



## 8.0 PUBLIC EDUCATION AND OUTREACH

This report contains a summary of the work for public participation, outreach and education and includes materials in the appendices that are samples of brochures, agendas, and support papers. A full set of documentation is held in the Kankakee County Planning Department offices. An outline of this extensive material is included in Appendix 8.

### 8.1 PUBLIC PARTICIPATION OBJECTIVES AND PROCESS

Public participation means identifying groups and leaders and communicating across communities to seek the highest level and diversity of participation in discussing the ideas, impacts and potentials related to the KACOT II project. Of particular interest is the involvement of persons from groups traditionally under-represented in community planning and policy discussions. Public involvement processes, materials and decision-making were designed to:

- Provide information;
- Actively seek and consider public comments;
- Incorporate comments and concerns in feedback to decision makers; and
- Ensure the public has clear access to information throughout the project.

To achieve this, the study created an open and understandable process to inform and engage the public and empower them to participate in the decision-making process.

Fundamental to public participation are outreach, engagement, and continuity; these three components progress in parallel, supporting each other.

### 8.2 OUTREACH

Outreach activities involved identifying and communicating with stakeholders, and tailoring the means of communications that was most effective within each sub-area of the corridor (i.e., Kankakee County and eastern Will County). Understanding and responding to the differing sets of concerns, issues, and participants in the two areas were crucial. Public engagement was developed through and for:



- KACOT Task Force
- Community leadership, both formal and informal
- Other elected officials, including those from townships and school districts
- Leadership from groups often under-represented (minority communities, low-income, disabled, and others)
- Human services providers
- Business and economic development groups
- Additional interested participants and emerging constituencies

An initial “community reconnaissance” process was followed that included formal and informal interviews and the gathering of existing networking data and service lists on each county. Members of the Task Force were introduced to the methods to be used in outreach and engagement, and were asked to assist in identifying important stakeholders in the KACOT corridor who should be approached.

### **8.2.1 In Kankakee County**

#### **Reconnaissance and Observations**

- Kankakee County is outside the RTA (Regional Transportation Authority) boundaries and, thus, will have unique communications, work context, and funding questions.
- The initial planning included five transit stops, each with unique characteristics.
- The majority of participants on the KACOT Task Force are from the County.
- There are significant minority populations in the County and within the KACOT corridor.
- The potential for impacting local communities/neighborhoods would be great.
- The County as a whole has communications tools and existing networks for outreach.

In Kankakee County, the initial “community reconnaissance” process included formal and informal interviews. Existing networking data and service lists were assembled. In the late summer and fall of 2006, this included a series of visits along the corridor with individuals from local businesses, human



service providers, economic development staff, and “people on the street.” Examples are meetings with the Kankakee Regional Chamber of Commerce staff, the Chamber’s Young Professionals group, executive directors of community/human services groups (e.g., Kankakee County Community Services, Kankakee Community Center and Pledge for Life Partnership) and locally involved citizens. In this process, a few key individuals to assist with deepening community engagement were sought.

In this process of exploration and outreach, a rich array of existing materials was gathered. These ranged from specific mailing lists of businesses and local community groups, to various publications. Examples include:

- The Answer Book, 2005/2006, Kankakee County Community, Business, and Service Guide, by The Daily Journal
- River Valley Metro [bus system] materials
- Kan-I Help Human Services Directory
- B2B, the Business to Business Forum for Kankakee County
- Kankakee County Official Visitor Guide
- 2030 Kankakee County Comprehensive Plan
- Bradley-Bourbonnais Chamber of Commerce directory
- Materials from Kankakee Valley Regional Chamber of Commerce
- Internet listings on faith communities, service and neighborhood groups

Kankakee County has a population of over 110,000. Although there are varieties of examples of multi-ethnic and multi-racial collaborations, there also are distinct racial and ethnic networks.

Contact with the Director of Marketing for the Kankakee Convention and Tourism Bureau came to be the critical avenue for outreach to traditionally under-represented groups. Every community has people who have a wide network of relationships, networks that are often not known to local elected and staff officials.



With the assistance of the Tourism Bureau's Director of Marketing, a volunteer Residents' Transit Team was formed. Potential participants were identified and approached starting in November 2006. This team, which varied from 5 to 11, first met in January 2007, and then once every two or three weeks thereafter. It was invaluable in identifying the kinds of materials to distribute in the communities, reviewing and critiquing those materials, and being directly involved in "telling the story" of this emerging set of plans for a future transit service. Through this group of volunteers, the 23 neighborhood organizations in the City of Kankakee, a broad array of traditional civic organizations, churches, and other groups, were provided materials and brief presentations. This outreach provided particular focus on African American connections and groups affiliated with the local Hispanic Partnership. The Transit Team described themselves as "Ambassadors" to speak on behalf of educating diverse groups about the elements in the proposed transit project. The Team included an insurance agent, an attorney, church and neighborhood leaders, most of whom were life-long Kankakee residents. Their work moved alongside and occasionally reinforced ongoing contact with more visible (and predominantly non-minority) community groups and networks.

The Transit Team also helped to determine the timing and content for the County public gathering held at the Quality Inn Conference Center in Bourbonnais on May 31, 2007. Low cost and widely-spread English and Spanish brochures were created, along with a basic FAQs/FactSheet. The Team had recommended that the brochure be available in Spanish, and they urged the use of a "save-the-date" card that was widely distributed. Such materials were displayed in local stores and churches. A tri-color brochure on findings from the initial KACOR study was updated in February 2007. However, both the cost and the technical language led the Team to encourage the development of the lower-cost materials.

A list of Kankakee County brochures, agendas (in English and Spanish), fact sheets, samples of Transit Team agendas, and materials from the May 31, 2007 Gathering is included in Appendix 8. A compendium of handout materials was assembled and is available for review at the Kankakee County Planning Department offices. Almost all materials developed were printed or reproduced through Kankakee County businesses.



## 8.2.2 In Will County

### Reconnaissance and Observations

- Will County is inside the Regional Transportation Authority of Northeastern Illinois (RTA) boundaries and, thus, would see further transit developments happening in conjunction with or at the initiative of RTA or Metra, the regional commuter rail service agency than would Kankakee County.
- The initial planning included two transit stops, in or near the Villages of Monee and Peotone, and connection at the University Park Station of the Metra Electric District (MED).
- Metra has plans to extend the MED as part of the development of a new maintenance facility at the south end of the route. A site north of Peotone has been discussed.
- There is a relatively smaller population base in and near the proposed transit corridor than in Kankakee County, but the MED University Park Station currently draws from across the south region.
- The potential for impacting local communities/neighborhoods is great.
- The County as a whole has well established communications tools and existing networks for outreach.
- With the bulk of the population along the corridor in the Villages of Monee and Peotone, information was reviewed and passed on through the local village governments.
- The KACOT Task Force includes representatives from Monee, Peotone and Will County.

The areas immediately around Monee and Peotone and throughout much of Will County, including the eastern parts, are experiencing extraordinary growth. The initial reconnaissance suggested that the stakeholders most distant from this planning process were persons involved in townships and other special purpose governments and in human services delivery.

To explore this more fully, the executive director of the Will County United Way agreed to host a meeting of human services providers to review County transportation planning, the specifics of the KACOT



corridor, and the potential impacts and relations to human services concerns. The meeting was convened in Joliet on October 25, 2006. With 26 persons in attendance, representing a wide range of concerns, the response to the information sharing was very positive and underscored the importance of planning for ease of access for persons with physical limitations.

In addition to this key set of stakeholders, the County's Land Use Department identified persons in eastern Will County who had expressed interest in transit over the past several years. These individuals and groups, along with the range of materials assembled for communicating with the various levels of local government, led to a wide distribution of materials on the KACOT project. A brochure and FAQ/FactSheet similar to those developed for Kankakee County were developed and distributed.

In the spring of 2007, formal and informal contacts were made with local leaders and professional staff to review alternatives for communicating effectively across the corridor in eastern Will County. With the active support of the Eastern Will County Senior Center, a diverse group of persons and groups were invited to a Will County gathering on June 28, 2007 at the Center's Monee facility.

A list of the Will County brochure, fact sheets, and other outreach materials, including those used in October 2006 United Way meeting in Joliet is provided in Appendix 8. A compendium of handout materials was assembled and is available for review at the Kankakee County Planning Department offices. All materials developed in this outreach process were printed or reproduced locally through Will and Kankakee County businesses.

### **8.3 ENGAGEMENT**

As suggested in the outreach work outlined above, a key to engaging and informing for the long term was reflected in the development and wide distribution of the basic brochures and FAQ/FactSheets.

In early 2007, the Kankakee Residents Team took responsibility for information sharing and presentations to a wide range of groups in the County. Some of the groups contacted included the Sunnyside Association, Historic Riverside, National Association for the Advancement of Colored People, Hispanic Partnership, Kankakee Regional Chamber of Commerce, Bradley-Bourbonnais Regional Chamber of Commerce, Manteno Chamber of Commerce, and the Kankakee Federation of Labor.



The intent of the outreach effort was both to assist to make the work of the KACOT Study more widely known across a range of groups, and to inform and invite groups and individuals to the County Gathering on May 31, 2007.

In parallel, a website – <http://kacotstudy.com/index.php> – was developed to serve as a publicly accessible repository of study information. The site was designed to be user-friendly and also capable of being maintained after the completion of this planning project (see Chapter 9 on the website).

During these processes of outreach and engagement, regular summary reports were given to the Task Force. At the outset, members of the Task Force had been asked to respond to our outreach process and made several helpful suggestions as to groups and individual to contact.

The consultants developed a basic format for a newsletter. This led to the publication of “KACOT NewsNotes” in early April 2007. Mailed to an extensive listing of groups and individuals in both Counties, this re-capped existing information, provided updates on study developments and reminded citizens of the upcoming county gatherings.

### **8.3.1 County Gatherings**

To engage local residents in large, “way-into-the-future” studies requires a mix of approaches. Because of this, it is important to have wide-spread “plain speech” materials and to actively invite individuals and groups to a planning event. This is particularly true when seeking to engage populations that are generally under-represented in planning discussions.

The Kankakee County Gathering was held at the Quality Inn in Bourbonnais from 5:00 to 7:00PM on Thursday, May 31, 2007. County staff, members of the Task Force, and the consultant team assembled a rich array of materials for use at the Gathering. These included maps from IDOT and brochures from several manufacturers of bus and rail transit vehicles that could be used in the corridor.

In terms of larger community support, the regional offices of Wal-Mart provided a small grant to assist with costs of the Gathering, and the TV Cable Commission of the Village of Manteno video-taped and then aired a program on the Gathering that was shown multiple times in the days following the event. Local newspaper coverage was also helpful, including an editorial in the Kankakee Daily Journal.

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The Kankakee County Gathering on May 31, 2007 included 67 participants. A review of the agenda reflects the breadth of presentations by local elected officials and the sets of materials presented and discussed. Members of the Task Force assisted with the opening presentations. Members of the consultant team reviewed the details of the proposals for the corridor and led the polling/group response dynamics. Key to the event was the use of keypad polling, a form of decision technology through which each individual has their own keypad and thus are voting and responding to a variety of activities, presentations and ideas. It is a process that is at once entertaining and also ensures that everyone has the ability to have their opinions represented.

Polling responses from the Gathering of demographic and current travel of participants are shown on **Table 8-1**. Participant opinions on various aspects of KACOT service are presented on **Table 8-2**.

**TABLE 8-1. KANKAKEE COUNTY GATHERING POLLING RESULTS  
DEMOGRAPHIC AND CURRENT TRAVEL RESPONSES**

		Responses				Responses	
		(percent)	(count)			(percent)	(count)
Gender	Female	40%	21	Work or School Location	Kankakee County	63%	30
	Male	60%	31		Will County	6%	3
		100%	52		Downtown City of Chicago	4%	2
Age	Under 20	4%	2	Other	8%	4	
	20 – 29	6%	3	Work at home	2%	1	
	30 – 39	13%	7	Unemployed (looking for work)	4%	2	
	40 - 49	26%	14	Do not work (not looking for work)	13%	6	
	50 – 59	24%	13		100%	48	
	60 – 69	20%	11	Knowledge of River Valley Shuttle to University Park	Knew	74%	39
	70 or older	7%	4		Did not know	26%	14
	100%	54			100%	53	
Race or Ethnicity	African American/Black	15%	8	Mode to travel to work or school	Car, truck, or van	77%	36
	Asian	0%	0		Drive to Metra Electric	0%	0
	Caucasian / White	81%	43		River Valley Metro to MED	0%	0
	Latino	0%	0		Other Public transportation	2%	1
	Multi-racial	2%	1		Walk/Bike	4%	2
	Other racial background	0%	0		Work at home	2%	1
	Decline to answer	2%	1		Do not work	15%	7
	100%	53		100%	47		
Residence location	Kankakee	36%	19	Major source of information about the METRO commuter bus service to the University Park MED station	Radio news	6%	3
	Bourbonnais	17%	9		Radio commercials	6%	3
	Bradley	11%	6		Newspaper new stories	27%	14
	Manteno	15%	8		Newspaper advertisements	12%	6
	Momence	4%	2		Television advertisements	6%	3
	Herscher	2%	1		Direct mail	13%	7
	Elsewhere in Kankakee Co.	4%	2		Internet	31%	16
	I do not live in Kankakee Co.	11%	6			100%	52
	100%	53					



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**TABLE 8-2. KANKAKEE COUNTY GATHERING POLLING RESULTS  
RESPONDENT OPINIONS**

	Responses			Responses				
	(percent)	(count)		(percent)	(count)			
Support for new transit along the KACOT corridor from south of Kankakee to University Park	Need more information	4%	2	Level of support or opposition for an East-West Freeway connection between I-57 and I-65	Need more information	4%	2	
	Strongly oppose	0%	0		Strongly oppose	4%	2	
	Oppose	2%	1		Oppose	2%	1	
	Neutral	0%	0		Neutral	15%	7	
	Support	44%	21		Support	19%	9	
	Strongly support	50%	24	Strongly support	56%	27		
		100%	48			100%	48	
Importance of County and local governments working together on both big and small projects for the future	Need more information	0%	0	Level of support or opposition for Metra Electric extension to Peotone	Need more information	0%	0	
	Really not important	0%	0		Strongly oppose	2%	1	
	Not important	0%	0		Oppose	2%	1	
	Neutral	0%	0		Neutral	8%	4	
	Important	16%	8		Support	27%	13	
	Really important	84%	42	Strongly support	61%	30		
		100%	50			100%	49	
Importance of efforts like this gathering to help residents understand and give ideas for future plans for transportation and other public needs	Need more information	0%	0	Level of support or opposition for expanded Amtrak service in Illinois	Need more information	16%	8	
	Really not important	0%	0		Strongly oppose	4%	2	
	Not important	4%	2		Oppose	8%	4	
	Neutral	8%	4		Neutral	22%	11	
	Important	41%	20		Support	27%	13	
	Really important	47%	23	Strongly support	22%	11		
		100%	49			100%	49	
Minimum price of a gallon of gas when seriously consider begin taking public transit to Metra Electric instead of driving	Not applicable, Don't use MED	20%	10	Level of support or opposition for high speed rail, Chicago to New Orleans	Need more information	9%	4	
	Already taking transit to MED	8%	4		Strongly oppose	17%	8	
	\$3.50	8%	4		Oppose	2%	1	
	\$4.00	22%	11		Neutral	13%	6	
	\$4.50	14%	7		Support	30%	14	
	\$5.00	14%	7		Strongly support	30%	14	
	Higher	8%	4				100%	47
	Never	4%	2					
		100%	49					
Three most important features of regional transit	Reliability of service	24%	32	Level of support for public transit, rail or bus, in KACOT corridor from south of Kankakee to University Park	Still need more information	4%	2	
	Length of commute time	19%	25		Strongly oppose	0%	0	
	Cost of Fare	21%	27		Oppose	0%	0	
	Number of Transfers	11%	15		Neutral	6%	3	
	Frequency of Service	24%	32		Support	19%	9	
		100%	131	Strongly support	71%	34		
						100%	48	
Preferred transit mode for KACOT corridor	Need more information	8%	4	Level of support for a sales tax to help cover KACOT operating costs	Need more information	6%	3	
	No preference	8%	4		Strongly oppose	14%	7	
	Some type of rail service	58%	29		Oppose	12%	6	
	Some type of bus service	26%	13		Neutral	18%	9	
		100%	50	Support	38%	19		
				Strongly support	12%	6		
						100%	50	
Level of support or opposition for South Suburban Airport	Need more information	2%	1	Confidence that some form of transit, rail or bus, in the KACOT corridor will be in place in 7-10 years	Need more information	0%	0	
	Strongly oppose	6%	3		Strongly not confident	4%	2	
	Oppose	9%	4		Not confident	15%	8	
	Neutral	15%	7		Neutral	12%	6	
	Support	21%	10		Confident	44%	23	
	Strongly support	47%	22	Strongly confident	25%	13		
		100%	47			100%	52	



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The eastern Will County Gathering was held on June 28, 2007 at the Eastern Will County Senior Center. The materials presented and the uses of keypad polling paralleled those at the Kankakee County Gathering. The Senior Center was a well-known location and the space worked well for exhibits, visual presentations and the work of the decision technologies with the keypads. The consultant staff had direct contact with representatives of the two villages, four townships, and two unified school districts that cover the corridor. Letters with packets of information were sent to the lead person in each of these entities with invitations to the June 28th Gathering. In addition, personal letters were sent to over 100 residents who had indicated through Will County local meetings that they wished to be kept informed on transportation related concerns.

The Senior Center contributed not only the meeting space, but also refreshments. In contrast to the Kankakee Gathering, local sources preferred a morning meeting. Thus, the Gathering was held on Thursday, June 28, 2007, from 8:30 to 10:30AM.

The agenda, as a reflection of the differing context for Will County in looking at such long term plans, was more detailed on the Will County section of the corridor. Thus, participants were invited to look closely at the specific locations for the Peotone and Monee stations and to explore some ideas for working more closely with other entities in the region.

Polling results from the Eastern Will County Gathering are presented on **Table 8-3**. Data on questions related to demographics, travel characteristics and interest in alternative transportation investments are included.



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**TABLE 8-3, EASTERN WILL COUNTY GATHERING POLLING RESULTS**

	Responses			Responses				
	(percent)	(count)		(percent)	(count)			
Gender	Female	50%	6	Level of support for public transit, rail or bus, in KACOT corridor from south of Kankakee through Will County to University Park	Still need more information	27%	4	
	Male	50%	6		Strongly oppose	0%	0	
		100%	12		Oppose	0%	0	
Age	Under 20	0%	0		Neutral	13%	2	
	20 – 29	8%	1		Support	33%	5	
	30 – 39	0%	0		Strongly support	27%	4	
	40 - 49	17%	2			100%	15	
	50 – 59	25%	3		Two most important features of regional transit	Reliability of service	20%	4
	60 – 69	8%	1			Length of commute time	20%	4
	70 or older	42%	5			Cost of Fare	25%	5
	100%	12	Number of Transfers			5%	1	
			Frequency of Service			30%	6	
					100%	20		
Race or Ethnicity	African American/Black	7%	1		Preferred transit mode for KACOT corridor	Need more information	54%	7
	Asian	0%	0			No preference	23%	3
	Caucasian / White	86%	12	Some type of rail service		23%	3	
	Latino	0%	0	Some type of bus service		0%	0	
	Multi-racial	7%	1			100%	13	
	Other racial background	0%	0	Level of support or opposition for South Suburban Airport	Need more information	8%	1	
	Decline to answer	0%	0		Strongly oppose	38%	5	
		100%	14		Oppose	23%	3	
			Neutral		8%	1		
			Support		15%	2		
			Strongly support	8%	1			
				100%	13			
Residence location	Peotone	0%	0	Level of support or opposition for an East-West Freeway connection between I-57 and I-65	Need more information	18%	2	
	Monee	31%	4		Strongly oppose	9%	1	
	University Park	8%	1		Oppose	0%	0	
	Will Township	15%	2		Neutral	27%	3	
	Green Garden Township	0%	0		Support	9%	1	
	Elsewhere in Will County	23%	3	Strongly support	36%	4		
	Outside Will County	23%	3		100%	11		
	100%	13	Level of support or opposition for expanded Amtrak service in Illinois	Need more information	20%	2		
				Strongly oppose	0%	0		
				Oppose	0%	0		
				Neutral	40%	4		
				Support	20%	2		
			Strongly support	20%	2			
				100%	10			
Work or School Location	Will County	50%	6	Level of support or opposition for high speed rail, Chicago to New Orleans	Need more information	0%	0	
	Kankakee County	17%	2		Strongly oppose	0%	0	
	Downtown City of Chicago	0%	0		Oppose	0%	0	
	Other	8%	1		Neutral	27%	3	
	Work at home	0%	0		Support	55%	6	
	Unemployed (looking for work)	0%	0	Strongly support	18%	2		
	Do not work (not looking for work)	25%	3		100%	11		
	100%	12	Level of support for public transit, rail or bus, in KACOT corridor from south of Kankakee through Will County to University Park	Still need more information	18%	2		
				Strongly oppose	0%	0		
				Oppose	0%	0		
				Neutral	9%	1		
				Support	27%	3		
			Strongly support	45%	5			
				100%	11			
Mode to travel to work or school	Car, truck, or van	77%	10	Minimum price of a gallon of gas when seriously consider begin taking public transit to Metra Electric instead of driving	Already taking public transit	18%	2	
	Drive to Metra Electric	0%	0		\$3.50	0%	0	
	Other Public transportation	0%	0		\$4.00	9%	1	
	Walk	0%	0		\$4.50	9%	1	
	Bike	0%	0		\$5.00	18%	2	
	Work at home	0%	0		Higher	9%	1	
	Do not work	23%	3		Never	36%	4	
	100%	13		100%	11			



Evaluation and Response forms completed by participants of both gatherings indicated very positive feedback. All rated the presentations as Good or Excellent, 90% rated the keypads as Good or Excellent, and on the overall Gathering, all responses were Good or Excellent. Two specific comments were added about the strength of using the keypad polling.

### **Review and Reflections**

In retrospect, the outreach and engagement efforts for this project were relatively successful. It is difficult to invite and then engage residents with plans and proposals that have such long range horizons. However, information was widely distributed and both County Gatherings proved to be very engaging experiences. With the aid of the website, the mailing lists, and identification of community leaders, both counties are well positioned to support further planning work on a transit project for the corridor. In Kankakee County, the traditionally under-represented populations, mostly from minority groups, were now the recipients of full information and direct invitations to participate. In Will County, strong feedback was provided on being sure that the needs of persons with physical limits will be well met. People of color, persons with disabilities and persons most closely connected with township government and public schools were seen as the populations most under-represented in this planning process. The outreach and education efforts sought to specifically address these groups and our attendance records indicate there was some response in these areas of outreach.

A few follow-up questions were raised and responded to. In addition, in both the evaluation responses and in the de-briefing some questions were raised that will need to be addressed in the "Alternatives Analysis" phase, if officials decide to move to that next step. These pointed to the need for more specific responses to issues of overall project costs, funding, and the integration of planning and development of station sites within the context of existing land use plans.

### **8.4 CONTACT DATABASE**

An Excel database of public officials, study committee members, project participants, community leaders, community based organizations, interested citizens, labor, and media was prepared. This database will be capable of being frequently updated with current information and used for mailing of meeting notices, newsletters, emails, updates, and other study information. **Table 8-4** provides a list of the fields that are used in the database.



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TABLE 8-4. KACOT-II CONTACT DATABASE FIELDS

Section	Item/Line
Contact	Last Name
	Prefix
	First Name
	Middle
	Salutation
	Job Title
Organization	Organization Name
	Department
	Address 1
	Address 2
	City
	State
	Zip Code
Phone/E-Mail	Main Phone
	FAX
	E-Mail
	Website
Interest Areas	Balance & Sustainability
	Diversity & Equity
	Housing
	Open Space & Environment
	Transportation
	Other Public Services & Infrastructure
	Community Redevelopment
	Education
	Jobs & Economic Development
	Planning & Governance
Quality of Life	
Meeting & Event Participation	Will County Human Services Event, Oct 25, 2006
	Kankakee Resident Team Deliberations
	Kankakee County Gathering, May 31, 2007
	Eastern Will County Gathering, Jun 28, 2007
	Meeting_____
	Event_____
Communications	Date added to database
	Referred by
	Description of organization



## 8.5 CONTINUITY

As with the other elements in this public process, the concerns for continuity following this study have differences for the two counties. In Kankakee County, as this process continues and moves toward the stage of the Alternatives Analysis, the questions of public engagement will be crucial in terms of support for eventual local funding. In Will County, the focus for public engagement may be in supporting the decisions and efforts of Metra to see this corridor extension as a top agenda item.

For both long term purposes, similar ongoing processes will be helpful. Because the KACOT corridor crosses so many governmental boundaries, it will be useful to maintain the visibility and set of collaborative concerns on the identity and eventual implementation of real transit in this corridor. If the Task Force continues its collaboration on a regular base or if Kankakee County again provides the forward leadership for the next phase, then the public engagement and outreach to date should provide the base for this ongoing work.

Hopefully, the work of this study will assist local leadership to:

- Maintain database on contacts and leadership
- Maintain interactive website and have current information accessible
- Continue use of online and written corridor communications, e.g., periodic "News Notes" on the project
- In Will County, seek consensus in collaboration with Metra initiatives
- In Kankakee County, seek increased positive response to the corridor project and to the need for local funding decisions

In the near term, the brochures, fact sheets and other materials developed through the KACOT II Study may continue to be useful in explaining the breadth and length of this project. With this, the website has been designed so that it can be placed in local hands and will be relatively easy to be maintained and updated.

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## *Phase II Feasibility Study*

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Perhaps most importantly, through this public engagement process, a large number of individuals and groups have been identified as being interested in seeing this transit initiative move forward.