



GOAL: IMPROVE TRANSPORTATION

STRATEGIC STATEMENT: Advance the development of State, Regional, County, and municipal transportation systems that provide for safe, efficient, and flexible movement through an integrated network of road, rail, public transit, and non-motorized (bicycle, pedestrian) modes of travel.

1 Strategy 1: Develop and implement transportation solutions that provide alternatives to single occupied vehicles.

Action A: Continue the County's efforts in expanding the system of non-motorized travel options available to Lake County residents.

Action B: Encourage Pace to implement the short, mid, and long-term recommendations of the 2012 Lake County Transportation Market Analysis.

Action C: Work with Pace to implement regional traffic signal priority projects.

Action D: Develop and implement "first mile-last mile"¹ linkages (the gap at the start and end of every trip that's difficult for traditional transit operators to service in a cost-effective way) between transit locations and businesses, hospitals, retail, parks, and home to increase ridership.

¹"First mile-last mile" is a term used to describe the movement of people from their origin to a transit stop and from a transit stop to their final destination. These first mile-last mile linkages are traditionally challenging to provide service in an efficient/effective way. Studies show that people are only comfortable walking ¼ mile to reach their destination.

2 Strategy 2: Leverage and maximize the use of new and emerging technologies and applications to enhance the operational capabilities of the transportation systems in Lake County and the region.

Action A: Continue to market and increase the public awareness of PASSAGE.

Action B: Continue to employ the latest technological advances in Intelligent Transportation Systems to expand the capabilities of PASSAGE, including data-sharing with private companies, such as Google and Waze.

Action C: Investigate opportunities to expand the County's Transportation Management Center/PASSAGE system into a Regional Intelligent Transportation System to improve regional travel operations.

Action D: Follow the emerging trend of connected vehicles and continue to research and implement opportunities for the County to prepare its infrastructure to communicate with connected vehicles on the highway system.

3 Strategy 3: Advance regional consensus on transportation solutions by collaborating with state and regional agencies, as well as local communities.

Action A: Advocate and work closely with the Illinois Department of Transportation (IDOT), municipal, township and State elected officials to add capacity to state highway corridors based on the priorities identified in the Lake County State Highway Consensus Plan.

Action B: Continue to work with the Illinois State Toll Highway Authority (Tollway), the Chicago Metropolitan Agency for Planning (CMAP), IDOT, and other stakeholders to advocate for implementation of the Central Lake County Corridor (Route 53/120 or its alternatives).

Action C: Provide leadership, coordination and technical assistance to support the Lake County Coordinated Transportation Services Committee (LCCTSC) in implementing forthcoming recommendations identified by the Lake County Paratransit Market Analysis study.

Action D: Advocate for enhanced highway freight and transit movement on IDOT and ISTHA projects.

4 Strategy 4: Partner with regional leaders in a “call to action” for a permanent and sustainable funding source to meet the region’s transportation system maintenance and capacity needs.

Action A: Work with Lake County’s state and federal delegation and participate via NACo and other national groups on the reauthorization of federal funding appropriations for State and local transportation projects.

Action B: Work the Illinois General Assembly legislative process, in cooperation with other entities, to create a performance based distribution of state highway construction dollars.

Action C: Work with transportation stakeholders and other appropriate organizations to advocate for a more stable method for funding transportation that will provide for a reliable local funding stream and a robust state capital improvement program. Utilize the County’s state legislative lobbyist in this effort.



“Before the Rollins Road Gateway Project, we had a huge traffic congestion problem at a major intersection. Now that the project is complete, we are not only seeing traffic move, but we’re also seeing new businesses move into this area. As a business owner who travels from one side of this county to the other, I look forward to seeing more investments like this to improve our future.”

- Casey Torrey, President of the Round Lake Area Chamber of Commerce

5 Strategy 5: Work collaboratively with State, regional and local agencies and County residents to reduce the number of fatal and serious injury crashes on Lake County roadways.

Action A: Work with the Lake County Sheriff, local law enforcement and other agencies to develop a safety campaign, with an emphasis on addressing distracted driving, to reduce fatal and serious injury roadway crash types.

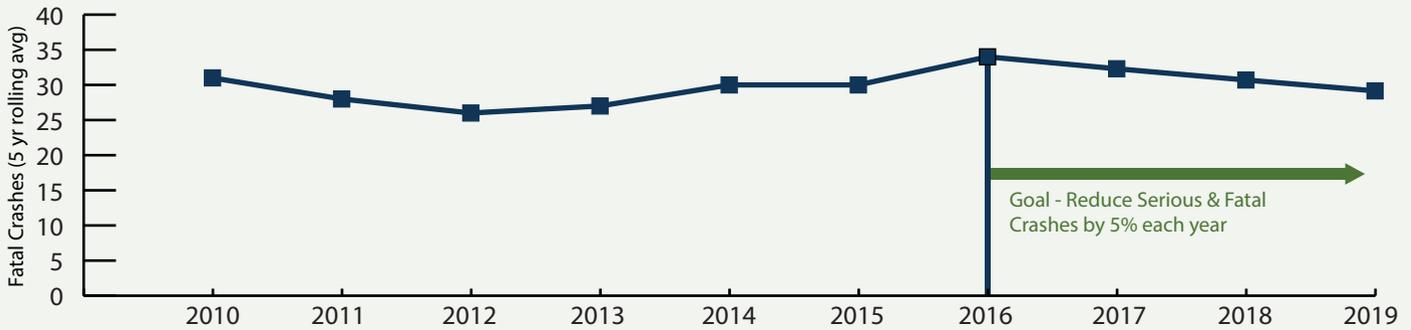
Action B: Increase use of available data to continue to design and build transportation improvements that enhance safety (i.e. modern roundabouts).

Action C: Create facilities for pedestrians and bicyclists by continuing to implement Lake County’s Policy on Infrastructure Guidelines for Non-Motorized Travel Investments.

Action D: Continue to integrate roadway, safety and traffic data management sources to develop solutions that will improve safety on roadways.

PERFORMANCE METRIC

Traffic Safety: Reduce fatal and serious injury traffic crashes by 5% a year on the Lake County Highway System.



Traffic Congestion: Complete 15 miles of highway capacity improvements on the Lake County Highway System by 2026.

