

**Item #6A:**

**Village President Underwood**

**IL Route 53 Extension - Land Use Committee Meeting 09/24/2015**

# **ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN**

**Illinois Route 53/120  
Corridor Land Use Committee Meeting  
Thursday, September 24, 2015  
2:00 pm to 4:00 pm  
Lake County Central Permit Facility  
500 W. Winchester Road, Libertyville**

## **Agenda:**

1. Review of Meeting Minutes
2. Integration of Working Group Input
3. Draft Land Use Strategy Report
4. Next Steps
5. Questions/Public Comment

## Land Use Committee Meeting #6 – Meeting Minutes

**April 16, 2015**

**2:00 – 4:30 p.m.**

**Lake County Department of Transportation, 60 W. Winchester Rd., Libertyville**

**Committee Members Present:** Lake County Board Chairman Aaron Lawlor, Committee Co-Chair; George Ranney, Committee Co-Chair, Michael Ellis, representing Village of Grayslake; Trustee Stephen Park, representing Village of Gurnee; Linda Soto, representing Village of Hainesville; Mayor Joseph Mancino, representing Village of Hawthorn Woods; Michael Talbett, representing Village of Kildeer; Matthew Dabrowski, representing Lakemoor; Mayor Terry Weppler, representing Village of Libertyville; President Angie Underwood, representing Long Grove; Trustee Dawn Abernathy, representing Mundelein; Steve Shields, representing Village of Round Lake; Mayor Frank Bart, representing Village of Wauconda; Mayor Wayne Motley, representing City of Waukegan; Pat Carey, representing Lake County Board; and Brad Leibov, representing Liberty Prairie Foundation. (16 attendees)

**Committee Members Not Present** President Jeffrey Braiman, representing Village of Buffalo Grove; President Tom Poyton, representing Village of Lake Zurich; Mayor Linda Lucassen, representing Village of Round Lake Park; Dave Brown, representing Village of Vernon Hills; President Burnell Russell, representing Village of Volo

Kristi DeLaurentiis (Metro Strategies) took roll call – see attendance list above.

### **1. Welcome and Introductions– Committee Co-Chair Aaron Lawlor**

Meeting minutes from the February 5, 2015 Land Use Committee were approved. Committee member Soto moved and committee member Motley seconded.

### **2. Open Space and Natural Resource (OSNR) Network Refinement – Daniel Grove, Lakota**

A refined OSNR Network was presented. This refinement was based on visual inspections by WRD of current conditions, with review and input from conservation agencies and organizations. This OSNR Network concept may include a tiered approach, with resources identified as Core, Sensitive or Flex. Committee agreement on the OSNR Network would provide a solid foundation for the ultimate plan and strategy.

Co-Chair Ranney noted that the OSNR should also look at areas with strong potential. For example, Waste Management is obligated to turn its landfill into an attractive area at the end of the landfill's natural life. This is an opportunity to improve open space and make it work in conjunction with economic development.

In response to committee members' questions, it was noted that the OSNR strategy is not intended to make recommendations concerning specific parcels, but areas with natural resources will be identified; that the 5:1 mitigation applies only to road improvements, and such mitigation does not have to be located in the Corridor.

One committee member stated that because the market demand accounts for 15,000 acres plus the roadway right-of-way, the Corridor will lose a lot of open space, so we should not consider the 1,250 acres (500 acres of wetland mitigation, 750 acres of new open space) as a limit or target on open space and natural resource needs for the Corridor. Rather, locations where important resources exist should be considered for preservation.

### **3. Corridor Land Use Scenario Refinement – Daniel Grove, Lakota**

In order to have a plan that is implementable but not overly prescriptive to specific municipalities or parcels, it was suggested during the municipal interviews to create planning zones in the Corridor, similar to the retail planning zones discussed in the market analysis.

Four planning zones are proposed, each one overlapping multiple municipalities and calling for a balance of development and open space. A balanced land use mix target for the year 2040 for a hypothetical Planning Zone A was presented. These planning zones will include land use guidance and suggest a range of development typologies that may be appropriate for specific locations based on professional opinion. Graphic depictions of the typologies or other illustrations, as well as potential development standards and guidelines, could help convey and reinforce the intent of the plan.

One Committee member raised concern that this approach would focus exclusively on the Corridor and ignore, for example, retail demand caused by residential located outside the Corridor. In response it was stated that market demand is forecasted based on the entire trade zone, and that the market will determine the uses, acreages, and locations.

### **4. Plan Framework – Jason Navota, CMAP**

The Plan needs a strategy for its organization, including level of detail and specificity. A range of options were presented, some of which were considered unacceptable based on municipal and agency feedback, such as parcel-based land use plans. The Committee will need to provide direction on the targeted level of detail. Because the OSNR Network is based on what is actually on the ground, it appears that a relatively greater level of specificity with respect to those aspects of the Plan should be pursued.

### **5. Cooperative Planning Strategy – Jason Navota, CMAP**

The Plan should have a cooperative planning strategy (CPS) in place to encourage stakeholders to use it to guide future Corridor planning and decision making. Desirable elements of a cooperative planning strategy include establishing stakeholder commitment to the OSNR Network; providing guidelines or policies for land use decisions; establishing a coordinating body of member communities and stakeholders; providing for regular review and revision of the Plan; providing incentives for compliance with the plan; and possibly including corridor or other local agreements.

The suggested mechanisms for this cooperative planning strategy need to be stronger than a simple memorandum of understanding but not as strict as a new inter-jurisdictional authority. Similar to the Plan Framework, the Committee will need to provide direction on how strong the strategy should be.

Committee members discussed the benefits and risks of intergovernmental agreements (IGAs). An IGA relating to a planning zone should include at least the municipalities in that planning zone. One committee member suggested that an “IGA think tank” be created to draft principles for effective IGAs.

It was noted that the Finance Committee recommended a 2-tier committee for implementation, with the top tier being political leaders and the second tier being a technical advisory committee, mainly composed of environmental community, to help guide the Environmental Restoration and Stewardship Fund. Several committee members commented that the aspects of the plan involving natural resources should have some order of strength in terms of implementation.

Committee members discussed the importance of private property owners as stakeholders, and the reaction such property owners may have to the plan. While some committee members thought that support by property owners

was unlikely, others disagreed. Co-Chair Ranney noted that property owners benefit from certainty and that planned assets such as train stations can add value. Another Committee member noted that the stewardship fund can be used to help compensate for development.

## **6. Next Steps**

Co-Chair Lawlor suggested the need to establish two working groups: one concerning the OSNR Network and one concerning the Cooperative Planning Strategy. Jason Navota said he will reach out to Committee members to see their interest in serving on these working groups.

The final draft of the plan will be developed for initial review in the summer. Public educational open houses will be scheduled as well.

It was noted that bigger maps should be used and provided to the public and to municipalities.

## **7. Questions/Public Comment**

Pam Newton, COO of the Village of Hawthorn Woods, commented that the ideas expressed by the Committee are profound but are cumulative, and she raised a number of points.

- Concern that Hawthorn Woods would be asked to revise their comprehensive plan to incorporate additional open space, even in downtown areas.
- Concern for loss of local zoning authority
- Potential impact of revenue sharing
- Potential for landowners to perceive a loss of control over property rights
- Impact of lights and salt spray from the road.

Jim Bland of the Sierra Club commented on the importance of stormwater management as reflected in the watershed management plans, and on the impact of the proposed roadway on the area's water quality. He stated that Lake County's real estate taxes are the highest in the State as a result of poor land use planning.

Barbara Klipp, a resident of Prairie Crossing and a member of the Sierra Club, raised concerns about clean water and how to ensure it is provided to the western part of the County.

Mary Mathews of the League of Women Voters asked about the location of meetings and whether they are open to the public.

Co-Chair Lawlor noted that all meetings conform to the Open Meetings Act. While not all meetings are public as defined in that Act, there is a lot of information on the website and he is available for any questions the public might have.

Evan Craig, a resident of Vernon Hills and a member of the Sierra Club, raised concerns about how the open space plan benefits the neediest communities, how future growth will impact open space, and whether there will really be the funds available to handle the environmental impacts of the roadway.

Al Maiden of Campbell & Associates and a consultant for the Village of Hainesville complimented the process and suggested that the maps could be useful materials in future discussions with developers provided they were tweaked to clarify that they only relate to sites of 100 acres or more.

Mayor Joe Mancino, Committee member and representative of Hawthorn Woods, made a statement notifying the Committee that outside the room it will hear through the media that Hawthorn Woods has concerns about the original BRAC report. He stated that he is very impressed with this Committee's work and will continue to be involved.

Motion to adjourn, approved by unanimous consent, meeting adjourned.

## David Lothspeich

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**From:** CMAP, the Chicago Metropolitan Agency for Planning, on behalf of Jason Navota [kdelarentiis@metrostrategiesinc.com]  
**Sent:** Thursday, September 10, 2015 2:17 PM  
**To:** David Lothspeich  
**Subject:** {Possible SPAM} Illinois Route 53/120 Corridor Land Use Committee Meeting Notice

# ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN

Dear Stakeholder:

The Chicago Metropolitan Agency for Planning (CMAP) and its partners would like to notify you that the next Land Use Committee meeting is scheduled for

**Thursday, September 24, 2015, from 2:00 to 4:00 p.m.** The meeting will take place at the Lake County Central Permit Facility, 500 W. Winchester Road, Libertyville ([click here](#) for directions).

As a result of guidance and input over the past year from the Land Use Committee, Working Groups, and stakeholders, CMAP and its partners have completed a Draft Illinois Route 53/120 Corridor Land Use Strategy document. The draft document will be presented and further discussed at the meeting on September 24.

If you plan on attending this meeting, please RSVP to [cfleming@metrostrategiesinc.com](mailto:cfleming@metrostrategiesinc.com).

Thank you,

Illinois Route 53/120 Corridor Land Use Plan Project Team

For more information about the Illinois Route 53/120 Corridor Land Use Plan, or to view materials from past Land Use Committee and Working Group meetings, please visit the project website at: [www.lakecorridorplan.org](http://www.lakecorridorplan.org).

### [Forward this email](#)

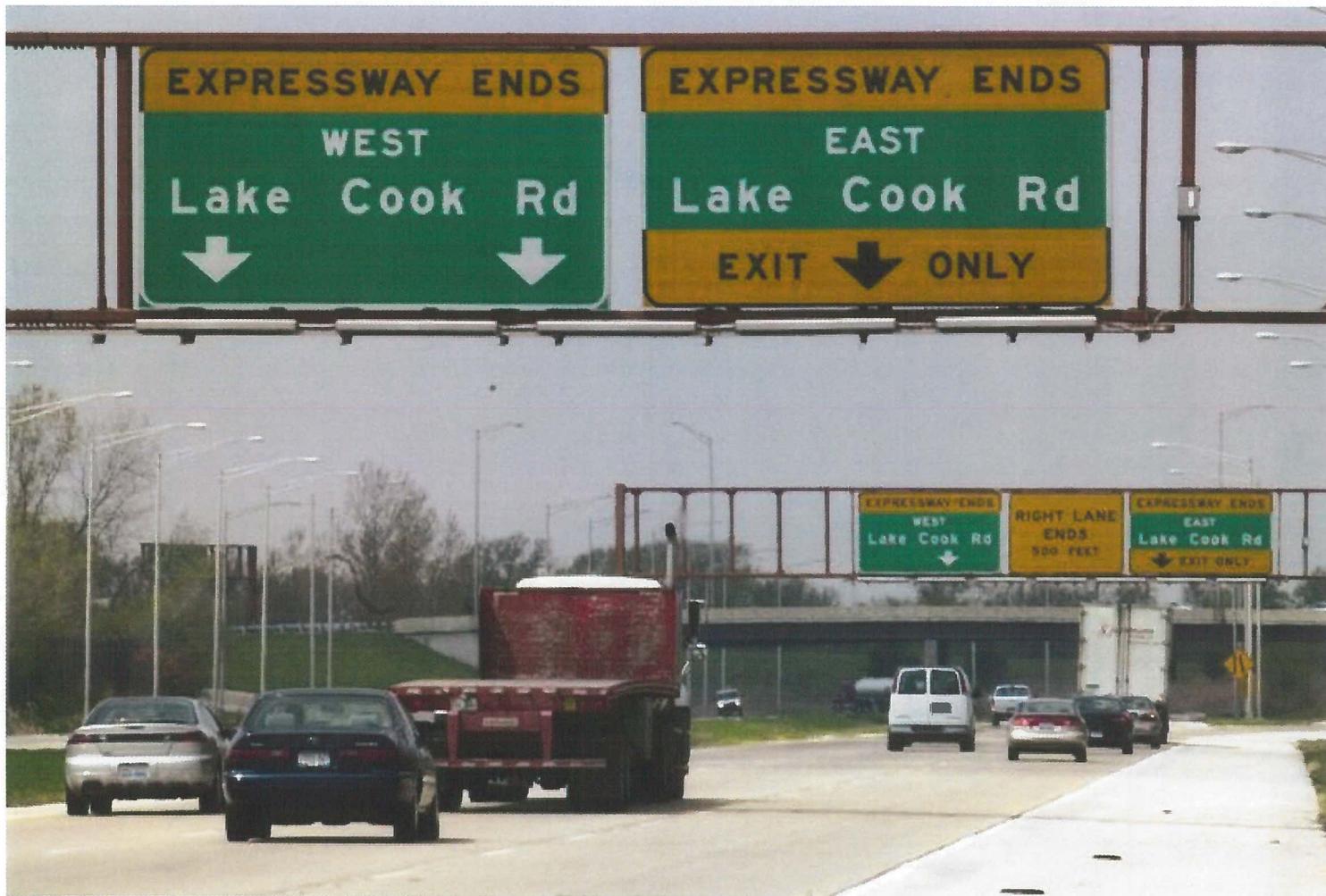
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Transportation | updated: 9/14/2015 7:42 PM

# Lake County takes case for Route 53 to tollway board



**Whether to extend Route 53 remains an unanswered question for the tollway board.**

*Daily Herald File Photo*



**Marni Pyke**

With opponents of a Route 53 extension into Lake County on the move, proponents lobbied the Illinois tollway to give the project some momentum Monday.

Lake County Administrator Barry Burton urged tollway directors to support an environmental impact study of the expansion project. Such reports are detailed analyses of major projects that are an essential step before any construction starts.

The tollway is paying for studies of Route 53 and convened an advisory group of elected officials, businesses, and environmental organizations that reached a consensus in 2012 on pushing the road north.

Initial plans call for a four-lane, 45 mph parkway with environmental features aimed at not harming wetlands and prairie along the route. But a funding gap of nearly \$2 billion -- even with tolls of about 20 cents a mile -- still stands in the way and the tollway has not decided whether to adopt the project.

Recently there's been pushback against the proposed highway from towns including Hawthorn Woods, Kildeer, Long Grove, Mundelein and Round Lake. Concerns have ranged from financial to control over local land use.

The project and environmental impact study "is very important to Lake County. To do nothing is not an option," Burton said.

"If Route 53 is not built, what's the alternative?" Lake County officials contend the extension will reduce congestion on local roads and spur economic development.

Tollway directors took no action on Burton's request and have not laid out a timetable for a vote on the project.

"I'm impressed by the fact they built such a strong consensus there," tollway Chairman Robert Schillerstrom said. He referenced local support for Veterans Memorial Tollway (I-355) in DuPage County years ago and noted "that part's been missing in Lake County. It is there now."



Add a comment...



**Marcia Marshall**

No, Chairman Schillerstrom, there is no "strong consensus." Do not listen to the voices of the politicians, the developers, the contractors, the people who stand to gain power or make money off the residents of Lake County. Please listen to the people! Our voices are rising up in opposition to a "parkway" that will drain our pockets, destroy the integrity of our wetlands, affect our wells and negatively impact Lake County forever. Nearly \$3 billion dollars for 12 miles of road, that in the best of conditions might shave 15 minutes of driving time at \$0.20/mile? Seriously? Let's SOLVE problems, not create them! NO to Rt. 53!

Like · Reply · Sep 15, 2015 7:35am



**One Long Grove**

No, Chairman Schillerstrom, there is no "strong consensus." Do not listen to the voices of the politicians, the developers, the contractors, the people who stand to gain power or make money off the residents of Lake County. Please listen to the people! Our voices are rising up in opposition to a "parkway" that will drain our pockets, destroy the integrity of our wetlands, affect our wells and negatively impact Lake County forever. Nearly \$3 billion dollars for 12 miles of road, that in the best of conditions might shave 15 minutes of driving time at \$0.20/mile? Seriously? Let's SOLVE problems, not create them! NO to Rt. 53!

Like · Reply · Sep 15, 2015 7:36am



**Route 53 looking north from Lake-Cook Road, where the expressway ends.**

*Steve Lundy | Staff Photographer, 2014*



**Mick Zawislak**

As Hawthorn Woods Mayor Joe Mancino outlined the history and village concerns about a proposed Route 53 extension for about 300 interested observers during a town-hall meeting Monday, a much smaller contingent waited patiently outside.

Members of Livable Lake County, a Grayslake-based group that is accelerating its "Stop the Route 53 tax hike" campaign, were seeking signatures on post cards to send to Gov. Bruce Rauner. That followed a stint a few weeks ago where the group doubled expectations by collecting about 1,000 signatures at its booth at the Lake County Fair.

There's also an online petition. But the emphasis has been on face-to-face contact ahead of an eventual decision by the Illinois State Toll Highway Authority on whether to proceed to preliminary engineering and an environmental impact study in the revived push for the [controversial road and associated improvements \(http://www.illinoistollway.com/construction-and-planning/community-outreach/illinois-route-53-120-project\)](http://www.illinoistollway.com/construction-and-planning/community-outreach/illinois-route-53-120-project) to Route 120.

"We've been trying to do in-person petitioning. We're finding the public is uninformed about the issue," said Barbara Klipp, a Grayslake resident and one of the group organizers. "Anything that's related to Route 53, we try to go."

And they have help. A group called Long Grove United took a box of post cards, Klipp said. Livable Lake County is seeking partners to create a broader organization.

"We are hopefully going to form an alliance with Barb's group," said Marcia Marshall, organizer of the Long Grove group that formed in 2012 to educate residents on various issues, such as a village property tax and public roads, and to get people to the polls. Route 53 is an emerging issue for the group, Marshall said.

"We are just beginning to get information on Route 53, and what we're learning is very alarming. It's not the cost in dollars and cents, although it's astronomical and hard to fathom." Quality of life and environmental concerns are other factors, she said.

Opposition has been a part of the Route 53 process since it was proposed more than 50 years ago. Interest in the project has ebbed and flowed since, but the most recent push for a four-lane, limited-access, parkway-style road plan is considered the last, best chance to proceed. County officials and many communities staunchly back the project to reduce traffic congestion and attract development.

But five towns along the corridor -- Hawthorn Woods, Long Grove, Kildeer, Mundelein and Round Lake -- are wary of mechanisms being considered to help fund the \$2.35 billion to \$2.65 billion proposal. They fear losing local control over development decisions and say all communities should share the cost via a special taxing district being considered along the corridor.

Mancino said he organized the town hall meeting to educate residents and was not surprised by the turnout. About a third were from out of town, with several county board members and transportation officials in the audience.

The presentation, which has been posted at [www.vhw.org](http://www.vhw.org) (<http://www.vhw.org/DocumentCenter/View/1303>) was specific to Hawthorn Woods and concerns such as noise, pollution and impact on the environment from elevated portions of the road.

"We really tried our best to present a balanced story," Mancino said.

Lake County Board Chairman Aaron Lawlor said all concerns must work together to answer questions about the complex project.

"There were a number of valid concerns, and a number of inaccuracies that we're going to address," he said of Mancino's presentation.

[@dhmickzawislak](https://twitter.com/dhMickZawislak) (<https://twitter.com/dhMickZawislak>)

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Add a comment...



**Debra Jenkins** · Sales Account Manager at Windy City Linen

Didn't this pass a referendum a few years ago?

Like · Reply · Aug 19, 2015 6:41pm



**Evan Craig** · Oberlin College

That referendum question didn't include the \$2.65B cost or any of the 31,000 acre environmental impact that the Tollway proposes now. Nor did it give any of the better options being held up to force voters to choose 53. In an off-year election only 16% of registered voters thought they wanted it. Now they tell us they will raise gas taxes AND charge \$1500/yr to commute on 53 AND charge an extra \$1000/yr to commute on I-94 (to pay for 53) AND siphon off 25% of commercial property taxes with a new TIF along the corridor AND give \$400M-\$600M worth of state land to the private Tollway for free AND still come up \$1.5B short (Cook County drivers will pay that). Why do you suppose these costs were not on the ballot? The referendum to raise sales taxes by 1/4% for road improvements failed. Voters don't support this.

Like · Reply · 1 · Aug 21, 2015 8:04am



**Debra Jenkins** · Sales Account Manager at Windy City Linen

I voted for it, it is so needed.

Like · Reply · 2 · Aug 21, 2015 8:20am



**Michael James Bradley** · Material Systems Specialist at Abbvie

This extension is needed so bad. People just need to realize that and get over it.

Like · Reply · 1 · Aug 19, 2015 8:04pm



**Laurence Horesee** · Louisville, Kentucky

Good grief -- what a bunch of NIMBYs!!! Traffic is a freaking mess due to near gridlock and the pollution is delicious!!! Yes, there was a non-binding referendum several years ago. People have had 50 years to get out of the way, so enough is enough. Rand Road is a disaster; this should have been build years ago to be a free road, but due to the NIMBYs of that day, now drivers will enjoy a tollway. Way to go Lake County clowns.

Like · Reply · 1 · Aug 19, 2015 10:26pm



**Gerri K. Songer** · Hawthorn Woods, Illinois

This is an extension, NOT an expansion; 53 will be lengthened, not widened. Imagine a funnel that is already overburdened by filtering water. Now, pour more water in and see if it comes out any faster. I think you can truthfully imagine only one response - NO; it will only take more time to filter through.

Like · Reply · 1 · Aug 20, 2015 9:40pm



**Gerri K. Songer** · Hawthorn Woods, Illinois

I am certain this extension will NOT happen. The negative impact on education, first responders, environment, taxpayers, etc. far outweigh anything potentially gained (gain would be private corporate gain, not public!). Commuters will not be able to afford to use this extension even though they paid for it, unless of course, they are among the financially elite, which suggests discrimination.

Lake County already has the highest taxes in the state and is among the highest in the country. This indicates VERY poor decision making on behalf of governing officials. Lake County residents part... See More

Like · Reply ·  2 · Aug 20, 2015 9:13pm



**Evan Craig** · Oberlin College

My prediction is that people will figure out that politicians have been giving them false hope for an unaffordable, ineffective and unfair boondoggle, and vote out the 53 mongers in 2016.

Like · Reply · Aug 20, 2015 10:14pm



**Carol Niec** · Graphics/communications at City of Chicago

The Route 53 plan is BAD for people BAD FOR THE ENVIRONMENT! it will not solve traffic problems. The justification for that is stale and moldy. It's a plan to amass more funds for villages to spend on their pet projects while some of them with balanced budgets point to that as good management. In reality developers in Lake County (and pretty much everywhere USA) get to make cozy deals with local governments to build infrastructure (water/sewer/electric) for pet developers and banks. Thus creating need for more services: schools, fire and police departments...thus increasing real estate taxes f... See More

Like · Reply · Aug 21, 2015 9:19am



**Linda Palka Dillon** · Mundelein High School

Being on Lake County roads constant I am not for this at all. Spend the money to widen and fix the roads that exist now. I also not willing to spend money on tolls, plus the additional taxes.

Like · Reply · Aug 22, 2015 6:14am



**Envirodo PostersMovies**

ROUTE 53 TO A TOXIC FUTURE.

Route 53 equals endless pollution. Build it and our children's future will breathe it.

1950s mindset: More traffic – more roads. More roads equal more development equal greater progress. Collateral damage is the price of progress.

Blind men at the wheel. They see no limit. Highway commissions have already approved expansion to a 14 lane highway in California and a 21 lane highway in Canada.

Highway commissions are obviously not health commissions. In all the calculations for the need for this road, not a mention of health consequences. Road health problems are already at peak. Severity of child health problems associated with air pollution exposures to roadway traffic include asthma, cardiovascular disease, impaired lung development, pre-term and low-birthweight infants,

childhood leukemia and premature death. What will additional highways do?

Do highway commissions have no children? Or does freedom of the road trump freedom from disease?

21st century Detour.

Not opening up any more highways provides a sanction against venturing farther and farther to a job or a home. Having to drive hours in jammed traffic is a sanction that will force consideration of working closer to home – of driving alternatives as old as the 1900s, trains. And one as new as our technology.

21st Century alternatives already proven for years by some of the most successful, profitable industries of our time: Cisco, Sun Microsystems, IBM, Intel. Saving millions with Digital Collaboration. Instant collaboration with employee work teams anywhere. At Cisco, 20,000 commute with Digital Collaboration at least one day a week to avoid over 100 million commuting miles per year. For over 14 years, 19,000 Sun employees have been using their digital-commuting technology to work away from the office for an average of 2.5 days per week. 82% of Intel employees are regular telecommuters. The Association of Commuter Transportation (ACT) reports that 83 percent of Fortune 100 companies such as Google, Microsoft, Genentech and Starbucks allow employees to telework.

Estimate based on the current labor force composition is that 64 million U.S employees hold a job compatible to digital commuting. Our workforce's computer jockeys who can work locally near or at home at least part-time. No long, harrowing drives in rush hour just to turn on their office computer when they can turn on their computer at an office in town or at home. Except for those days their presence is required at the main office.

The same day employees are allowed to digital-commute there are cars off the road in rush hour. Opening lanes and easing traffic for workers required to be on the job face-to-face. The way to accommodate the growing number of commuters without growing the pollution – and saving road construction costs and energy thousands of times the cost of equipping and powering digital commuters.

What of all those road construction jobs that will be lost? The same thing that happened to all those horse and buggy jobs that became auto and highway construction jobs. Jobs evolve with the job market. Maintaining and expanding a digital-commuting system for the millions it will mobilize requires a myriad of high-paying jobs and careers.

Is your highway commission proposing a highway through your neighborhood – that our kids will have to breathe?

In today's and tomorrow's environment, we can no longer consider simply the trafficking of cars – but the trafficking of toxins.

Medical professionals on the highway pollution effects on children:

<http://www2.epa.gov/.../near-source-air-pollution-research>

<http://www.stateoftheair.org/.../health-risks-near...>

Submitted | updated: 9/9/2015 7:22 AM

# Former Bears Running Back Mark Green Will Sign Autographs at Lake County Open Space Celebration



**Mark Green, who played for the Chicago Bears from 1989 through 1992, will sign photographs during the Open Space Celebration, September 19, at Heron Creek Forest Preserve in Lake Zurich. [Photo courtesy Mark Green]**

**Karen Long MacLeod**

LAKE ZURICH, ILL., September 8, 2015 – Former Chicago Bears running back Mark Green will sign photographs during the Open Space Celebration--Stop the Rt. 53 Tax Hike, September 19, at Heron Creek Forest Preserve in Lake Zurich, Illinois.

The free family-friendly event, sponsored by Livable Lake County and the Sierra Club, starts at 2 p.m. and runs until 5 p.m.

Green will greet fans from 2:30 p.m. to 3:30 p.m.

Green, one of three co-captains of Notre Dame's undefeated 1988 national championship team, played for the Chicago Bears from 1989 through 1992. Since leaving the Bears, Green has held various leadership roles with companies such as Aramark, Grainger and Miller Brewing Co. Currently, he is senior director of diversity and inclusion at North Chicago-based AbbVie. He also is an instructor with Chicago Bears Youth Football Camps.

"I raised two wonderful kids in Lake County, and both enjoyed the outdoor events, wetlands and all the great activities that Lake County has to offer," said Green, a 28-year resident of Lake County. "To negatively impact the outdoor activities in Lake County would be a true travesty. I am still a tax-paying community leader and resident, and I would love to see the Lake County outdoor activities continue for generations to come."

The Open Space Celebration will highlight the open spaces that Lake County residents will continue to enjoy once the proposed Rt. 53 extension is rejected. The event will feature live music, fun and educational activities for children, and a hike along the proposed tollway corridor.

For more information about the Open Space Celebration, call 708-581-8653 or email [livablelakecounty@gmail.com](mailto:livablelakecounty@gmail.com) (<http://livablelakecounty@gmail.com>).

## Event Summary

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What: Open Space Celebration--Stop the Rt. 53 Tax Hike

Where: Heron Creek Forest Preserve, 22890 N. Old McHenry Road, Lake Zurich, IL 60047

When: Saturday, September 19, 2015, 2 p.m. to 5 p.m.

RSVP and questions: 708-581-8653 or [livablelakecounty@gmail.com](mailto:livablelakecounty@gmail.com)

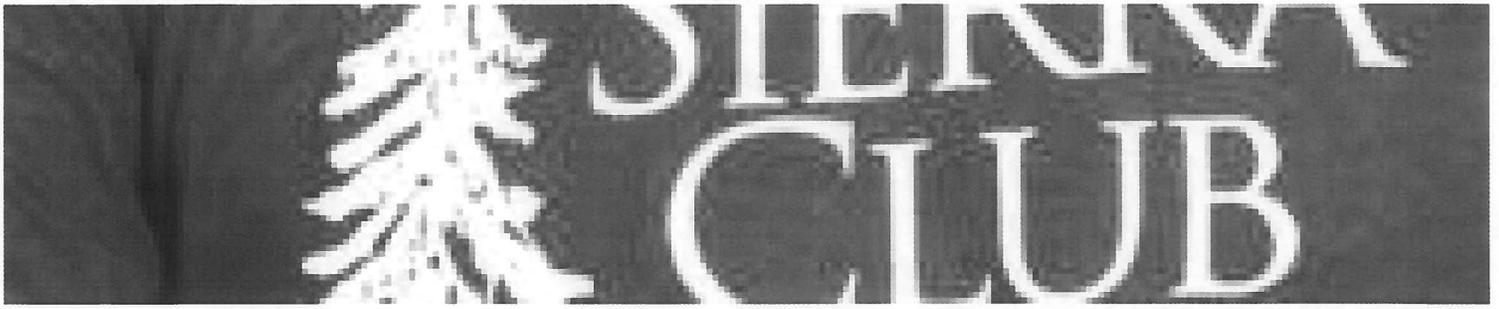
## RELATED LINKS:

<http://www.stophert53taxhike.org> (<http://www.stophert53taxhike.org>)

## About Stop the Rt. 53 Tax Hike Campaign and Livable Lake County

Stop the Rt. 53 Tax Hike is a movement begun by the Livable Lake County coalition to prevent construction of the unaffordable, unneeded and unfair Lake County Rt. 53/120 extension. The campaign's grassroots volunteers and partner organizations aim to educate the public and elected officials about the extreme \$2.65 billion cost of the proposed project and the certainty that it will spur inefficient and environmentally devastating suburban sprawl.

Livable Lake County is a coalition of concerned citizens advocating for preservation of the livable quality of life and natural resources of all of Lake County, Illinois. We support forward-thinking, sustainable economic development and transportation, preservation of open space, and clean air and water. We oppose fiscally irresponsible and environmentally damaging projects such as the proposed extension of Route 53.



**Aaron Mair, national president of the Sierra Club, is the featured speaker during the Open Space Celebration Sept. 19 at Heron Creek Forest Preserve in Lake Zurich.**

*Courtesy of Sierra Club*

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### **Submitted by Karen Long MacLeod**

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Aaron Mair, the first African-American to be elected national president of the Sierra Club, will be the featured speaker during the Open Space Celebration -- Stop the Route 53 Tax Hike Sept. 19 at Heron Creek Forest Preserve, 22890 N. Old McHenry Road, Lake Zurich.

The free, family-friendly event, sponsored by Livable Lake County and the Sierra Club, runs 2-5 p.m.

Mair will discuss how smart, sustainable development can position communities to compete effectively in a 21st century economy, reduce reliance on costly fossil fuels, and reduce air and water pollution.

He will touch on forward-thinking alternatives to cars and smart public transit investments that can strengthen communities economically while making them healthier and more livable.

Mair, of Schenectady, New York, is an epidemiological-spatial analyst with the New York State Department of Health. He joined Sierra Club in 1999 after leading a decadelong battle to shut down a polluting solid waste incinerator in an inner-city community in Albany, New York.

Mair also was a key figure in leading the fight in the Clean Up the Hudson campaign, which resulted in a settlement to dredge toxic PCB sediments from the Upper Hudson River.

Throughout his tenure with the Sierra Club, Mair has demonstrated an unwavering commitment to grass-roots action, environmental justice, and transforming the culture of the Sierra Club to welcome all people, regardless of their race or socio-economic status.

The Open Space Celebration will highlight the open spaces that would be affected by the proposed Route 53 extension. The event will feature live music, educational activities for children, and a hike along the proposed tollway corridor.

For more information about the Open Space Celebration, call (708) 581-8653 or email [livablelakecounty@gmail.com](mailto:livablelakecounty@gmail.com).

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DONATE NOW

### Join the Cause

Stay informed; Join over 2,500 people who receive regular updates to Stop the Rt. 53 Tax Hike!

Name

Email

### Testimonial

“ You want to tax me to decrease our quality of life? Really? ”

- **John B.**  
*Lake Bluff*

### Upcoming Events

**OPEN SPACE CELEBRATION!**  
**STOP THE RT. 53 TAX HIKE!**

Bring the kids! Music! Games!  
Food! Fun!

Hike the Rt. 53 Corridor!

Saturday, Sept. 19 2-5 pm  
Heron Creek Forest Preserve  
22890 N. Old McHenry Road, Lake Zurich

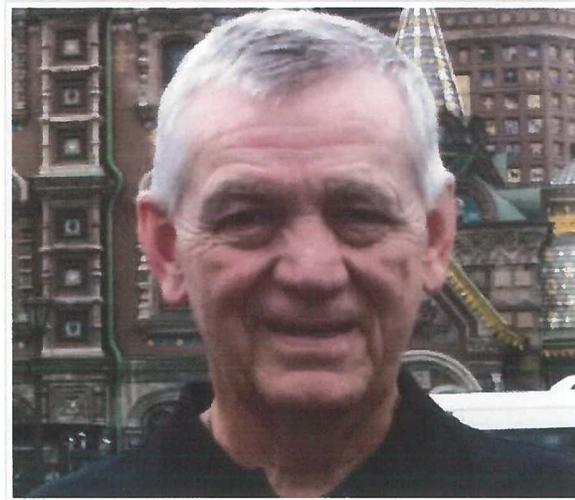
Join us to celebrate the open space we enjoy in Lake County without the proposed Rt. 53 extension!

LEWIS & CLARK  
LAKE COUNTY

We are a group of concerned citizens advocating for the preservation of the beauty of the forests, and natural resources of Lake County, IL. We support sustainable economic development and transportation, preservation of open space, and clean air and water. We oppose fiscally irresponsible and environmentally damaging projects such as the proposed extension of Route 53 and the tax hike that comes with it.  
www.stopthert53andtaxhike.org

**Open Space Celebration 9/19 at Heron Creek Forest Preserve**  
2:00 – 5:00 PM  
September 19, 2015 – September 19, 2015

## Bill Morris, Former Tollway Board Member and Mayor of Waukegan to Speak at Open Space Celebration



**Post Date**  
September 13, 2015

**Comments**  
0 Comments

**Author**  
Gloria Charland

**Category**  
Uncategorized

Bill Morris recently retired after a long career in public service and public finance investment banking. As a State Senator in the 1970s, he stopped the State of Illinois from constructing the Lakefront Expressway, a costly project that would have run through several environmentally sensitive areas from I-94 at Buckley Road to the lakefront in North Chicago and Waukegan and then back to I-94 again near the Wisconsin border. He also co-authored the Township Open Space Act of 1975, which helped preserve thousands of acres of open space in Illinois, including in Libertyville Township. Subsequently, he was Mayor of Waukegan and a member of the Northeastern Illinois Planning Commission, the Illinois Comptroller's Local Government Advisory Commission and the Illinois Toll Highway Authority. Currently, he is a member of the Illinois Liquor Control Commission.

Morris, who wrote his Master's thesis on public infrastructure in the United States, has long advocated transportation models based on upgrading existing road right-of-ways with better roads, mass transit, and bicycle and pedestrian uses rather than building financially and environmentally expensive new roadways. He has opposed plans to build the Rt. 53 extension in Lake County since the 1970s and has offered financially feasible alternatives to ease congestion.

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This post was written by [Gloria Charland](#)

Letter to the Editor | posted: 8/31/2015 1:00 AM

# Alternatives are better than Rt. 53 extension

Leave it to Illinois politicians to want to spend billions of your dollars to build a new tollway when simply taking care of our existing roads and widening them in a few places will solve the lion's share of the congestion problem. The Lake County Board, road builders and trade unions are promoting to build a nearly \$3 billion, 12.5-mile toll highway from Lake-Cook Road to Rt. 120 (Belvidere Road) rather than simply upgrading and widening Rts. 83, 45 and 120.

Widening Rt. 83 and extending it a few hundred yards to Lake County Highway V69 (Arlington Heights Road) would connect that roadway to Lake-Cook Road, savings billions of public dollars and solving the lion's share of the congestion problems.

As for Rt. 120, simply widening it from Wildwood west to Rts. 45 and 83 would improve congestion in that area for now, and eventually widening Rt. 120 from Rt. 83 west to Hainesville where it becomes four lanes all the way to Volo.

Contact your Lake County Board member, state representative, state senator and Gov. Rauner and tell them to oppose the 4-cent Lake County gas tax, doubling the tolls on I-94 and shortchanging the schools along the proposed route of Rt. 53 for a more common-sense and affordable solution.

Increasing the gas tax and tolls in Lake County will hinder economic development, driving businesses to Wisconsin.

Gerri Songer

Hawthorn Woods



Add a comment...



**Penny Vanderbeck Novy** · Buffalo Grove, Illinois

Isn't your community--Hawthorn Woods--in the targeted path of the Route 53 extension? No wonder you are so against it.

Like · Reply · 1 · Aug 31, 2015 10:15am



**David Borck**

Regardless... a better review of alternatives seems wise move.

Like · Reply · Aug 31, 2015 7:34pm



**Daniel Szwaya** · University of Illinois at Urbana-Champaign

Doesn't 83 already intersect with Arlington Heights Road? How does widening 120 help with north-south congestion? Are there other alternatives?

Like · Reply · Aug 31, 2015 10:04pm



**William J. Duffey** · University of Charleston

There is no mention of the speed trap known as Mundelein. It plain to see the LW has never driven north or south on 83 and/or 45 during rush hour.The problem is not east and west travel, the issue is north and south travel.

Like · Reply · Sep 1, 2015 6:24am



**Joe Piontowski**

Speed trap? I've been here for 27 years and have never heard Mundelein referred to as that.

Like · Reply · Sep 1, 2015 12:28pm

Letter to the Editor | updated: 9/14/2015 11:33 AM

# Speakers should have been on tollway agenda

Recently, there have been two presentations to the Illinois State Toll Highway Authority board in public comment regarding the extension of Route 53 into Lake County.

Both were made by professionals in their fields -- one by County Board member Sid Mathias, and the second by Mark Stevens, of Lake County Partners.

Public comment was designed for individuals like me -- just folk -- who have an interest in something involving the tollway, but no good way to communicate it. It is very much appreciated by those who utilize it.

I do diligently review the agendas of upcoming tollway committee and board meetings, to see if there is something of immediate concern where I might want to attend and hear the discussion first hand. So, imagine my surprise last month when I opened the newspaper the morning after the board meeting to see that Sid Mathias spoke in public comment about 40 mayoral letters supporting the extension of Route 53 into Lake County.

And my surprise later to hear Mark Stevens.

I object. Using public comment to allow an elected official or business leader to announce a development on a controversial project like the extension of Rt. 53 very neatly circumvents the agenda process with the attendant public notice requirements that allow everyone the ability to be aware of topics under discussion and to participate fully in the meeting. It flies in the face of the purpose of the open meetings act. It is an insult to everyone who is following the issue. You'd almost think they were afraid there would be opposition.

I am sure that the board would like to welcome public officials to speak. Perhaps the next time, it can welcome them with an informational agenda item, so we can all be aware and give the announcement the focus and attention it deserves.

Susan Zingle

Wadsworth

Letter to the Editor | posted: 8/23/2015 1:00 AM

# Grayslake mayor acted too quickly on tollway

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The League of Women Voters -- Lake County is disappointed that the mayor of Grayslake did not follow the recommendations of the Blue Ribbon Advisory Council regarding the proposed extension of Rt. 53.

From the Blue Ribbon Advisory Council report of June 2012: "Any steps forward with the proposed Illinois Route 53/120 project will involve the local communities of central Lake County as partners. The project shall engage the public and stakeholders at each stage, and opportunities for input and involvement will be tailored to the project stage and level of activity."

The League's own position for transportation and land use also states the need for public education and involvement every step of the planning process.

Impacts on citizens, roads, businesses, schools, and natural resources must be made public. Projects must show cost to each level of government.

The proposed financing and land use in the corridor are very controversial. Residents, taxpayers, school districts, etc., should have been notified and encouraged to provide feedback before the mayor signed Lake County's form letter to the Toll Authority agreeing to move the project forward.

This was a major step, taken without village board approval, or public notice and input.

Mary Mathews

League of Women Voters -- Lake County