



LAKE COUNTY 2040 TRANSPORTATION PLAN

The Lake County 2040 Transportation Plan is a long range plan that identifies deficiencies and recommends improvements necessary to address the future transportation needs of Lake County addressing roadway, transit, and non-motorized modes of travel.



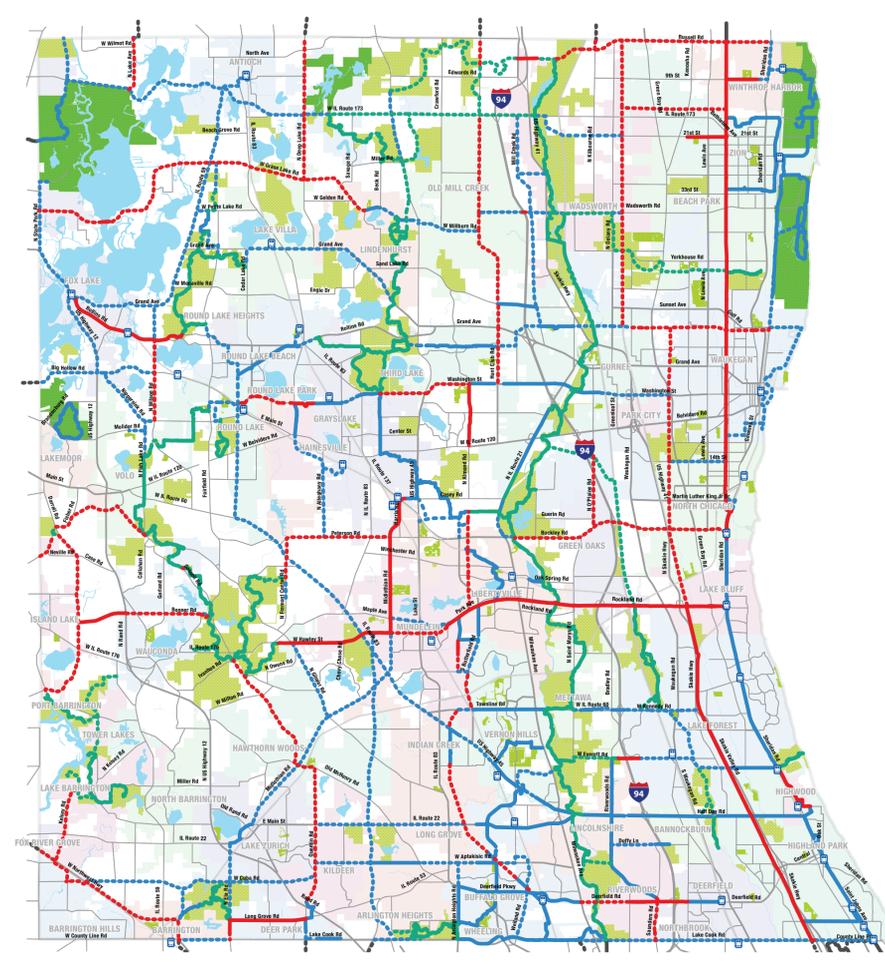
- COORDINATED INVOLVEMENT
- BASELINE IMPROVEMENTS
- TRANSPORTATION MODELING
- DEFICIENCY ANALYSIS
- RECOMMENDED IMPROVEMENTS

PLANNING PROCESS

The 2040 Transportation Plan followed a consensus-based approach including stakeholder and multi-agency involvement. Key among these efforts was coordination with the Blue Ribbon Advisory Council which put forth its recommendation for Illinois Route 53/120 North Extension. The Council's recommendation is included along with several other projects in the baseline improvements in the 2040 Plan.

Roadway network modeling was built off of CMAP's regional transportation model with adjustments to local characteristics. Once the county model was calibrated with existing known traffic conditions, baseline improvements were added to the network. The model included population and employment projections to the year 2040 and the corresponding traffic impacts to the roadway system. Deficiency Analysis was based on three measures of performance: Level of Service (LOS), Volume to Capacity Ratio (V/C), and Travel Desire Ratio (TDR). The results of these measures were combined into a Deficiency Index that identified roadways to be considered for improvement. Improvements were then prioritized based on the Deficiency Index, previous studies, cost, and potential to link people to jobs.

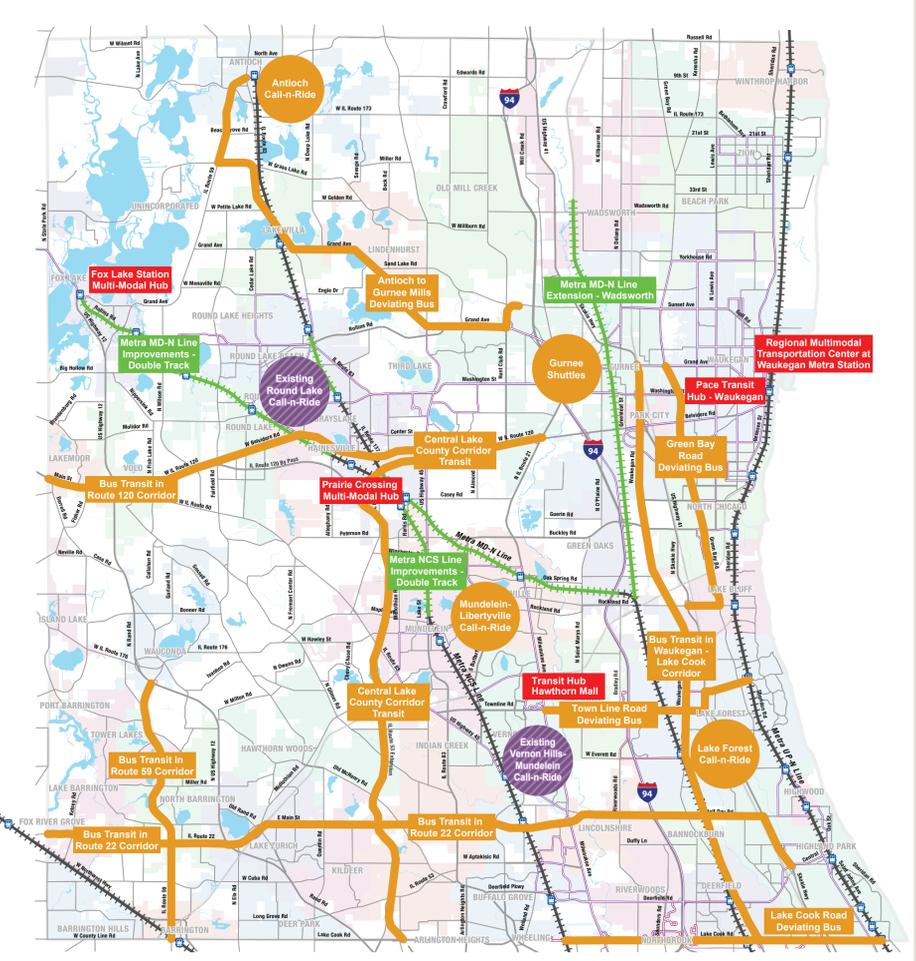
Transit and non-motorized recommendations were based on the assessed needs of users throughout the County. Previous plans such as the County's 2020 Transportation Plan and CMAP's GoTo2040 were evaluated as well. Planned transit and non-motorized projects considered connectivity, existing facilities and services, and jurisdictional issues.



2040 NON-MOTORIZED PLAN

LEGEND

- | | | | |
|---|---|--|---------------------------|
| PLANNED BIKEWAYS | EXISTING BIKEWAYS | EXISTING ATTRACTIONS | 0 1 2 3
SCALE IN MILES |
| <ul style="list-style-type: none"> ● Lake County Division of Transportation ● Lake County Forest Preserve ● Other Jurisdiction | <ul style="list-style-type: none"> — Lake County Division of Transportation — Lake County Forest Preserve — Other Jurisdiction | <ul style="list-style-type: none"> ■ Metro Stations ■ State Park ■ Lake County Forest Preserve ■ Other Parks | |



2040 TRANSIT PLAN

LEGEND

- | | | |
|---|---|---------------------------|
| PROPOSED TRANSIT IMPROVEMENTS | EXISTING TRANSIT FEATURES | 0 1 2 3
SCALE IN MILES |
| <ul style="list-style-type: none"> — Rail Projects — Bus Projects — Transit Hubs | <ul style="list-style-type: none"> ■ Metro Stations — Metro Lines — Pace Fixed Routes — Pace Shuttle Bug Routes | |

population in 2040
954,000
Projected by CMAP

population in 2010
703,462

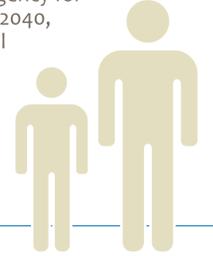
employment in 2040
471,000
Projected by CMAP

employment in 2010
384,000

DEMOGRAPHIC TRENDS

Past, Present, and Future Projections

Population and employment drive the need for transportation improvements. U.S. Census data for population shows the total Lake County population in 2010 as 703,462. Population projections produced from the Chicago Metropolitan Agency for Planning (CMAP) indicate that by 2040, the population of Lake County will reach 954,000, an increase of 36%. CMAP projects the number of jobs in Lake County to grow from 384,000 in 2010 to 471,000 in 2040, a 23% increase in employment.



THE NON-MOTORIZED NETWORK EXPLAINED

Approximately 300 miles of additional non-motorized facilities are recommended as part of the Lake County 2040 Transportation Plan. These are planned to primarily be off-street multi-use paths for use by cyclists, pedestrians, and other non-motorized users. Many projects connect to Metra stations and bus routes in order to improve the viability of travel without the need for an automobile. These recommendations also provide essential non-motorized connections to communities, jobs, parks, schools, forest preserves, and other destinations throughout Lake County.

There are currently over 500 miles of public bicycle facilities throughout the County. These include off-street paths and on-street lanes. Off-street bike paths include paved asphalt and unpaved, crushed gravel surfaces.

NON-MOTORIZED FACILITIES JURISDICTION

Lake County Division of Transportation (LCDOT) has jurisdiction over approximately 48 miles of bicycle facilities. The Lake County Forest Preserve District (LCFPD) has jurisdiction over approximately 140 miles of multiuse trails that can be used by cyclists. Other non-motorized facilities throughout the County are under a variety of jurisdictions including municipalities, townships, and institutions.

THE TRANSIT NETWORK EXPLAINED

Due to the diversity of land uses, population and employment densities throughout Lake County, there is no single transit solution. A palette of transit services, ranging from demand response to fixed route bus to commuter rail can best address the different characteristics of the County. Improved transit in the County would provide important alternative transportation that improves the quality of life and the economic potential for Lake County residents.

Lake County is currently served by four Metra rail lines and thirty two Pace bus routes. Enhancements to existing services are recommended in the 2040 Transportation Plan. Some projects, such as a new demand response service can be implemented in a shorter time frame, while other projects, such as a Metra commuter rail extension to Wadsworth, require significant capital investment.

METRA COMMUTER RAIL RIDERSHIP

Approximately 13,500 people ride Metra in Lake County on an average weekday - an annual weekday Metra ridership of approximately 3.4 million.

PACE SUBURBAN BUS RIDERSHIP

Approximately 12,500 trips are taken on Lake County bus routes on an average weekday, which is equal to annual weekday bus ridership of over 3 million.