



I-55 Managed Lane Project: Corridor Planning Group Meeting #1 Summary October 11, 2012

Corridor Planning Group (CPG) Meeting #1:

The first Corridor Planning Group (CPG) meeting for the I-55 Managed Lane Project was held on October 11, 2012 at the Holiday Inn Chicago SW Countryside Conference Center in Countryside, Illinois from 9:30 AM to 11:30 AM.

The meeting included a PowerPoint presentation, which was used to introduce the project, and a workshop to identify initial issues/concerns and goals/objectives.

To announce the October 11, 2012 CPG Meeting #1, an email invitation was sent on September 14, 2012.

The meeting was attended by 39 participants, 27 of which are members of the CPG. Staff members from the project team also were present. Sign in sheets are attached.

I-55 Phase I from I-355 to I-90/I-94

The I-55 Managed Lane Project extends from I-355 to I-90/I-94 along the current alignment of I-55. The Phase I component consists of Preliminary Engineering and Environmental Studies. This phase began in the Spring of 2012 and will continue through the Spring of 2014; this portion of the project currently is funded.

The study process will follow the federal National Environmental Policy Act (NEPA) process, which facilitates an open and transparent study. It also will follow the Illinois Department of Transportation (IDOT) Context Sensitive Solutions (CSS) approach, which provides for numerous public involvement opportunities. The initial steps within the process consist of data collection, initial stakeholder involvement, the development of a problem statement, and an analysis of existing conditions.

The project is intended to address congestion on I-55, which creates increased commute times, higher shipping costs, increased crash frequency, and diversions to local streets. Congestion also results in reduced travel reliability and poor air quality. As a result, IDOT seeks to deliver new and innovative solutions to provide necessary transportation services within this corridor. Through federal legislation, IDOT is able to further investigate new congestion management strategies. Among these strategies are managed lanes, including,



but not limited to high occupancy vehicle (HOV) lanes, high occupancy toll (HOT) lanes, truck lanes, and express tolling.

Comments

Initial discussion concerned how the funding would be determined in order to implement the managed lanes and if sound mitigation/sound walls would be evaluated. The provided attachment includes a summary of issues/concerns and goals/objectives generated by members of the CPG within the workshop.