



Illinois Department of Natural Resources

One Natural Resources Way Springfield, Illinois 62702-1271
www.dnr.illinois.gov

JB Pritzker, Governor
Colleen Callahan, Director

MINUTES

Illinois Route 53 Expansion Land Alternative Use Task Force

Friday, May 27

11:00 AM

Virtual Meeting

Dan Lewis, Legislative Liaison and Advisor at the IL Department of Natural Resources and the point-person for administrative support for this Task Force, began the meeting shortly after 11:00 AM after confirming that there was a quorum present. All but Representative Dan McConchie and Lake County Board Member Jessica Vealitzek were present. Doug Ower will be temporarily replacing Sam Beard as the representative from Livable Lake County.

Co-Chair and Senator Melinda Bush ran the meeting and began by asking if there were edits to the March meeting minutes, which had been posted to the task force's webpage on the IDNR website. Hearing no edits or comments, Mayor Bill Jacob motioned to approve of the minutes. The motion was seconded and subsequently approved unanimously.

Senator Bush gave the floor to Midwest Sustainability Group Executive Director Barbara Klipp, who then experienced technical difficulties attempting to share her presentation. While those were worked out offline, Senator Bush asked that Visit Lake County's John Maguire give his presentation.

John Maguire gave his presentation (**attached**) on ecotourism and the potential economic impact that a greenway/trail could have on the communities along the corridor. The presentation described existing Lake County attractions and parks, other regional and Illinois examples of similar trails, such as the 606 in Chicago, the tourism and outdoor recreation goals outlined recently by Lake County Partners, and the importance of branding and marketing the trail. After the presentation, there was brief discussion about the distinguishable individual identities of the communities along the corridor and the simultaneous importance of an overall marketing strategy. There was general enthusiasm for a greenspace connector concept.

Senator Bush then gave the floor back to Barbara Klipp, who explained that this presentation (**attached**) would be divided into three, with Pace Suburban Bus Director Linda Soto, Active Transportation Alliance Advocacy Manager Maggie Czerwinski, and herself presenting. Linda Soto presented first, discussing the importance of getting people to this proposed trail. She explained the concept of a multimodal transportation hub near the trail where visitors could access the trail by bus, rail, ride share, bike, etc. and would offer multiple amenities. Linda then went on to discuss similar Pace projects, potential relevant infrastructure improvements, and the importance of encouraging

pollinators on this trail. Maggie Czerwinski presented next, focusing on the benefits of walking and biking trails to health, safety, local economies, the environment, and equity and inclusion efforts. Lastly, Barbara Klipp presented on the potential for interconnectivity with trails and public transportation, potential trail amenities, biker and driver accommodations, the possibility of offsetting costs by installing fiber optic cables under the trail, and more.

There were no immediate questions after the presentation and because the meeting had gone over our intended length of time, Senator Bush asked that everyone bring their thoughts and questions on this presentation to the next meeting. Senator Bush then explained that the updated IDOT parcel maps and a discussion about decision-making and next steps for the task force will be addressed at the next meeting.

There were two public comments. Susan Zingle asked that the task force protect the land in the corridor. Chris Geiselhart of the Lake County Audubon Society explained that this land, which she called a green community asset, is a habitat for local birds and wildlife and that it is also used as a refuge for migratory animals.

After no further discussion, the meeting was adjourned.

Minutes by Dan Lewis, IDNR
dan.p.lewis@illinois.gov



ILLINOIS
ARE YOU UP FOR
AMAZING?
#Illin

VISIT
LAKE
COUNTY.ORG
ILLINOIS

Visit Lake County

#LetsGoLakeCou

The Official Destination Marketing Organization for Lake County, Illinois

Visit Lake County Mission:

Serve as the tourism champion and to market Lake County as a premier destination.

- * Increase visitor spending & overnight stays.
- * Contribute to economic vitality of Lake County and communities.
- * Provide sales & marketing expertise, as travel industry leaders.
- * The Certified DMO(Destination Marketing Organization) for Lake County.



Funding: State grant from hotel tax receipts, matched by 13 municipalities plus Lake County.

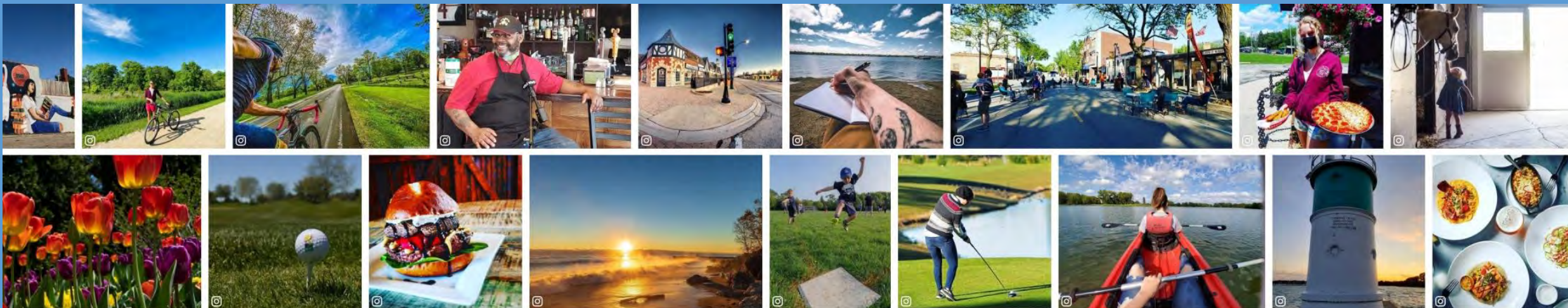
200+ industry partners & co-op advertising programs

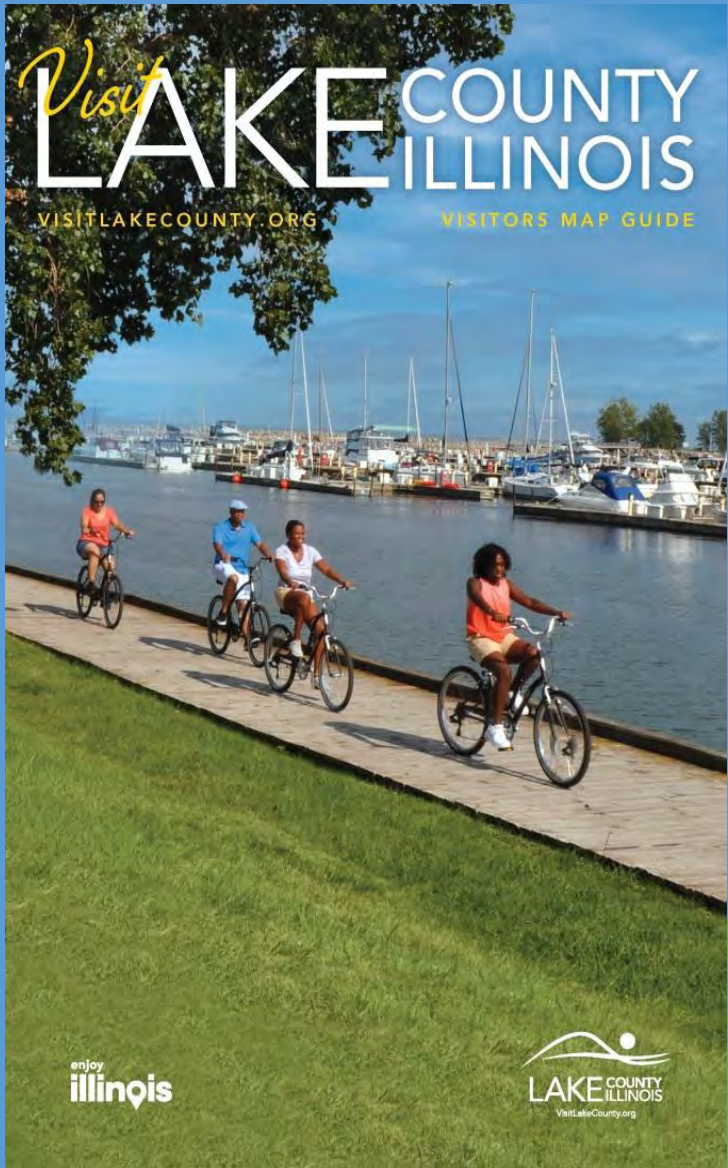
Affiliated with the Illinois Office of Tourism





Promoting all of Lake County to a diverse mix of visitors and locals alike, highlighting the best attractions and amazing experiences we offer!





Visitors Map Guide

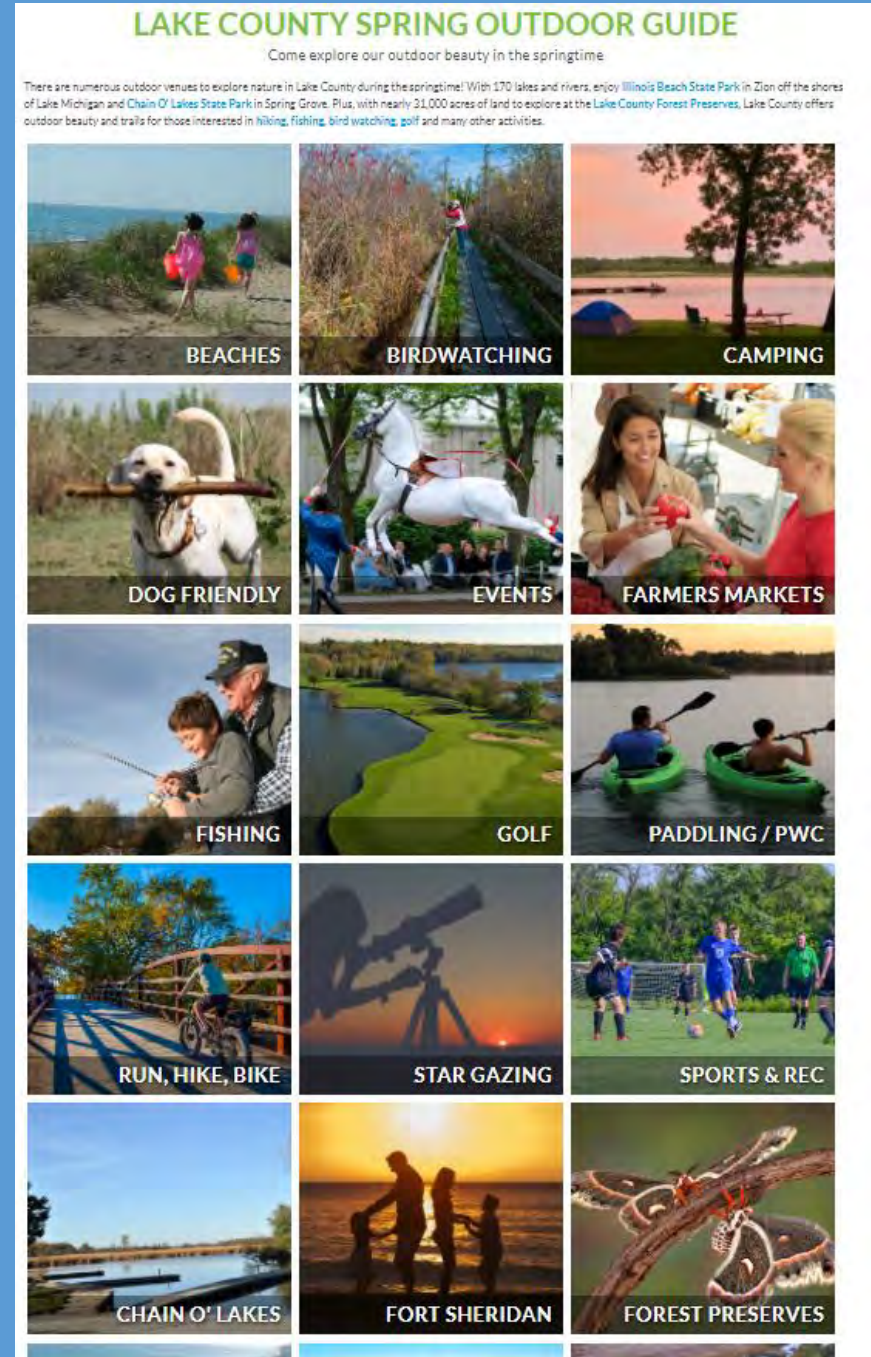
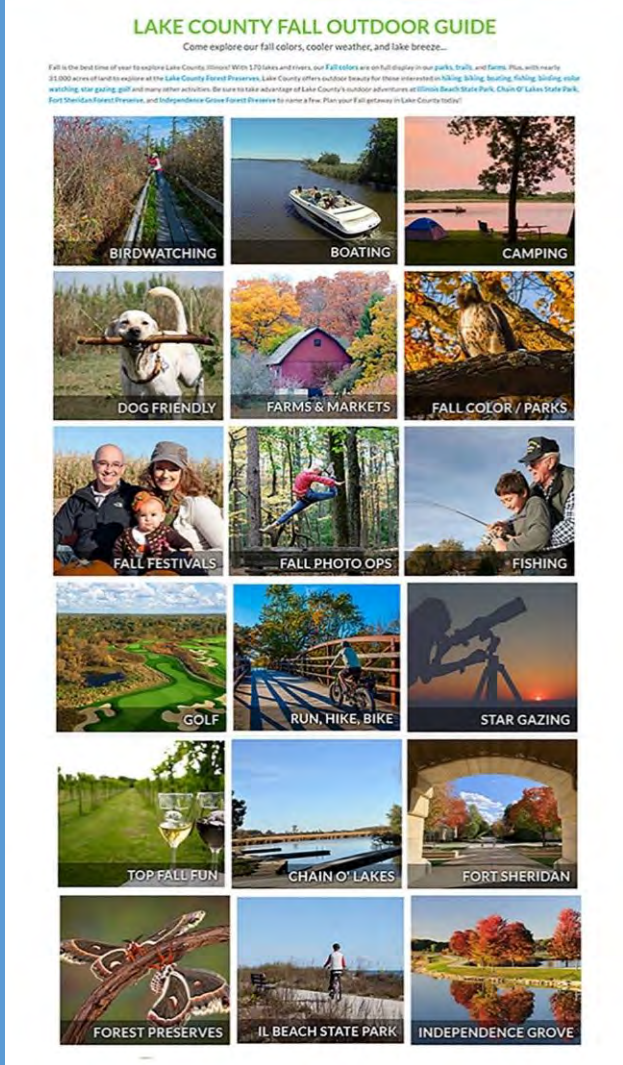
Top Website Searches

1. **Calendar of Events**
2. **VLC Home**
3. **LC Restaurant Week Listings**
4. **Six Flags Ticket Guide**
5. **LC Restaurant Week Home**
6. **LC Libation Trail Home + Check-in**
7. **Lake County Road Trips**
8. **Summer Fest Blog**
9. **Fall Outdoors**
10. **Winter Holiday Events Page**
11. **Jack-O-Lantern World**
12. **Trick or Treat Hours**
13. **Ravinia 2022 Blog**
14. **LC Restaurant Week Check-in**
15. **Spooks & Spirits Fall Campaign**
16. **101 Things To Do under \$10**
17. **Holiday Your Way Home (Winter)**
18. **Special Offers Coupons**
19. **Fright Fest Guide**
20. **Santa's Rock N Lights**
21. **Holiday in the Park Guide**
22. **LC Illuminates the Night Blog**
23. **Grayslake Balloon Fest**
24. **Dining Guide**
25. **Blog Home Page**



Top Seasonal Searches

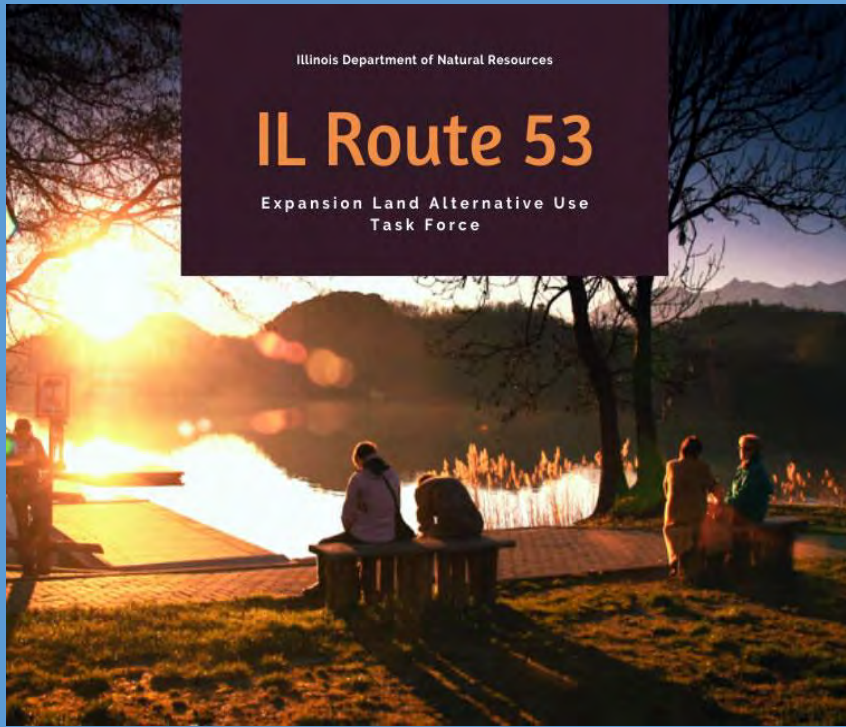
- Beaches
- Biking
- Birdwatching
- Boating
- Camping
- Dog Friendly
- Events
- Farmers Markets
- Fishing
- Golf
- Paddling/PWC
- Run/Hike
- Stargazing
- Sports & Rec
- Chain O' Lakes
- Fort Sheridan
- Forest Preserves
- North Point Marina
- Illinois Beach State Park
- Volo Bog



Illinois Department of Natural Resources

IL Route 53

Expansion Land Alternative Use
Task Force



ECOTOURISM

ec·o·tour·ism
NOUN

ecotourism (noun) · eco-tourism (noun)

tourism directed toward exotic, often threatened, natural environments, intended to support conservation efforts and observe wildlife

Miriam- Webster: **Definition of ecotourism**

: the practice of touring natural habitats in a manner meant to minimize ecological impact

Tourism/Outdoor Recreation Sites

Illinois Dept. of Natural Resources (IDNR) 2021 Annual Visitors:

Illinois Beach State Park: 1.2 million

Chain O' Lakes State Park: 321,000

Moraine Hills State Park: 800,000

Volo Bog State Natural Area: 90,000

Outdoor Activities – Economic Impact

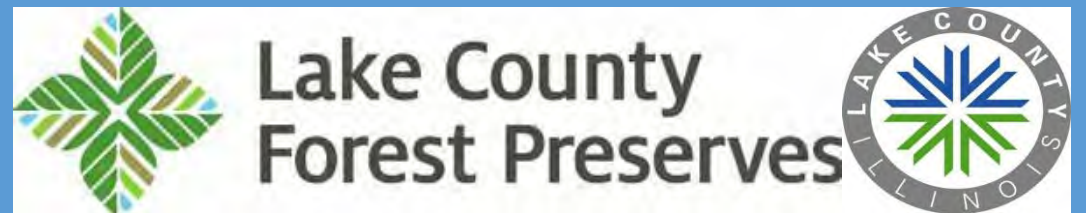
In 2021 outdoor activities generated revenues of
over \$3.2 billion (IDNR)





Lake County Forest Preserve District Visitors:

Estimated 4 million visitors pre-COVID with a 40% increase during the first year of COVID.



Lake County Partners' Comprehensive Economic Development Strategy



Excerpts:

Goal 2: Transformational Development

[...] Development should also be designed and built with environmental resiliency in mind, including green building practices, preservation of natural spaces and biodiversity, and clean energy generation.

Goal 3: Community Engagement

3.5. Make quality-of-life investments that will support tourism recovery and growth in Lake County and positively impact both residents and visitors.

3.5.1. Increase public access to natural resources and green spaces, including waterfronts and the forest preserve.

Expand trails and amenities for residents and visitors.

3.5.2. Connect trail systems to key thoroughfares to create viable commuter routes from residential areas to employment centers (see Strategy 2.3).

Get Your Kicks on Route 66, Illinois' Trail McLean County, Illinois

Development of the trail is being championed primarily at the local level, with municipal investment aimed to bolster Main Street economies and connect communities, neighborhoods and parks.

“For every \$1 invested in Illinois tourism, \$9 in Economic Development are returned”

-National Trust for Historic Preservation



ILLINOIS' ROUTE 66 TRAIL

McLean County Section

Revitalizing the "Mother Road" for Transportation, Recreation and Historic Preservation

PROJECT DESCRIPTION

Illinois' Route 66 Trail is a visionary project that will help preserve one of America's historic corridors while serving as a spine for Illinois' trail networks. When complete, the trail will span 369 miles from Chicago to St. Louis—providing an incredible opportunity to walk or bike along sections of the original brick and pavement of the legendary Route 66 that once served as a highway gateway to the West. Illinois recognizes the significance of Route 66 to their past and future, and in the past several years, increased resources and funds have been directed toward the trail and other related preservation projects. Development of the trail is being championed primarily at the local level, with municipal investment aimed to bolster Main Street economies and connect communities, neighborhoods and parks.

McLean County has shown exceptional commitment as it leads the charge in completing its segment of the trail—set to be 37.2 miles long, with 16.5 miles complete by the end of the year. With additional state funding, local governments would be able to fill the 20.7-miles of gaps that exist between already completed sections of the trail. Providing a transportation resource to both residents and tourists, this part of the trail has significant potential to increase spending and health for the county. New trails would connect Lexington and Chenoa to Towanda, Bloomington-Normal, McLean, Shirley and Funks Grove. These towns have plans in place for their trail infrastructure investments, are committed to contributing local funds to restore the "Mother Road" and will continue to petition for state funding.



Lexington Parkway Segment of Illinois' Route 66 Trail | Photo by Alain Lubat

CAMPAIGN OVERVIEW

LEAD AUTHORITY:	McLean County
TOTAL PROJECT COST:	\$14,340,000
FUNDING PLEDGED TO DATE:	\$6,667,066
FEDERAL:	\$1,253,897
STATE:	\$4,325,560
LOCAL:	\$1,087,609
SHOVEL-READY:	Three years or less
TYPE:	Suburban, rural

TRANSFORMATIVE IMPACT

JOB CREATION
An estimated 283 directly¹

TRANSPORTATION
Provides local connections between schools, parks and commercial areas strengthening neighboring communities by creating long-distance bicycling facilities.

ECONOMIC IMPACT
Annual Route 66 spending totals \$132 million from Main Street businesses, cultural heritage tourism and museums. Tourists usually spend between \$1,500 and \$2,000.² For every \$1 invested in tourism in Illinois, \$9 in economic impact are generated.³

HEALTH IMPACT
Increased access to safe bike and pedestrian facilities for tourists as well as the more than 1 million residents living within 1 mile of the Route 66 Corridor.⁴

SOURCES
¹Estimated at 17 jobs per \$1 million spent, according to a study commissioned by the American Association of State Highway and Transportation Officials (AASHTO) on American Recovery and Reinvestment Act (ARRA) job creation: jobs in terms of full-time equivalents (National Trust for Historic Preservation, available at <https://www.nthp.org/sites/default/files/2013/04/arrajobs.pdf>)
²Former Illinois Governor Bruce Rauner highlighted from the State tourism report, available at <https://media.ey.gov/illinois-compass-rauners/illinois-office-of-tourism-announces-indust-growth/>
³Route 66 Economic Impact Study (number of residents is from 2010), available at <https://www.wmf.org/sites/default/files/Route66EconomicImpactStudy2010.pdf>

railstotrails.org/trailstransform | @RailstoTrails | #TrailsTransformUS

railstotrails.org

Frankfort, Illinois



“Old Plank Road Rail”

A 21.5 mile lightly trafficked point-to-point trail located near Joliet, Illinois that features a river and is good for all skill levels. The trail is primarily used for walking, running, nature trips, and road biking and is accessible year-round.



Joliet
 Ingalls Park
 New Lenox
 Frankfort
 Park Forest
 Chicago Heights

OPRT Management Commission

The trail is managed and maintained by the OPRT Management Commission, a governing body with representatives from the forest preserve district and the towns and villages that banded together to purchase, plan, and develop the trail.

A Joliet Park Conservancy
 The trail is a paved path through the Joliet Park Conservancy, offering a scenic view of the city and the Mississippi River.

B Larkin Park/Lenox Library
 Recreational area featuring the Lenox Road Trail and the Larkin Park Library, providing a quiet space for walking and reading.

C History Cross Railway - West Branch Railroad Station
 Historic site featuring the West Branch Railroad Station, a well-preserved example of early 20th-century architecture.

D History Cross Junction
 Historic site featuring the History Cross Junction, a well-preserved example of early 20th-century architecture.

E History Cross Railway East Branch
 Historic site featuring the History Cross Railway East Branch, a well-preserved example of early 20th-century architecture.

F Frankfort Main Park
 Recreational area featuring the Frankfort Main Park, offering a scenic view of the city and the Mississippi River.

G Frankfort Historic District - Woodard's Green
 Historic site featuring the Frankfort Historic District, a well-preserved example of early 20th-century architecture.

H Prairie Park
 Recreational area featuring the Prairie Park, offering a scenic view of the city and the Mississippi River.

I Ingalls Boundary Park
 Recreational area featuring the Ingalls Boundary Park, offering a scenic view of the city and the Mississippi River.

J Joliet Public Library/Park Foundation
 Recreational area featuring the Joliet Public Library/Park Foundation, offering a scenic view of the city and the Mississippi River.

K Denny Historical Square Preserve
 Recreational area featuring the Denny Historical Square Preserve, offering a scenic view of the city and the Mississippi River.

L Preservation Path
 Recreational area featuring the Preservation Path, offering a scenic view of the city and the Mississippi River.

M Eisenhower Trail Park
 Recreational area featuring the Eisenhower Trail Park, offering a scenic view of the city and the Mississippi River.

N Calhoun Park
 Recreational area featuring the Calhoun Park, offering a scenic view of the city and the Mississippi River.

O Moore Station
 Recreational area featuring the Moore Station, offering a scenic view of the city and the Mississippi River.

P Logan Park
 Recreational area featuring the Logan Park, offering a scenic view of the city and the Mississippi River.

Q Sherman Park Forest
 Recreational area featuring the Sherman Park Forest, offering a scenic view of the city and the Mississippi River.

R Cook County Trail Conservancy
 Recreational area featuring the Cook County Trail Conservancy, offering a scenic view of the city and the Mississippi River.

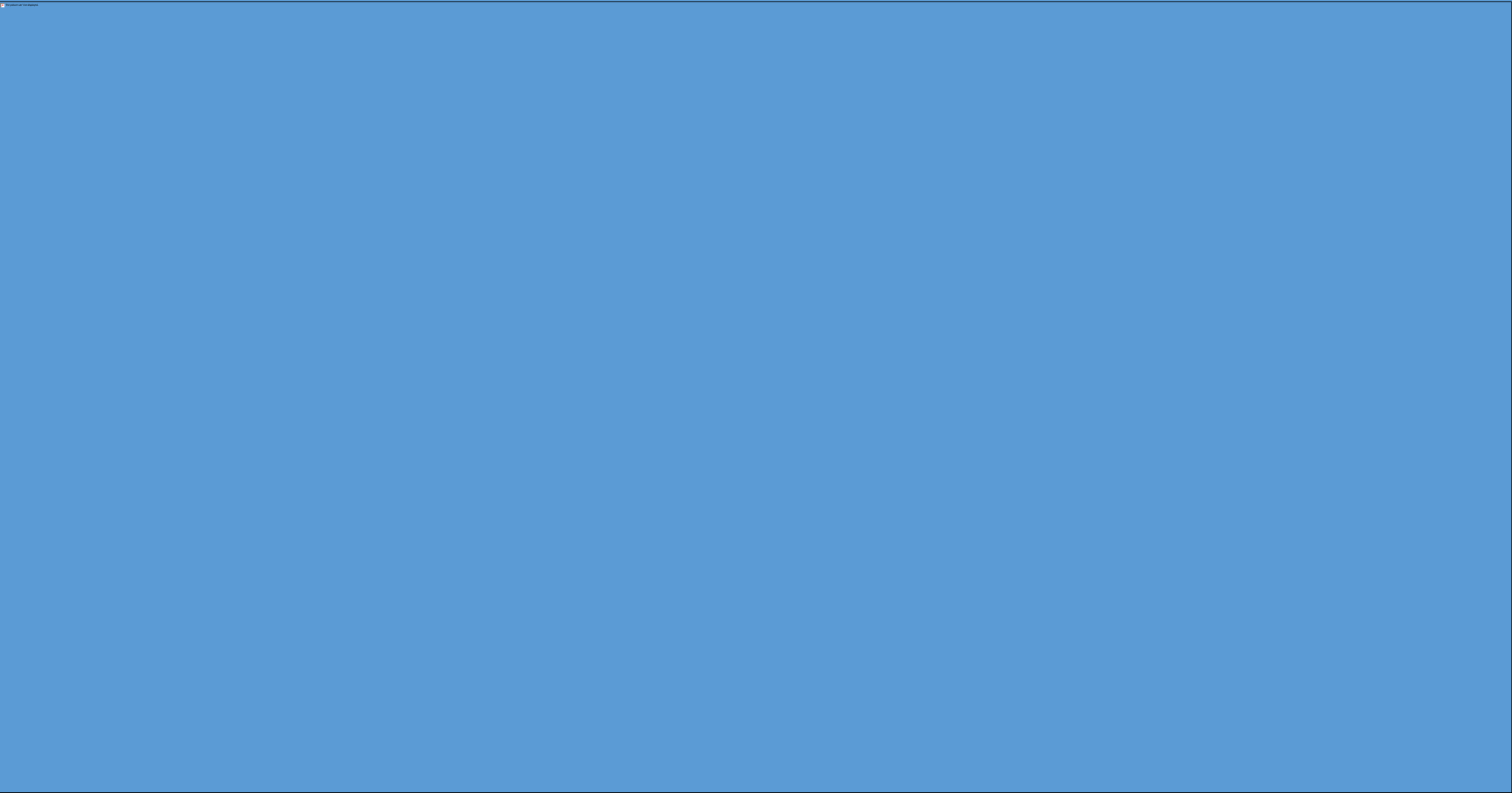


Connecting communities, people and natural areas.

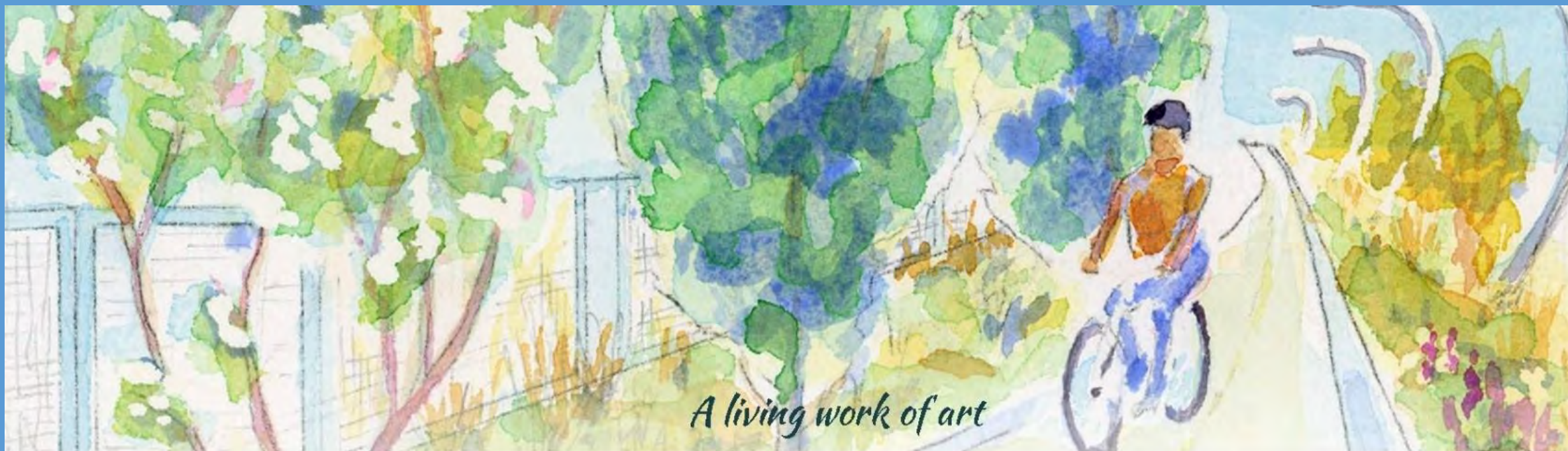
opr.org



Key City of Chicago agencies ([Chicago Department of Transportation](#), [Department of Cultural Affairs and Special Events](#), [Department of Housing and Economic Development](#), [Mayor's Office for People with Disabilities](#), and the [Chicago Police Department](#)) worked seamlessly with the [Chicago Park District](#), [The Trust for Public Land](#), and dozens of other groups to turn the vision for The 606 into a reality.



The 606 – The Bloomingdale Trail

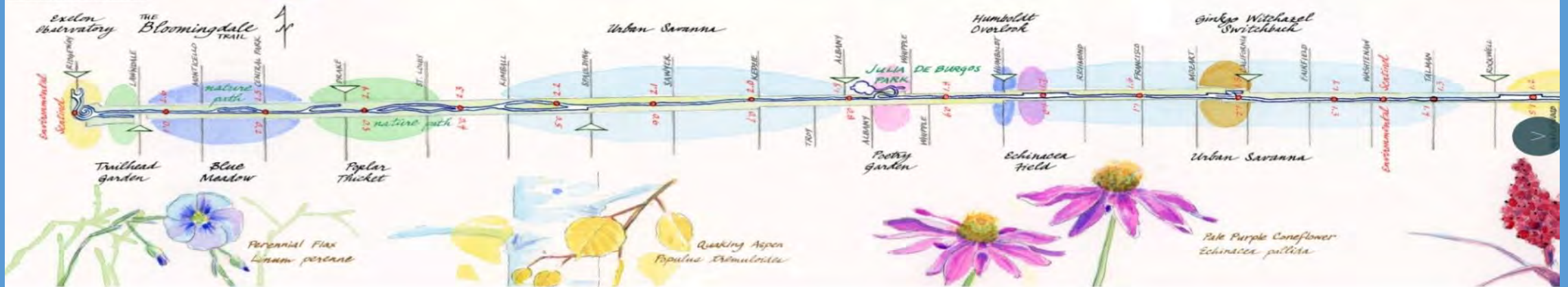


The Trust for Public Land works with communities to create parks, including The 606

No matter the season, The 606's landscape rewards visitors with an ever-changing display of flowering shrubs, deciduous trees, and perennial flowers and grasses. Plants chosen for their seasonal interest also attract and provide habitat for birds, bees, and butterflies. Michael Van Valkenburgh Associates landscape architects created a series of distinct garden "rooms," drawing visitors through the 2.7 mile length of the Bloomingdale Trail.

The Trust for Public Lands

Map & illustrations: Molly O'Halloran



The Trust for Public Land's mission is to create parks and protect land for people, ensuring healthy, livable communities for generations to come. Every park, playground, and public space we create is an open invitation to explore, wonder, discover, and play.

We're proud to say that we've been connecting communities to the outdoors—and to each other—since 1972. Today, millions of people in America live within a 10-minute walk of a park or natural area that we helped create, and countless more visit every year. Join us as we work toward a day when everyone in America has easy access to a high quality, green place to play.

The 606 is already connecting communities like never before, and we're not done! We have plans to build new access parks, fund the arts, and expand our education programs. Your help can make this vision possible. <http://The606.org/Donate>.

Pick up a hard copy of this map at one of our many events.

Distinct Zones - Garden “Rooms”



THE 606



Former railroad right-of-way now features six parks, gardens, paths, events, art, architecture, athletics and connects several high-density residential/commercial neighborhoods, improving lifestyles, reducing crime, raising property values and the local economy.



A balanced approach to merging concepts

- The 606 case study has two sides - growth management is necessary.
- If successful, this type of overall project could add to the economy and quality of life in Lake County.
- Economic impact would likely be positive to adjacent communities, and add greater recreation opportunities - more people.
- The preservation ethic and investment priority relates back to Lake County Partners Economic Development Strategy.

Adjacent Attractions

- Natural Preservation Areas
- Wetlands
- Buffalo Creek Forest Preserve
- Forest Preserve & Park District Properties
- Long Grove Historic Village
- Access towards Lake Zurich, Lincolnshire, Buffalo Grove
- Hawthorn Woods - Community Spaces
- Mundelein - Commercial, Parks & School Properties
- Cross-access towards Libertyville, Wauconda
- Lake County Fairgrounds
- Prairie Crossing Community
- Prairie Crossing Metra/Transportation Hub
- Connects with Millennium Trail Routes
- Grayslake - Rt.120 Business & links to Downtown
- The Lake County Libation Trail, Restaurants

Conceptual Features

- Protected Environmental Zones
- Preserved Wetlands
- Wildlife Habitats
- Birdwatching
- Walking/Hiking/Biking
- Gateway Features
- Public Gardens
- Art & Architecture Installations
- Athletic Fields
- Fitness Trails
- Accessible Recreation
- Adjacent Retail/Service
- Transportation Connections & Parking
- Public Amenities, Restrooms
- Performance Areas
- Picnic Shelters

Visit Lake County markets to local residents & visitors alike, 50/50.

- To attract visitors, what distinguishing features would be worth traveling for?
What is special about this destination for residents?
- How does this complement and connect to our already developed reputation for great forest preserves and trails?

To make this a marketable destination, branding and a unique name & identity is key.

- Professional marketing guidance to position the project for success.
- Development visioning, enlisting community support, soliciting financial backing, seeking grant funding.
- Strong, long-term marketing plan to sustain interest and build enthusiasm.

This is a unique opportunity to create a destination with multiple zones that match the surrounding environment and supports each adjacent community's needs, but is developed under one master concept.

Visit Lake County Lifestyle



Live here. Work here. Visit here.

THANK YOU



Maureen Riedy, President Maureen@lakecounty.org

John Maguire, Community Outreach & Programs Director john@lakecounty.org



Multimodal Transportation Planning in a Green Corridor

CONNECTIVITY

TRANSPORTATION

More than 90 percent of travel in the Project area is by car. When it comes to commuting, about 7 percent of commuters use transit, primarily Metra lines.

That being said, bus transit is limited in this area and there has been a growing desire from the area for expanded service (county-wide paratransit just started May 1st).

1. Inadequate travel options to reach regional destinations
2. Widespread congestion and unreliable travel

The task force needs to propose efficient travel options that meet current and future transportation needs by improving access to regional destinations and by reducing congestion.

A Hub offers several transportation modes with connectivity by foot or bike trails and mass transit. Numerous amenities enhance the connectivity and convenience of the hub while including a green plaza transitioning to the corridor.



Convenience

People choose transportation mode based on what is the most convenient, in terms of time, price, proximity, and flexibility.

Transportation & land use planning should consider diverse transportation options, including walking, cycling, public transit, TNC, etc. and account for land use factors that affect accessibility.



TRANSPORTATION HUB ELEMENTS

Amenities

- Bike Racks
- Vehicle electric charging
- Shelter
- Restrooms
- Green Plaza
- Interactive Map
- Park N, Ride

Services

- Bike Rentals
- Bus & Paratransit
- Train
- Taxi/TNC
- Coffee shop/Café
- Lockers
- Free Wi-Fi & electronics charging



An affordable ride is right outside your front door.

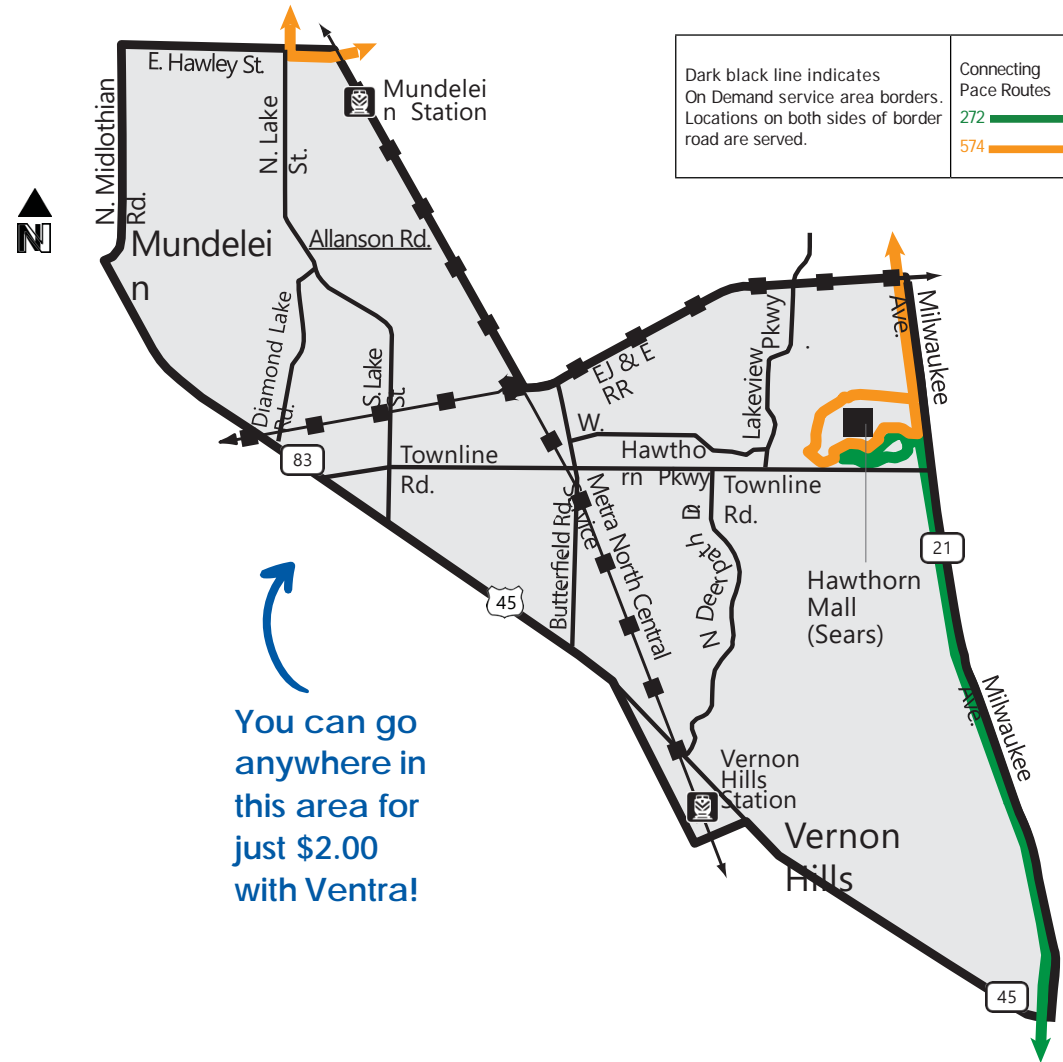
Pace On Demand service is a reservation based, curb-to-curb, shared ride service for commuters just like you.

Reserving your trip is easy. Book your trip online, or simply give us a call to go anywhere in the designated service area. Rides are booked on a first-come, first-serve basis, so make sure to reserve your ride at least one hour (or up to 7 days) in advance. Get out the door and on your way with Pace On Demand.

At the Hawthorn Mall, pickups do not need to be prearranged. See schedule on reverse. On Demand service is wheelchair accessible and is open to the general public.

Pace On Demand accepts cash, Ventra®, Ventra transfers and honors the Reduced Fare Policy for eligible customers. For more information, visit PaceBus.com.

\$1.00 fare is available to seniors, persons with disabilities, Medicare card holders, and military personnel.



Get started:



Weekdays
6:00 am - 6:15 pm



Reservations
1 hour - 7 days prior



Online
PaceBus.com/OnDemand



Phone
224-735-8678



One way \$2.00
Cash = \$2.25



Get riding!

You can also catch the bus at these times and this location, with no booking necessary

Weekday Scheduled Stops	
Hawthorn Mall	
Arrive	Depart
—	6:34 am
7:37 am	7:44 am
8:40 am	8:46 am
9:42 am	9:50 am
10:40 am	10:50 am
11:40 am	11:50 am
12:38 pm	12:50 pm
1:40 pm	1:50 pm
2:40 pm	2:50 pm
3:45 pm	3:52 pm
4:53 pm	4:58 pm
5:50 pm	—




ON DEMAND

 Vernon Hills - Mundelein

224-735-8678
PaceBus.com/OnDemand





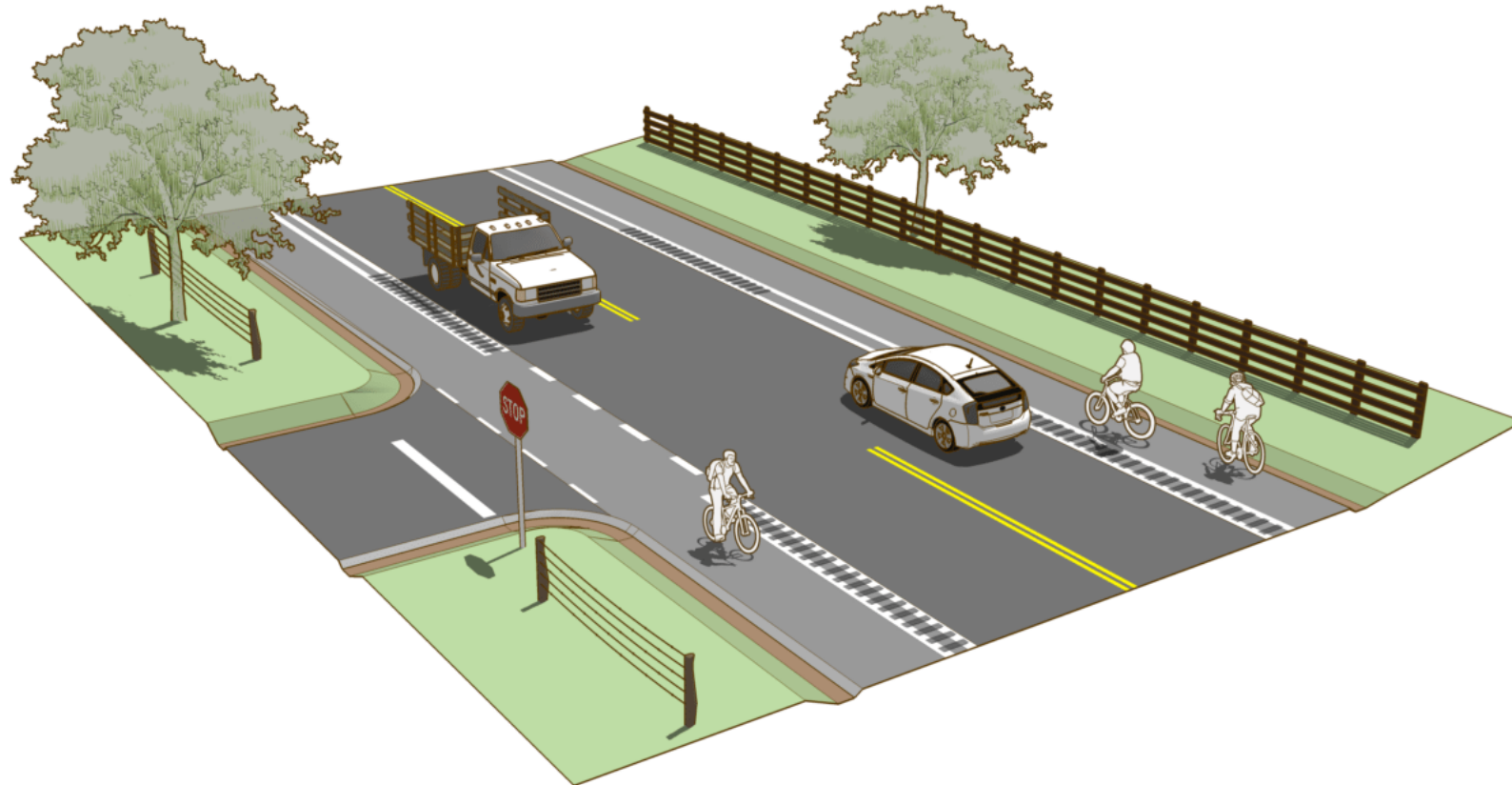
 Connecting Communities

PaceBus.com/OnDemand

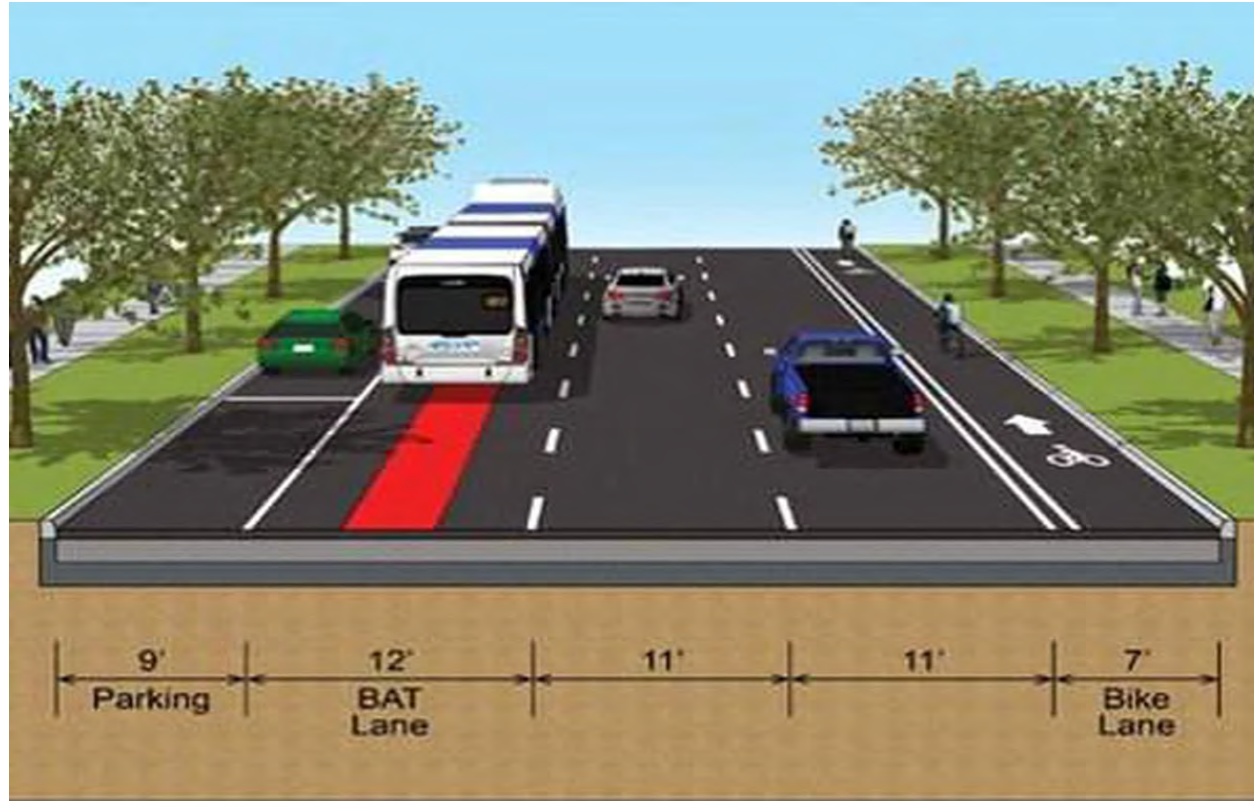


August 2020

Existing roads could be enhanced to connect to trails and transit - Bike lane on either side as shown below.



BUS LANE-EXPRESS



PROPOSED - Alt 1
Parking on Left and Buffered Bike Lane on the Right
1st Avenue N and S
20th Street - 31st Street

TRANSPORTATION HUB POSSIBLE OPTIONS

AT TRAIN STATION

- Prairie Crossing
- Mundelein
- Vernon Hills

PARK N' RIDE

- Buffalo Grove
- Mundelein
- Vernon Hills

Metra Bike Car



Bus shelter with real time bus tracker, both audio and visual!



Easier ADA accessibility with raised bus platforms. Bike rack on all buses.





POLLINATOR HIGHWAYS

A growing number of transportation agencies have implemented pollinator habitat programs (e.g., Iowa Living Roadway Trust Fund, Illinois DOT Monarch Program, Monarch Highway, Ohio Pollinator Habitat Initiative), and best management practices and resources have been developed for pollinator habitat in roadside rights-of-way.

There are many native plants that are able to thrive in the highly disturbed, compacted, and nutrient-poor soil that remains following road construction while also providing valuable resources for pollinators. Additionally, the maintenance of roadsides as turf grass provides few resources for pollinators (and other animals) and is costly.

Value of Native Plants in Roadside Plantings

“Growing native plants on roadsides needs to be routine.” -- Carmelita Nelson, Minnesota Department of Natural Resources

Bees are the most efficient pollinator; a single bee colony can pollinate 3 million flowers a day.

**We Need a
Bee Highway!**



Benefits of Trails, Walking & Biking

- **Health & Safety:** Increase physical activity, reduced crashes, reduced respiratory disease
- **Economy:** Low or no cost, supports businesses and local economy
- **Environment:** Reduces air pollution
- **Equity & Inclusion:** Not everyone owns or can afford or drive a car!
- **Creates community & improves quality of life!**



Health Benefits

*Trails promote positive changes in public health by **promoting physical activity** and making it easier for people of all abilities to get moving.*

Why this matters?

- Childhood obesity has tripled in the U.S. over the last 30 years. Illinois ranked 9th in the country in obese adolescents.
- In Lake County 23% of adults are obese and 34% are overweight.
- Unhealthy weight gain increases one's risk for diabetes, cardiovascular disease, and some types of cancer.



Trails help neighborhoods get moving

The Indiana Trails Study, which looked at six towns statewide that added trail systems found that over **70% of community members reported getting more exercise** because of their trails.

- Rails to Trails Conservancy

Trails are good for community health

A cost/benefit analysis of a trail building program in Lincoln, Nebraska found that **for every dollar invested in trails, the community saved \$2.94 in reduced medical costs**, a nearly 300% return on investment!

- American Heart Association



A person is riding a bicycle on a paved path that winds through a dense, green forest. The path is shaded by the trees, and the overall atmosphere is peaceful and natural. The person is in the middle ground, riding away from the viewer.

Other health benefits

- A 30-minute round-trip bicycle commute is associated with **better mental health** in men.
- Women who walk or bike 30 minutes a day have a **lower risk of breast cancer**.
- **Teenagers** who bike or walk to school watch less TV and are less likely to smoke than their peers who are driven.
- 120 minutes a week in nature is associated with **good health, well-being, and lower levels of illness and stress**.

Economic Benefits

*Trails make communities more attractive places to live, shop, and visit, **boosting local economies and helping small business.***



Economic Benefits

Trails create jobs

- Bicycle and pedestrian infrastructure projects create up to **double the jobs** of road infrastructure projects per \$1 million spent.

Trails reduce car dependence

- The **cost of owning a car** is over \$9,000 by year, compared to the annual cost of \$300 to own a bike. Better infrastructure makes it easier for people to use alternative transit and reduce their dependence on a car.

Economic Benefits

Trails impact home values

- When communities build trails, the improved walkability has been shown to **positively affect neighborhood home values**.
 - CEOs for Cities, “Walking the Walk: How Walkability Raises Home Values in US Cities”

Trails direct money into the community

- Recreational hiking is a booming industry. Annual **direct spending by trail users** increased from \$7.62 billion in 2002 to \$40.8 billion in 2008, with growth expected to continue in the future.
 - American Trails, “Economic Benefits of Trails”

Economic Benefits

Local businesses benefit from trails

- A survey of **small business owners** located near a trail in Pennsylvania found that 25% of their revenue came from people visiting the trail.
 - American Trails, “Economic Benefits of Trails”

Communities need trails to attract development

- According to the National Association of Homebuilders, “**trails consistently remain the number one community amenity sought by prospective homeowners.**” New homeowners mean new businesses, growth for the community, and a stronger tax base.

Environmental Benefits

Trails help the environment by giving people more choices in how they get around for transportation or recreation.

This results in:

- **Reduced greenhouse gas emissions** from reduced motor vehicles traveled, gas use, and emission exhaust
- **Cleaner air**
- More **sustainable urban and natural environments**
- An overall **healthier ecosystem**



Equity & Inclusion

Not everyone can afford or drive a car!

- About **1/3 of the state population does not drive**, including people with disabilities, seniors, and youth.
- 1/3 of **poor minorities lack access to a car** (12% for poor whites)
- 560,000 **people with disabilities** never leave their homes due to transportation difficulties
- **Older adults** who no longer drive make fewer trips for health care, shopping, visiting family



Equity & Inclusion

Connectivity means: freedom, social interaction, and staying healthy for all.

Community Demographics (2015)	Race				Ethnicity Hispanic	Age		Share HH Below Poverty
	White	Black	Asian	Other		Under 19	65+	
Grayslake	83.3%	3.6%	7.5%	5.5%	12.0%	30%	8%	6.6%
Mundelein	82.8%	2.4%	8.6%	6.2%	28.9%	27%	10%	6.6%
Long Grove	79.3%	3.5%	13.4%	3.8%	6.0%	30%	12%	2.4%
Hawthorn Woods	88.9%	1.9%	8.1%	1.1%	4.4%	28%	13%	2.8%
Kildeer	86.1%	1.4%	10.9%	1.6%	6.1%	30%	12%	3.9%



Benefits of Trails, Walking & Biking

- **Health & Safety:** Increase physical activity, reduced crashes, reduced respiratory disease
- **Economy:** Low or no cost, supports businesses and local economy
- **Environment:** Reduces air pollution
- **Equity & Inclusion:** Not everyone owns or can afford or drive a car!
- **Creates community & improves quality of life!**





ROUTE 53 CORRIDOR LAND USE TASK FORCE

MULTI-MODAL TRANSPORTATION PRESENTATION

MAY 27, 2022

53 CORRIDOR DEMOGRAPHICS (FROM THE TRI-COUNTY ACCESS REPORT)

COMMUNITY RESOURCES AND FACILITIES; AFFECTED ENVIRONMENT; SYSTEM ALTERNATIVES

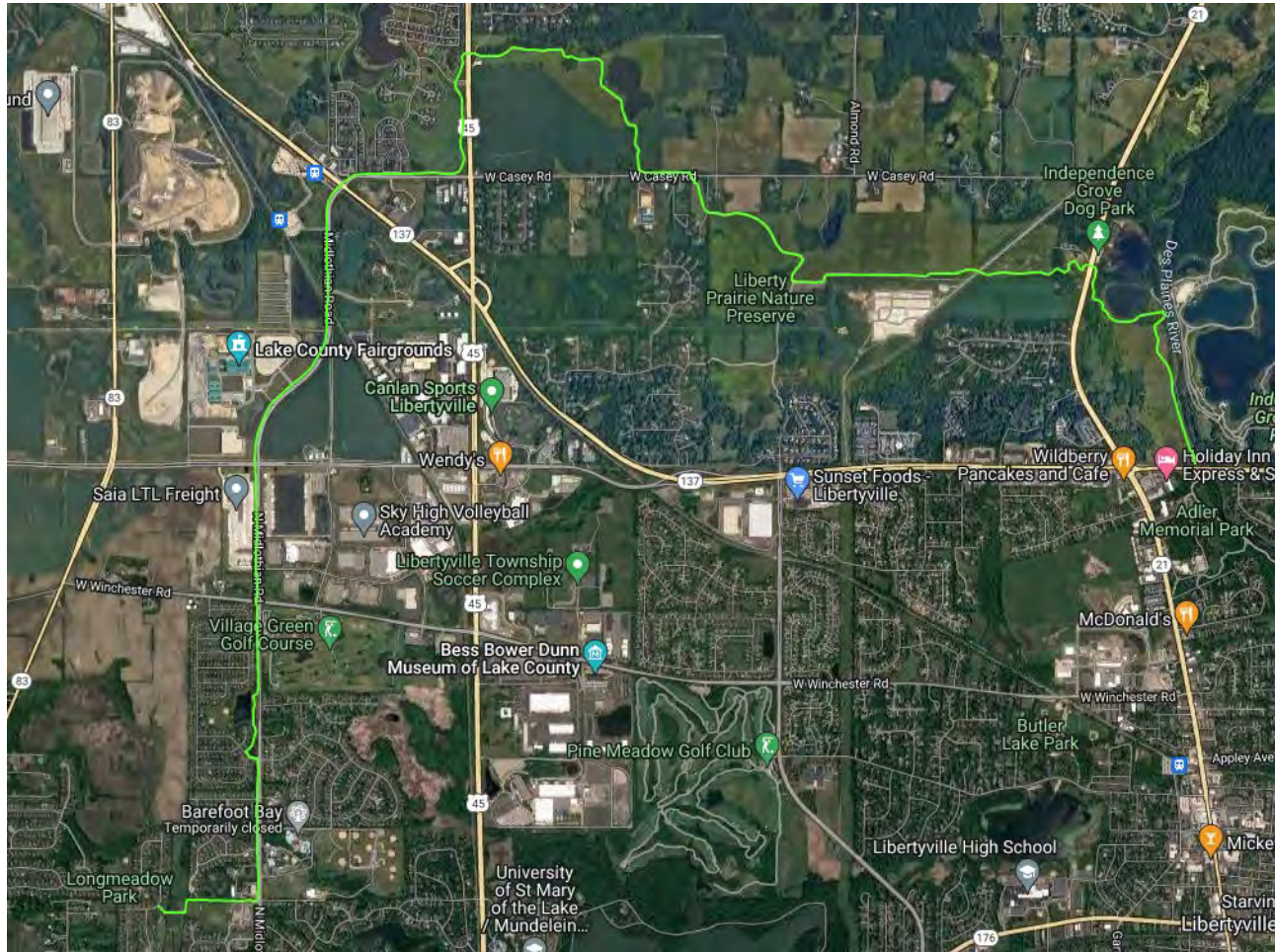
Table 4-69. Corridor 16 Demographic Characteristics (2000-2015)

Community	Population			Race				Ethnicity	Age					Median HH Income	Share of HH Below Poverty
	2000	2015	% Change 2000-2015	White	Black	Asian	Other ^a	Hispanic ^b	Under 19	20 to 34	35 to 64	65 Years and Older	Median Age		
TCA Study Area	1,544,368	1,628,050	5.4%	80.5%	4.8%	8.0%	6.7%	17.2%	27%	18%	42%	13%	39.1	\$74,230	8.5%
2-mile Analysis Area	123,573	132,210	7.0%	75.3%	2.5%	9.4%	12.7%	21.8%	27.2%	18.9%	42.1%	11.7%	37.9	\$84,550	8.1%
Grayslake	18,506	21117	14.1%	83.3%	3.6%	7.5%	5.5%	12.0%	30%	17%	45%	8%	37.5	\$81,367	6.6%
Mundelein	30,935	31624	2.2%	82.8%	2.4%	8.6%	6.2%	28.9%	27%	20%	43%	10%	37.4	\$76,750	6.6%
Long Grove	6,735	8086	20.1%	79.3%	3.5%	13.4%	3.8%	6.0%	30%	11%	48%	12%	44.0	\$188,182	2.4%
Hawthorn Woods	6,002	7634	27.2%	88.9%	1.9%	8.1%	1.1%	4.4%	28%	7%	52%	13%	43.6	\$152,781	2.8%
Kildeer	3,460	3938	13.8%	86.1%	1.4%	10.9%	1.6%	6.1%	30%	10%	49%	12%	46.3	\$154,563	3.9%
Palatine	65479	69188	5.7%	70.5%	3.0%	13.7%	12.8%	18.6%	27%	20%	41%	12%	37.6	\$71,573	8.5%

^a Includes American Indian and Alaska Native, Native Hawaiian and Pacific Islander, Other Races, and those identified by two or more races.

^b As presented in FHWA Order 6640.23A, Hispanic or Latino populations are classified as a minority group, regardless of race. Consistent with U.S. Census data, Hispanic or Latino origins are considered as ethnicity data and a separate designation from race data.

Sources: Chicago Metropolitan Agency for Planning, Esri, SB Friedman, U.S. Census Bureau.



EXISTING TRAIL CONNECTIONS

Table 4-72. Trails, Corridor 16 Analysis Area

Trail	Approximate Location	Comment
Buffalo Creek Forest Preserve Trail	0.1 mile east of the corridor at MP 9.3	LCFPD trail through Buffalo Creek Forest Preserve. Permits hiking/walking and biking
Unnamed trail	Crosses Corridor 16 at MP 9.3	Extends from Long Grove Soccer Park west to IL 53
Unnamed trail	Parallels corridor from MP 11.3 to MP 11.5	Trail travels through Glenstone Park
Heron Creek Forest Preserve Trail	0.2 mile east of the corridor from MP 11.7 to M 12.1	LCFPD trail through Heron Creek Forest Preserve
Unnamed trail	West of the corridor from IL 22 (MP 12.2) to Old McHenry Rd (MP 12.8)	Trail system through Kemper Lakes
Unnamed trail	0.15 mile east of the corridor at MP 16.2	Trail through Mundelein Park District's Wortham Park
Orchard View Park Trail	0.15 mile east of the corridor at MP 16.2	Trail through Mundelein Park District's Orchard View Park
Wilderness Park Trail	0.6 mile east of the corridor at MP 16.3	Trail through Mundelein Park District's Wilderness Park
Cambridge Country Park Trail	0.3 mile east of corridor	Loop trail around Mundelein Park District's Cambridge Country Park Pond
Millennium Trail	Crosses the corridor at Hawley Street (MP 17.2)	30-mile-long trail owned by LCFPD
Prairie Crossing Bike Path	Begins east of Corridor 16 at the intersection of Hawley Street and Midlothian Rd.	Travels north for approximately 5 miles to IL 120. Serves residential, commercial, industrial, and recreation areas
Leo Leathers Park Trail	Crosses the corridor at MP 17.5	Loop trail through Mundelein Park District's Leo Leathers Park
Longmeadow Park Trail	0.15 mile west of the corridor at MP 18.3	Trail through Mundelein Park District's Longmeadow Park
Asbury Park Trail	0.1 mile east of the corridor at MP 18.8	Loop trail through Mundelein Park District's Asbury Park
Peterson Road Bike Path	Crosses the corridor at MP 19.7	Rus parallel to Peterson Road, owned by the Village of Grayslake; 10-foot paved walking/biking path

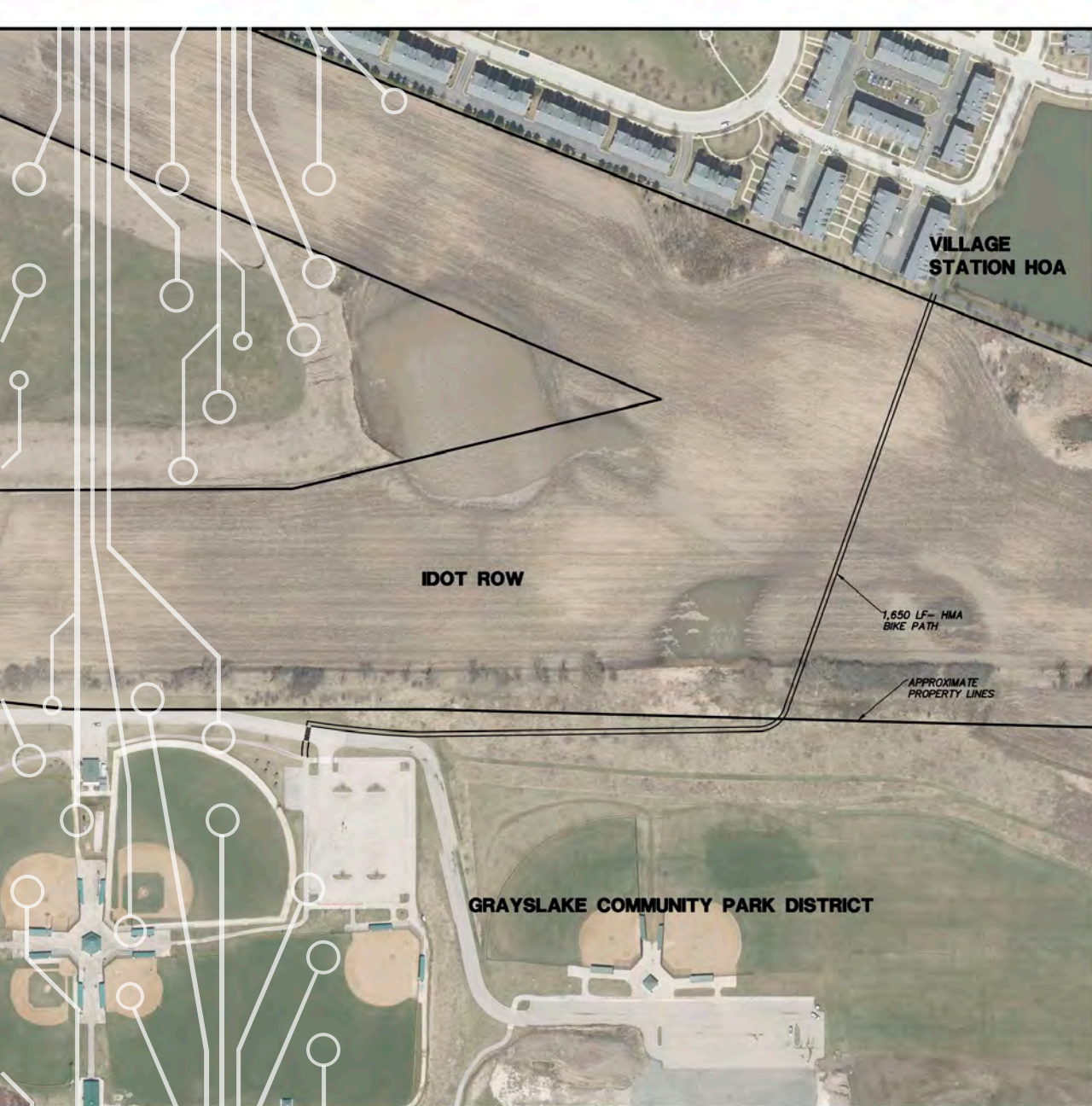
TRAIL CONNECTION LIST FROM THE TRI-COUNTY ACCESS STUDY

MORE TRAIL CONNECTIONS

Table 4-72. Trails, Corridor 16 Analysis Area

Trail	Approximate Location	Comment
Grayslake Bike Path	Crosses the corridor at MP 21.7	Village of Grayslake; runs through Tooterville Park

We can work with local communities, the state and the county to make connections and access to the trail within individual communities



VILLAGE
STATION HOA

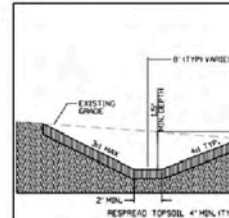
IDOT ROW

1,650 LF - HMA
BIKE PATH

APPROXIMATE
PROPERTY LINES

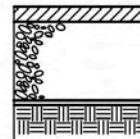
GRAYSLAKE COMMUNITY PARK DISTRICT

GRAYSLAKE TRAIL REQUEST



PAVED TRAIL - OPEN AREA NOTES

1. SPECIFIC TRAIL LOCATIONS MAY NOT REQUIRE TRAIL SHEETS FOR DETAILING REQUIREMENTS AND LOCATIONS.
 2. ALL AGGREGATE BASE AND HOT-MIX ASPHALT SURFACES SHALL BE COMPACTED WITH A ROLLER.
 3. THE EXISTING GRADE LINES SHOWN IN THE SECTION AND PROPOSED ELEVATIONS AND CUT AND FILL.
 4. A WOVEN GEOTEXTILE FOR GROUND STABILIZATION ENCOUNTERED AND IS NOT SHOWN ON THE SECTION.
 5. THE FINISHED TOPSOIL GRADE DIRECTLY ADJACENT TO TRAIL TO ASSURE POSITIVE DRAINAGE.
 6. PROVIDE A SOFT GRADUAL TRANSITION BETWEEN TRAIL AND ADJACENT AREAS.
- LANDSCAPE NOTES**
1. MOWED TRAIL SHOULDERS SHALL BE SEEDED WITH MOWED SHOULDERS.
 2. MOWED SHOULDERS AND SEEDED SLOPES 24" OR LESS SHALL BE SEEDED WITH CONCENTRATED FESCUE BLENDED OR APPROVED EQUIV. AND WITH THE ROLLS OF BLANKET AT 8'27" WIDTH EACH.



BIKE P

**GEVAULT HAMILTON
ASSOCIATES, INC.**
Drive ■ Vernon Hills, IL 60061
700 ■ Fax.: 847.478.9701

CONCEPTUAL SITE PLAN - ALLEGHANY PARK BIKE PATH CONNECTION

GRAYSLAKE, ILLINOIS

FILE: 4
DRAW
DATE
CHECK

Connecting the Landscape So Wildlife and People Can Thrive

WILDLIFE CORRIDOR – WHAT IS THAT?





GRADE SEPARATIONS WHERE TRAIL CROSSES ROADS

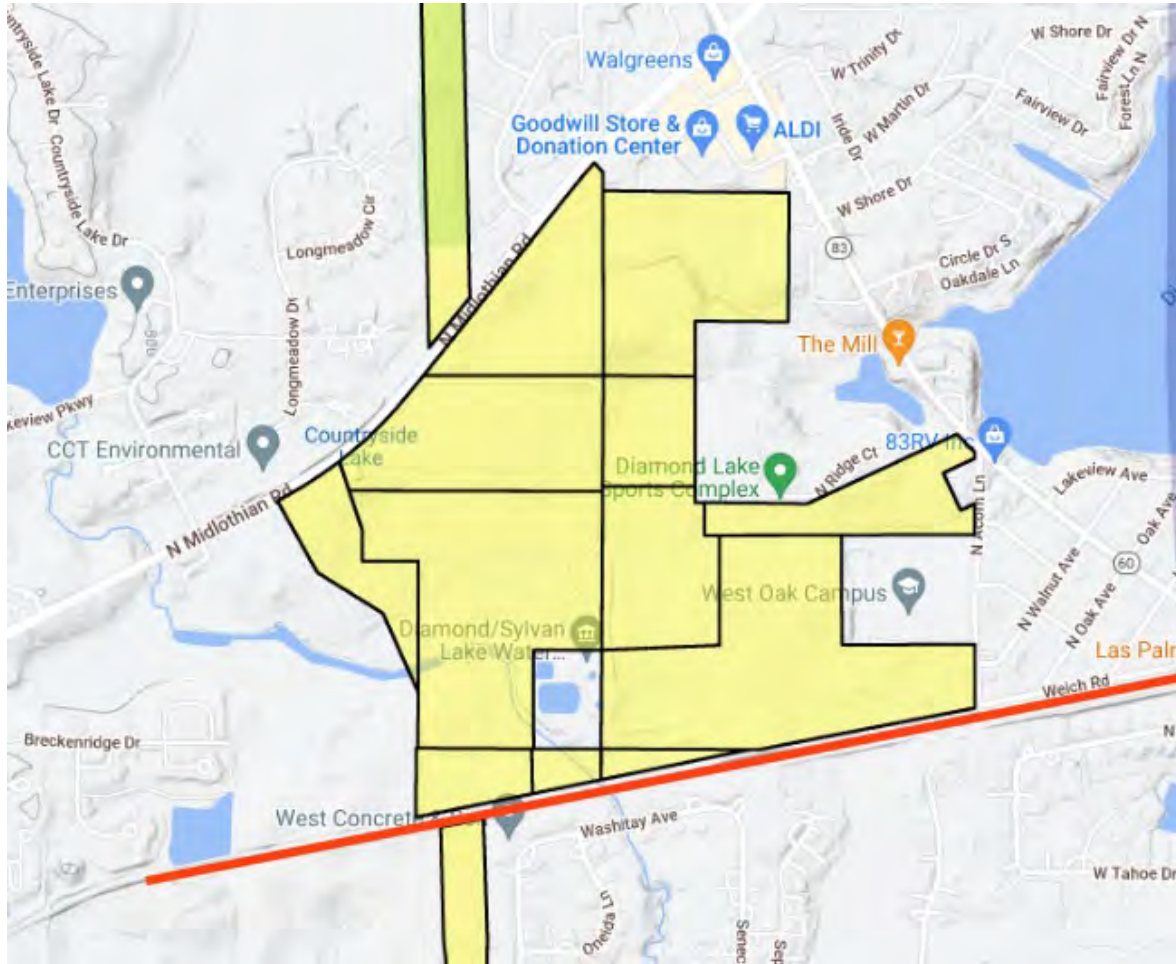


Possibly use
wetland
mitigation
money for them



DESIRED TRAIL AMENITIES

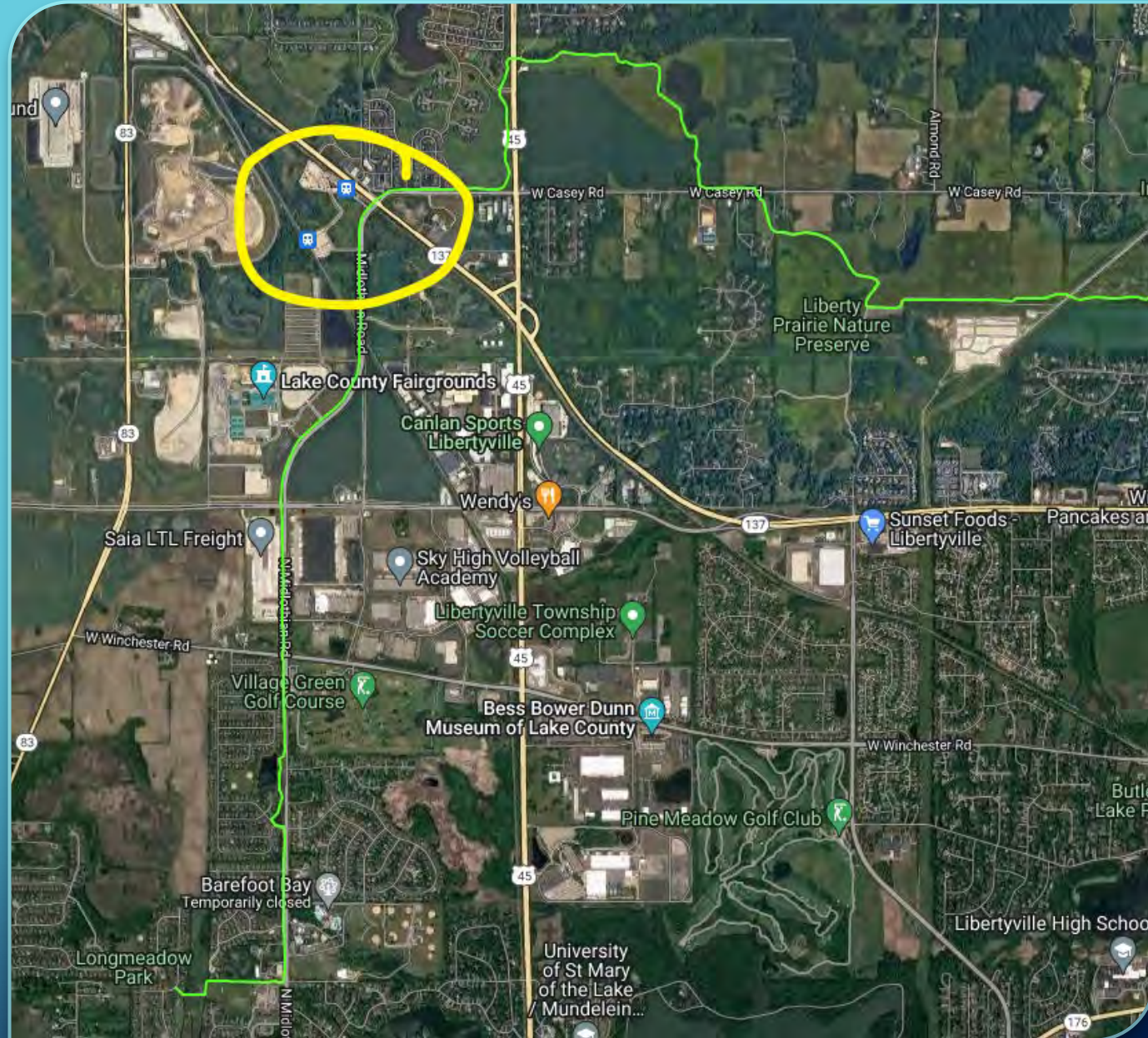
- Benches
- Picnic Areas
- Water Fountains
- Way Finding
- Washrooms
- Accessibility for all including people with disabilities strollers and senior citizens Lodging or camping

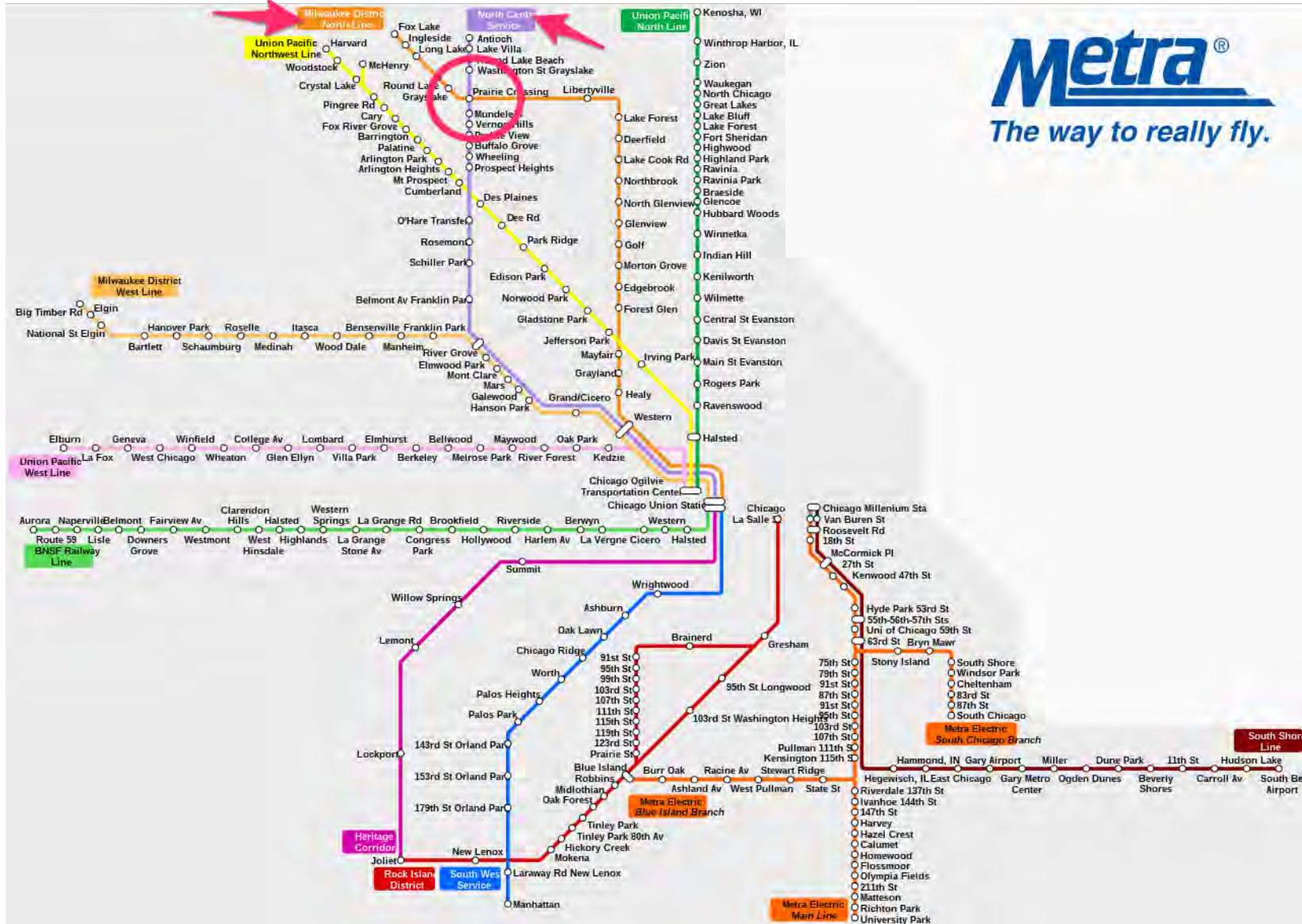


POSSIBLE FUTURE TRANSPORTATION HUB

METRA

- There are two Metra lines at the top of the corridor
- Metra Milwaukee North and Metra North Central Lines





Metra[®]
The way to really fly.

North Central Service Line



Effective 9/7/2021

Due to the COVID-19 pandemic, unless otherwise specified, the following schedules are temporarily in effect. Metra will announce schedule changes on metra.com and through social media outlets.

On WEEKDAYS, the below Alternate Schedule is temporarily in effect. There is NO WEEKEND SERVICE on North Central Service.

Antioch to Chicago	100	102	108	110	112	116
	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.
Antioch	5:20	5:58	6:38	7:00		
Lake Villa	5:26	6:03	6:44	7:06		
Round Lake Beach	5:30	6:07	6:48	7:10		
Washington St (Grayslake)	5:33	6:10	6:51	7:13		
Prairie Crossing	5:38	6:15	6:56	7:18		
Mundelein	5:44	6:21	7:02	7:24		
Vernon Hills	5:50	6:27	7:08	7:30		
Prairie View	5:53	6:30	7:11	7:33		
Buffalo Grove	5:57	6:35	7:16	7:38	8:23	4:10
Wheeling	6:01	6:39	7:20	7:44	8:28	4:16
Prospect Hts	6:06	6:44	—	7:48	8:33	4:20
O'Hare Transfer	6:17	6:56	—	7:59	8:45	4:31
Rosemont	6:20	6:59	—	8:02	8:48	4:34
Schiller Park	6:23	7:02	—	8:05	8:51	4:37
Franklin Park	6:27	7:06	—	8:09	8:55	4:41
River Grove	6:32	7:11	—	8:15	9:00	4:47
Western Ave	6:44	7:23	7:50	8:26	9:12	4:58
Chicago (Union Station)	6:55	7:36	8:03	8:39	9:25	5:11

Chicago to Antioch	101	107	109	113	115	117
	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Chicago (Union Station)	7:10	3:00	4:25	5:01	5:35	6:00
Western Ave	7:19	3:09	4:34	5:10	5:44	6:09
River Grove	7:31	3:21	4:46	—	—	6:21
Franklin Park	7:35	3:25	4:50	—	5:58	6:25
Schiller Park	7:38	3:28	4:53	—	6:01	6:28
Rosemont	7:41	3:31	4:56	—	6:04	6:31
O'Hare Transfer	7:44	3:34	4:59	—	6:07	6:34
Prospect Hts	8:01	3:46	5:11	—	6:19	6:46
Wheeling	8:06	3:51	5:16	5:44	6:24	6:51
Buffalo Grove	8:10	3:55	5:20	5:48	6:28	6:55
Prairie View			5:24	5:52	6:32	6:59
Vernon Hills			5:27	5:54	6:35	7:02
Mundelein			5:33	6:00	6:41	7:08
Prairie Crossing			5:40	6:05	6:44	7:15
Washington St (Grayslake)			5:49	6:09	6:57	7:24
Round Lake Beach			5:53	6:13	7:01	7:28
Lake Villa			5:56	6:17	7:04	7:31
Antioch			6:05	6:28	7:13	7:40



ACCOMMODATIONS FOR DRIVERS

- Limited parking along the route
- Charging stations
- Park and Rides



CYCLING

- Desired amenities:
 - bike racks
 - bike friendly access
 - grade separations or crosswalks
 - water fountains
 - bike repair shops
 - Security cameras for bike racks whenever possible



BIKE SHARING THROUGHOUT THE CORRIDOR

- Grayslake already has a pilot program. Perhaps we could piggy-back
- Sharing sites at transportation hubs and located appropriately in each town
- Possibly coordinate with Mundelein train station as well

EQUITY AND INCLUSION FOR PEOPLE OF ALL AGES, INCOME LEVELS AND PHYSICAL ABILITIES

- Accessible trails for wheelchairs, strollers, bikes...
- Resting places
- Tactile features for the blind
- Adjustments to the height and placement of signs
- Ramps and guardrails





OPPORTUNITIES



ECONOMIC DEVELOPMENT

- Cafes, restaurants, foodstuffs
- bike repair and sales
- equestrian (stables, rentals...)
- hotels, inns, B & B's
- camping
- outdoor equipment sales
- photography
- connections to other attractions, events and festivals
- ride sharing jobs

A FEW FACTS ABOUT

30x30

PROTECTING 30 PERCENT OF AMERICA BY 2030

THE PROBLEM

The continental U.S. loses an average of **a football field¹ worth of natural area every 30 seconds.**

Human activity has **severely altered 75% of the land and 66% of the ocean.²**



At the current rate of losses, **less than 10% of**

the Earth will be free of human impact by 2050.³



In the past few decades **animal populations**

THE 30x30 SOLUTION

Scientists say that **protecting at least 30% of the world's lands and oceans by 2030**

and 50% by 2050, **will be necessary** to prevent mass extinctions and ecological collapse.⁵

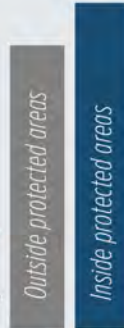


Only **12% of the U.S. land and 26% of the U.S. oceans**

PUBLIC SUPPORT

73% of Westerners across the political spectrum support setting a national goal of **protecting 30% of America's lands and oceans by 2030.⁶**

Biologists have found that **animal and plant abundance** is on average **15% higher inside protected areas** than outside.⁷

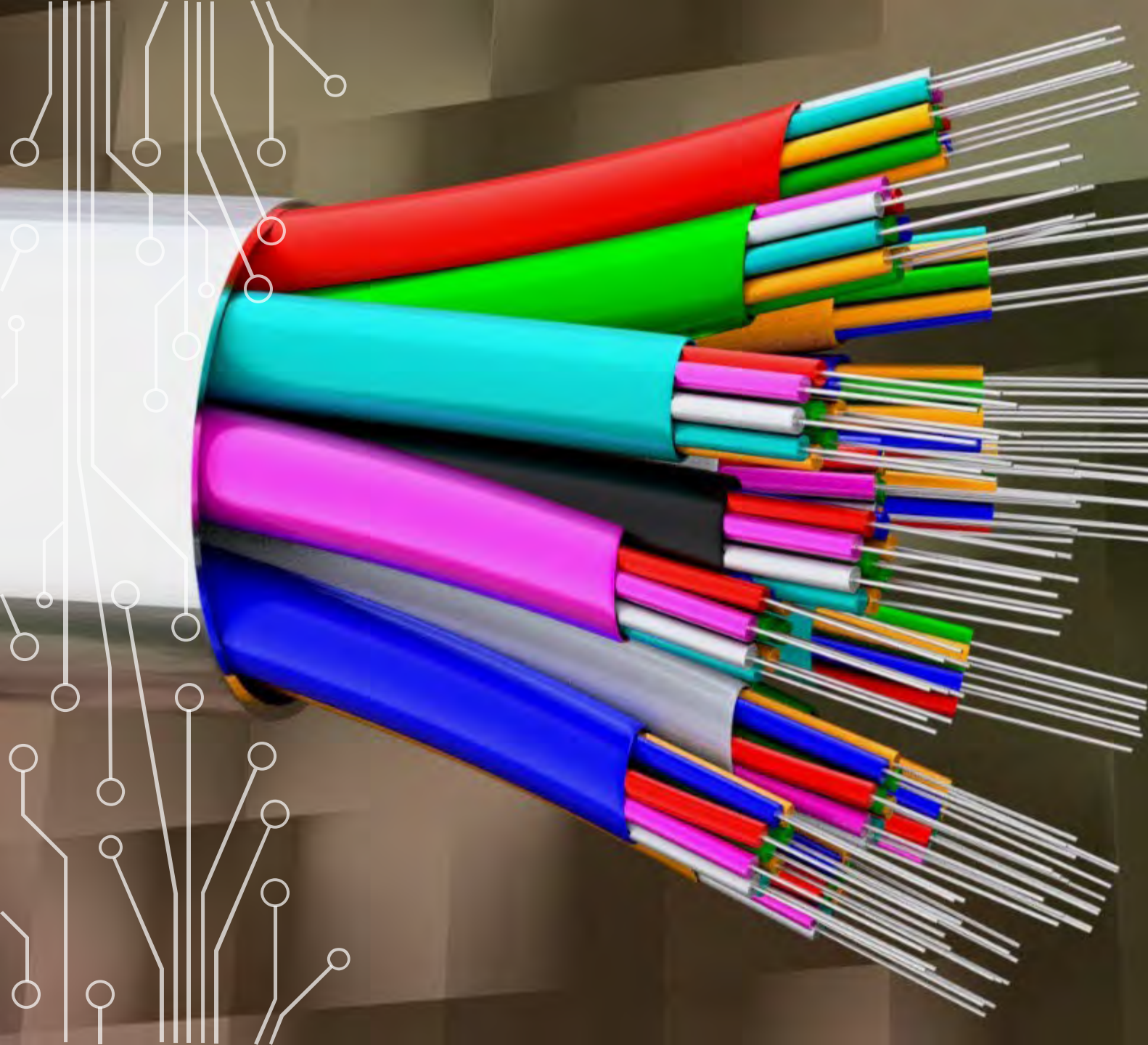


Approximately **60%** of lands in the continental U.S. are in a mostly **natural condition or could be**



30 BY 30

- Presidential directive to conserve 30 percent of the nation's land and water by 2030
- There is/will be funding and resources available
- IDNR link to Illinois 30 by 30 Conservation Task Force <https://www2.illinois.gov/dnr/programs/30by30/Pages/default.aspx#:~:text=The%20mission%20of%20the%20Illinois,Assembly%20by%20July%201%2C%202022.>



POSSIBLE COST OFFSET

- Fiber Optic Cable installation and leasing under the trail:
- - 2 inch pipe underneath the trail
- Pennies on the dollar added to the cost of the trail cost
- Could be leased out and potential for millions per year in income

CHALLENGES

- No North Central Train service on weekends (Barbara)
CN need double tracking (100's of millions)
Plan to partner with LCP and LC and apply for RTA community planning grant to do a study on the potential economic development benefits to connecting Lake County to O'Hare on weekends and after 8PM
- Bus and train schedule coordination
- Who maintains the trail?
- Safety and no cameras at PC station
- Cost of ROW acquisition
on (IDOT does not own all of the property)