

IL ROUTE 53/120

Blue Ribbon Advisory Council

Full Council Meeting #5

March 5, 2012

CMAP – Willis Tower, Chicago





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”





BACKGROUND

.. Looking Back

- ⊗ Four Council meetings + working group meetings
- ⊗ Common baseline of information
- ⊗ Guiding principles and purpose of road
- ⊗ Workshop to explore a variety of scenarios

.. Today

- ⊗ Decide upon the way forward for next three months
- ⊗ Discuss Council's role beyond May
- ⊗ Preview the work ahead
- ⊗ Jump start Working Group discussions





CO-CHAIR COMMENTS

- .. Approve December meeting notes
- .. Design Workshop
 - ⊗ Consensus emerging
 - ⊗ More questions to answer
 - ⊗ More work to do
- .. Media Coverage

HOME PAGE TODAY'S PAPER VIDEO MOST POPULAR TIMES TOPICS

The New York Times U.S.

WORLD U.S. N.Y. / REGION BUSINESS TECHNOLOGY SCIENCE HEALTH

POLITICS EDUCATION RAY AREA CHICAGO TEXAS

CHICAGO NEWS COOPERATIVE
Getting the Job Done on Route 53
 By JAMES WARREN
 Published: February 19, 2012

James Warren writes a column for The Chicago News Cooperative.

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Since American politics now meets the Webster's definition of gridlock, the entire Congress should descend on busy Route 53 at the Cook-Lake county border.

There, lawmakers could meet long-dueling parties who may end a 50-year-old policy dispute and show what can happen when deep differences change to constructive regional vision. "Perhaps this will be a model of how to work with said David Stolman, chairman of the Lak



CO-CHAIR COMMENTS

- **Continuing role of consultants**

- n John Fregonese, Fregonese Associates
- n Tim Jackson, AECOM
- n Steve Apfelbaum, Applied Ecological Services
- n Walter Kulash, P.E., Traffic Expert

- **Draft path forward has been defined**

- **Many staff activities underway**

- n Environmental field work
- n Refining traffic, cost and revenue estimates
- n Developing funding and financing scenarios
- n CMAP land use memo





DRAFT MEETING SCHEDULE

3/12	Public Officials Briefing	11:30- 12:45	Lake County DOT
	Mobility & Finance	1-2:30 pm	
	Design & Land Use	2:30-4 pm	
3/19	Environment & Sustainability	2-3:30 pm	Lake County DOT
4/20	Full Council	2-4 pm	Lake County Central Permit Facility
5/18	Full Council	2-4 pm	Lake County Central Permit Facility

Lake County Department of Transportation (DOT) – 600 West Winchester, Libertyville, IL
 Lake County Central Permit Facility – 500 West Winchester, Libertyville, IL



Objectives for Today's Meeting

- Discuss Results of Design Workshop
- Review Proposed Work Plan and Schedule
- Discuss Proposed Document to be Adopted
- Discuss On-going Role of Advisory Council
- Preview Working Group Tasks - 3/12 and 3/19

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Purpose of the Workshop

- Assist Council members in crafting a consensus for the future of the corridor
- Use Guiding Principles to evaluate options

Scenario Summary

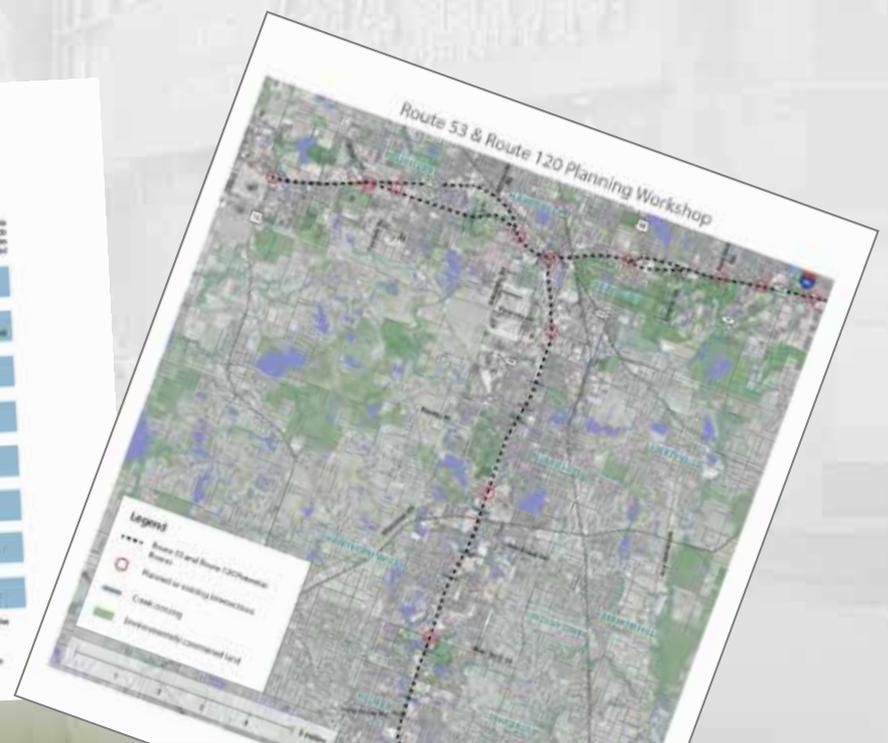
Five scenarios have been developed to provide a starting point for discussions about the Route 53 and Route 120 Corridor. The scenarios are not recommendations, but provide a number of approaches for comparison purposes. This Summary includes a snapshot of the five scenarios, and more detailed descriptions are provided on the following pages.

NOTE: All information included here is a preliminary start and for planning purposes only. For accurate estimates of costs and benefits, engineering, design, and construction and maintenance costs must be fully developed in design features.

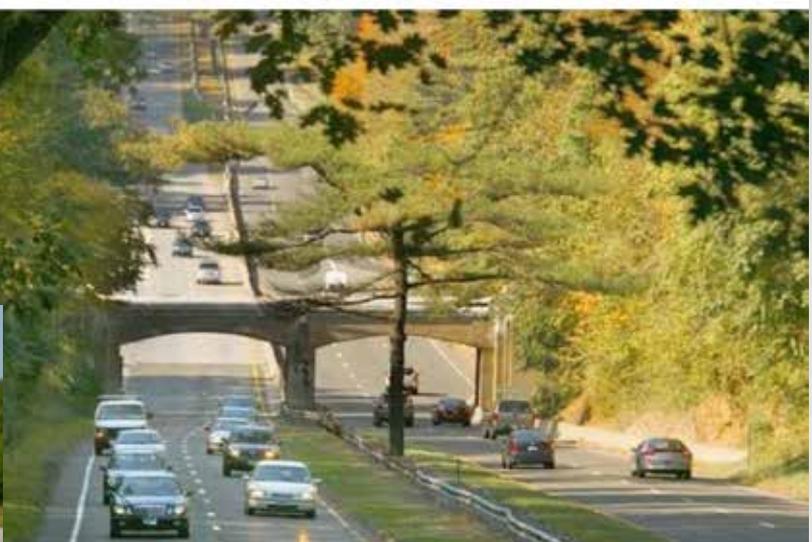
	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
1. Reduced Congestion in Lake County	14%	15%	19%	22%	24%
2. Time Savings Waukegan to Schaumburg in 2040	3 minutes	11 minutes	13 minutes	18 minutes	20 minutes
3. Potential Direct Environmental Impacts	110 ac	215 ac	290 ac	435 ac	495 ac
4. Potential Indirect Environmental Impacts	26,990 ac	26,280 ac	31,990 ac	51,000 ac	51,880 ac
5. Scenario Footprint	68'	47'-30"	62'	138'	130'-138'
6. Scenario Paved Area	460 sq ft	181 sq ft	126 sq ft	136 sq ft	156 sq ft
7. Construction Cost	\$300m to \$1b	\$1.4 to \$1.2b	\$1.7 to \$1.5b	\$3.0 to \$2.2b	\$2.1 to \$2.3b
8. Potential Toll Revenue	\$0	\$24 to \$20m	\$55 to \$85m	\$70 to \$100m	\$90 to \$120m

Notes:

1. Potential area in comparison with route located in Lake County, compared to the 2000 sq-ft road section.
2. Time saved if a road trip from Waukegan to Schaumburg. Current travel time 2010 is approximately 16 min. Future travel time 2040 under this scenario is approximately 13 min.
3. Proposed extent of environmentally sensitive area that potentially could be impacted within the right of way.
4. Potential extent of environmentally sensitive area that potentially could be impacted within the right of way.
5. Approximate width of the scenario in feet (range) and extent of impacts that have potential to impact the 53 and 120.
6. Approximate amount of pavement included in the scenario, including travel lanes and shoulders.
7. Estimated construction costs in 2010 dollars.
8. Estimated gross toll annual revenue in 2010 dollars by tolling the corridor (2010 values based on 2010 tolls).



Explored a Variety of Options



Traffic Volumes and Capacities

Daily Traffic (thousands of vehicles) in 2040

Link	Scenario				
	A	B	C	D	E
IL 53 south	23-28	46	47	76	88
IL 53 mid	16-20	37	38	69	
IL 53 north	14	32	34	64	
Capacity, IL 53 north	26-30	67	67	72	
IL 120 west	13-16	12-18	29-48	57	
IL 120 east	20-32	20-32	41-52	57	
Capacity, IL 120	26-30	26-30	67	72	



Scenarios Are "Crash Test Dummies" to Test Performance

Scenario E

DRAFT February 2, 2012

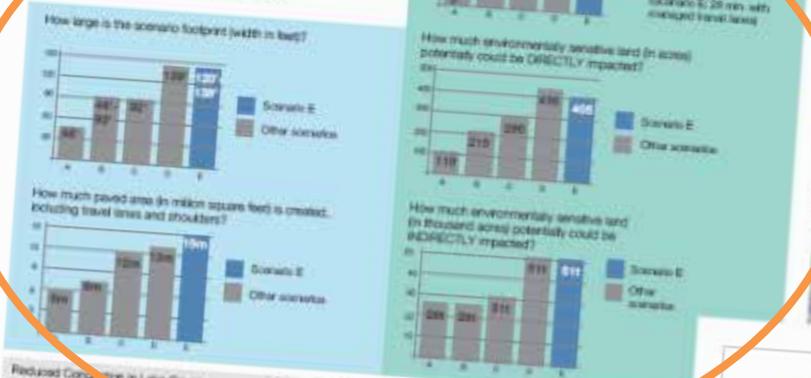
In Scenario E both roads are tolled expressways. Route 53 is six lanes - four general travel lanes and two managed transit lanes - which can be used for bus rapid transit during peak times. Travel speeds are 60 MPH on both roads and all intersections are grade separated. This scenario is the most expensive to construct, it provides the greatest congestion relief, and is the only option with managed transit lanes. The scenario footprint, potential environmental impacts, and new paved area are virtually equivalent to Scenario D.

NOTE: All information included here is a preliminary draft and for scenario planning-level analysis only. Toll revenue estimates are gross and do not include financing costs, or operations and maintenance costs (which can vary depending on design features).

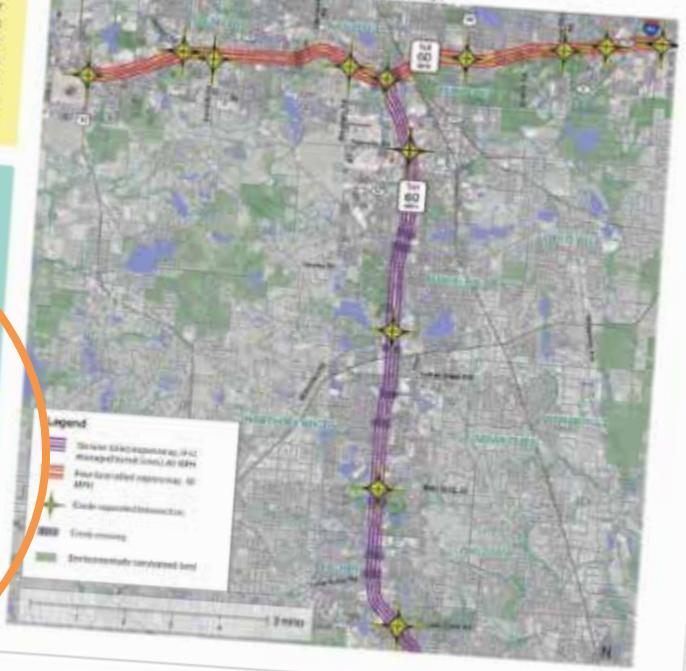
Scenario E Highlights

- High potential environmental impacts, similar to scenario D
- Maximum new paved roadway surface
- Travel speed of 60 MPH
- Highest reduction in travel congestion
- Grade separated intersections along length 53 and 120
- Toll collection on 53 and 120

Scenario E Indicators:

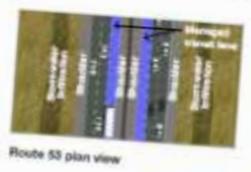


Route 53 six lanes | Route 120 four lanes | both roads tolled expressways



Reduced Congestion in Lake County (percent drop in congested vehicle hours traveled compared to no construction)	24%	Estimated cost to construct the roadway (in 2000 dollars)?	\$2.1 - \$2.3B	2025 Estimated Gross Total Annual Revenue (in millions)?	\$80 - \$120M
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*Estimated gross total annual revenue in 2025 (construction dollars are invested 2020 before revenue is realized 2025)



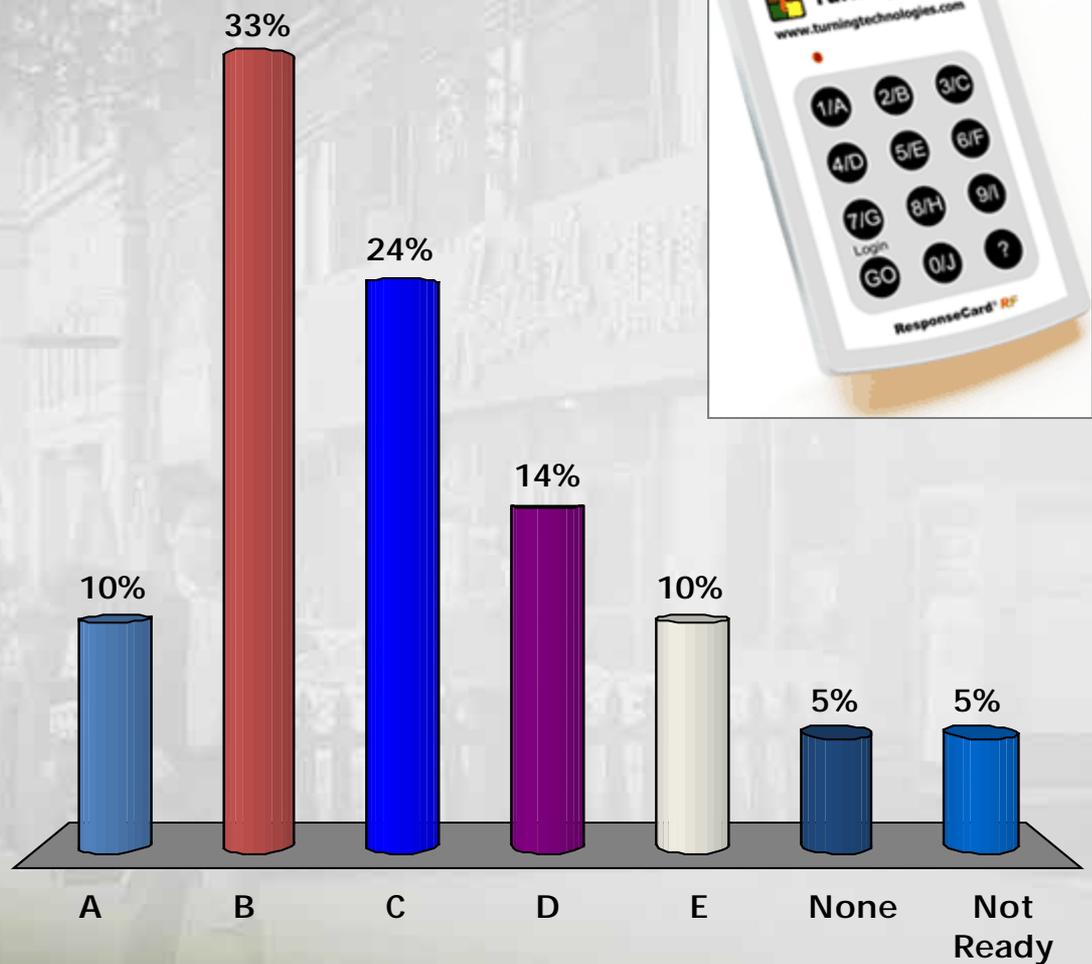
Polling Results

Using guiding principles to evaluate scenarios

- We asked:
 - How important is this guiding principle?
 - Which scenario best promotes?

Based on what you know now, WHICH SCENARIO best seeks innovative design solutions?

- 1. Scenario A
- 2. Scenario B
- 3. Scenario C
- 4. Scenario D
- 5. Scenario E
- 6. None of the scenarios
- 7. Not ready to choose



Polling Results

Your top priorities –

- INNOVATIVE DESIGN (68%) **Scenario B (33%)**
- MINIMIZE ENVIRONMENTAL IMPACT (60%)
Scenario B (45%)
- PROMOTE ENVIRONMENTAL ENHANCEMENTS
(60%) **Scenario B (24%) and Scenario D (24%)**

Guiding Principle	“Top Priority”	“Top Priority” and “Very Important”	Which scenario best promotes?
Innovative design	68%	91%	Scenario B (33%)
Minimize environmental impact	60%	90%	Scenario B (43%)
Promote environmental enhancements and sustainable practices	60%	90%	Scenario B (45%)
Financially viable, fiscally sustainable, equitable	50%	83%	Scenario B (24%); Scenario D (24%)
Relieves local congestion	50%	80%	Scenario B (35%)
Mobility and accessibility	39%	78%	Scenario D (27%); Scenario E (27%)
Relieves regional congestion	32%	78%	Scenario E (48%)
National and international model	33%	52%	Scenario B (50%)







The Design Scenarios

Table 1

Table 3

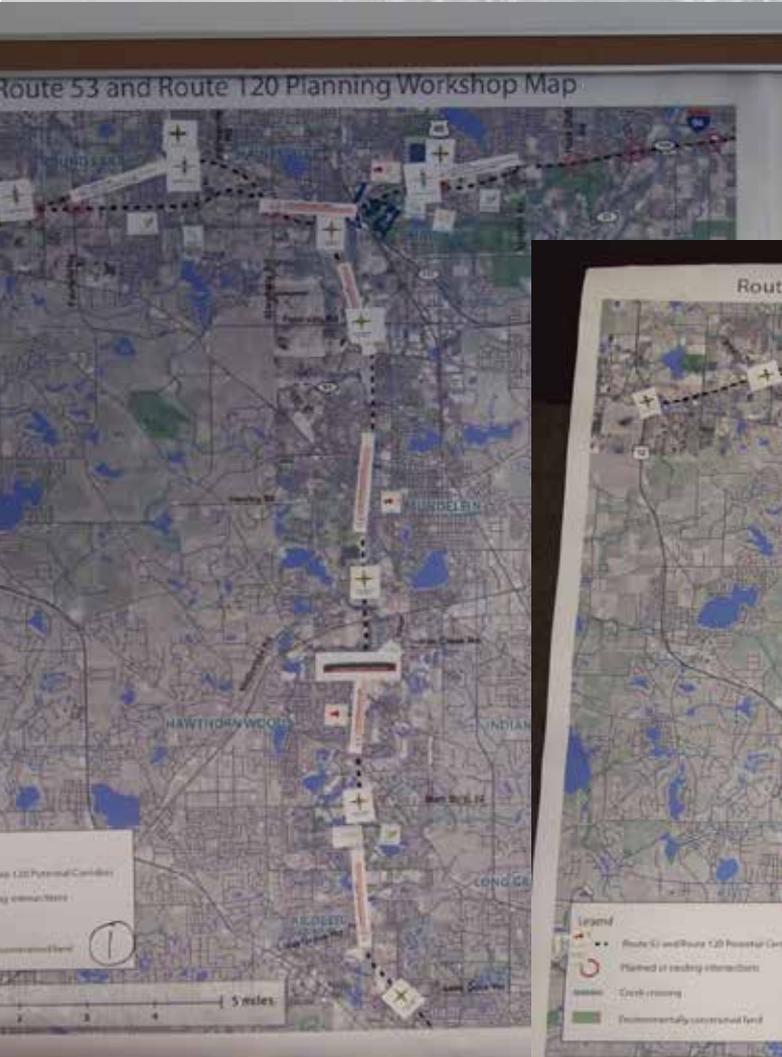
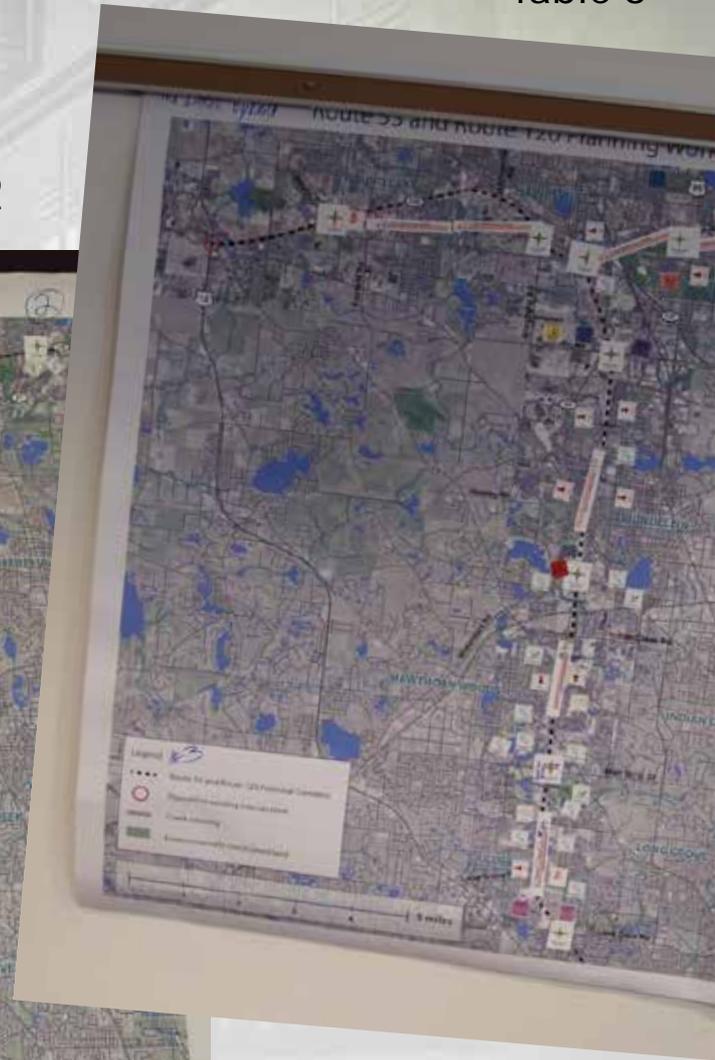
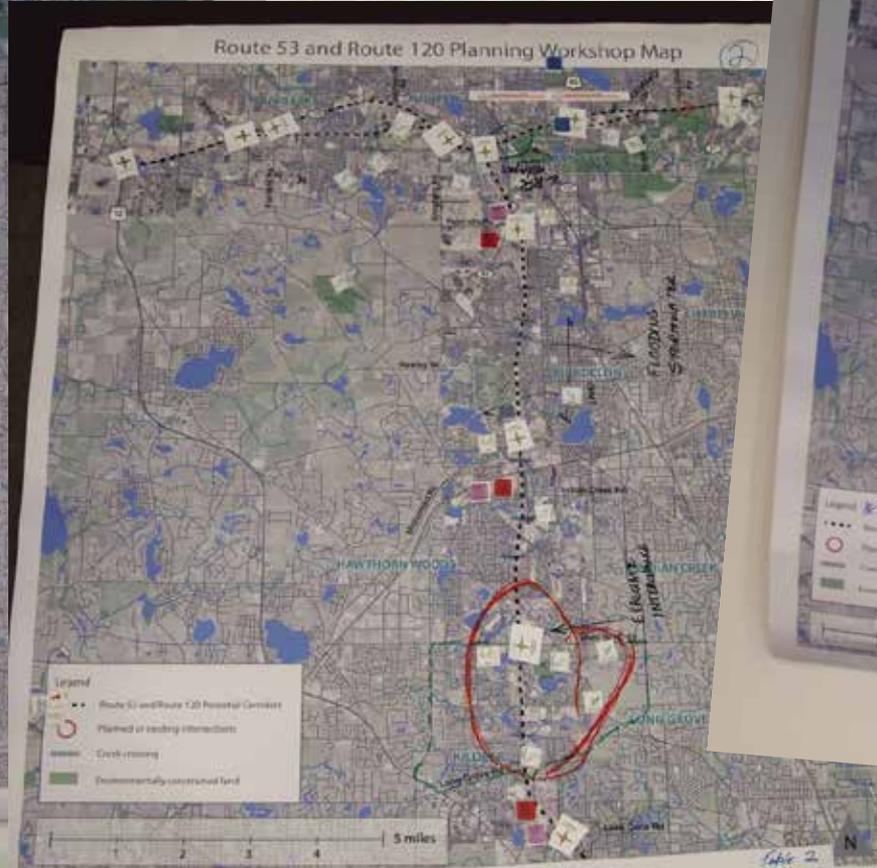


Table 2



45MPH
 - TOLLED
 - 3RD LANE

"LAKE COUNTY GREENWAY"

Table 2

Table 1

- 45 MPH, 4 lanes
- Limited 120 bypass
- Environmental congestion pricing
- Innovative model, sense of Lake Co.
- Stormwater infiltration
- Consider no interchange at Long Grove (wetlands)

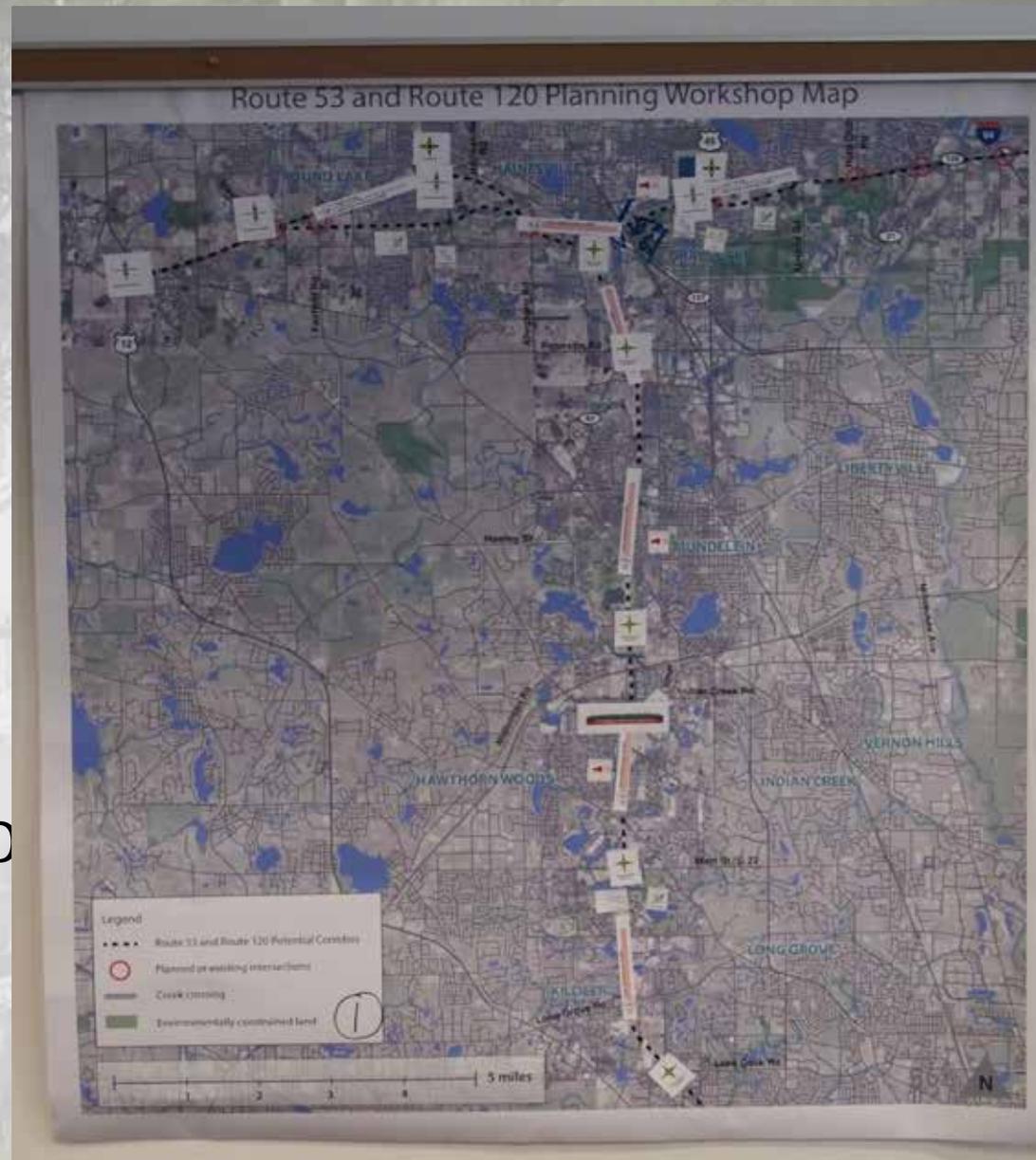


Table 2

- "Lake County Greenway"
- 45 MPH, 4 lanes
- Extra lane possible for transit or managed
- Consider economic development at interchanges
- Underground at 53/120 intersection
- Possible transit lane

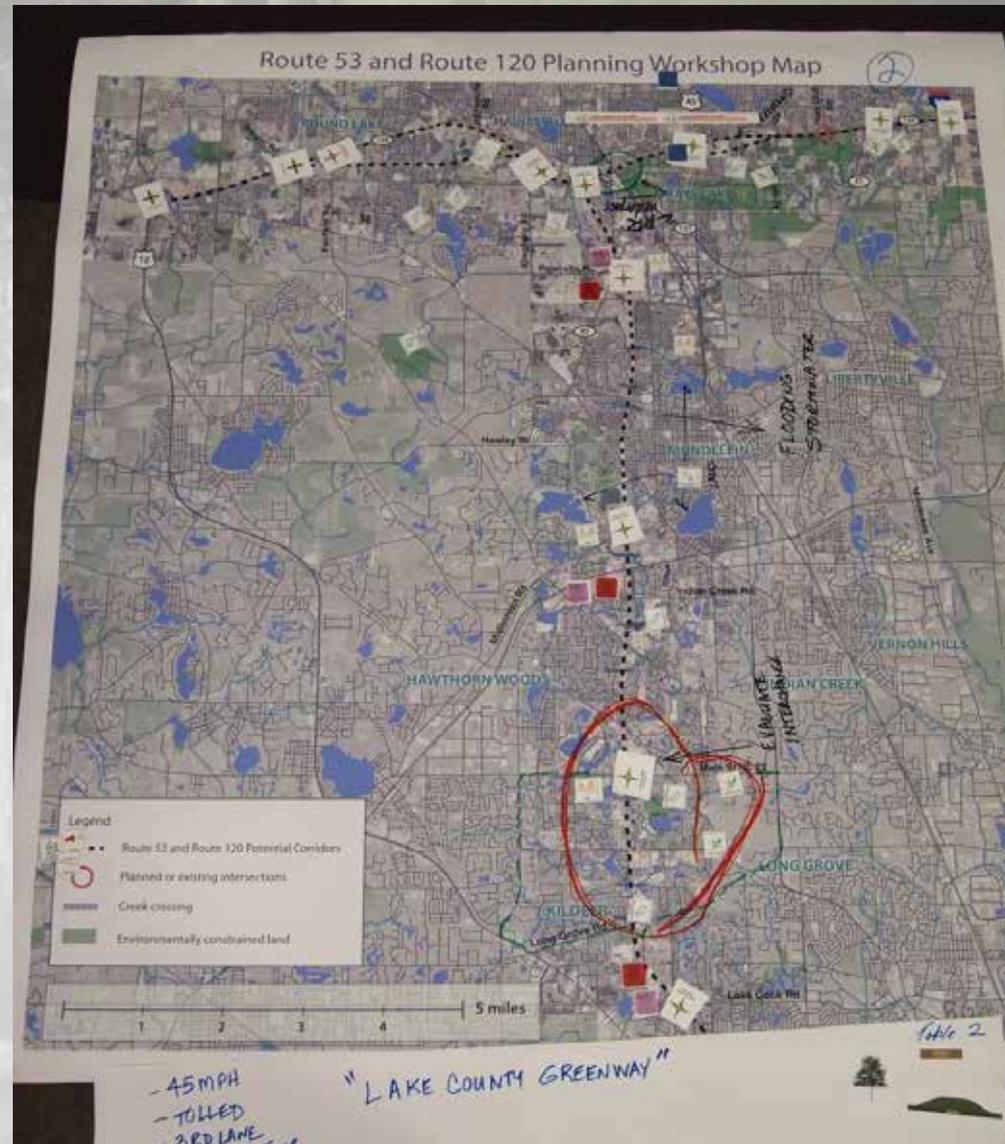


Table 2 Cross Section

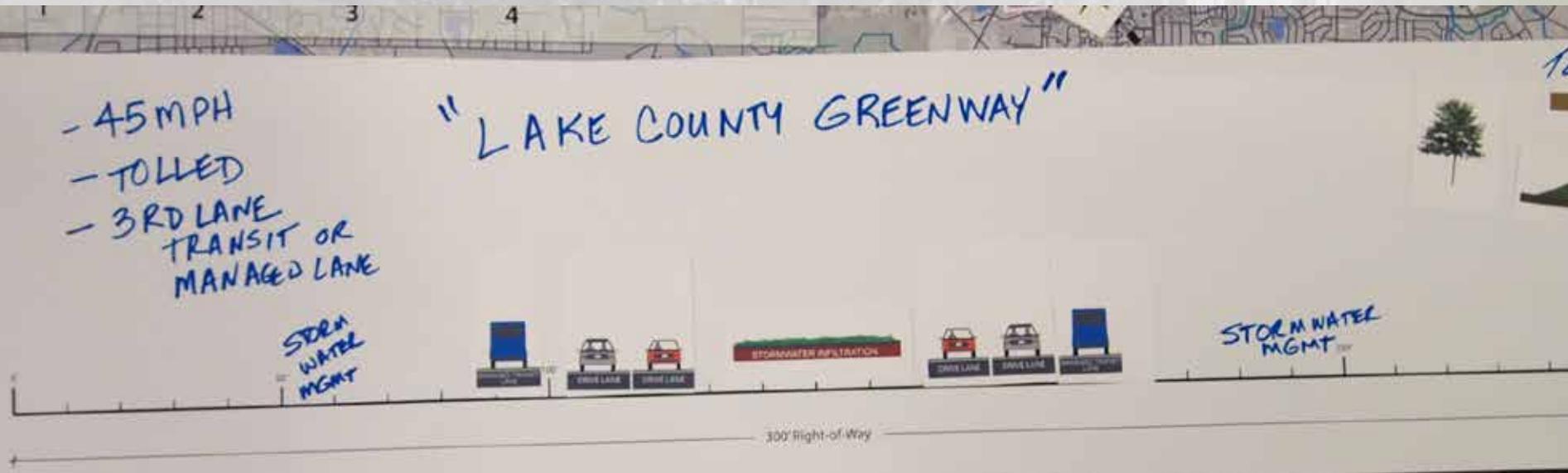


Table 3

- 4 lanes
- 55 MPH (south end) to 45 MPH
- "Wiggles"
- 120 tolled for new alignment only
- Least environmental impact
- Pedestrian crossings
- Noise abatement



What We Heard

- Lower speed, fewer lanes, smaller footprint
- Innovative design
- Serious consideration environmental impacts
- Lane management and pricing

Workshop Outcomes

- Areas of Agreement
 - Consensus Scenario
- Unanswered Questions
 - Topics for Working Groups
 - Decisions to be made

"Consensus Scenario"

- 4 lane, 45 MPH parkway
- Route 120 bypass options (possible hybrid)
- Tolled roadway
- Environmental solutions
- At-grade and below-grade road profile

Questions to Answer

- Examine faster speeds on southern segment of Route 53
- Further study of reserving space on Route 53 for transit and managed lane
- Further study of 120 bypass options
- Environmental solutions
- Establish the basic design and performance parameters, then conduct a detailed study and plan (scope, responsible party, timeline)
- On-going work: Cost, Finance, Revenue

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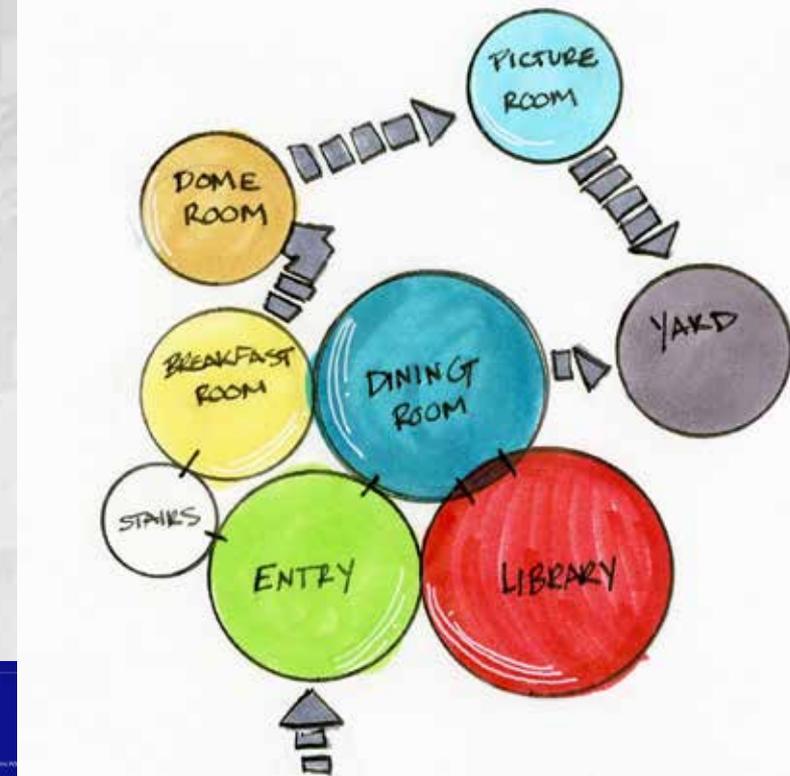
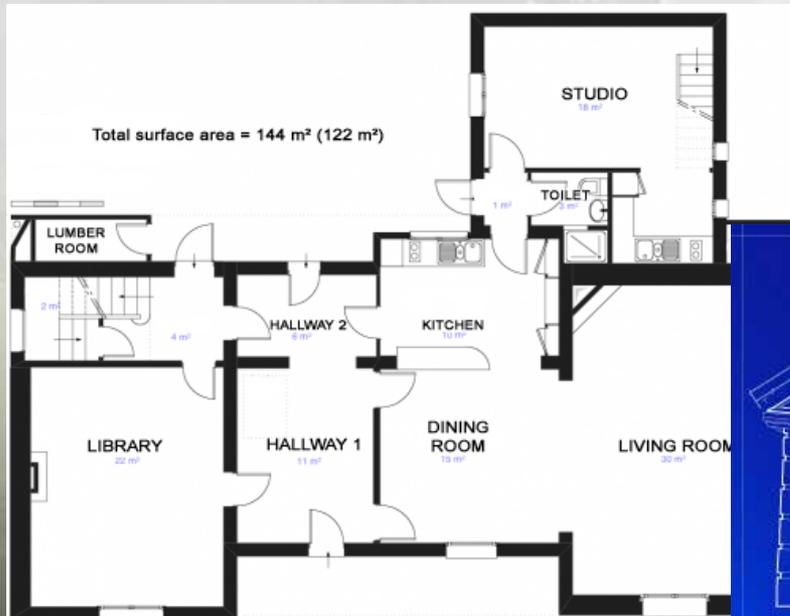
Building a Consensus

- We're not *BUILDING* a road by May –



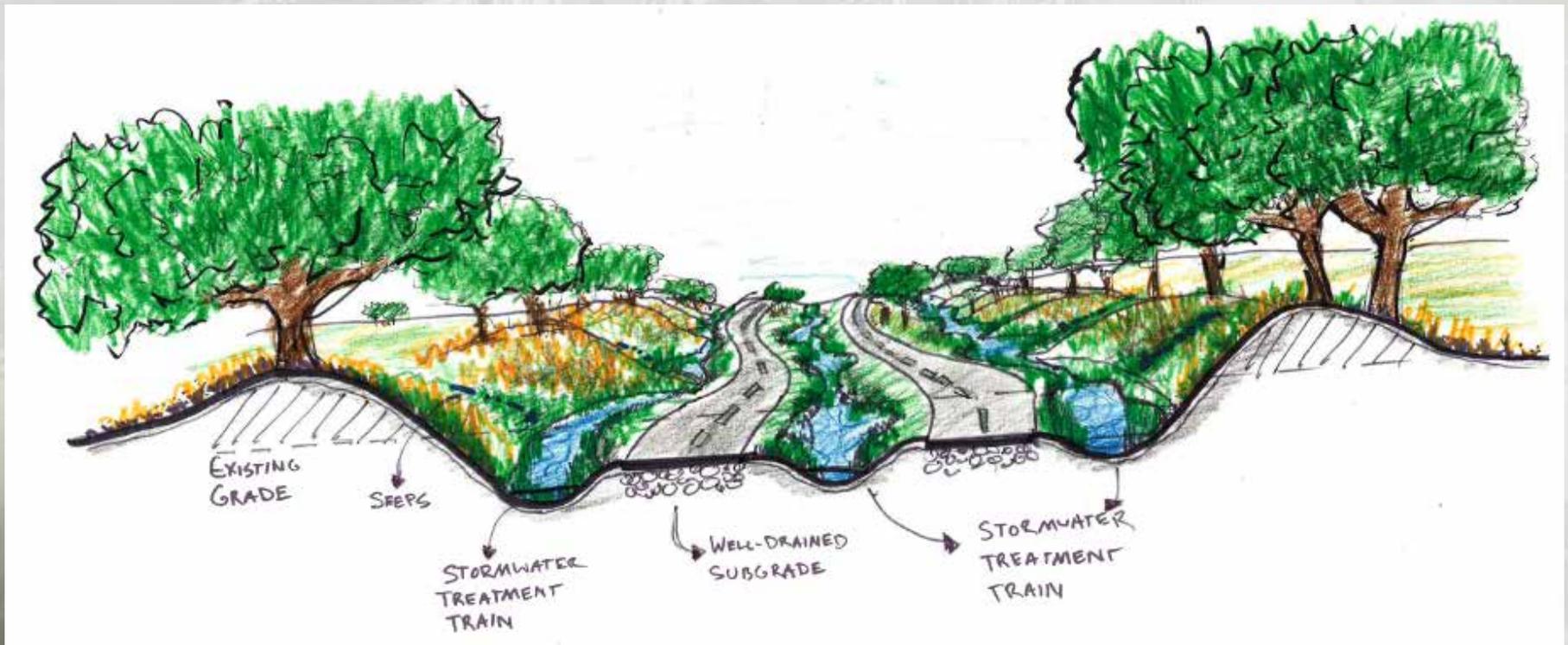
If You're Considering Building a House...

- *Initial Design Phase*
 - Make the big decisions
 - Not deciding paint color



Consensus

- We are creating a Consensus for Route 53/120



Debate the Big Issues Now

- What would success look like?
- How do we evaluate it?



Core Values Lead the Way

- Values have driven the process so far
- The Guiding Principles can lead to:
 - Evaluation Criteria
 - Design Characteristics
 - Performance Requirements
 - A Design Intent Document



A Design Follows with Greater Detail

- Many decisions to make, but finer grain



Our Immediate Task

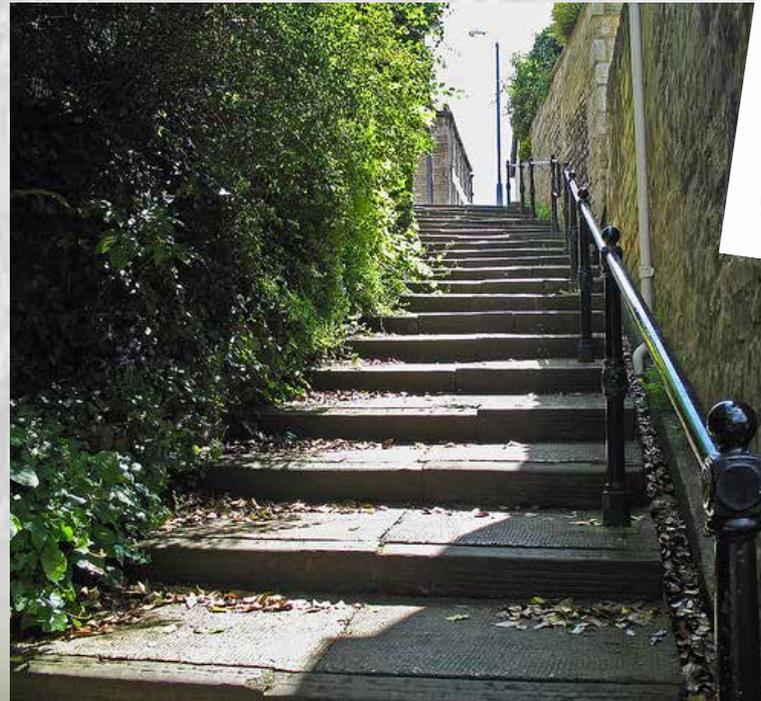
- MARCH to MAY 2012
 - Council will define the Consensus for the road
 - What does success look like?
 - Determine Evaluation Criteria
 - Establish parameters for design and performance
 - Produce Document:
 - *Resolution: describes design and performance: Design Intent Document*
 - *Report: describes scenario, workshop process*

After the Design Intent Document

- Council will recommend next steps and suggested timeline. Possibilities:
 - Studies to fully understand the environmental, community and mobility results/outcomes; costs, funding/financing plan
 - A detailed Corridor Land Use Plan
 - A Design following established Design Characteristics and Performance Requirements from Design Intent

PROPOSED PROCESS

- Review the Schedule
- Review decisions to be made



Date	Product	Council Action
March 5	Document outlines (Resolution and Report); Schedule	Review and approve work plan, schedule, document outline
March 12/19 Working Groups		Consider latest data and information; Refine and approve “top line” issues for land use, transportation, environment sections
<i>April 12</i> <i>No meeting</i>	<i>First draft sent to Council (full layout)</i>	<i>Review and submit comments by 4/18</i>
April 20	First draft Resolution and Report (sent to Council 4/12); Log tracking all comments from Council and public (Editorial, Consent Items, Discussion Items)	Review draft and provide comments ahead of meeting; Discuss comment log at meeting and make key decisions
<i>May 10</i> <i>No meeting</i>	<i>Final draft sent to Council</i>	<i>Review and submit comments by 5/16</i>
May 18	Final draft of Resolution and Report (sent to council 5/10); Comment log	Discuss comment log and approve final changes; Adopt/approve Resolution and Report (with approved changes)
June 1	Final Resolution and Report, and Comment Log released (following final edits from 5/18)	

COMMENT LOG

A transparent process for group editing

Beaverton Civic Plan Doc Key: CC (Central City); LU (Land Use & Transportation); H (Housing); A (All)
 Comment Type Key: M: "major issues" S: "substantive comments" G: "general" – opinions, statements P: "policy questions" needing further discussion
 Public Drafts Comment Log 02/28/12

This log includes comments and edits submitted by the Civic Plan Steering Committee, City Council, staff, and the public. The Civic Plan Team has consulted these comments when editing the Strategy Public Working drafts, and noted responses and changes. The team has also made editorial, clarity, and other edits to the Strategies, not all of which are captured in this log. Significant changes were noted, however. The page numbers refer to the original Public Working drafts published in early February.

#	Date	Commenter	Doc/ Page	Paragraph/ Location	Comment Type	Comment	Response
1	2/1	Staff, SC	All	n/a	Major	Strategy requires more implementation detail. Add matrix/flowchart for all strategies combined. Include how oversight will work. Add discussion about need to be opportunistic and flexible. Possibly organize priorities by categories (A, B, etc) rather than rank (1,2, etc). Need more than just "Priority 1" and "First Steps". Need a spectrum of initiatives and projects arranged as "Start Now", Short, Mid, and Long term (as in Housing Strategy, but with "Start Now" added). This is a bit choppy – needs a summary of recommendations and key initial priorities in each major section, plus a matrix of major action items organized by time.	Have created matrix, attached.
2	2/1	Staff/CC	CC	n/a	Major	Add discussion of creating gateways for the city, particularly near Hwy 217 and other highly visible locations	Addressed. See page 70-71
3	2/1	Staff	LU	n/a	Major	Add discussion of creating an auto row on Canyon Rd. E of Hwy 217. City provides promotions, signage, targeted incentives.	New text added, new spread added.
4	2/7	SC	LU	n/a	Major	We should be looking at establishing standards for pedestrian-first design of developments,	As part of the implementation matrix, a revision of the city's

COMMENT LOG

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- Council members will provide direct feedback on the document
- All comments attributed to the author
- All comments collected and available to group

COMMENT LOG

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- All comments addressed in one of three ways:
 - **CONSENT** Items: recommended for acceptance (change document as suggested in comment)
 - **NO ACTION** Items: recommend no change to plan
 - **DISCUSSION** Items: Council discuss and provide guidance

March 5 *Today*

Approve Schedule and Doc Outlines

- Today's tasks:
 - Review, modify, and approve document outline
 - Approve work plan and schedule

Date	Product	Council Action
March 5	Document discussion (Resolution and Report); Schedule through May	Review and approve work plan, schedule

March 12 and 19 Working Groups

- Consider latest data and information
- Refine and approve “top line” issues for land use, transportation, environment sections

Date	Product	Council Action
March 12, March 19 Working Groups		Consider latest information. Refine and approve “top line” issues for land use, mobility, environment sections

April 12 ***NO MEETING***

Review First Draft and Provide Comments

- Consider Council will review and comment on draft document *ahead of meeting on 4/20*
- Comments will be compiled for Council Meeting on April 20

Date	Product	Council Action
April 12 No meeting	First draft of document sent to Council	Review and submit comments by 4/18

April 20

Make Key Decisions

- Review comments, make key decisions

Date	Product	Council Action
April 20	First draft of Resolution and Report (sent to Council 4/12); Log tracking all comments from Council and public (<i>Editorial, Consent Items, Discussion Items</i>)	Review draft and provide comments ahead of meeting; Discuss comment log at meeting and make key decisions

May 10 ***NO MEETING***

Review Final Draft and Provide Comments

- Council will review and comment on final document *ahead of meeting on 5/18*
- Comments will be compiled for final Council Meeting on May 18

Date	Product	Council Action
May 10 No meeting	Final draft sent to Council	Review and submit comments by 5/16

May 18

Approve Final Documents

- Discuss comments and approve changes
- Council approves final documents

Date	Product	Council Action
May 18	Final draft of Resolution and Report (sent to council 5/10); Comment log	Discuss comment log and approve final changes; Adopt/approve Resolution and Report (with approved changes)

June 1

Final Document Released

- Approved changes will be made
- Final documents released

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The Proposed Document

- **Council Resolution**

- Conclusion to move forward with detailed study and planning
- Establishes Evaluation Criteria
- Establishes Roadway Parameters
 - *Design Characteristics*
 - *Performance Requirements*
 - *Scope of Design Intent Document*

- **Report**

- Summarizes the Council's work up to this point
- Demonstrate how the Council arrived at the Resolution

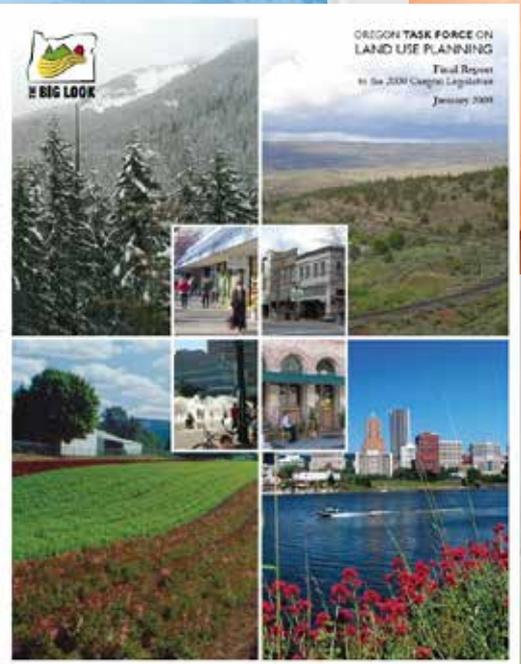
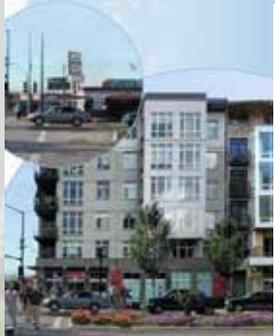
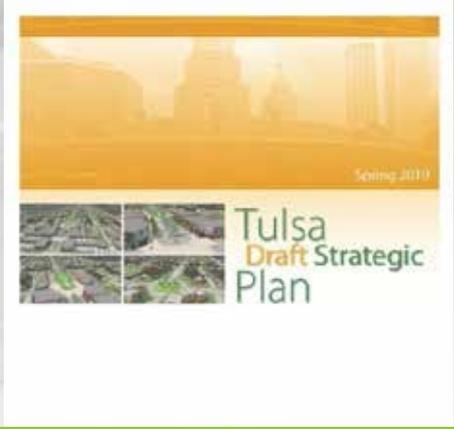
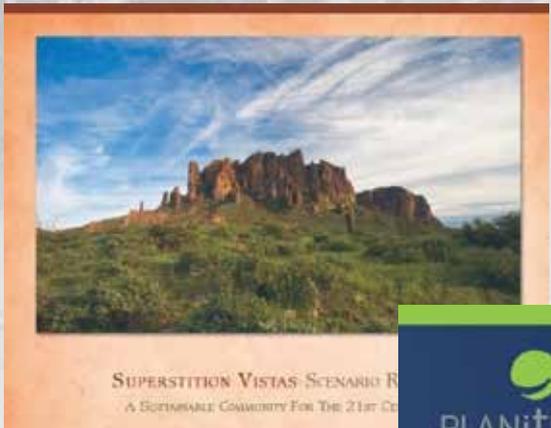
Council Resolution

- **Evaluation Criteria** - values-based, technical and fiscal criteria for measuring success
- **Design Characteristics** - as much detail as possible about the physical design
- **Performance Requirements** - defines desired outcomes
 - Community (visual impacts, noise, bike/ped., etc.)
 - Environmental (water, habitat, vegetation, etc.)
 - Transportation (access, safety, time, speed, etc.)
- **Scope of Design Intent Document** – defines level of detail required for next phase of work
- **Future Work Plan** – defines what happens next
- **Role of Council** – defines how group will be involved

Report

- Introduction
- History and Status
- Context and Principles
- Alternative Scenarios
- Design Workshop
- Consensus Scenarios for Further Study
- Next Steps

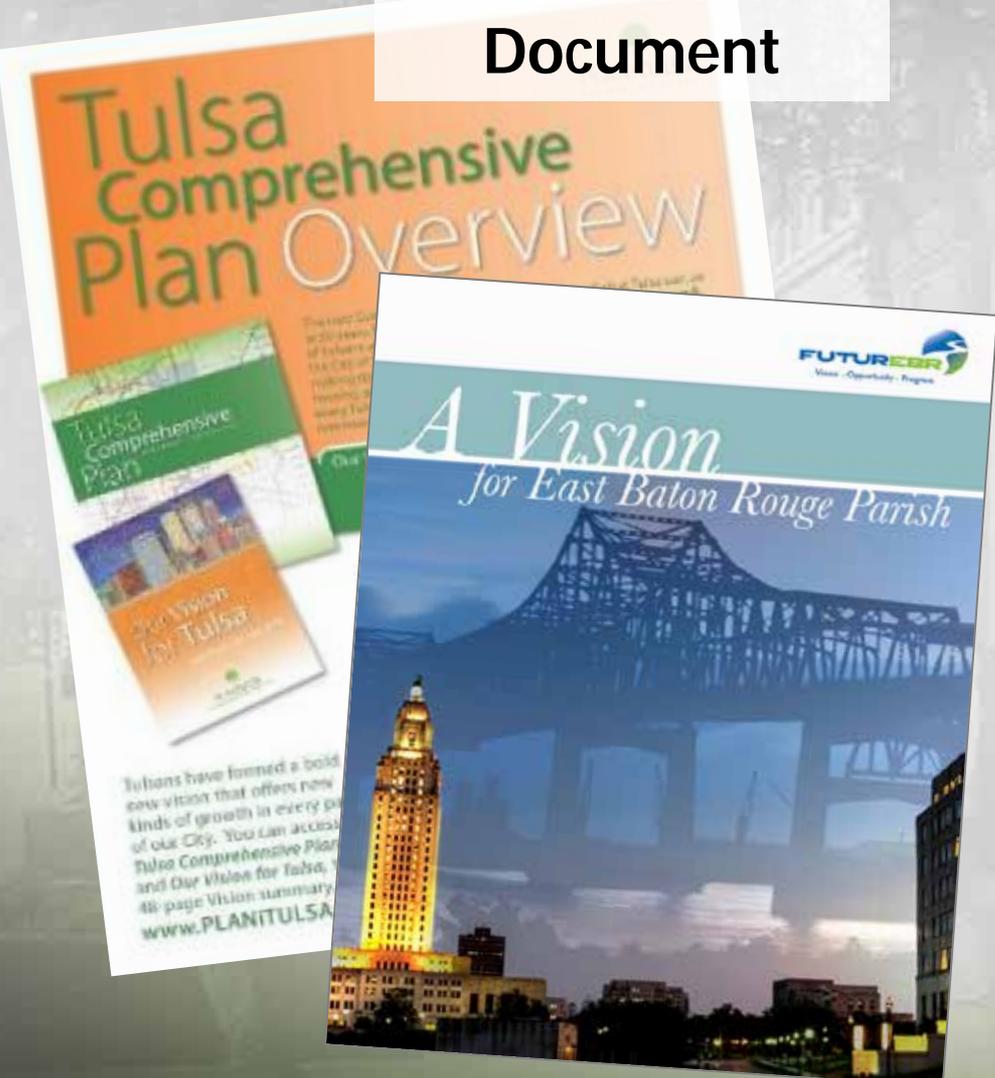
A Report That is Easy to Understand and Highly Visual



Many Ways to Access

Illustrated Document

Web-based Interactive Document



The screenshot shows a web page with the following content:

- Header:** 'FUTURECER Vision • Opportunity • Progress' with a 'HOME ABOUT US' menu.
- Section:** 'A Vision for East Baton Rouge'.
- Text:** 'Baton Rouge is ready to become America's Next Great City. The FUTURECER vision draft is made for your input. The concept outlines key recommendations. Soon, a draft Plan for East Baton Rouge will be available. Wee involved and how to make sure we get it right.'
- Section: Neighborhoods & Land Use:**
 - Text: 'Baton Rouge, by its history and nature, is organized into unique and distinct neighborhoods and districts. One of the fundamental goals of the FUTURECER plan is to identify a more vibrant, pedestrian-friendly, progressive East Baton Rouge. The plan identifies vibrant, variety-rich districts that reflect their best, and meet identified aspects, while including to provide daily needs within walking distance or a short drive. Key neighborhoods and districts were selected based on a range of factors such as strategic location within the parish, neighborhood strength, architectural/visual landscape qualities, growth pressure, and likelihood of areas to react to future market changes. All work areas and through other outreach efforts, district residents helped to gain a picture of how these areas can be changed for the better.'
 - Image:** A 'Before' photo of a street with a yellow banner that says 'Roll over with your message'.
 - Caption:** 'A before and after photo visualization of urban street and development along Robinson Drive.'
- Section: Transportation & Transit Options:**
 - Text: 'The FUTURECER team is prioritizing key strategies to address transportation in East Baton Rouge Parish. Future strategies will be focused for immediate implementation and consist of a combination of road construction projects and policies. Looking to the future, a growing, thriving parish needs a system transportation network capable of effectively moving people throughout the area.'
 - Text: 'Extensive public input has made it clear that citizens want a robust transportation network that includes not only a well-maintained network of streets, but also the ability to use other modes of transportation in and around Baton Rouge.'
- Section: Economy:**
 - Text: 'A strong economic development program will foster economic growth, opportunity and sustainability in the parish and the region. The goals, objectives and strategic actions provided in the plan will help promote high quality jobs in existing and emerging businesses that create jobs, attract new workers to engage and drive, revitalizing employment centers, and enhance growing infrastructure, improved quality of life, and a well-earned, innovative reputation.'
- Section: Environmental Resources:**
 - Text: 'Tulsa's use of sensitive habitat from development has reduced the diversity and density of wildlife in the parish. The FUTURECER plan supports greater protection of our unique environmental resources, such as wetlands, waterways, the Mississippi River, the Ouachita River and the Atchafalaya, and encourage to improve the area.'
 - Image:** A photo of a lush green area with a white scalloped border.
- Section: Complete Street Cross-Section Examples:**
 - Image:** A 3D rendering of a street with a car, a bicycle, and a pedestrian.
 - Caption:** 'New neighborhood street cross-section.'
 - Image:** A 3D rendering of a street with a car, a bicycle, and a pedestrian, showing a different layout.
 - Caption:** 'Mixed-use urban street section.'
 - Text: 'Walk corridors should be designed as "complete streets" that serve all users, include traditional transit, encourage vibrant urban life, safety, sidewalks and other transportation modes to meet the needs of the surrounding area, while also accommodating the 85th law.'

Objectives for Today's Meeting

- Discuss Results of Design Workshop
- Review Proposed Work Plan and Schedule
- Discuss Proposed Document to be Adopted
- ***Discuss On-going Role of Advisory Council***
- Preview Working Group Tasks - 3/12 and 3/19

DISCUSSION



Objectives for Today's Meeting

- Discuss Results of Design Workshop
- Review Proposed Work Plan and Schedule
- Discuss Proposed Document to be Adopted
- Discuss On-going Role of Advisory Council
- ***Preview Working Group Tasks - 3/12 and 3/19***

Preview: Mobility & Finance

- Developing detailed cost, traffic and revenue projections
- Based on three scenarios developed through design workshop table groups
 - **Scenario B** (Table 1)
Short Grayslake bypass connecting to existing 120
 - **Scenario C** (Table 2)
Full 120 bypass
 - **Hybrid Scenario** (Table 3)
Longer Grayslake bypass

Cost

- Detailed estimate for 4-lane, 45mph facility
- Cost detail for underground/tunnel sections
- Cost for various interchange approaches

Traffic & Revenue

- Additional runs with refined & validated model
- Detailed look at peak period model results for three scenarios (B, C, Hybrid)
- 2025-2040 revenue streams are being developed
 - Based on .20/mile
 - Based on pricing to maintain free flow
- Identifying potential funding gap
- Analyzing measures to close gap
 - Value capture analysis (by CMAP)
 - Other recommendations from Council

Value Capture in Illinois

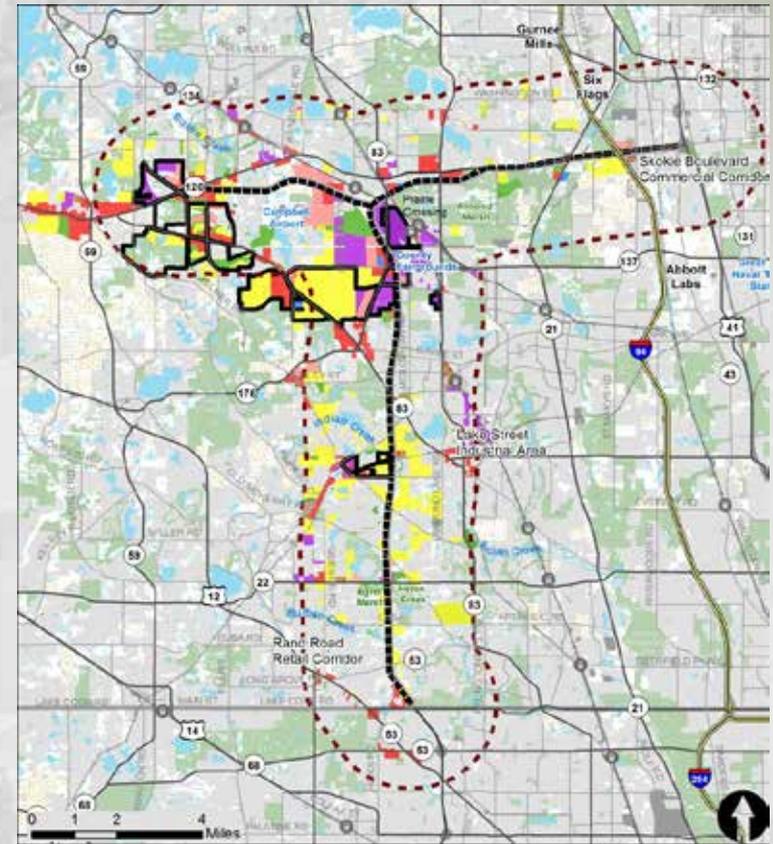
- Illinois options include Tax Increment Finance, Special Service Area, and Business Districts.
- Roads are multijurisdictional, but TIFs, SSAs and BDs must be created by individual municipalities. Larger districts are necessary for multijurisdictional transportation projects.

Preview: Design & Land Use

- CMAP Land Use Memo
 - Distributed to Council and Others
 - Distributed to Local Elected Officials
- Shows area over-zoned
- Lacks a comprehensive plan of the opportunities and needs of the area

Proposed Future Land Use Analysis

- Compilation of Comprehensive and Strategic Plans
- Presents a “maximum” scenario in which all land within the corridor designated for future development is built out
- **Goal:** Understand the potential impact of all planned future land use on the design of the road and the goals of the council



Potential for Major Land Use Change

Land Use	Estimated New Development within 2 Miles of the 53/120 Corridor, per Comp Plans	Increase Compared to Existing Development		
		Countywide	I-94 Corridor	53/120 Corridor
Office	12.9 to 26.3 M SF	40% to 75%	60% to 120%	500% to 1000%
Industrial/Flex	18.7 to 21.8 M SF	~25%	65% to 80%	250% to 300%
Retail	31.8 to 39.7 M SF	100% to 120%	290% to 360%	1100% to 1300%
Housing Units	9,410 to 13,640 HU	~5%		20% to 25%
Population	29,100 to 41,200 People	~5%		20% to 30%

Planning is on par with or exceeds the levels of development seen in the I-94 Corridor.

Impacts of Proposed Future Land Uses

- Individual community plans have a major impact when viewed as a combined whole
- The totality of planned land uses is out of scale with the preferred design of the road
- The volume of planned change proposes a considerable shift in community character
- Continuation of current land use patterns will exacerbate congestion and does not support transit
- **Suggested next step:** Cooperative Corridor Land Use, Transportation and Open Space Plan

Scope of Plan

- Economic Development Analysis and Strategy
- Forecast of Housing Demand (Homes for a Changing Region Methodology)
- Multi Modal Transport Plan (focus on local transport, transit, biking, walkable communities)
- Open Space and Environmental Plan
- Scenario Process
- Cooperative Implementation
- Time Frame: 10 months



HOMES FOR A
CHANGING REGION



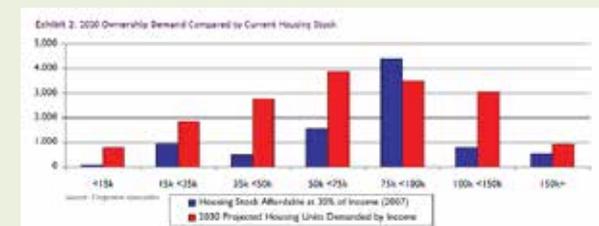
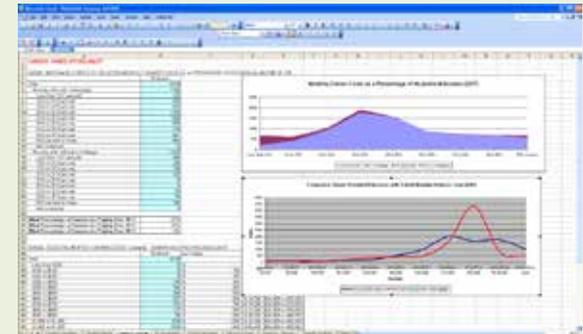
CHICAGO METROPOLIS 2020 AND THE METROPOLITAN MAYORS CAUCUS

Homes for a
Changing
Region
5 phases
Ongoing
2004 - 2012



Homes Policy Plan Components

- Current and future analysis
 - Existing housing supply analysis
 - Capacity analysis
 - A workforce housing analysis
 - A special needs/supportive housing analysis
 - Future housing analysis including targeted market segments
- A sub-regional housing analysis
- One public or stakeholder workshop
- Final policy plan
 - Policy and strategic recommendations with targeted goals
 - 2-D and 3-D visualizations
 - Document design and layout



Preview: Environment & Sustainability

- Field meetings to view sensitive areas
- Develop concepts to address site-specific concerns identified in the field
- Develop concepts to address corridor-wide environmental concerns (salt runoff/spray, noise, light, etc.)
- Summarize findings and develop recommendations
- Prepare conceptual framework to guide future actions

QUESTIONS?



PUBLIC COMMENTS?



REMINDER

LOCATION FOR ALL MARCH MEETINGS:

***Lake County Department of
Transportation***

600 West Winchester Road

Libertyville, IL

THANK YOU!

Break into Working Groups (if needed).