary in sizes, but should not be smaller than 0.50 inches in height.

Primary Mark



Secondary Mark



Logo

The logo should not be used in no other color variation.

Full Color



White

Black



Logo

Clear space around logo

A fixed space cannot be applied (such as a defined measurement in inches or millimeters), as the logo will be used in a variety of sizes. Maintaining a proportional space (height of 50% of logo mark) will ensure that the proper area will remain clear, regardless of the sizing of the logo.



Unacceptable logo usage



Do not stretch/distort



Do not outline



Do not change colors



Do not rotate

Primary Colors

These colors should be carried throughout all digital and printed materials.

They should be used as the lead colors to design elements such as colored backgrounds, headlines & titles, and covers.

Colors can be tinted up to 20% opacity for full color background usage.

CMYK 80, 15, 44, 0
RGB 0, 161, 156
HEX #00a19c
PANTONE 3217 C



CMYK 79, 64, 52, 44
RGB 49, 62, 72
HEX #313e48
PANTONE 432 C



Secondary Colors

Secondary colors are used to accentuate or create contrast with the primary colors.

They should be used sparingly throughout digital and printed materials. Example of usage for secondary colors: call out text, data points, spotlight content, or in illustrations.

CMYK 100, 96, 11,4
RGB 43, 52, 132
HEX #2b3483
PANTONE 2746 C



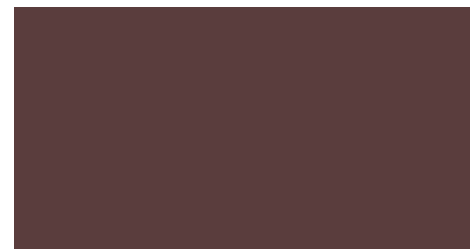
CMYK 0,72,106,0
RGB 243, 108, 33
HEX #f36c21
PANTONE 1505 C



CMYK 41, 0, 82, 0
RGB 161,206,94
HEX #a1ce5e
PANTONE 367 C



CMYK 51, 69, 61, 45
RGB 89,61,61
HEX #593d3d
PANTONE 7617 C



CMYK 34, 19, 6, 0
RGB 167, 187, 213
HEX #a7bbd5
PANTONE 651 C



Typography

Font sizes and weights will vary in size depending on layout and format.

Futura Medium Condensed **Futura Bold Condensed**

Futura Condensed should be used primarily for titles, headlines, or decorative purposes. Futura Condensed should never be used as body copy.

Futura Medium **Futura Bold**

Futura is the primary font for headlines and small quantities of text.

Open Sans Light
Open Sans Light Italic
Open Sans Regular
Open Sans Regular Italic
Open Sans Semibold
Open Sans Semibold Italic
Open Sans Bold
Open Sans Bold Italic
Open Sans Extra Bold
Open Sans Extra Bold Italic

Open Sans should be used primarily for body copy and large quantities of text, but can also be used for headlines.

Icons

Icons are used to communicate key messages and important topics.

Icons should have an even point (pt.) stroke width. Icons can vary in sizes and stroke width, but should be no smaller than 0.75 inches with a 6 pt stroke width.

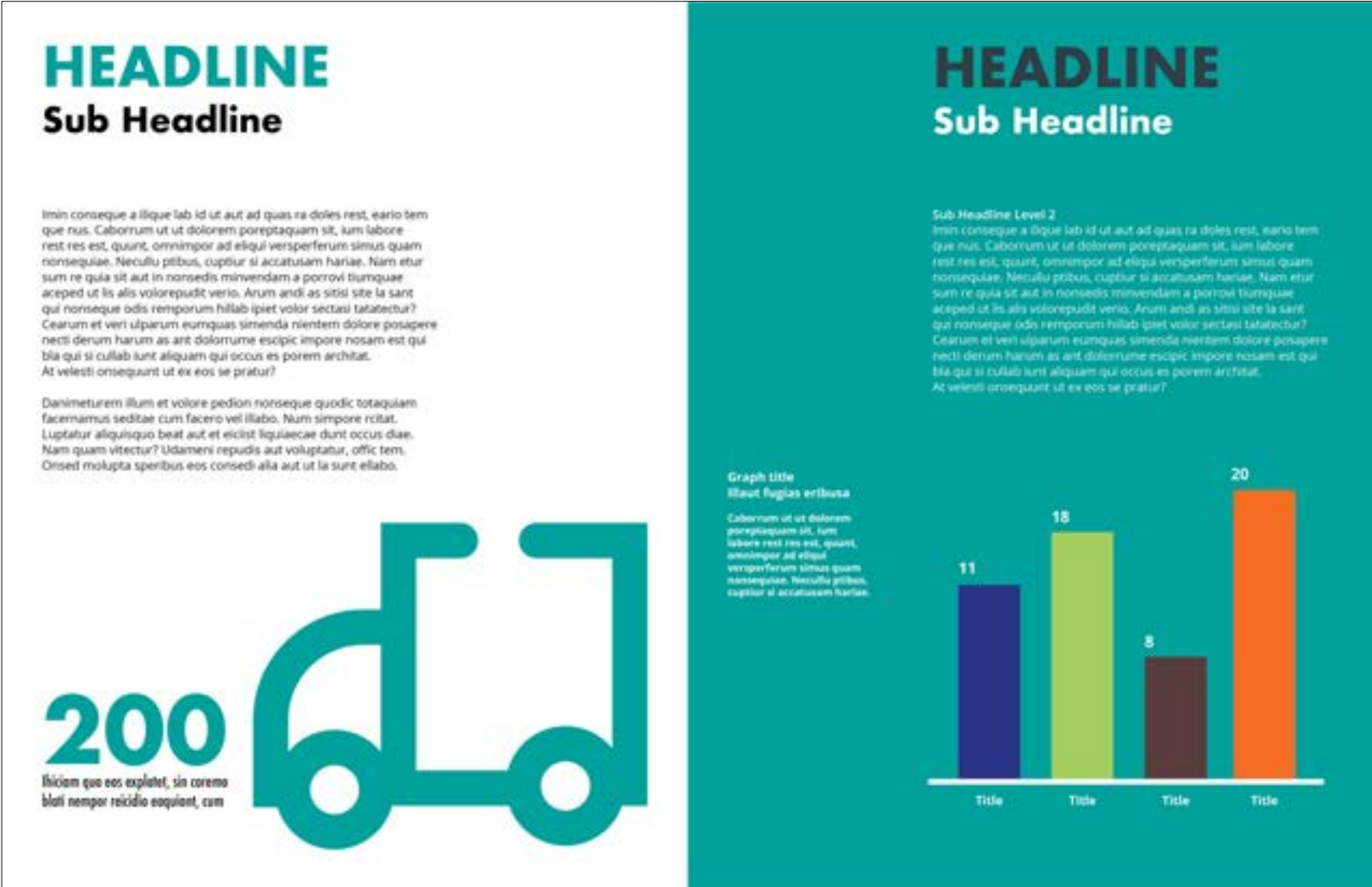


*Minimum size - 0.75 in
6 pt stroke width*



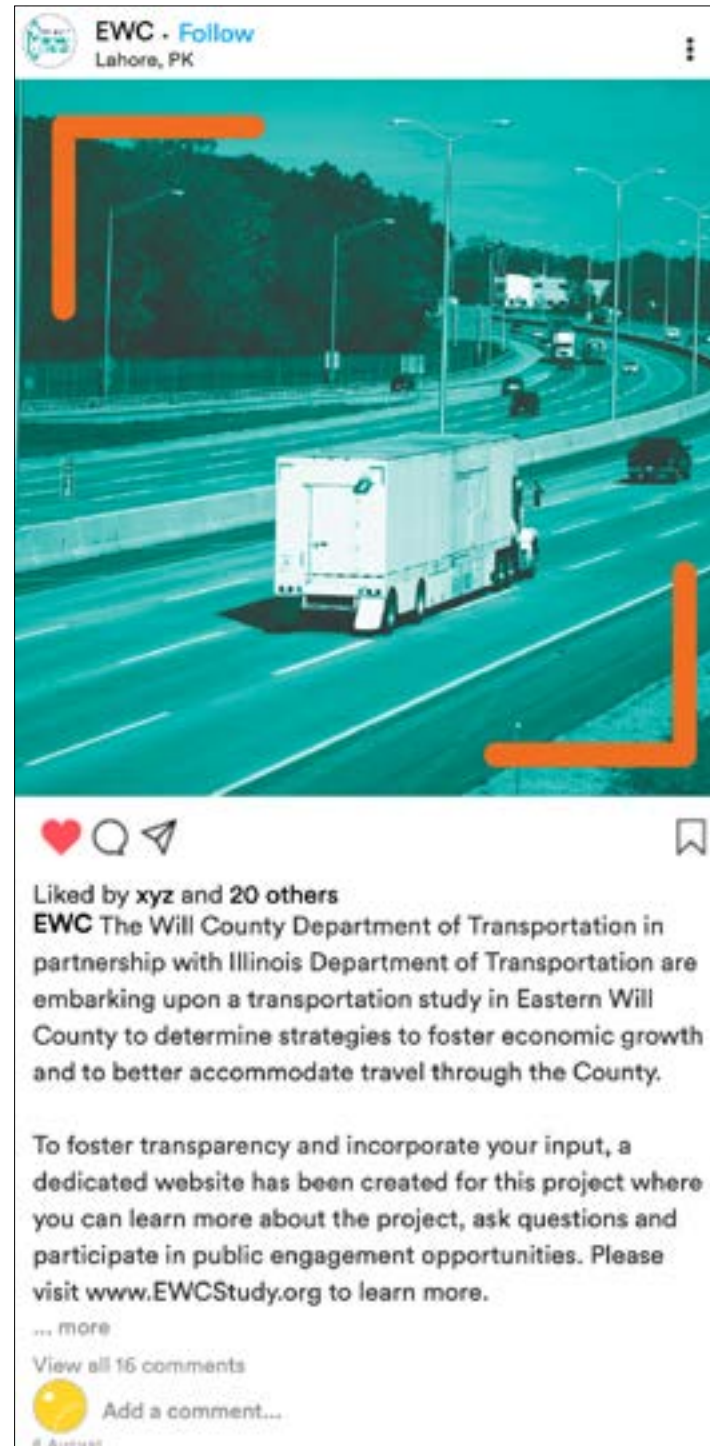
Application Example

Report Layout



Application Example

Social Media Post - Instagram



Application Example

Social Media Posts - Facebook



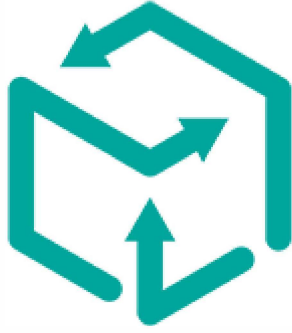
Application Example

Newsletter



Issue 1

November 24, 2020



EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

Welcome



Thank you for your interest in the Eastern Will County Freight Mobility Corridor Study! We look forward to providing you with timely information and hope to hear your feedback as the study progresses.

Project Update

What is the Eastern Will County Freight Mobility



Corridor Study?

The Will County Division of Transportation is conducting a transportation mobility study using the Planning and Environmental Linkages (PEL) approach to assess options for improving mobility in Eastern Will County.

[Read More »](#)



We Need Your Input!

Will County has been experiencing a tremendous amount of freight-related growth and development that is impacting mobility, land use, and safety. We want to hear from you about your experiences with mobility and truck traffic in the study area. This study will utilize stakeholder input to develop a range of alternatives for improving passenger and freight mobility in Eastern Will County.

[Read More »](#)



Upcoming Online Public Engagement Period

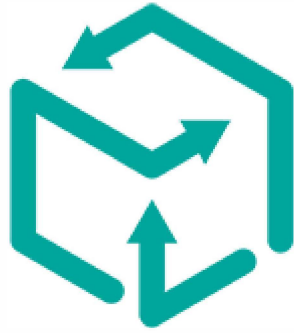
From November 30 to December 31, 2020, an online public engagement period will take the place of a traditional in-person public meeting due to Covid-19. The Will County Division of Transportation wants to ensure that the public can participate in the project in a meaningful way while following the State of Illinois public health and safety guidelines.

[Read More »](#)

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EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

Welcome



Thank you for your interest in the Eastern Will County Freight Mobility Corridor Study! We look forward to providing you with timely information and hope to hear your feedback as the study progresses.

About

The Will County Division of Transportation is conducting a transportation study to assess options for improving mobility in Eastern Will County. The intent of the study is to move initial findings into more detailed studies over the next 2-3 years to identify an alternative or option to alleviate truck traffic congestion and improve mobility and safety in Eastern Will County.

Project Updates

We Need Your Input!



We want to hear from you about your experiences with mobility and truck traffic in the study area. Your survey response will help us determine the study's purpose and need, the first major milestone in the Planning and Environmental

Linkages (PEL) process. The survey will be open until December 31, 2020, as part of the month-long online public engagement period taking the place of a traditional in-person public meeting.

[Take Survey Here »](#)

What is a PEL?

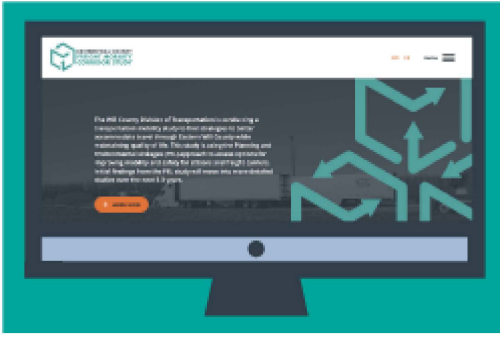


The study will use the Planning and Environmental Linkages (PEL) approach to streamline the project development and National Environmental Policy Act (NEPA) process. A PEL is a collaborative approach that involves local and State DOTs, federal agencies, and resource agencies that links transportation planning to the environmental review process.

[Read More »](#)

Visit the website

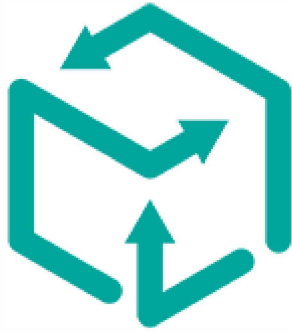
Visit www.EastWillMobility.com to learn more about the project, stay up to date, and provide your feedback.



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EASTERN WILL COUNTY FREIGHT MOBILITY CORRIDOR STUDY

Welcome



Thank you for your interest in the Eastern Will County Freight Mobility Corridor Study. We look forward to providing you with timely information and hope to hear your feedback as the study progresses.

About

The Will County Division of Transportation is conducting a transportation mobility study to find strategies to better accommodate travel through eastern Will County while maintaining quality of life. This study is using the Planning and Environmental Linkages (PEL) approach to assess options for improving mobility and safety for citizens and freight carriers. Initial findings from the PEL study will move into more detailed studies over the next 2-3 years.

Project Updates

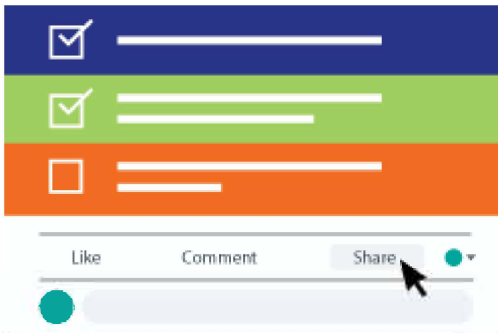
Take the Survey



The first online public engagement period for the Eastern Will County Freight Mobility Corridor Study is ending on December 31st. We want to hear about your experiences with mobility and truck traffic in eastern Will County. Your survey response will help us determine the study's purpose and need, the first major milestone in the Planning and Environmental Linkages (PEL) process.

[Take the survey here »](#)

Help Us Share the Survey

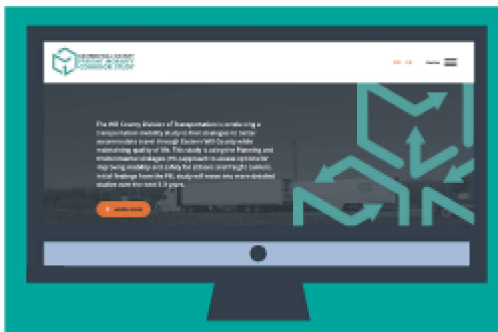


Please consider helping us promote the survey to your friends, family, and neighbors by posting to your social media page using this recommended content:

The Will County Division of Transportation wants to know about your experiences with mobility and truck traffic in eastern Will County. Make your voice heard by taking this short survey by December 31:

<https://bit.ly/3lpvddw>

Visit the Website



Visit www.EastWillMobility.com to learn more about the project, stay up to date, and provide your feedback.

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Forest Preserve District of Will County Meeting Notes

Attendees:

Forest Preserve District of Will County (FPDWC)– Ralph Schultz, Andrew Hawkins
Will County Division of Transportation – Christina Kupkowski
WSP USA – Dave McGibbon, Jamy Lyne, Jamie Bents, Rick Powell, Adam Miliszewski

Time:

Tuesday, December 8, 2020, 11:00 PM

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Forest Preserve District of Will County Assets and the District's Policies

The items below outline the information gathered during the meeting.

Black Walnut Creek Preserve

The FPDWC owns the Black Walnut Creek Preserve which is located along both sides of Crete-Monee road. FPDWC currently has active acquisition to expand the preserve, mainly to the north. Likewise, there are parcels along Crete-Monee road that the FPDWC is considering.

Racoon Grove Nature Preserve

The FPDWC owns the Racoon Grove Nature Preserve, it is important to note that the preserve is also dedicated as an Illinois Nature Preserve. Due to this designation, any action with regards to the preserve would also require the Illinois Nature Preserve Commission to weigh in. This would make any action with regards to the preserve more difficult due to the commission needing to provide input if any 4(f) impacts were proposed as part of an alternative.

Thorn Creek Headwaters Preserve

FPDWC owns the Thorn Creek Headwaters Preserve, the preserve has become a wetland mitigation area for district. The preserve is the most southern termini for the Lake Michigan Watershed. FPDWC has been contacted by many units of government and firms which have interest in conducting wetland mitigation in the preserve. The southern end of the site is not a critical mitigation property at this point. However, over time, the entire site is a potential wetland mitigation area due to its groundwater characteristics.

Thorn Creek Headwaters Preserve (Cont.)

Both the FPDWC and other entities have already conducted wetland mitigation in the preserve and the Army Corps of Engineers has designated as a certified wetland. IDOT has used the site for wetland mitigation for many projects including the Stuenkel Road interchange project.

Plum Valley and Goodenow Grove Nature Preserve

The FPDWC has been looking at connecting the two preserves. There is one main landowner who owns the property who is currently unwilling to sell the property. The land owner is in the process of estate planning and has indicated his intentions are to pass the land to his children. FPDWC's goal is to connect the individual trails on the east side of Plum Creek to create a physical trail connection in the neighborhood east of Goodenow Grove. The connection would not be directly adjacent to IL-394.

Divestment Rights

FPDWC as an organization are not able to divest rights, but can give long term licenses to roadway entities, and that there are issues with federal funding. Federal funds cannot be used without certain property rights held by the owner. Christina Kupkowski added that on past projects, the amount of non-participation was not a problem as it was minimal in comparison to the project as a whole.

Forest Preserve District of Will County Questions to the Will County Division of Transportation and WSP.

Question from Andrew Hawkins: Asked about projects like the Beecher Bypass, the Illiana and the interchange at IL 394 and Exchange, and how it plays in with the future long-term east-west trucking. Is it part of a greater plan forward for the future?

Answer from Christina Kupowski: there has been an explosion in traffic, and we need to plan where to put the trucks we have right now. If the Illiana comes in the future, it will help. But we need to plan for the existing problems. There is currently no timeline for the Illiana project, and trucks are a problem that has to be addressed now.

Dave McGibbon's Addition: Additionally, the Illiana alignment in the Record of Decision is further south, and the need is still there to the north, near the Eastern Will Freight Mobility Study area. A. Hawkins asked if the project is a 10-year fix or more of a long-range scenario. A response was given that it is a fix for existing issues. He also recommended adding Will County Historic Preservation as a stakeholder and including them early. He also discussed the history of the IL 394 widening and sound barrier. He doesn't know how favorable another take would be in that area due to Nature Preserve Commission involvement. He asked about addressing mitigation in the PEL, or at a later project stage. J. Bents said that mitigation will ultimately be addressed in the future when a preferred alternative is selected (in NEPA studies), but the PEL study will establish the context and need for mitigation. A. Hawkins replied



that the FPDWC will request that any mitigation that may be needed. Be done within Will County and not elsewhere in the region.

DRAFT

Question Dave McGibbons: Dave asked that the FPDWC to share the survey with their staff.

Answer Andrew Hawkins: Andrew indicated he will be the point-of-contact for the FPDWC and he that C. Novander will be involved in land acquisition issues. Generally speaking, FPDWC staff does not participate in general public comment as an agency. Individual staff members may participate. It is usually FPDWC's role to get involved when issues directly impact their properties and to limit impact to FPDWC resources and taxpayers. Usually, the FPDWC will submit a forms letter with their official stance on such matters.

DRAFT

Will County Center for Economic Development Meeting Notes

Attendees:

Will County Center for Economic Development (WCCED)– Doug Prior
Will County Division of Transportation – Christina Kupkowski
WSP USA – Dave McGibbons, Jamy Lyne, Jamie Bents, Rick Powell, Adam Miliszewski

Time:

Tuesday, December 9, 2020, 11:00 PM

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

New and Potential Freight Generators

Amazon Fulfillment Center University Park

The amazon fulfillment center in University park is scheduled to be delivered in 2021. The facility will be fairly busy and will be similar to the one that's in Channahon along I-55. If you want to estimate its impact, you should look at how the facility in Channahon has impacted traffic.

TIF 7 in University Park

Currently, Venture One is developing a million-square foot building within the TIF district and has additional clients in their pipeline. They are planning on developing an additional 1 -2 million square feet in the near future. The developer may be willing to discuss their developments and WCCED can assist with making that connection. University Park has a high property tax levy as is seen throughout southern cook county, the property tax rate is nearly 30%. Any development that happens in University Park will only happen in the TIF district.

IL-50 and Stuenkel Road Development

On the northeast corner of IL-50 and Stuenkel road, west of the Union Pacific Metra Station there is a site that will be developed. The site is 100 acres and will be an industrial park with a development that is more of a maintenance type facility and not warehouse. The facility will generate some truck traffic but not as much as a typical warehouse. There is roughly 70% change that development begins this spring.

Monee Small Industrial Development

South of Manhattan-Monee Road there is a small industrial development along Industrial Drive. Some land south along Industrial Drive is still eligible for further development. There aren't concert plans on what will be developed there, however it will be similar to what's already along Industrial Drive.

Monee West of I-57 Development

In Monee, west of I-57 along Ridgeland Avenue, traveling north there is an 850,000 square foot spec building. A TIF exists or can be extended all the way to Stuenkel Road. Frankfort, Monee, University Park all are eyeing annexation, but Monee can best serve because their utilities are closest. The existing building will likely need to be occupied before additional development comes. The village of Frankfort is only a parcel away from I-57 and potentially looking at annexation to be right on I-57. Christina indicated that Mr. Wallace with the Village of Monee is a good contact to provide further information.

CSX Intermodal Facility

Since the CEO passed away there hasn't been much momentum to develop the site. The land has been marketed and then not, Doug does not foresee CSX developing the site. There was thought that they would develop the site because CSX doubled the track from Savanna to Illinois and they do not have the ability to expand their existing intermodal yards in Chicago. Other developers have looked at the site, however there hasn't been any movement. One of the big reasons the site is not being developed is the lack of east-west connection.

Beecher Industrial Area

There is a decent sized industrial area specifically for food production. The east-west connection has been an issue there as well, Dixy highway cannot handle the traffic.

South Suburban Airport

In regards to the airport link that has been proposed, there have been many inquiries from proponents on what will happen if that roadway gets put in. There is a challenge with that site, in that its not within any local community's jurisdiction. It will be extremely expensive to get utilities to the site and no developer will want to go in there with just septic and well water. Without major investment, there is little potential for the corridor to be industrialized. However, if the airport gets developed that changes the entire situation.

Peotone and Manteno Overview

Peotone proper does not have much activity due to how far south it is. Additionally, Manteno has seen activity pick up, but that's because of Kmart pulling out of location and there being cheap space available.

General Comments and Questions

Crete-Monee Corridor

Doug Prior Comment: There is a big challenge passing through the Village of Monee, specifically through the downtown by the village hall.

Rick Powell Response: We are obligated to look at all alternatives. The village of Monee does not want trucks going through their downtown and have posted a 4 ton weight limit.

Christina Kupowski Response: We've known about this since the development of the 2040 countywide plan. Monee has the jurisdiction of Court street in their downtown. They have the ability to allow or not allow trucks on the street. We understand that the only way to utilize the road as a corridor is to bypass Monee. Within the 2040 plan there is an unconstrained project calling for a bypass of Monee road. The bypass would either need to be north or south of the village, however after discussions with the forest preserve it looks as though the route to the south will be better.

Annual Investor Meeting

Doug Prior Comment: Doug mentioned he will plug this study at the annual investor meeting the coming Friday. He will share the website and encourage individuals participate in the survey.

Will County Farm Bureau Meeting Notes

Attendees:

Will County Farm Bureau - Mark Schneidewind
Will County Division of Transportation – Christina Kupkowski
WSP USA – Jamy Lyne, Jamie Bents, Rick Powell, Adam Miliszewski

Time:

Tuesday, December 11, 2020, 3:00 PM

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Jamy Lyne Question: Have you received the website and public engagement comment, and have you heard from the Will County Farm Bureau Members about the study?

Mark Schneidewind Answer: I haven't heard much from my members about the study. However, many members of the agricultural communities may have other priorities like getting done with the harvest and dealing with wet conditions.

Mark Schneidewind Comment: In regards to field tiles, new road projects often cause problems. Consider a parallel tile be installed to make a new line and allow north-south tiles encountered to have a main tile to tap into.

Jamy Lyne Question: What is the perspective of the farm bureau members for a potential new interchange with I-57 near the potential South Suburban Airport site?

Mark Schneidewind Answer: There are concerns about the amount of interchange land area, but that there is also general opposition to the airport itself which might be part of the perspective. There is an understanding that there needs for better connection to I-57. The high volume of trucks along Manhattan-Monee Road and the need for better east-west routes, but also the need to minimize impacts for agriculture in project development.

Christina Kupkowski Answer: The county is not looking to do a massive widening. The DOT is mainly interested in what is needed to upgrade a route to make it suitable for trucks. The existing lanes are narrow, and there are drop-offs. Unless projected traffic volumes tell us different, we are looking at something on the order of 3 lanes, a lane in each direction with a median, and unlikely that it would be a through-lane addition project. There is an understanding of accommodating additional water runoff to address the addition of impervious surfaces of pavement and shoulders.



Mark Schneidewind Comment: Somewhat off-topic, the county and local officials need to work on developing a better plan for when a crash shuts down a roadway. There have been cases where the detours put in place cause massive traffic and do not seem done in a coordinated manner.

Christina Kupkowski Comment: Keep in mind the county has an open-door policy to discuss any issues with the project.

DRAFT

Will County Planning and Zoning Commission Meeting Notes

Attendees:

Will County Planning and Zoning Commission – Janine Farrell
Will County Division of Transportation – Christina Kupkowski
WSP USA – Jamy Lyne, Jamie Bents, Rick Powell, Adam Miliszewski

Time:

Tuesday, December 14, 2020, 2:00 PM

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Jamy Lyne Question: Any comments or questions regarding the presentation?

Janine Farrell Answer: they had a list of all landmarks in the townships. There is one pending, but not directly on these roads.

Jamie Bents Question: with the local landmarks, if the structure only is considered, or also the adjacent property.

Janine Farrell Answer: it depends, we include cemeteries too. Farmsteads sometimes have multiple structures in the landmark, but generally not the underlying property. Scenic attributes are not included yet.

Jamy Lyne Question: How do you recommend us on keeping the Historic Preservation Commission in the loop. Should we invite every member to the stakeholder list? Also, what's the status of Ms. Vasko's term.

Janine Farrell Answer: In regards to Ms. Vasko's term it's up, however she is expected to be reappointed. The Historic Preservation Commission prefers County staff to present to the commissioners. Two commissioners are concerned with this area. They are volunteers attending one meeting a month. If there is a targeting meeting, the local commissioners may attend.

Christina Kupkowski Comment: The intent of the project is to improve the roadway whatever route it will be, for the trucks already using it, to address narrow shoulders, channelizing the intersections, etc. and not a major lane addition project. In the worst case, a median may be added in the middle.

Will County Governmental League Meeting Notes

Attendees:

Crete Township – Michael Liccar, Tony Recupito
Will County Division of Transportation – Christina Kupkowski
WSP USA – Dave McGibbon, Jamie Bents, Rick Powell, Adam Miliszewski

Time:

Friday, December 18, 2020, 10:00 AM

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Areas of Concern with Regards to Truck Traffic

Tony Recupito Comment: Trucks come in on State Line Road which is posted for 15 tons so they don't come down 113th, 121st (in Indiana), they are coming from further south somewhere and use County Line to get to Exchange. How can they be stopped? Tony talked to Sergeant Lacombiac - how can Will County do what Lake County in Indiana has been doing for truck enforcement? Car traffic between the states alone is high. Many subdivisions in Indiana, there is rapid residential growth there.

Michael Liccar Comment: The subdivisions in Indiana are a problem. Left turn lanes from SB 394 to EB Exchange - those cars are lined up into 394 mainline.

Tony Recupito Comment: They know there are issues but State Line Road, Klemme Road, Bemis Road, and Danne Road is where they sneak around to get to Exchange Street. The truck drivers are savvy and they know enforcement is minimal, and we suspect a lot of them are circumventing the weight limits at night. It is not to the degree of truck traffic around the Joliet intermodals, so its harder to detect.

Tony Recupito Comment: trucks are going to Crete Monee Road to get to Monaville Road too (note- didn't find a Monaville Road locally, may be referring to Burville Road, which connects to Exchange via State Street – there are weight limits on this route also)

General Questions and Answers

Tony Recupito Comment: Trucks are completely ignoring posted weight limits that exist.

Question Rick Powell: How are the weight limits enforced at the local level?

Tony Recupito Answer: Township calls the sheriff but they don't have resources to sit out there all day. All township roads are posted at 15 ton at most. Lake County Indiana can now ticket trucks based on license plate on Indiana side - if they have a plate that handles the weight and they are overweight based on the plate, deputies have been ticketing them. Trucks have been sneaking around those roads and into Will County since those roads are not enforced.

Michael Liccar Comment: Unincorporated area of Crete Township, law enforcement's been a constant problem. Any police presence in unincorporated areas is the county. They don't have resources to come out so they have issues with law enforcement in general, let alone the truck enforcement.

Tony Recupito Question: Can we get counts on roads east of 394?

Rick Powell Answer: IDOT has traffic counts on a limited number of local (county, township and municipal) routes.

Dave McGibbon Answer: INRIX data is showing that trucks are on routes they shouldn't be as well. We can develop some compelling maps to show % of trucks that exceed the weight limits in our purpose and need statement.

Christina Kupkowski Answer: We can provide the townships the truck OD data and need maps if needed to speak to law enforcement.

Christina Kupkowski Comment: County went into this thinking that corridor selected is more accommodating to truck traffic. Not looking to increase capacity. "Right size" the route.

Rick Powell Comment: IDOT has traffic counts on a limited number of local (county, township and municipal) routes.

Tony Recupito Question: Will this project consider truck enforcement as an alternative?

Dave McGibbon Answer: We will look at how the report can develop that. Some alternatives may not be built alternatives but there are some limitations to how other agencies can enforce the PEL recommendations.

Tony Recupito Comment: look at what Lake County, Indiana has done to allow deputies to enforce trucks based on plate weight.

Michael Liccar Question: Are there any technology solutions like cameras that determine weight that could flag some of these truck issues

Dave McGibbon Answer: We are finalizing a study on truck weigh in motion systems that utilize existing bridges by detecting deflection then sending notification to Law enforcement on vehicles that can be stopped. This could be something incorporated into a range of alternatives. There are numerous



alternative weigh in motion systems that have a tendency to break down over time and become a maintenance challenge but we are looking at options for other agencies to improve reliability. Camera detection systems have some potential based on vehicle type identification and we can consider that also for alternatives.

Christina Kupkowski Answer: The County is in the process of an ITS study and one of the items is to look at freight. AECOM is leading this study. Should be done in January.

Michael Liccar Question: Is there any federal funding that could be applied for this project?

Christina Kupkowski Answer: The next federal funding bill is unknown but the FAST Act had truck-specific funding and if the next bill has that we can go after it. Truck traffic is a big issue for many places and there are federal and state freight funding sources that could be available for the next phase of the project.

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South Suburban Mayors and Managers Association, Chicago Southland Economic Development Corporation Meeting Notes

Attendees:

South Suburban Mayors and Managers Association: Kristi DeLaurentiis, Leslie Phemister
Chicago Southland Economic Development Corporation – Reggie Greenwood
Will County Division of Transportation – Christina Kupkowski
WSP USA –Jamy Lyne, Jamie Bents, Rick Powell, Adam Miliszewski

Time:

Wednesday, January 6th, 2021, 2:00PM

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Current and Upcoming Developments

Reggie Greenwood Comment: We are in a boom, it's here and more is coming. Below are some of the facilities the team should consider.

- Country Club Hills - There is a large development in County Club Hills which is 1.2 million square feet. Amazon occupies one of the buildings (167th and I-57, near Cicero Ave.) There are a total of three buildings there. Additionally, there is two more projects happening in that area.
- Chicago Heights - there is a 400k square feet facility being built in Chicago Heights
- XPO Facility - XPO Logistics has built a 400K square foot building on US Route 30 that will have heavy truck use (Rick note this may be the same development in Chicago Heights that was referred to)
- Elwood – There is a development in Elwood that should be considered, trucks will want to go east.

Reggie Greenwood Question: SSA will be a logistics/cargo airport. How much are we considering the airport - are we making considerations with or without airport?

Jamy Lyne Answer: that SSA is an assumed project, but at this point the CMAP plans are being followed. Christina said that the county's planning documents are factoring SSA in this location. This development is in flux and it could have more development on the north end rather than just being airport specific.



Christina Kupkowski Answer: Even in our LRTP we have assumed that that will be there in some fashion. Things are in flux as what the development will look like, there are thoughts that on the northern end it will be more warehouses

Jamy Lyne Request: Reggie could you provide us GIS or mapping file of any new developments that could be shared. Reggie noted he could get that information.

Questions and Comments

Kristi DeLaurentiis Question: What is the significance of being a freight generator that we should report that might influence the study?

Jamy Lyne Answer: We have no official threshold, just trying to compile new developments. We can base our projections on new developments that are not yet reflected on zoning maps. The base for projections is CMAP pop-employment data.

Kristi DeLaurentiis Question: Why was this project developed, is it a decision made from existing conditions or future needs?

Christina Kupkowski Answer: This comes out of a couple of things, change in policy in truck routing designations and increases in truck traffic in this general area but will county overall. There are no class-2 truck routes in this area. We've had discussions with the local mayors that have trucks going through everywhere. We don't have a single east west route in the area. They wanted a way to deal with it. We know there is a lot of truck traffic and a lot of truck traffic coming from Indiana.

Kristi DeLaurentiis Comment: There are facilities named in the five-year capital bill that are loosely related to the SSA, and these will be important to consider and SSMMA wants these considered in this project - such as I-57 at Eagle Lake Road interchange.

Christina Kupkowski Comment: From the County perspective, we are trying to avoid including it in the plan. IDOT has had a history of if you include you study it and you own it. We are looking at it as an IDOT project and want IDOT to pay for.

Kristi DeLaurentiis Comment: Will WSP evaluate capacity on I-394?

Rick Powell Answer: yes, we will see how the proposed project affects I-394. We know IDOT wants to convert 394 to a full access control facility but that may be beyond the planning horizon

Leslie Phemister Comment: The route on the second picture on slide 14 shows it going between the Monee Elementary School and a large neighborhood. This could be an issue with children walking to school.



Christina Kupkowski Comment: This option has been there for a while, the Mayor would want something more south. Just given the environmental issue, that's wetland headwaters for creeks. We don't foresee a route utilizing the northern tract.

Jamy Lyne Comment: That's a great point, each option we look at comes with pros and cons that come with it. We then try and select 1 or 2 that we move forward.

Kristi DeLaurentiis Comment: Regarding the MetroQuest Survey results, I think it is important to know what the public is saying. The mayors of the communities should know what their constituents think. Be mindful most of these municipals have elections in March and April. Their attention may not be 100% if you push any outreach into those months. I'm very curious what the 252-people said, I sat in on a lot of the LRTP sessions, people were angry about truck traffic in their front yard. It would behoove us as well to know what the communities we serve believe. I may want to circle back and sit down and get some in-depth walk through the content.

Jamy Layne Comment: We will develop a newsletter summarizing what we learned (electronically as well as on website). Likely won't have specific one-on-one meeting to debrief public involvement period unless required.

Rick Powell Comment: We have had some issues getting in contact with municipalities as of late.

Kristi DeLaurentiis Comment: We'd be willing to assist in getting you all in contact with any municipality you need assistance on.

Kristi DeLaurentiis Question: Is there a steering committee for this project?

Christina Kupkowski Answer: The quasi-steering committee for this project is the individual communities.

Jamy Lyne Answer: said there has been one small group meeting so far, and after we process traffic data and have engagement summaries we can set up the next small group meeting with the municipalities.

Kristi DeLaurentiis Comment: SSMMA is looking at regional STP projects and they want to know what complementary projects they can prepare to support this project. Kristi and Leslie would like a followup meeting to discuss this as well as public comments.

Leslie Phemister Comment: Have you all reached out to the Northwestern Indiana Regional Planning Commission (NIRPC). Two years ago, they were trying to plan or hoping to plan from some of the roads that were going to 394. They were pushing their personal car traffic on us. It would be important to see what they are planning now more recently. They are looking also for an east west connection. Especially, if are looking to expand industrial facility.

Amazon.com, Inc.

Meeting Notes

Attendees:

Amazon.com: Sarah Glavin, Ryan Wilson
Will County Division of Transportation – None (C. Kupkowski declined)
WSP USA –Jamy Lyne, Dave McGibbon, Rick Powell, Adam Miliszewski

Time:

Monday, February 29, 2021 3:00PM

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Presentation

J. Lyne and R. Powell gave a short presentation to familiarize Amazon.com with the project. J. Lyne asked the two Amazon.com representatives of their familiarity with the study area, familiarity with the project, and whether they had interacted with it previously. S. Glavin said that she was not very familiar with the study area or the project. R. Wilson said that he has worked on several projects with Amazon.com in Will County, but that this was his first interaction with the study.

Verification of Projections

During the presentation, R. Powell asked the Amazon.com attendees about the employment projections that were being used by the study and stated that they had come from other public sources. R. Wilson stated that the facility in University Park may be opening next month. He said that they would employ around 1,000 people (the study used 800) and that the periods around Amazon Prime Day in July and around the holidays fluctuate upwards due to hiring of temporary workers. Their numbers represent steady state employment. Markham and Matteson are expected to have at least 1,500 steady state employees each when they are open (the study used 1,000 each). He stated that the fluctuations are important when considering traffic generation. R. Powell asked about the existing Monee facility. R. Wilson stated that there are 2 buildings, the big one at 5521 Manhattan-Monee Road. He stated that there are well over 2,500 steady state employees now in Monee. It is not an exact number, as the pandemic has thrown things in flux. The sites are new, most building leases are 20 years and the facilities are expected to be around a while. Use of seasonal and part time employees may decrease, but temporary part time positions may turn in to full time positions. He stated that the number of jobs is projected to be similar to existing into the foreseeable future.

Follow-Up and Upcoming Freight Industry Survey

Following the presentation, the Amazon.com attendees were asked if they had questions or comments. R. Wilson said that he had no immediate comments but would like to share the presentation within the company. Transportation operations, what we are seeing, bad routes, and feedback.

J. Lyne asked if the survey should target any particular person on the mailing list. R. Wilson said he didn't have a name offhand but would likely target the site managers. J. Lyne stated the study's need of getting

the information in front of the people driving the trucks to obtain feedback. The study needs to hear from industry. R. Wilson said he will try to get the contacts by next week.

J. Lyne stated that the interactive map is on the website and we can pass it on. R. Wilson said he is interested in it. D. McGibbon mentioned the upcoming freight users survey and asked J. Lyne on the survey timing. She said it is not out yet but is getting ready for launch. The study team will get it to R. Wilson and S. Glavin. S. Glavin stated that the subject matter is not her area of expertise, but that she will collaborate to find the right contacts within the company. She stressed that Amazon.com wanted to be good neighbors, have their facilities be in a community their employees would like to live in, and to be mindful of how their carriers move through the region.

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Village of Frankfort Meeting Notes

Attendees:

Village of Frankfort – Mike Schwarz

Will County Division of Transportation – Christina Kupkowski

WSP USA – Dave McGibbon, Jamie Bents, Adam Miliszewski

Date:

Wednesday, June 9, 2021

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Jamie Bents Question: Did you receive the MetroQuest Survey we sent out a few weeks ago?

Mike Schwarz Answer: I believe I have, send it to me again just incase.

Dave McGibbon Question: Can you speak about any planned activity in the study area for the village.

Mike Schwarz Answer: As you are probably aware the village does not have a large presence in the study area. The village extends a bit into the western portion of the study area . Specifically, just west of the triangle noted as one in the land use map shown. Currently, that area is not developed. The site does not have any sewer or water access and it would be expensive to bring those utilities to that site.

Mike Schwarz Comment: Could you provide me a copy of the PowerPoint and land use map?

Jamie Bents Answer: Yes, we will send a copy of the PowerPoint, Land Use Map, and survey.

Village of Crete Meeting Notes

Attendees:

Village of Crete: Michael Einhorn, Michael Smith

WSP USA –Jamie Bents, Rick Powell, Adam Miliszewski, Dave McGibbon

Time:

Monday, June 14th, 2021, 10:00 AM

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Mayor Einhorn – Mayor Einhorn stated that Governors Highway (IL 50) and Indiana Ave. (Peotone-Beecher Road) are length restricted. Rick Powell stated the study would look into it.

Rick Powell – Discussed posted routes at the state line on Exchange street prohibiting heavy trucks into Indiana. Mayor Einhorn and M. Smith stated that on Exchange, they rarely see a semi-truck. GPS is far from perfect, and sometimes sends trucks on routes not suitable for trucks. They affirmed that the nearest 2 legal ways to cross the state line for heavy trucks in the study area are US 30 to the north and IL 17/IN 2 to the south.

Mayor Einhorn – The village took the surveys the project team shared and shared the survey links with their community. The mayor indicated he spoke with Jeff Ronaldson with WCDOT, Jeff agreed it would make sense for Crete-Monee east of IL 1 to State Street to be transferred to the county if it is part of the preferred alternative. At one point it was a county road, then transferred to Crete Township, then it was annexed into the village so that Crete is now the agency with jurisdiction.

Dave McGibbon – Stated that the study is looking at enhancing shoulders, improving drainage, looking at traffic performance and crashes.

Michael Smith – Asked about right-of-way preservation.

Rick Powell - responded that right of way normally could not be bought until NEPA was complete, but that WCDOT could best answer the question if a case for preservation came up.

Mayor Einhorn – Stated that the county has money programmed along with grade crossing protection funds, and that the overpass at Crete-Monee is a \$12-15M project. He suggested looking at Styrofoam fill which was used in Indiana for a similar bridge. There is a crude oil Enbridge pipeline next to UP/CSX railroad, which did not go in as designed. Michaels was the contractor. The installation difference in depth caused interference with planned sewer and water engineering for the intermodal site service.



Mayor Einhorn – Regarding the land use map the blue rectangle north of Burville Road was not in the village limits, and is an old rail yard. Otherwise it is pretty accurate. There is a landowner with developable land north of Crete-Monee Road, across the street from the intermodal site. He also has another 160 Acres that is southwest of the intermodal site, with 80 acres north and 80 acres south of Goodenow Road. “Site 3,” the intermodal site, could get a lot bigger. One of the issues with the site is getting over to IL 394. Truck access to IL 394 with an overpass would chop a lot of costs from development.

Rick Powell – Asked about the Balmoral site.

Mayor Einhorn – Regarding the Balmoral site it was purchased, and the last he heard it was planned to make a training facility for horses, 1-2 meetings were held, but not much action followed. \$5M was the purchase price, and included 198 acres. There was also a smaller site that once contained a nightclub on Main Street north of Exchange Street that the developer purchased. He also bought the golf course. The Balmoral developer is Radomir Dobrasinovic at 312-913-0860 or cell 708-670-7287. Mayor Einhorn mentioned his daughter Kiki (sp), and a John Pitts at 773-524-0079 who was doing some development work on Mr. Dobrasinovic’s behalf.

Mayor Einhorn - discussed the current state of the intermodal facility. CSX Railroad owns the property, but may be a willing seller. He has heard nothing lately from them. The end game is not clear, an intermodal is not out of question, and the railroad may want to move out of Chicago and Bedford Park, which will be at capacity. He personally believes that if access is provided at Crete-Monee road, the property will be a lot more viable. He mentioned topographic issues with the previous connection, and the challenges of access. Northern access would be far less expensive, but not supported by some of the public. Will County CED has floated some interest from developers, but will require \$10M of off-site sewer and water work. For Site #3, between there and NE corner of village near Steger Road, there is 100 feet of difference in elevation. There was formerly another track on the east side of CSX, which space could be utilized for a shoo fly.

Dave McGibbon - Stated the goal is to transition to Phase I near the end of the year in a future NEPA phase.

Rick Powell - Discussed the potential hookup of Crete-Monee Road with IL 394 and that the county suggested Bemis Road would be a potential site since it would not require a completely new intersection.

Mayor Einhorn - Stated that there is public right of way not used currently that could connect Crete-Monee near State Street to that area. The mayor was encouraged by progress toward Phase I.



Village of University Park Meeting Notes

Attendees:

Village of University Park: Ernestine Beck-Fugham

WCDOT – Christina Kupkowski

WSP USA – Jamie Bents, Rick Powell, Adam Miliszewski, Dave McGibbon

Time:

Monday, June 15th, 2021, 1:00 PM

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Jamie Bents – Asked if Ernestine had received the surveys.

Ernestine Beck-Fugham – The village did receive it and the engineers are looking at the recent one, still waiting to hear back from the village staff on their thoughts. They are undergoing another big survey, and E. Beck-Fugham recommended sending her anything that needs follow-up. Ms. Beck-Fugham asked about the impacts to the Forest Preserve District of Will County.

Rick Powell – Stated we have had discussions with the Forest Preserve District and that they own several properties, if Crete-Monee Road is improved it would affect the Black Walnut Preserve.

Ernestine Beck-Fugham – said that this is the first time she has seen the Eastern Will routes. There are different versions of the airport, changed routes and concepts, and we need to get in the same room and discuss it.

Ernestine Beck-Fugham - Noted the potential conflict of the South Suburban Airport (SSA) footprint with the Pauling-Goodenow route.

Dave McGibbon - Explained the SSA coordination to date. When the study team talked to the airport staff, they have some plans, but not fully approved. Pauling-Goodenow does encroach on it, and it may be an option that doesn't conflict with the airport plan when it is finalized. We will include their access plan in the study.

Ernestine Beck-Fugham (Connectivity Issue Comment) - Mentioned the 4-ton limit on Dralle Road, and that people tend to do alternate routes when no one is looking. Dralle had to be repaired due to traffic from overweight trucks. She said that truckers had given the village the argument to give them access to Dralle Road east-west, but that would result in trucks also tearing up other streets. Truck routes are very inconsistent. Everybody is out now giving tickets. If we are promoting freight, we need to do something



in terms of rebuilding. There is very little to no connectivity. It is the main issue in Eastern Will County. Trucks need to deliver items. The study is not there yet. You will meet opposition when 5- to 10-ton weight limits are raised. University Parkway is a route that we could consider for improvement for trucks. Get linkages in the southeast portion of Will County. Those are the ones with bigger weight limits on their streets.

Ernestine Beck-Fugham (Amazon Center Comments) - Stated that the new University Park Amazon center opened May 1. She stated an additional Fortune 500 company that she could not disclose planned a business with 2 shifts totaling 750 employees, at the northeast corner of Cicero Avenue and University Parkway/Stuenkel, all the way east to Governors Highway. It will be a truck-heavy facility and it is scheduled to open around Q1 2022. She said it is busy now that things are opening up post-COVID, trucks are unbearable, and there has been monitoring. Some trucks are super overweight. If we create a truck route, make sure its visible, and ensure restricted routes are not being used. She definitely wants to work with study to make it more comprehensive.

Ernestine Beck-Fugham (New Developments/Streetscape) - said the board has approved businesses requiring a new traffic light at University Parkway and Central. There is a Quik Trip on the northeast side. There are restaurants, gasoline/diesel service, freight mechanic, and car wash proposed, on 120 acres on the south side. There is another similar development on the southeast corner, conceptually the same. The clientele is trucks. There is a definite need of a modal concept, and provisions for stop drop and roll in University Park would create a business for this intermodal system. Cicero Avenue is planned as a restaurant row. The state has approved a traffic light at Steger and Cicero which may go in next fall (this may be an Invest in Cook grant that she was referring to at the county line between University Park and Richton Park). The village got a grant for a streetscape project at University Parkway and Cicero. There will be new street lighting and landscaping, and it is 70% complete on engineering. A new public safety building is being built for the west side of the village. We want to accommodate trucks but be cosmetically pleasing. Our zoning meets surrounding uses. We are going through mayors and managers meetings, all simultaneous. Governors Highway from Dralle Road to Richton Park was recently resurfaced and striped. IDOT, the CN Railroad and IDOT did a recent project to repair tracks that were in a state of disrepair and the site of fatal crashes. A second phase will be fixing drainage to the south and north.

Ernestine Beck-Fugham – Asked if the study team could request in writing what the village needed to do to assist and participate in the study.

Rick Powell - Asked about the potential of University Parkway east of IL 50 being converted to a truck route.

Ernestine Beck-Fugham – Stated that Governors Highway is an IDOT route. University Parkway to the east is still part of an industrial area. Creating a new route is a possibility, to make the dots link. The only current linkage is Stuenkel Road to University Parkway, but it stops. It is mind-boggling how truck routes were determined.



Dave McGibbon - Said the study would provide the PowerPoint to the village, and a PDF of the zoning map. The study would like the village to send some info on what will help, disclosable developments, permits, anticipated developments and to fix any erroneous information. In Phase I NEPA there will be a real survey, and we will go through the process. Make sure we get the questionnaires for freight and land use.

Christina Kupowski - The ultimate purpose of the study is to find the best route for County highways in the area.

Ernestine Beck-Fugham – Said that they meet with CMAP every Tuesday at 9 AM, and met this morning

Christina Kupowski - We know in general, freight traffic is the number one issue, and we have seen hundreds of percentages of truck traffic increases and millions of square feet of additional warehouses. We need to be planning for the future. From western Indiana to 57 to 55 to 80, this part of the county is a transportation linchpin, but there are no good truck routes. This is the start, and WCDOT hopes by starting this we can jump off with municipalities and their networks, who can follow with their own projects. Trucks need to be going somewhere. We can't tell you what's best for your community. You Christie and Leslie, get CMAP to do something that would help, and it also affects South Cook. Similar to what is going on in western Will.

Ernestine Beck-Fugham – Stated that CMAP has granted us a planner. They want to be partners.

Christina Kupowski - This is a jumping off point, and we are thankful that you have given it to us. WCDOT can tell University Park what we are seeing and offer to help

CenterPoint Properties Meeting Notes

Attendees:

CenterPoint Properties – Carmine Bottigliero

Will County Division of Transportation – Christina Kupkowski

WSP USA – Dave McGibbon, Jamie Bents, Rick Powell, Adam Miliszewski

Time:

Monday, July 19th 2021

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Carmine Bottigliero General Comment: CenterPoint's area of focus is Joliet and Elwood. He said there were many methods of controlling traffic with their experiences in Joliet/Elwood area. There is a big pocket of development on the eastern side of the county, east of I-57, and another near the I-80/55 interchange; most heavy truck traffic to and from the intermodals use the interstates, with lesser use of arterials. From the interstate into the business park, the new Houbolt Road extension will provide new access, and there is existing free access off of I-55 (at Arsenal Road). Both routes avoid residential areas. It is quite the challenge to avoid residential areas with trucks. We have seen pushback from local residential areas. Village residents are stakeholders as well as the intermodal and trucking industries, and CenterPoint is sensitive to their needs.

East-west connections to the intermodals are of greater importance. There is so much traffic that serves these 2 pockets, but lacks truck connections. I-57, I-55 and especially I-80 need upgrades. Another idea is that we have not only freight but employees. We lack connectivity between these 2 hot spots. Transportation is good for people moving to and from the Chicago Loop. Capacity is not there to move people in the more outer areas.

Dave McGibbon Question: Where are the employees coming from to get to your locations and have you seen any trend or increase, rough approximation of employee counts, or increase in employee base from the early 2010's when the Illiana study was in progress.

Carmine Bottigliero Answer: We continue building within 1,000 acres zoned for industrial buildings, and that there are other properties zoned and projects underway apart from CenterPoint's. The new Houbolt project will drive additional development, and there are no signs of slowing. In highly dense populated areas, there is benefits from separating trucks from commuters.

Jamie Bents Question: Have you received the Metro Quest Survey we sent out a few weeks ago?



Carmine Bottigliero Answer: Unsure, I'm sure I did, we receive a lot of survey's from many studies that are taking place. There is probably very little pure "cross traffic" between the two pockets of development. Right now, Eastern Will truckers likely use I-57 to I-80.

Jamie Bents Question: What's CenterPoint's level of concern with this project, and is it more with employees or users?

Carmine Bottigliero Answer: A map of where employees come from would show from IL 53 east to I-57, not a lot of people. East of I-57 there are more people. Where are they coming from and how are they getting there? West and south of Joliet/Elwood, the population base is not there; employees are coming primarily from the east and north. We are our own little microcosm, there is not a lot of cross truck traffic, I-57 to I-80 is the most likely route for the cross traffic that exists. Eastern Will is going away from the area that is most cost effective for intermodal customers. If your pattern is to go in and out of intermodal, this is not the best spot.

Dave McGibbon Question: The study would provide a copy of the presentation along with mapping info and supporting documents, and could CenterPoint advertise to their employees through bulletin board or other means, access to the next public outreach so that they can comment on.

Carmine Bottigliero Answer: We could do that.

Christina Kupkowski Question: Any other comments, everything mentioned was on point, and we understand the study is not going to be a hot button issue for CenterPoint.

Carmine Bottigliero Answer: it is good to see improvements being acted on in this portion of the county.

Rick Powell Question: Is CenterPoint interested in developing near the study area?

Carmine Bottigliero Answer: Maybe, if South Suburban Airport is built. For now and the near future, we are more interested in land already zoned, infrastructure already in place, such as CenterPoint's investment in Houbolt Road.



Will County Center for Economic Development Meeting Notes

Attendees:

Will County Center for Economic Development – John Greuling
Will County Division of Transportation – Christina Kupkowski
WSP USA – Dave McGibbon, Jamie Bents, Adam Miliszewski

Date:

Tuesday, July 20, 2021

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Jamie Bents Question: Did you receive the MetroQuest Survey we sent out a few weeks ago?

John Greuling Answer: I most likely did, I get so many of these survey's, I'm pretty sure I did take it.

John Greuling Comment: Regarding the land use in the study area there is a lot of interest in the northwest corner just west of I-57. One issue is that there is no sewer or water access there, however if that access does get there will be growth. Romeoville, Bolingbrook and areas along I-80 are filling in, I believe the I-57 corridor is underutilized, I consider Monee and University park freight clusters. On the land use map you showed, west of the star labeled one there are talks of a development going in there.

John Greuling Comment: As for the PEL planning process, I am very familiar with it. CMAP has been doing a PEL in the area so I know about PEL.

Midwest Truckers Association Meeting Notes

Attendees:

Midwest Truckers Association – Don Schaefer
Will County Division of Transportation – Christina Kupkowski
WSP USA – Dave McGibbon, Jamie Bents, Rick Powell, Adam Miliszewski

Date:

Thursday, July 22, 2021

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Jamie Bents Question: Did you receive a copy of the Metro Quest survey we sent out a few weeks ago?

Don Schaefer Answer: I'm pretty sure I took the survey. I receive so many of these surveys, send me the survey again so I can be sure (he later stated that he may have passed the survey on to constituents rather than directly answering it, and mentioned local issues where they would have more knowledge than he).

Don Schaefer Comment: I want to look at this from two different perspectives, the local and regional situation. Especially as the warehousing and distribution centers continue to grow. I'd want to get this information to both the local operators, but also others who don't necessarily reside in the area. Getting the perspective from operators who work in the area a lot will be important but reside in Kankakee, Plainfield, Bolingbrook, etc. I'll float this in front of them to get them familiar with it, I want to get them engaged. I think I can get 2 or 3 carriers who are interested in the study area and would take the time to provide valuable feedback. These are people who run 30-40 trucks a day. We had many truckers supportive of the Illiana due to how it would improve the east-west connectivity. Many come along Manhattan-Monee road from Joliet and then get stuck at I-57, there is no way to continue on. This leads to some unauthorized use of roads to get through the area.

Don Schaefer Comment: In terms of environmental issues, you're going to run into the same issues you saw with the Illiana, it's the same kind of wetlands and farmland in this area. The sensitivity is still there, the same groups that were cognizant of what was happening with the Illiana know how growth is going to continue in the south suburbs. It's not like we're going to build six east-west roads, it's going to be something mixed use on existing right of ways, and the uncertainty of the airport is a shot in the dark right now. From a freight standpoint I can see this go several ways, the growth of air freight and intermodal is phenomenal. We cannot stick our heads in the sand and pretend like it's not coming. I think there is a better planning opportunity here than what happened in the western part of the county.



Christina Kupkowski Comment: The county goal is any route that's selected is truck ready, a lot of what's happening there now is truckers going on the roads already and the intersections cannot handle them. The ultimate goal is to upgrade the existing facility to accommodate the needs of trucks.

Don Schafer Comment/Question: No one wants to drive through the center of Monee. Realistically, how can you make improvements in this area?

Christina Kupkowski Answer: The county owns the two routes highlighted, Manhattan-Monee and Pauling-Goodenow. We have the authority.

Don Schafer Comment: What's coming in the future is important, we don't want to under build. No one saw that multimodal would play that big of a role in the county. Are we sitting here saying there is something new here? Also, what the railroads do is also important, Union Pacific surprised many when they closed Global III, everyone thought Rochelle was going to be the next Will County, with locals making improvements. But that's why you all are planners.

Rick Powell Comment: We've estimated a modest amount of growth that we are seeing, we've taken CMAP's model with what the South Suburban Airport would be as well as interviews with business and governmental units on existing and planned development and employment. We are incorporating all the known unknowns if you will and make our best estimate for 30 years out.

Don Schaefer Comment: Resources for cargo airports are much less than passenger airports. Other items to consider is the growth of the southwestern suburbs, we don't have the means to get employees to the locations they need to. There is a lack of affordable housing, transportation is only one cog in the wheel for this. Everything will need to come together for there be success, not just one element.

Don Schaefer Question: Do you think you'll run into any issues from communities regarding east-west connectivity?

Christina Kupkowski Answer: This has been a grassroots effort pushed by many local jurisdictions, townships and municipalities. We've talked with them for many years now, the need for relieving pressure of freight movements on their local system is needed. I don't see the need to expand capacity, its mainly for improving the alignments, widening shoulders etc. We need to make the corridor safer, for both freight and the general motoring public.

Don Schafer Comment: I do want to engage the stakeholders in the area, there is a former congresswoman who ones a trucking company in that area. There are a lot of companies that have relocated into that area, or opened new facilities to address growth. I'd be more than happy to connect you all with some of these companies and maybe we can set up an information discussion like this one with them.



Dave McGibbon Comment: We'd be more than happy to present to any group of stakeholders you'd like.

Village of Monee Meeting Notes

Attendees:

Village of Monee – Ruben Bautista, Scott Koerner
Will County Division of Transportation – Christina Kupkowski
WSP USA – Jamie Bents, Rick Powell, Adam Miliszewski

Time:

Monday, August 2nd, 2021, 10:00 AM

Below are the notes gathered from the meeting with the attendees listed above. These notes are not verbatim, but a summary of the information obtained through the meeting.

Ruben Bautista Comment – Mentioned that there is a new vacant warehouse on Ridgeland and other businesses on Monee Manhattan Road, he also anticipates additional businesses to come in the near future. More development is expected in the next 12-18 months and he is concerned with the additional traffic on the west side of Monee. In regards of 200 acres south of Manhattan Monee Road, there are an additional five warehouses planned running south of Industrial Drive that will add more truck volume. Additionally, an observation is that trucks coming northbound on I-57 to Monee have been bypassing the weigh station by using IL 50 which has resulted in increases truck traffic through Peotone, Monee and University Park.

Rick Powell Question – Can you provide some insight into the 4-ton weight limit on Court Street and the village's position on considering it as part of a truck route.

Scott Koerner Answer – The area contains a recreational center and youth baseball facilities. The village board would most likely be opposed to any proposal that would increase truck traffic on Court Street. Long term there are additional recreational plans closer to Egyptian Trail.

Christina Kupkowski Comment – The whole premise, in meetings with the county engineer and municipalities is that any proposals including Crete Monee would be designed for what is best for the communities in managing truck traffic. The county is not proposing adding lanes.

Rick Powell Comment – The recreational and youth uses would be useful in providing justification from the study dismissing the Court Street alternatives.

Ruben Bautista Comment – The Village has a comprehensive park land study and is in the process of an OSLAD grant to continue the villages green space initiative. The village purchased the existing elementary school property along Court Street. The village wants to increase park size as well as add more room for youth football and baseball.



Jamie Bents Question – What is the status of the OSLAD grant?

Ruben Bautista Comment – The village is having a meeting this week to move the process forward, goal would be to secure the grant by the end of the year. Engineering plans could be developed by 2022 for infrastructure including a bike path and sidewalks.

Jamie Bents Comment – We will re-distribute the survey to ensure we get the Village’s input on the initial survey as well as the current survey with written comments and get observations of stakeholders with Monee.

Ruben Bautista Comment – There is a lot of congestion on the west side of I-57, getting traffic to move onto Ridgeland road and connect to Stuenkel road would benefit in relieving the Monee interchange and Manhattan Monee Road. The Stuenkel road interchange is not being maximized.

Christina Kupkowski Comment – I do not know if the county has any way to provide relief, as there are no north-south County highways in the area. Even if the county did, I’m not sure how much it would help. There are a conglomeration of villages Monee, Frankfort, and University Park that could internally designate Ridgeland as a Class II truck route. It may be a matter of education.

Scott Koerner Comment – The village has encouraged Amazon employees to use Ridgeland for employee traffic which is not prohibited.

Christina Kupkowski Comment – As a note regarding the Ridgeland route every jurisdiction may not be on board for classifying the route as a truck route.

Scott Koerner Question – Is there any insight into extending I-355 to the South Suburban Airport

Christina Kupkowski Comment – There had been meetings the last few years regarding that and the extension is basically off the books.

Dave McGibbon Comment – I agree with that sentiment, the Tollway staff is no longer actively planning a project due to the displacements it would cause.

Rick Powell Comment – New Lenox had a corridor to accommodate an I-355 extension in their previous land use plans, however it was removed and since then has been developed.



Eastern Will Freight Study

WELCOME

Tell us what you think!

Will County is studying ways to alleviate truck traffic congestion and improve mobility and safety in the eastern part of the county. After reviewing details and the study area map on this screen, please click the "Begin" button to share your input.

Study Area Map

Begin



The intent of the study is to move initial findings into more detailed studies over the next two to three years to identify alternatives and options for improving truck traffic, safety and mobility in eastern Will County.



2

SURVEY QUESTIONS

3

PRIORITY RANKING

4

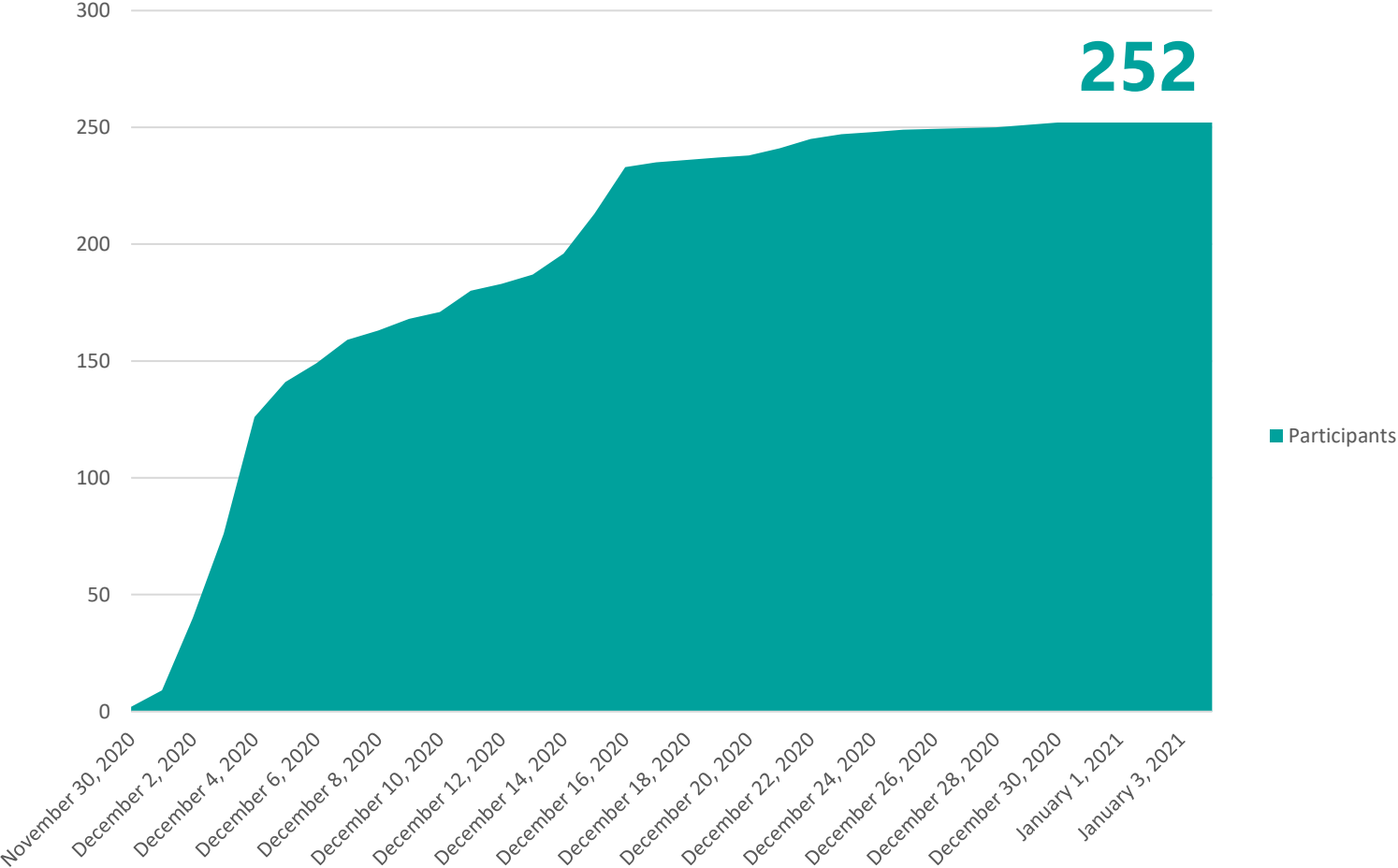
MAP MARKERS

5

WRAP UP



Survey Participants





2 Your Opinions

? What to do

Next Task

3

4

5

WELCOME

SURVEY QUESTIONS

Needs

Mode of Travel

Truck Traffic

Truck Traffic 2

Traffic Impacts

Please let us know what you think

What are most important to address or protect in the study area (select three)?

- Air Quality
- Noise
- Truck congestion
- Car congestion
- Wetlands/streams
- Forest preserves/parks
- Agriculture

How would you rate the general condition of roadways in the study area?

- Very Good Condition
- Good Condition
- Average Condition
- Bad Condition
- Very Bad Condition

PRIORITY RANKING

MAP MARKERS

WRAP UP



Next

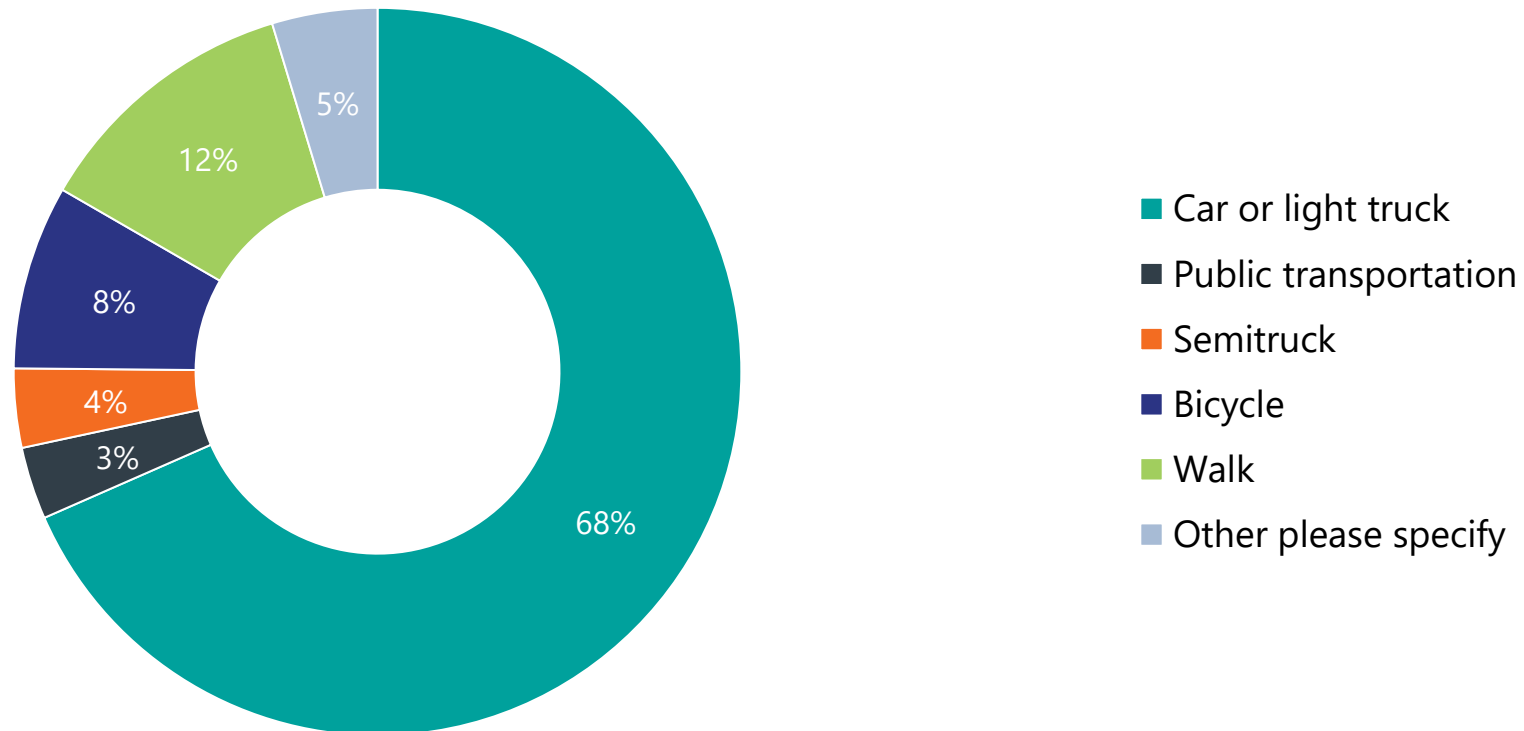


Survey Responses



Mode of Travel - Question 1

What forms of transportation do you use when traveling study area routes (select all that apply)?

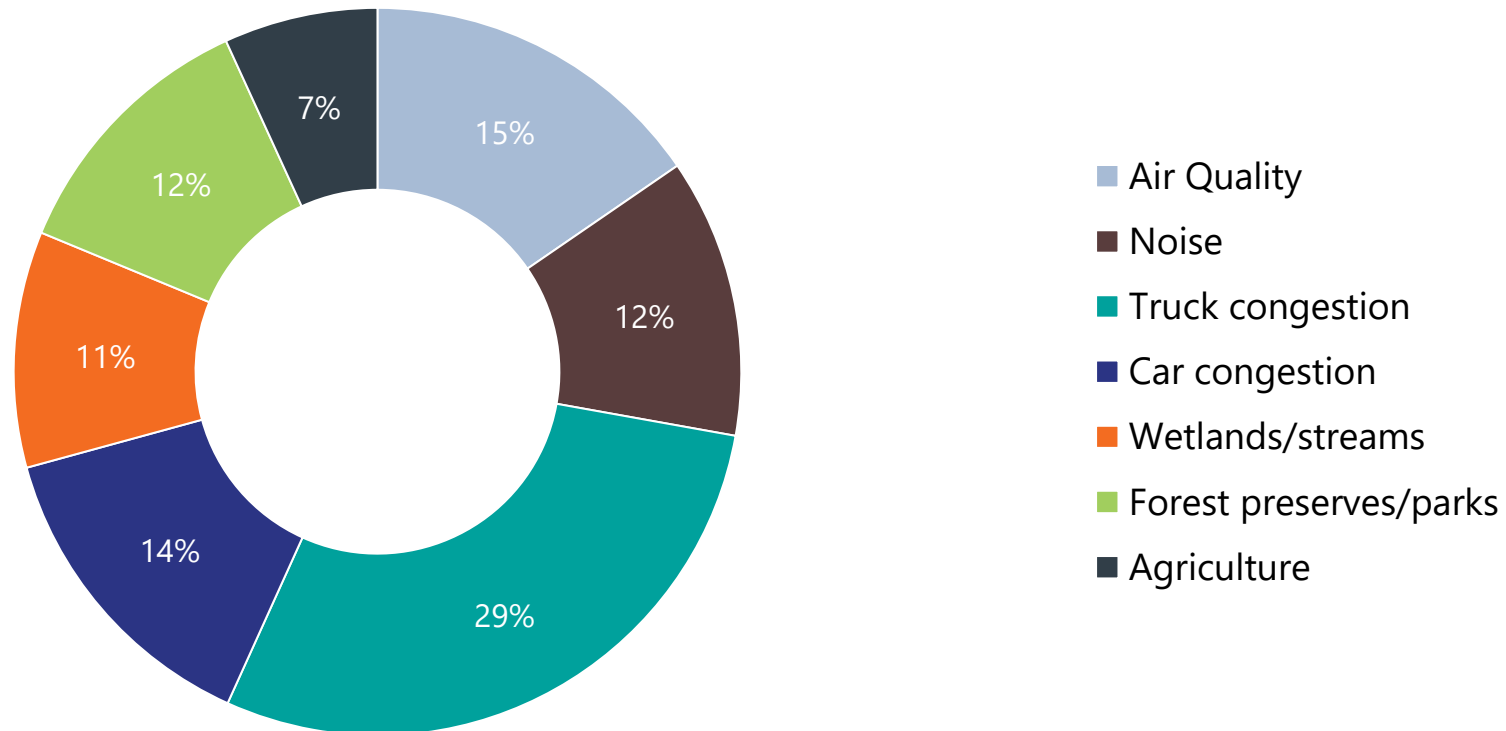


Survey Responses



Needs - Question 1

**What are most important to address or protect in the study area
(select three)?**

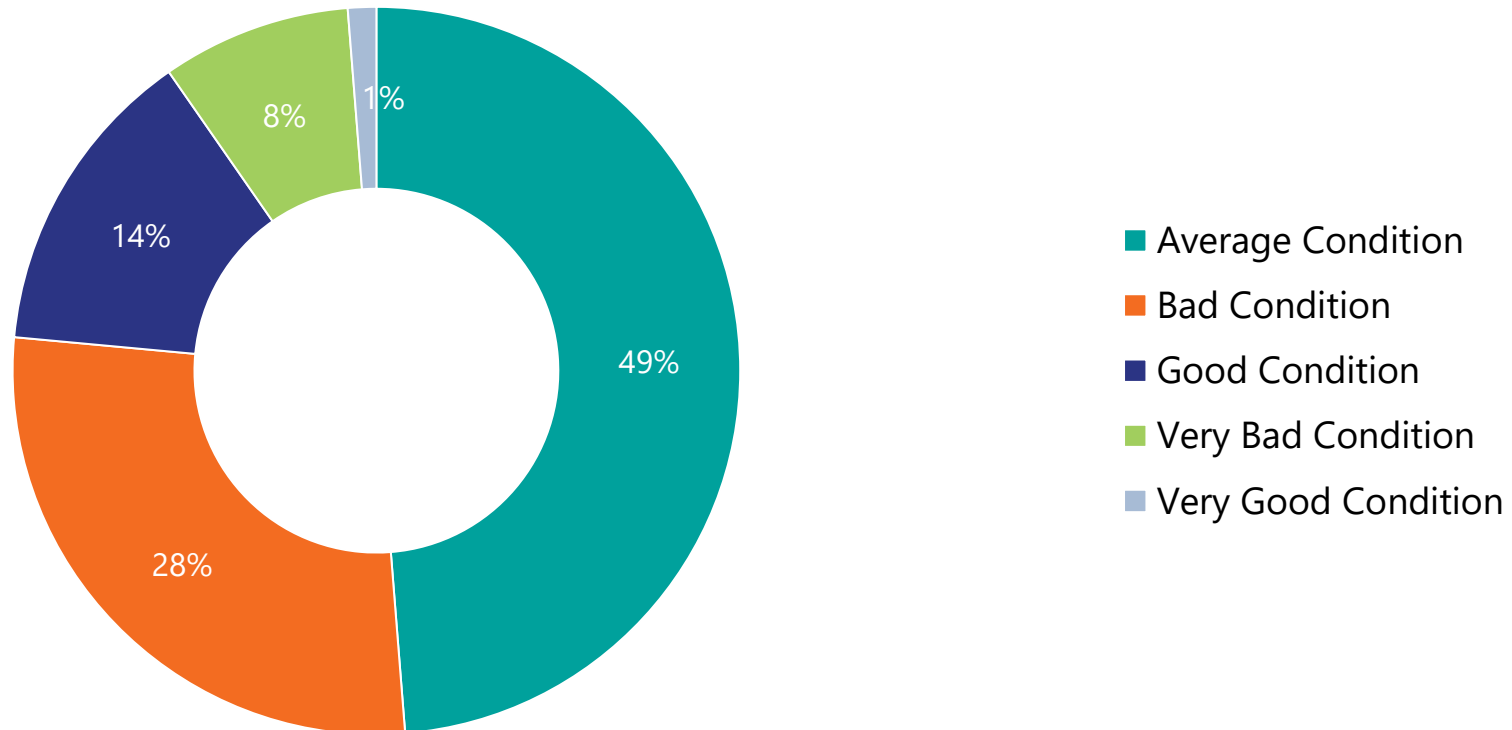


Survey Responses



Needs - Question 2

How would you rate the general condition of roadways in the study area?

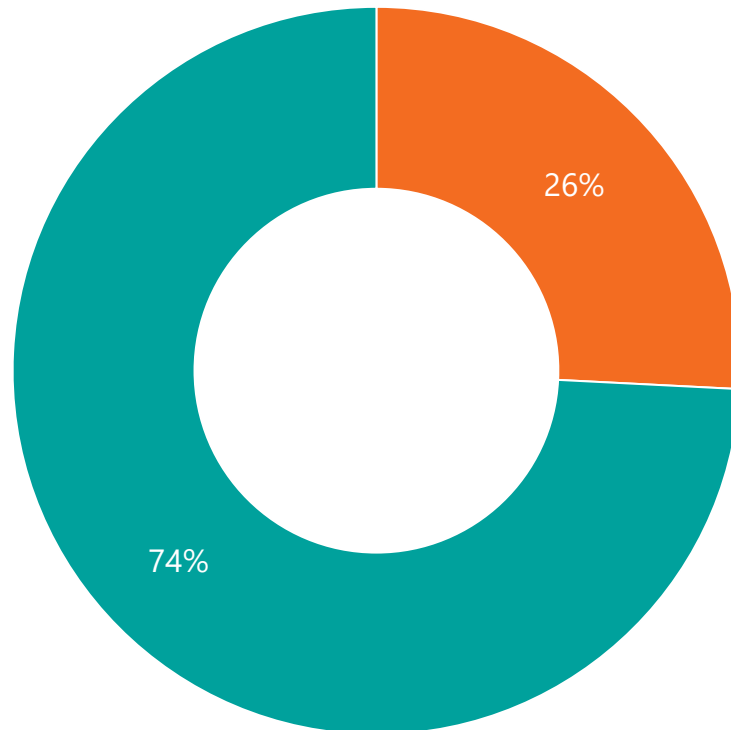


Survey Responses



Truck Traffic - Question 1

**Have you experienced truck traffic congestion on I-57
(including Monee and Stuenkel Road exits)?**



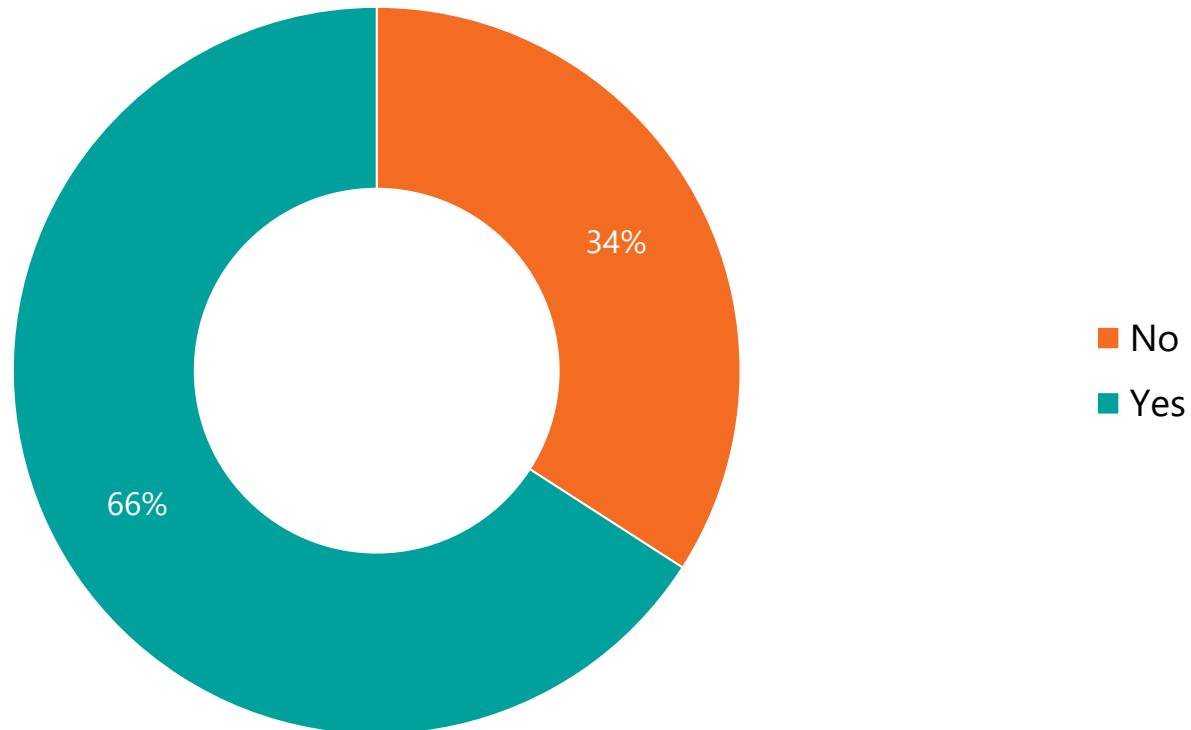
- No
- Yes

Survey Responses



Truck Traffic - Question 2

**Have you experienced truck traffic congestion on IL
394/IL 1?**

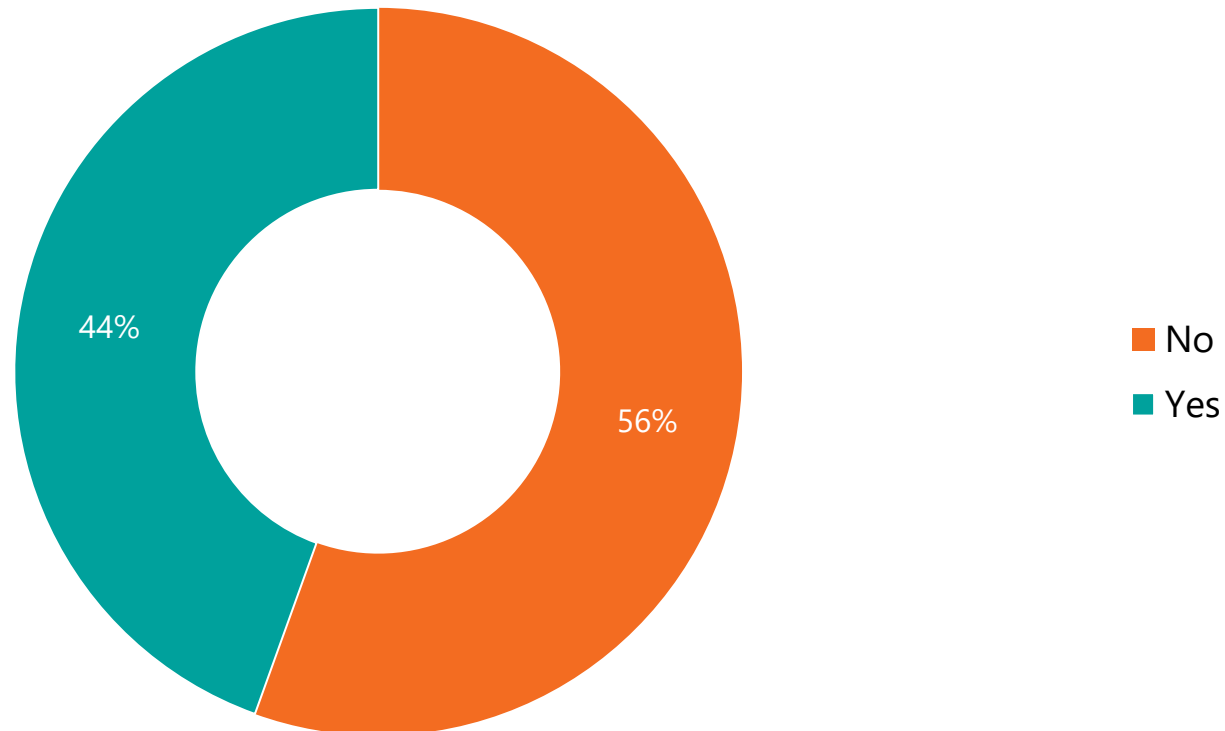


Survey Responses



Truck Traffic 2 - Question 1

Have you experienced truck traffic congestion on Crete-Monee Road?

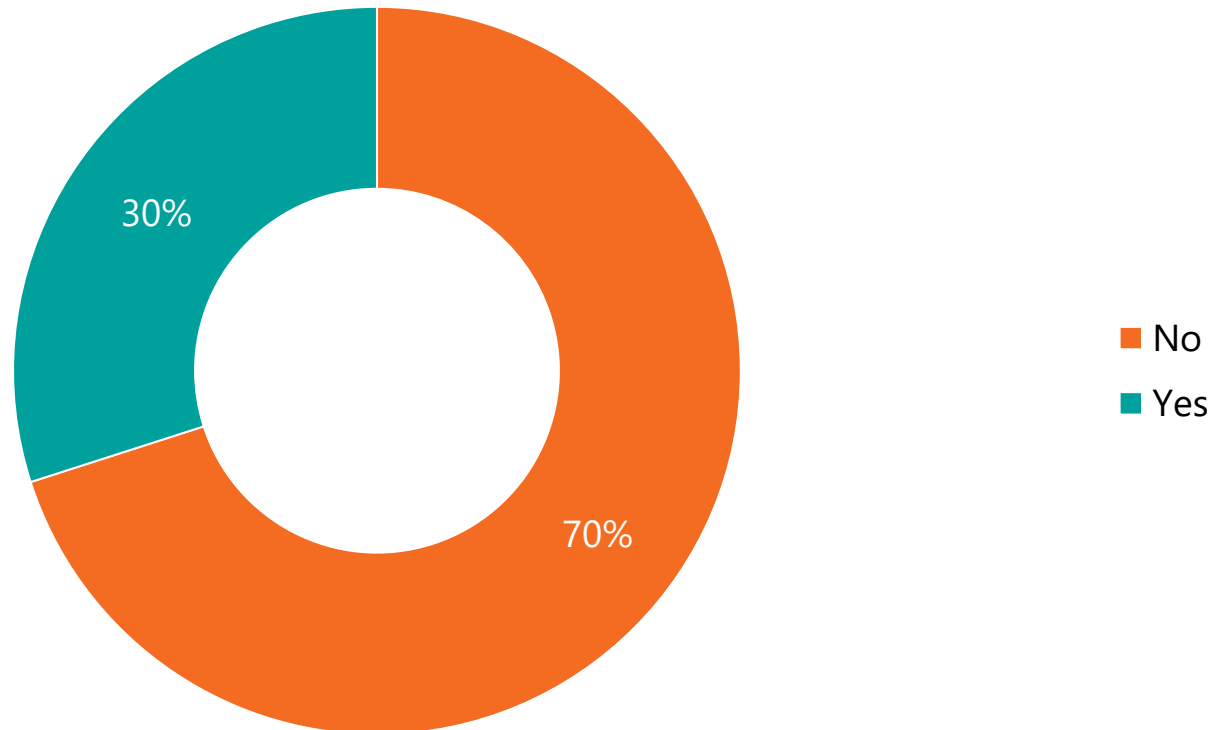


Survey Responses



Truck Traffic 2 - Question 2

Have you experienced truck traffic congestion on Pauling-Goodenow Road?



1

WELCOME

2

SURVEY QUESTIONS

3

PRIORITY RANKING

What's Most Important?

What to do

Next Task

4

MAP MARKERS

5

WRAP UP

1 Safety

2 Truck Congestion

Order your top 5 items above this line

Car Congestion

Bike & Pedestrian Safety

Connectivity/Efficiencies

Environment

Noise

Truck Routing

Suggest another

Truck Congestion



Ensuring that large trucks move through the area without experiencing or causing traffic back-ups.

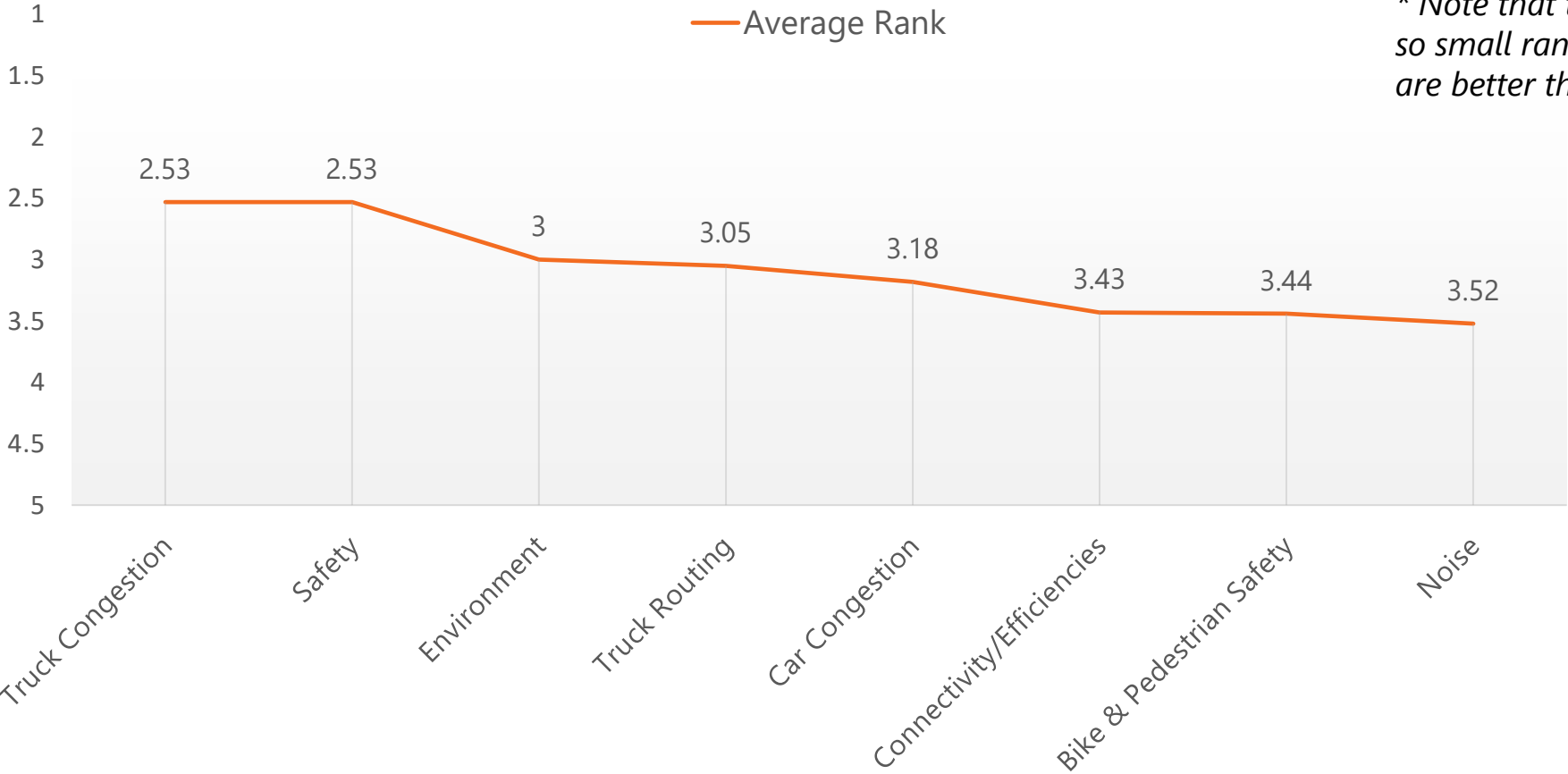
Comment



Priorities Average Rank



All Rankings Line Chart



** Note that the highest rank is 1, so small rankings and averages are better than high ones*

1

WELCOME

2

SURVEY QUESTIONS

3

PRIORITY RANKING

4

MAP MARKERS

Where are the Needs?

What to do

Next Task

5

WRAP UP

Please drag and drop at least 2 markers on the map.



Safety



Congestion



Environmental



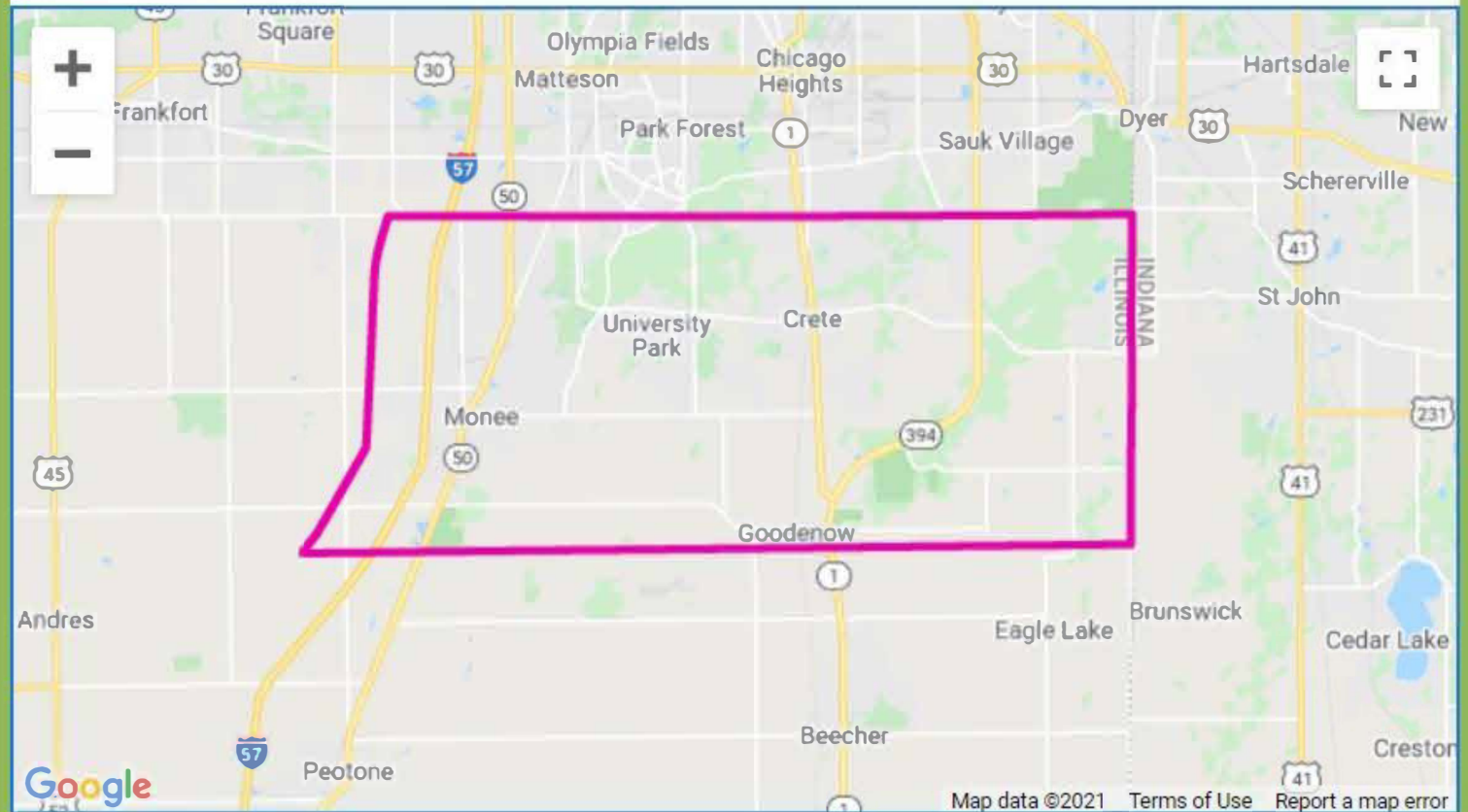
Community



Truck Volume



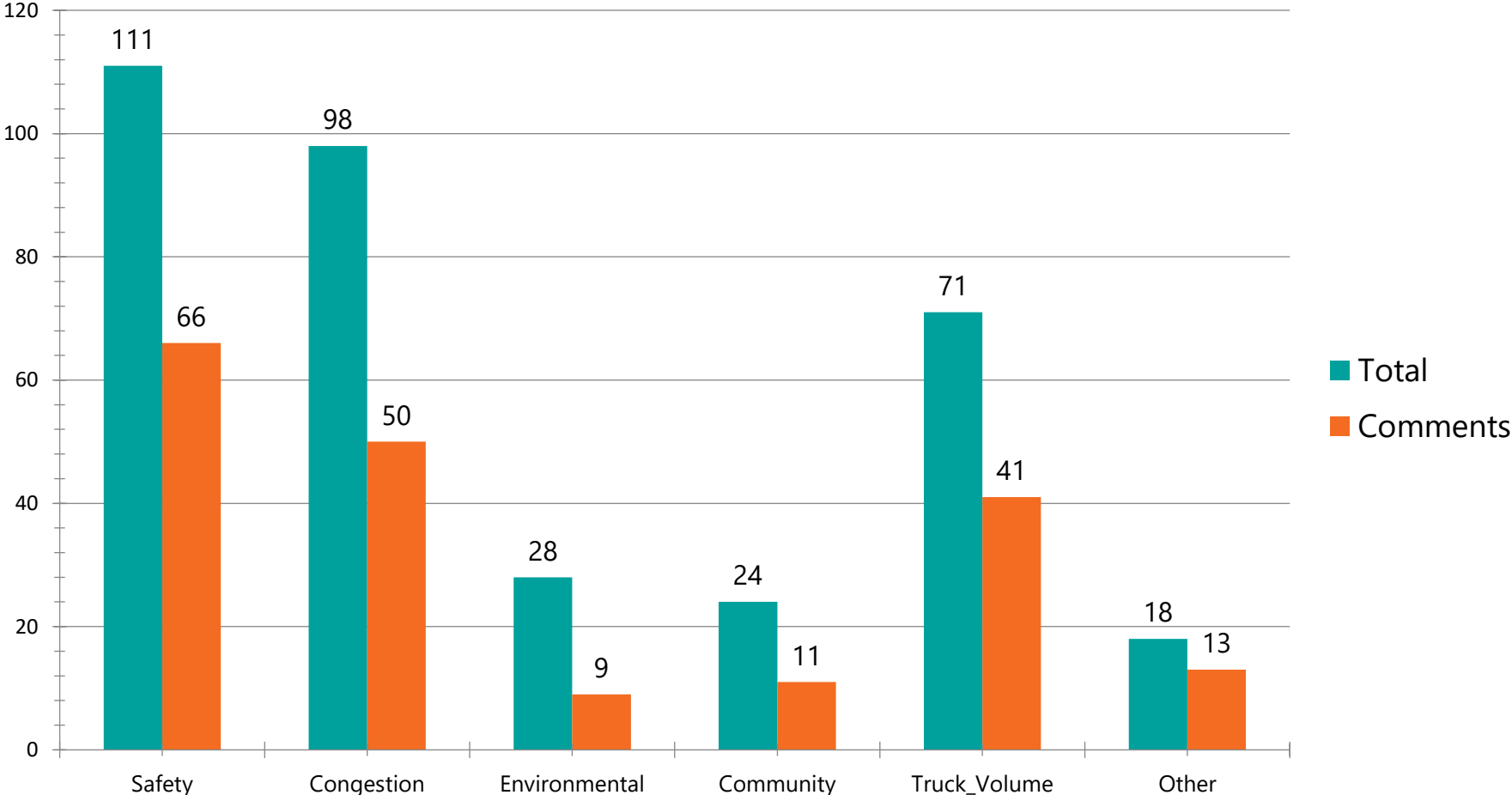
Other



Mapping Needs



Map Marker Summary



- 1 WELCOME
- 2 SURVEY QUESTIONS
- 3 PRIORITY RANKING
- 4 MAP MARKERS
- 5 WRAP UP

Final Questions

What to do

Final Questions (Optional)

How often do you use study area routes?

What best describes you?

What is your age?

What is your race or ethnicity?

What is your zip code?

Email address (for project updates).

Thank You

Your input is important!

For more information and to stay engaged in the study please visit www.EastWillMobility.com.

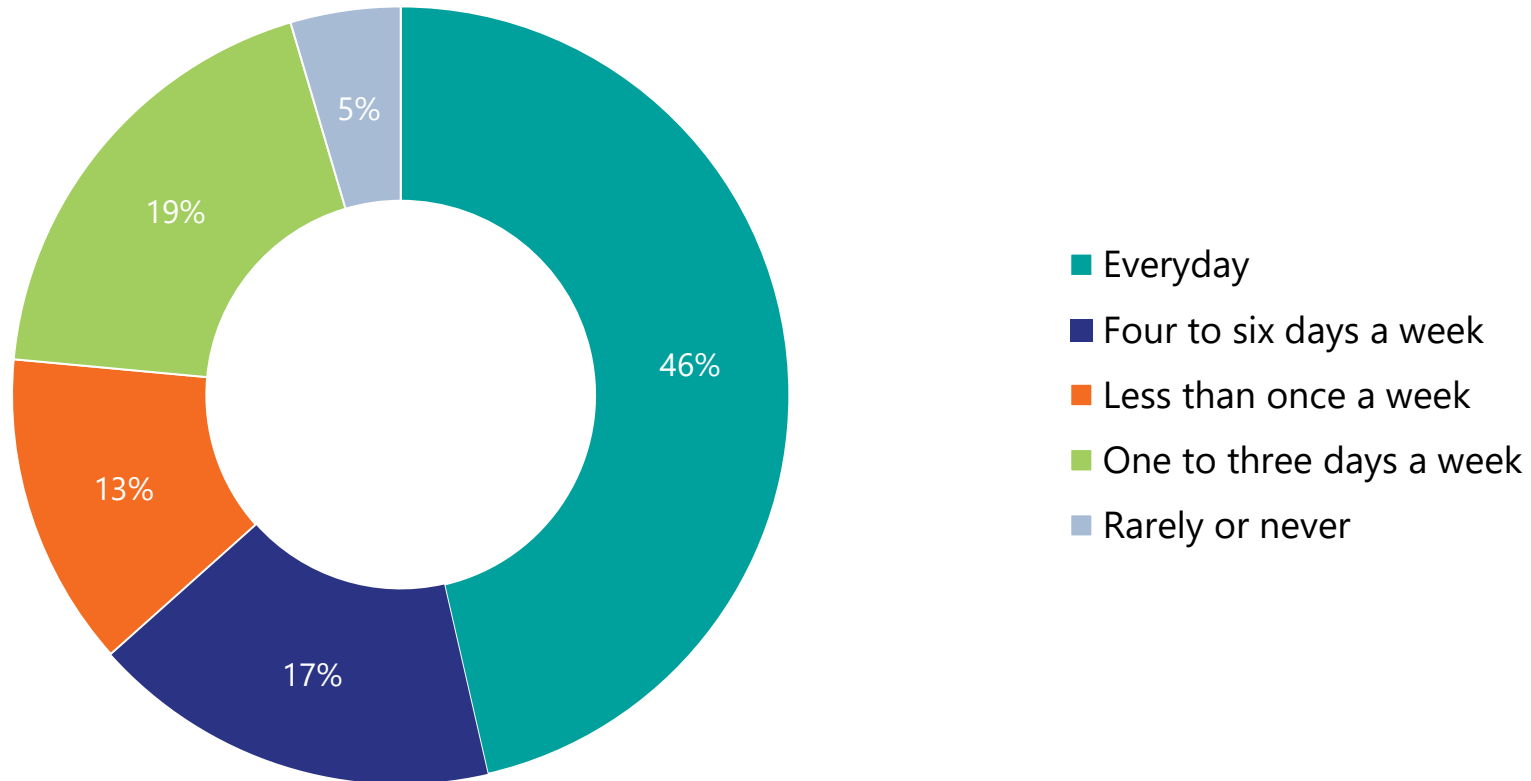


Survey Participants



Demographics - Question 1

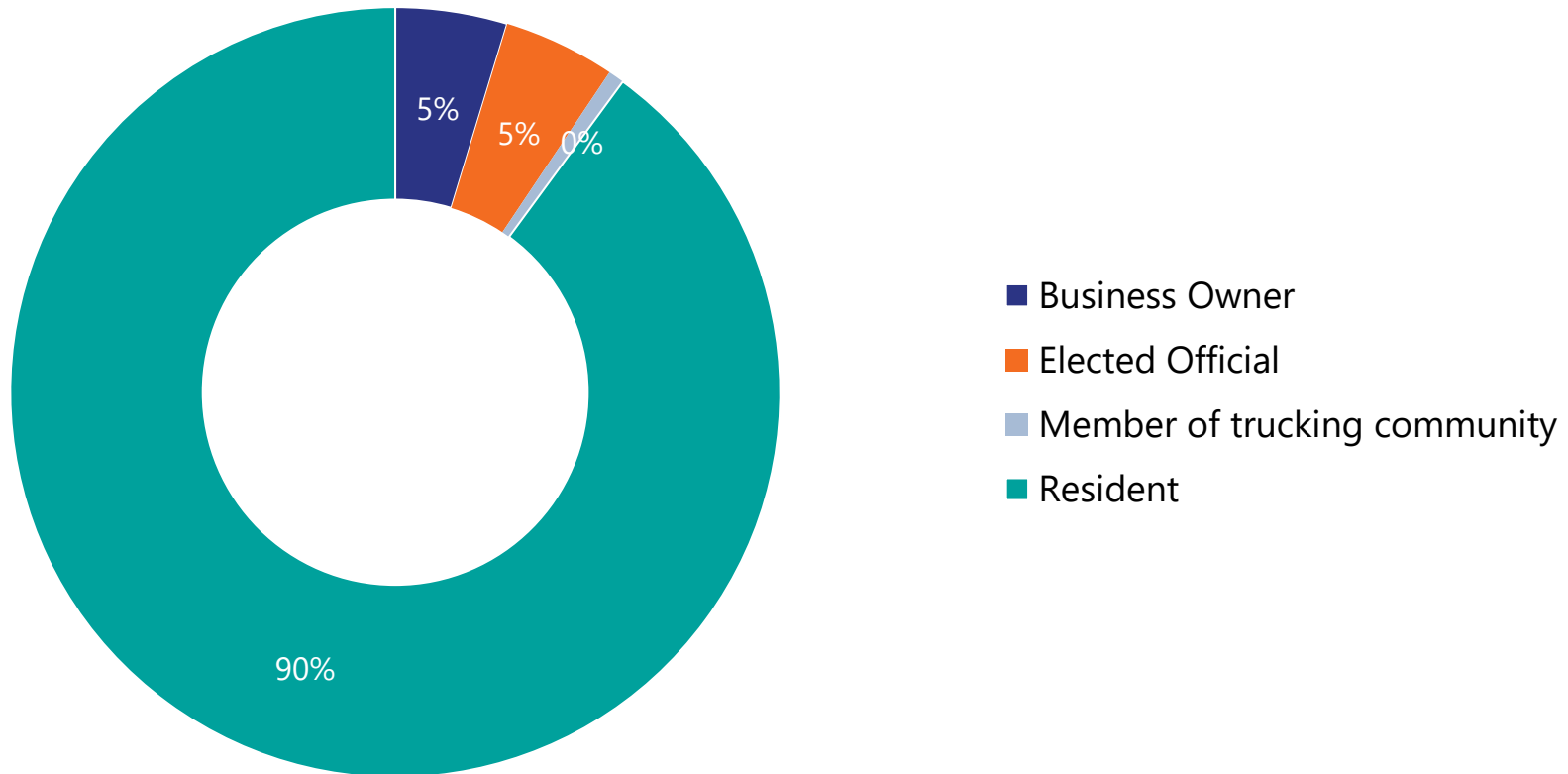
How often do you use study area routes?



Survey Participants



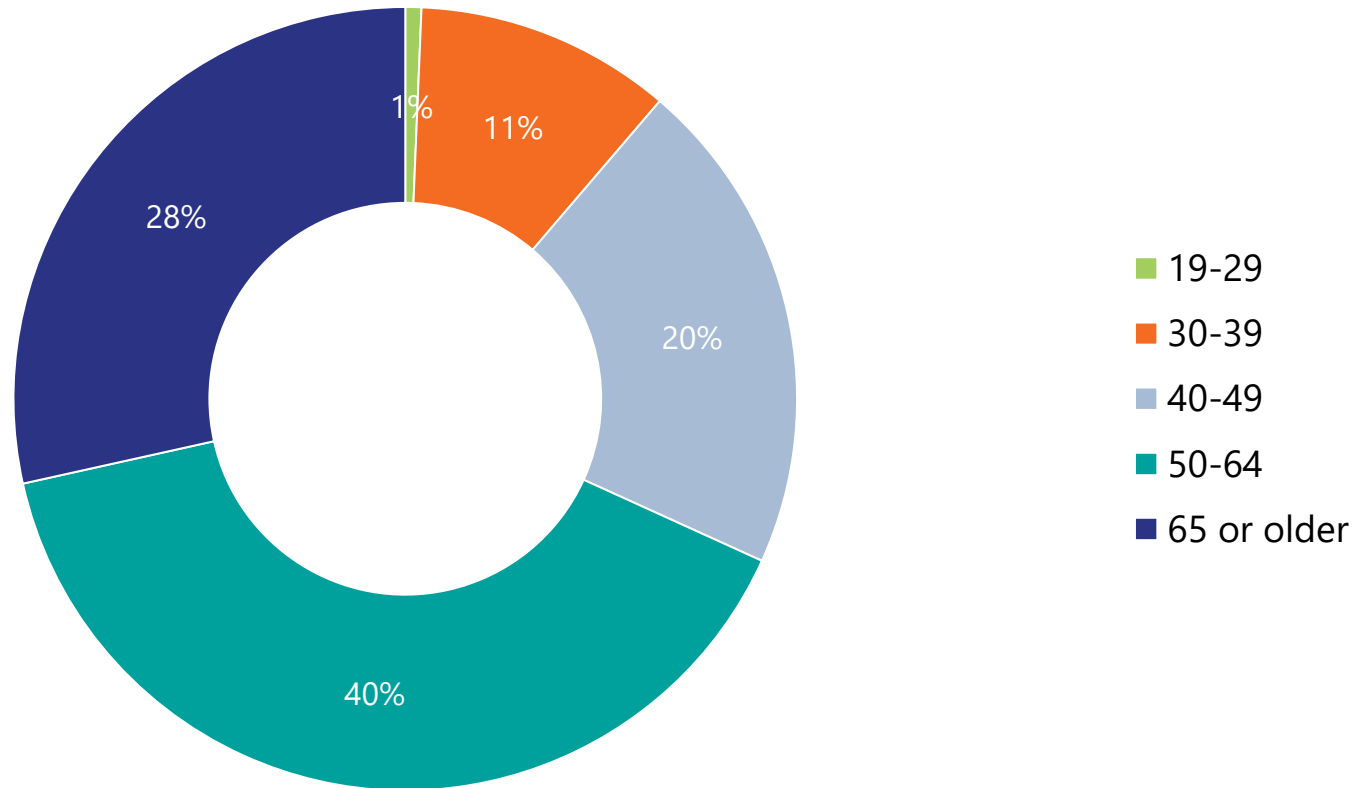
Demographics - Question 2
Which best describes you?



Survey Participants



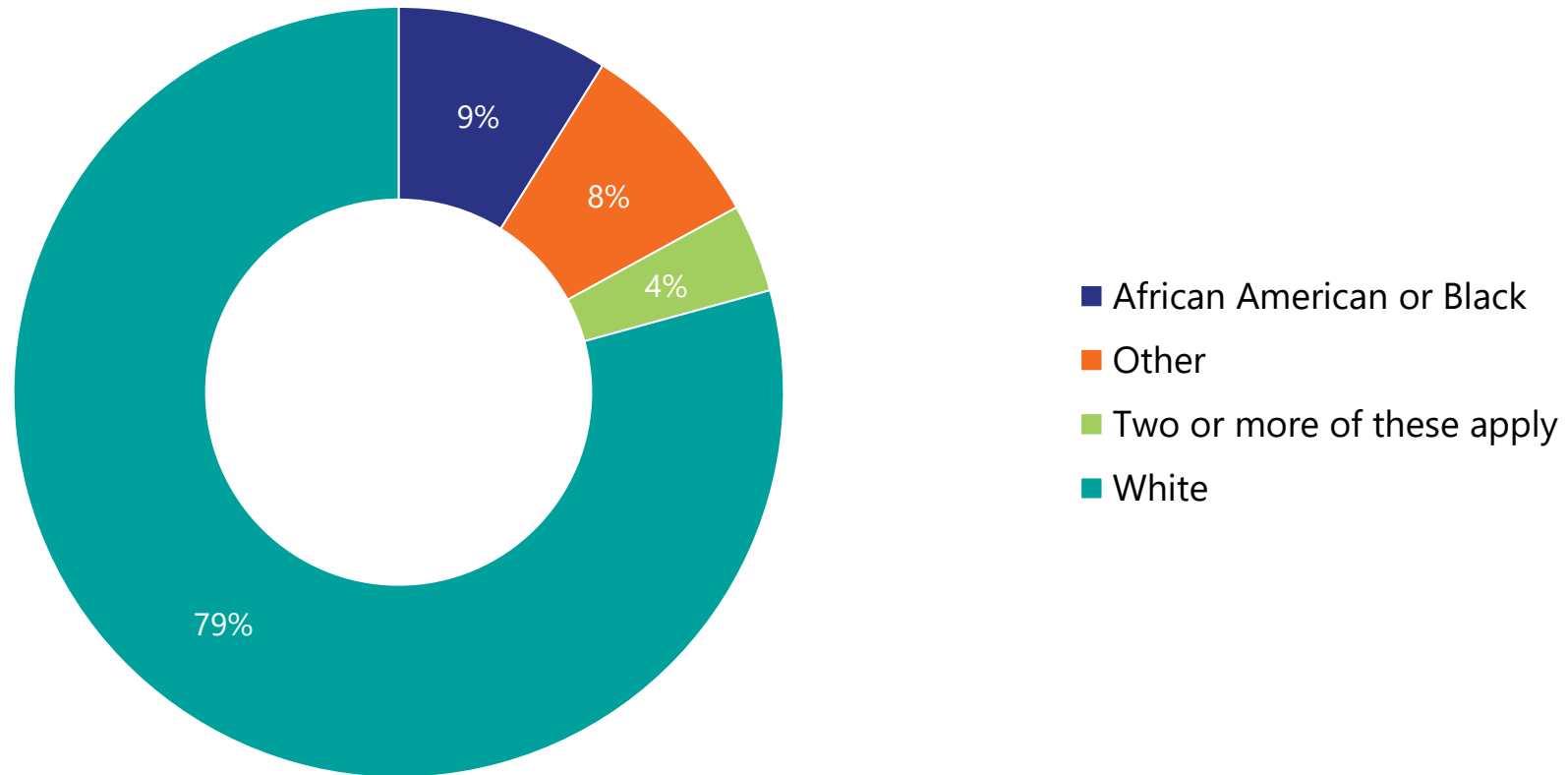
Demographics - Question 3
What is your age?



Survey Participants



Demographics - Question 4
What is your race or ethnicity?

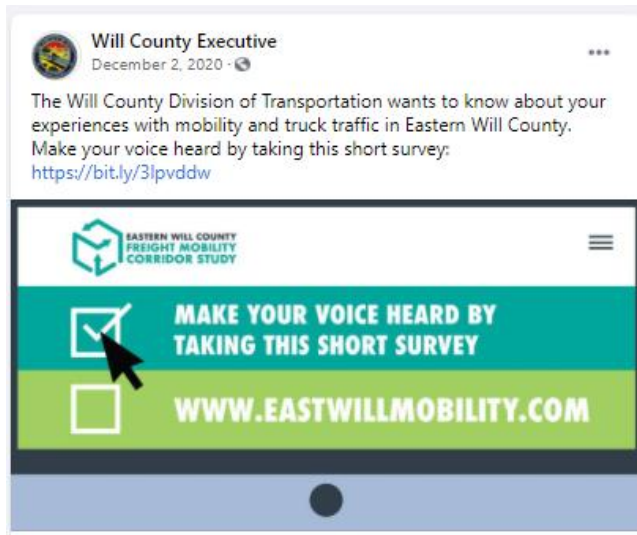




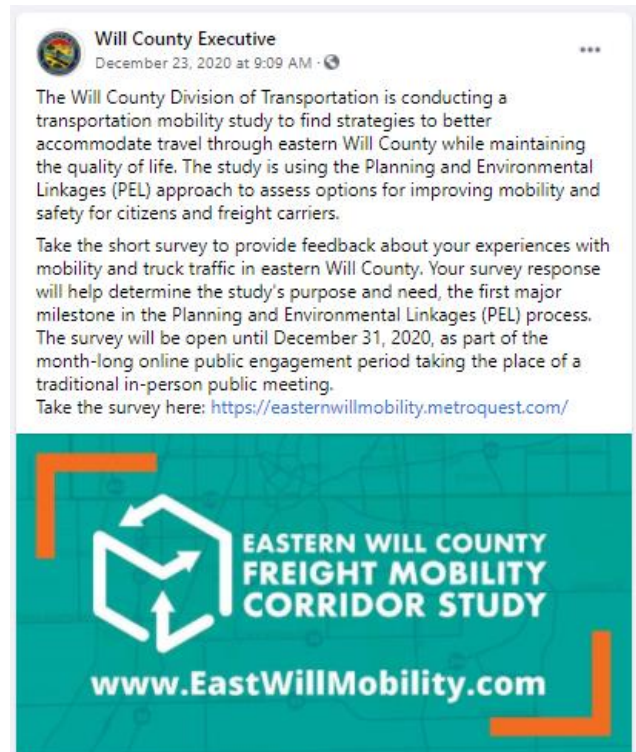
Boosted Post Objective

In December 2020, two paid social media posts were launched on the Will County government Facebook page. The posts' objective was to educate stakeholders and the public in Will County about the study taking place in their community, raise awareness, and increase participation in the survey that was open for their input.

Boosted Post One



Boosted Post Two



Boosted Post Results

Boosted Post Data	Post One (12/2/20)	Post Two (12/23/20)	Total
Duration	14 days	5 days	
Cost of Boosted Post	\$150.00	\$25.00	\$175.00
Cost Per Engagement	\$.45/per engagement	\$.18/per engagement	
Reach	5,885	266	6,151
Impressions	8,898	309	9,207
Post Engagements	330	141	471



Facebook Definitions

Term	Definition
Duration	Length of the boosted post.
Cost Per Engagement	Cost per time a user engaged with the post.
Reach	Measures the number of unique users that see your content.
Impressions	Refers to the number of times a user may have seen your post.
Post Engagements	Includes all actions that people take involving your ads while they're running. Post engagements can include actions such as reacting to, commenting on or sharing the ad, viewing a photo or video, or clicking on a link.



Social Media Share Kit



Twitter



Facebook



In partnership with local municipalities within Eastern Will County and transportation associations, we will use social media to create awareness and educate stakeholders and the public on the study.

Example email to reach out to partners:

Hello,

On behalf of the Will County Department of Transportation and Highways, I'm emailing you to ask for your help promoting a series of surveys benefiting your community. The Will County Division of Transportation is conducting a transportation mobility study to find strategies to better accommodate travel through Eastern Will County while maintaining quality of life. The Will County Division of Transportation wants to know about stakeholders, including resident's, experiences with mobility and truck traffic in Eastern Will County.

To make the voices of Will County heard, we created a survey to help develop the purpose and need of the study. Stakeholders can take the short survey on MetroQuest by visiting: <https://bit.ly/3lpvddw>. Please consider helping us promote this survey to the community who will benefit from the study by posting the recommended post copy and graphic. We're requesting your help by posting about the survey once during each of the time frames below.

Post One: December 7th – December 11th

Post Two: December 18th – December 28th

Recommended Copy:

Post One: The Will County Division of Transportation wants to know about your experiences with mobility and truck traffic in Eastern Will County. If you or someone you know lives or works in this area, please consider taking the survey or sharing the post: <https://bit.ly/3lpvddw>.

Post Two: The public engagement period for the Eastern Will County Freight Mobility Corridor Study is ending on December 31st. Take this short survey to make your voice heard <https://bit.ly/3lpvddw>

A graphic for each post is attached.

If you have any questions, please contact Barbara Zubek at bzubek@morrealecomm.com or Christina Kupkowski at ckupkowski@willcountyllinois.com.

Thank you,

[Insert Name]

Social Media Share Kit



Twitter



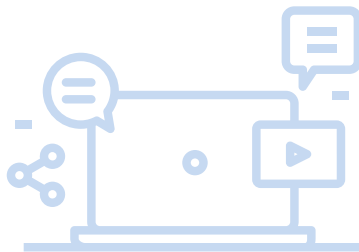
Facebook



Recommended Partners:

Municipalities:

- Crete – Michael Smith, Acting Village Administrator; FB and T: @VillageOfCrete
- Frankfort - Rob Piscia, Village Administrator; FB and T: @FPDIL
- Monee - David Wallace, Village Administrator; FB: @villageofmonee
- Park Forest – Tom Mick, Village Manager; FB and T: @ParkForestIL
- Steger - Mary Jo Seehausen, Village Administrator; FB and T: @VillageOfSteger
- University Park - Ernestine Beck-Fulgham, Village Manager; F: @Village-of-University-Park-2091456904471552



Associations:

- Illinois Trucking Association – Eric Gallien, Associate Director; F: @iltrucking
- Midwest Truckers Association – Don Schaefer, Executive Vice President; F: @MidWestTruckers
- Active Transportation Alliance – Melody Geraci, Deputy Executive Director; F and T: @activetrans
- Chicago Southland EDC – Reggie Greenwald, Executive Director; F: @ChicagoSouthland and T: @VisitSouthland
- Will County CED – John Grueling, President; F and T: @WillCountyCED,
- Will County Governmental League – Hugh O’Hara, Executive Director, T: @wcgovtleague
- South Suburban Mayors and Managers Association – Kristi DeLaurentiis, Executive Director; F: @SSMMACOG
- Forest Preserve of Will County – Ralph Schultz, Chief Operating Officer; F and F: @WillCoForests



Posting to Facebook and Twitter



**EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY**

Please use the recommend posting content below when posting to Facebook and Twitter.

Posting Frequency:

We're requesting your help by posting about the survey once during each of these time frames.

Post One: December 7th – December 11th

Post Two: December 18th – December 28th

Graphic:

Please use the graphic on the following slide when posting to Facebook and Twitter.

Recommended Copy:

Post One: The Will County Division of Transportation wants to know about your experiences with mobility and truck traffic in Eastern Will County.

If you or someone you know lives or works in this area, please consider taking the survey or sharing the post:
<https://bit.ly/3lpvddw>.

Post Two: The public engagement period for the Eastern Will County Freight Mobility Corridor Study is ending on December 31st.

Take this short survey to make your voice heard
<https://bit.ly/3lpvddw>



Posting to Facebook and Twitter



**EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY**

Please use the copy and accompanying graphic below when posting the first post to social media.



Post One: The Will County Division of Transportation wants to know about your experiences with mobility and truck traffic in Eastern Will County.

If you or someone you know lives or works in this area, please consider taking the survey or sharing the post:
<https://bit.ly/3lpvddw>.



Posting to Facebook and Twitter



**EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY**

Please use the copy and accompanying graphic below when posting the second post to social media.



Post Two: The public engagement period for the Eastern Will County Freight Mobility Corridor Study is ending on December 31st.

Take this short survey to make your voice heard <https://bit.ly/3lpvddw>



**EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY**

Freight Generators and Land Use Survey Results



Purpose of Survey

A second MetroQuest survey was opened on May 28, 2021, to collect data about freight generators and freight-intensive land uses in the study area. The survey, which has been promoted through targeted emails, is still ongoing and intends to obtain perspectives from local municipalities and freight and logistics industry stakeholders in the research area.

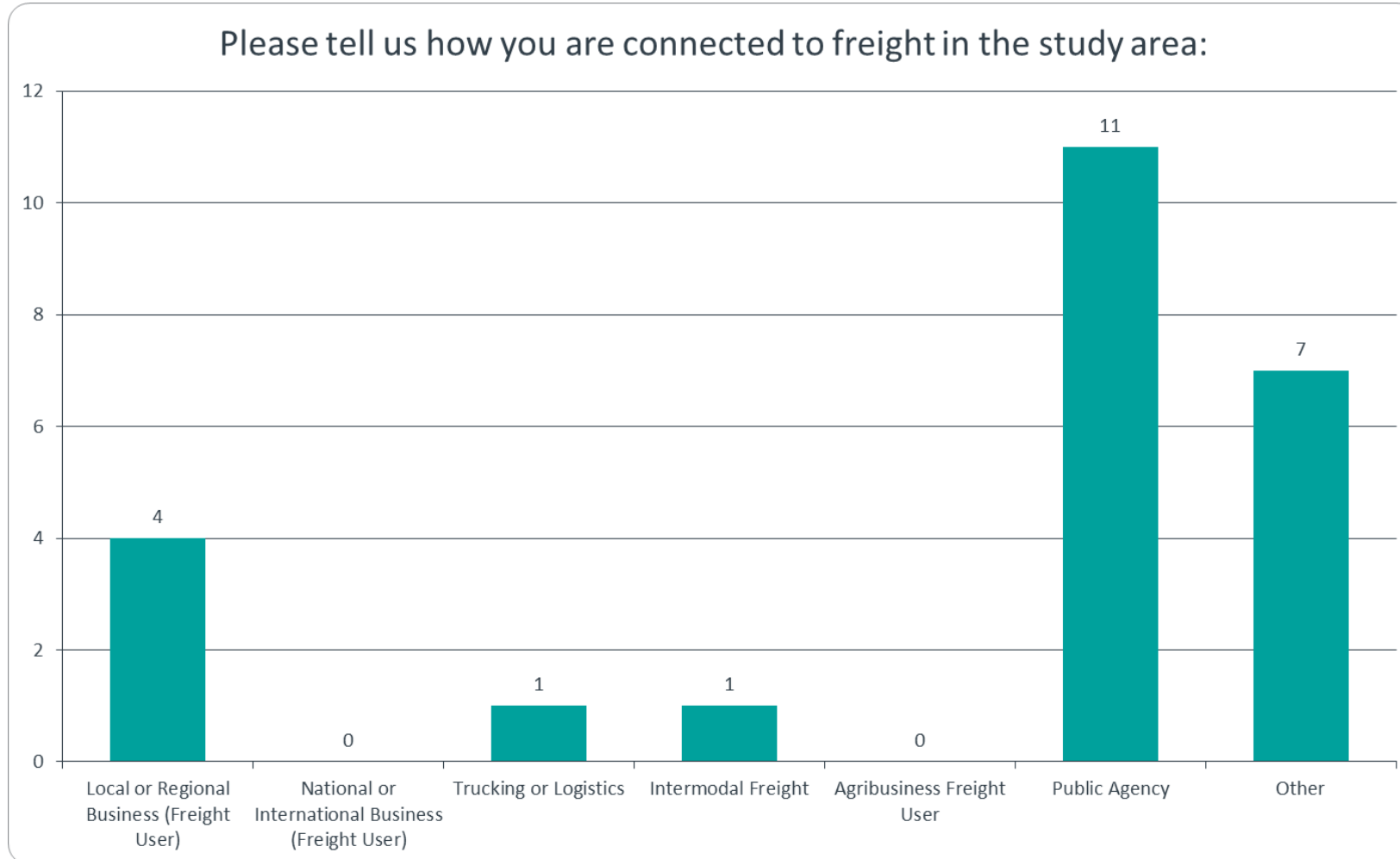
To date, the survey has garnered responses from 27 participants.



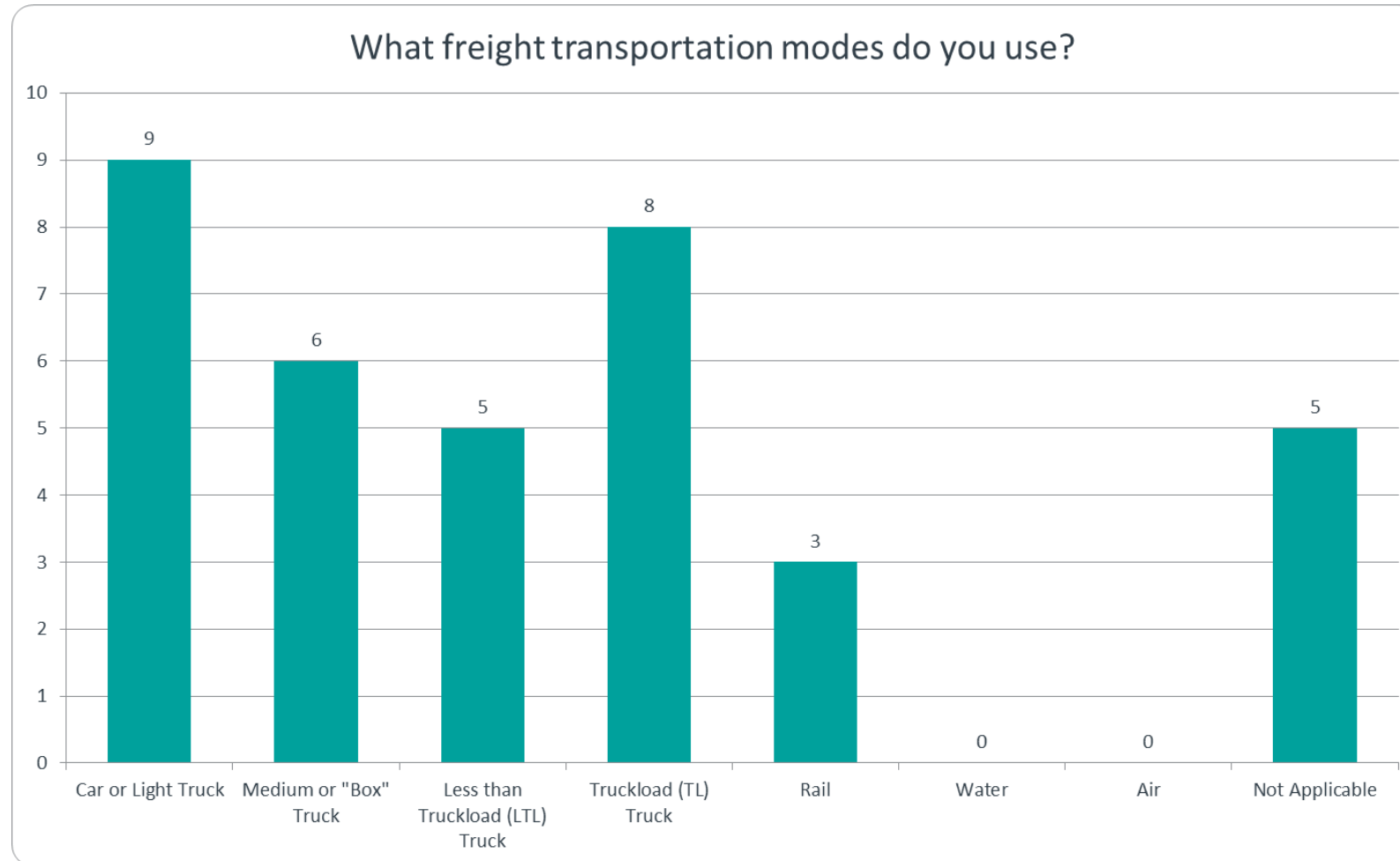
**EASTERN WILL COUNTY
FREIGHT MOBILITY
CORRIDOR STUDY**

Responses to Survey Questions

Survey Responses



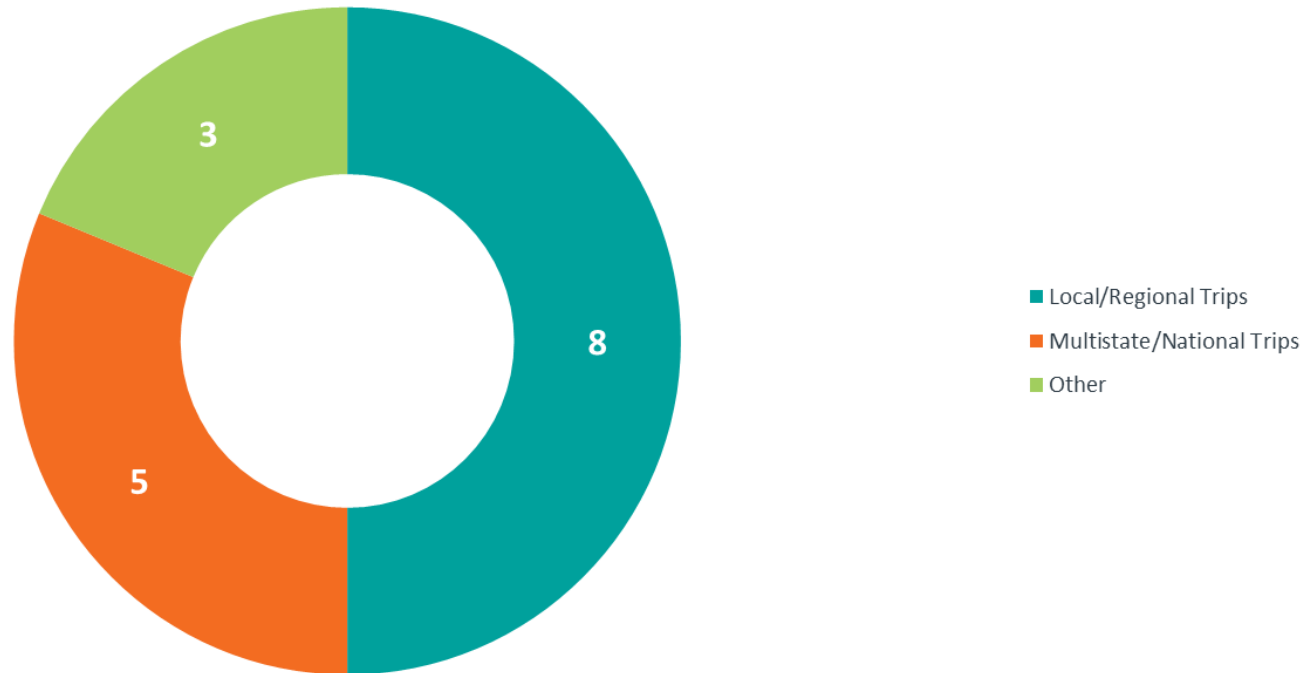
Survey Responses



Survey Responses



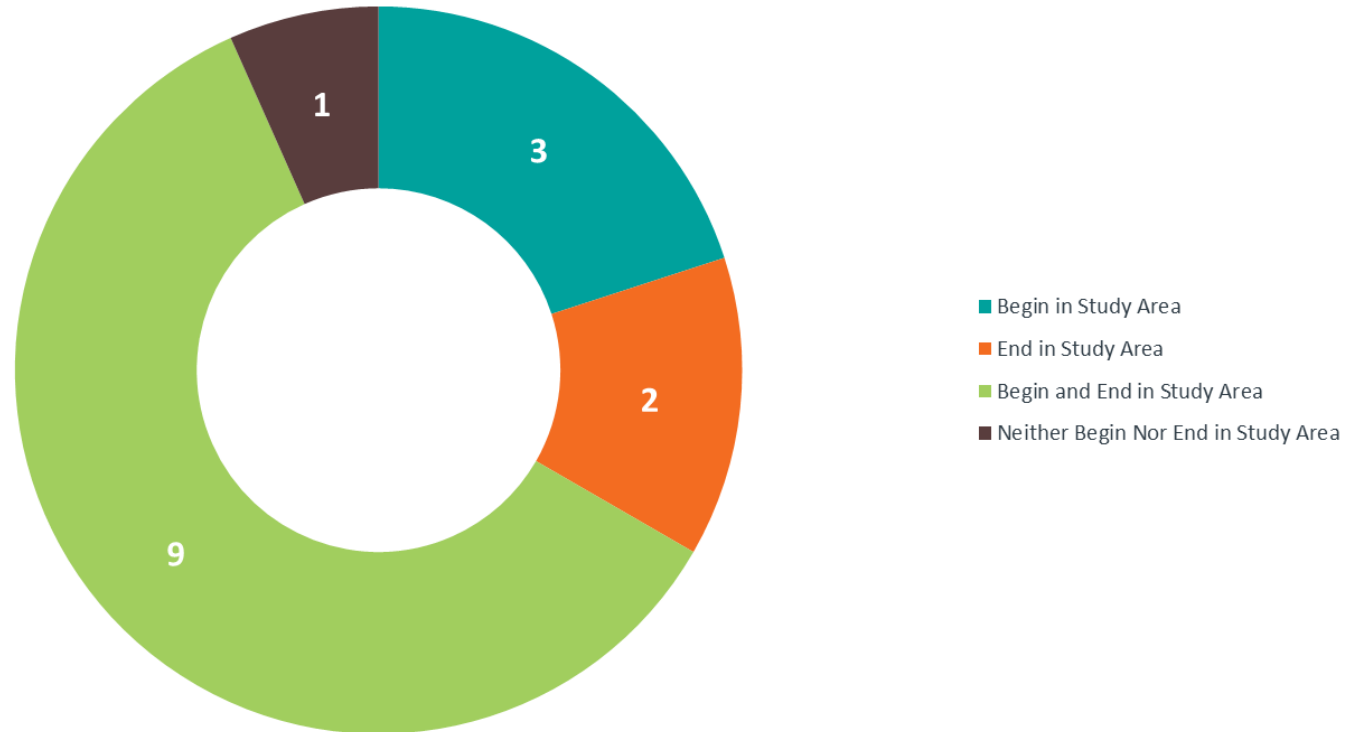
Are your freight trips in the study area typically local/regional trips (beginning and starting in NE Illinois) or multistate/national trips (traveling across more than one state)?



Survey Responses



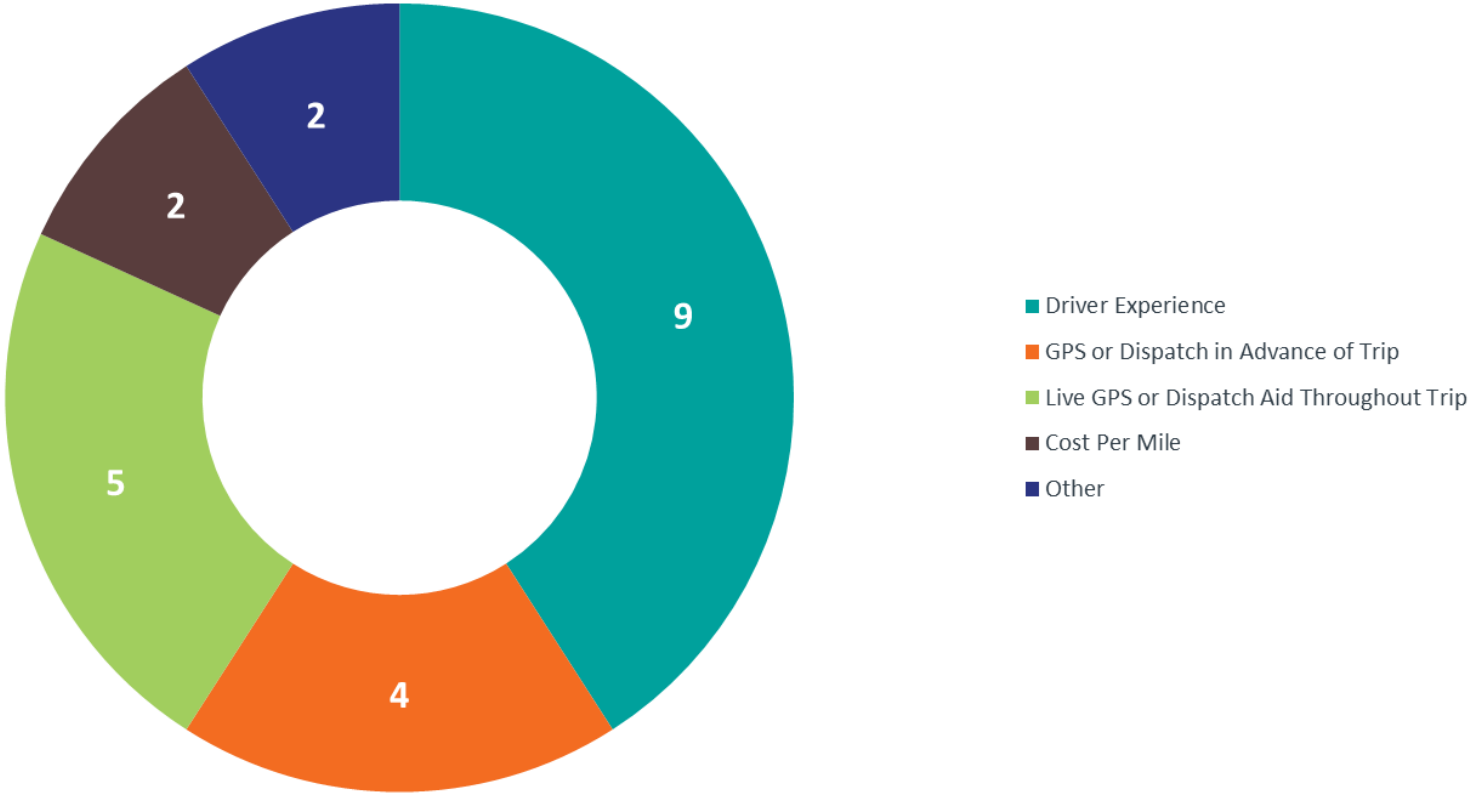
Do your freight trips in the study area begin or end in the study area?



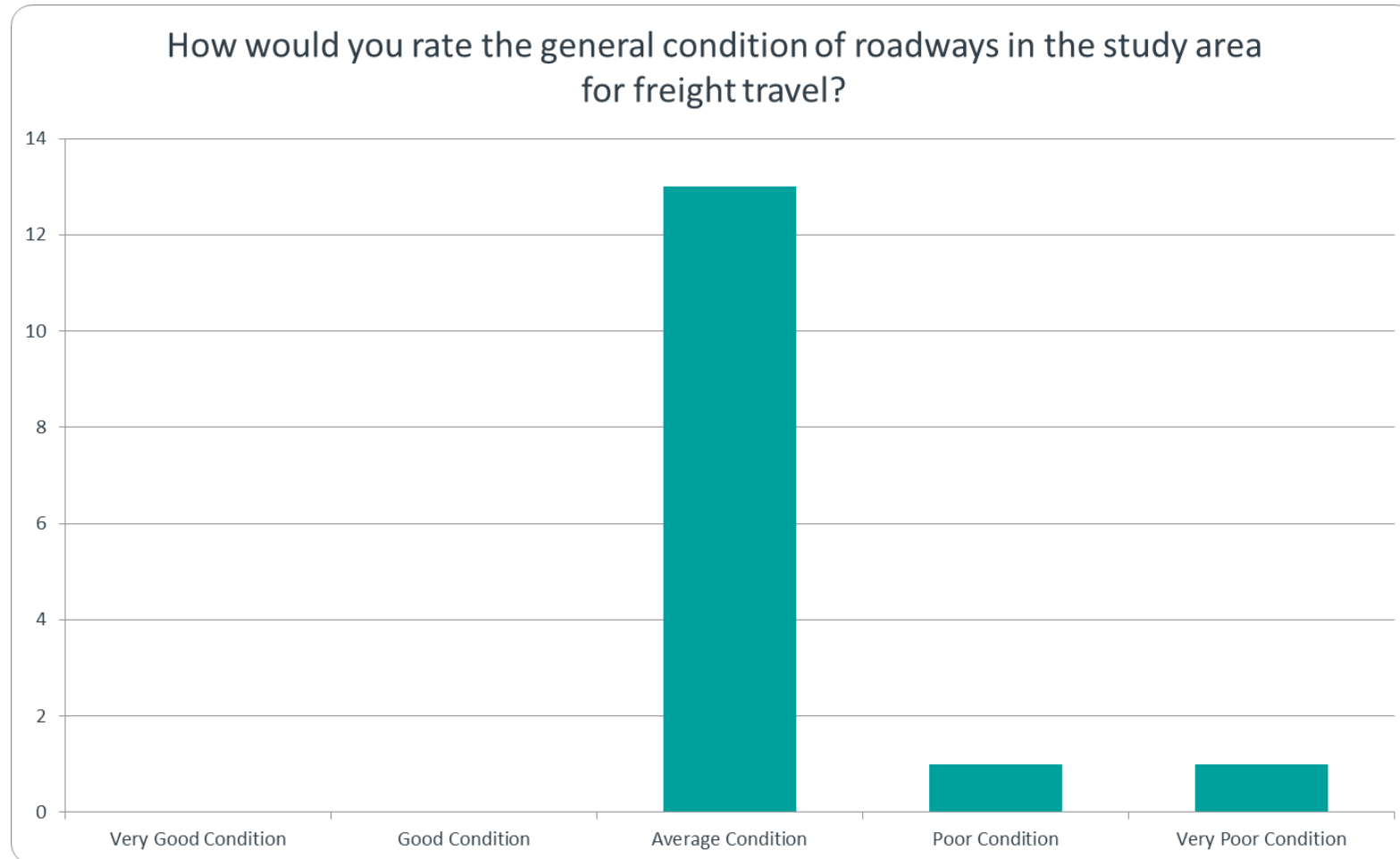
Survey Responses



How are your truck routing decisions made? (check all that apply)



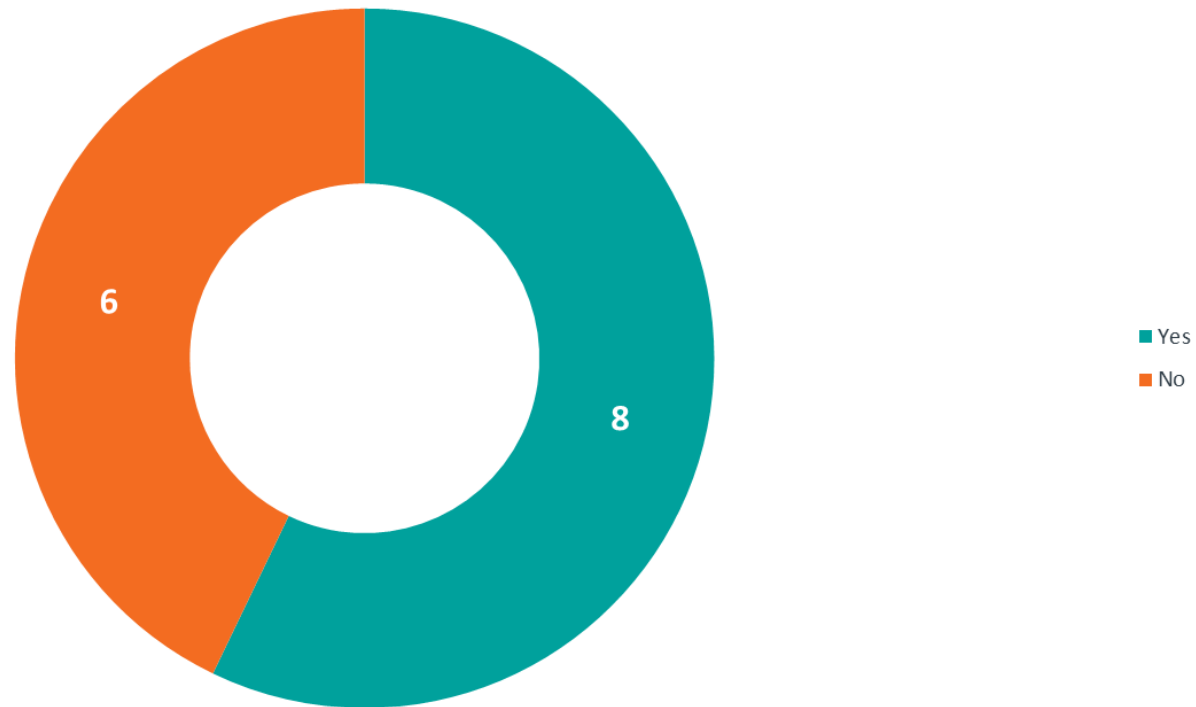
Survey Responses



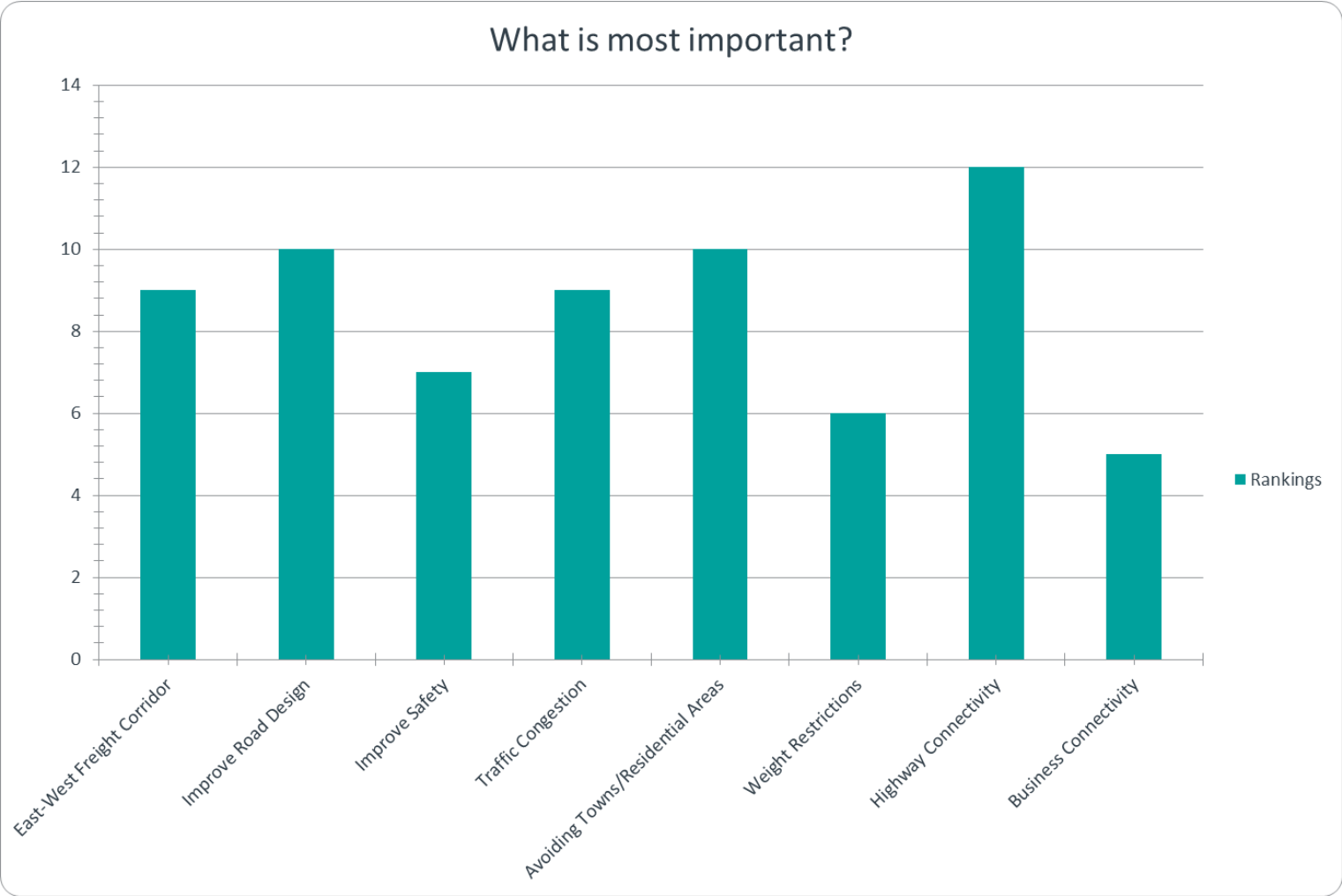
Survey Responses



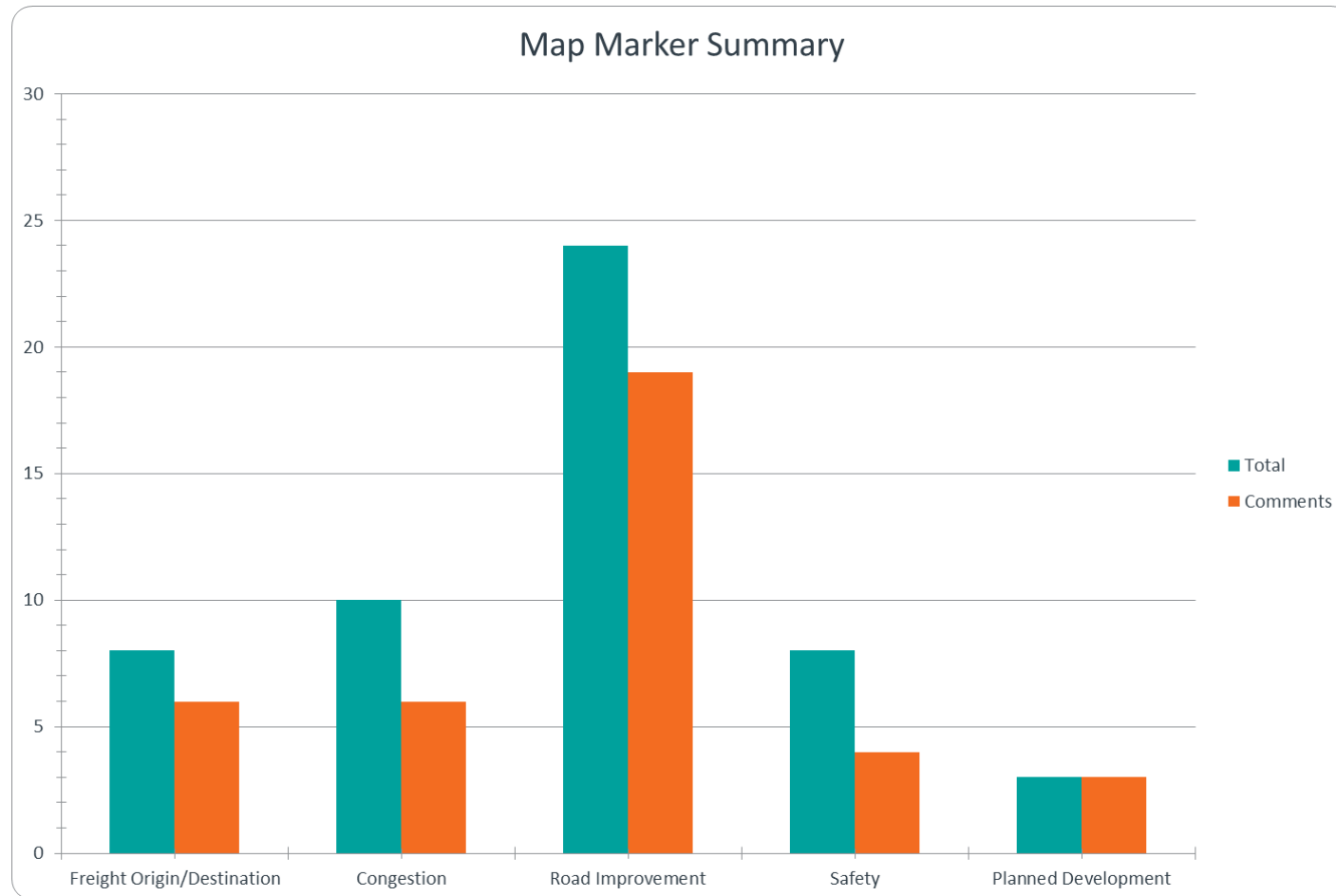
Are you involved with current or planned land developments in this area that generate or receive freight?



Survey Responses



Survey Responses



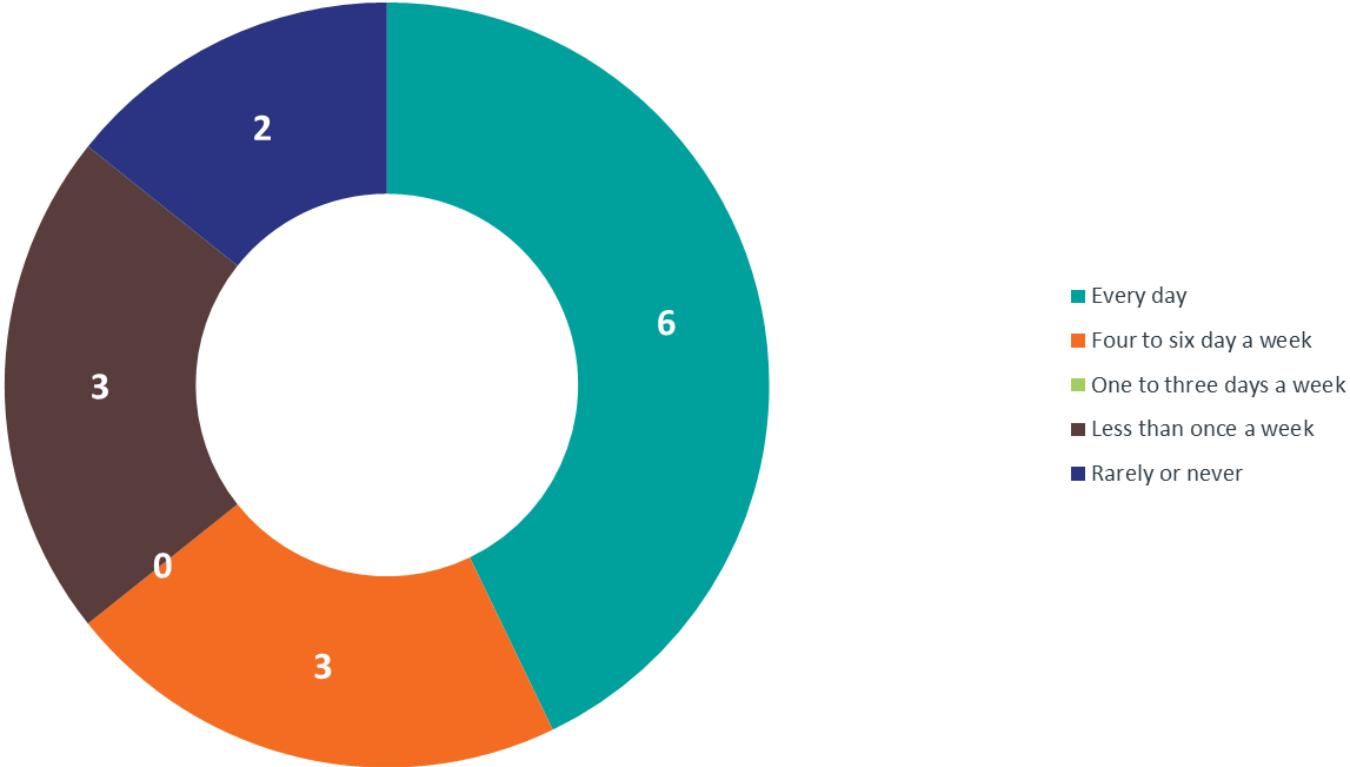


Demographics of Survey Participants

Survey Participants



How often do you use the study area routes?



Survey Participants

