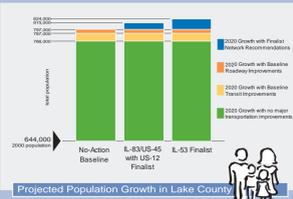


Population and Employment Growth

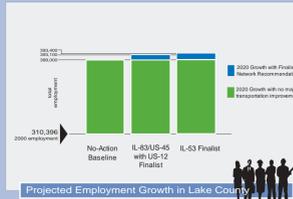
Population and employment growth drive the need for transportation improvements. The graphics below present the anticipated socio-economic forecasts for Lake County through the 2020 horizon.

Figures for population and employment were derived for the Lake County Transportation Improvement Project (LCTIP) and used in developing this plan. Data used to form these estimates came from the Northeastern Illinois Planning Commission (NIPC) and the Chicago Area Transportation Study (CATS).

As the LCTIP was developed, NIPC and CATS were in the process of updating the data sets to formulate socio-economic forecasts for the 2030 horizon. While the 2030 estimates were very preliminary at the development of this Lake County document, they were compared to the 2020 forecasts used for the LCTIP to ensure the Year 2020 Transportation Priority Plan was developed to meet changing forecasts of socio-economic values. Additional information may be found in the project's technical appendix, available from the Lake County Division of Transportation offices.



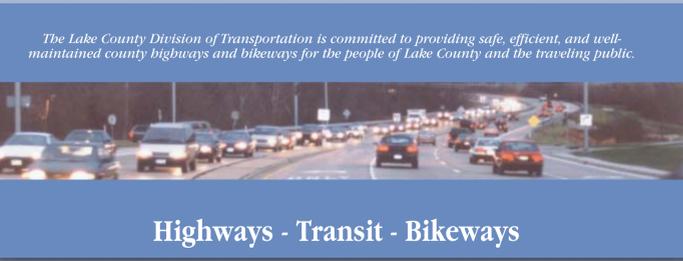
Population Change: Population forecasts by the Northeastern Illinois Planning Commission on a 1/4 section basis project that Lake County's population will grow from approximately 644,000 in 2000 to over 800,000 by 2020.



Employment Growth: As depicted in the above chart, little additional employment growth is projected to occur as a direct result of constructing either finalist network. Overall, Lake County can anticipate approximately 25% employment growth between 2000 and 2020.

Year 2020 Transportation Priority Plan Lake County, Illinois

The Lake County Board on June 11, 2002 adopted the Year 2020 Lake County Transportation Priority Plan which is depicted in this document. The companion technical appendix, including the current list of individual improvement priorities, is available on CD-ROM from the Lake County Division of Transportation.



Beginning in 1998, an extensive analysis of Lake County's transportation system was conducted by the Illinois Department of Transportation (IDOT) and the Illinois State Toll Highway Authority (ISTHA). This study, known as the Lake County Transportation Improvement Project (LCTIP), produced two finalist transportation alternatives consisting of major road and transit improvements. These alternatives would solve the most severe transportation problems in the county. The recommended improvements are different in terms of their recommended roadway improvements and their respective operational performance. As of the printing of this "Year 2020 Transportation Priority Plan," the LCTIP is awaiting a decision of which alternative to advance for further study.

The Lake County Division of Transportation "Year 2020 Transportation Priority Plan" picks up where the LCTIP effort left off. While the two LCTIP finalist alternatives identify the major transportation improvements for the county, it was fully recognized that further studies were needed to address other congestion problems in the county. The Lake County Division of Transportation has expanded on the major transportation improvements shown in the LCTIP plan and has prepared a county plan for additional improvements throughout the county roadway system. The recommended county roadway improvements were developed to complement the two finalist LCTIP alternatives. The recommended program of county roadway improvements are the same for each of the LCTIP finalist alternatives; however, the priority or timing of the improvements may vary depending on the finalist alternative ultimately chosen.

The priority plan also provides recommendations for mass transit and bicycle planning in Lake County. The latter, bicycle planning, provides the first comprehensive look at tying together all trails and paths to a countywide trunk system for meeting the growing demand for safe and efficient bike travel.

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Plan Background

"An integrated system of highway and transportation modes is essential to the general welfare and to agricultural, industrial, recreational, and social development." The purpose of this document and plan is to provide coordinated planning of these modes over the long-term continuing development of Lake County. (Quotation adapted from Illinois General Assembly statement of Public Policy, 605 ILCS 5/1-102.)

Goals and Objectives

The Year 2020 Transportation Priority Plan integrates and balances the direction of the County Board contained in the following goals and objectives. Adopted by the Public Works and Transportation Committee, March 2001

Street and Highway Transportation: Maximize the efficiency and safety of existing and planned roadway corridors and facilities.

1. Maintain Level of Service D as the desired optimal roadway and intersection performance where possible. For locations operating below Level of Service D, pursue options to improve performance or prevent further service degradation.
2. Consider roadway and intersection improvements that increase capacity and reduce peak traffic congestion in order to preserve the existing roadway network. Once improvements to existing facilities have been exhausted, promote the development of new roadway and transportation facilities.
3. Promote projects that mitigate circuitous travel, reduce trip travel times, and manage the desire to use local roadways as "short-cuts."
4. For planned roadway improvements, coordinate roadway classification among state, county, and municipal jurisdictions to maintain consistency of the arterial and major collector roadway network.
5. Promote the development of projects that can improve safety at critical accident locations and can minimize overall accidents per vehicle mile of travel (VMT).

Transit Service: Promote the use of public transit and other travel means as viable alternatives to single-occupant travel.

1. Identify transit demands throughout Lake County and coordinate the prioritization of needed transit service improvements consistent with the Regional Transportation Authority and its Metra rail and Pace suburban bus systems.
2. Promote transit projects that provide the greatest reduction in traffic congestion.
3. Promote transit projects that improve connections between major employment and residential areas, and those that improve travel within the region, including commuters to Chicago and reverse commuting into Lake County.
4. Where possible, develop logical connections between all travel modes that include accessibility, transfer, and parking conveniences.

Bicycle and Pedestrian Transportation: Maintain and develop pedestrian facilities and a continuous trunk system of bicycle facilities as an important means of transportation and recreational travel, thereby promoting their positive contribution to the quality of life in Lake County.

1. Where possible, include bicycle and pedestrian facilities as a system component of all transportation projects.
2. Develop a county trunk system utilizing both existing and proposed bicycle facilities to link major commercial, residential, recreational, cultural/historical and transit activity areas.
3. Use the county bicycle trunk system to provide interconnection of existing municipal, county, and state bicycle routes.
4. Incorporate more "bicycle-friendly" facilities designed to reduce bicyclists' stress levels by limiting the bicycle interaction and conflicts with vehicular traffic.

Financial Planning: Provide a fiscally responsible transportation system supported by available revenues.

1. Develop a fiscally-constrained program of prioritized transportation projects reflecting the likely availability of forecast capital and maintenance funding from all available funding sources.
2. Determine the level of capital funding necessary for needed, but unfunded, transportation improvements, and identify potential funding mechanisms for meeting these unfunded needs.
3. Coordinate transportation project development and programming among various state, regional, and local agencies to encourage cooperative funding efforts.

Environmental Impacts: Develop a transportation system that complements the natural and cultural environment.

1. Evaluate transportation projects based on their potential environmental impacts and positive contribution to the quality of life of Lake County residents.
2. Minimize housing or business displacement resulting from transportation improvements.
3. Promote improving air quality by developing a transportation system designed to minimize average travel times and congestion.
4. Proactively plan future stormwater runoff detention needs, and evaluate transportation projects based on the environmental impacts and engineering feasibility of proposed watershed management actions.

Transportation and Land Use: Develop a transportation system that serves existing land use development and supports future land development consistently with county and municipal land use planning.

1. Promote connectivity between residential and employment developments and between major activity centers.
2. Promote appropriate functional development of future arterial and collector roadways as adjacent land uses change and developments occur in developing sections of Lake County.

Intelligent Transportation System: Promote the use of Intelligent Transportation System (ITS) technologies as a viable means to reduce traffic congestion.

1. Consider the development of ITS projects, such as signal systems, transit or emergency vehicle preemption, and other technologies, as alternatives to roadway widening.
2. Promote ITS projects that can utilize alternative funding sources and improve system management and coordination between local agencies.

Use of the word "Baseline" in this document designates projects that have been identified by the Illinois Department of Transportation, the Illinois State Toll Highway Authority, Lake County Division of Transportation, local municipalities, the Regional Transportation Authority, Metra, Pace Suburban Bus, and others as priorities that are anticipated to occur by the year 2020.

Program Disclaimer: A highway project takes years of study and engineering to properly address roadway design, drainage, environmental, municipal and public coordination issues. All current project priorities are implemented through the county's five-year program as a component of the Year 2020 Transportation Priority Plan. The implementation of any individual project identified in this plan is the prerogative of the Lake County Board, through its individual project appropriation process, consistent with funding and priorities each budget year. It should be noted that the improvements contained in the 2020 Transportation Priority Plan for county highways exceed the current available sources of funding.

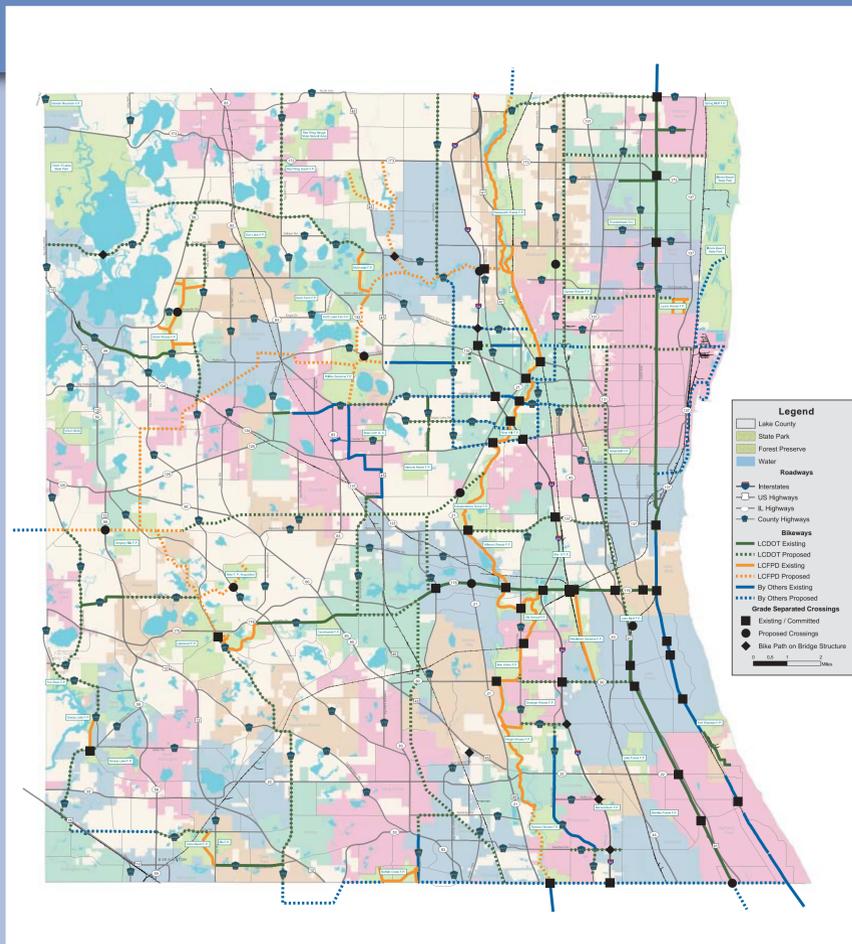
Additional Plan Information

All technical studies used to develop the priority plan, ranging from traffic engineering to demand modeling, are summarized in a project technical appendix, available on CD-ROM. Please phone the Lake County Division of Transportation, at (847) 362-3950, for details on obtaining a copy.

Bicycle Priorities

The Lake County Year 2020 Transportation Priority Plan includes a component that addresses the needs of bicyclists by proposing a countywide trunk system of facilities. The proposed trunk system builds upon existing facilities through a combination of trail extensions or new paths to accommodate the increasing demand for bicycle travel in Lake County.

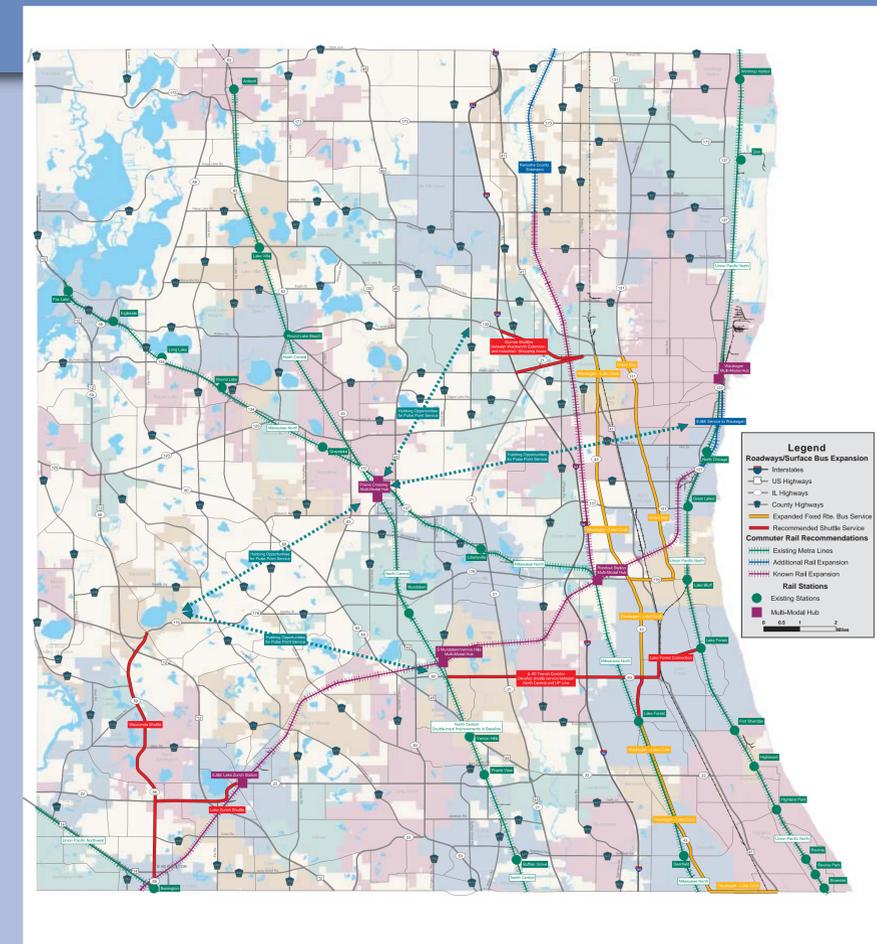
Of significant note, the trunk system illustrates how the proposed bicycle facilities complement the roadway network to ensure safety and convenience. For example, where possible, the proposed trunk system recommends the use of utility corridors, abandoned rail alignments and those roadways carrying relatively lower traffic volumes as the primary service routes throughout the county. Access to and from the trunk system is to be made via connections from trails in the Lake County Forest Preserves and from existing and proposed municipal paths.



Transit Priorities

Baseline priorities, documented by the LCTIP study, have been established within Lake County by the Regional Transportation Plan, Pace Suburban Bus, Metra, and the Lake County Division of Transportation. These include the double-tracking of the North Central Line, developing the EJ&E and Wadsworth extension commuter rail lines, and improved bus transit service within the Waukegan Road and Green Bay Road corridors.

Review of these priorities has suggested that additional improvements, as identified to the right, will provide more mass-transit opportunities. An essential ingredient is to redirect efforts from fixed route bus transit service to providing interconnection throughout the county between Metra rail stations. In addition, the criss-crossing of commuter lines affords the opportunities to focus transit service at Rondout, Prairie Crossing, Waukegan, and South Mundelein-Vernon Hills as multi-modal hubs. Recommendations of the roadway and bicycle plans have been coordinated to reflect these hubs as key elements in the Year 2020 Transportation Priority Plan.

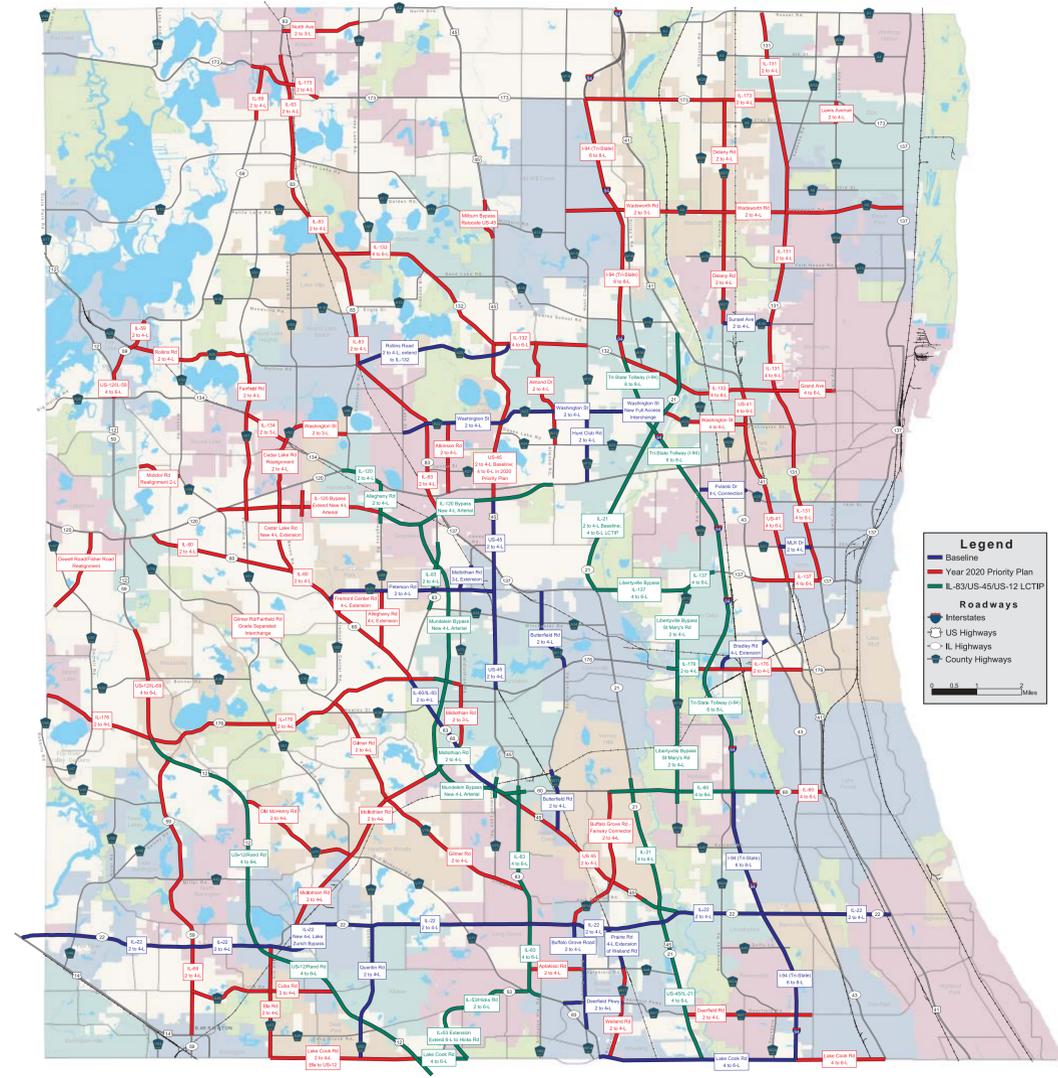
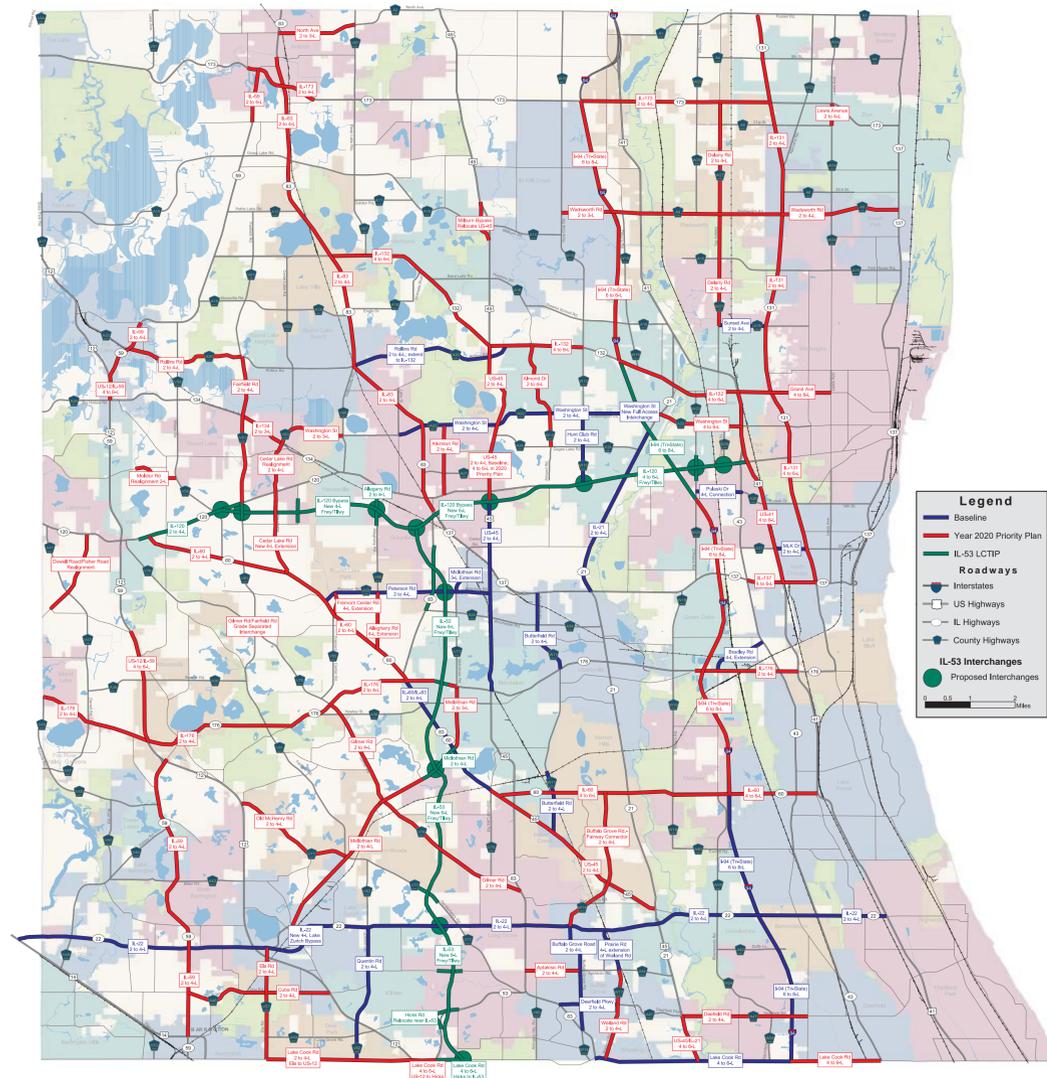


RECOMMENDED TRANSPORTATION PRIORITY PLANS

Priority plans were based upon the two finalist alternatives recommended by the Lake County Transportation Improvement Project (LCTIP). As depicted below, capacity improvements (shown in red) were identified for each finalist alternative that progressed beyond "baseline" projects (shown in blue), and the recommendations from the LCTIP (shown in green). The plans represent a vision of the Lake County transportation network priorities leading up to the year 2020.

Plan for the IL-53 Freeway/Tollway Finalist

Plan for the IL-83/US-45 with US-12 Finalist



Plan Development Philosophy

As the Year 2020 Transportation Priority Plan was developed, a planning philosophy was followed to identify the projects. Simply, the plan was developed by following a building block formula using the layers of roadway network hierarchy shown to the right.

Initially, the baseline improvements were considered in the plan, as these projects are priorities anticipated to be constructed by the year 2020. Then the recommendations of each finalist network, as recommended in the LCTIP Draft Environmental Impact Statement, were identified. These two layers were studied to identify if additional roadways need to be improved to meet the year 2020 travel demand within Lake County. Results from improvements identified in these two layers suggested additional improvements to the Lake County roadway network were needed.

The next layer considered all possible improvements to the Chicagoland network of Strategic Regional Arterials (SRAs) within Lake County, which are regionally designated to carry higher volumes of traffic. Improvements to the Illinois state routes, the next level of roadway use, were considered where all traffic needs were not met by the previous three layers. Within Lake County, Illinois state routes account for more than 40% of vehicle miles of travel during a typical day.

Results from all improvements recommended for the first four layers were studied via simulated travel demand and roadway performance computer models. Additional projects were identified for the county highways based upon projected demand. These roadways, defined to the far right, account for about 30% of daily vehicle miles of travel within the county.

Together, the top-to-bottom successive approach of five layers was studied to identify transportation needs. The result is the Year 2020 Transportation Priority Plan illustrated in the two maps above.

1 Baseline Improvements

2 LCTIP Finalist Alternatives

3 SRA Roadways

4 Illinois State Routes

5 County Highways

The map to the right displays those improvements from both plans that are recommended for county highways. Results from these priority plans show that the improvements to these highways are identical, regardless of LCTIP finalist alternative.

What is a County Highway?

It is a Lake County Board-designated, state-approved system of 298 miles of major arterial highways and 42 miles of bike paths operated by the Lake County Division of Transportation, which extend through the county's 52 municipalities. These roads and bike paths are identified to the motoring public by the pentagonal shaped blue and gold Lake County route markers and Lake County logo.

Access Permits and Plat Approval

Driveway and public road access onto county highways requires an access permit issued by the County Engineer. Subdivision plat approval regarding roadway access is also required. The location of earthen berms and/or detention facilities adjacent to county highway rights-of-way may also require a permit. Contact the permit office at the Lake County Division of Transportation, 600 West Winchester Road, Libertyville, Illinois 60048, (847) 362-3950.

