



**TO:** IL Route 53/120 Core Team

**FROM:** John Fregonese, Nadine Appenbrink, Fregonese Associates

**DATE:** February 10, 2012

**RE:** Route 53/120 Design Workshop Summary and Results

## What We Heard

Many – but not all – Council members seem to be in favor of seeing both the process and the potential roadway move forward. It will be important to continue to listen to all voices as the Council’s work proceeds. There was at least one person who did not agree that the Council should move forward.

The workshop scenarios indicated several preferences on the part of most Council members.

- All three workshop groups opted for facilities of lower speed a smaller footprint than the most extensive test scenario (scenario E).
- The Long Grove wetlands are of particular interest and concern to Council members.
- An innovative roadway design could enhance Lake County’s identity as a leader in conservation. There seemed to be strong cohesion on this point during the presentation and discussion of workshop scenario results.
- Lane management and congestion pricing (in a variety of possible forms) were very popular options. One workshop group proposed “environmental congestion pricing.”
- Any potential roadway must seriously consider and address the environmental impacts, both direct and indirect.

Instant polling of Council members revealed the top three priorities (taken from the guiding principles) were “innovative design solutions,” “minimize environmental impacts,” and “promote environmental enhancements and sustainable practices.” When asked which scenario best promotes these principles, Scenario B was the most common choice. The full results are available in the table below.

**Table 1. Council Polling Results**

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

## Consensus Scenario

If we had to choose a consensus scenario based on yesterday’s events, it would be the following:

- A four lane, 45 MPH parkway would be the basic design, similar to test scenarios B and C, with some modifications. I think we can discard scenarios A, D, and E.
- There would be some examination of a faster speed on Route 53 from Lake Cook Road to Midlothian Road.
- There would be further study of an extra lane on Route 53; the use, location, design and operating principles would need to be defined, and a few scenarios developed and tested to see if that idea is important. Space should be reserved for this purpose.
- The small Grayslake bypass and the longer bypass on 120 should both be kept on the table and in play, pending further study. It appeared that there was some hybridization between the two versions of Route 120 that were beginning to be explored.
- The environmental issues and solutions should be developed in greater detail. Given that the facility design can be narrowed to the parkway idea, exactly what the issues are and how to solve them should be described in greater detail.

- It appeared that there was a consensus that once the basic design is agreed to, a corridor land use – transportation – open space – environmental plan should be conducted, through CMAP, for the area roughly within 2 miles of the new facilities.

### Further Recommendations:

- Conduct additional modeling – both transportation and environmental analysis. Consider air quality impacts of the new road on human health and environment. Explore and model the environmental impacts of a no-build scenario, particularly air quality associated with increasing congestion throughout Lake County. Continue further exploration of the consensus scenario and specific strategies that have risen to the top.
- Conduct a market capacity analysis for housing and economic development based on a potential roadway with limited-access interchanges.
- Consider the existing right of way already purchased and reserved for this project as an asset. If the purchased ROW is surplus, develop innovative ways to either return it to the private ownership, or to use it as a community asset.

### Important Considerations & Innovative Strategies From the Workshop:

- Lane management strategies for four-lane scenarios: pricing signals or variable speed to keep traffic moving at free flow speed and volume
- Reserved land or paving for future expansion of the roadway
- Flexible design that can adjust to future needs
- Coordinated land use planning along the corridors
- The road could serve as a component of Lake County’s identity and brand
- Environmental congestion pricing
- Consider eliminating an interchange to minimize environmental impact of road and associated development (for example: near Long Grove wetlands)
- Consider alternative interchange design for sensitive environmental areas
- “Greenway” concept for the boulevard
- Add integrated pedestrian crossings to design for multimodal connectivity
- Lighting only at interchanges to limit light pollution
- Underground roadway at/near the intersection of Routes 53 and 120