



# IL ROUTE 53/120

## Blue Ribbon Advisory Council

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### Full Council Meeting #5

### March 5, 2012

CMAP – Willis Tower, Chicago





## THE COUNCIL'S ROLE

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*“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

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## .. 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





# CO-CHAIR COMMENTS

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- .. **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 future of the corridor. The scenarios are not recommendations, but provide a number of approaches for consideration purposes. This summary provides a snapshot of the five scenarios, and more detailed descriptions are provided on the following pages.

**NOTE:** All information included here is a preliminary draft and for planning purposes only. For revenue estimates, all costs and do not include financing costs, all operations and maintenance costs (which will vary depending on 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 Volkswagen to Schaumburg in 2040	3 minutes	11 minutes	13 minutes	18 minutes	20 minutes
3. Potential Direct Environmental Impacts	110 ac	215 ac	250 ac	435 ac	405 ac
4. Potential Indirect Environmental Impacts	26,000 ac	26,000 ac	31,000 ac	61,000 ac	51,000 ac
5. Scenario Footprint	48'	48'-362'	82'	139'	130'-139'
6. Scenario Paved Area	4mi sq ft	8mi sq ft	12mi sq ft	13mi sq ft	15mi sq ft
7. Construction Cost	\$500m to \$1b	\$1.4 to \$1.5b	\$1.7 to \$1.8b	\$3.0 to \$2.2b	\$2.1 to \$2.3b
8. Potential Toll Revenue	\$0	\$3M to \$30m	\$55 to \$80m	\$70 to \$100m	\$90 to \$120m

**Notes:**

1. Potential direct environmental impacts are based on Lake County, compared to the 2000 to 2040 vision.
2. Time gained or reduced by Volkswagen to Schaumburg. Current travel time (2010) is approximately 10 min. Future travel time (2040) under the no-build option is approximately 10 min.
3. Proposed series of environmentally sensitive areas and that potential could be impacted within the right of way.
4. Potential areas of environmentally sensitive land that potential could be impacted within the right of way.
5. Approximate width of the scenario in feet ranges are shown for scenarios that have physical footprint for 55 and 135.
6. Approximate amount of pavement included in the scenario, including travel lanes and shoulders.
7. Estimated construction cost in \$100 millions.
8. Estimated gross toll revenue in \$100 millions (before toll dollars and tolling of tolling revenue in tolling 2040).

DEPT Planning 2.2012



# Explored a Variety of Options

ARTERIAL



PARKWAY



EXPRESSWAY



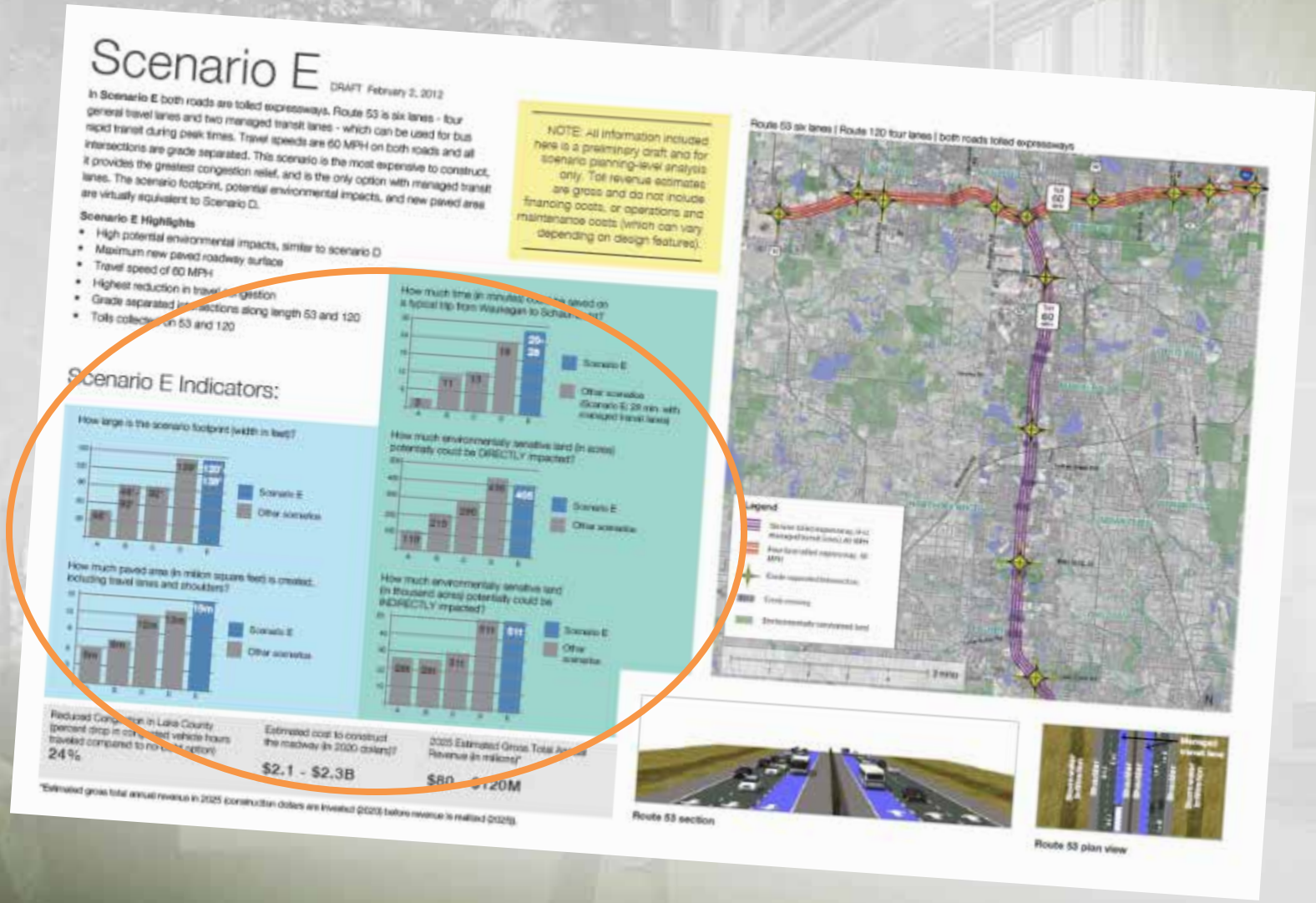


# Traffic Volumes and Capacities

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	80
IL 53 north	14	32	34	64	75
Capacity, IL 53 north	26-30	67	67	72	83
IL 120 west	13-16	12-18	29-48	57	67
IL 120 east	20-32	20-32	41-52	57	67
Capacity, IL 120	26-30	26-30	67	72	83

# Scenarios Are “Crash Test Dummies” to Test Performance



# Polling Results

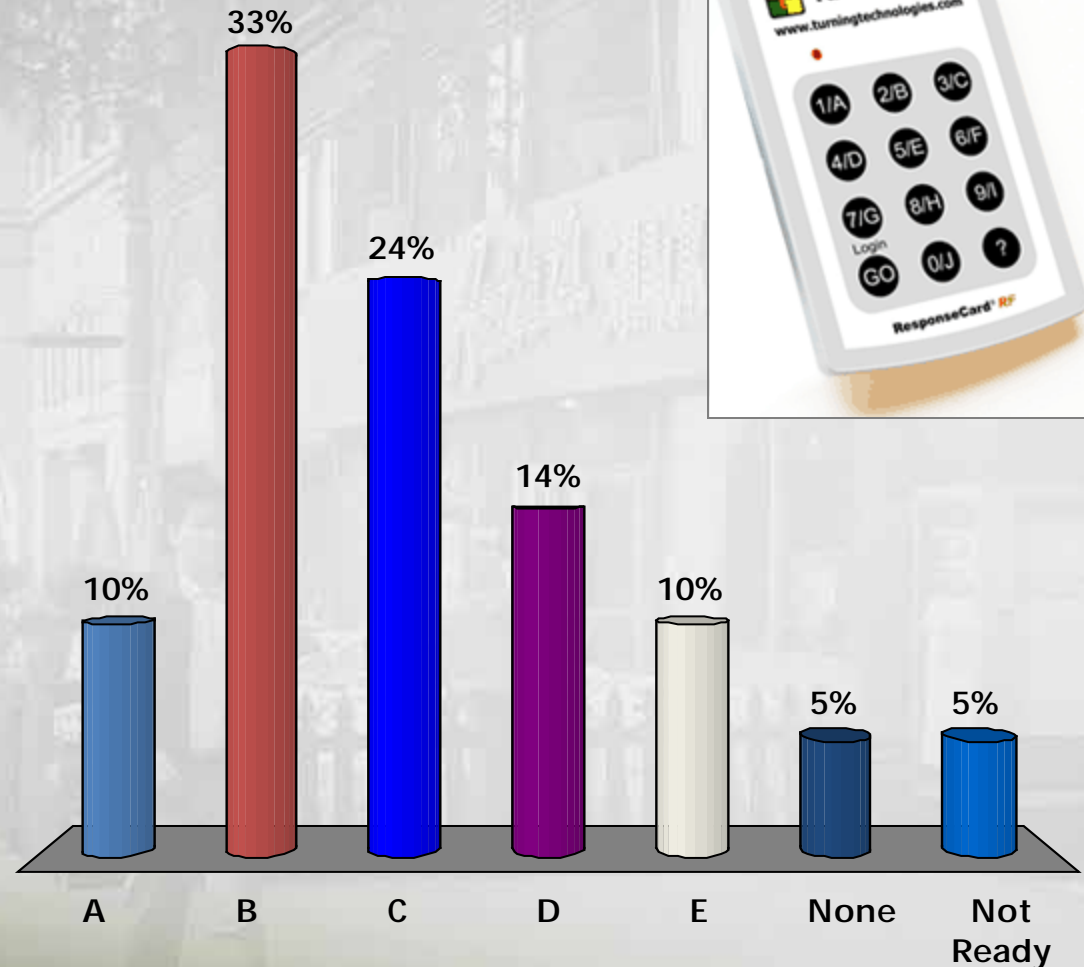
*Using guiding principles to evaluate scenarios*

- 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

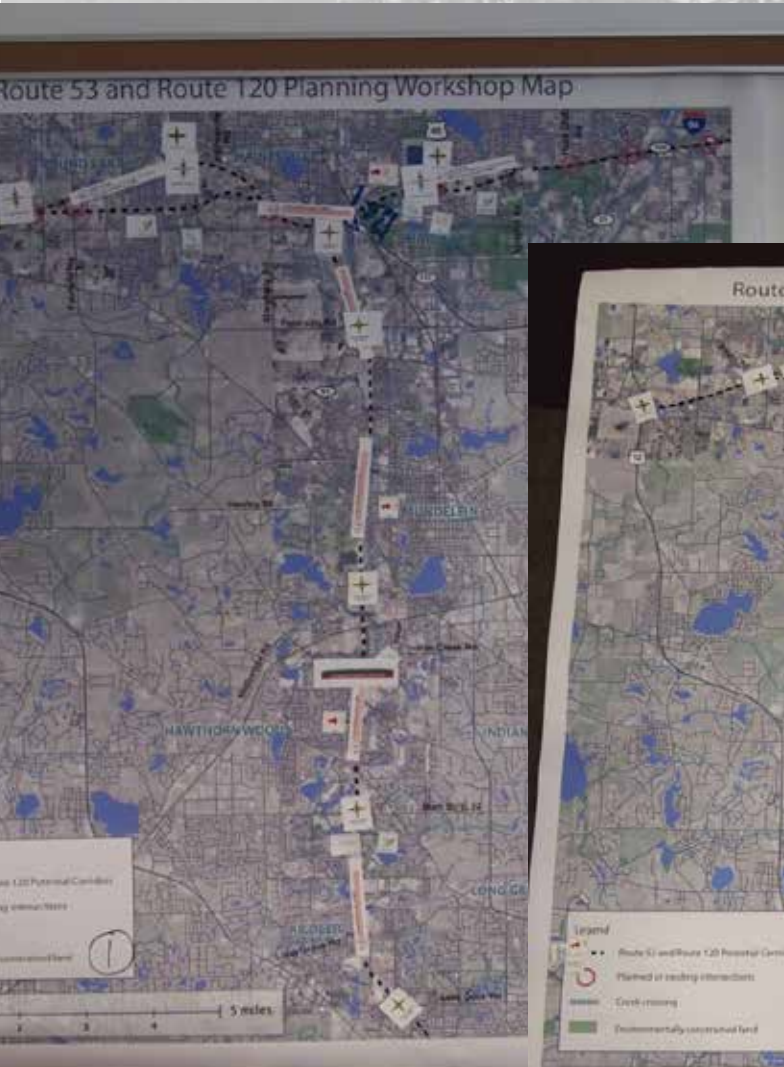


Table 2

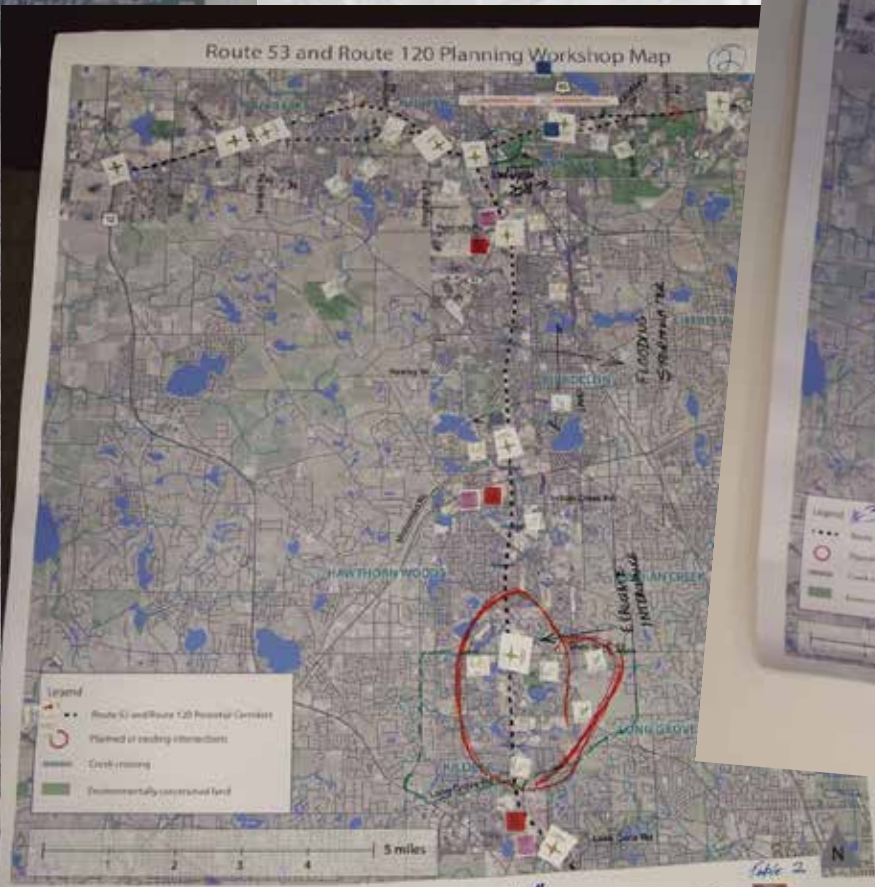
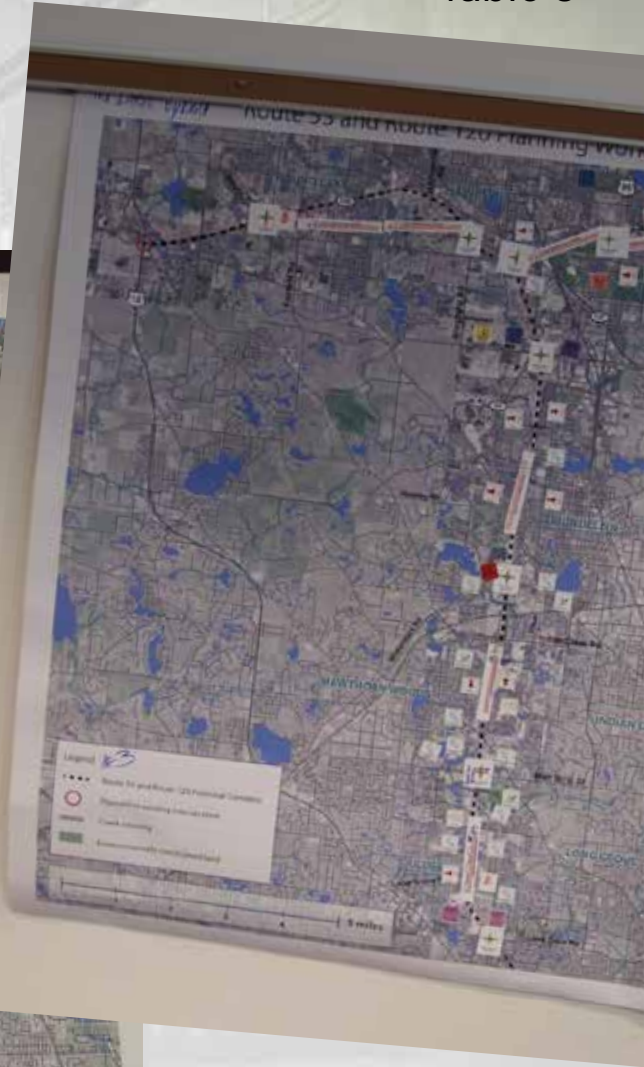


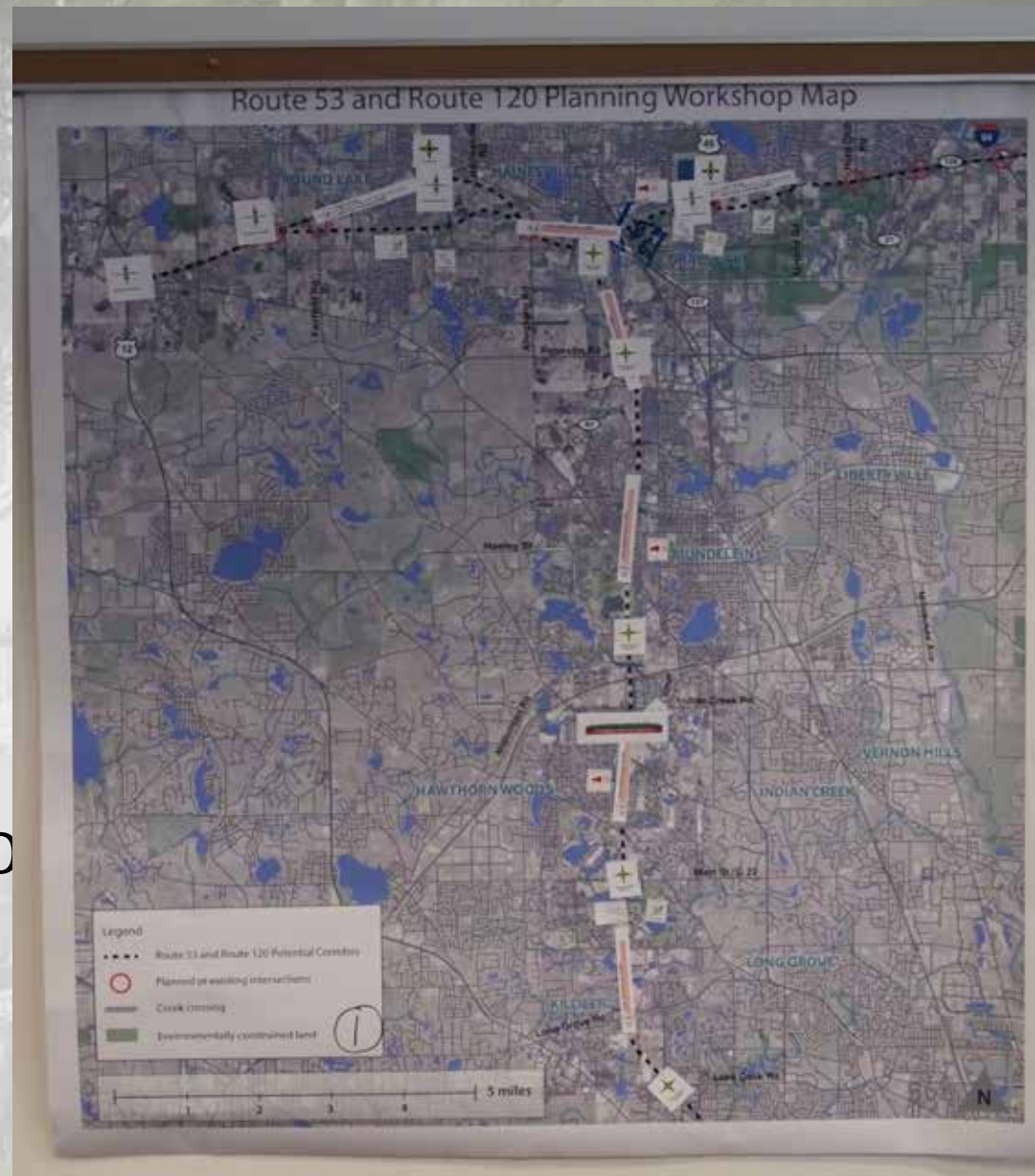
Table 3



45MPH  
- TOLLED  
- 3RD LANE  
"LAKE COUNTY GREENWAY"

# Table 1

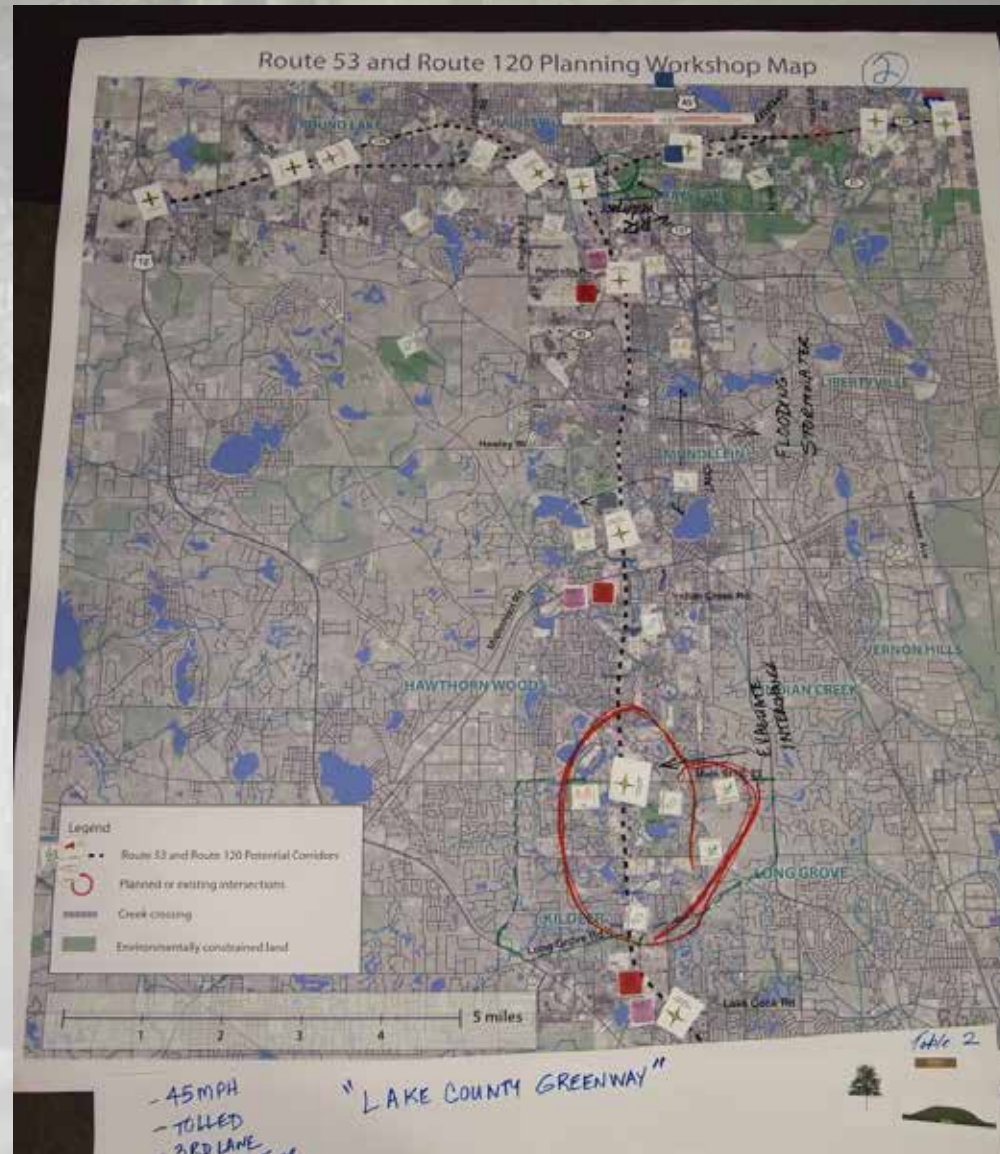
- 45 MPH, 4 lanes
- Limited 120 bypass
- Environmental congestion pricing
- Innovative model, sense of Lake Co.
- Stormwater infiltration
- Consider no interchange at Long Grove (wetlands)



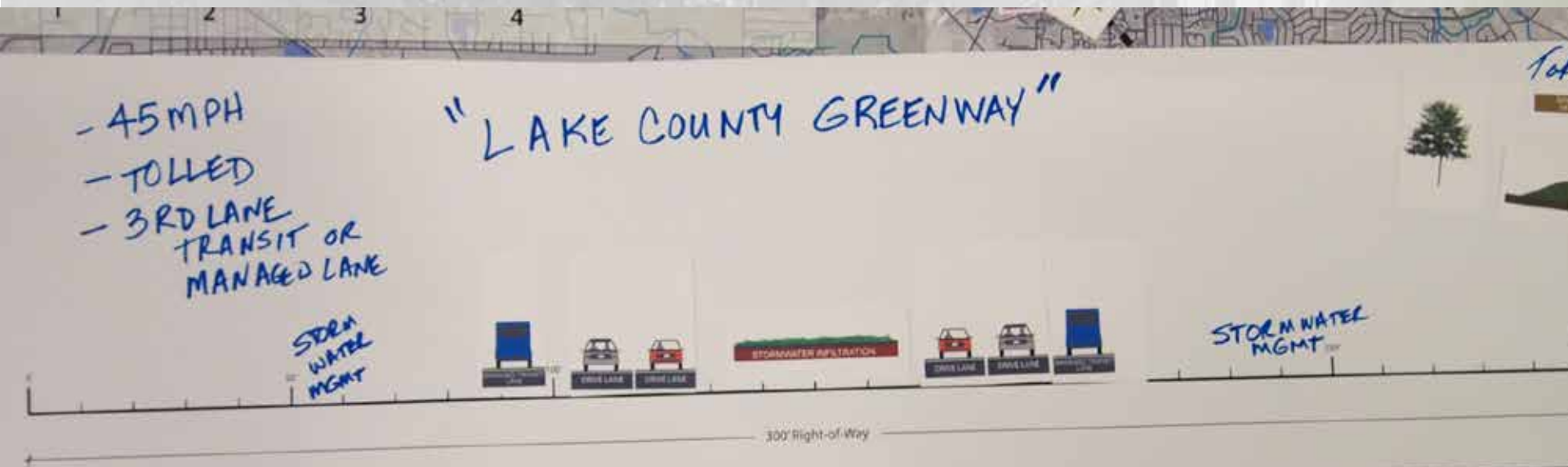


# Table 2

- "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



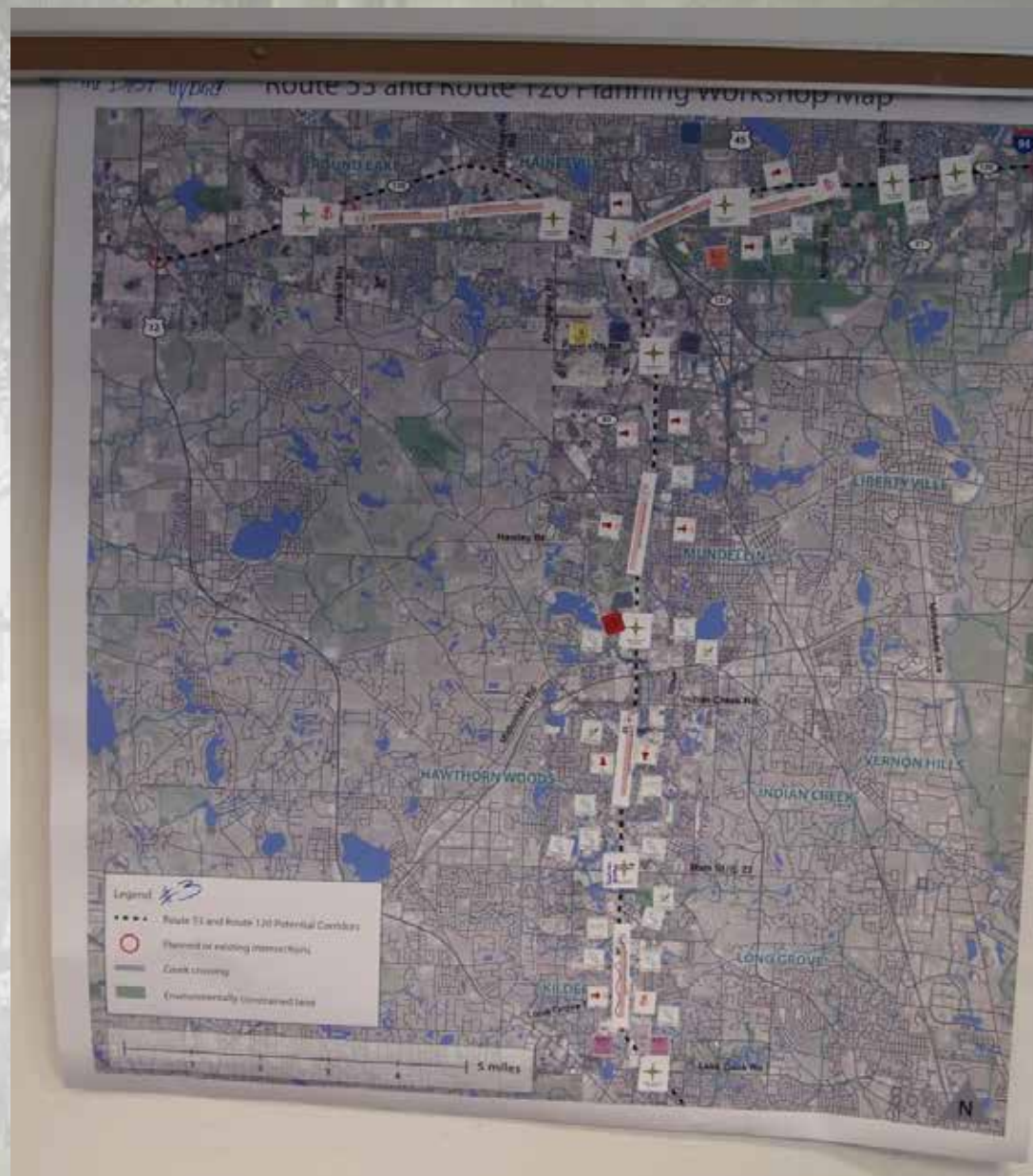
# Table 2 Cross Section





## 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

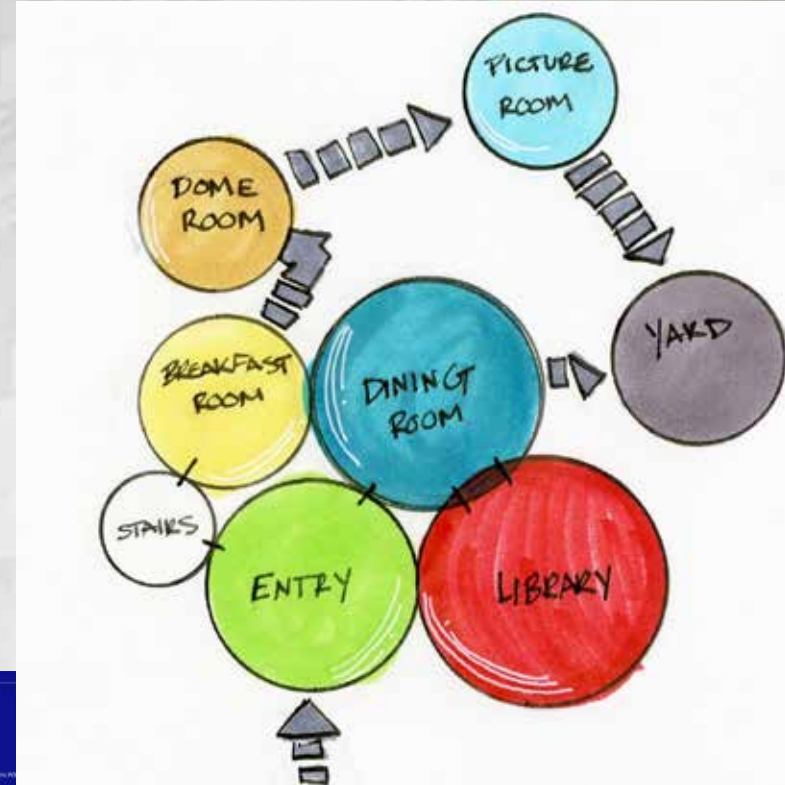
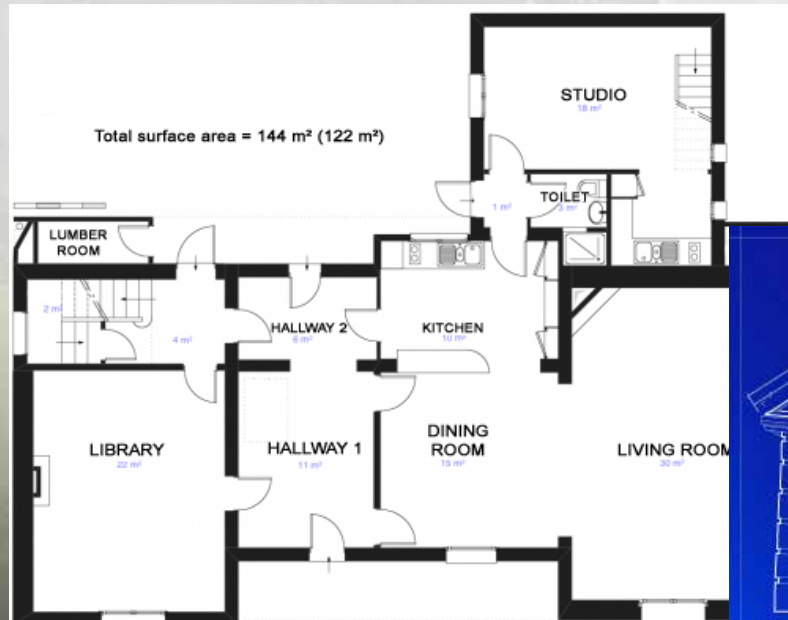
- We're not *BUILDING* a road by May –





# If You're Considering Building a House...

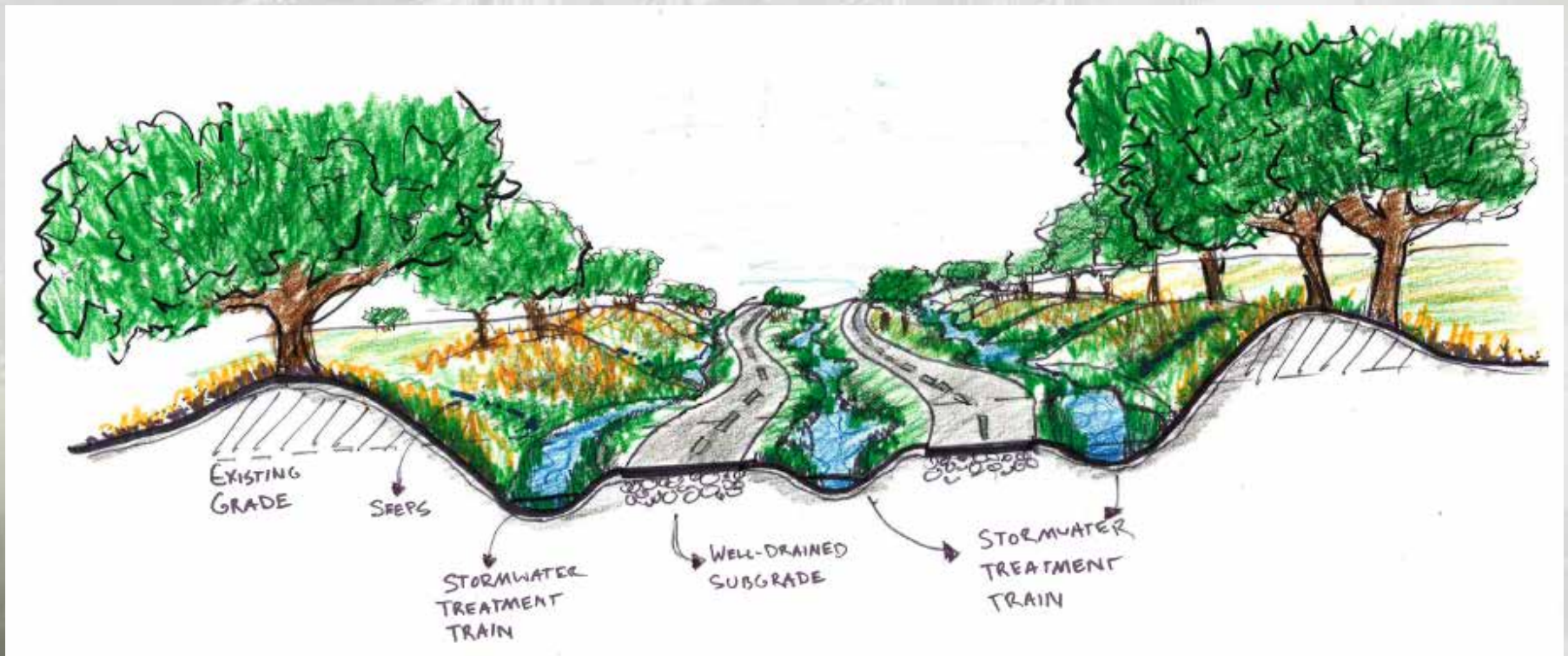
- *Initial Design Phase*
  - Make the big decisions
  - Not deciding paint color





# 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  
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

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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

*A transparent process for group editing*

- 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
<b>April 12</b> <b>No meeting</b>	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

Date	Product	Council Action
June 1	Final Resolution and Report, and Comment Log released (following final edits from 5/18)	

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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

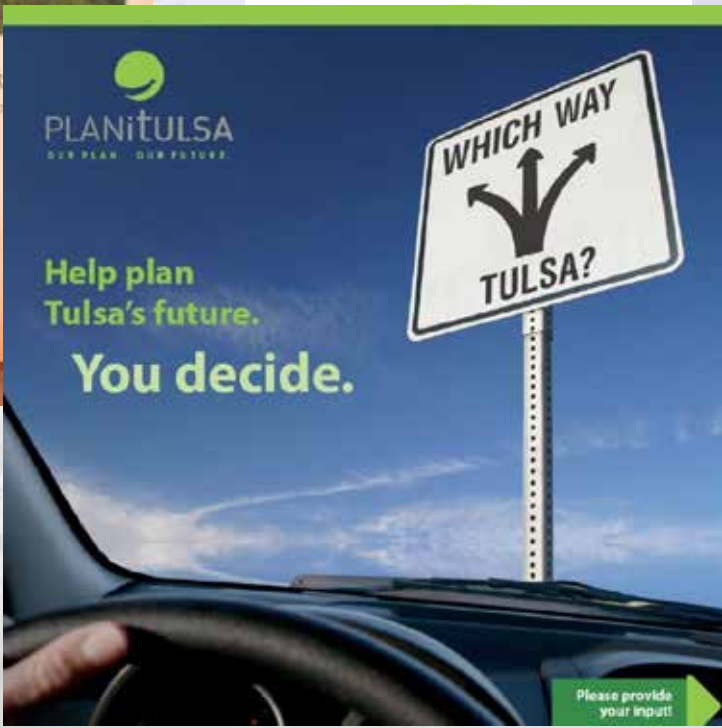
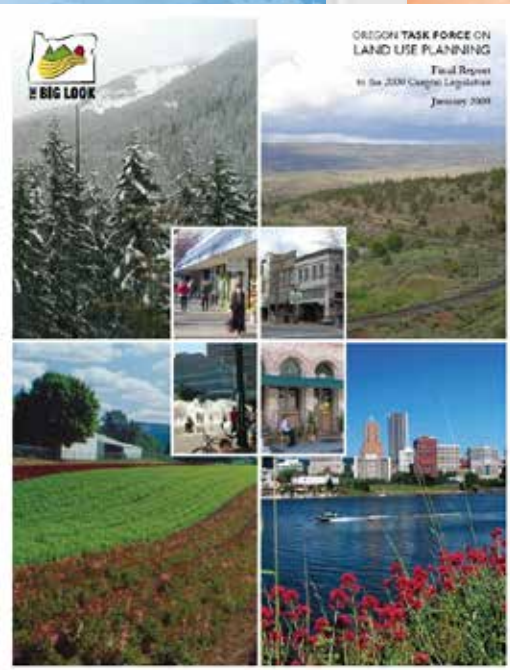
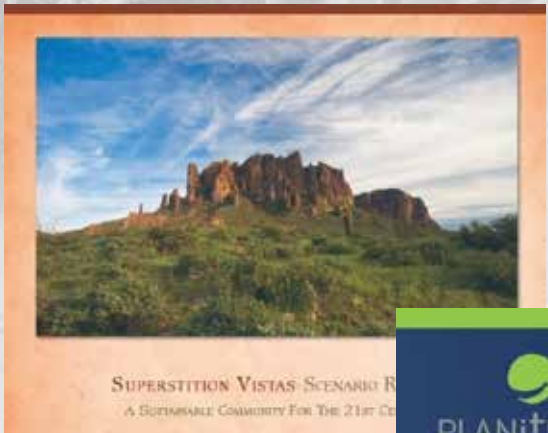
- **Evaluation Criteria** - values-based, technical and fiscal criteria for measuring success
- **Design Characteristics** - as much detail as possible about the physical design
- **Performance Requirements** - defines desired outcomes
  - Community (visual impacts, noise, bike/ped., etc.)
  - Environmental (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



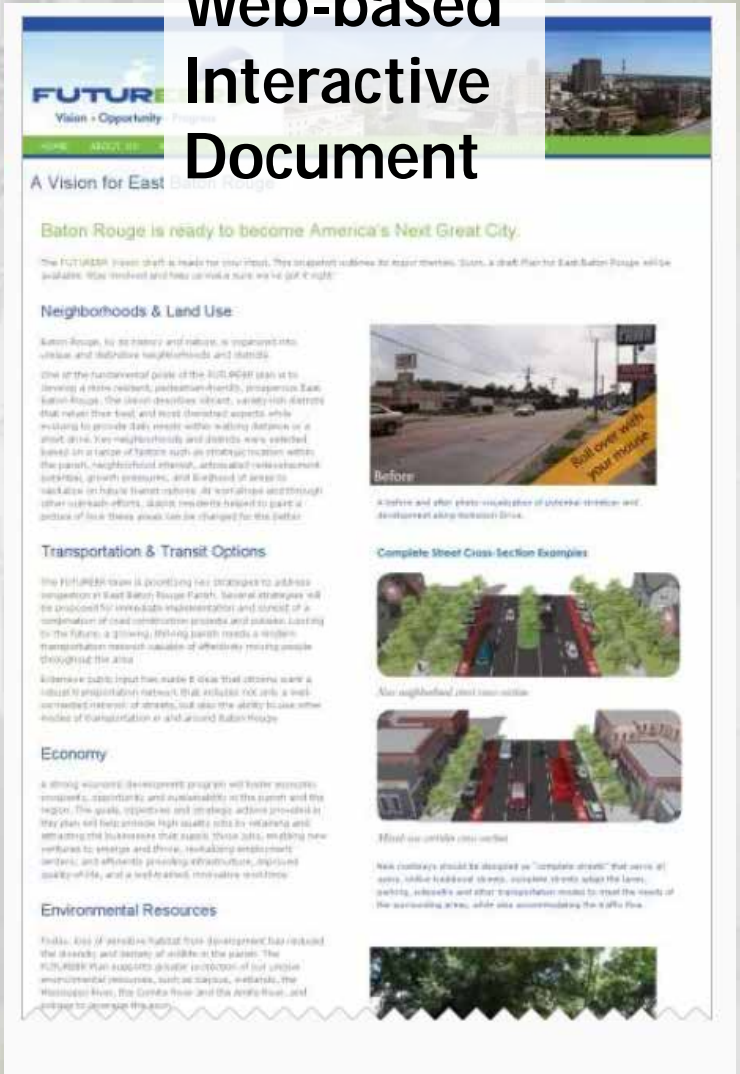
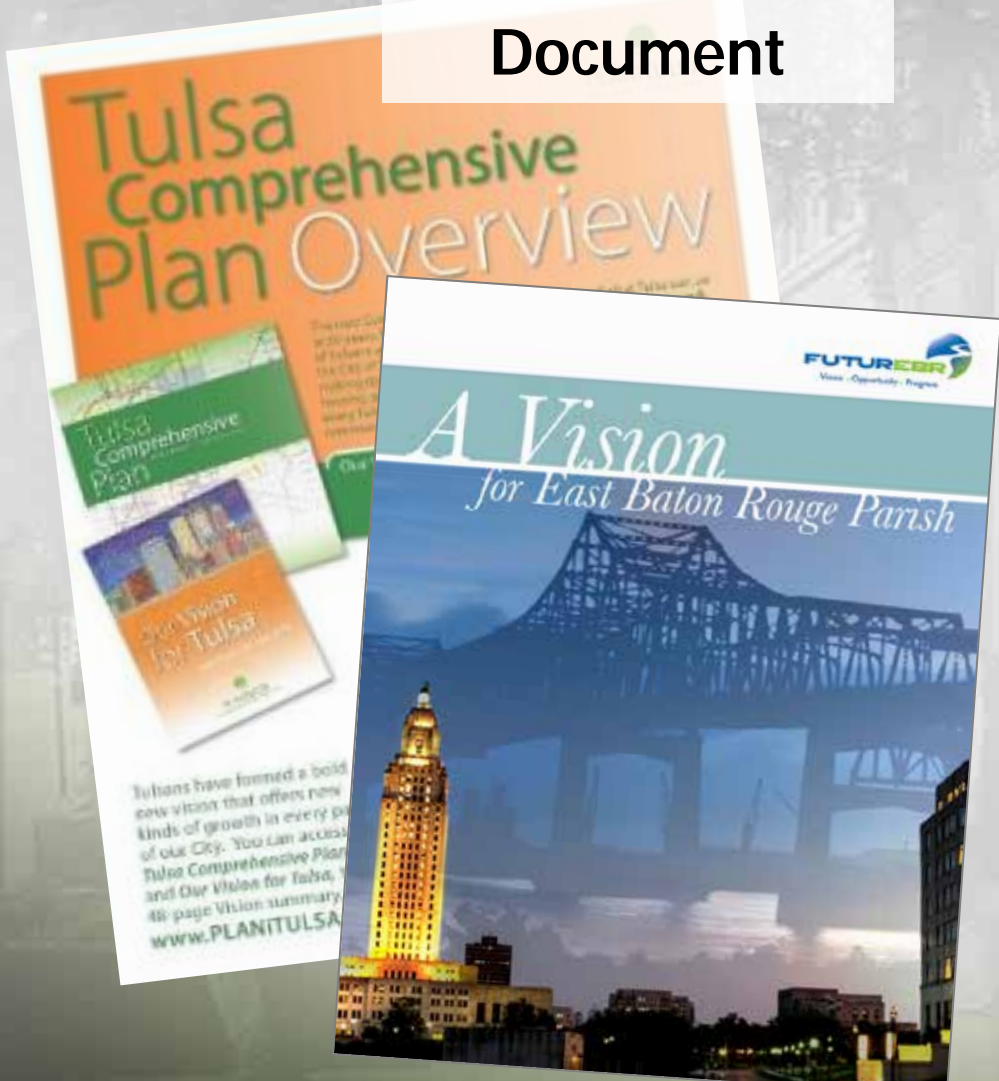
# A Report That is Easy to Understand and Highly Visual



# Many Ways to Access

Illustrated Document

Web-based Interactive Document





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# DISCUSSION



# Objectives for Today's Meeting

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- ***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



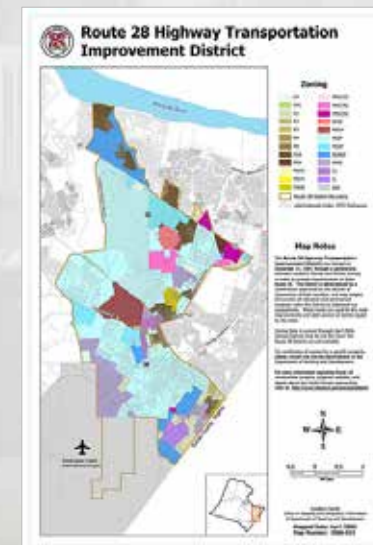
# Cost

- 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

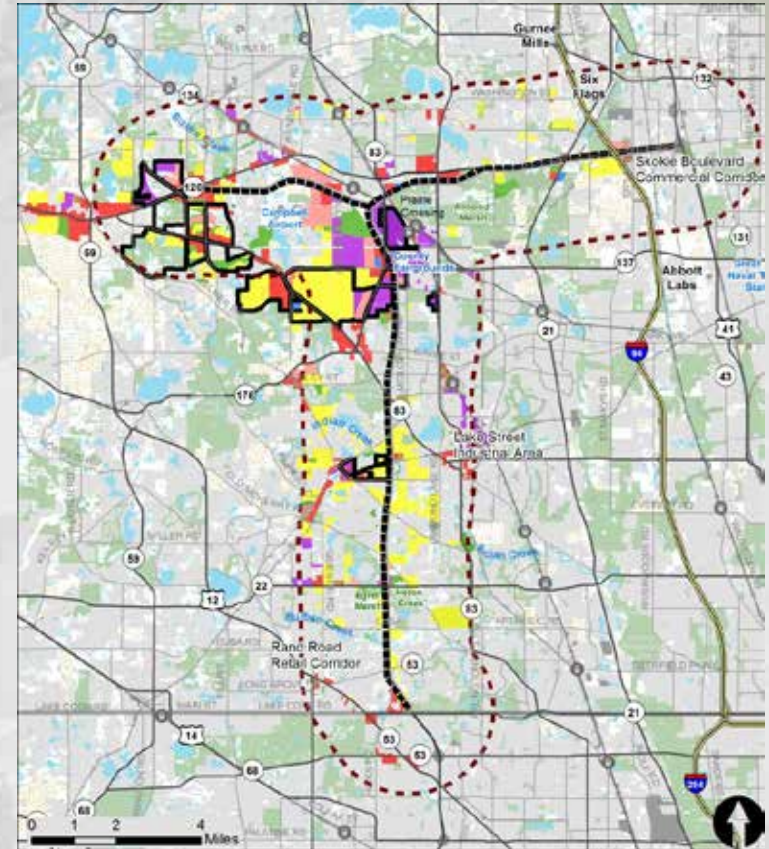
- Illinois options include Tax Increment Finance, Special Service Area, and Business Districts.
- Roads are multijurisdictional, but TIFs, SSAs and BDs must be created by individual municipalities. Larger districts are necessary for multijurisdictional transportation projects.



# 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

- 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

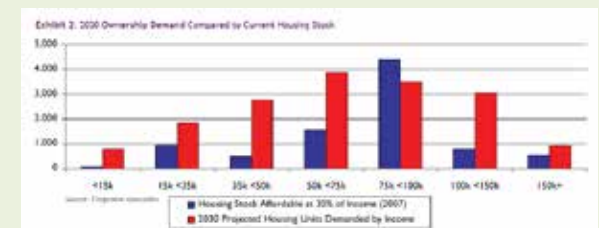
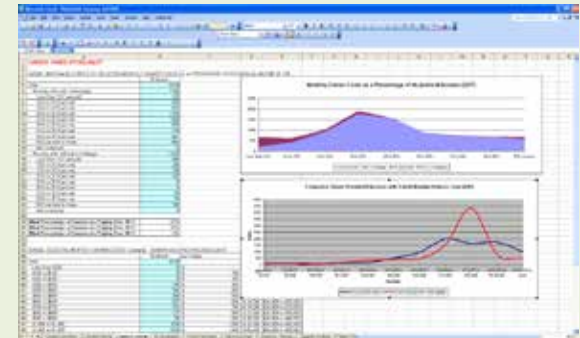
Homes for a  
Changing  
Region  
5 phases  
Ongoing  
2004 - 2012



Metropolitan  **Planning Council**

# 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).