

IL ROUTE 53/120

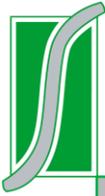
Blue Ribbon Advisory Council

Full Council Meeting #3

December 12, 2011

Lake County Central Permit Facility





AGENDA

- **Process Review**
 - Accomplishments
 - Traffic modeling update
- **Reports from Working Groups**
 - Approve meeting summaries
 - Potential criteria
 - Topics for continued discussion
- **Purpose of the Road**
- **The Path Forward**
- **Public Comments**





ACCOMPLISHMENTS: *GUIDING PRINCIPLES*

1. Enhance **mobility and accessibility, and relieve congestion**, in the Central Lake County Corridor
2. Seek **innovative design solutions** for a safe, integrated, multi-modal corridor that preserves the environment and the character of nearby communities, and enhances their economic vitality
3. Analyze potential funding options and pursue corridor concepts to the extent that they are **financially viable, fiscally sustainable and equitable**
4. **Minimize environmental and long term development impacts** of transportation infrastructure and operations
5. Promote **environmental enhancements and sustainable practices** in all aspects of project development, implementation and operations, and strive to improve the overall environment
6. **Promote diversity** in all aspects of project development, implementation and operations
7. **Develop and apply innovations** in all aspects of the project to create a 21st Century, modern boulevard that serves as a national and international model
8. Cooperate with agencies and municipalities to deliver the Council's work in a **transparent and accountable** manner





ACCOMPLISHMENTS: *INFORMATION*

- **Provided a common baseline of technical information**
 - Map-based corridor “tour”
 - Background on past studies and other area projects
 - Summary of land use and development plans
 - Maps of population, employment, environmental features and constraints
 - High-level traffic and revenue projections

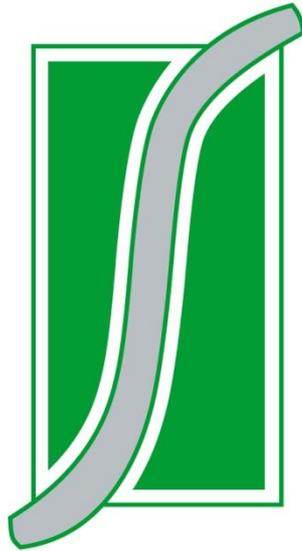




THE COUNCIL'S ROLE

“The Council will be responsible for developing regional consensus on whether the Tollway should move forward, the scope and configuration, the design and elements, and how to finance the project”





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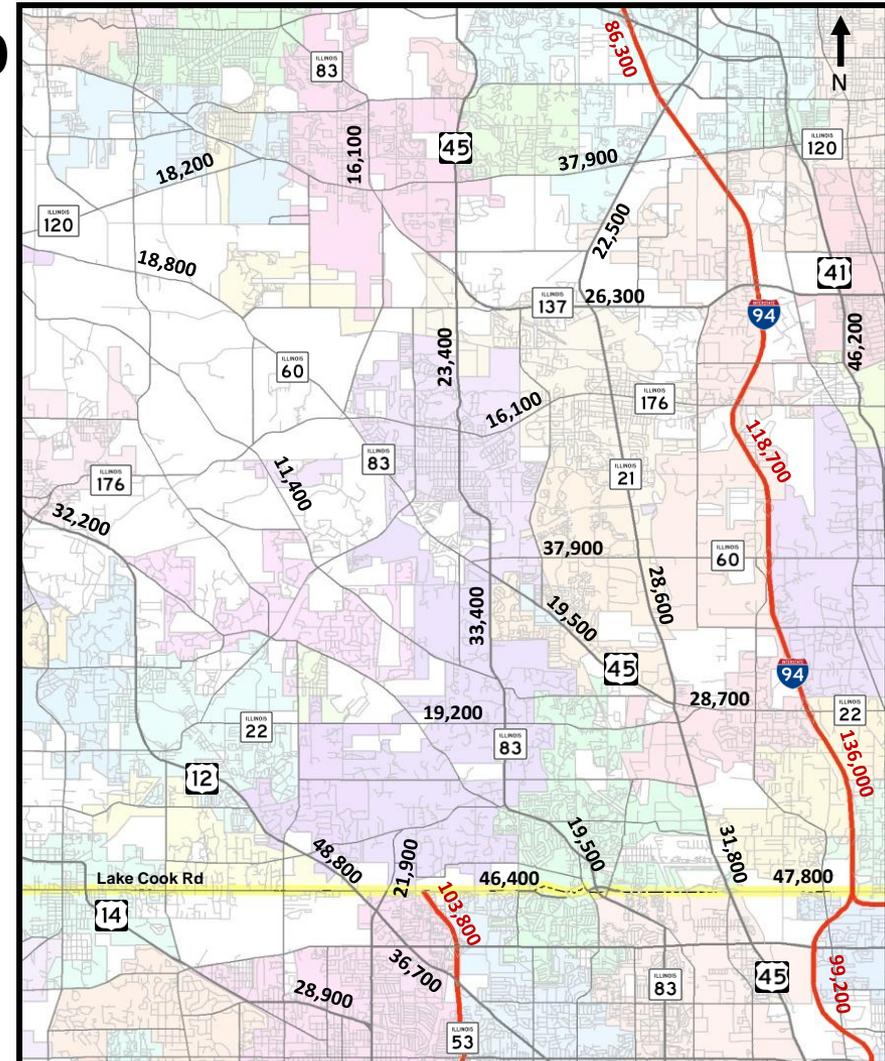
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TRAVEL DEMAND MODELING UPDATE



CURRENT TRAFFIC

- **IDOT Actual Traffic Counts, 2009**
 (Average Daily Total Traffic numbers shown on map, with key roadways listed below)
 - **IL 53 at Lake Cook Road: 103,800**
 - **IL 83: 19,500 – 33,400**
 - **US 12: 32,200 - 48,800**
 - **IL 22: 19,200**
 - **US 45: 19,500 - 31,800**
 - **IL 176: 16,100**
 - **IL 21: 22,500 – 31,800**
 - **IL 120: 18,200 - 37,900**





MODELING EFFORTS UNDERWAY

- Study Area Model Validation
 - Verify that input data and assumptions are current
 - Compare modeled with observed traffic volumes
 - If necessary, adjust the model procedures to improve the match

WHAT ARE THE DATA SOURCES?

- Network
- Population
- Jobs
- Traffic Counts

ILLINOIS HIGHWAY INFORMATION SYSTEM
ROADWAY INFORMATION AND PROCEDURE MANUAL

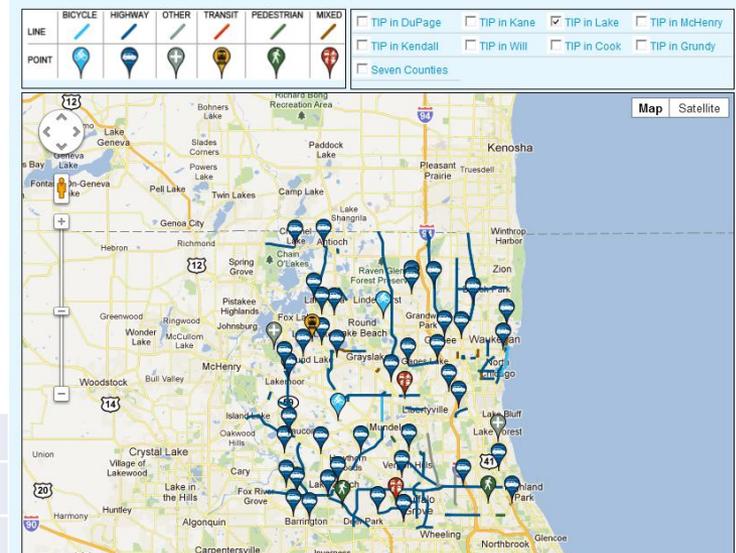




ARE INPUT DATA & ASSUMPTIONS CURRENT?

- Highway Network
 - # of lanes, new streets
- Population and Jobs
 - 2007 vs. 2010

| | | <u>2010 Input Assumptions</u> | | |
|----------|------------|-------------------------------|---------------|------------|
| | | GT2040 | Current Study | Difference |
| CMAP | Households | 3,145,552 | 3,092,346 | -2% |
| | Workers | 4,098,493 | 3,980,295 | -3% |
| | Jobs | 4,170,611 | 3,809,008 | -9% |
| Lake Co. | Households | 250,454 | 241,712 | -3% |
| | Workers | 368,173 | 343,241 | -7% |
| | Jobs | 384,212 | 317,491 | -17% |



Recession lowers our base estimate

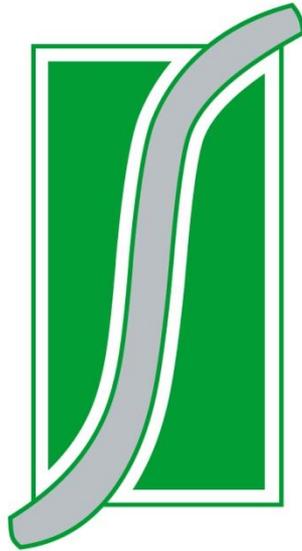




MODELING – MOVING FORWARD

- December: Preparing a 2040 baseline model – a “level playing field” upon which to build alternative networks
- January – March: Testing a set of 2040 alternatives. What would happen with:
 - Premium Transit – a dedicated system separate from main line
 - High Toll – using pricing to manage demand
 - Truck Prohibition – excluding heavy trucks 24 hours
 - Hybrid – a combination of factors above
- Will produce data, maps and charts to share with the Council





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WORKING GROUP REPORTS





WORKING GROUP REPORTS

Focus of November meetings:

| | | |
|---|--|--|
| <p>Mobility & Finance</p> <p><i>How much traffic and revenue would different scenarios generate? What problems are we trying to solve? What trips do we want to accommodate?</i></p> | <p>Design & Land Use</p> <p><i>What is the purpose of the proposed road? How does current and desired future land use inform the potential design for 53/120?</i></p> | <p>Environment & Sustainability</p> <p><i>What are the environmental issues & constraints? How should we measure success?</i></p> |
|---|--|--|



MOBILITY & FINANCE: Traffic & Revenue

- Scenarios below are for comparative purposes only – ***they are not recommendations.***
- Revenue estimates are gross for 2040, and do not include O&M costs (which can vary depending on design features)

| | Six Lane, high speed with trucks | Four Lane, low speed without trucks |
|---|-------------------------------------|--|
| Daily Traffic Drawn to Facility | 75,000 – 100,000 | 50,000-75,000 |
| Estimated Annual Gross Revenue (Millions) | \$125 - \$175 | \$50 - \$75 |
| Speed | 65 | 45 |
| Lanes on 53/120 | 6/4 | 4/4 |



MOBILITY & FINANCE

Potential Criteria:

- Positive impact on arterial roads
- Compatible with and facilitates use of transit
- Consistent with State, Regional and County plans
- Consistent with community character and surrounding environment
- User benefit (not congested on day one)

Continued Discussion of:

- Commercial traffic
- Use of pricing to manage congestion
- Economics and financing
- Economic development
- Acceptable levels of delay





DESIGN & LAND USE

Potential Criteria :

- Preserve community character and quality of life
- Preserve natural areas and ADID wetlands
- Anticipate long term access needs
- Apply innovation in design and access
- Accommodate transit

Continued Discussion of:

- Type of transit
- Appropriate accommodations for current and future development
- Who the road serves





ENVIRONMENT & SUSTAINABILITY

Potential Criteria :

- Enhance (don't just minimize/mitigate)
- Benefit natural resources in entire corridor (uplands)
- Facility designed primarily for local users, not through trips
- I-LAST is the starting point for environmental design and best management practices

Continued Discussion of:

- Evaluation measures for environmental performance
- How to protect sensitive farming operations





TOPICS REFERRED TO WORKING GROUPS

- Type and location of access
- How to accommodate transit
- Commercial vehicles
- Acceptable levels of delay/congestion
 - On 53/120
 - On other area roadways
- Value pricing
- Funding and financing





DRAFT PURPOSE OF THE ROAD

“The purpose of the Route 53/120 project is not to provide an alternative for interstate travel, but rather to serve regional and local mobility and community needs in the Central Lake County Corridor. The Route will connect people and jobs and facilitate economic development that is consistent with local and regional plans. The project will encourage use of transit, and enhance the natural environment.”



THE **PROPOSED** PATH FORWARD

- Adjust schedule to include a **Design Workshop** in January (instead of Working Group meetings)
 - All Council Members invited
 - Feature leading designers, planners and practitioners
 - Consider national and international best practices
 - Collectively develop initial roadway concept

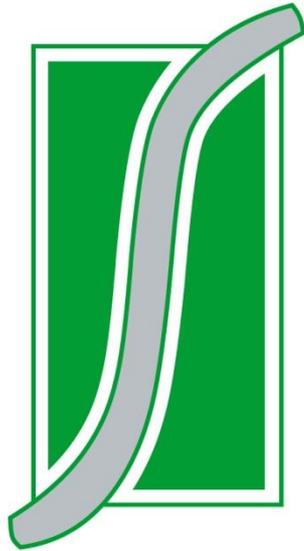




THE **PROPOSED** PATH FORWARD

- **No Working Group Meetings on 1/9 and 1/23**
- **January 24 - Design Workshop at CMAP(9a-5p)**
 - Generate initial roadway concept
- **February 14 (new date) Full Council Meeting**
 - Traffic and revenue projections
 - Land use and environmental impacts
 - Initial ideas for funding and financing
- **March Working Groups - Refine roadway concept**
- **April – Develop draft report**
- **May – Finalize & deliver report**



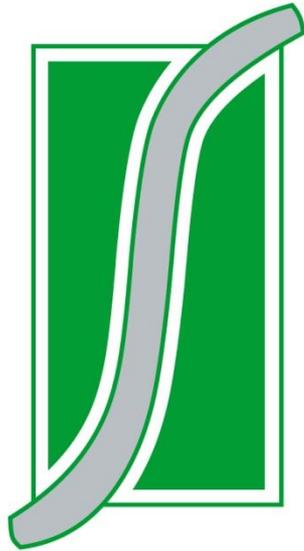


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Public Comments





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Next Steps

