



ROUTE 53
INFORMATIONAL MEETING

VILLAGE OF LONG GROVE

OCTOBER 20, 2015



Rt. 53 Informational Meeting

AGENDA

- Welcome & Overview
- **Brief** History: 1960's to Present
- Primary Issues for Corridor Communities
- Photo Simulation
- Corridor Community Actions
- Next Steps - Citizens Involvement
- Q&A
- Wrap-Up

Rt. 53 Informational Meeting

- Overview
 - Presentation Format: Provide Information & Status
 - Not an “anti” or “pro” extension meeting
 - Intended to inspire awareness & dialogue
 - Note Cards for Questions
 - Q&A

Special Thanks

Special Thanks to Our Friends, Neighbors
and Elected Officials in Hawthorn Woods
who took the initiative to assemble
much of the information being shared
tonight!



Stated Extension Benefits

- Residents can get around easily, with access to shopping and other amenities.
- Businesses grow in existing communities with access to workers, infrastructure, and transit service.
- Parks and open space are preserved and connected by greenways with access to trails for hiking, cycling, and other healthy activities.
- Infrastructure investments achieve the maximum benefit from precious funding resources.

Source: <http://www.lakecorridorplan.org/>

History

Brief Route 53 Extension Project Timeline

Extension of Route 53 has been discussed since the 1960's when the original right of way was envisioned

**SO... WHY THE URGENCY TO
LEARN MORE NOW?**

History

Brief Route 53 Extension Project Timeline

- Between 1970 and 1990 IDOT begins acquiring property for the proposed extension. **Currently about 65% of the ROW is owned by the State of Illinois**
- 1993 – Illinois General Assembly authorizes the Illinois Tollway to extend IL Rt. 53

History

Brief Route 53 Extension Project Timeline

- 2001 – Draft Environmental Impact Statement (DEIS) contemplates many alternatives, settled on two –
 - Illinois 83/US Route 45/US Route 12
 - Route 53 Extension

- The now famous FAP 342 R.O.W. signs were posted...



History

Route 53 Extension Project Timeline

- 2001 – DEIS presented... lack of consensus
- 2003 – ITA estimated cost: \$1.86B
- 2006 – Corridor Planning Council (CPC) formed for Rte. 120 expansion
- CPC develops Unified Vision Plan to include Rt. 53

History

Brief Route 53 Extension Project Timeline

- 2009 – A nonbinding voter referendum question is asked of voters – “Shall the State of Illinois construct the extension of Illinois Route 53 from Lake Cook Road northerly to the existing Illinois Route 120?”

Referendum Passed

History

Brief Route 53 Extension Project Timeline

- 2010 – Lake County leaders lobby ITA to adopt Rt. 53 extension project
- 2010 – Chicago Metropolitan Agency for Planning (CMAP) identified Rt. 53 as a **priority project** in their GO TO 2040 Regional Plan
- 2011 – Tollway, Lake County, and CMAP create the Blue Ribbon Advisory Council (**BRAC**)
- 2012 – BRAC concludes **Consensus**
- 2013 – CMAP sets up **Finance** and **Land Use** Committees made up of local leaders and other stakeholders – **Village of Long Grove** is represented

History

Brief Route 53 Extension Project Timeline

- 2013 – Tollway approves **\$4 million contract** with TranSystems Corp to plan for extension project
- 2014 – CMAP finalizes GO TO 2040 plan, ranks Rt. 53 project as their **highest priority project** in its effect on regional congestion

History

Brief Route 53 Extension Project Timeline

- 2015 – Finance Committee approves and recommends a funding package to the Tollway that **includes local tax dollars** in the amount of \$115 - \$153 million to assist in the funding of the project and recommends moving forward with next steps
- 2015 – Land Use Committee to issue final report (Land Use Plan) and make recommendation to Tollway Authority **by end of 2015**

Issues Facing Corridor Communities

- BRAC REPORT
- FINANCING
- LAND USE
- ENVIRONMENTAL

Blue Ribbon Advisory Council

Corridor Community Concerns

- BRAC Formed July 2011
- Included transportation representatives, selected government officials, and business/environmental groups however **did not include representatives from any communities in the actual Rt. 53 corridor path**

Communities **NOT** included in BRAC:

- Village of Hawthorn Woods
- Village of Kildeer
- Village of Mundelein
- Village of Round Lake
- Village of Long Grove

Illinois Route 53 Blue Ribbon Advisory Council

David Stolman	Council Co-chair, Lake County Board Chair
George Ranney	Council Co-chair, President and CEO Metropolis Strategies and Prairie Holding Corporation
Gerald Adelmann	President and CEO, Openlands
MarySue Barrett	President, Metropolitan Planning Commission
Randy Blankenhorn	Executive Director, Chicago Metropolitan Agency for Planning
Jeff Braiman	Buffalo Grove Village President, Northwest Municipal Conference representative
Carolina Duque	Executive Director, Mano a Mano Resource Center
Chris Getselhart	President, Lake County Audubon Society
Jacky Grimshaw	Vice President of Policy, The Center for Neighborhood Technology
Lynn Kerner	Director, Lake County Building and Construction Trades Council
David Kennedy	Executive Director, American Council of Engineering Companies
Mark Knigge	Wauconda Mayor, Lake County Municipal League representative
Howard Learner	Executive Director, Environmental Law and Policy Center
Arlene Mulder	Arlington Heights Mayor, Northwest Conference of Mayors representative
Jorge Ramirez	President, Chicago Federation of Labor
Leanne Redden	Senior Deputy Executive Director, Regional Transportation Authority
Leon Rockingham	North Chicago Mayor, Lake County Council of Mayors representative
Maria Rodriguez	Vice-Chair, Lake County Stormwater Management Commission
Kathy Ryg	President, Voices for Illinois Children and former state representative
Michael Sands	Executive Director, Liberty Prairie Foundation
Ann Schneider	Acting Illinois Secretary of Transportation
Michael Sturino	President and CEO, Illinois Road and Transportation Builders Association
Jerry Weber	President, College of Lake County
Doug Whitley	Illinois Chamber of Commerce
Suzanne Zupec	Chair, Lake County Transportation Alliance
Ex-Officio Member	State Representative Rita Mayfield, 60 th District
Ex-Officio Member	State Representative Sidney Mathias, 53 rd District
Ex-Officio Member	State Senator Terry Link, 30 th District
Ex-Officio Member	State Senator Suzi Schmidt, 31 st District

Blue Ribbon Advisory Council

Long Grove BRAC Participation/Actions

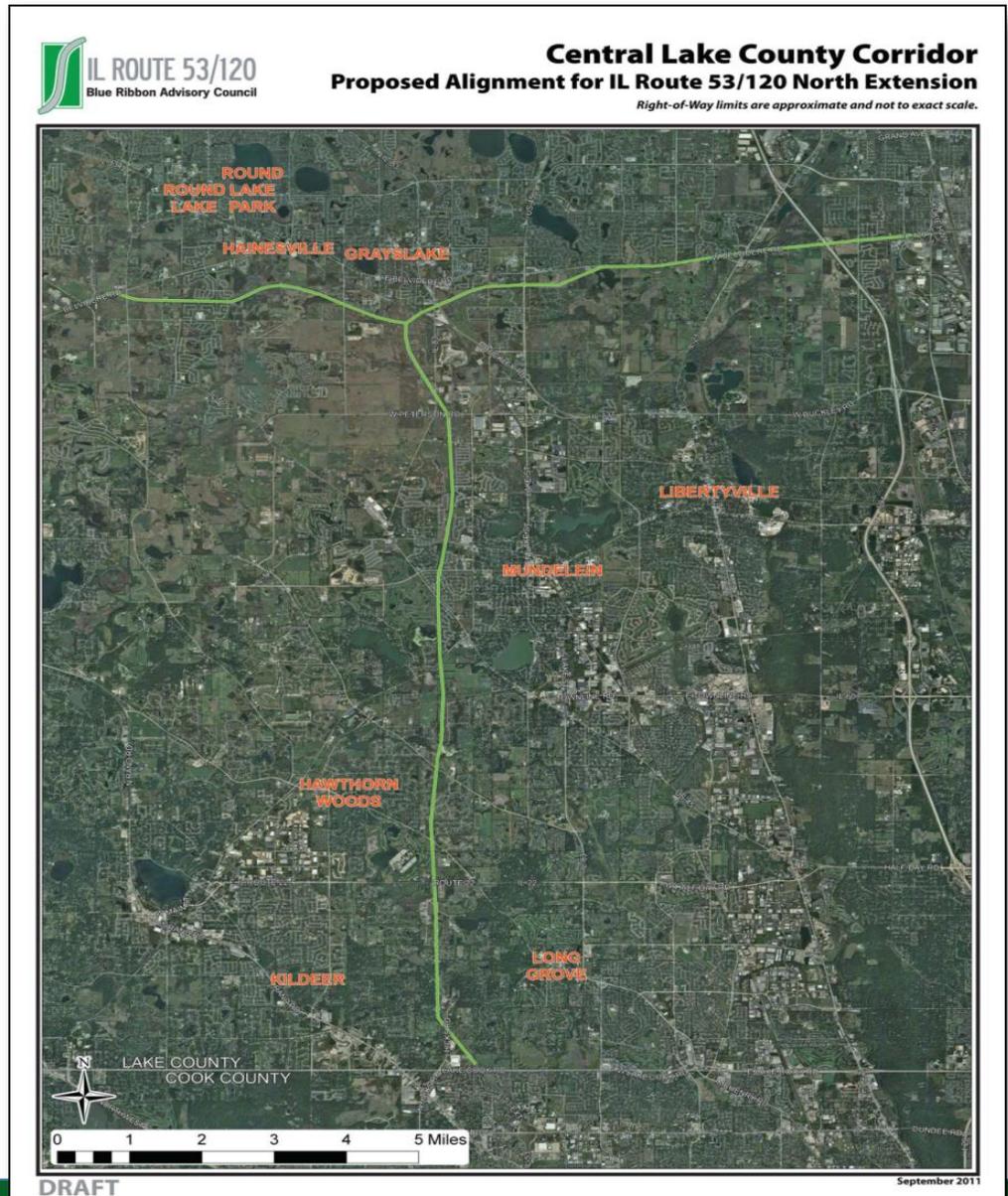
- July 2011 - Blue Ribbon Advisory Council (BRAC) - Village President Maria Rodriguez Representing Lake County Stormwater Management Commission.
- October 2012 - Long Grove Resolution 2012-R-21 Supporting BRAC Study. **Approved**
- September 2013 - Long Grove Resolution 2013-R-25 Ratifying Resolution 2012-R-21. **Approved**
- September 2013 - Land Use and Finance Committees formed with all corridor communities represented **including Long Grove.**

Blue Ribbon Advisory Council

Corridor Community Concerns

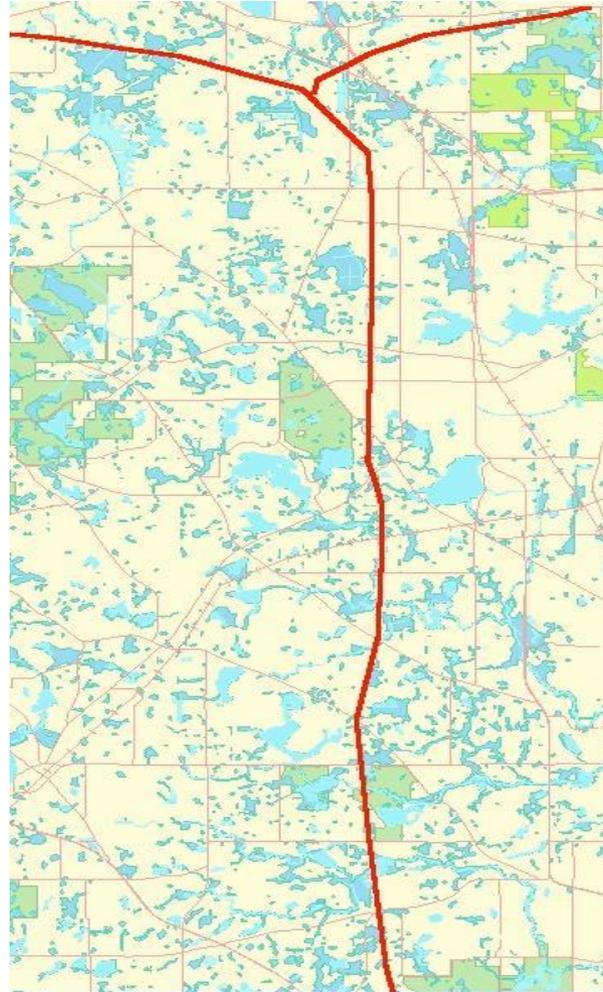
- BRAC recommended a **“Regional” development plan** impacting corridor communities (including the Village of Long Grove) along the route
- BRAC report recommended **local funding** for a regional Tollway completely contradictory to other Tollway funding programs such as the Tri-State

2011 BRAC Map

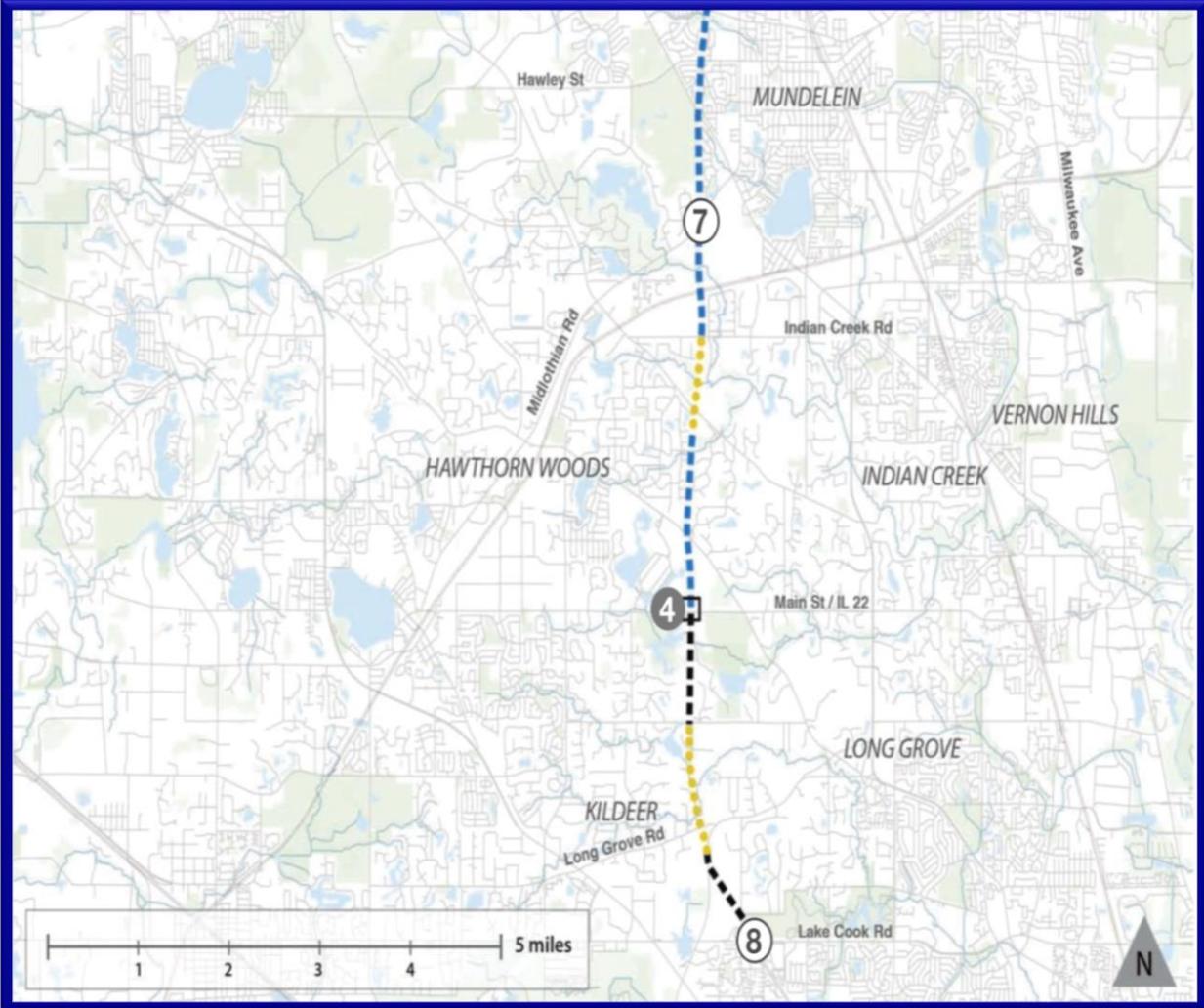


2011 BRAC Map

Why Here?



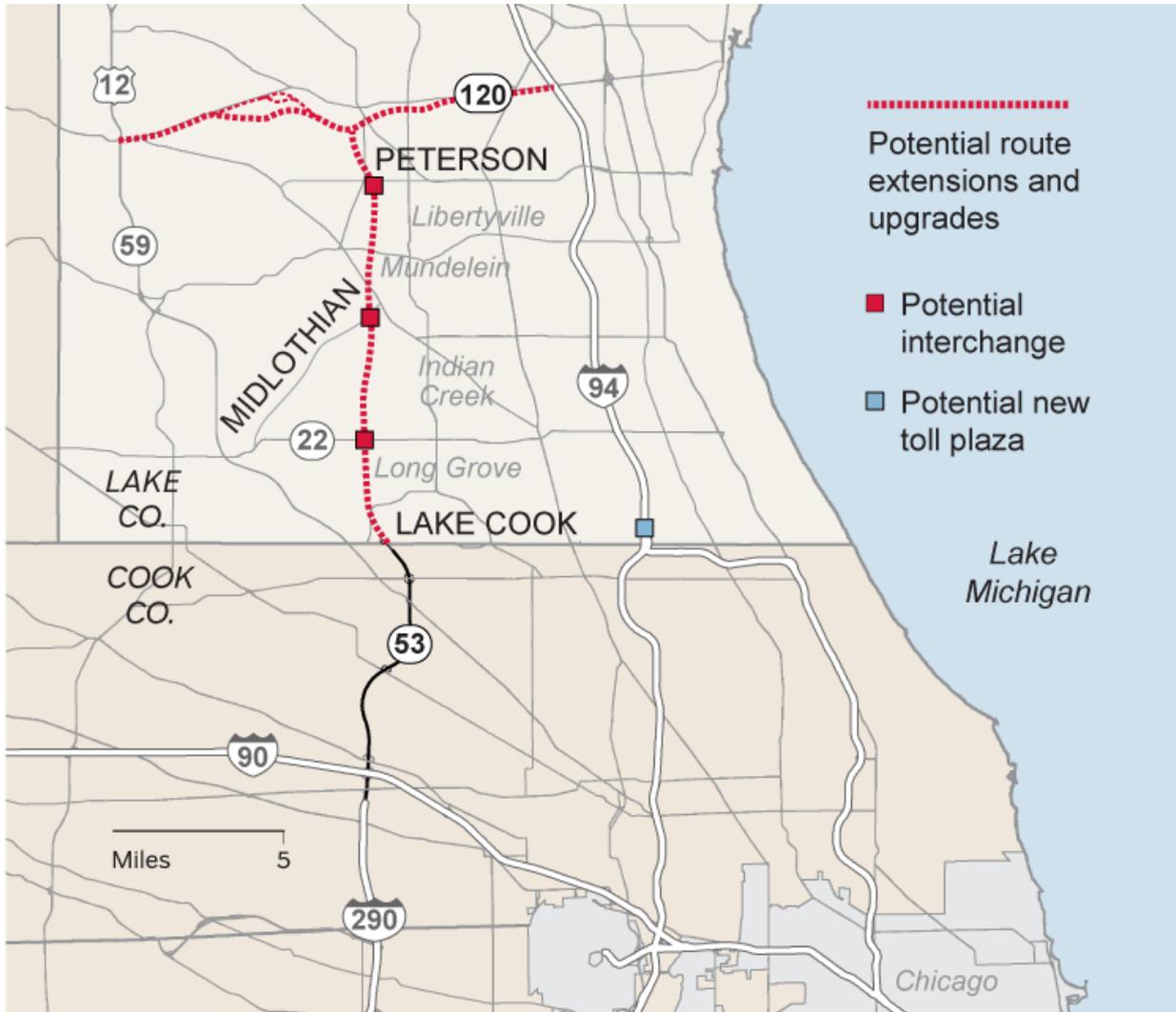
2011 BRAC Map



Issues Facing Corridor Communities

Routing

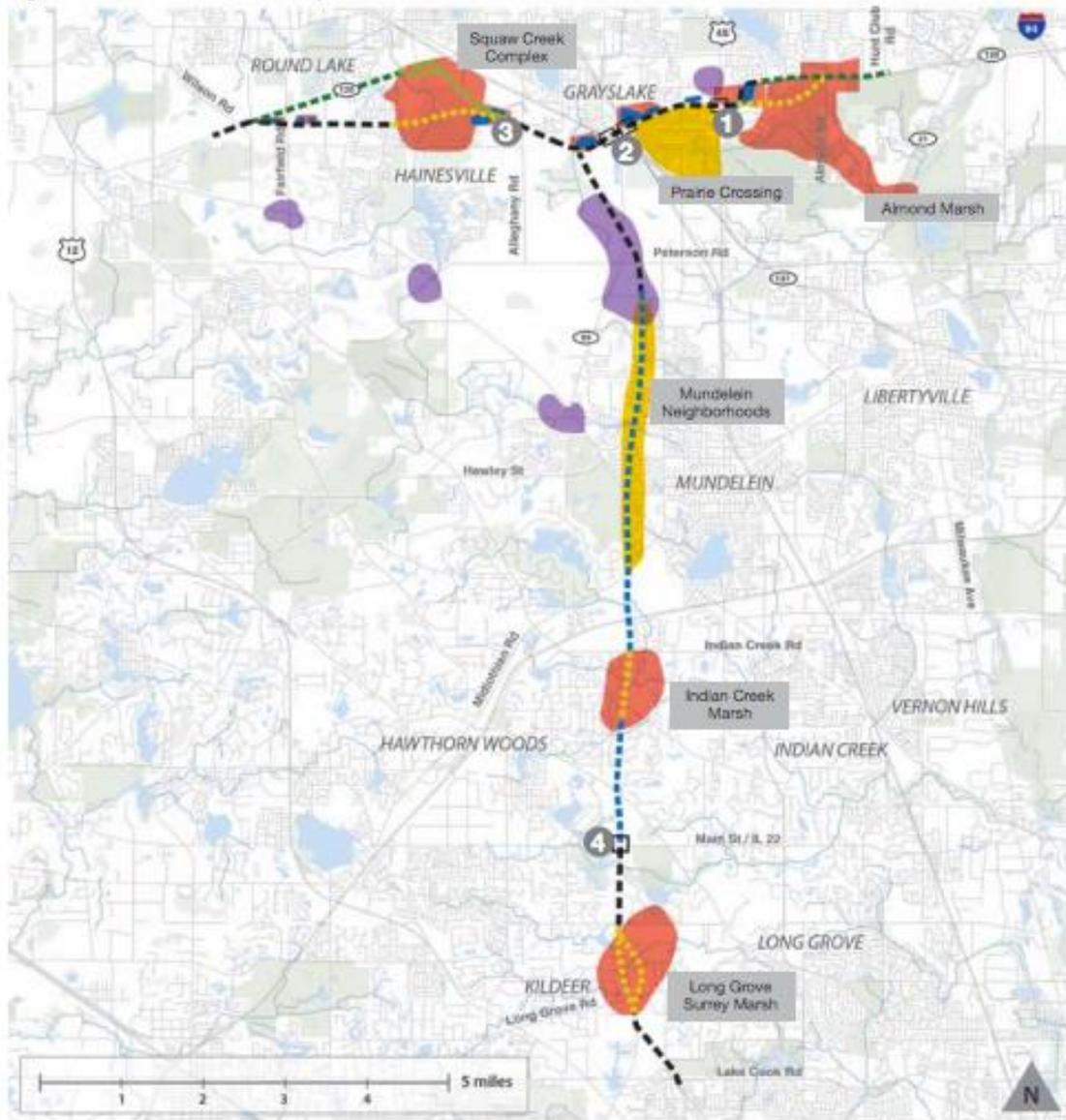
- Roadway routed through multiple marshes, creeks and wetlands
- Anticipated roadway crossovers at:
 - Old McHenry Road
 - Gilmer Road
 - Indian Creek Road
 - Midlothian Road
 - Canadian National railroad tracks
- Impact to homes on adjacent Right of Way (ROW)



- Potential route extensions and upgrades
- Potential interchange
- Potential new toll plaza

Interchanges

Figure X: Council Resolution Map



Roadway Design

- ■ ■ Depressed roadway (5'-7'), berms (5'-7'), environmental treatments, with mainline depressed interchanges
- ■ ■ Depressed roadway (5'-7'), berms (5'-7'), environmental treatments, narrow median with mainline depressed interchanges
- ■ ■ At-grade roadway, widen and resurface, environmental treatments
- ● ● Elevated, open causeway on pylons through wetlands
- ■ ■ At-grade roadway, split couplet

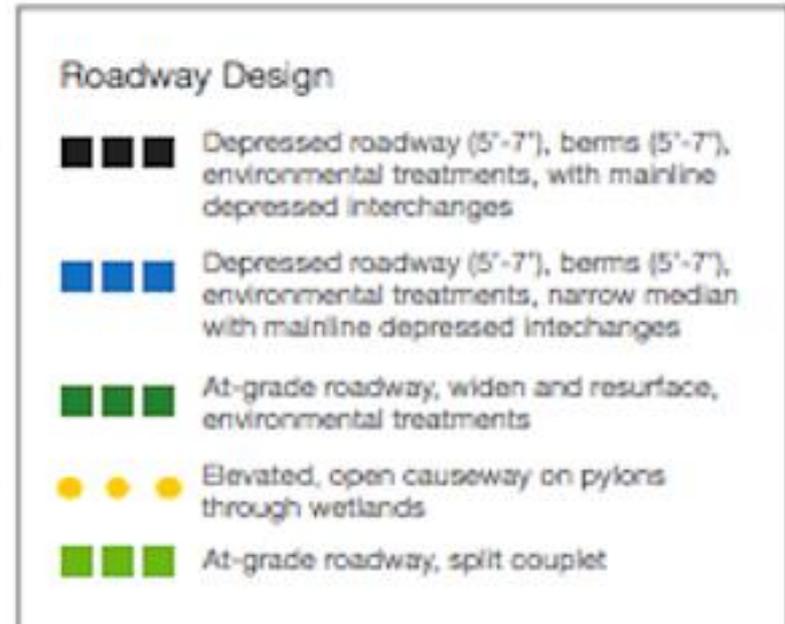
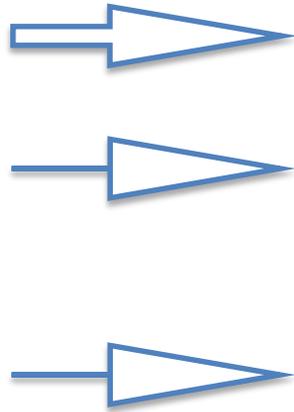
Specific Interchange and Crossing Design

- ① Mainline depressed interchange
- ② Tunnel or underpass beneath railroad tracks
- ③ At-grade interchange
- ④ Mainline depressed interchange with standard median

Land Use

- Priority sensitive lands (includes lands initially identified for further protection, restoration and/or mitigation)
- Residential areas
- Potential new economic development areas
- Sites identified for stormwater treatment

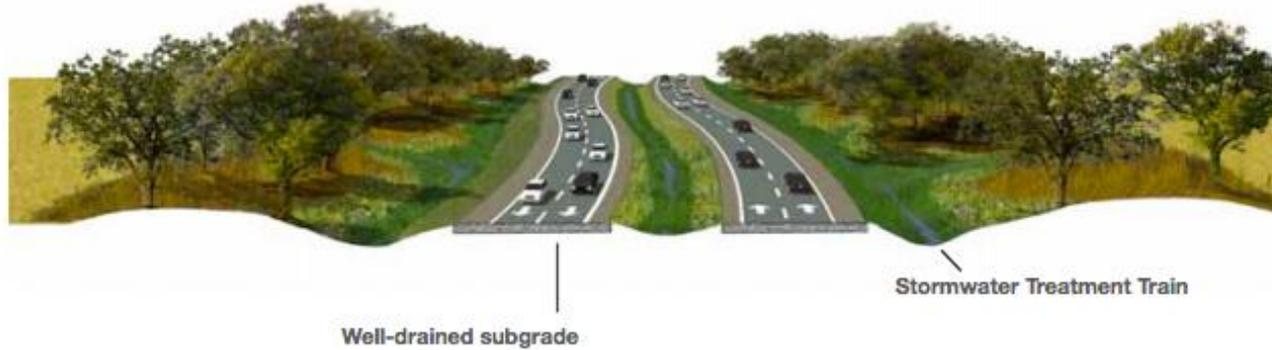
Roadway Designs Through Long Grove



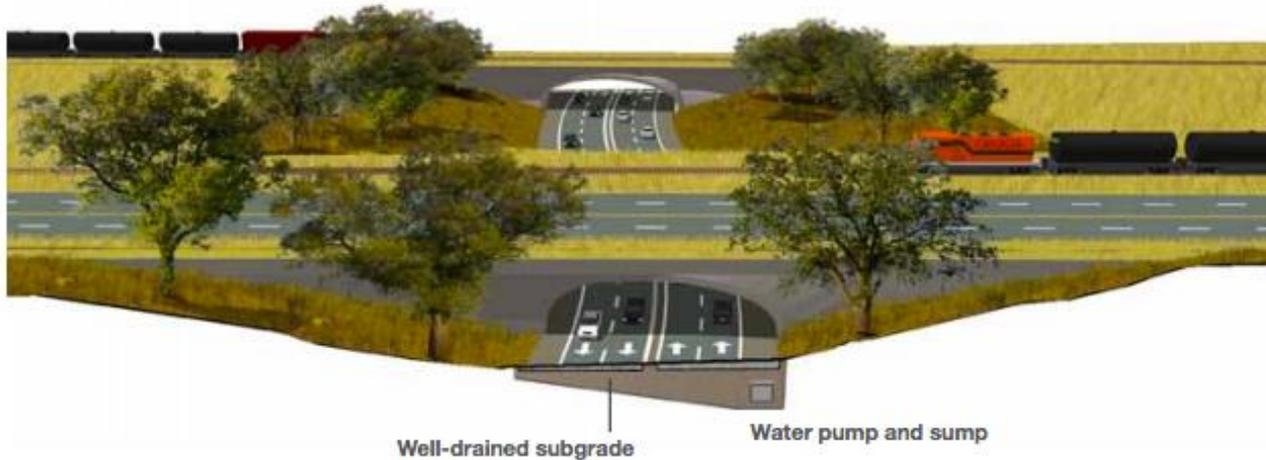


Depressed roadway, berms, environmental treatments, with mainline depressed interchanges

Specifications = 5'-7' berms, 12' lanes



Tunnel or underpass beneath railroad



Roadway Designs Through Long Grove



Depressed road, berms, environmental treatments, narrow median with mainline depressed interchanges

Specifications = depressed grade 5'-7', berms 5'-7', 12' lanes, barrier separated



- ● ● *Elevated, open causeway on pylons through wetlands*
Specifications = 12' lanes, barrier separated



Issues Facing Corridor Communities

Proposed Financing

- Roadway construction estimated at \$2.3 - \$2.65 billion in 2020 dollars
- \$0.04 per gallon gas tax in Lake County
- Multi-jurisdictional TIF district in corridor communities only
- Highest tolling rates in entire state/region
- Congestion pricing

Issues Facing Corridor Communities

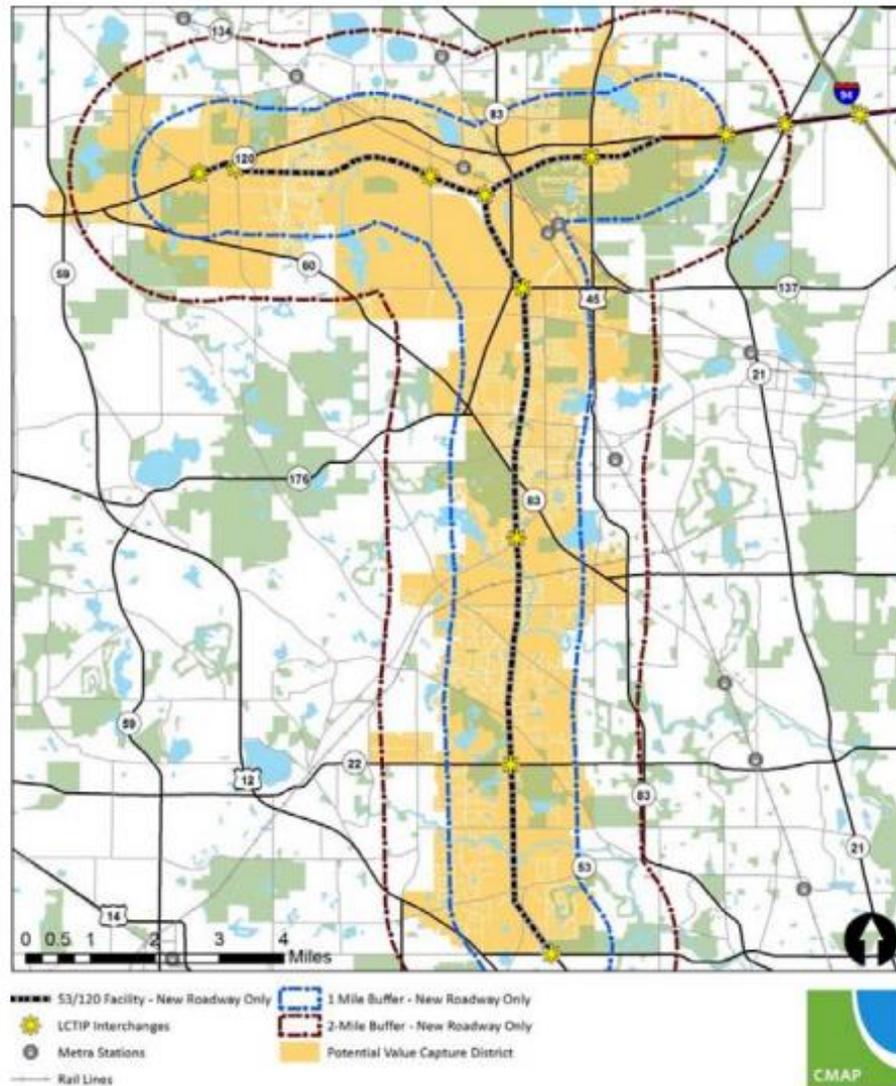
Proposed Financing

- Most expensive road in the country, average of \$200 million dollars per mile
- Most expensive Tolling in state, \$0.20 cents per mile vs \$0.06 cents on existing Tollway
- Tolls double during peak use hours

Issues Facing Corridor Communities Proposed Financing

- Multi-jurisdictional TIF District to capture 25% of new non residential development

Figure X. Potential Value Capture District, One and Two Mile Buffers



Issues Facing Corridor Communities

Proposed Financing

- Dollars lost from corridor Villages, School Districts, Fire Districts, Townships, Library Districts, and all other taxing entities
- Only communities in corridor will be in TIF, all other communities will be exempt
- \$81-\$108 million in TIF Dollars

Issues Facing Corridor Communities

Land Use

- Start-up Memorandum Of Understanding by the end of 2015 – a “pre-
- Corridor Land Use Plan
 - Addressing the needs of the community and
- Intergovernmental Agreement (IGA) between corridor communities to enforce Land Use plan

**WITHDRAWN ON AUGUST 11, 2015
BY LAKE COUNTY BOARD CHAIRMAN,
AARON LAWLOR
REASON: NEGATIVE FEEDBACK FROM
CORRIDOR COMMUNITIES**

Issues Facing Corridor Communities

Land Use

- Rationale for Corridor Community Opposition...
Creation of Corridor Planning Council to oversee Land Use plan:
 - **Creates additional layer of approval and bureaucracy for development**
 - **Allows for bias from outside stakeholders on local projects**
 - **Would have chilling affect on local development visions**
 - **Politicizes development process**
 - **Loss of local municipal authority in decision making pursuant to current statutes**

Issues Facing Corridor Communities Land Use

Projected Development along the Rt. 53/120 corridor

- 22.9 MILLION sq. ft. of industrial, office, and retail space
- 25,500 new residential units* (50%/50% single/multi family)

Lake County Transportation Alliance says...**

...designed to be a "modern boulevard" with "bike paths." It will preserve our "community character" while it also protects our "natural environment."

* <http://lcta1.com/index.php/issues/il-53-120-modern-parkway-master-plan>;
Lake County Transportation Alliance - IL 53/120 Modern Parkway Master Plan.

** LCTA Members: <http://lcta1.com/index.php/membership/member-list>
LCTA Board: <http://lcta1.com/index.php/about/board>

Figure X. Proposed Land Use Changes in the Central Lake County Corridor

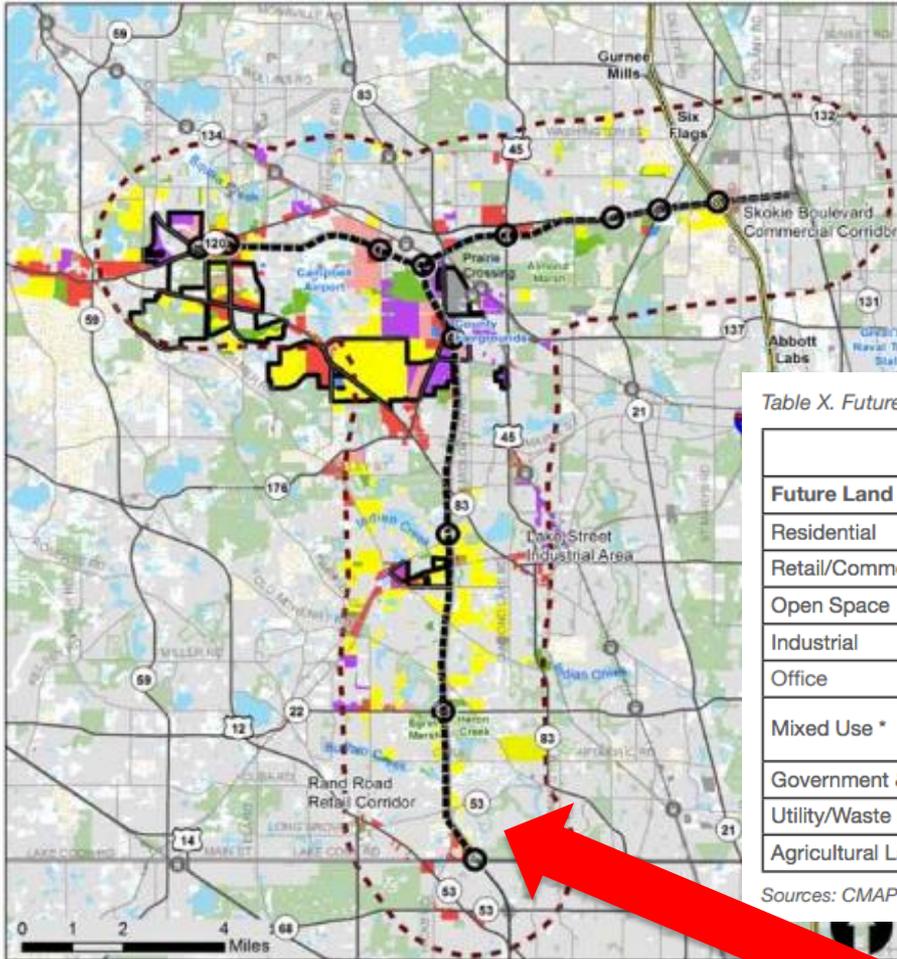


Table X. Future Land Use Change within Two Miles of the Proposed Route 53/120 Corridor

Future Land Use Change	Future Added Acres		Estimate Development	
	from**	to**	from**	to**
Residential	5,200	6,510	8,220 Units	12,450 Units
Retail/Commercial	2,420	3,050	31,210,000 Sq Ft	38,300,000 Sq Ft
Open Space	1,720	1,420	1,720 Acres	1,420 Acres
Industrial	1,670	2,360	19,700,000 Sq Ft	21,920,000 Sq Ft
Office	840	1,350	14,510,000 Sq Ft	26,340,000 Sq Ft
Mixed Use *	120	120	1,190 Units 1,350,000 Sq Ft	1,190 Units 1,350,000 Sq Ft
Government & Institutional	90	130	No Data	No Data
Utility/Waste Facilities	20	20	No Data	No Data
Agricultural Land***	2,890	N/A	N/A	N/A

Sources: CMAP analysis of CoStar Data, municipal and county Comprehensive Plans and approved major developments.



LONG GROVE

Issues Facing Corridor Communities

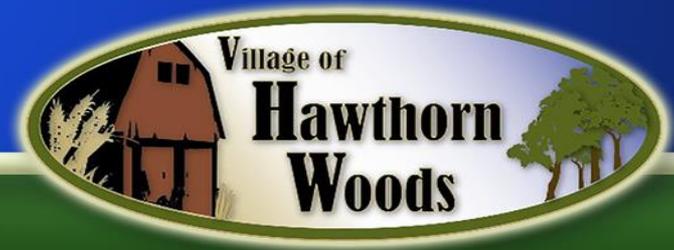
Environmental

- Noise
- Ambient light
- Salt spray
- Visual pollution
- Piers in marsh
- Future potential expansion from 4 lanes to 6 lanes
- Wetland impacts on flora & fauna habitat
 - Sandhill Crane
 - Great Blue Heron
 - Great Egret

Photo Simulations

- Gilmer Road looking west
- Gilmer Road looking east
- Lisa Lane looking east
- Edward Lane looking east
- Oneida Lane looking west

Simulations Courtesy:





View: Looking east on Gilmer Road past Darlington Drive





Gilmer Road

View: Looking east on Gilmer Road past Darlington Drive
Note: Measurements are approximate





View: Looking west on Gilmer Road past Hawthorn Grove Drive





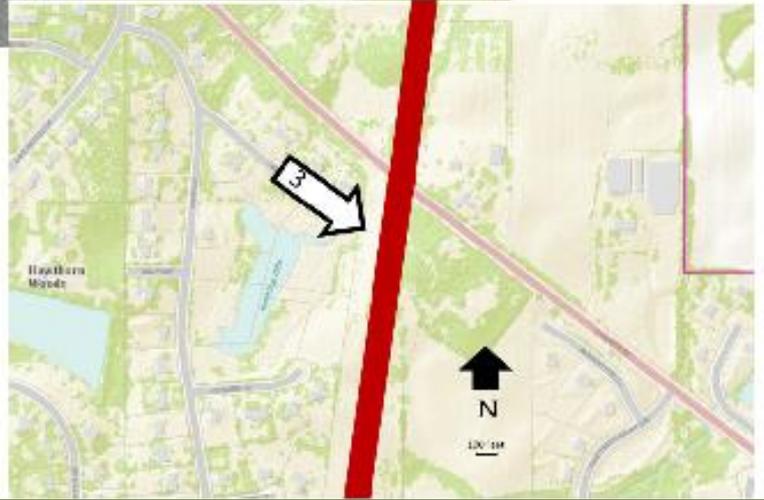
View: Looking west on Gilmer Road past Hawthorn Grove Drive
Note: Measurements are approximate





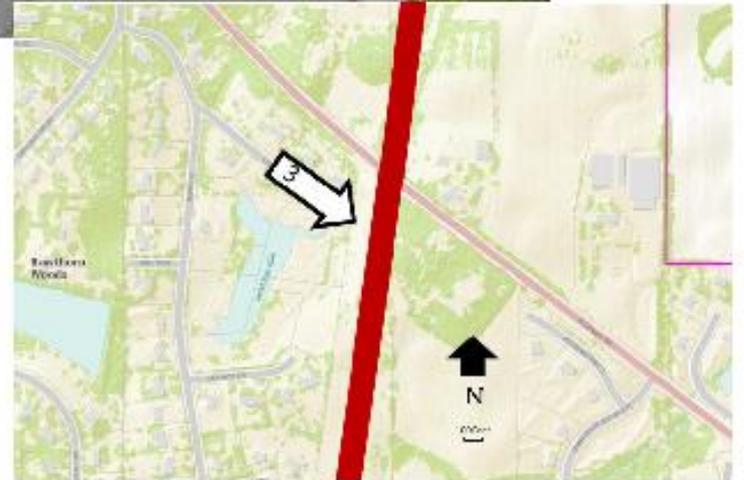
Lisa Lane

View: Looking east at the end of Lisa Lane





View: Looking east at the end of Lisa Lane





Edward Lane

View: Looking east at the end of Edward Lane





Edward Lane

View: Looking east at the end of Edward Lane





Seneca West Avenue

Oneida Lane

View: Looking west at the end of Oneida Lane



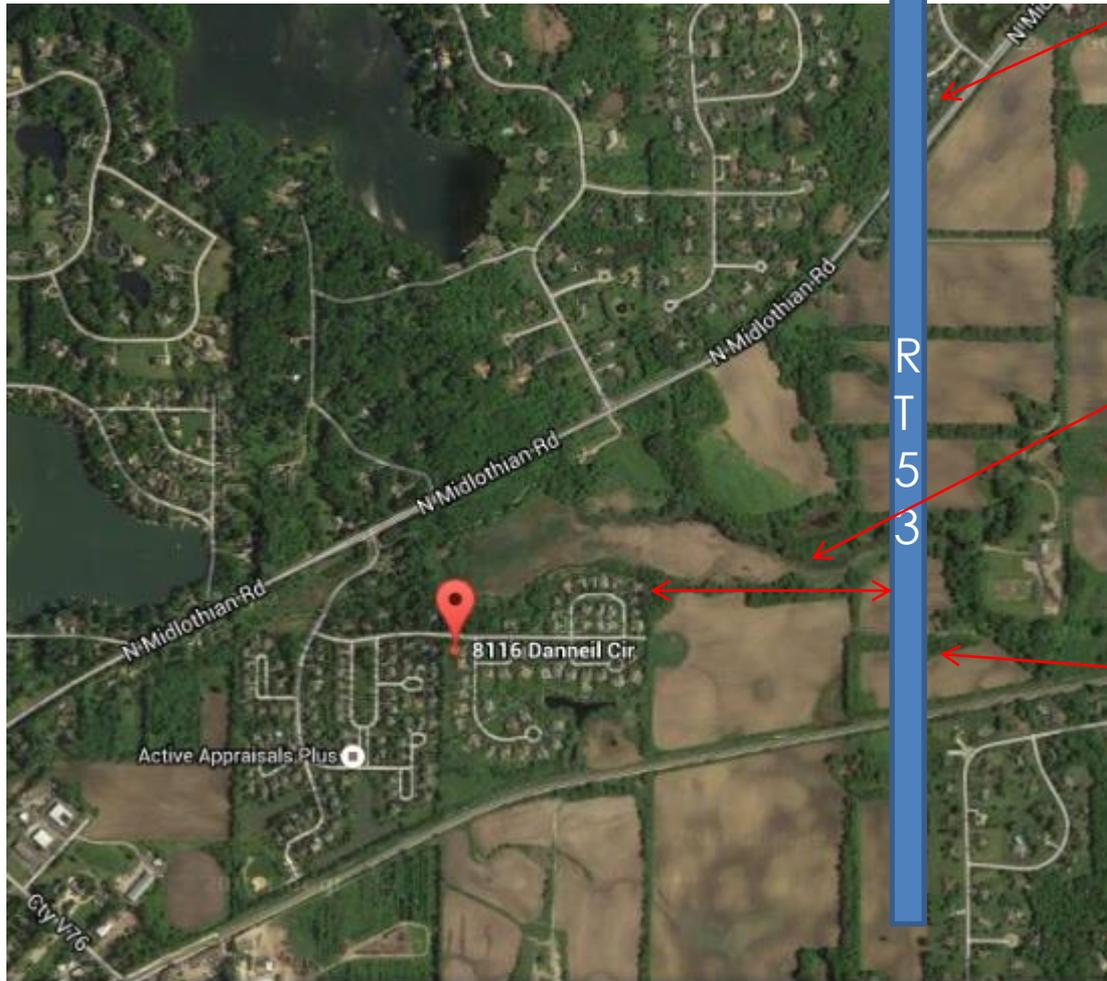


View: Looking west at the end of Oneida Lane



Hwy 53 - Approximate Location

**Midlothian
Road
Intersection**



Proposed
On / Off Ramps

1400 to 1500 feet is
estimated distance
from the edge of
Breckenridge to
Highway

Will the highway be
Elevated over the
train tracks
and remain elevated
as it crosses
Midlothian?

Issues Facing Corridor Communities Environmental

“There is perhaps no location that presents a greater challenge for the construction of an environmentally sensitive roadway than the proposed corridor for Route 53/120.”

~ Blue Ribbon Advisory Council report June, 2012

Jim Bland

Environmental Researcher & Specialist

- Impervious cover and aquatic communities
- Salt control or lack thereof
- Tax impacts, gentrification and lack of ability to predict tax consequences

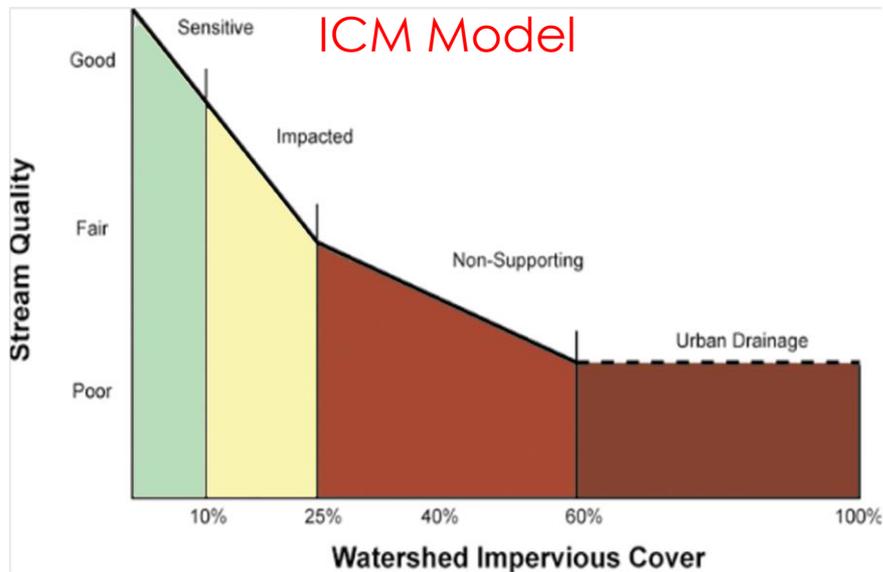
Issues Facing Corridor Communities

Environmental

Importance of Impervious Cover (IC)

Impervious cover = roofs, highways, pavement, sidewalks, driveways, development lawns with limited soil horizon

Anything that intercepts water and doesn't let it infiltrate



1. Impervious cover for existing watersheds
2. Projected IC for corridor
3. Projected IC outside corridor
4. Estimated IC impacts as W.Q. stressor
5. E/T fish species along corridor
6. IC model from 250 studies nationwide and locally

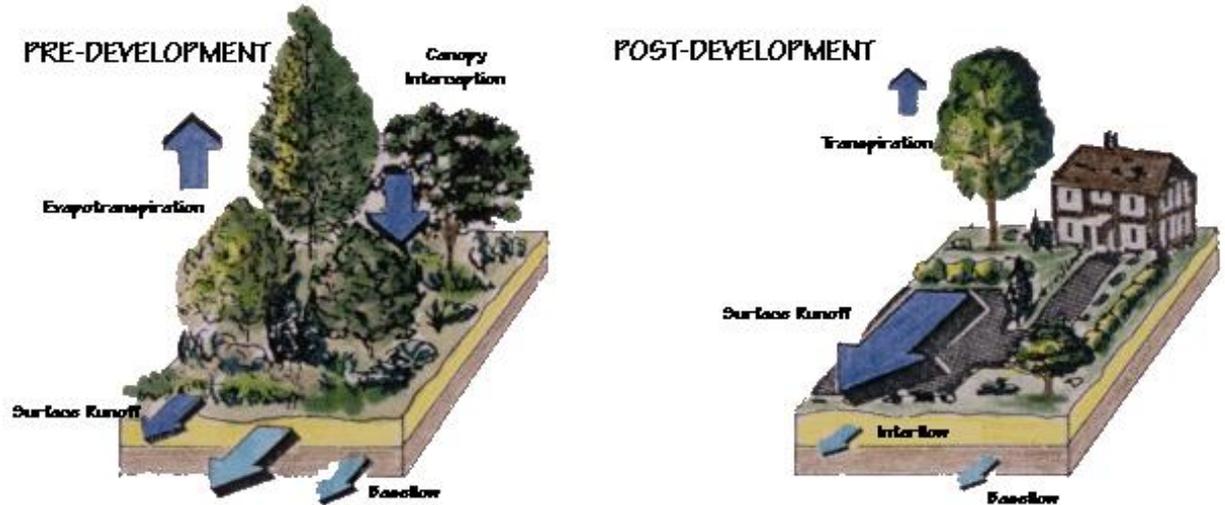
Issues Facing Corridor Communities Environmental

Importance of Impervious Cover

Impervious cover
impacts:

Hydrology
Geomorphology
Habitat
Biology

WATER BALANCE



Impacts both high and low flow. Higher flood discharge lower base flows.

Issues Facing Corridor Communities

Environmental

Importance of Impervious Cover

Geomorphology Effects

Stream widening & erosion
Reduced fish passage
Degradation of habitat structure
Decreased channel stability
Loss of pool-riffle structure
Fragmentation of riparian tree canopy
Decreased [substrate](#) quality

From Center for Watershed Protection



Stream with 20% IC. Not all streams will experience this type of erosion. Habitat and fish passage impacts are already in evidence on DesPlaines corridor streams (i.e. blockage on Bull Creek watershed).

From Center for Watershed Protection

Issues Facing Corridor Communities

Environmental

Importance of Impervious Cover

2013 fishery study of the DesPlaines River by IDNR, ACOE, IDNR

Conclusion = *"Therefore we think that the fish communities within the DesPlaines River watershed are responding to the reduction in water quality associated with increased urbanization"*

USGS Scientific Investigations (2001) of Fox and DesPlaines River

Indices of fish and macroinvertebrate communities declined sharply from 0 to 30% urban land cover.

Schueler, Center for Watershed Protection, 2009

"...available science generally reinforces the validity of the ICM model as a watershed planning tool to forecast the general response of freshwater streams as a result of future land development"

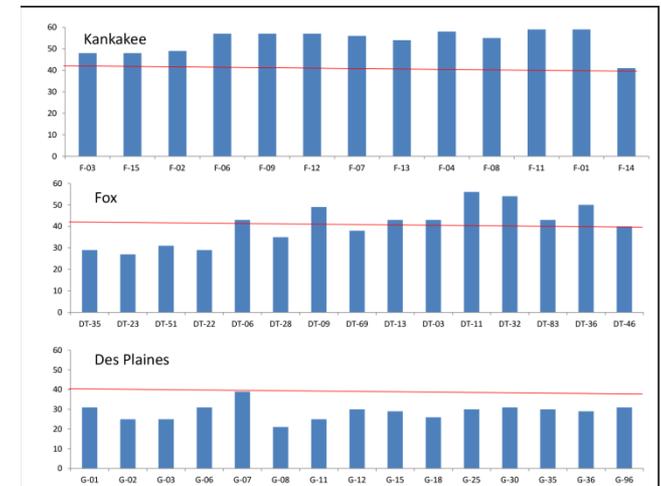
Issues Facing Corridor Communities

Environmental

Importance of Impervious Cover

Other Water Quality Issues

- Salt water intrusion
 - 2000 mg/l measured off existing tollway
 - County Lake status (230 mg/l)
 - CMAP reliance on treatment trains
- E/T species
- Global warming and drought response
- Lack of appropriate , detailed hydrologic and hydraulic modeling
- PAH coal-tar seal coating



Fish IBI metrics for the Kankakee, Fox and DesPlaines River. From Illinois DNR

Corridor Community

Actions to Date

- Village of Hawthorn Woods
 - Finance/Land Use Committees
 - 18 months of meetings
 - Staff/Task Force presence
 - Letter of objection to ITA, CMAP, Lake County and Governor
 - Governor Rauner meeting
 - CMAP meeting
 - Lake County meeting
 - Task Force meetings

Corridor Community

Actions to Date

- VHW - Voted “NO” to Finance Committee funding package recommendation to Tollway
- VHW - Voted “NO” on Working Group recommendation to create CPC
- VHW - Engaged 5 communities in actual corridor to collaborate on common concerns
- VHW - Hosted meetings with 5 communities to discuss strategies on how to address concerns
- CC - Sent two letters unified with the 5 corridor communities all signing to Tollway, CMAP, IDOT, Lake County and Governor

Corridor Community (VHW)

Actions to Date

Letter from the 5 corridor municipalities
of Hawthorn Woods, J. Mundelein, Kildeer,
requests:

**WITHDRAWN ON AUGUST 11, 2015
BY LAKE COUNTY BOARD CHAIRMAN,
AARON LAWLOR
REASON: NEGATIVE FEEDBACK FROM
CORRIDOR COMMUNITIES**

• Tax distribution to Corridor
communities only
• Further votes until concerns addressed

What's Happening Now

Land Use Committee deliberation and recommendation to Tollway - Next Step: \$100 million Phase I Engineering and Environmental Impact Study.

PUBLIC COMMENT PERIOD ENDS:

OCTOBER 23, 2015

Additional Perspectives / Comments

Perhaps for Future Consideration

- Financial – TIF Details and Project Costs
- Environmental – Broader Implications from both Safety and Wetlands Impact
- Land Use/Engineering
 - Village Engineer Mike Shrake and/or;
 - Bill Rickert, RHNG Engineering

What's Next

- Citizen involvement
 - Contact
 - Toll Authority
 - Lake County representatives
 - CMAP
 - IDOT
 - Governor Rauner
 - www.lakecorridorplan.org

Route 53 Informational Meeting

Resident Questions

October 20, 2015

Route 53
Informational Meeting

THANK YOU!

October 20, 2015