



Illinois Route 53 Expansion Land Alternative Use Task Force

Final Report

In June of 2021, the 102nd General Assembly of the State of Illinois passed a resolution ([HJR0006](#)) creating the Illinois Route 53 Expansion Land Alternative Use Task Force to study the cost, feasibility, and environmental impact of alternative uses of the expansion land, including any potential impact on flooding in the area. Additionally, the task force was to study the short- and long-term economic impact to the region and identify options for funding alternative uses for the land. The Illinois Department of Natural Resources provided administrative support for the task force.

Currently, Illinois Route 53's northern end lies on the border of Cook and Lake Counties. For decades there has been varying levels of interest from local and state governments, transportation and construction interests, and residents to extend Route 53 north through the villages of Long Grove, Hawthorn Woods, Mundelein, and Grayslake to alleviate traffic and account for population growth in the region. It is worth noting that while the State does own some land nears Grayslake and elsewhere in Lake County for the purposes of a potential expansion of the east-west Illinois Route 120, these parcels were not the subject of this task force, only the north-south Route 53 expansion land. Over the years there have been many [commissions](#) and [studies](#) looking into an expansion of Route 53, but it never materialized and was eventually shelved by the Illinois Tollway Board and the Illinois Department of Transportation.

In December of 2021, the Illinois Route 53 Expansion Land Alternative Use Task Force convened via video conferencing platform WebEx for the first time. The body consisted of Co-Chairs Senator Melinda Bush and Representative Chris Bos and members Senator Dan McConchie, Representative Dan Didech, Illinois Environmental Protection Agency Deputy Director Todd Rettig, Illinois Department of Transportation Bureau Chief of Land Acquisition Laura Mlacnik, Illinois Department of Natural Resources Assistant Director John Rogner, Village of Hawthorn Woods Mayor Dominick DiMaggio, Village of Grayslake Mayor Rhett Taylor, Village of Long Grove Mayor Bill Jacob, Village of Mundelein Mayor Steve Lentz, Lake County Board Member John Wasik, Lake County Board Member Marah Altenberg, Lake County Board Member Jessica Vealitzek, Livable Lake County Organizer Sam Beard, Midwest Sustainability Group Executive Director Barbara Klipp, Sierra Club Illinois Chapter Director Jack Darin, and Openlands President Jerry Adelman.



HJR0006 required the body to meet a minimum of four times. Between December of 2020 and December of 2021, the task force met on nine occasions, several of which were limited to presentations on relevant topics such as stormwater management, eco-tourism, and transportation and mobility. The presentations and resulting discussions during these meetings were crucial in assisting the members to identify which parcels were involved, what various stakeholders considered to be important considerations associated with the corridor, and what the next steps were to move towards an alternative use for this land. All the meetings' minutes, presentations, and relevant documents are included within this report.

At the very first meeting, there was a call for a show of hands to indicate support for a greenway/trail on the expansion land and at the time, little to no opposition was expressed. As the task force continued to meet, much of the discussion was focused on the idea that this land could be used to create a new greenway or trail for walking, running, and cycling. Task force members favored this idea over others, citing a desire to promote health, outdoor recreation, and connection with nature. There was also great interest in using some of the large parcels along the corridor for the development of public parks, outdoor recreational areas, stormwater management, ecological restoration and preservation, and more. Additionally, multiple members of the task force advocated for residential, commercial, and multimodal transportation development adjacent to the trail, to better improve connectivity in the area and spur economic development in these communities. The task force, while not in agreement on every issue, was in favor of a comprehensive approach that included many important factors that were identified and discussed in the meetings.

HJR0006 required the body to make recommendations to the General Assembly and the Illinois Department of Transportation before December 31, 2022. Task force Co-Chair Melinda Bush determined that the task force and Department of Natural Resources would be unable to meet enough times and devote enough time, staff, and resources to sufficiently evaluate the cost, feasibility, and environmental impact of alternative uses for the expansion land as tasked by the resolution considering the short timetable and many aspects of the corridor that needed to be heard and discussed in the meetings. Therefore, the task force decided to pursue the development of a resolution outlining their determinations and recommendations.

On December 16, 2022, the Illinois Route 53 Land Expansion Alternative Use Task Force formally adopted a resolution outlined the history and rationale behind the desire to use the land to create a State Park or State Trail and other open space and natural conservation areas. The task force recommended that the Illinois Department of Transportation transfer the State-owned parcels to the Illinois Department of Natural Resources and that a working group be established to assist with the development of the site and the identification of funding sources for the Department of Natural Resources for the maintenance and staffing of the trail.



IL Route 53 Land Expansion Alternative Use Task Force Resolution

WHEREAS, In September of 2019, the Villages of Deer Park, Grayslake, Hawthorn Woods, Kildeer, Lake Zurich, Long Grove, and Mundelein signed a joint letter to Illinois Governor JB Pritzker expressing support for the collaboration and coordination of relevant state agencies, local Mayors, County, and State officials to study the corridor and develop a plan for the highest and best use of the land within the Route 53 expansion corridor, to ensure that the public investment that was made over the decades to purchase these parcels culminates in a public space available for community health and enjoyment and to transform this land into a greenway trail and environmental sanctuary, as well as other Village-specific uses for this land; and

WHEREAS, In October of 2019, the Circuit Court of the 18th Judicial Circuit found that the Illinois State Toll Highway Authority had terminated the Illinois Route 53/120 project; and

WHEREAS, In June of 2021, the Illinois General Assembly authorized the creation of this Task Force to study alternative uses for the land that had been reserved for the study of the Route 53/120 project; and

WHEREAS, the Illinois Department of Transportation maintains transportation needs along the Route 53 corridor where it intersects with state highways and has several projects under construction or in advanced stages of development at the time of this resolution; and

WHEREAS, Studies reveal that for every dollar invested in restoration, eight dollars flow back to the community in the form of increased property values and reduced health costs, and the creation of trails and open space within the greenway offer economic development opportunities via ecotourism and increased property values; and

WHEREAS, During a time when homes and businesses across the country increasingly experience life-changing floods and other extreme weather events due to climate change, an Illinois Route 53 corridor greenway would fortify community resiliency by protecting, restoring, and maintaining hundreds of acres of open space as a front-line defense; and

WHEREAS, The establishment of a greenway and compatible and complementary development would not only connect communities, parks, and preserves throughout the corridor but also expand existing public open spaces and link wetlands, habitat, sustainable agriculture, and recreational space; and

WHEREAS, Lake County has more threatened species, endangered species, and biodiversity than any other county in Illinois and the creation of a greenway would combat the loss of



biodiversity and secure habitat for an abundance of wildlife, allowing them to thrive and adapt to a changing climate; and

WHEREAS, The establishment of a community-driven greenway with complementary development along the Illinois Route 53 corridor would enable communities along the greenway to create a collaborative vision and a sense of place, fostering engagement and contributions towards healthier, more resilient, and beautiful communities; and

WHEREAS, Regional planning authorities report a lasting 300% increase in the use of public open space since the COVID-19 pandemic, and the establishment of a greenway would help meet growing demand, facilitate equitable access to nature, and provide recreational opportunities for all residents; and

RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation transfer all their state-owned interests in land reserved for the Illinois Route 53 Expansion to the Illinois Department of Natural Resources, reserving to the Illinois Department of Transportation the minimum easements, rights of way, or interests necessary for roadway improvement projects adjacent to state highways that are in progress or budgeted at the time of the writing and adoption of this resolution; and be it further

RESOLVED, That the Illinois Route 53 Expansion Land Alternative Use Task Force strongly recommends that the Illinois Department of Natural Resources, upon the receipt of the aforementioned state-owned land along the Illinois Route 53 corridor from the Illinois Department of Transportation, shall, by January 31, 2023, form a working group composed of similar stakeholders as the Illinois Route 53 Expansion Land Alternative Use Task Force tasked with determining the development and establishment of a State Park or State Trail and other open space and natural area conservation purposes on the aforementioned land and identifying funding mechanisms to assist the Department with the maintenance and staffing of this new greenway; and be it further

RESOLVED, That suitable copies of this resolution be provided to officials of the Illinois Department of Natural Resources, the Illinois Department of Transportation, the Lake County Board, the Lake County Forest Preserve District, the Village of Grayslake, the Village of Hawthorn Woods, the Village of Long Grove, and the Village of Mundelein.

Resolution formally adopted in its entirety by the IL Route 53 Land Expansion Alternative Use Task Force at its meeting on Friday, December 16, 2022.



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

Monday, December 20, 2021

10:00AM

Virtual Meeting

Dan Lewis, Advisor at the IL Department of Natural Resources and the point-person for administrative support for this Task Force, began the meeting at 10:01am by introducing the task force members and then calling for the nomination of a Chairperson for the Task Force.

State Representative Daniel Didech nominated State Senator Melinda Bush and State Representative Chris Bos to serve as Co-Chairs of the Task Force. There were no other nominations and the members of the Task Force voted to approve of this nomination.

Senator Bush gave the floor to Reed Panther, a Transportation Planner with the IL State Toll Highway Authority, who provided a historical overview (**attached**) of the IL Rt. 53 expansion project, which dates as far back as the 1960s and was proposed in order to alleviate traffic and account for population growth. After many studies and decades of commission meetings and public input, the expansion of Rt. 53 was essentially shelved.

Senator Bush remarked that the Task Force should collect information to help us identify how we purchased the various parcels of land and how we are allowed to use each parcel. Laura Mlacnik, Bureau Chief of Land Acquisition at the IL Department of Transportation, stated that IDOT is putting together a map of all parcels for the Task Force and indicated that not all of the parcels in question have already been acquired by the State. Stacy Meyers, Senior Counsel with Openlands, shared their parcel map with the group and indicated that she will assist Laura with the mapping project. Lake County Board Member John Wasik and Reed also indicated that they have or know of GIS data that could supplement IDOT's work. Senator Bush and others asked that IDOT present their map(s) at the next meeting.

Grayslake Mayor Rhett Taylor noted that information on all private lands, including zoning, will be importation information as well and Long Grove Mayor Bill Jacob added that we need to know if any land has restrictions that we have to be aware of. Mayor Taylor asked if this project is something we envision the State wholly owning, or if the State would be willing/wanting to sell or transfer the land to the county forest preserve or municipalities. Senator Bush indicated that it would likely be the latter. Lake County Board Member Marah Altenberg requested that members and agencies with interests in particular parcels and areas flag that for the group. Laura stated that IDOT has an interest

in the areas that could be used for a IL-120 bypass in the future, but agreed with Senator Bush that this is a separate issue.

Mundelein Mayor Steve Lentz brought up the upcoming Comprehensive Economic Development Strategy that will be released by Lake County Partners. Lake County Board Member Jessica Vealitzek confirmed that this will be released next month. Senator Bush indicated that the Task Force could discuss/review this in March.

Laura indicated that she would ask IDOT to provide drone footage of the corridor and Barbara Klipp, Executive Director of the Midwest Sustainability Group, discussed touring the area. Barbara also asked for an informal show of hands for support for a greenway/trail. There were no objections, with many indicating their support. Mayor Lentz replied that he cannot commit to a trail because the Village is still gathering information and he is hesitant for IDOT to unload land that they could need for a road one day. Senator Bush, while highlighting the importance and draw of open lands in Lake County, reiterated at this was an informal poll of members and that everything would be considered equally.

Senator Bush called for public comments. Ian Kelly of Highland Park spoke about the need for more green and recreational space. Representative Bos and Representative Didech both thanked everyone for participating and indicated that they are eager to begin these conversations. The Representatives and Senator Bush indicated that on or around Friday, January 28 would be the best day for the next meeting, which could feature presentations from IDOT, the Lake County Forest Preserve District, and Lake County Stormwater Management.

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



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, January 28, 2022

11:00AM

Virtual Meeting

Dan Lewis, Advisor at the IL Department of Natural Resources and the point-person for administrative support for this Task Force, began the meeting at 11:04am by taking the roll for the task force members. All were present.

Co-Chair State Senator Melinda Bush ran the meeting and began by asking if there were edits to the December meeting minutes. As there were none, Mayor DiMaggio motioned to approve the minutes and State Representative Dan Didech seconded the motion. All were in favor of the motion, which passed.

Senator Bush spoke briefly, suggesting that we create a survey or document for all Task Force members to fill out with their suggestions for alternative land usages and complimentary developments.

Senator Bush then gave the floor to IDOT District 1 Engineer of Program Development John Baczek, who presented a PDF of screengrabs from IDOT's forthcoming interactive online tool detailing the state-owned parcels that were purchased for the Illinois Route 53 expansion (**attached**). Mr. Baczek stated that once the tool was finished, he would make sure that everyone on the Task Force would see it. In the meantime, Mr. Baczek presented the screengrabs, scrolling through the entire set of parcels and generally discussing the potential that each one had, be it transportation, drainage, environmental buffer, etc.

Senator Bush then gave the floor to Ty Kovach, Executive Director of the Lake County Forest Preserves District, who presented a slideshow highlighting the ecological areas adjacent to the parcels and the potential that a few of them had (**attached**). Of particular significance to the LCFPD are 48 acres near or within Forest Preserve property in Almond Marsh, 24 acres near Countryside Golf Club, 54 acres in between Egret Marsh and Heron Creek, 171 acres south of Grayslake, and 270 acres south of the Midlothian Rd – Rt 60/83 intersection. There was discussion about all of these properties, in particular the potential connection between Egret Marsh and Heron Creek and the Almond Marsh area. Mr. Kovach promised to follow up with the Task Force after collecting information about the ecological significance of these areas and the impact that restoration would have there.

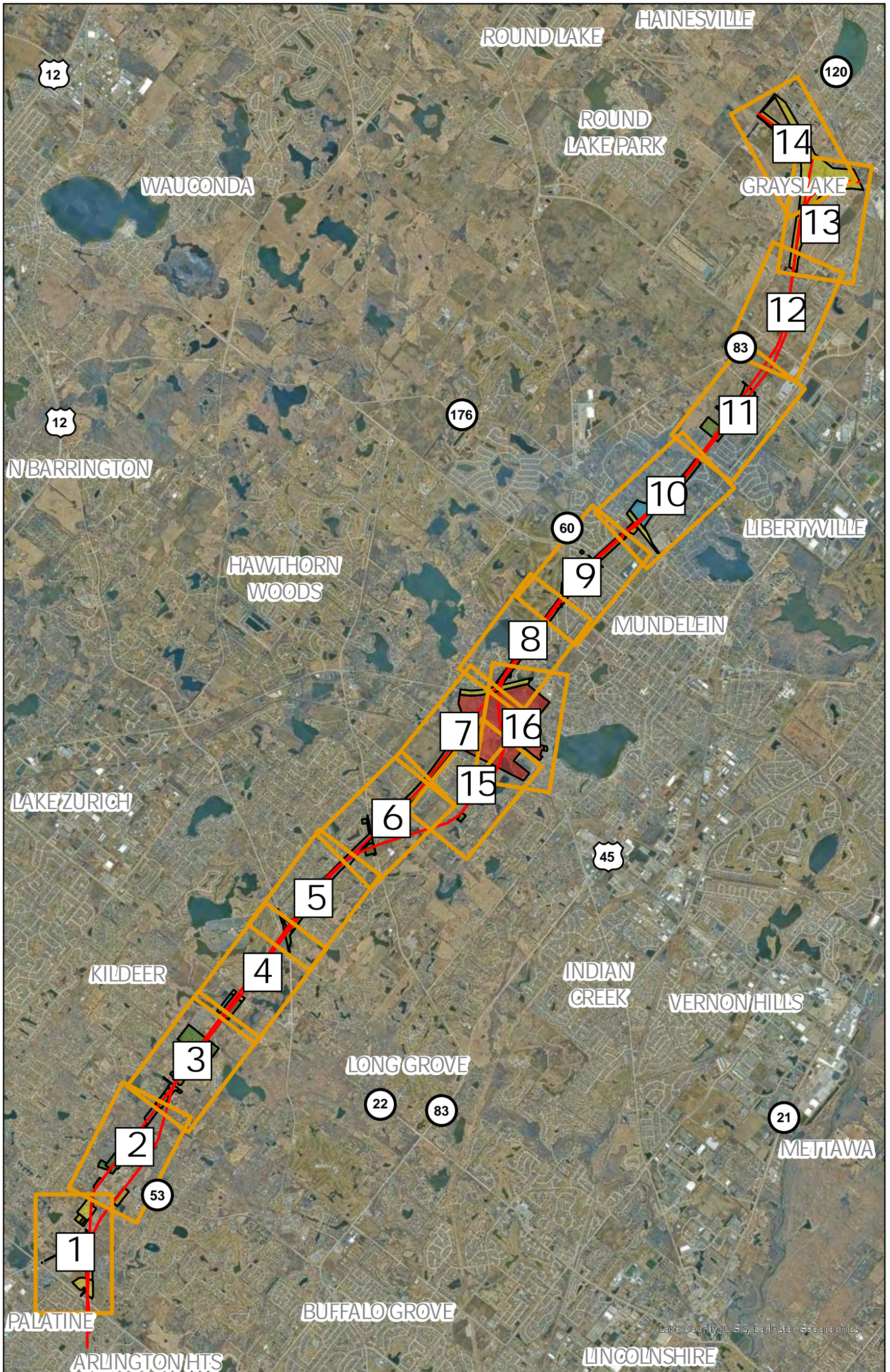
Senator Bush then gave the floor to Kurt Woolford and Jeff Laramy with the Lake County Stormwater Commission, who presented their Route 53 GIS Map ([click here](#)). Mr. Laramy went through all the layers of the map and explained what they showed, which includes state-owned parcels, flood areas, stormwater watersheds, identified wetlands, and more. Stormwater Management did not have any red flags or problem areas, but noted that there are tributaries flowing west to east across the parcels in question.

After the presentations, there was some discussion. Barbara Klipp, Executive Director of the Midwest Sustainability Group, asked about Mr. Woolford's opinion on open lands vs development, from a stormwater management perspective, to which Mr. Woolford replied that more development could lead to increased flooding and runoff. Open lands and green infrastructure are always encouraged and recommended, but Mr. Woolford deferred to local municipalities for individual areas and parcels. Lake County Board Member John Wasik asked if the 171 acres south of Grayslake, near the Mill Creek headwaters, should be restored and conserved. Mr. Woolford stated that this large area could be (and potentially should be) used to serve multiple purposes, including water quality improvement, floodwater storage and mitigation, and wetland restoration. Senator Bush requested that Stacy Meyers, Senior Counsel with Openlands, utilize information from maps and presentations from IDOT, Lake County Forest Preserve, and Stormwater Management, as well as Openlands' own maps, to create a comprehensive presentation for the Task Force at the next meeting.

During the public comments portion of the meeting, Linda Soto, Lake County resident, member of Pace Suburban Buses Executive Board, and Executive Director of the Lake County Transportation Alliance, spoke about the 2017 Tri-County Access Project ([here](#)) and how the Task Force should use a holistic approach to this project. Ms. Soto stressed the need to consider a multimodal transportation system involving bike trails, walkways, bus shelters, riding-sharing and public transportation hubs, and more. Senator Bush thanked her for her comments and suggested that she come back and present to the Task Force to expand on her comments. Also commenting was Scott Davis with the Fremont Public Library, who recalled public libraries being left out of previous commissions and studies of Rt. 53 and expressed his worry over property tax revenue being used elsewhere.

Grayslake Mayor Rhett Taylor recommended that the Task Force establish broad parameters to take to their local units of government and staff to draft ideas for land use. Senator Bush agreed and mentioned again the idea to send around a survey or document to all members. Senator Bush stated that this body would likely meet every month and would need to create subcommittees in order to complete the tasks assigned to us by the establishing legislation.

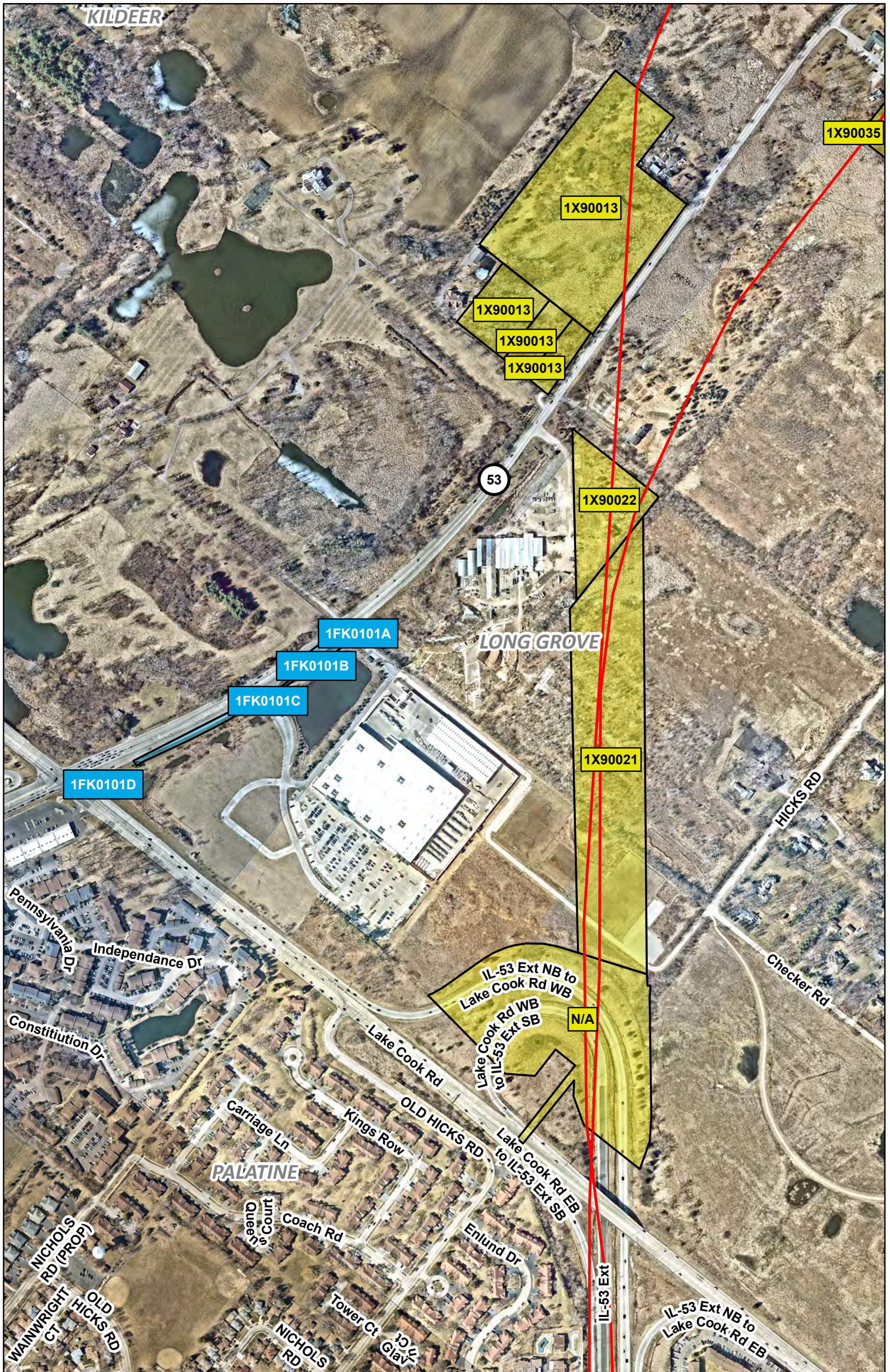
After no further discussion, the meeting was adjourned.



IL. Route 53 Extension Acquisition

- North Extension Centerline
- StripMap Index
- IDOT Acquired Parcels
- Parcel Land Uses
 - Transportation
 - Drainage
 - Environmental
 - Multiple Uses

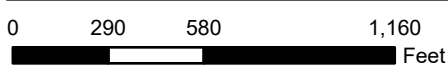
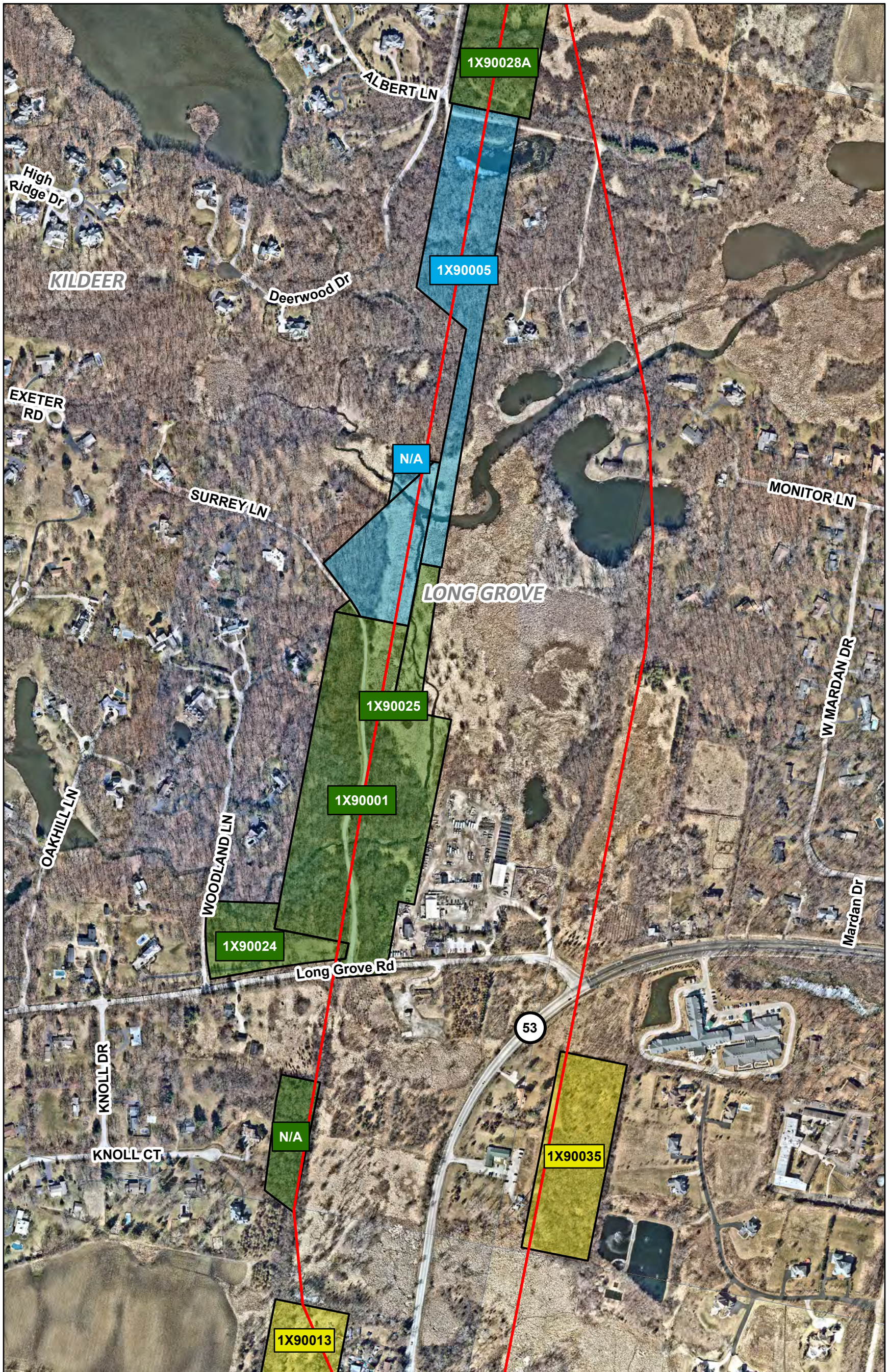




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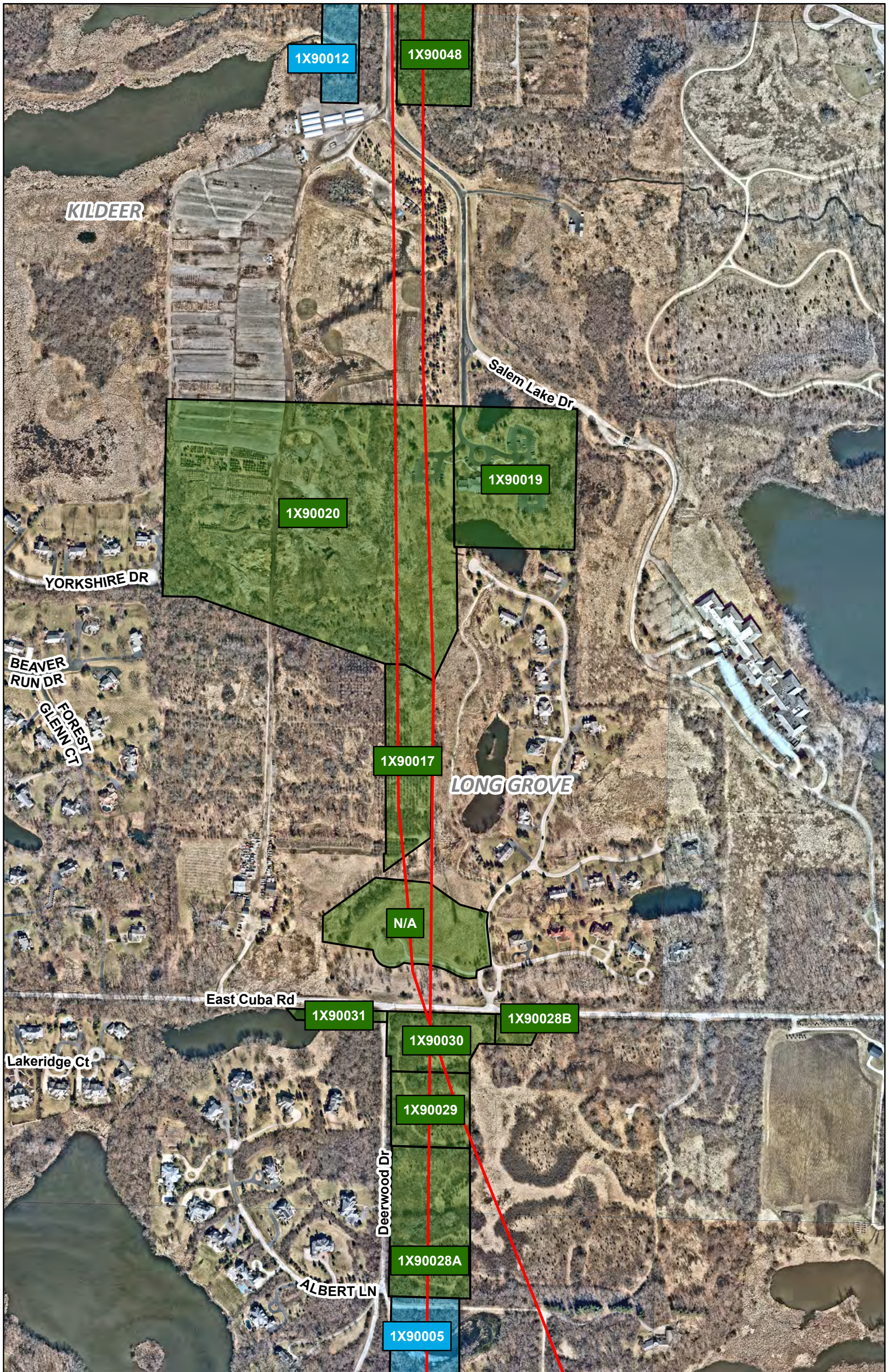




IL. Route 53 Extension Acquisition

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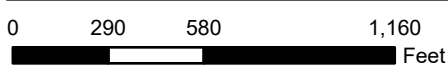
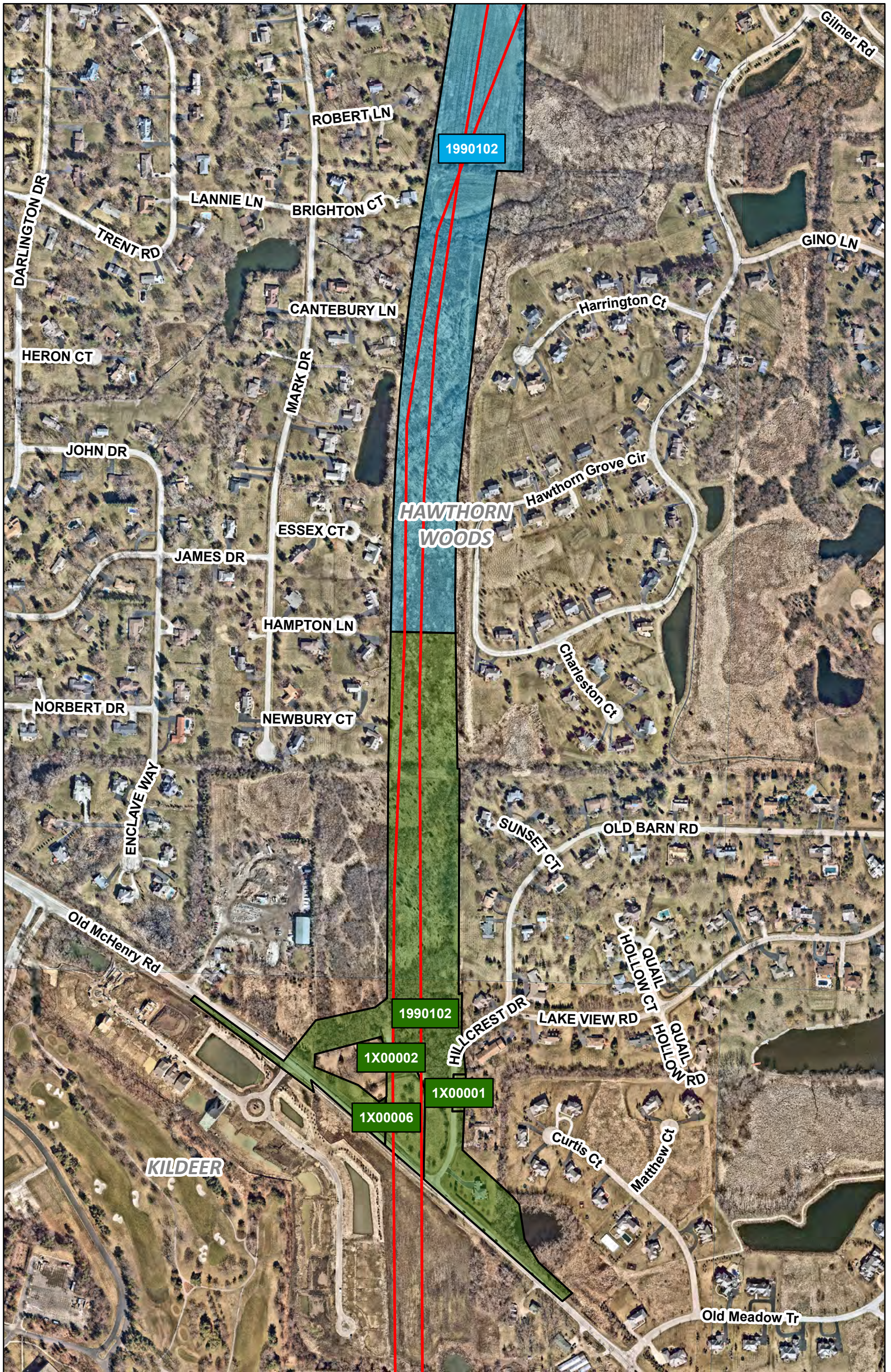
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IL. Route 53 Extension Acquisition

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- Multiple Uses

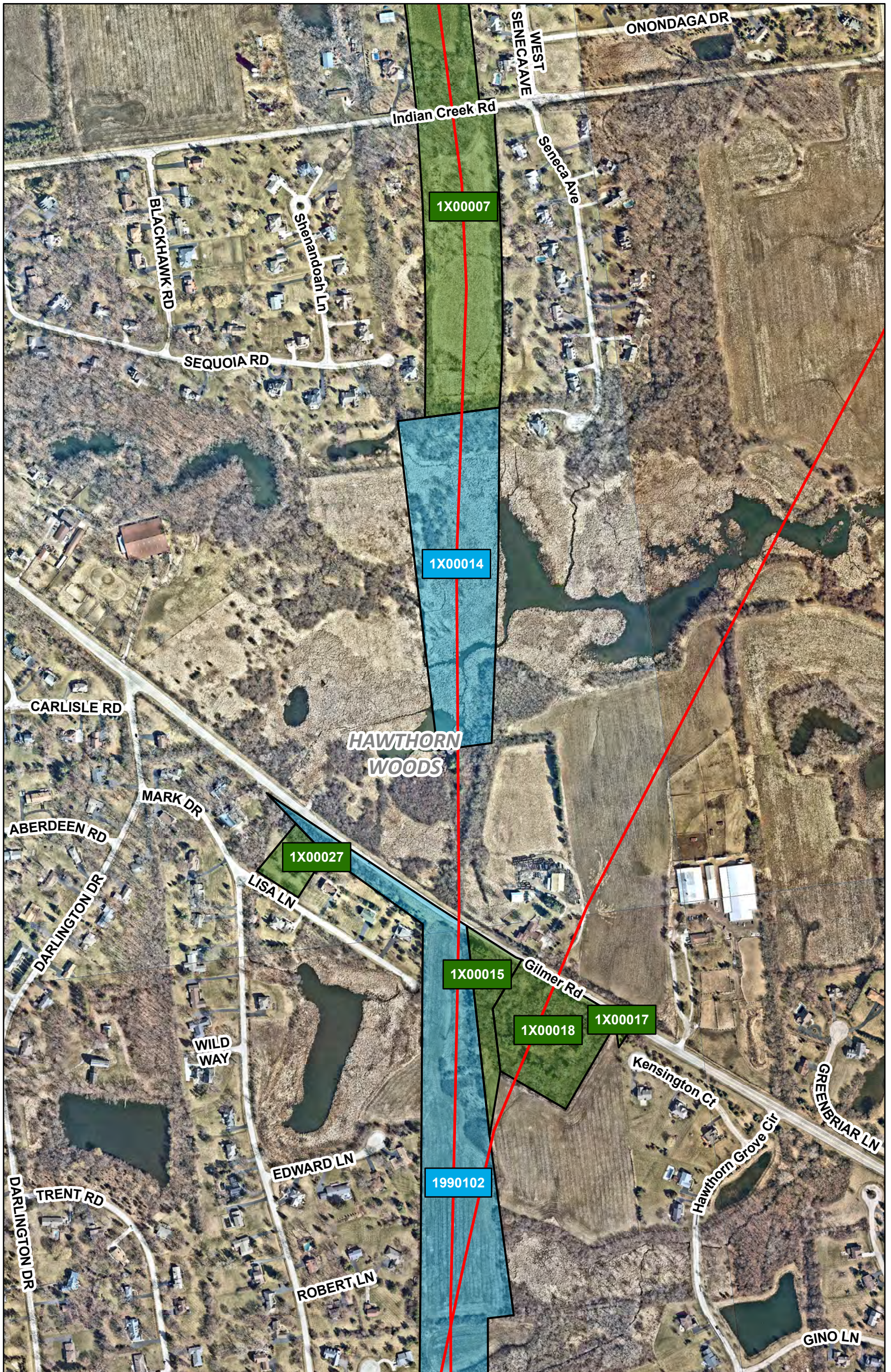




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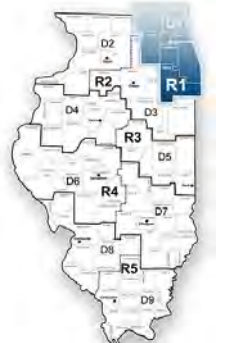
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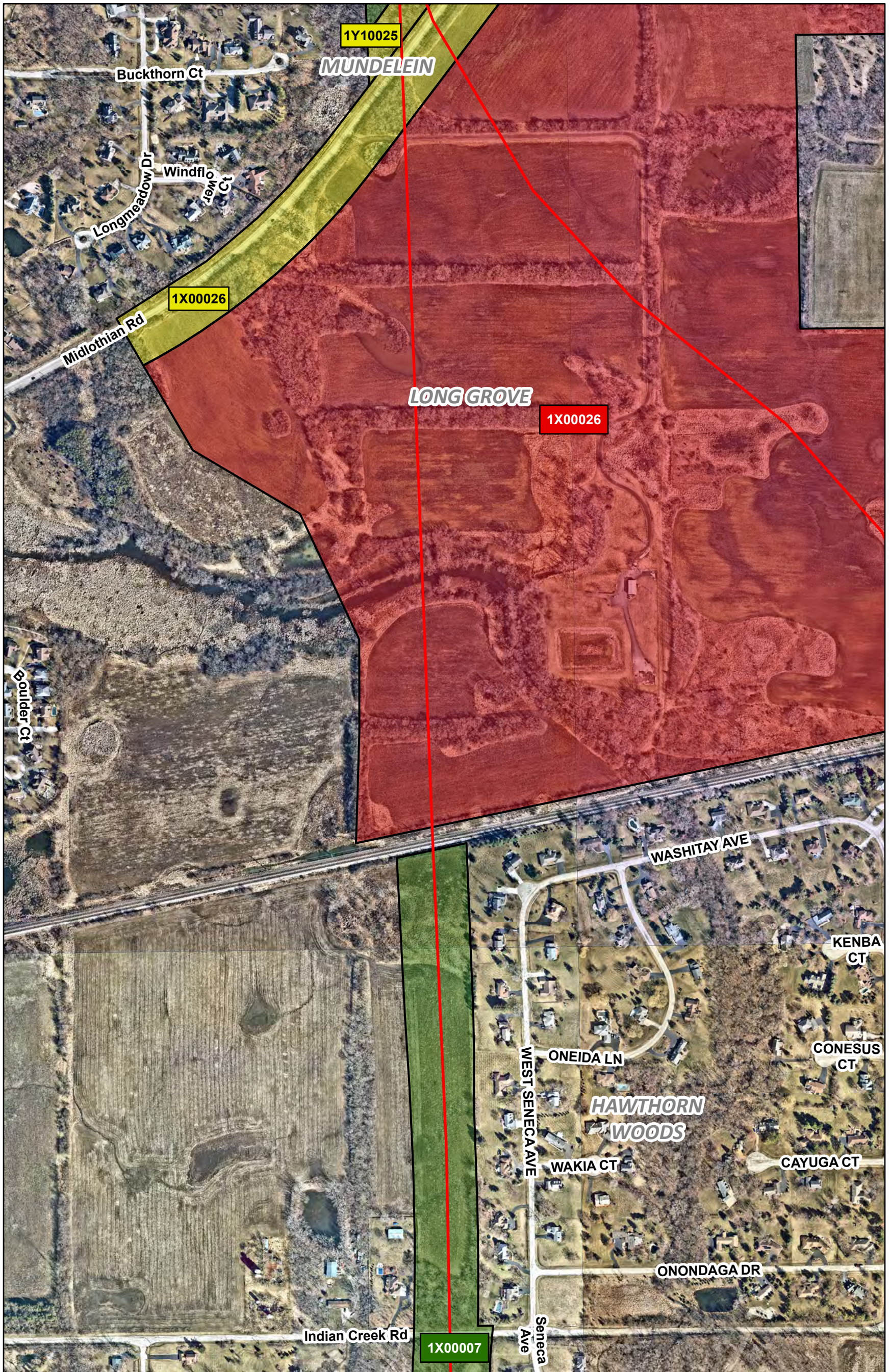




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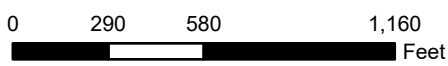




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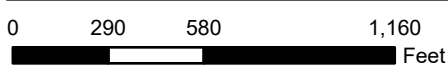
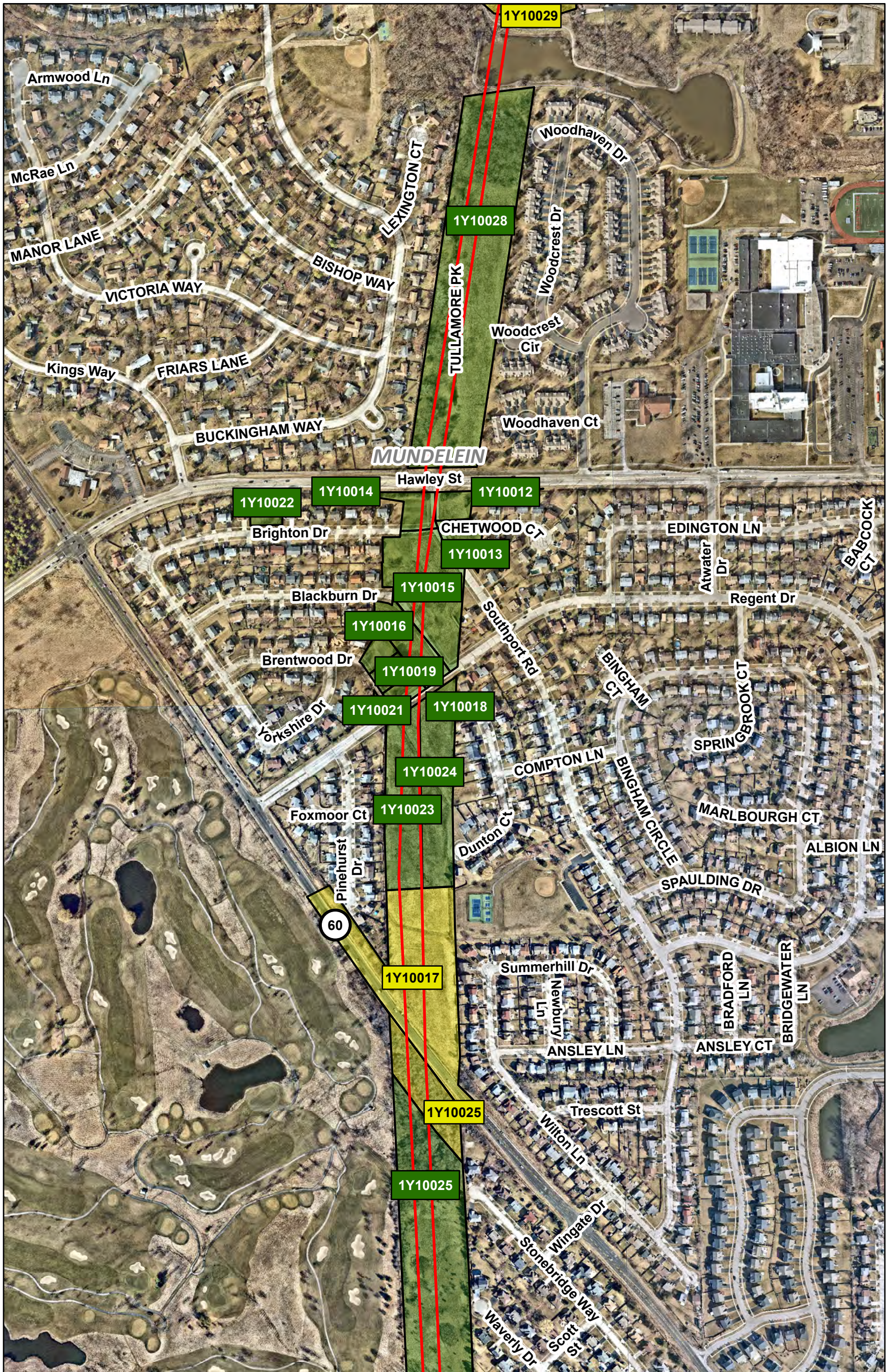




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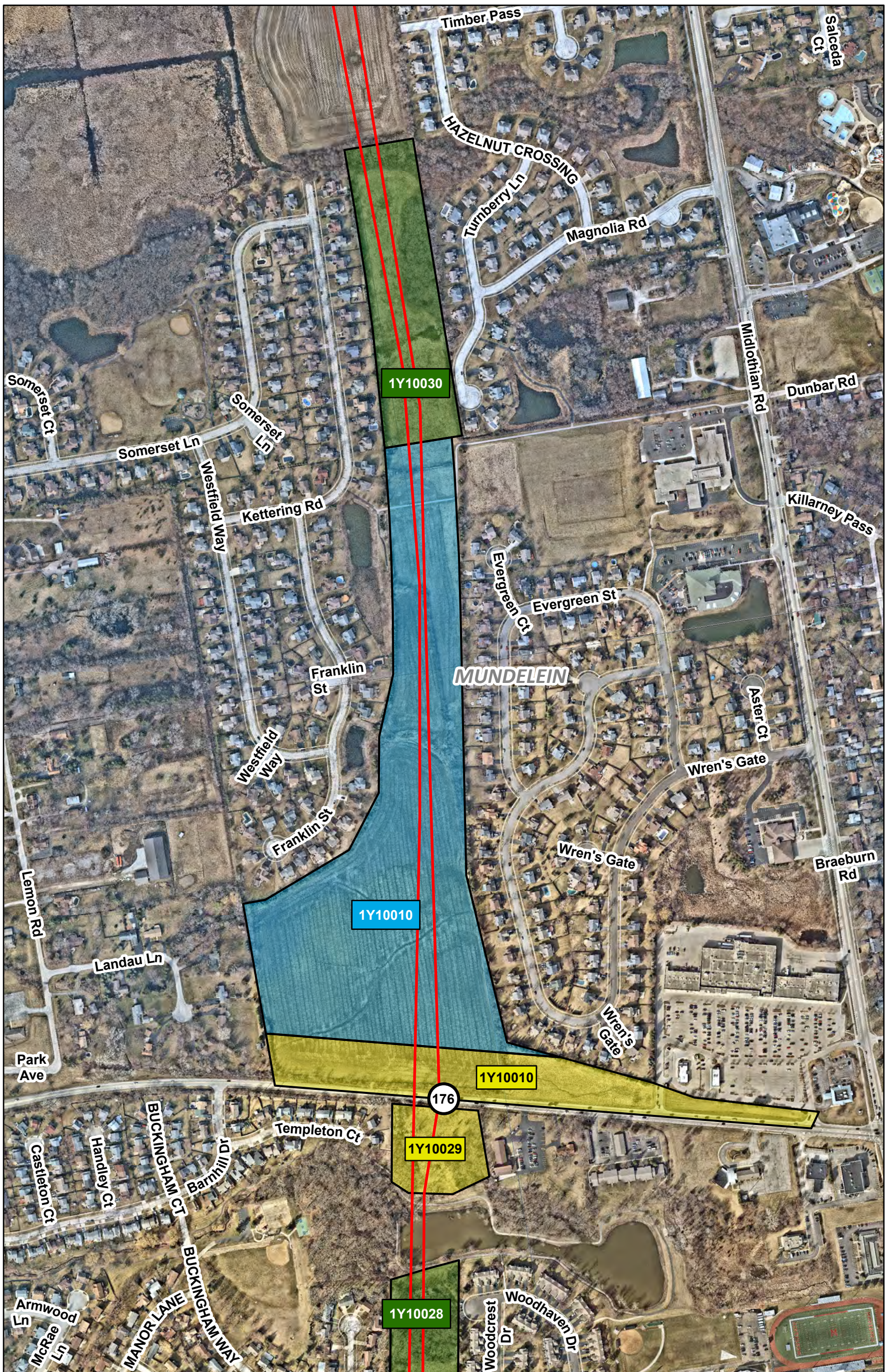




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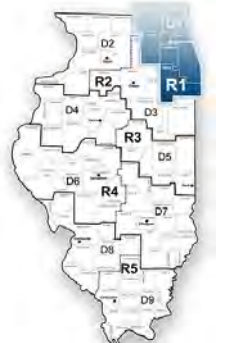
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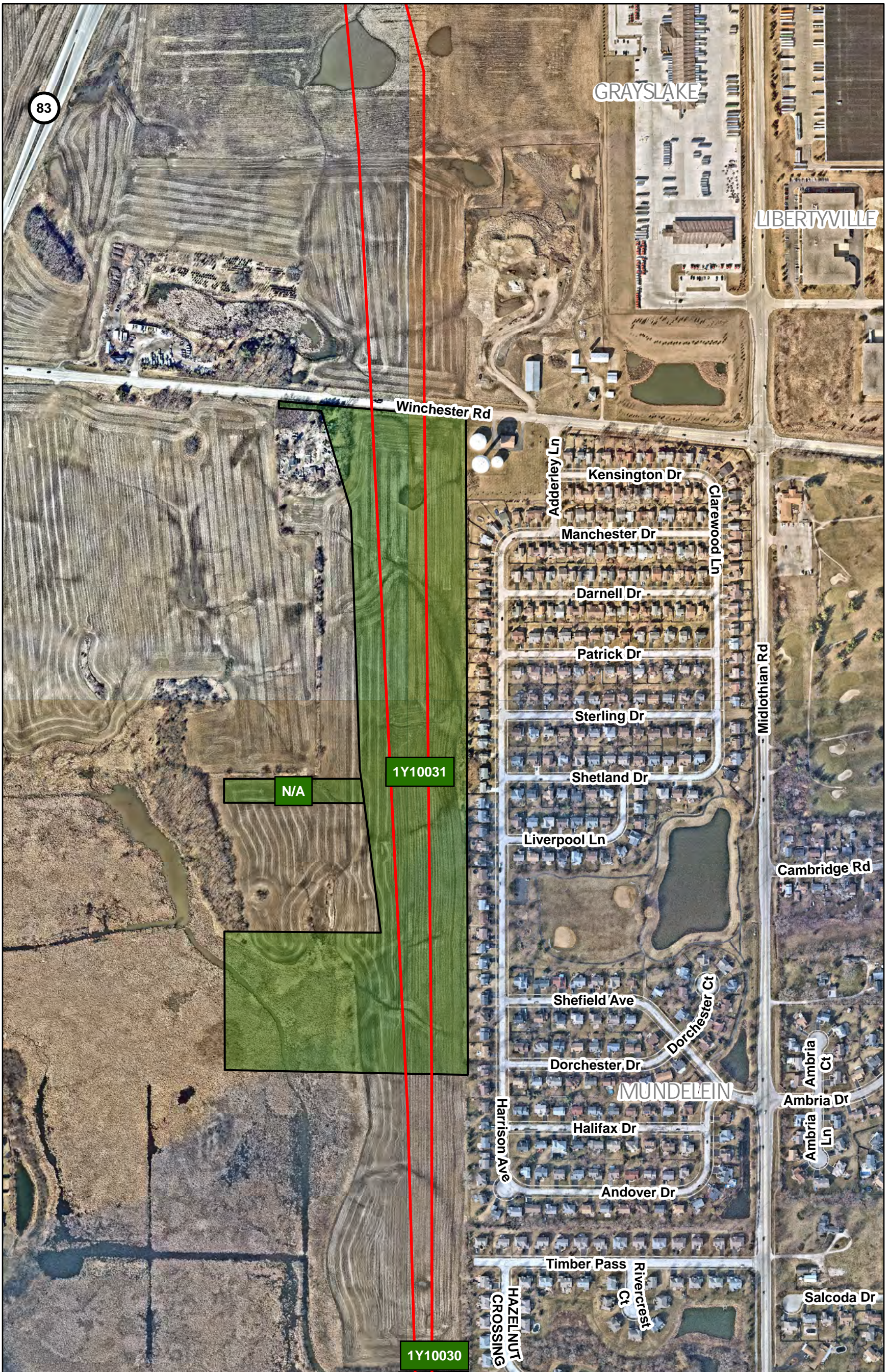




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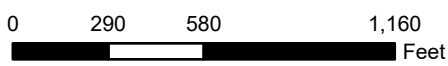


IL Route 53 Extension Acquisition on

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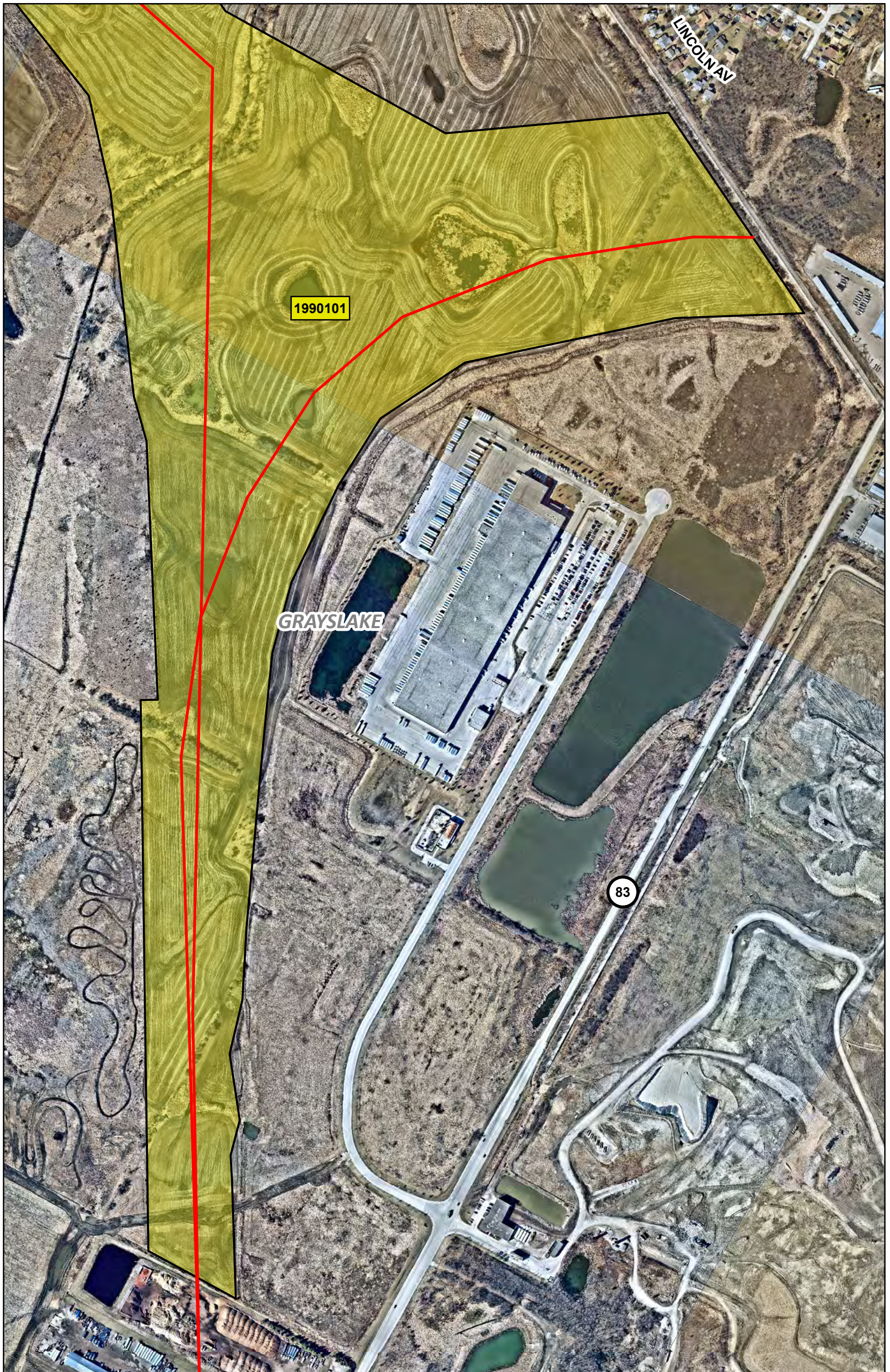
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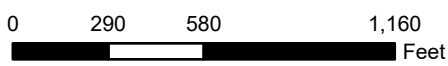
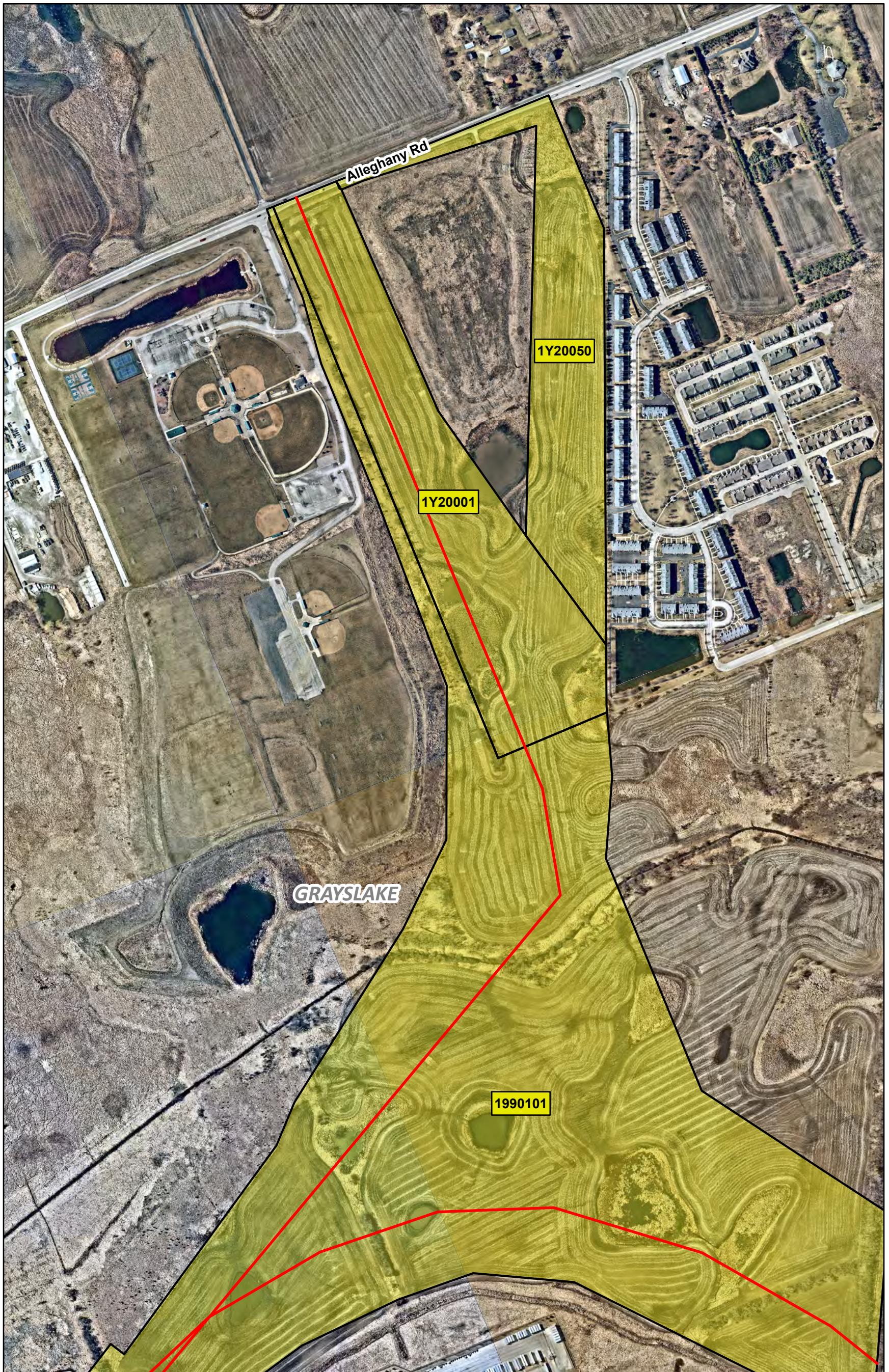




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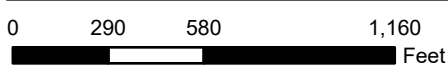
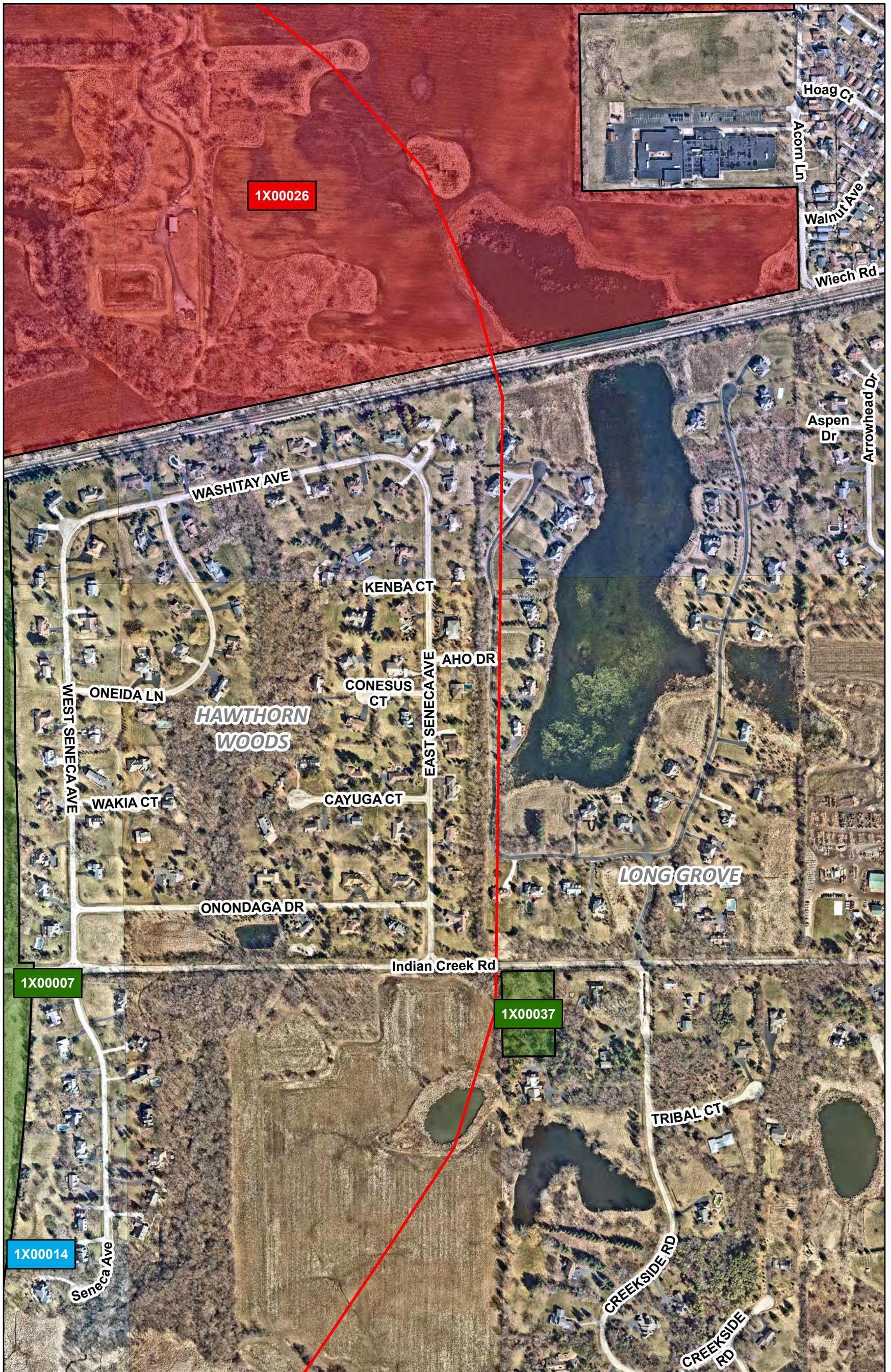




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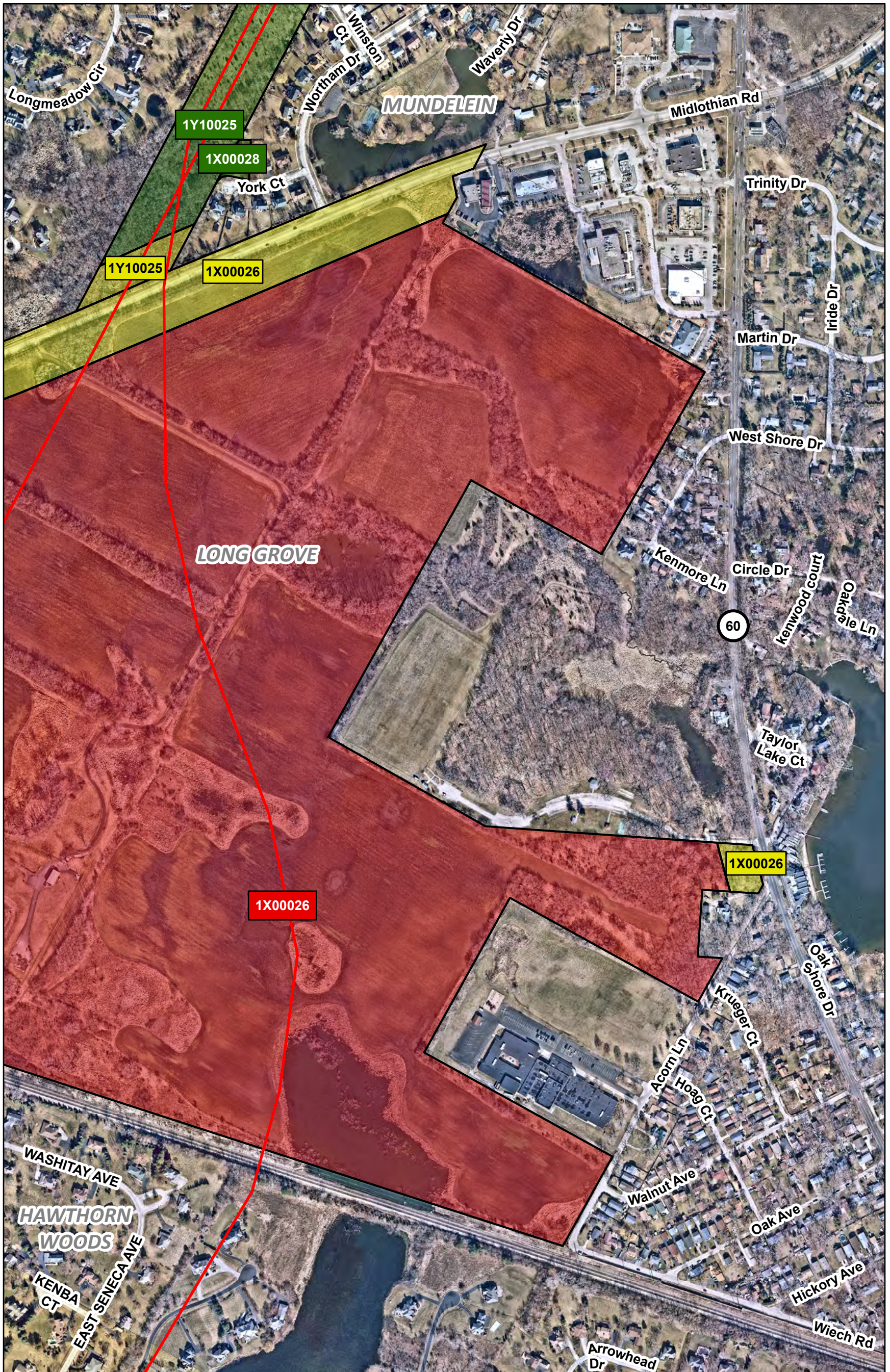




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Legend

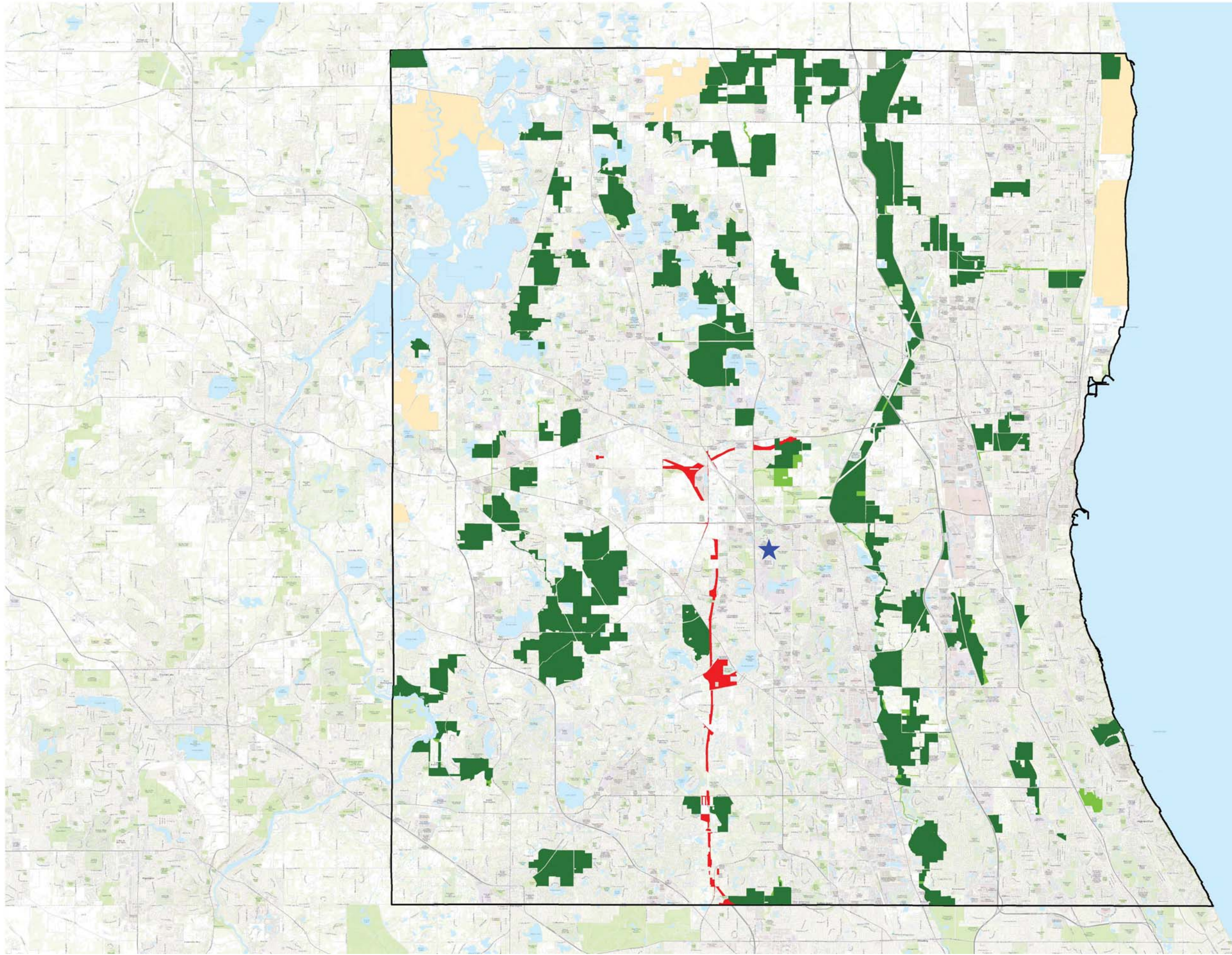
-  Forest Preserve Property
-  Forest Preserve Easement
-  State Parks

Courtesy Copy Only.
Property boundaries indicated are provided for general location purposes.
Wetland and flood limits shown are approximate and should not be used to determine setbacks for structure or as a basis for purchasing property.

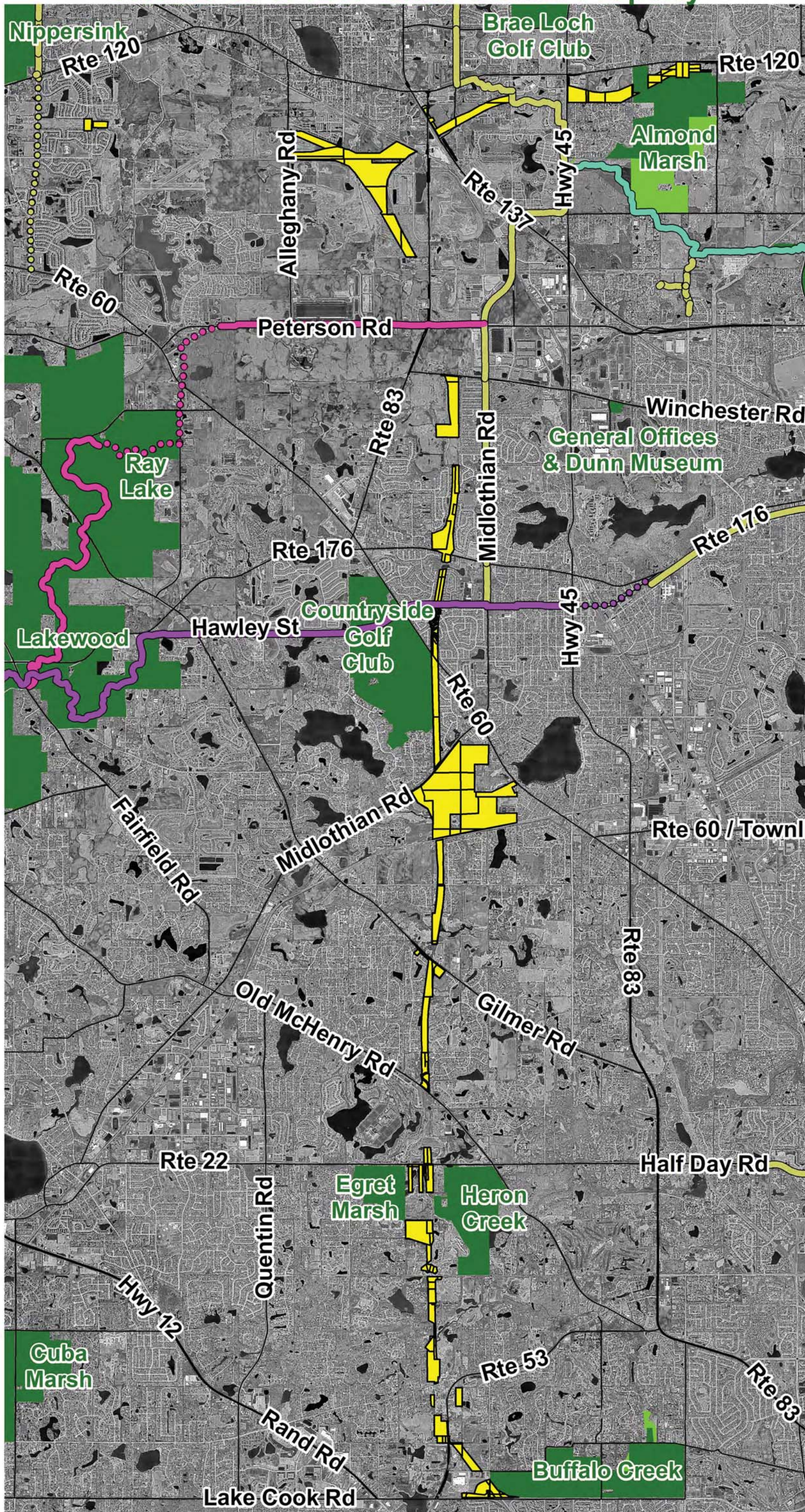
2015 Aerial Photo Map Prepared 29 October 2021

Prepared using information from: Lake County Department of Information & Technology - GIS/Mapping Division 18 North County Street Maukegan, Illinois 60085-4357 847-377-2373	Lake County Forest Preserve District 1899 W Winchester Rd Libertyville, Illinois 60048 847-968-3351 www.lcfd.org
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0 1 2 4 Miles



Routes 53 & 120: State-Owned Property



Lake County Forest Preserve District
 Land Preservation and Special Projects
 1899 W Winchester Rd
 Libertyville, Illinois 60048
 847-968-3351



- Legend**
- Forest Preserve Property
 - Millennium Trail
 - Other Regional Trails - Planned
 - Forest Preserve Easement
 - Casey Trail
 - Fort Hill Trail - Planned
 - State-Owned Parcels
 - Fort Hill Trail
 - Millennium Trail - Planned
 - Other Regional Trails

Courtesy Copy Only
 Property boundaries indicated are provided for general location purposes. Wetland and flood limits shown are approximate and should not be used to determine setbacks for structure or as a basis for purchasing property.

Prepared using information from:
 Lake County Department of Information & Technology: GIS/Mapping Division
 18 North County Street
 Waukegan, Illinois 60085-4357
 847-377-2373
 Map Prepared 26 January 2022

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2021 Aerial Photo

Potential District Acquisitions: Almond Marsh

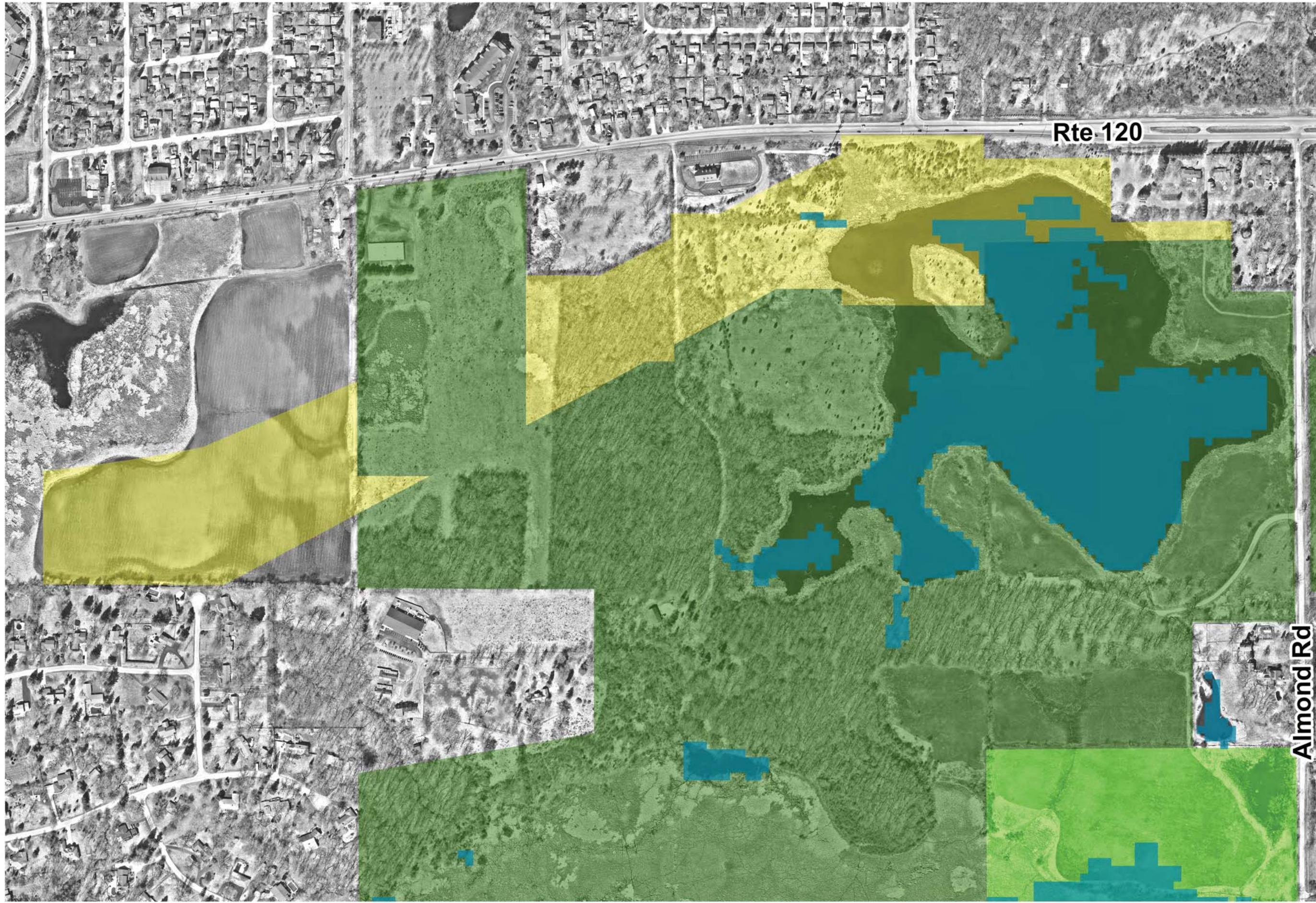
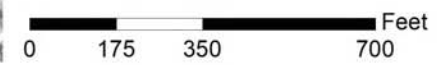


Legend

- Forest Preserve Property
- Forest Preserve Easements
- Potential District Acquisitions: 47.9 Acres
- GIMS Lakes and Streams Cores

Courtesy Copy Only.
Property boundaries indicated are provided for general location purposes.
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2020 Aerial Photo
Map Prepared 31 October 2021
Prepared using information from Nearmap & Lake County Department of Information and Technology: GIS/Mapping Division
18 North County Street
Waukegan, Illinois 60085-4357
847-968-3351
847-377-2373
Lake County Forest Preserve District
1899 W Winchester Rd
Libertyville, Illinois 60048
847-968-3351
www.LCFPD.org



Potential District Acquisitions: Almond Marsh



Legend

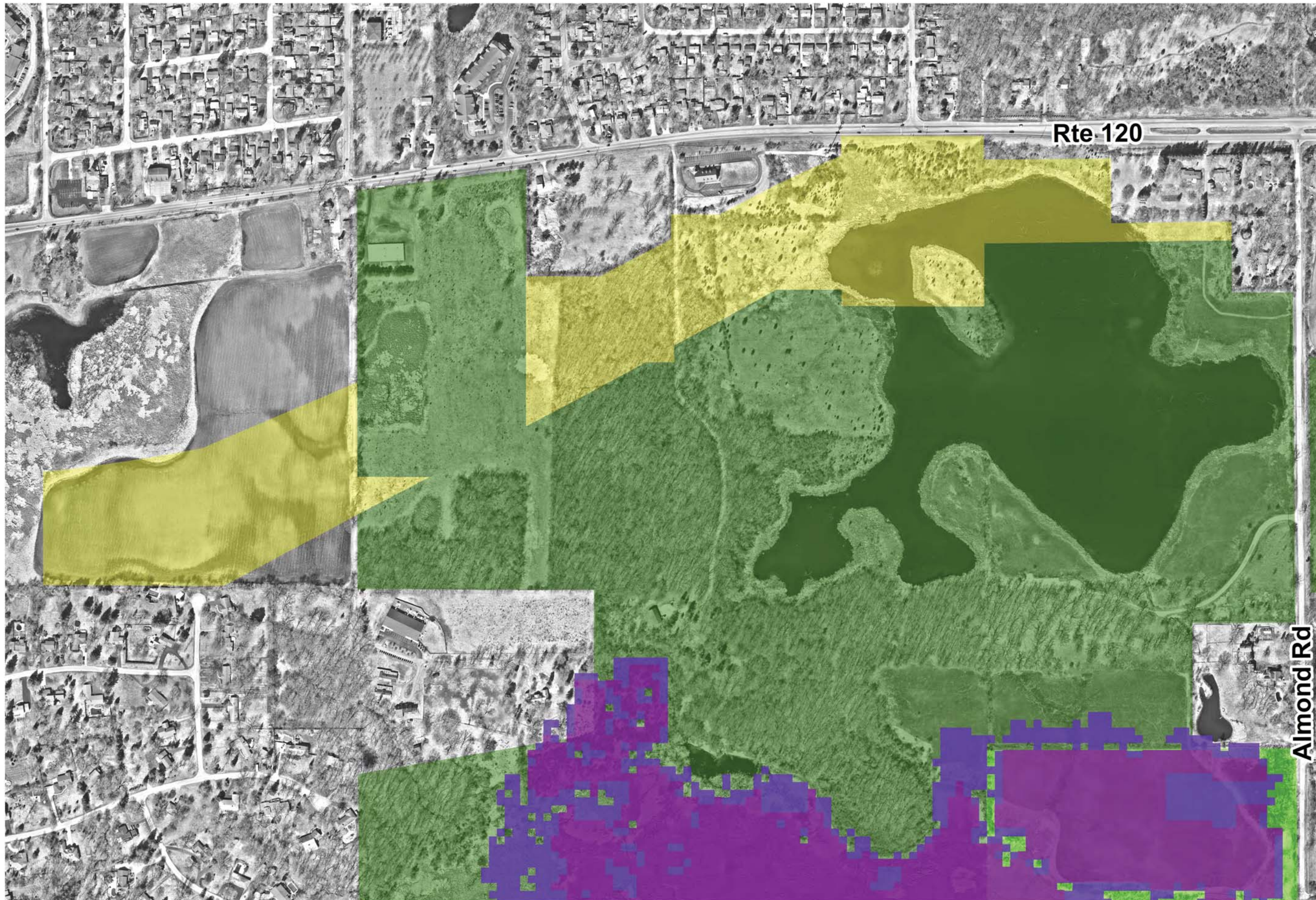
- Forest Preserve Property
- Forest Preserve Easements
- Potential District Acquisitions: 47.9 Acres
- GIMS Prairie, Grassland & Savanna Cores
- GIMS Prairie, Grassland & Savanna Corridors

Courtesy Copy Only.
Property boundaries indicated are provided for general location purposes.
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2020 Aerial Photo Map Prepared 31 October 2021

Prepared using information from Nearmap Lake County Forest Preserve District & Lake County Department of Information and Technology: GIS/Mapping Division 18 North County Street Waukegan, Illinois 60085-4357 847-377-2373 1899 W Winchester Rd Libertyville, Illinois 60048 847-968-3351 www.LCFPD.org

0 175 350 700 Feet



Potential District Acquisitions: Almond Marsh



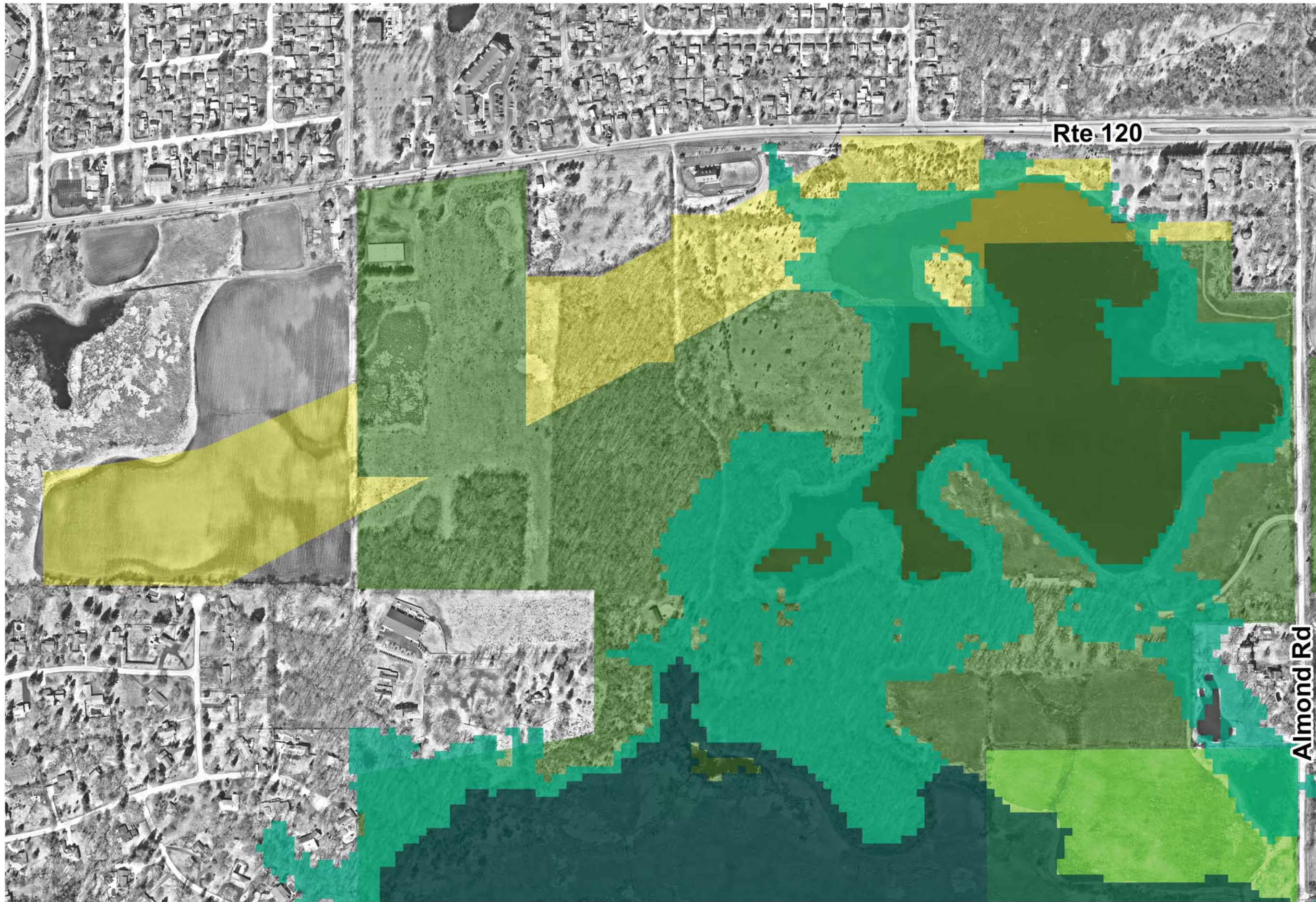
Legend

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- Forest Preserve Easements
- Potential District Acquisitions: 47.9 Acres
- GIMS Wetlands Cores
- GIMS Wetland Corridors

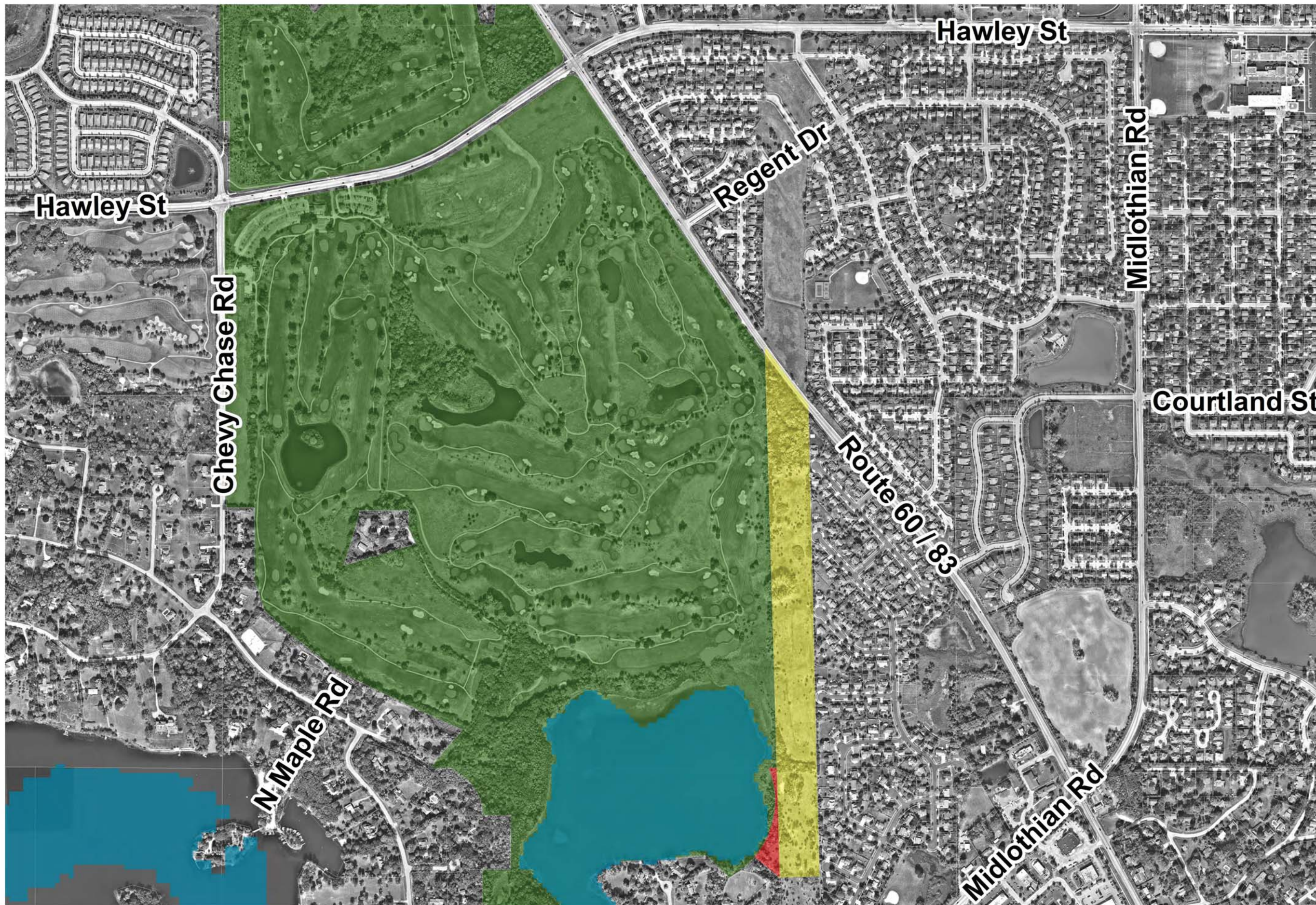
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Potential District Acquisition: Countryside Golf Club



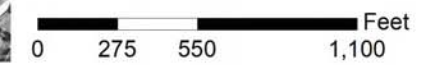
Legend

- Forest Preserve Property
- Potential District Acquisitions: 24 Acres
- Open Space Area Identified on Subdivision Plat: 1.1 Acres
- GIMS Lakes and Streams Cores

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Potential District Acquisition: Countryside Golf Club



Legend

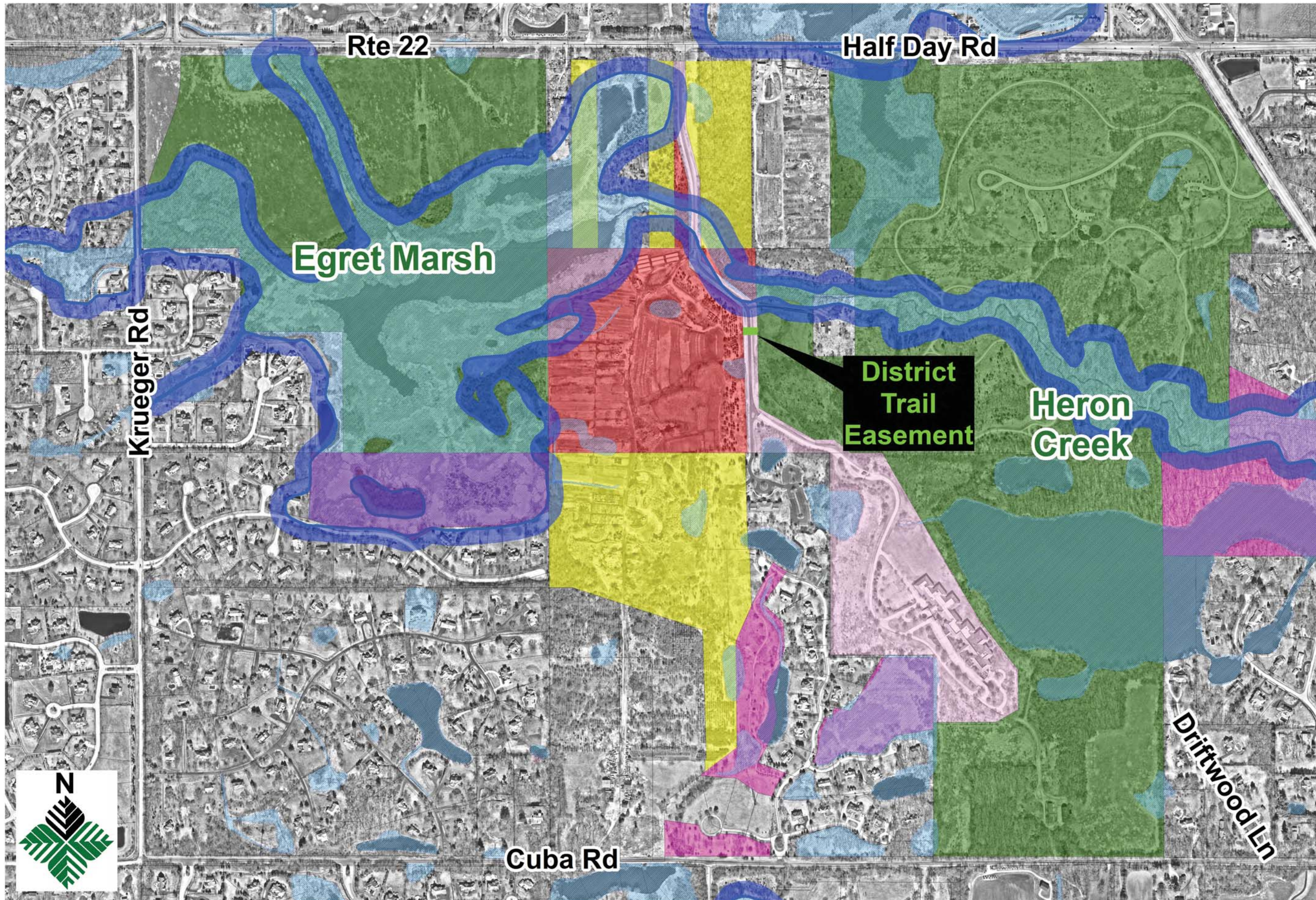
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Potential District Acquisitions: Egret Marsh & Heron Creek

Legend

- Forest Preserve Property
- Forest Preserve Easements
- Potential District Acquisitions: 53.7 Acres
- The Reserve at Long Grove (Formerly CF Industries)
- Ron & Ken Family Farm Ltd Partnership
- Village of Kildeer
- Long Grove Park District
- ADID Wetlands
- ADID 100' Buffer
- LCWI Wetlands

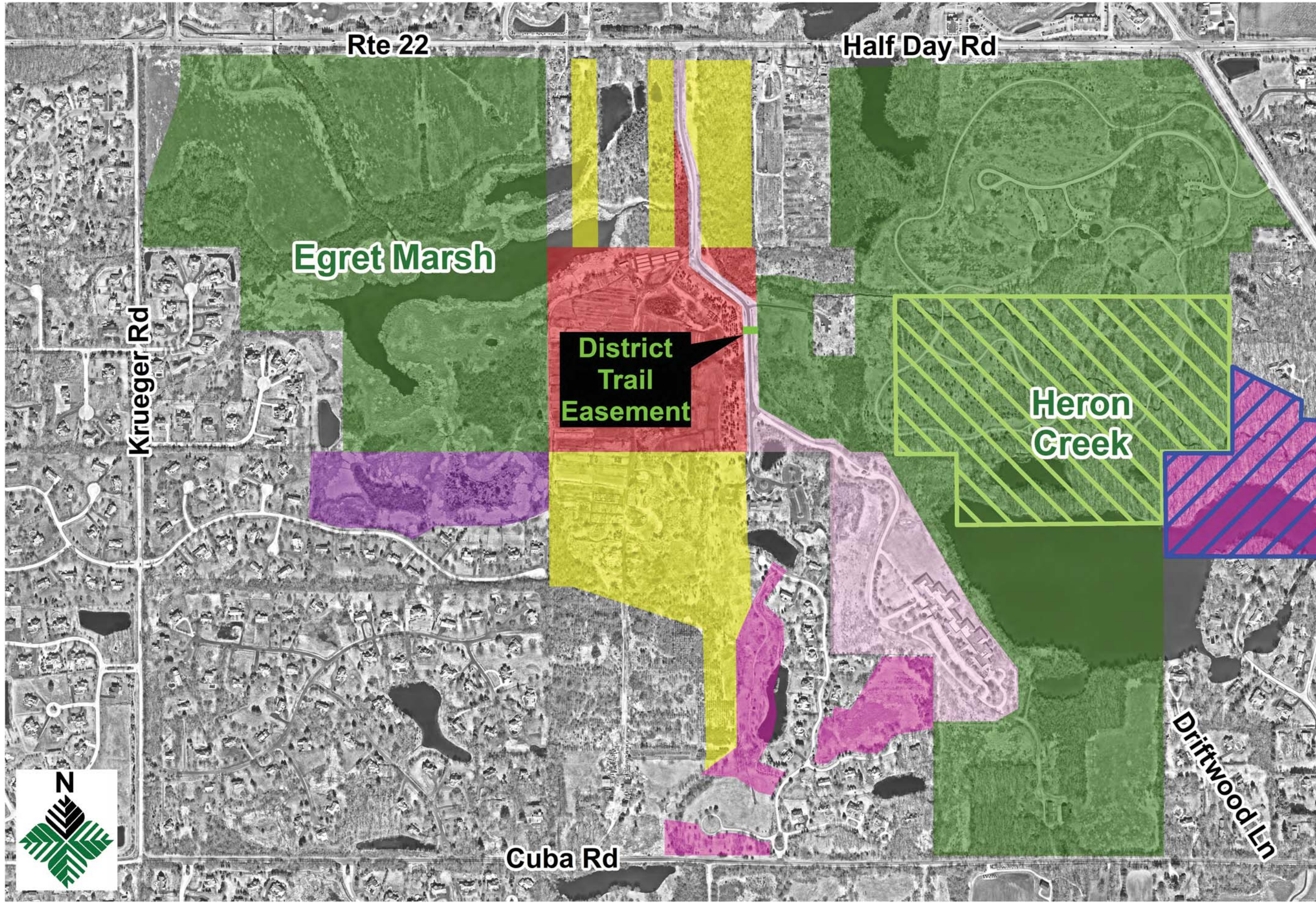
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Lake County Forest Preserve District 1899 W Winchester Rd Libertyville, Illinois 60048 847-968-3351 www.LCFPD.org





Potential District Acquisitions: Egret Marsh & Heron Creek

Legend

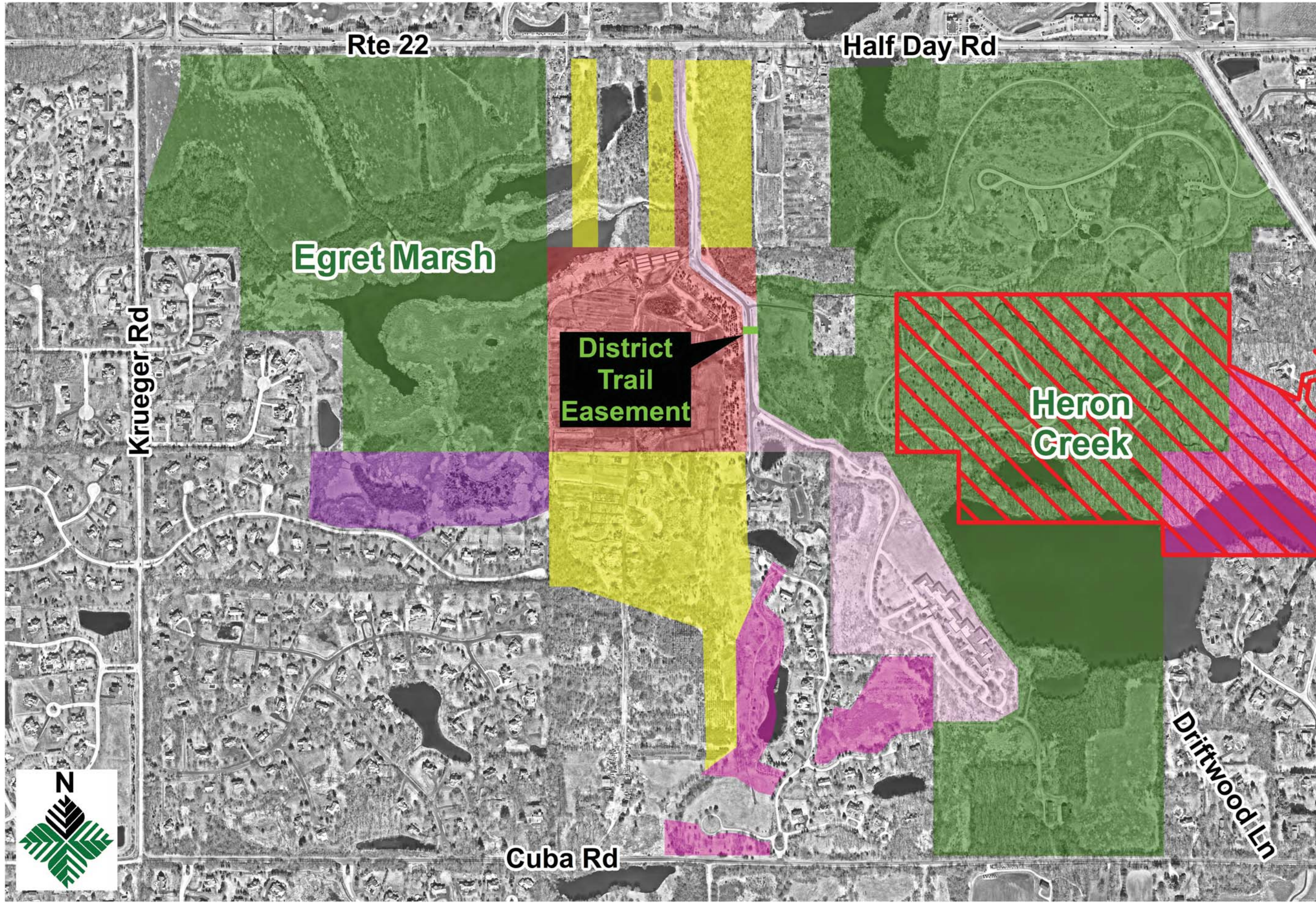
- Forest Preserve Property
- Forest Preserve Easements
- Potential District Acquisitions: 53.7 Acres
- Reed-Turner Woodland Nature Preserve
- Kildeer Creek and Woodland Land and Water Reserve
- The Reserve at Long Grove (Formerly CF Industries)
- Ron & Ken Family Farm Ltd Partnership
- Village of Kildeer
- Long Grove Park District

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2020 Aerial Photo
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Potential District Acquisitions: Egret Marsh & Heron Creek

Legend

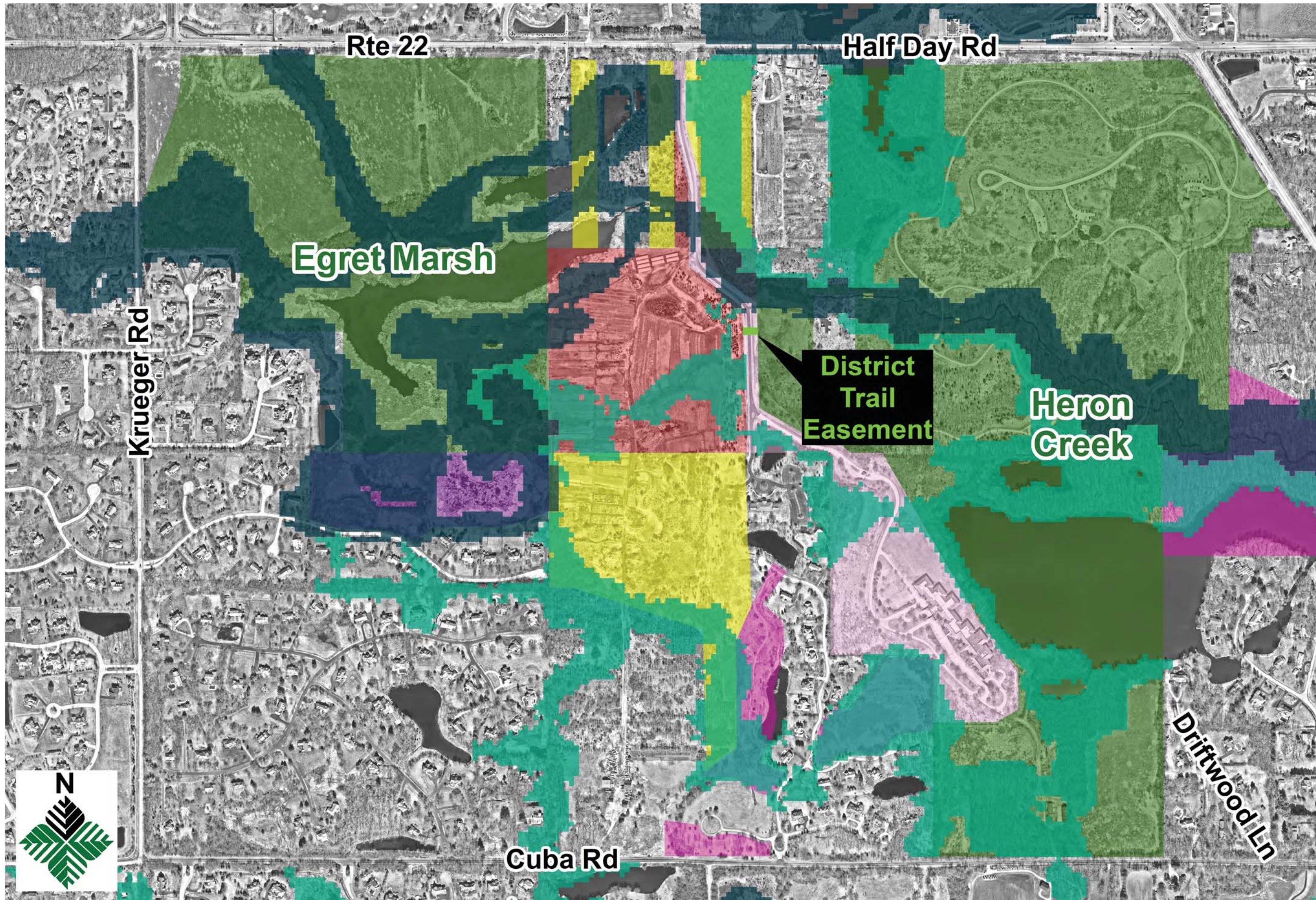
- Forest Preserve Property
- Forest Preserve Easements
- Potential District Acquisitions: 53.7 Acres
- Illinois Natural Area Inventory
- The Reserve at Long Grove (Formerly CF Industries)
- Ron & Ken Family Farm Ltd Partnership
- Village of Kildeer
- Long Grove Park District

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Potential District Acquisitions: Egret Marsh & Heron Creek

Legend

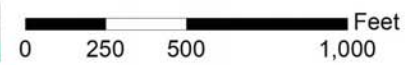
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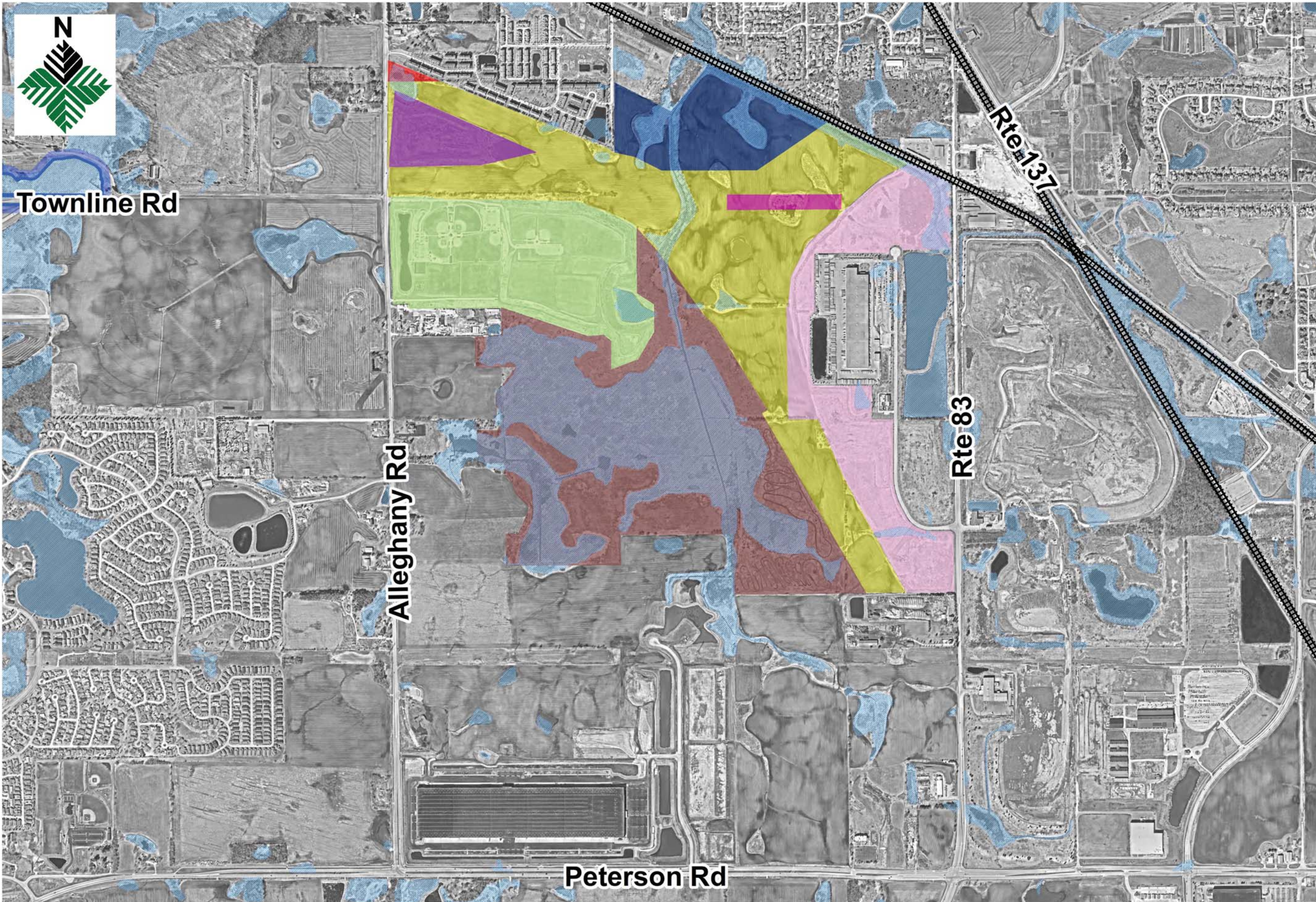
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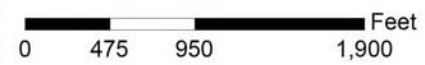
Potential New Northern Preservation Site (Others)

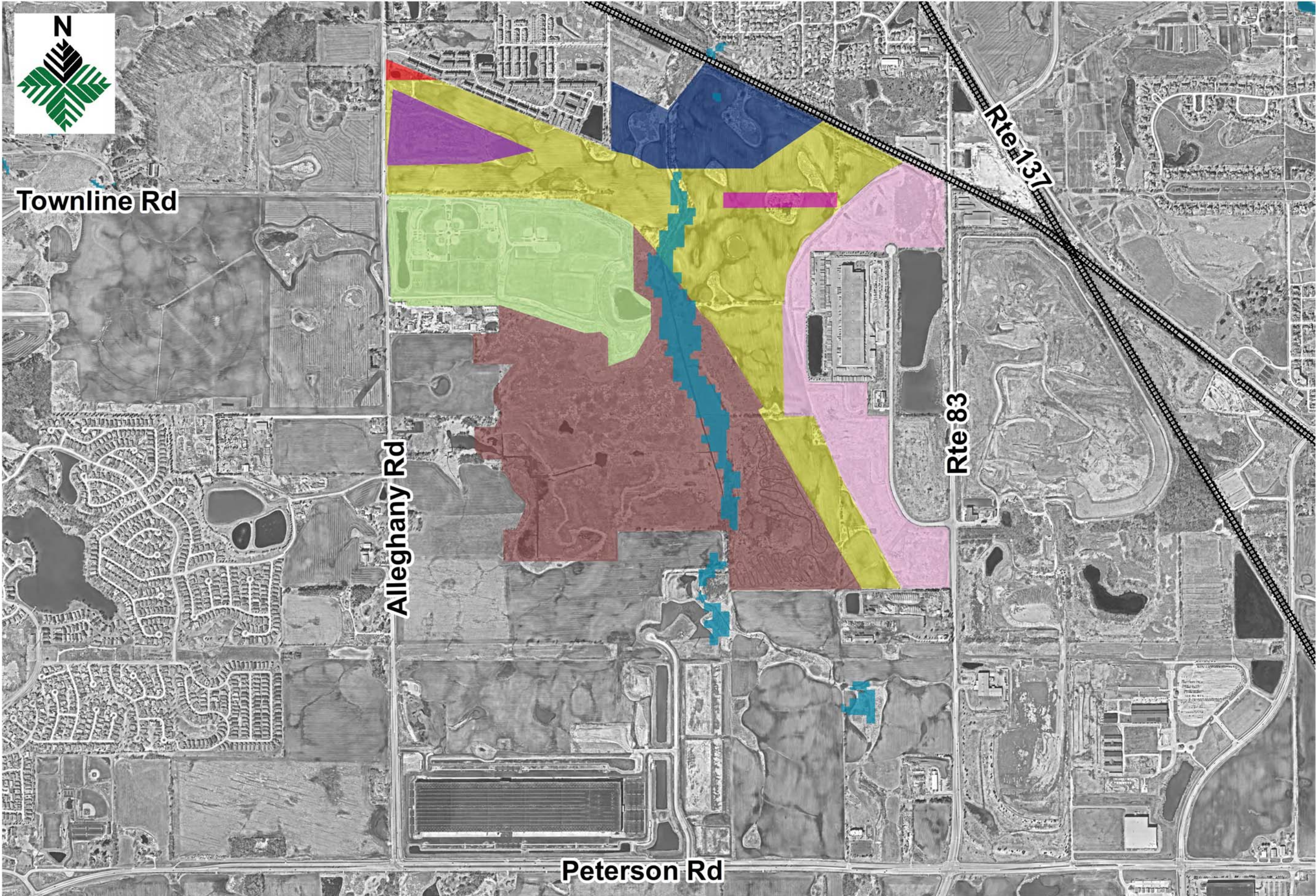
Legend

- Potential Preservation Property: 171 Acres
- Vil. of Grayslake
- Shafernich
- BEOR FUND I LLC
- Lake Street Land Owner LLC
- Waste Management
- Grayslake Park District
- DELOS LLC
- ADID Wetlands
- ADID 100' Buffer
- LCWI Wetlands
- Railroad

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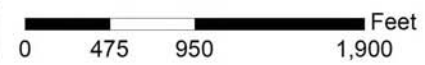
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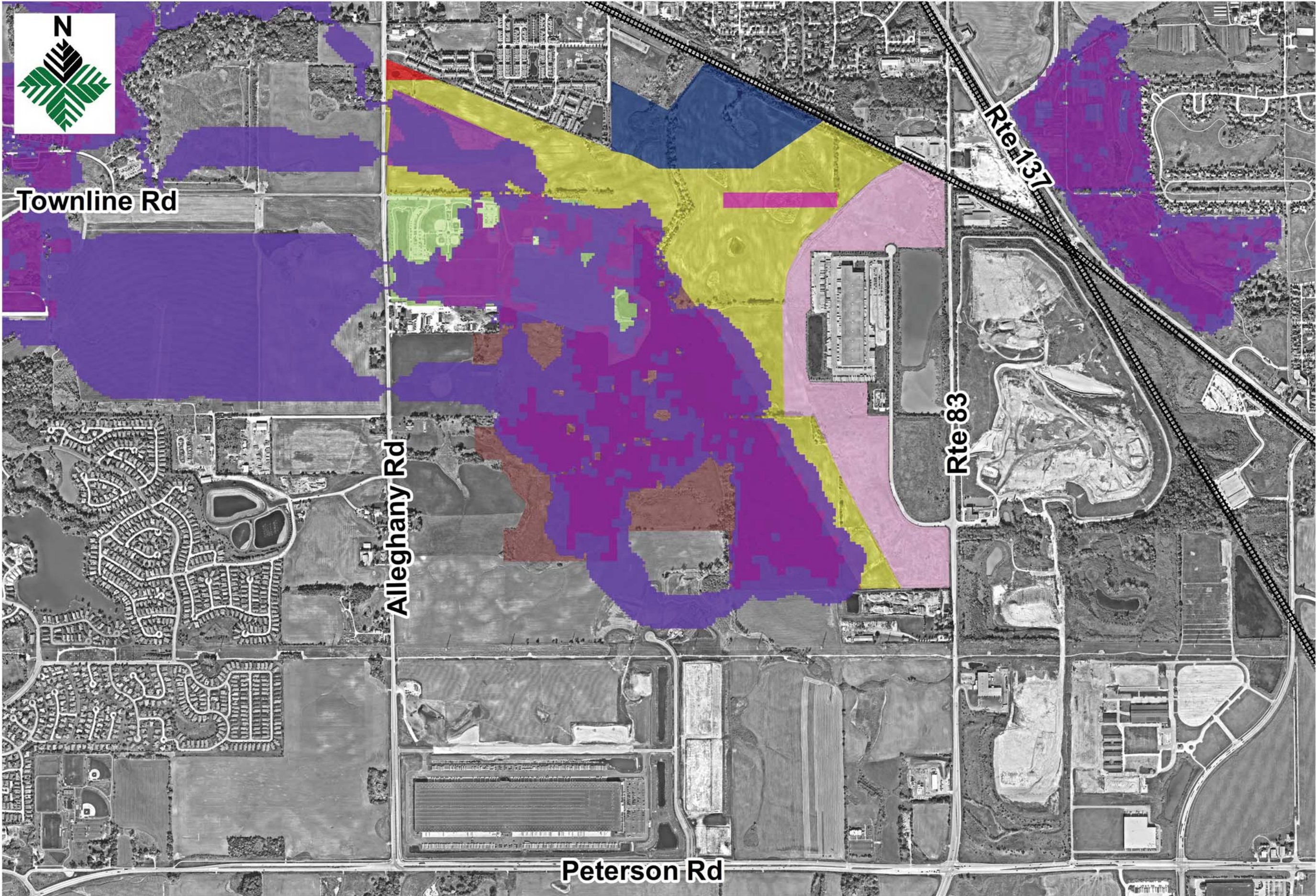
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Potential New Northern Preservation Site (Others)

Legend

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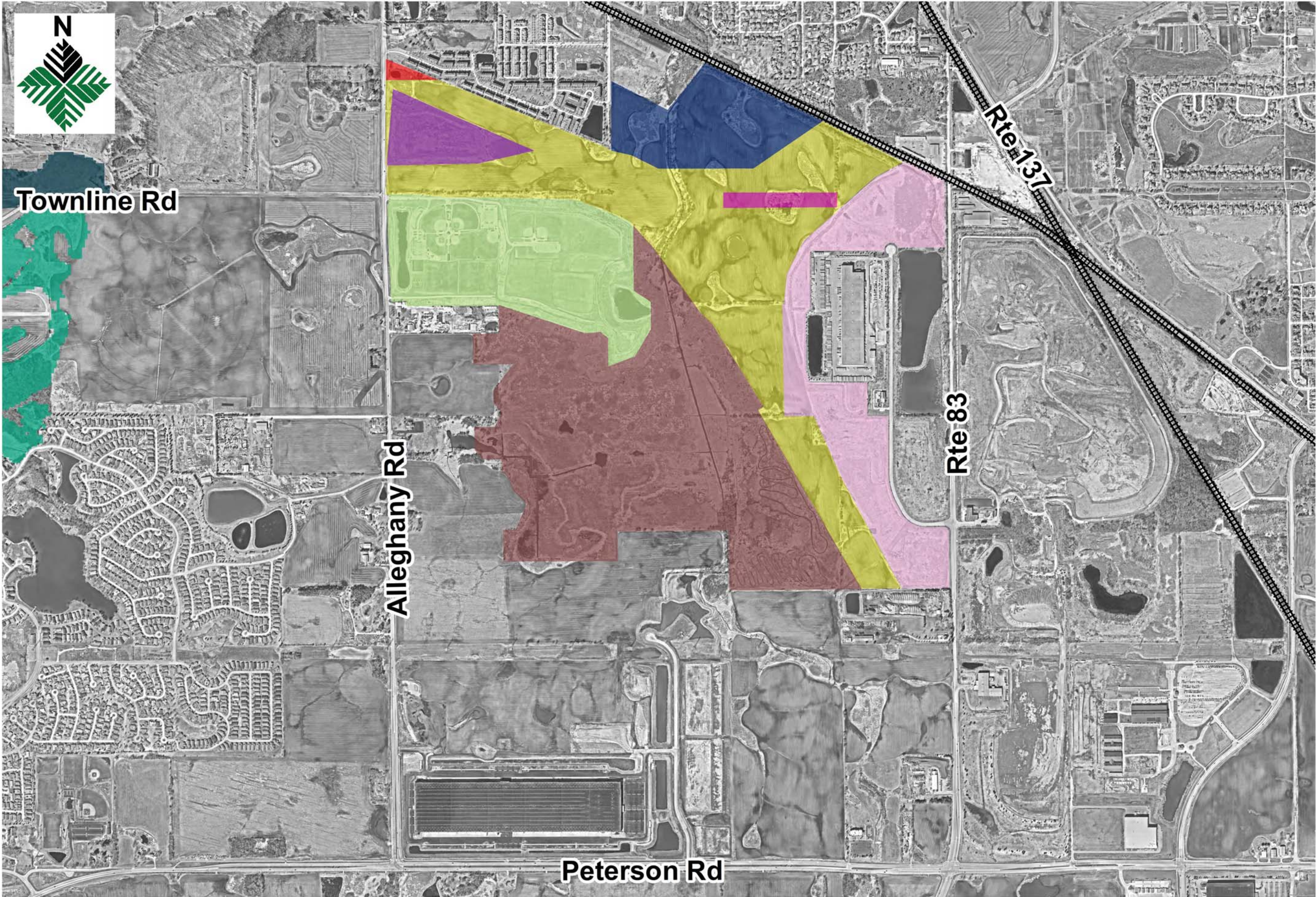
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Countryside Golf Club

Potential New Southern Preservation Site (Others)



Legend

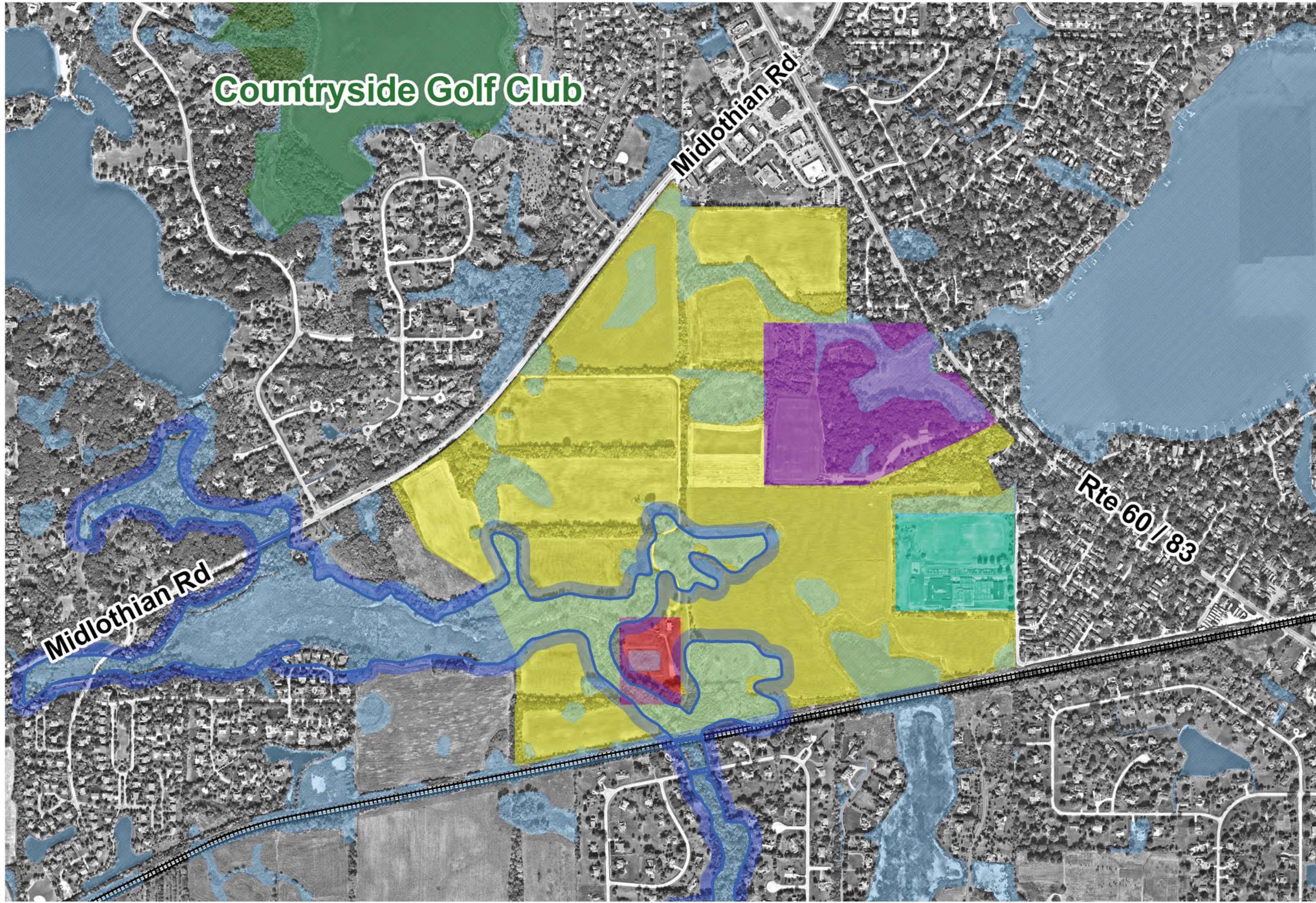
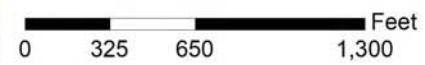
- Forest Preserve Property
- Potential Others Acquisitions - Southern New Site: 270.9 Acres
- Mundelein Park District
- West Oak Middle School
- Lake County Public Works
- ADID Wetlands
- ADID 100' Buffer
- LCWI Wetlands
- Railroad

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Countryside Golf Club

Midlothian Rd

Rte 60 / 83

Midlothian Rd

Potential New Southern Preservation Site (Others)

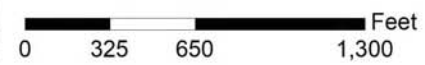


Legend

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Countryside Golf Club

Midlothian Rd

Rte 60 / 83

Midlothian Rd

Potential New Southern Preservation Site (Others)



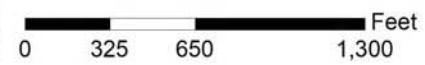
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March 9, 2022

To: Dan Lewis

Fr: Bill Jacob

Re: IDOT Diagram incorrectly shows ownership by the state of Long Grove owned property.

Dan,

I have reviewed the meeting minutes from the January 28, 2022 Task Force Meeting and found a discrepancy.

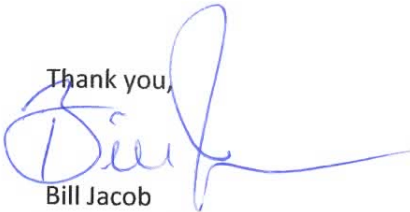
As a result, I'm requesting that it be recorded that the IDOT diagram on page 1 of 16 Illinois Rt 53 extension acquisition parcels in correctly details state ownership of a parcel by Menard's that is owned by Long Grove. Please see the attached.

This parcel is used by Long Grove as a soccer field and so I further request that IDOT update this diagram and then re-share with the entire task force.

Please note that the 10 Digit Tax Parcel Number is 1436305001.

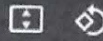
Finally, my hope is that there are no other parcels incorrectly identified by the state in their diagram / documentation of IDOT owned property.

Thank you,



Bill Jacob
Village President
Long Grove

CC: Senator Melinda Bush
Representative Chris Boss



IL. Route 53 Extension Acquisition

- North Extension Centerline
- IDOT Acquired Parcels
- Parcel Land Uses
 - Transportation
 - Drainage
 - Environmental
 - Multiple Uses





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

Monday, March 14, 2022

4:00 PM

Virtual Meeting

Dan Lewis, Advisor at the IL Department of Natural Resources and the point-person for administrative support for this Task Force, began the meeting shortly after 4:00 PM by taking the roll for the task force members. All but Co-Chair Senator Melinda Bush and Lake County Board Member Marah Altenburg were present. Both members were able to join a few minutes after the meeting began.

Co-Chair State Representative Chris Bos initially ran the meeting and began by asking if there were edits to the January meeting minutes. Dan Lewis said that he heard from Long Grove Mayor Bill Jacob regarding a parcel that IDOT has indicated was state-owned but that Mayor Jacob knew to be owned by the Village. Dan suggested the Task Force approve of the minutes with the addition of a memo about the parcel in question from Mayor Jacob. All were in favor of this and a motion to approve of the minutes with the additional memo passed unanimously.

At this point Senator Bush was able to join the meeting after experiencing technical difficulties and Representative Bos gave the floor and control of today's meeting over to her.

Senator Bush then gave the floor to Openlands Senior Counsel Stacy Meyers, who spoke briefly about their GIS map tool before giving the floor to Openlands Regional Planning Manager Matthew Santagata ([GIS map here](#)). Matthew walked the Task Force through the various layers on the map and their meaning. He and Stacy discussed how this tool will be beneficial to the Task Force as we consider uses for the land, connectivity to other parks and trails, and future development.

Senator Bush then gave the floor to Midwest Sustainability Group Executive Director Barbara Klipp, who gave a presentation about the environmental implications of this project and why environmental organizations believe that the land should be used for a greenway/trail (**presentation is attached**). Barbara also shared a supplemental fact & resource sheet and a vision statement from the environmental community (**both are attached**). Barbara not only discussed the environmental opportunities and potential of the corridor but also the potential positive economic impacts a greenway would have on the county and municipalities.

There were no questions after either presentation. Senator Bush thanked Stacy and Barbara for their detailed presentations and said that we were out of time and will have to push our conversation about committees to the next meeting. Senator Bush explained that presentations about ecotourism and transportation/mobility would be beneficial and should be given at the next meeting.

After no further discussion, the meeting was adjourned.

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

Environmental Community Presentation

Route 53 Task Force
March 14, 2022



This Presentation is from the Green Corridor Coalition

Who We Are:

- Friends of Indian Creek Wetlands
- Lake County Audubon Society
- Midwest Sustainability Group
- Openlands
- The Sierra Club
- Concerned Citizens

<https://www.facebook.com/GreenCorridorCoalition>



Photos of nature were taken in the Rt
53 corridor and impact zone.

Most are from our photo contest
of the corridor last fall.



Photo credit: David Jacobson

No prerequisite
knowledge
necessary



Photo credit: Michael Schmitt

Supplemental Fact & Resource Sheet:

<https://docs.google.com/document/d/1DKEPTm1oc459lsciSpB95AeJHBCXN9SKHNkgkXlrUrS8/edit?usp=sharing>

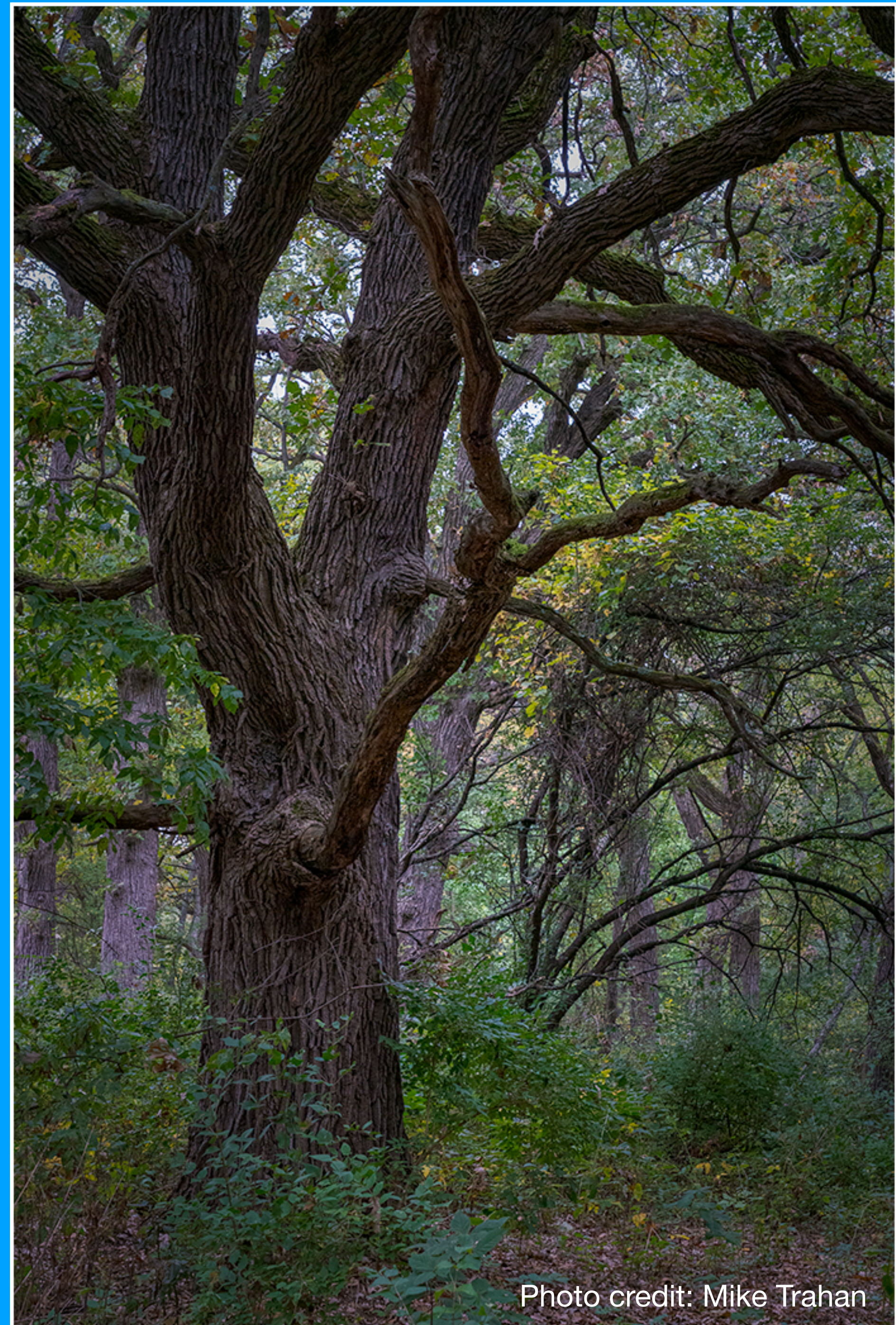


Photo credit: Mike Trahan

7th Generation Principle

“

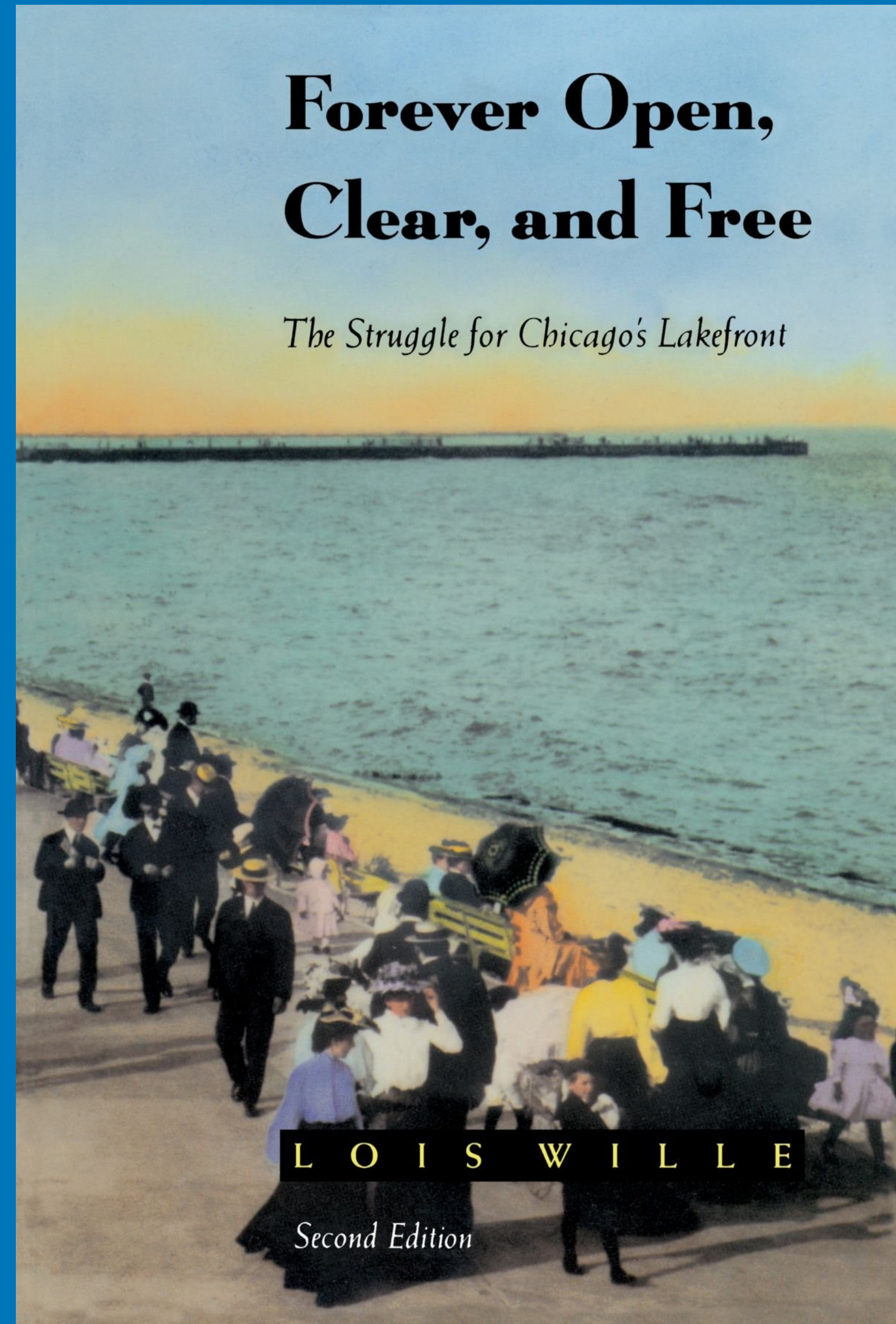
**"IN OUR EVERY
DELIBERATION, WE MUST
CONSIDER THE IMPACT OF
OUR DECISIONS ON THE NEXT
SEVEN GENERATIONS."**

THE GREAT LAW OF THE IROQUOIS CONFEDERACY



“Open, Clear and Free”

Chicago, 1836



Our Vision

Photo credit: Linda Kruzic



Photo credit: Kaavya Vassa



Photo Credit: Chicago Tribune







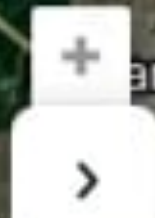
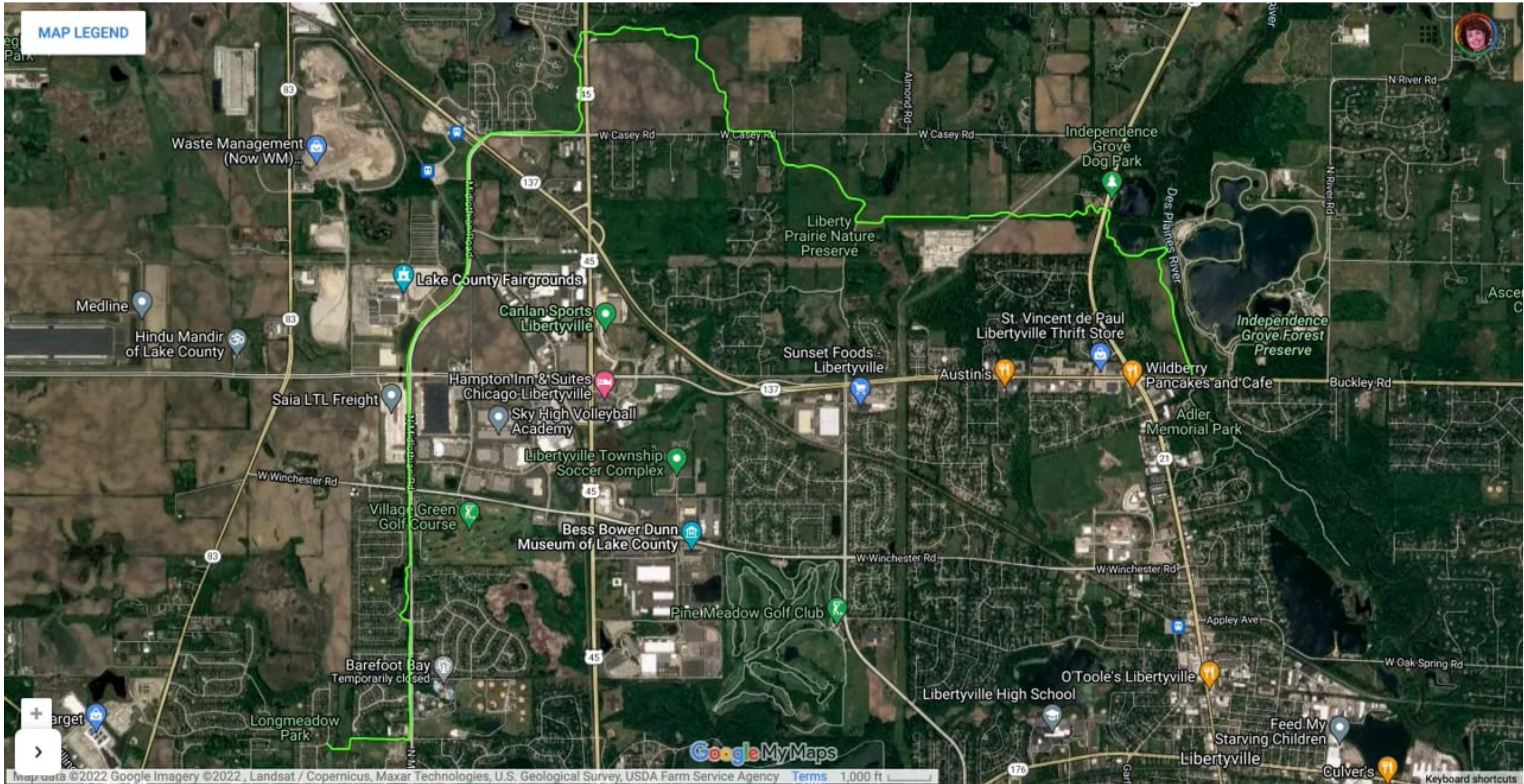




Photo Credit: Barbara Klipp



MAP LEGEND



Google My Maps



Why should you care?

A protected, scenic corridor and trail will add economic value in 3 ways”

- 1. Wealth Generation**
- 2. Economic Development**
- 3. Avoided Costs**



Photo credit: Mike Trahan

Wealth Generation:

- Increased property values and earnings from open space related activities
 - Trails add real estate value to communities.
 - Homes in neighborhoods with high Walk Scores sell for \$4,000 to \$34,000 more than the average home.
 - The National Real Estate Association has endorsed trails and greenways for enhancing real estate values for communities.
- Earnings from jobs created from open space related activities



Lake County Bicycle Club

Economic Development

**THE
OUTDOOR
RECREATION
ECONOMY
GENERATES:**

\$887 BILLION

IN CONSUMER SPENDING ANNUALLY



7.6 MILLION

AMERICAN JOBS



\$65.3 BILLION

IN FEDERAL TAX REVENUE



\$59.2 BILLION

IN STATE AND LOCAL TAX REVENUE



Eco Tourism, Economic Development from protected open space and trails and the complimentary development that this will bring:

Trails increase tax revenues in the communities in which they are located.

Trails revitalize depressed areas, creating a demand for space in what were once vacant buildings.

In 2011, Illinois residents and non-residents spent \$3.8 BILLION on wildlife associated recreation.



Photo credit: Cheryl Keegan

The costs of land acquisition for trails, trail construction and maintenance are far outweighed by the economic benefits generated by trails.

Trails make communities more attractive places to live. **When considering where to move, homebuyers rank walking and biking paths as one of the most important features of a new community.**



Photo credit: LCFPD

The average combined yearly attendance at Chain O Lakes State Park and Illinois Beach State Park pre-Covid(2016-2019) approached 1.9 million attendees per year.



The way we work, shop and travel is changing and evolving rapidly and the pandemic has accelerated some of these changes.

Modern and forward-thinking economic and community development principals, whether it's Smart Growth or Triple Bottom Line, all agree that protecting valuable open space, such as we have in this corridor, is critically important.

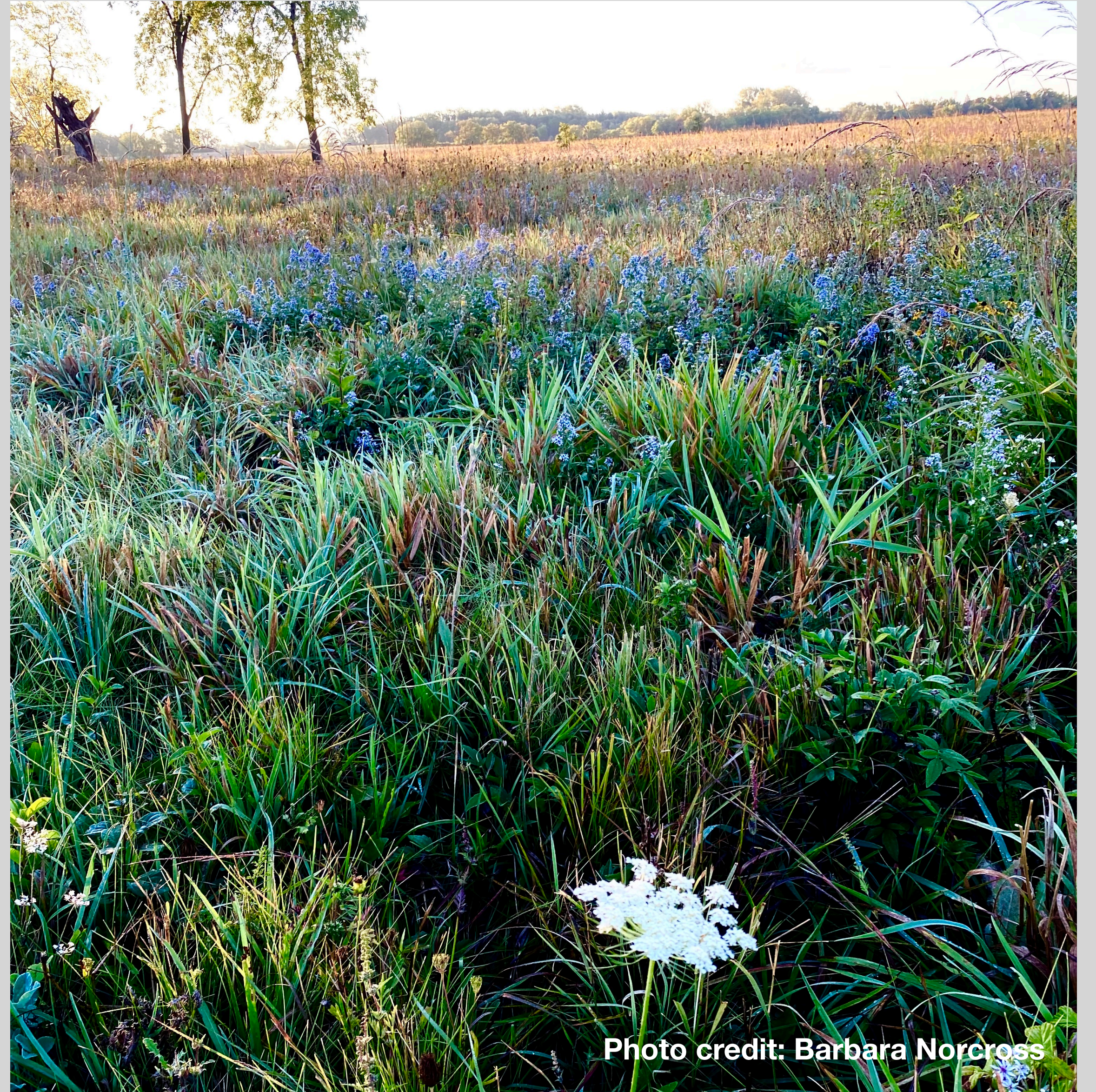


Photo credit: Barbara Norcross

Businesses and the talent they wish to attract all prioritize access to open space amenities in their decision making regarding where to locate.



Photo credit: Linda Kruzic

Avoided Costs

Ecosystem Services Valuations: Protection SAVES US MONEY by:

- Storing Stormwater
- Cleaning water
- Pollution avoidance and load removal
- Climate protection via Carbon sequestration & storage
- Healthcare and Productivity Costs



Ecosystem Services
Valuations for Lake
County's Forest
Preserves total more
than \$6 BILLION
in costs savings to
taxpayers.



Photo credit: Barbara Klipp

Flooding Protection

- According to the EPA, **1 acre of wetlands can hold between 1 and 1.5 MILLION gallons of stormwater.**
- Not only does protected open space (especially wetlands and prairies) absorb and hold water, developed lands generate **MORE** stormwater runoff.



Photo credit: Kaavya Vassa

Climate Protection

- Wetlands, Prairies and Forests such as we have in the corridor provide carbon sequestration and storage
- Wetlands are more valuable per acre than tropical rain forests in terms of climate protection
- Nearly 80% of LC voters think we are not doing enough on climate change

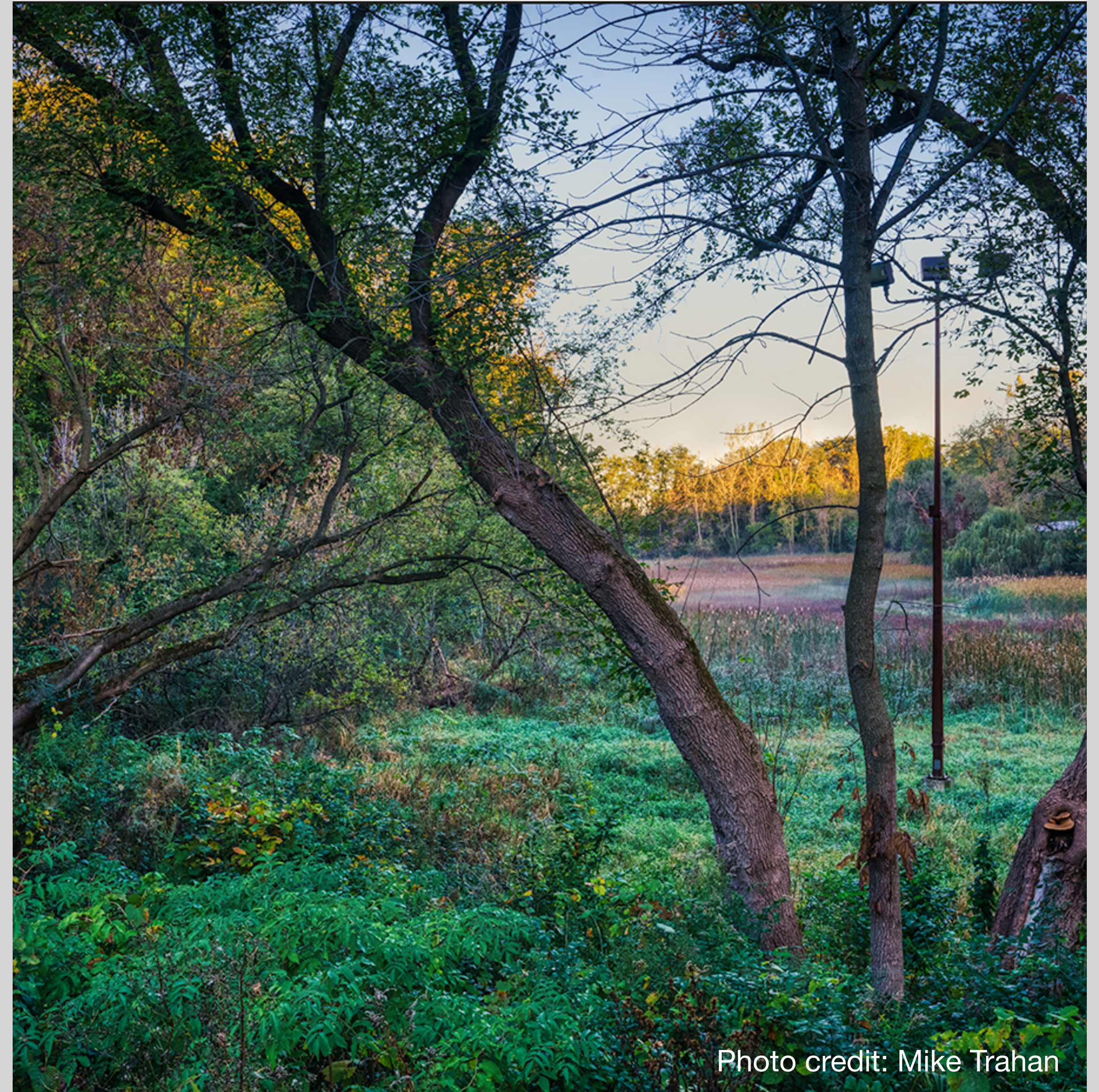


Photo credit: Mike Trahan

Clean Water

- Wetlands and prairies replenish and recharge our water
- Wetlands also provide pollution and sediment removal from the water
- Without protected open space, residents, businesses, and industry would be forced to pay much more for alternative groundwater filtration or water treatment methods
- 95% of LC voters care about clean water



Photo Credit: Barbara Klipp

Pollution Avoidance and Load Removal

- By not developing, we avoid pollution
- Wetlands, prairies and forests also provide pollution load removal from our water, land and air



Photo credit: Ella Kozlowski

Reduced Healthcare and Productivity Costs:

- For every 1 dollar spent on trails, there is a 3 dollar savings in healthcare costs.
- **Direct medical savings.** Costs saved on the treatment of physical or mental illnesses or medical conditions caused or exacerbated by physical inactivity
- **Indirect medical savings.** Costs saved on adverse health conditions and poor quality of life resulting from physical inactivity
- **Direct workers' compensation savings.** The amount employers save in compensation costs due to physically active employees having fewer accidents at work
- **Indirect workers compensation savings.** The amount employers save in reduced administrative costs due to their physically active employees submitting fewer compensation claims
- **Lost productivity savings.** The amount saved due to less employee absenteeism (employees not coming to work because they are sick) and presenteeism (employees coming to work sick or tired, making them less productive)



Photo credit: Active Transportation Alliance

Trails are transportation!

- Trails provide transportation options and cut fuel expenses, offering reliable means of transportation for short distance trips. Nearly half of all car trips are less than 3 miles and more than a quarter are 1 mile or less.
- Active transportation (walking or biking) is healthier, better for the planet and getting people out of cars reduces congestion.



Photo credit: Active Transportation Alliance

Our Amazing Wetlands!

Although wetlands cover only about 5% of the land surface in the lower 48 states, they are home to 31% of plant species.

More than 1/3 of threatened and endangered species live only in wetlands and an additional 20% use or inhabit wetlands at some time in their life.

As many as 1/2 of all North American bird species nest or feed in wetlands.



Mostly due to human activity, wetlands have been destroyed or degraded at alarming rates, with approximately 35% of the world's wetlands lost between 1970 and 2015 and 64% of the world's wetlands have disappeared since 1900.

There is more animal diversity in the wetlands compared to any other biome in the world.



Photo Credit: Barbara Klipp

Lake County Has:

More threatened and endangered species and more biodiversity than any other county in Illinois



Photo credit: Anika Bhargava

We also have an opportunity to preserve agricultural land and local food production in the corridor.





Photo credit: Jenny & Nick Michaud



Photo credit: Jenny & Nick Michaud



Photo credit: Jenny & Nick Michaud



Photo credit: Jenny & Nick Michaud



Photo credit: Michael Schmitt



Photo Credit: Nancy Hill



Photo credit: Cheryl Keegan



Photo credit: Jenny & Nick Michaud



The corridor represents one of the most scenic landscapes remaining in Lake County, and we have a once-in-a-generation opportunity to fully unleash its value as an iconic nature trail and conservation area, where residents of our communities can treasure the atmosphere that makes central Lake County such an appealing place to live.

To achieve this vision, we propose designating the corridor as a Greenway where the majority, but not necessarily all, of the land would be designated for public recreation, natural stewardship, and flood-protection; while at the same time harnessing the potential for economic development that capitalizes on the popularity of open space.

The linear configuration of this corridor, combined with the fact that much of the property is already in public custody, makes it a natural destination for a nature trail, where local residents can walk, jog, bike – or just escape into an transformative world next door.

Along that journey, they would explore a virtual tapestry of visual jewels, from the deep emeralds of woods and meadows, to the golden tint of sunrise rippling across wetlands and creeks. It's a space that can be solemn enough for alone time, and joyful enough for a family picnic.

The 12 miles of new trail would also broaden access to existing recreational amenities by connecting to the Des Plaines River Trail, other trail systems and local forest preserves.

And perhaps the most beautiful part is that this vision requires only that we recognize that these lands will yield their greatest value if we simply honor them in their natural state. The less we do to alter them, the more they will pay dividends for our communities as a recreational amenity; as a conduit for businesses that cater to outdoor activities; and as a barrier to costly floods.

We may have preserved these properties for a different purpose. But over time, especially as so much of the County's natural environment has dwindled away, this corridor has only grown in value precisely because it was never paved over. That makes it a precious commodity that we can't afford to squander. Residents want to be near places like this. In fact, Lake County's own economic development plan affirms this idea, stating that the area's natural resources are an instrumental part of its growth strategy.

We believe that by allowing these lands to thrive naturally, our communities can grow for the better with them.

Facts, Resources and Studies from Environmental presentation to the Rt. 53 Task Force



**Benefits of Trails and protected open spaces
Ecosystem Services:**

<https://www.lcfpd.org/conservation/greenstrategy/>

Core Areas	Acres	% County Land	Ecosystem Services Values
Core woodland/forest	8,056	2.7%	\$ 26,625,080
Core prairies, grasslands and savannas	12,668	4.2%	\$ 207,856,544
Core wetlands	21,796	7.2%	\$ 591,674,216
Core lakes and streams	26,589	8.8%	\$ 996,542,374
Functional connections			
Woodland/forest corridors	17,387	5.8%	\$ 57,464,035
Prairie/grassland/savanna corridors	22,599	7.5%	\$ 987,187,320
Wetland corridors	18,514	6.1%	\$ 711,900,328
Restoration building blocks			
Woodland sites	32,343	10.7%	\$ 106,893,615
Woodland/forest restoration	25,033	8.3%	\$ 82,734,065
Prairie/grassland/savanna restoration	91,078	30.2%	\$ 1,494,407,824
Wetland sites	952	0.3%	\$ 25,842,992
Wetland complexes	58,745	19.5%	\$ 159,551,420
Undeveloped freshwater systems	52,899	17.6%	\$ 598,076,094

Figure 29. Area estimates according to the Lake County Green Infrastructure Model and Strategy

(valuations for Lake County)

ECOSYSTEM SERVICE	ALL NUMBERS IN \$2014/ACRE/YEAR	LANDSCAPE TYPE				
		WOODLANDS / FOREST	PRAIRIE / GRASSLAND / SAVANNA	WETLANDS	NATURAL FLOODPLAINS	LAKES
Water Flow Regulation/ Flood control	Selected	\$1,603	\$16,000	\$22,000	\$6,500	\$37,000
	Median	\$1,415	\$16,000	\$4,900	\$3,700	\$43,000
Water Purification	Selected	\$1,300	\$57	\$4,350	\$2,500	\$0
	Median	\$1,060	\$57	\$3,429	\$2,500	\$0
Groundwater Recharge	Selected	\$269	\$269	\$660	\$4,806	\$566
	Median	\$269	\$269	\$2,479	\$4,806	\$566
Carbon Storage	Selected	USED SPATIALLY EXPLICIT DATA FROM NBCD + gSSURGO				
	Median	\$133	\$82	\$136		\$0

Figure 34. Ecosystem service valuation estimates used on the maps.

- LCDOT known usage data numbers for the McClory, North shore and Skokie River Trail Systems show that there was a total recreational value of \$36.6M/year for trail use on these trails. Per mile estimates = \$832K/mile/year. Extrapolating this data, The DesPlaines River Trail would provide \$26M/year in total recreation value and the Millennium Trail, when completed, would generate \$28M/year in total recreation value. For all regional trails in Lake County, the estimated recreational value is almost \$92M/year.
- Avoided runoff per acre of protected open space is 36,000 gallons per acre per year or 17% less
- Balmford et al. (2002) found that, if the values of ecological services are considered, the benefits from conserving natural land gives a return on investment of at least 100 to 1
- Trees:
 - A large tree can reduce 5,400 gallons of stormwater runoff per year.
 - A forest stand can intercept over 200,000 gallons per acre per year
 - Based on 2007 data, Nowak et al. (2013) estimated trees in the 7-county Chicago region removed 18,080 tons of air pollution per year with an associated value of \$157M (in 2007 dollars)
- Chester County, PA Thus, protected open space, on average, avoids \$4,600 per acre of stormwater infrastructure construction costs, \$479 per acre per year of annual operations and maintenance costs, and \$1,870 per acre per year of annual pollutant load reduction costs,
 - [OpenSpaceROE-FINAL-with-chart-edits_20190815.pdf \(netdna-ssl.com\)](#)
 - P. 64
- Given our deepening understanding of the true social costs of carbon, the scientific community's accepted monetary value of carbon sequestration and storage has increased significantly. The accepted value now is \$71 per ton. In other words, if the carbon currently stored in trees on protected open space were released into the air, it would cause damages that would cost millions to mitigate

Reduced Healthcare and Productivity Costs for trails:

- **Direct medical savings.** Costs saved on the treatment of physical or mental illness or medical conditions caused or exacerbated by physical inactivity
- **Indirect medical savings.** Costs saved on adverse health conditions and poor quality of life resulting from physical inactivity
- **Direct workers' compensation savings.** The amount employers save in compensation costs due to physically active employees having fewer accidents at work
- **Indirect workers compensation savings.** The amount employers save in reduced administrative costs due to their physically active employees submitting fewer compensation claims
- **Lost productivity savings.** The amount saved due to less employee absenteeism (employees not coming to work because they are sick) and presenteeism (employees coming to work sick or tired, making them less productive)

Community Benefits:

- In a 2008 survey of Illinois residents, over 97% thought outdoor recreation areas are important for health and fitness and almost 94% thought community recreation areas important for quality of life and promotion of economic development. Over 80% thought more lands should be acquired for open space and/or for outdoor recreation
- Trails have been shown to improve quality of life, promote health, sense of community, and more. When communities invest in trails, they are also building a trail culture. Outdoor recreation opportunities attract new residents, new businesses, and create a sense of pride for the communities that build them.
- Trails bring people together by building a social infrastructure that bonds its citizens by bringing them outdoors. Community events such as races, trail days, and fundraising drives bring even more opportunity for these community bonds to grow.
- Trails provide low or no-cost recreation to families with low costs relative to other recreational services that could be provided by the government.

Wetlands:

- Researchers estimate that restored wetlands can remove excess nitrogen fertilizer from farm runoff at an average cost of one dollar per pound of nitrogen, while traditional water treatment plants provide the same service at a cost of seven to 40 dollars per pound.
- Wetlands can hold pollutants such as heavy metals and phosphorous and can even aid in converting dissolved nitrogen into nitrogen gas. Wetland areas can also break down suspended solids thus playing a vital role in neutralizing harmful bacteria.
-

Conservation as an investment :

- Chicago market Q4 2021
 - Lake County had the highest industrial vacancy rate at 4.4%
- And in Loudoun County, Virginia—the fastest growing county in the Washington, D.C. area—costs to service 1,000 new development units exceeded their tax contribution by as much as \$2.3 million.

- One study found that New Jersey communities would save \$1.3 billion in infrastructure costs over 20 years by avoiding unplanned sprawl development.³ Another predicted that even a modest implementation of higher-density development would save the state of South Carolina \$2.7 billion in infrastructure costs over 20 years.⁴ And a third found that increasing housing density from 1.8 units per acre to 5 units per acre in the Minneapolis/St. Paul area would slash \$3 billion in capital infrastructure costs over 20 years.⁵ Many community leaders expect that the taxes generated by growth will pay for the increased costs of sprawl, but in many instances this is not the case.
- • In the island community of Nantucket, Massachusetts, each housing unit was found to cost taxpayers an average of \$265 a year more than the unit contributed in taxes. “Simply stated, new dwellings do not carry their own weight on the tax rolls,” a town report concluded.⁶
- “Land conservation is often less expensive for local governments than suburban style development,” writes planner Holly L. Thomas. “The old adage that cows do not send their children to school expresses a documented fact—that farms and other types of open land, far from being a drain on local taxes, actually subsidize local government by generating far more in property taxes than they demand in services.”
https://www.tpl.org/sites/default/files/cloud.tpl.org/pubs/benefits_EconBenef_Parks_OpenSpaceL.pdf
- **The Growth Ponzi Scheme, also called the "Municipal Ponzi Scheme,"** is a core Strong Towns insight describing the financial characteristics of post-war North American growth patterns. In the Growth Ponzi Scheme, municipalities receive the modest near-term financial benefits from new development in exchange for the larger long-term financial commitments of providing ongoing service and maintenance. There are three stages to the Growth Ponzi Scheme. They are:
 1. The *illusion of wealth* that comes from new growth.
 2. A period of accelerating community obligations and municipal debt.
 3. Municipal insolvency and decline.

The Growth Ponzi Scheme is not nefarious; there is not a specific individual or group that has created it for their own benefit. It has emerged from a broad cultural consensus about economic growth, development patterns, and debt. The Growth Ponzi Scheme and the "illusion of wealth" are described in chapter three of *Strong Towns: A Bottom-Up Revolution to Rebuild American Prosperity*

Eco Tourism and complimentary development that this will bring:

- A recent study out of West Virginia University about a local rail- trail found that "property values along the trail, are about 170 percent or so median value"
- **The Elroy-Sparta State Trail in Sparta Wisconsin** was one of the nation's first rail trails, and since its opening in the 1960s, several other rail trails have opened in the area. The trail boasts 100,000 to 120,000 users each year, many from out of state. The businesses of Sparta, the self-proclaimed "Bicycling Capital of America", support their town's identity by means such as hotels and campgrounds

that offer free trail passes, restaurants that serve healthy food to bicyclists, tour packages with lodging, bike rental and shuttles, and a variety of stores that serve bicycling needs.

- The **Illinois Prairie Path** spans approximately 61 miles. Today, the trail sees hundreds of thousands of visits a year by individuals who value the corridor for the many opportunities it brings for physical activity, commuting, connecting to nature and economic vitality. “Initially the municipality did not like the idea of trails—they weren’t supportive,” said Erik Spande, an environmental scientist and the village president of Winfield, Illinois, who has served as IPPC Board president since 2013. “What they have found since then is that trails are valued infrastructure that emphasize the ‘triple bottom line’: health and wellness, the environment, and the economy.” He continued, “[The trail] enriches people’s lives, and helps the community; it’s an increasingly valuable [piece of] urban infrastructure. I occasionally get a chance to chat with young people, and they say they can’t imagine their life without the Prairie Path system. We’ve gone from ‘a crazy idea’ to something people want and use every day.”
- In **Dunedin, Florida**, after the abandoned CSX railroad was transformed into the Pinellas Trail, the **downtown went from a 35% storefront vacancy rate to a 100% storefront occupancy with a waiting list for available space.**
- Since the Katy Hiking and Biking Trail opened in Marthasville, a small, quiet town in Missouri, **more than a dozen new businesses have opened and renewed civic pride has led to numerous beautification projects. The western half of the trail generates \$3 million annually in local revenue.**
- It took only one season after the opening of the 35-mile Missouri River State Trail for the trail to positively impact local communities. **After one season, 61 businesses along the trail found the trail positively impacted their businesses. Eleven reported the trail strongly influenced their decision on where to locate and 17 increased their business size since the trail opened.**
- Along the **Baltimore and Annapolis Trail Park in Maryland**, six trail-related stores have opened and two others have re-located next to the trail to attract new customers.
- When Mrs. B’s Historic Lanesboro Inn opened in **Lanesboro, Minnesota** soon before the Root River State trail opened, it was the area’s first bed and breakfast. There are now ten. Fifty to sixty percent of Mrs. B’s guests are trail users. According to Mrs. B’s management, a critical mass of lodging, restaurants and activities are necessary to create a tourist economy around a trail.
- **The Maryland Northern Central Rail Trail, near Baltimore**, has 450,000 annual users and an annual economic impact of \$3,380,000. Almost all visitors live near the trail.
- **The Ghost Town Trail** is a 36-mile multi-use pathway in Pennsylvania between Ebensburg in Cambria County and Saylor Park in Black Lick, Indiana County with an estimated 75,557 annual user visits
- **The Virginia Creeper Trail (VCT)** is a 34-mile long rail trail whose midpoint is the town of Damascus, Virginia, which is known as “Trail Town, USA” because it is located at the intersection of five major trails. A trail survey was conducted between November 1, 2002 and October 31, 2003. During this time period, there were an estimated 130,172 trail users. Local trail users spent just under \$200 annually on items directly related to their use of the VCT, mostly within the local economy.
- “Burke-Gilman was truly an urban trail that involved the entire pro-trail citizenry and the governments of Seattle and King County,” said Harnik. “It was a full-fledged early showdown between pro- and anti-trail people, with the railroad caught in between. The trail eventually expanded to 18.8 miles, with much media coverage, citizen action and local governmental support. Today, the Burke-Gilman, managed jointly by the City of Seattle and King County Parks, is a staple for commuting, recreation and fitness, receiving hundreds of thousands of visits each year.

Triple Bottom Line and Economic Growth:

- “The triple bottom line is a business concept that posits firms should commit to measuring their social and environmental impact—in addition to their financial performance—rather than solely focusing on generating profit, or the standard “bottom line.” It can be broken down into “three Ps”: profit, people, and the planet.”
- <https://online.hbs.edu/blog/post/what-is-the-triple-bottom-line>
- Quality-of-life factors are most important to firms that prioritize talent attraction and retention.
- Talent attraction: Many business owners are first introduced to places as visitors or tourists; positive recreational experiences can influence both business and talent recruitment.
- The pandemic has changed the way many people work. Many will be working from home at least part time. This makes quality of life in their communities even more important.
- Many factors drive corporate site-location decisions, but quality-of-life factors (e.g., school quality, access to amenities and open space, cultural opportunities) increasingly have become critical ones (see Figure 1). According to Area Development magazine’s annual survey of corporate executives, 76 percent of corporate executives identify quality-of-life factors as “Very important” or “Important” in their site location decisions—up from 55 percent in 2005.
- Owners of small companies ranked recreation/parks/open space as the highest priority in choosing a new location for their business.
- In his book “The Rise of the Creative Class”, **Richard Florida** reports that, contrary to previous thinking that the environment must be sacrificed for economic growth, **environmental quality is now a prerequisite to attracting the “creative class”** that means the advanced technologies of the new economy. **Environmental quality was more important in high-technology workers’ decisions on work location than housing, cost of living, and good schools.**
- According to Reilly and Renski, investments in improving a community’s quality of life can create a virtuous cycle: high-quality places attract workers, which attract employers, which in turn attract more investments and jobs. These factors are particularly important for smaller and more rural communities that lack large markets, talent pools or well-developed identities.
- Firms looking to locate office operations (e.g., headquarters, regional shared-service centers or professional and business services) and which recruit employees regionally, nationally or even internationally, are more likely to prioritize quality-of-life factors in site-location decisions.
- Park and recreation departments support environmental stewardship and promote health and wellness in communities across the United States. Less appreciated, but just as important, are the many contributions that parks make to economic prosperity. Park and recreation agencies employ hundreds of thousands of people, while their operations and capital spending generate significant economic activity. Moreover, local parks shape perceptions of and enhance the quality of life in communities.
- Ultimately, a wide array of factors—the availability of skilled talent, interstate highway access, proximity to key markets, for example—determines site location decisions. Places that possess a high quality of life—including a wealth of recreational amenities—are more likely to attract highly skilled, educated and entrepreneurial workers. The presence of these workers, in turn, attracts companies. By better understanding their role in community place making, park and recreation leaders can make stronger arguments about their agencies’ overall contributions to economic development.
- McGranahan, Wojan and Lambert find that places with landscape (e.g., woods, water), climate (e.g., sunshine) and recreational appeal (e.g., tourist attractions) are more likely to grow through creative and entrepreneurial industries.
- Reilly and Renski also find that research and development (R&D) facilities, technology companies and corporate headquarters are more likely to prioritize quality-of-life and cultural amenities when making site- location decisions. In contrast, manufacturers are more likely to prioritize traditional factors such as wage rates, transportation costs and proximity to markets over quality-of-life factors.

- Corporate executives often include quality-of-life considerations when making site location decisions. A recent notable example is Amazon, which specifically lists quality of life as a key factor in its search for a second headquarters location.
 - “We want to invest in a community where our employees will enjoy living, recreational opportunities, educational opportunities, and an overall high quality of life. Tell us what is unique about your community.” [Amazon HQ2 RFP]
- Interviews with several site-selection consultants reaffirm that talent attraction and retention considerations determine how companies prioritize quality of life. Firms that hire primarily from a local labor force (e.g., manufacturing, distribution, call centers) are less likely to prioritize quality of life; they assume that current residents—the existing potential workforce—are satisfied with the current quality of life in their communities. In contrast, companies looking to locate office operations (e.g., headquarters, technology- driven firms, regional shared-service centers or professional and business services) often recruit regionally, nationally, or even internationally. These companies want their offices and facilities in locales where their future employees want to live.
- Changes in the way we work as a result of the pandemic:
 - <https://www.forbes.com/sites/jackkelly/2021/09/02/after-almost-two-years-of-working-remotely-it-will-be-nearly-impossible-to-demand-people-to-return-to-the-office/?sh=201a07a83f79>
 - <https://www.mckinsey.com/featured-insights/future-of-work/whats-next-for-remote-work-an-analysis-of-2000-tasks-800-jobs-and-nine-countries>

Smart Growth:



Smart Growth is supported by the American Planning Association, The US Conference of Mayors, The Natl Assoc of Counties, The Natl Governors Assoc. The Assoc of Metropolitan Planning Orgs, The Natl Assoc of Development Organizations, and US EPA

- “Before increasing the density of a community we like to increase the intensity of nature,” says William Moorish, director of the Design Center for American Urban Landscape at the University of Minnesota. “

- “Austin is not alone in its efforts to protect open space as a way of supporting local economies and guiding growth into more densely settled, multiuse, pedestrian-friendly neighborhoods. Open space conservation is essential to any smart growth plan. The most successful higher-density neighborhoods—those most attractive to homebuyers—offer easy access to parks, playgrounds, trails, greenways and natural open space. To truly grow smart a community must decide what lands to protect for recreation, community character, the conservation of natural resources, and open space. This decision helps shape growth and define where compact development should occur. Many Americans believe that smart growth communities are more livable than are sprawling suburban neighborhoods. But accumulating evidence also suggests that smarter, denser growth is simply the most economical way for communities to grow.”
- The way we work and travel is changing rapidly.
- Many will work from home at least part time. They will want to be in a beautiful place connected to nature. We have seen that during the pandemic.
- As the nation moves toward a mixed economy based on services, light industry, consumer goods, and new technologies, businesses and their employees are no longer tied to traditional industrial centers. Today, businesses are free to shop for an appealing location, and they clearly prefer communities with a high quality of life, including an abundance of open space.
- Create a network of trails and greenways. To maximize the utility of green spaces, communities must ensure that trails and greenways form a continuous network of pathways for biking, running, or cross-country skiing through a region. Trails and greenways are protected corridors of open space that allow for a multifaceted approach to land conservation and park planning by serving both recreational and conservation functions. Forming an interconnected network of trails and greenways not only ensures stronger corridors for animal migration, but it can also make these valuable resources more accessible to the region’s residents.
- Local governments across the country are also realizing that locally accessible open space can make a community an attractive location for potential employees, raise property values, and stimulate tourism. Plentiful and accessible open space and working lands were factors in Hewlett Packard, Intel, and Hyundai’s decisions to locate in Portland, Oregon. Open space and working lands also require fewer community services than residential or commercial development, which allows localities to save money for other fiscal priorities. Preservation efforts are also driven by the environmental impacts of losing open space and working lands. Forests, wetlands, meadows, and other natural areas provide essential ecosystem services such as filtering runoff, storing carbon emissions, and maintaining wildlife habitat. These and other ecoservices can be damaged as open space is replaced with parking lots, malls, office buildings, driveways, and other structures. When these ecosystem services are sufficiently degraded, communities are often forced to spend large sums of money to construct technologies, such as water treatment plants, that mimic natural functions.
- <https://www.epa.gov/sites/default/files/2014-01/documents/gettosg2.pdf> (p. 52)

Polling:

Gallup 2021 environmental polling:

<https://news.gallup.com/poll/1615/environment.aspx>

March of 2021 - Do you think the U.S. government is doing too much, too little or about the right amount in terms of protecting the environment?

Too much 15%

Too little 56%

The right amount 29%

please tell me if you personally worry about this problem a great deal, a fair amount, only a little or not at all. First, how much do you personally worry about:

Climate Change

Great Deal 43%

Fair Amount 22%

Only a Little 18%

Not at All 17%

Pollution of Drinking Water

Great Deal 56%

Fair Amount 24%

Only a Little 12%

Not at All 7%

Extinction of Plant and Animal Species

Great Deal 40%

Fair Amount 30%

Only a Little 20%

Not at All 10%

Urban Sprawl and Loss of Open Space

Great Deal 26%

Fair Amount 28%

Only a Little 29%

Not at All 17%

Loss of Natural Habitat for Wildlife

Great Deal 44%

Fair Amount 33%

Only a Little 17%

Not at All 6%

<https://conservationtools.org/guides/111-national-poll-results>

- Nearly four in ten respondents (37%) identify as Republican, 36% as independent, and 20% as Democratic. A third live in rural areas, 30% in the suburbs, and 17% in urban areas.
- Most (81%) identified themselves as conservationists, including 83% of Republicans, 81% of Democrats, and 80% of independents.
- Seven out of 10 respondents consider themselves “conservationists,”
- eight out of 10 voters (79%) agreed with the statement “we can protect land and water without compromising our economy.”

- Three-quarters (76%) of voters said that issues involving water quality (natural areas, lakes, rivers, or beaches), neighborhood parks, and wildlife habitat are important to them when deciding how to vote.
- Nearly all voters (97%) agree that protecting public lands for future generations is important. Eighty-three percent, including 90% of Clinton voters and 73% of Trump voters, say this is “very important.” Sportspeople are concerned about the future: 85% worry that “outdoor traditions and recreation opportunities are being lost for the next generation,” with 52% “strongly” agreeing. Ninety-two percent say that conservation issues are important in their support for an elected official; 39% say it is the primary factor.
- Overall, 92% believe public lands make positive contributions to the economy; 58% strongly believe this.

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- “Benefits of Trails” by Rails to Trails: <https://www.railstotrails.org/experience-trails/benefits-of-trails/>
- *North Shore News*: “Affordable housing, proximity to nature draws more Canadians to smaller urban centres” <https://www.nsnews.com/national-news/affordable-housing-proximity-to-nature-draws-more-canadians-to-smaller-urban-centres-5043552> “Laurent Martel, director of the centre for demography at Statistics Canada, said a combination of proximity to nature, lower housing prices and a shift to remote work during the pandemic are all factors that may have attracted people from large metropolitan areas to these smaller urban centres.”
- *US Health and Human Services*: “Childhood Development and Access to Nature” <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3162362/>
- “Why Trails”: by American Trails.org: <https://www.americantrails.org/why-trails>
- National Recreation and Parks Association: “Promoting Parks and Recreation’s Role in Economic Development: <https://www.nrpa.org/siteassets/nrpa-economic-development-report.pdf>
- The Economic Value of Trails in Arizona: https://d2umhuunwbec1r.cloudfront.net/gallery/0004/0044/1CC5A069C48E493E8A805865298E743F/AZ%20Trails%20Economic%20Value_Full%20Report_3-30-2020_FINAL.pdf

- The Triple Bottom Line: What It Is and Why It's Important" - Harvard Business School Online: <https://online.hbs.edu/blog/post/what-is-the-triple-bottom-line>
- Resource Library from American Trails: <https://www.americantrails.org/resource-library>
- **Smart Growth:**
 - <https://www.epa.gov/smartgrowth/smart-growth-network>
 - <https://www.epa.gov/smartgrowth/examples-smart-growth-communities-and-projects>
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- Trails and Greenways: Advancing the Smart Growth Agenda: <https://www.railstotrails.org/resourcehandler.ashx?name=trails-greenways-advancing-the-smart-growth-agenda&id=3595&fileName=TGSmartgrowth.pdf>
- Transportation Planning: Gabe Kline and CityFi (transportation planner for the City of Chicago when they added the bike paths, The City of Nashville, Denver, Miami-Dade, Seattle, Pittsburg...)
 - [Home – Gabe Klein](https://www.cityfi.com)
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- "America's Growth Ponzi Scheme" by Charles Marohn: [America's Growth Ponzi Scheme \(strongtowns.org\)](https://strongtowns.org)
- The Growth Ponzi Scheme: A Crash Course: (includes case studies): <https://www.strongtowns.org/journal/2020/8/28/the-growth-ponzi-scheme-a-crash-course>
- *Lake County Forest Preserve District Budget* - revenue begins on p. 133 for examples of open space revenues: https://www.lcfd.org/assets/1/7/2022_Annual_Budget_Book-Board_Approved_10-12-21-lr.pdf
- Cortright, Joe. (2009). How Walkability Raises Home Values in U.S. Cities. Chicago: CEOs for Cities. Retrieved from <http://documents.scribd.com/s3.amazonaws.com/docs/bnp4mimm81hufdk.pdf?t=1333050594>

- Parks and Recreation;s Role in Economic Development: [nrpa-economic-development-report.pdf](#)



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.

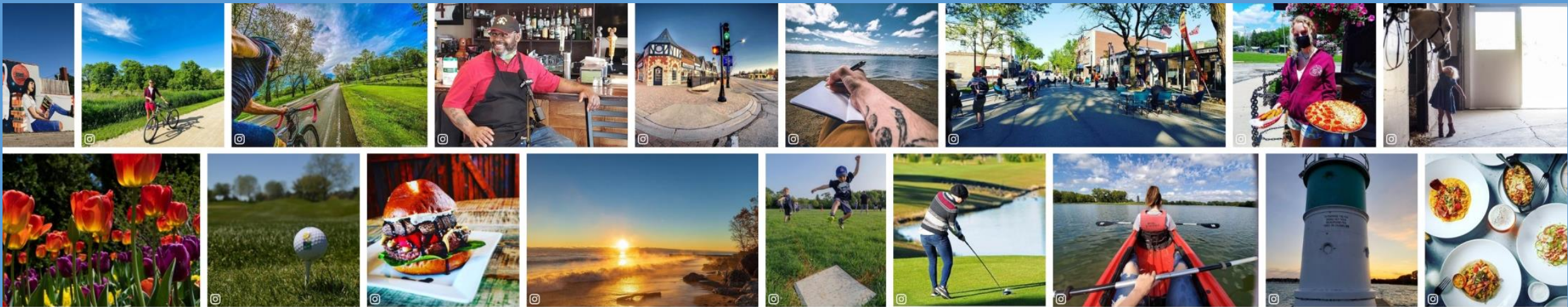
200+ industry partners & co-op advertising programs

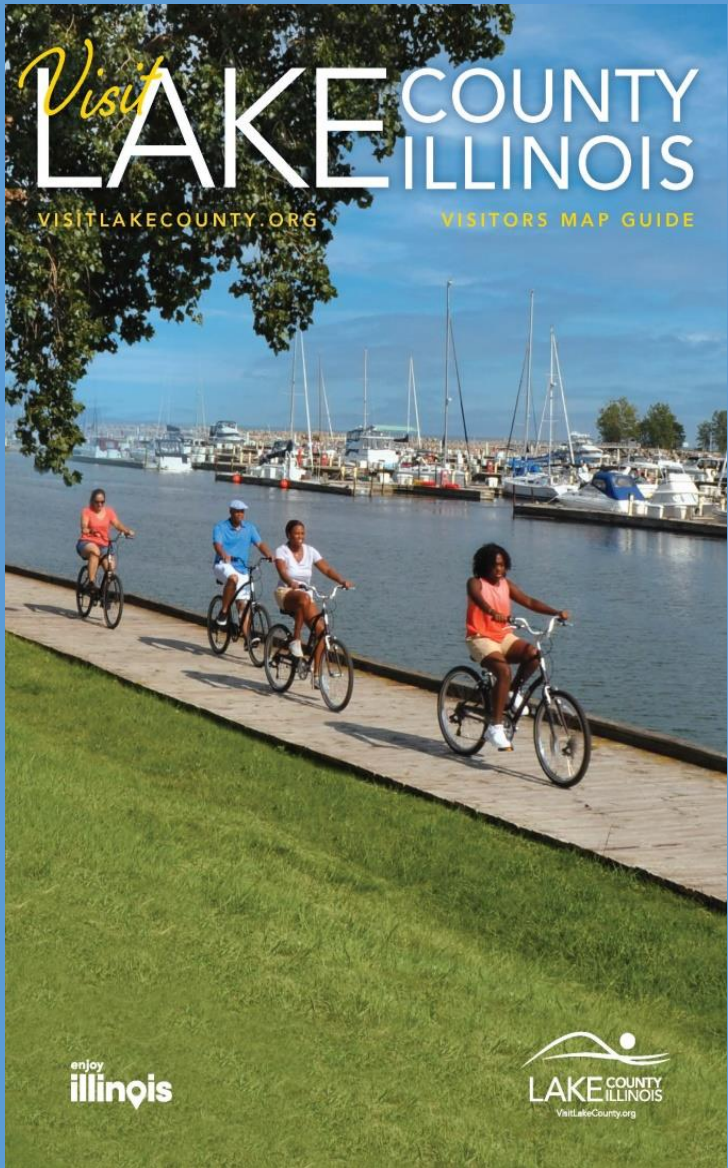
Affiliated with the Illinois Office of Tourism





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

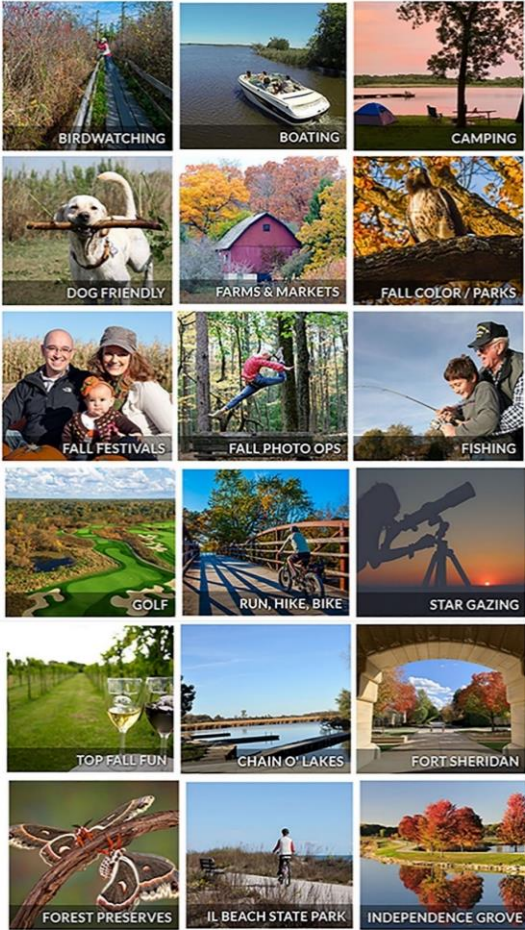
1. **Calendar of Events**
2. **VLC Home**
3. **LC Restaurant Week Listings**
4. **Six Flags Ticket Guide**
5. **LC Restaurant Week Home**
6. **LC Libation Trail Home + Check-in**
7. **Lake County Road Trips**
8. **Summer Fest Blog**
9. **Fall Outdoors**
10. **Winter Holiday Events Page**
11. **Jack-O-Lantern 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**



LAKE COUNTY FALL OUTDOOR GUIDE

Come explore our fall colors, cooler weather, and lake breeze...

Fall is the best time of year to explore Lake County, Illinois! With 170 lakes and rivers, our fall colors are on full display in our parks, trails, and farms. Plus, with nearly 31,000 acres of land to explore at the Lake County Forest Preserves, Lake County offers outdoor beauty for those interested in hiking, biking, boating, fishing, birding, color watching, water golf, and more water activities. Be sure to take advantage of Lake County's outdoor adventures at Illinois Beach State Park, Chain O' Lakes State Park, East Sheridan Forest Preserve, and Independence Grove Forest Preserve to name a few. Plan your fall getaway in Lake County today!



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

LAKE COUNTY SPRING OUTDOOR GUIDE

Come explore our outdoor beauty in the springtime!

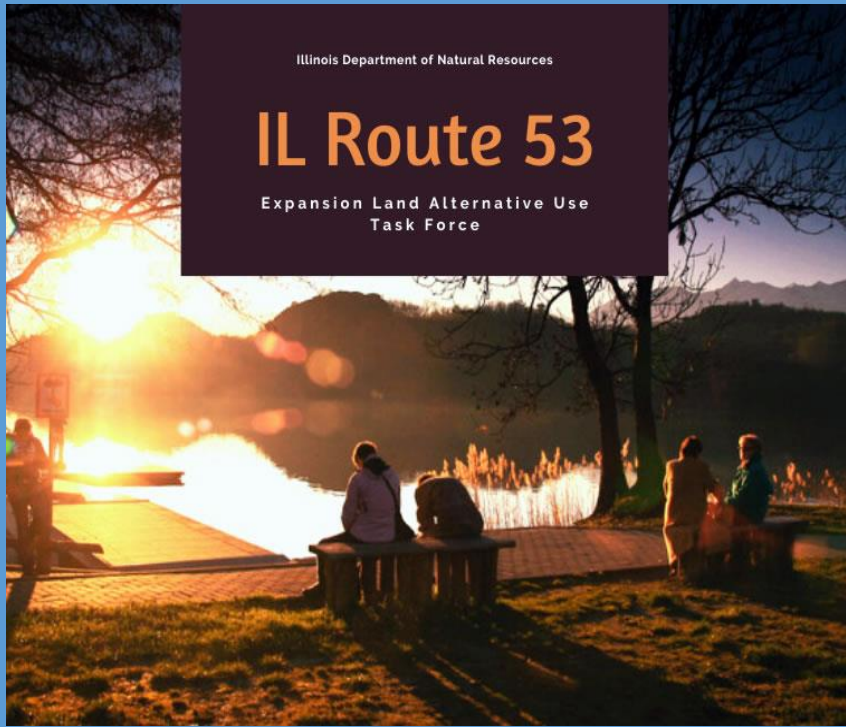
There are numerous outdoor venues to explore nature in Lake County during the springtime! With 170 lakes and rivers, enjoy Illinois Beach State Park in Zion off the shores of Lake Michigan and Chain O' Lakes State Park in Spring Grove. Plus, with nearly 31,000 acres of land to explore at the Lake County Forest Preserves, Lake County offers outdoor beauty and trails for those interested in hiking, fishing, bird watching, golf and many other activities.



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 directly!

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 <http://www.nthp.org/arract-2010-economic-benefit-study>)
²Former Illinois Governor Bruce Rauner highlighted from the State tourism report, available at <https://media.encyclopedia.illinois.com/assets/illinois-office-of-tourism-announces-robust-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 Trail Connections
 The trail is located between the Joliet and Chicago areas, connecting the Joliet Trail to the Chicago Trail.

B LaSalle Area/LaSalle Library
 The trail is located in the LaSalle area, near the LaSalle Library.

C History Cross Bypass - West Branch/Southwest Suburb
 The trail is located in the West Branch/Southwest Suburb area, near the History Cross Bypass.

D History Cross Junction
 The trail is located in the History Cross Junction area, near the History Cross Junction.

E History Cross Bypass-East Branch
 The trail is located in the History Cross Bypass-East Branch area, near the History Cross Bypass-East Branch.

F Frankfort Main Park
 The trail is located in the Frankfort Main Park area, near the Frankfort Main Park.

G Frankfort Historic Downtown
 The trail is located in the Frankfort Historic Downtown area, near the Frankfort Historic Downtown.

H Public Park
 The trail is located in the Public Park area, near the Public Park.

I Indian Boundary Park
 The trail is located in the Indian Boundary Park area, near the Indian Boundary Park.

J Frankfort Library/Park Foundation
 The trail is located in the Frankfort Library/Park Foundation area, near the Frankfort Library/Park Foundation.

K Deery Heights Nature Preserve
 The trail is located in the Deery Heights Nature Preserve area, near the Deery Heights Nature Preserve.

L Preservation Path
 The trail is located in the Preservation Path area, near the Preservation Path.

M Eisenhower Trail Park
 The trail is located in the Eisenhower Trail Park area, near the Eisenhower Trail Park.

N Calhoun Park
 The trail is located in the Calhoun Park area, near the Calhoun Park.

O Morse Station
 The trail is located in the Morse Station area, near the Morse Station.

P Logan Park
 The trail is located in the Logan Park area, near the Logan Park.

Q Eisenhower Park Forest
 The trail is located in the Eisenhower Park Forest area, near the Eisenhower Park Forest.

R Cook County Trail Connections
 The trail is located in the Cook County Trail Connections area, near the Cook County Trail Connections.



Connecting
communities,
people and
natural areas.

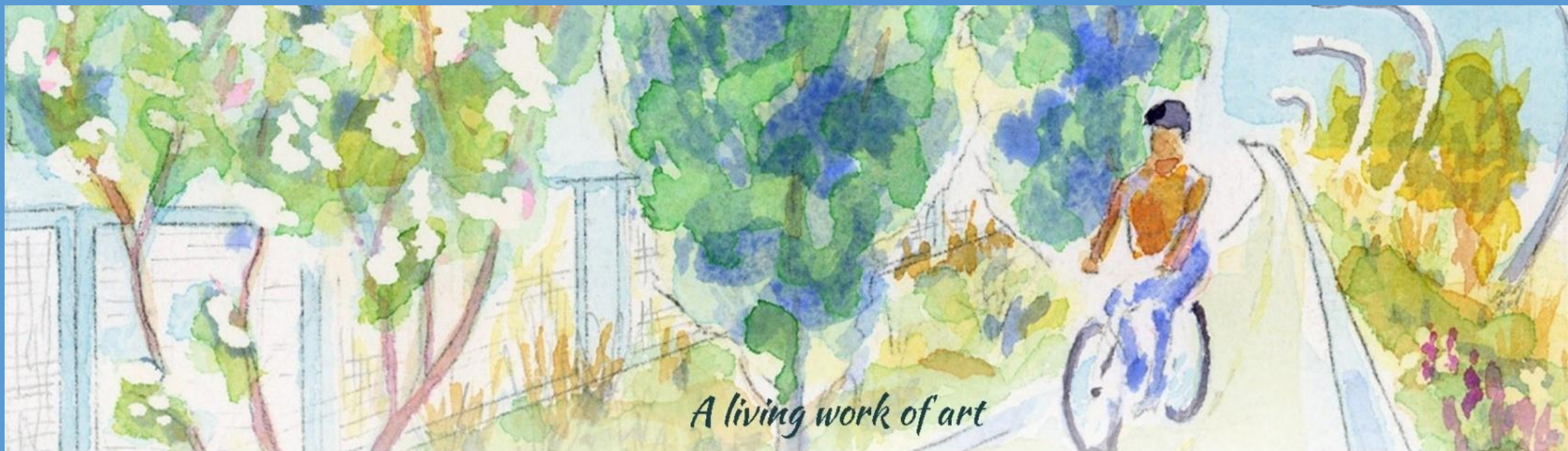
oprt.org



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

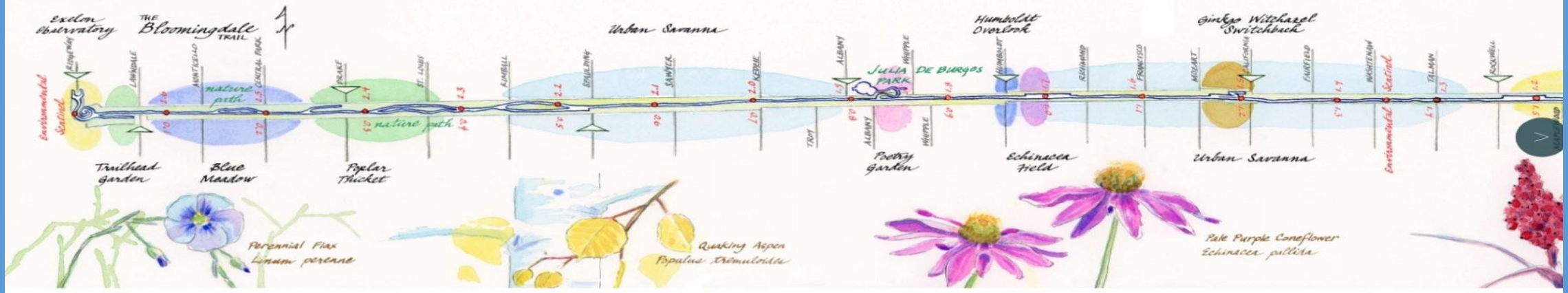


The Trust for Public Land works with communities to create parks, including The 606

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.

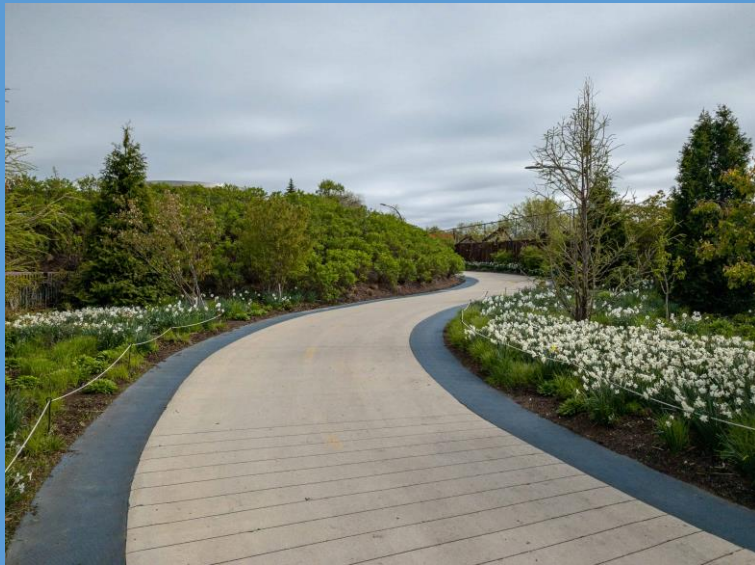
The 606 is already connecting communities like never before, and we're not done! We have plans to build new access parks, fund the arts, and expand our education programs. Your help can make this vision possible. <http://The606.org/Donate>.

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.

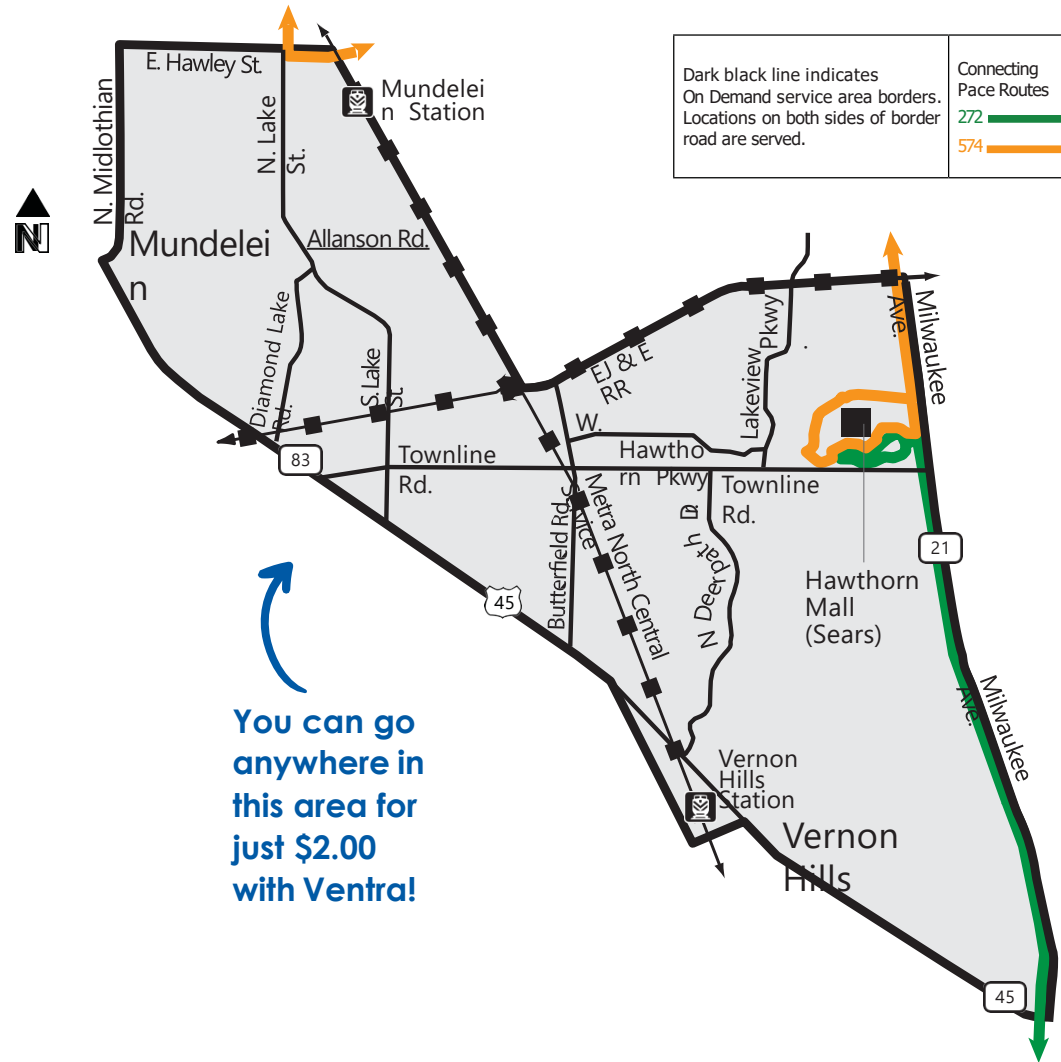
Pace On Demand service is a reservation based, curb-to-curb, shared ride service for commuters just like you.

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.



You can go anywhere in this area for just \$2.00 with Ventra!

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



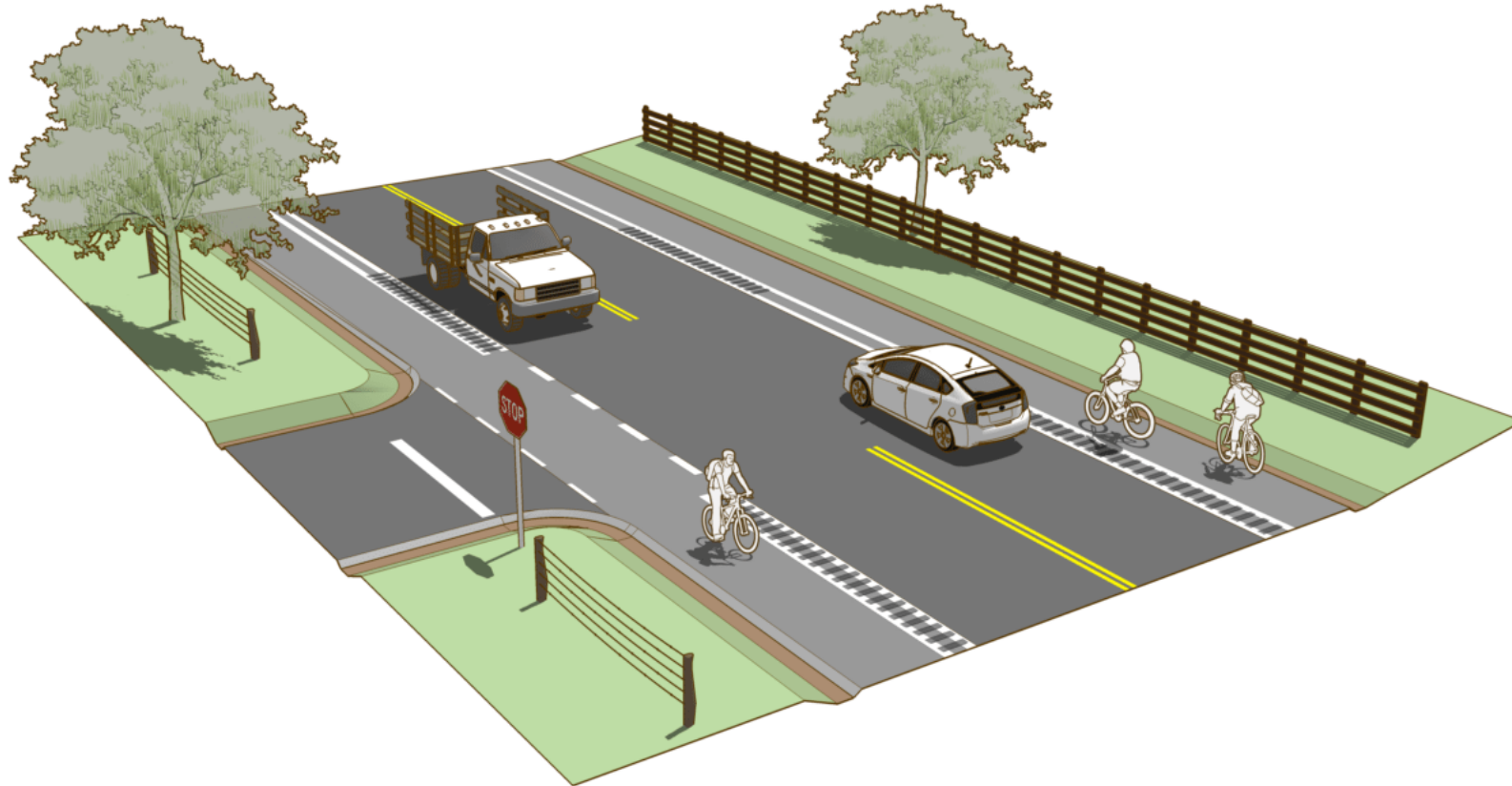
 **pace**
Connecting Communities

PaceBus.com/OnDemand

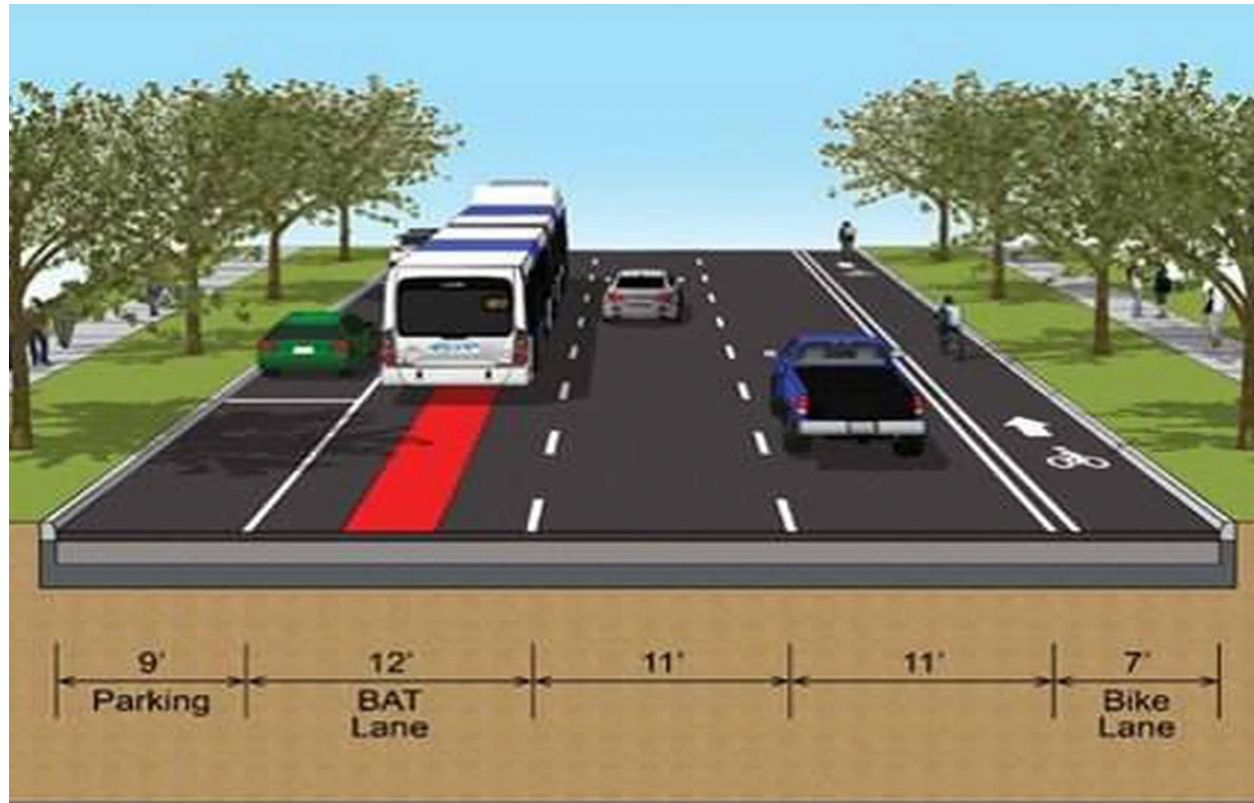


August 2020

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, sun-dappled forest. The path is flanked by tall trees and lush green foliage. The scene is bright and airy, with sunlight filtering through the leaves. The person on the bike is in the middle ground, moving 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:

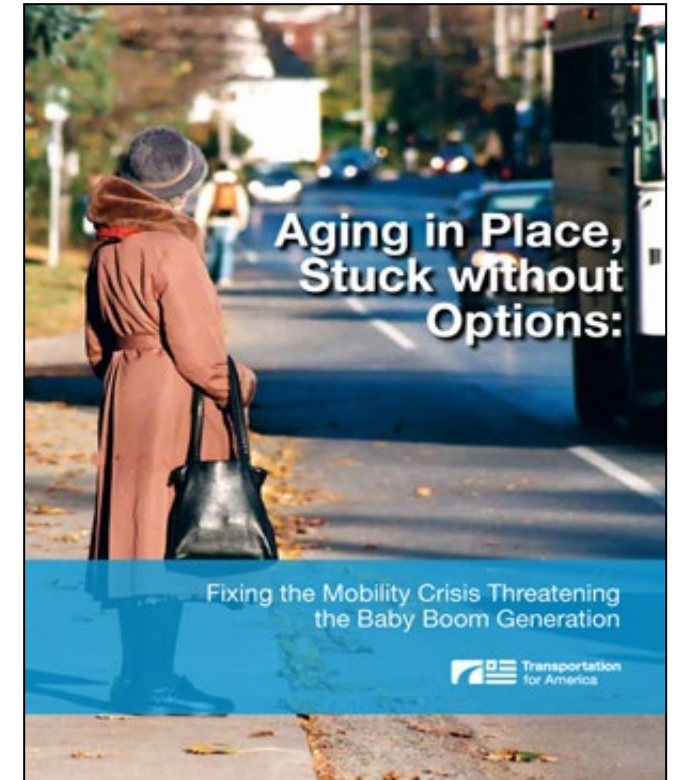
- **Reduced greenhouse gas emissions** from reduced motor vehicles traveled, gas use, and emission exhaust
- **Cleaner air**
- More **sustainable urban and natural environments**
- An overall **healthier ecosystem**



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

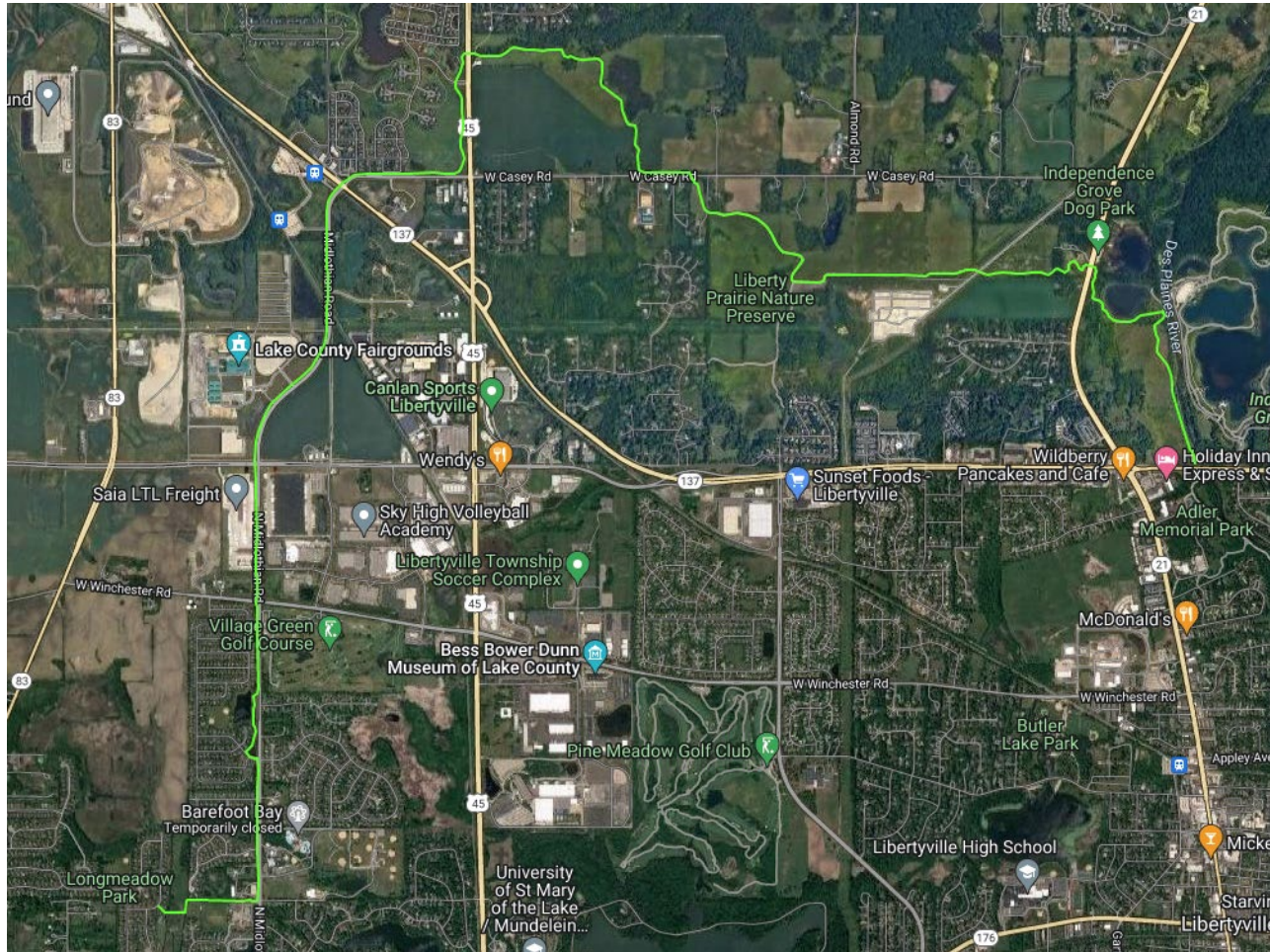
Table 4-69. Corridor 16 Demographic Characteristics (2000-2015)

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

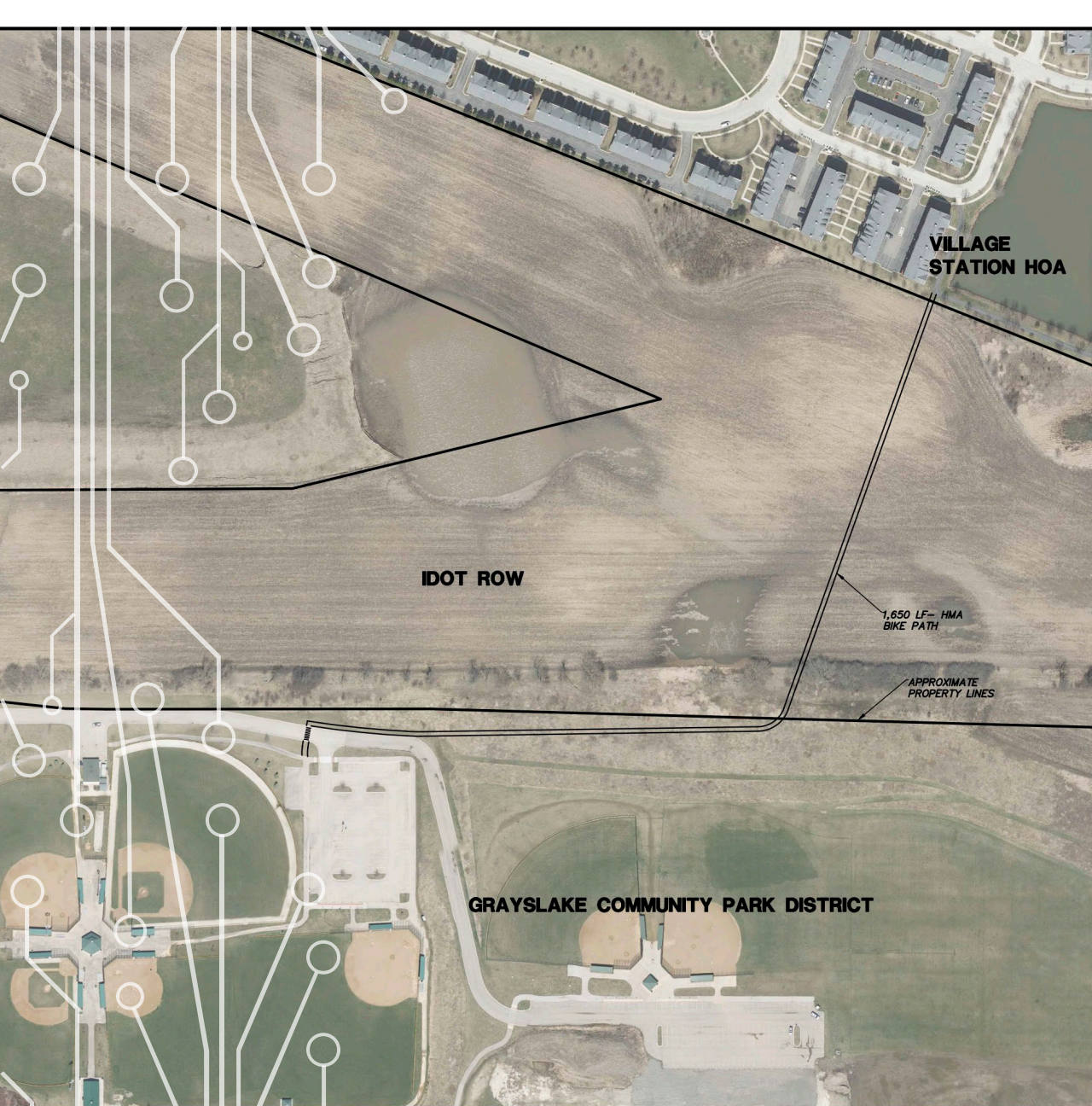
TRAIL CONNECTION LIST FROM THE TRI-COUNTY ACCESS STUDY

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



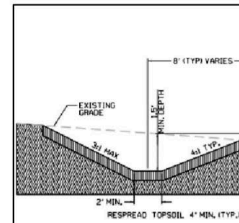
VILLAGE
STATION HOA

IDOT ROW

1,650 LF— HMA
BIKE PATH

APPROXIMATE
PROPERTY LINES

GRAYSLAKE COMMUNITY PARK DISTRICT

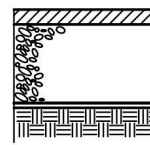


PAVED TRAIL - OPEN AREA NOTES

1. SPECIFIC TRAIL LOCATIONS MAY NOT REQUIRE TRAIL SHEETS FOR DITCHING 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 IN THE SECTION SHALL BE MAINTAINED.
4. A WOVEN GEOTEXTILE FOR GROUND STABILIZATION SHALL BE ENCOUNTERED AND IS NOT SHOWN ON THE SECTION.
5. THE FINISHED TOPSOIL GRADE DIRECTLY ADJACENT TO THE TRAIL TO ASSURE POSITIVE DRAINAGE.
6. PROVIDE A SOFT GRADUAL TRANSITION BETWEEN THE TRAIL AND ADJACENT AREAS.

LANDSCAPE NOTES

1. MOWED TRAIL SHOULDERS SHALL BE SEEDED WITH SEEDS APPROPRIATE TO THE SOIL TYPE AND CLIMATE.
2. MOWED SHOULDERS AND SEEDED SLOPES 24" OR LESS SHALL BE DITCHED AND OTHER CONCENTRATED FLOW AREAS SHALL BE DITCHED AND WITH THE MINIMUM ROLLS OF BLANKET AT 6.25' WIDTH EACH.



BIKE P

GRAYSLAKE TRAIL REQUEST

**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

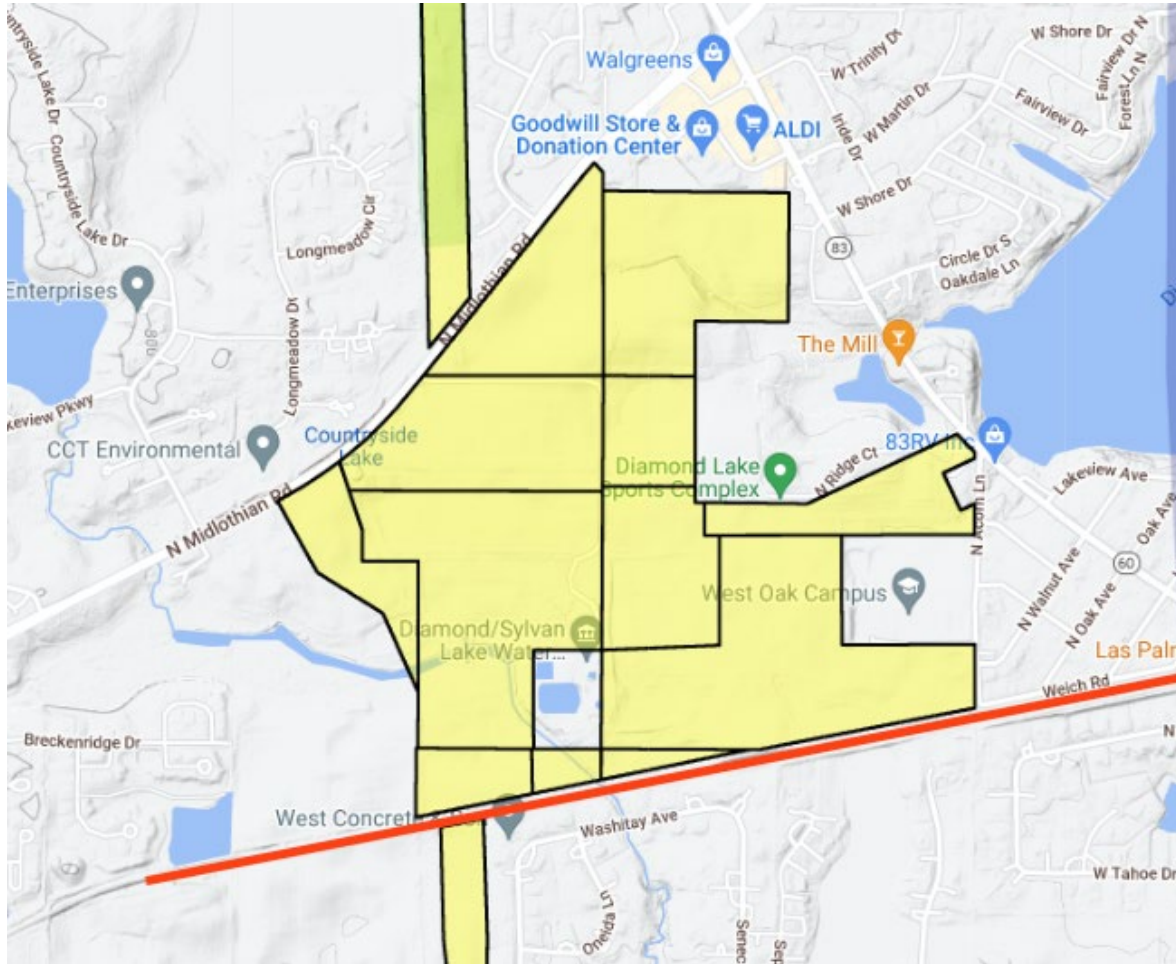


Possibly use
wetland
mitigation
money for them



DESIRED TRAIL AMENITIES

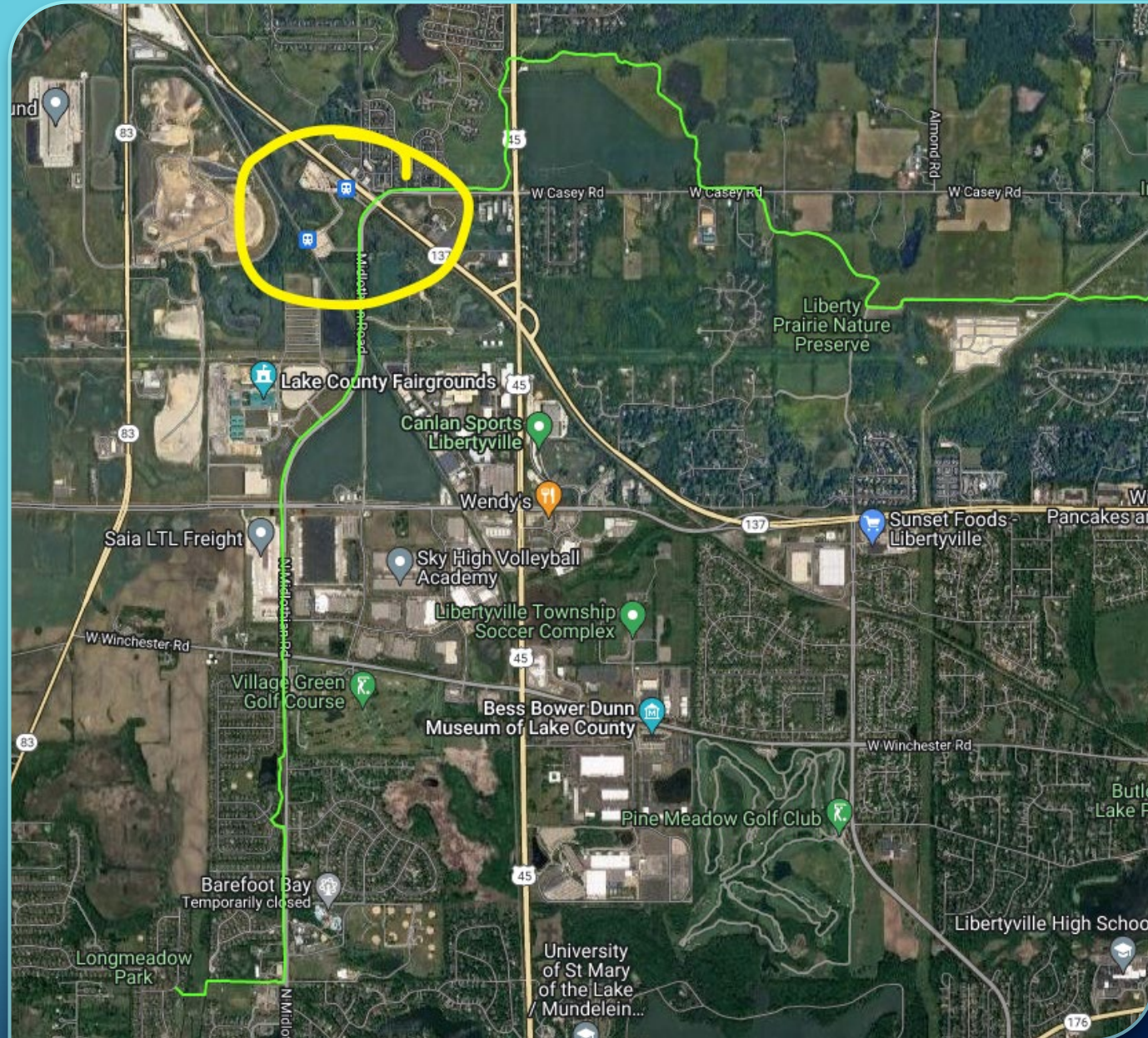
- Benches
- Picnic Areas
- Water Fountains
- Way Finding
- Washrooms
- Accessibility for all including people with disabilities strollers and senior citizens Lodging or camping

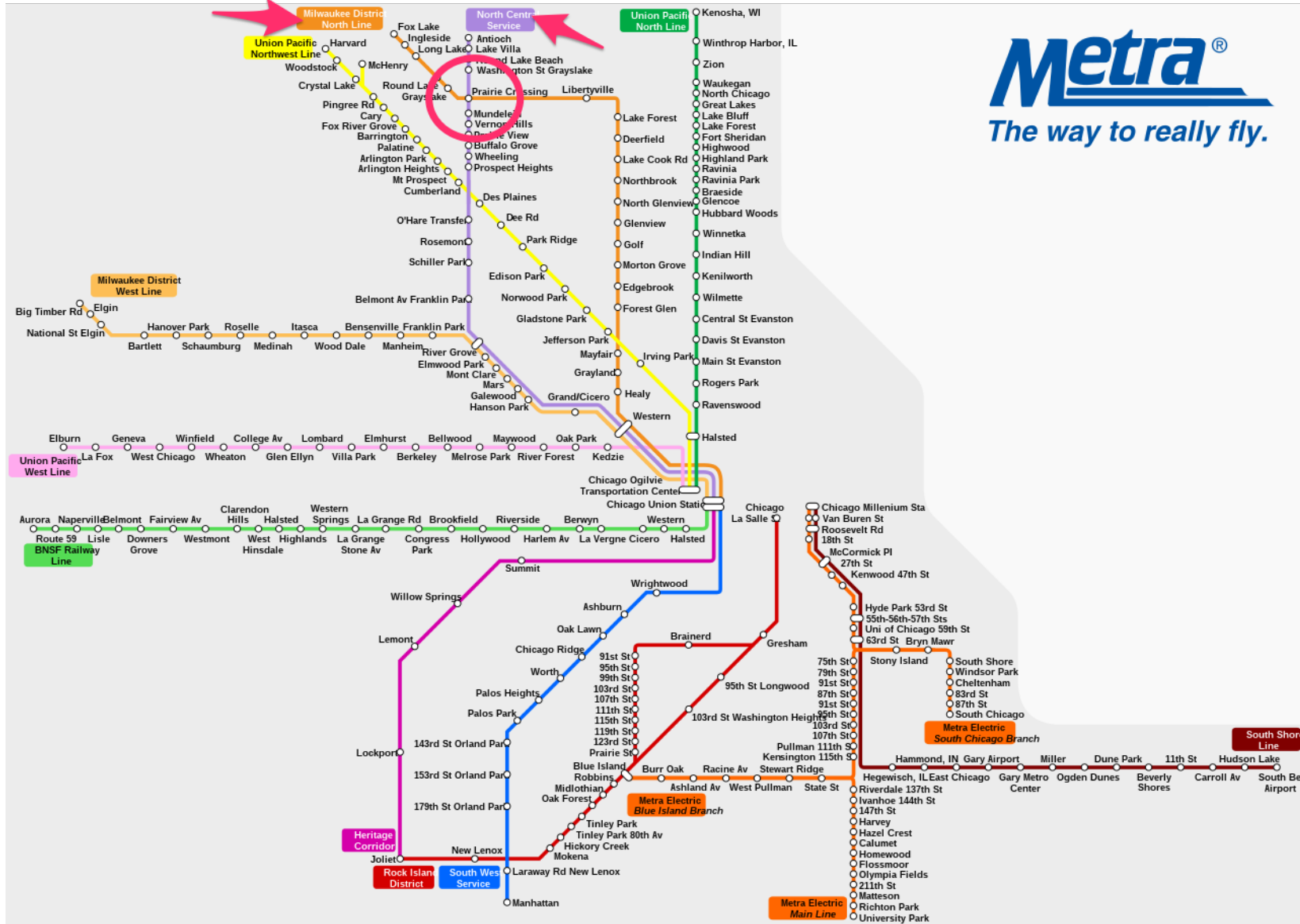


POSSIBLE FUTURE TRANSPORTATION HUB

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	6:48	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

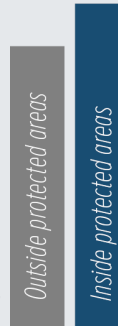


Only **12%** of the U.S. land and **26%** of the U.S. oceans

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

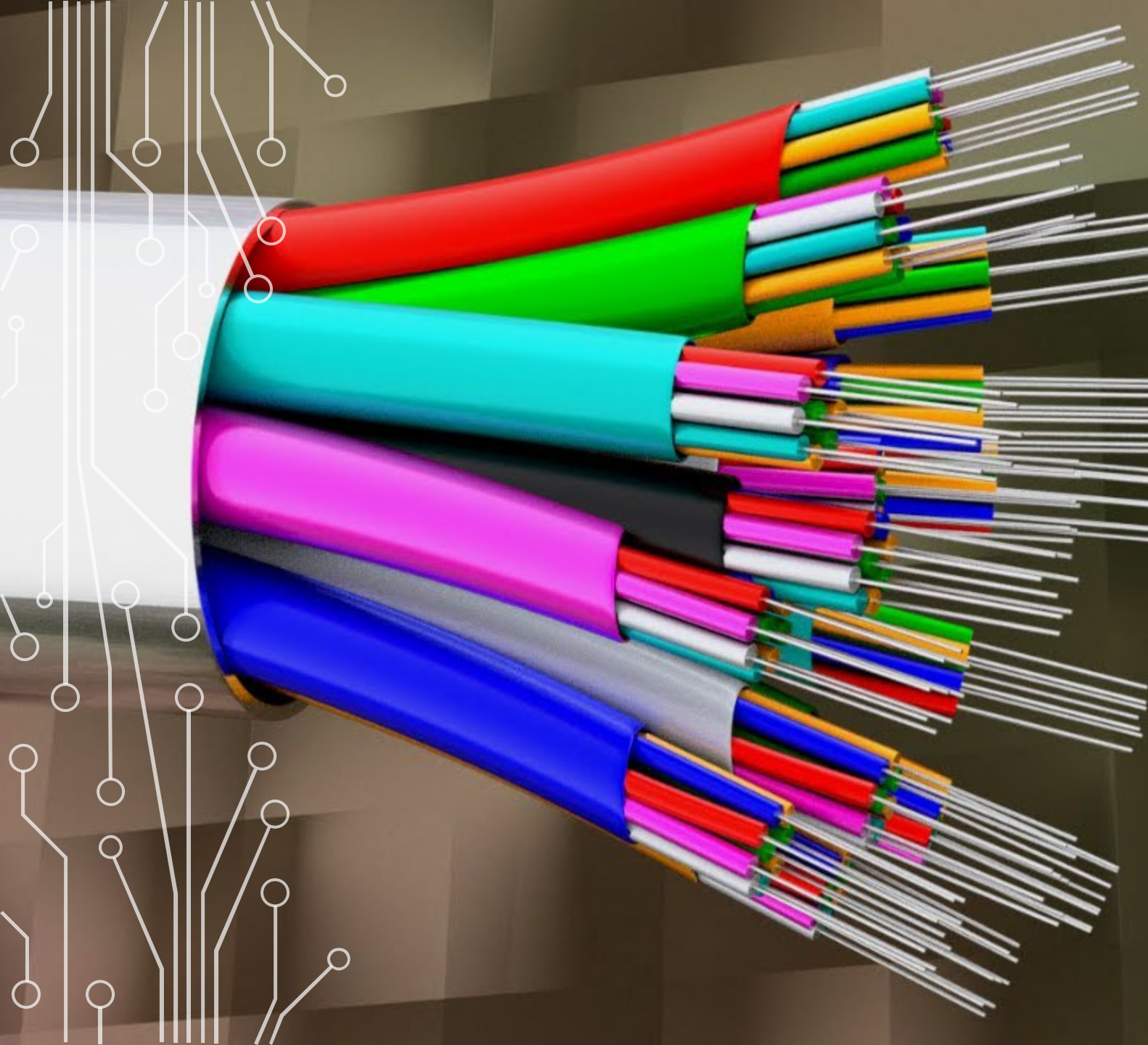


Approximately **60%** of lands in the continental U.S. are in a mostly **natural condition** or could be.



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)



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

Monday, July 25

11:00 AM

Virtual Meeting

Dan Lewis, Legislative Liaison 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 by confirming that there was a quorum present. All but Representative Dan McConchie (who later joined shortly after the meeting began) and Lake County Board Member Marah Altenberg were present. Doug Ower was present, temporarily replacing Sam Beard as the representative from Livable Lake County, and Openlands Senior Counsel Stacy Meyers later informed the body and co-chairs that she will be leaving Openlands soon and will find a replacement.

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

Senator Bush reminded the body that today's meeting would feature presentations from each of the four mayors on the Task Force: Grayslake Mayor Rhett Taylor, Mundelein Mayor Steve Lentz, Long Grove Mayor Bill Jacob, and Mayor DiMaggio. These presentations would highlight the specific interests of each of the four communities along the IL-53 expansion land corridor. After the presentations, there would be time for questions and discussion.

Senator Bush gave the floor to Mayor Taylor, who gave a brief presentation (**attached**) about the desires of his Village, Grayslake. The Mayor highlighted that Grayslake has a particular interest in protecting wetlands and woodland areas and maintaining open spaces. He supports a greenway corridor, but he would like the land to stay in the ownership of IDOT, in the event that there is a need or desire for the development of a highway. Mayor Taylor also emphasized that the Village would like to see provisions avoiding the seizure of private property through eminent domain in any plans, as there are large portions of the corridor area that still remain in private landowners' hands. Mayor Taylor communicated his goal of being a supportive partner to other municipalities and their planning processes. He ended his presentation by pointing out that the focus of the Task Force is IL-53 and not any State-owned land or plans for the IL-120 bypass. The Village would like any land associated with the latter project to not be used in this IL-53 alternative use project.

Senator Bush thanked Mayor Taylor and gave the floor to Mayor Lentz, who gave a brief presentation (**attached**) about the interests of the Village of Mundelein. Mayor Lentz showed the body the portion of the proposed corridor within his municipality and similar to Mayor Taylor's remarks, recommended that IDOT retain ownership of the land. He explained that times and needs may change and therefore flexibility was important to the Village. Mayor Lentz proposed that IDOT lease the land for the interim use of a trail system connecting green space and athletic fields. The Mayor expressed his concerns about mitigating future traffic congestion and accommodating commercial development.

Senator Bush thanked Mayor Lentz and gave the floor to Mayor Jacob, who gave a brief presentation (**attached**) about the priorities of the Village of Long Grove. Mayor Jacob showed the current zoning and future planning proposals for the region within the Village's comprehensive plan. The Mayor explained that his views run counter to those of the prior two presenters; he believes the number one priority is putting an end to any potential future of a road through Long Grove and the other communities and instead focusing on protecting and preserving environmentally sensitive areas. Mayor Jacob emphasized transit, proposing that a trail and greenway could be used for walking, biking, and golf carts and that a commuter train station along CNR tracks in North Long Grove could more greatly increase connectivity and mobility in the region.

Senator Bush thanked Mayor Jacob and gave the floor to Mayor DiMaggio, who have a brief oral presentation about the wishes of the Village of Hawthorn Woods. The Mayor expanded on Mayor Jacob's thought about the importance of making considerations to the environmentally sensitive areas and making green space the number one priority. He explained that a road extension would cut through the heart of his Village and be deadly to the community's character.

Senator Bush thanked Mayor DiMaggio and reiterated the purpose of the Task Force by reading the duties of the body as laid out in the resolution that created it. She emphasized that the resolution specifically states that the Task Force is to make a recommendation as to the alternative use of the land, which would presumably exclude the building of a highway/road. Senator Bush then opened the meeting up to questions and discussion.

Midwest Sustainability Group Executive Director Barbara Klipp expressed her disappointed with Mayor Taylor for his desire for IDOT to keep the land and thereby shutting the door to an agency like IDNR taking the land. She stated that she will be taking this issue to the Grayslake Village Board. Barbara also questioned why Mayors Taylor and Lentz signed a September 2019 letter (**attached**) addressed to Governor Pritzker that pushed for a greenway trail if they still desire to have a road extension there instead. Stacy Meyers found the letter and shared her screen so that members of the Task Force could see it. Mayor Taylor responded by saying that he wants to keep all options open but that he has some questions about land acquisition and transferring. Dan Lewis said that he will be looking into this. Mayor Lentz repeated that he wants flexibility but is not opposed to a trail; for him, the issue is ownership, not use.

Stacy Meyers concurred with Barbara, expressing her confusion with the presentations of the first two mayors in the context of the 2019 letter they signed, which emphasizes taking the opportunity (the end of the road expansion project) to preserve and protect our environment. She argued that finding alternative uses for the land such as a greenway would be legacy-building and cutting-edge of

the communities, while a road would be detrimental to them.

Allison Wilmes, a resident of Mundelein, stated that she agreed with Barbara and Stacy and communicated her desire for the Task Force to recommend a permanent solution in the form of a greenway, in order to protect the environment, assist with flood management, and increase the quality of life.

Lake County Board Member John Wasik asked if the resolution directed the Task Force to speak with land owners about acquiring more land for the corridor. Senator Bush stated that it does not. John then stated that he would like to see a greenway on the expansion land and would like to find ways to use the land for stormwater management as well. Barbara recalled a presentation by Lake County Stormwater Management at a previous meeting and pointed out that they recommended stormwater mitigation efforts at the same IL-53/IL-120 bypass area south of Grayslake that Mayor Taylor suggested could be used for development.

State Representative Daniel Didech commented that there were a great many stakeholders and strong opinions on this Task Force and this issue, but that in order for us to be successful, we all have to compromise a little. He believes that we all want the same thing: an environmentally-friendly, beneficial corridor.

Senator Bush remarked on how that, while there are disagreements over the *ownership* of the land, there seems to be agreement that a greenway should be the *use* of said land. She stated that the resolution does not require that the recommendation/report submitted to the General Assembly lay out who owns the land, but rather what the best alternative uses might be. Stacy suggested that Openlands staff draft a vision statement in the form of a resolution stating that the Task Force is in favor of a greenway.

Seeing no further discussion and nearing the end of the meeting, Senator Bush called for any additional public comments. Long Grove Village Trustee and environmentalist Rita O'Connor spoke up, expressing her concerns for the future and stressing that this is an opportunity of a lifetime to have a pristine area that can put Long Grove and Lake County on the map and tie communities together.

After no further discussion, the meeting was adjourned.

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

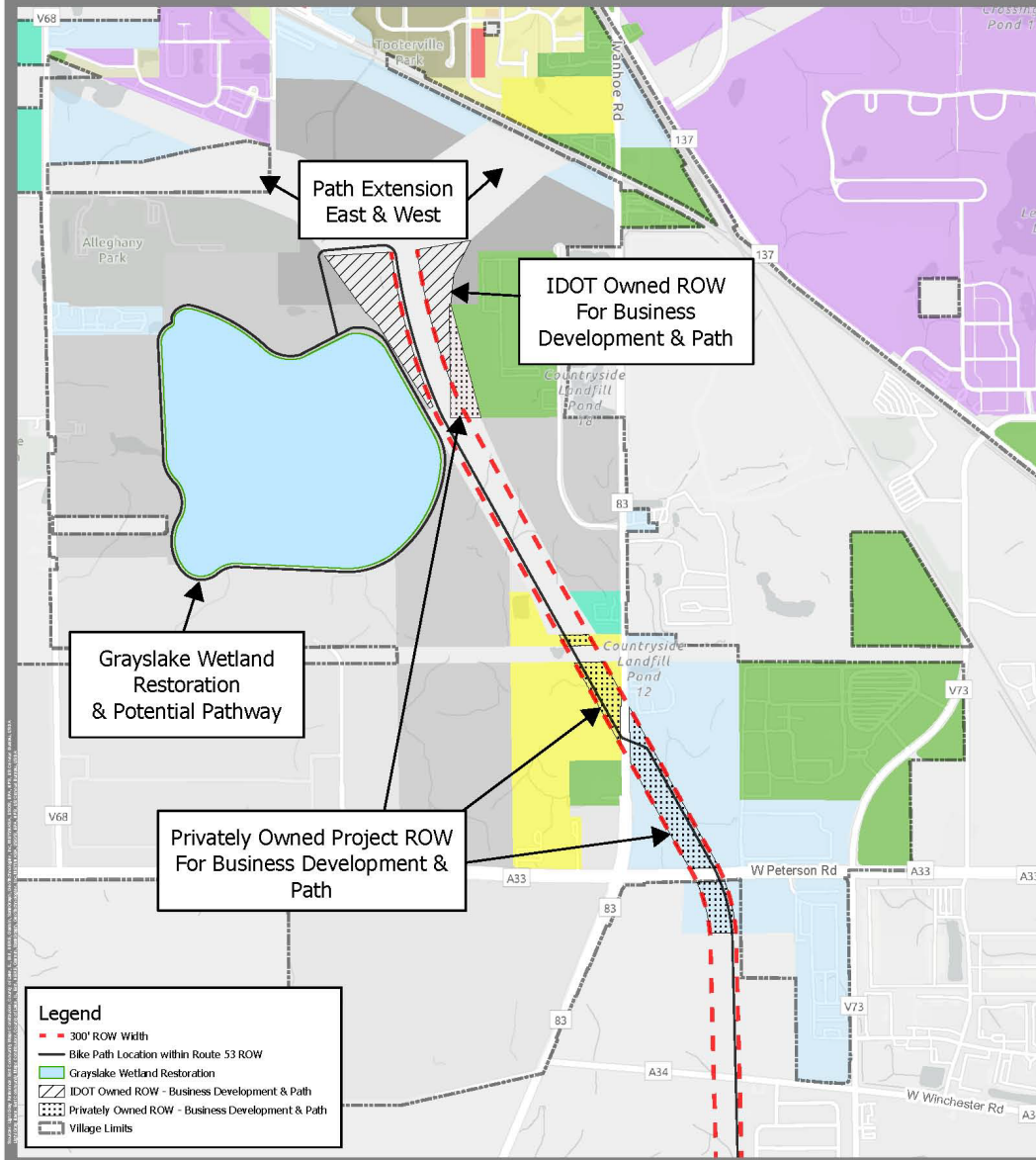
Route 53 Corridor Concept Planning General Feedback

- ◇ Grayslake could support greenway/trails in the Route 53 corridor
- ◇ Grayslake suggests that any concept plan include protections for any sensitive wetland/woodland areas (once inventoried)
 - ◇ Includes Grayslake wetland restoration area which could be a destination
- ◇ In Grayslake this would include:
 - ◇ Properties along the west side of Route 83
 - ◇ Properties near Peterson Road and Route 83 intersection

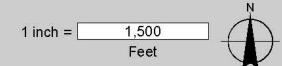
Route 53 Corridor Concept Planning General Feedback

- ◆ Grayslake is open to a greenway corridor in conjunction with IDOT's retention of the property in the event of a need for future traffic flow improvements
- ◆ If there are adjacent non-residential properties, Grayslake could support business uses at these locations while accommodating any greenway/trails
- ◆ Any plan should include provisions to avoid seizing private property through eminent domain
- ◆ Grayslake wants to be supportive of its neighboring municipalities and thus wants to ensure their visions and needs are accommodated in the planning process

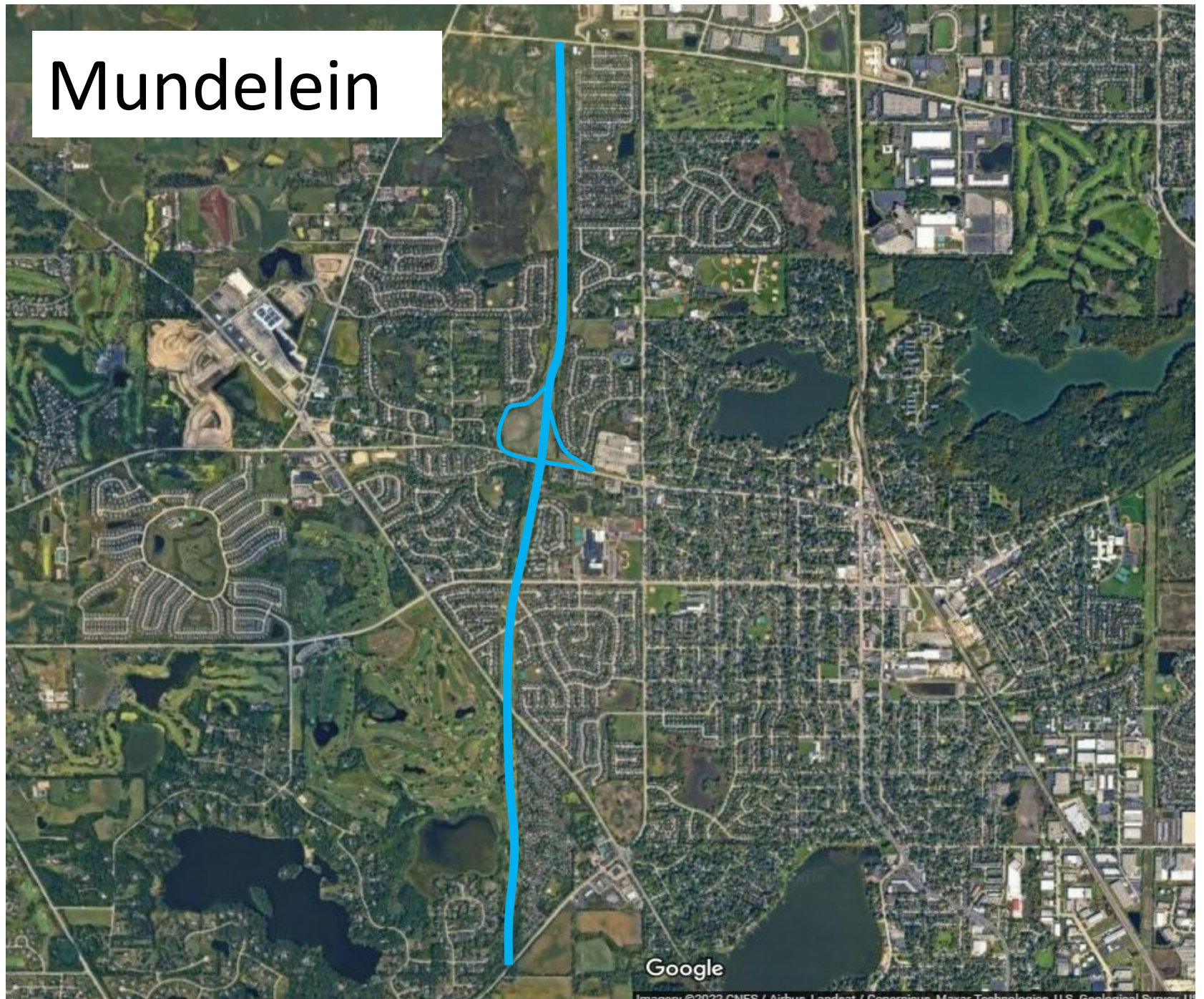
Route 53 Corridor Concept Planning Feedback



- Legend**
- 300' ROW Width
 - Bike Path Location within Route 53 ROW
 - Grayslake Wetland Restoration
 - IDOT Owned ROW - Business Development & Path
 - Privately Owned ROW - Business Development & Path
 - Village Limits



Mundelein



Google

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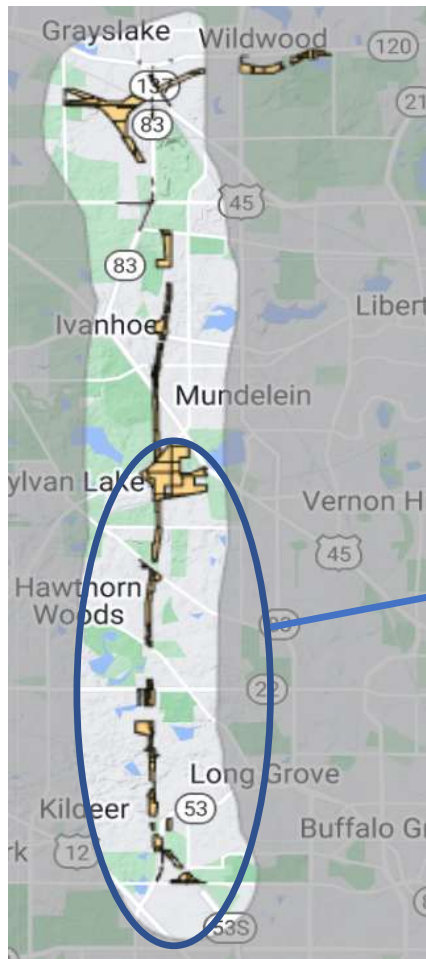
3. Mundelein supports our neighboring villages' vision for the land
 - Traffic needs to trails to commercial development
 - Ask IDOT to use or lease land to accommodate those visions

Village of



Bill Jacob
Village President

RT 53 / IDOT Parcels



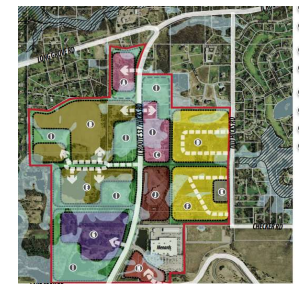
Long Grove Zoning



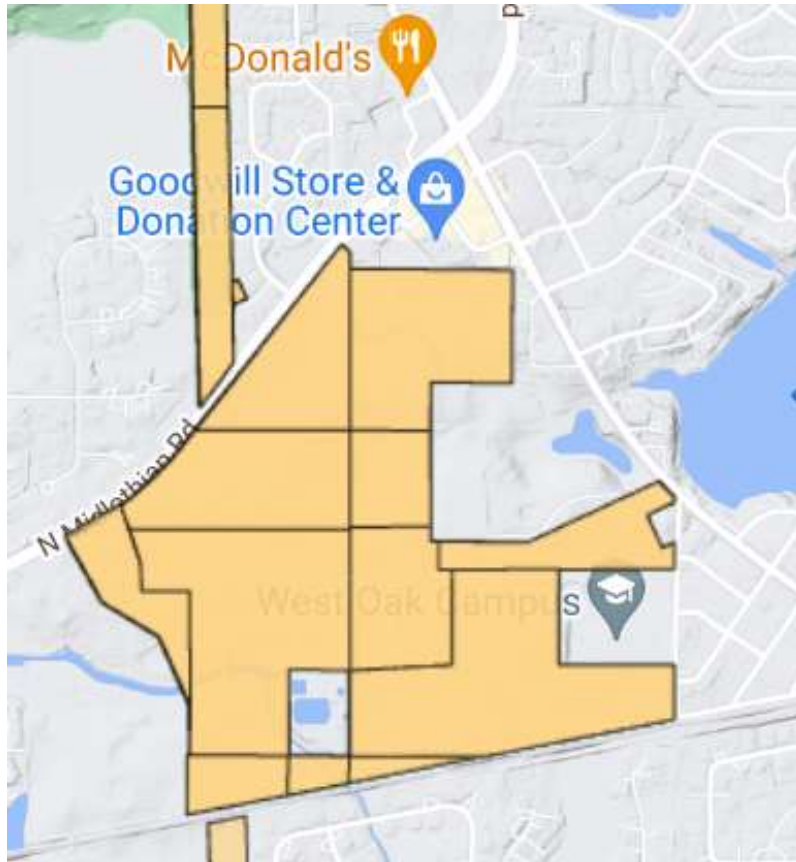
Comp Plan Sub Area



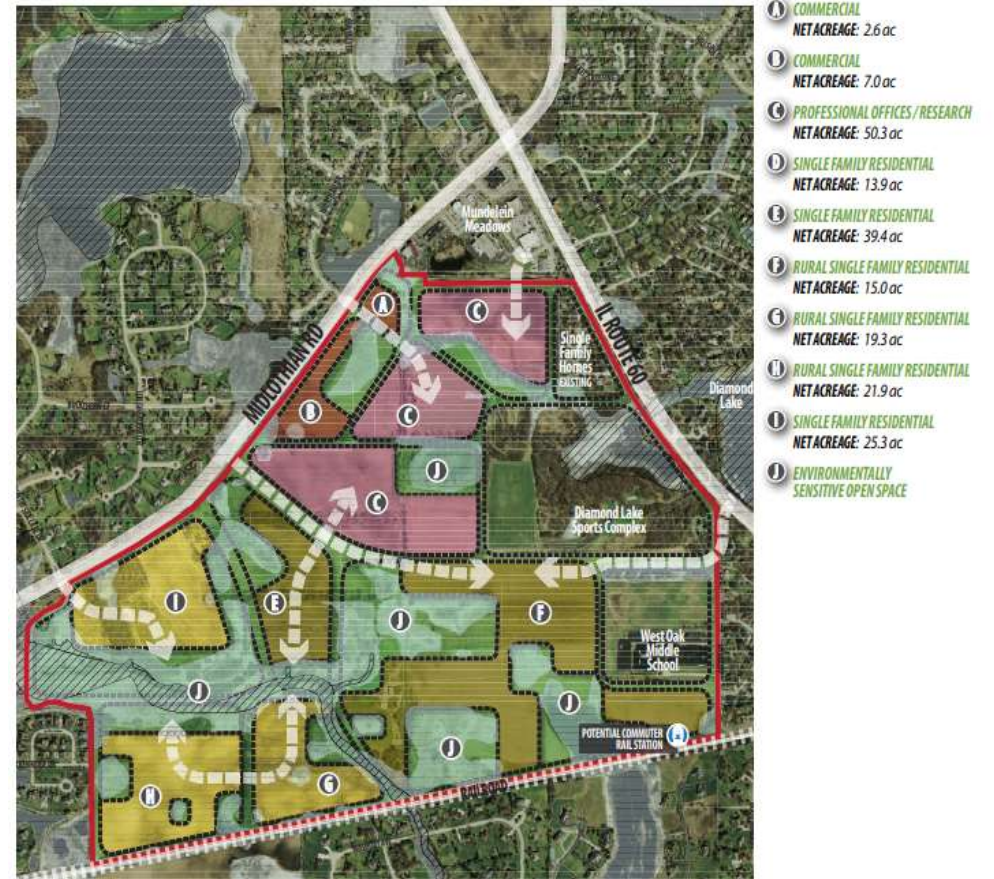
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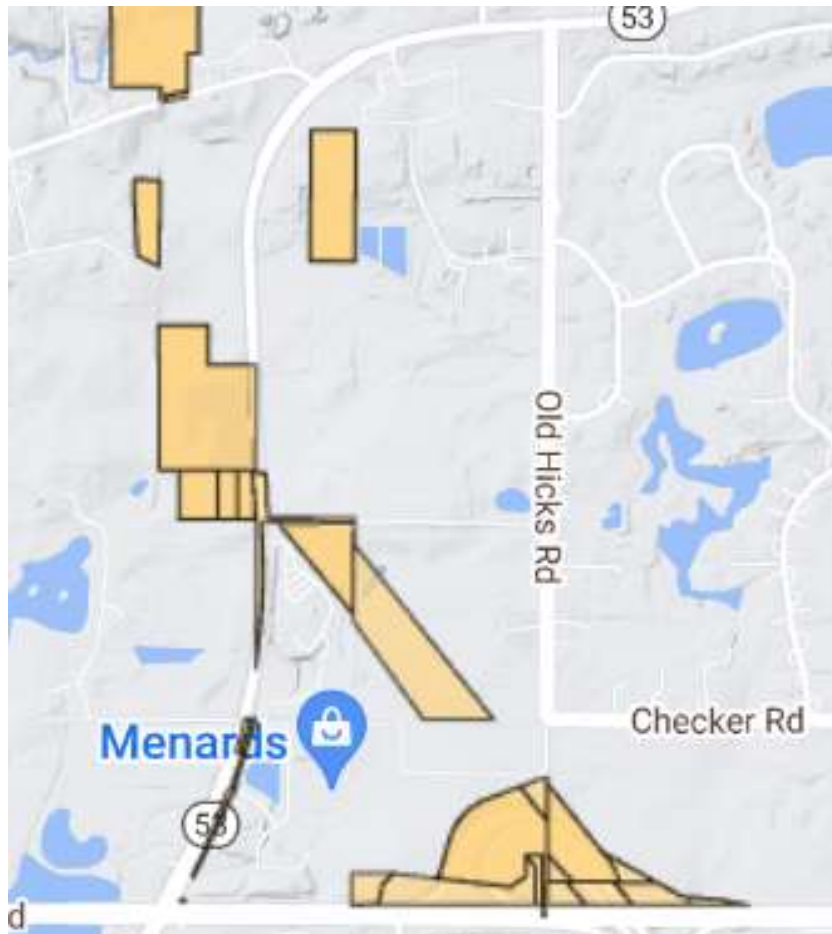
RT53 IDOT Parcels



Long Grove Comp Plan



RT53 IDOT Parcels



Long Grove Comp Plan



Long Grove Soccer Field

Long Grove Community Interest / Land Use



#1. Protecting as much as possible the Groves of Trees (our namesake), Wetlands & Natural Habitats.



#2. Providing a Greenspace for biking, walking path & even potentially golf carts.



#3. Preserving our underlying zoning including proposed land uses in our comprehensive plan.



#4. Potential commuter train station along CNR Tracks North Long Grove.

Lake County Elected Officials

September 27, 2019

The Honorable JB Pritzker
Office of the Governor
207 State House
Springfield, IL 62706

The Honorable JB Pritzker
Office of the Governor
James R. Thompson Center
100 W. Randolph, 16-100
Chicago, IL 60601

Dear Governor Pritzker:

As concerned State officials, Mayors and County elected representatives, we are writing to share our aspirations for the future of the 1,110 acres of land that the State of Illinois purchased over the past 40 years as part of the planning for the Route 53 Extension. With the termination of that project, these lands remain in public possession, and their fate will have a profound impact on the quality of life in Lake County – and particularly on the fabric of the communities in or near the Route 53 corridor that we represent.

It is in this spirit that we write to request a meeting with you or a representative of your administration to discuss a proposal to transform this land into a greenway trail and environmental sanctuary, as well as other Village-specific uses for this land. We believe this proposal affords the State of Illinois and local Lake County leaders a once-in-a-lifetime opportunity to link our communities with a non-motorized recreational pathway, while also improving our state and local economies.

These lands embody some of the most scenic, ecologically valuable open spaces remaining in Illinois. They contain treasures as diverse as a thriving wetland complex that serves as a critical safeguard against flooding in the region, a majestic heron rookery, and countless acres brimming with delicate flora and fauna. In short, they represent an opportunity to protect one of the landscapes that give Lake County its distinctive identity and reward its residents with some of Illinois' best escapes to experience nature. We also see additional opportunities for land use that could be extensions of our communities.

We want to work with you and your designee to collaboratively develop a roadmap for transforming portions of this land into a greenway. By unleashing this potential for conservation, recreation, education, and preservation, Lake County, in concert with the State of Illinois, could parlay these lands into a public asset that preserves the aesthetics of our communities, protects against flooding and other costly environmental threats, enhances local property values, lures eco-tourism dollars, and provides spaces for our residents to savor nature, play, and spend quality time with family, friends, and neighbors.

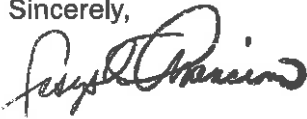
The first step toward seizing this opportunity begins with cooperation and collaboration between relevant state agencies (IDOT and the IDNR) and local Mayors, County, and State officials to develop a plan for highest and best use of this land to ensure that the public investment that was made over the decades to purchase these parcels culminates in a public space available for community health and enjoyment.

As our voices attest, this idea is resonating; but we view as a necessary first step, a meeting with you to further discuss this proposal. The results of a coordinated, collaborative approach will be a landmark achievement for our communities, for Lake County, and for the entire State of Illinois.

The Honorable JB Pritzker
Page 2
September 26, 2019

Please let us know your availability to meet to discuss our vision for this effort. We collectively appreciate your consideration of our request. Enclosed are maps highlighting the potential greenway corridor.

Sincerely,



Joseph Mancino
Mayor
Village of Hawthorn Woods



Daniel Didech
Illinois State Representative
District 59



Steve Lentz
Mayor
Village of Mundelein



Adam R. Didech
Lake County Board Member
District 20



Dale Sands
President
Village of Deer Park



Julie Simpson
Lake County Board Member
District 18



Nandia Black
President
Village of Kildeer



Jennifer Clark
Lake County Board Member
District 15



Thomas Poynton
Mayor
Village of Lake Zurich



Steve Carlson
Lake County Board Member
District 7



Bill Jacob
President
Village of Long Grove



Rhett Taylor
Mayor
Village of Grayslake



Mary Edly-Allen
Illinois State Representative
District 51



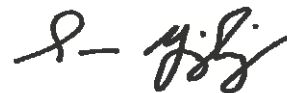
Sandy Hart
Lake County Board Chair
District 13



Jessica Vealitzek
Lake County Board Member
District 10



John Wasik
Lake County Board Member
District 6



Sam Yingling
Illinois State Representative
District 62



Dan McConchie
Illinois State Senator
District 26



Lake Michigan

PETERSON

Libertyville

Mundelein

Indian Creek

Long Grove

LAKE COOK

MIDLOTHIAN

LAKE CO. CO.

COOK CO. CO.

Miles 5

120

94

22

53

90

290

12

59



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

Monday, October 17

1:00 PM

Virtual Meeting

Dan Lewis, Legislative Liaison at the IL Department of Natural Resources and the point-person for administrative support for this Task Force, began the meeting shortly after 1:00 PM by confirming that there was a quorum present. All but Representative Dan McConchie (who later joined shortly after the meeting began) and Lake County Board Member Marah Altenberg were present.

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

Jerry Adelman and Matthew Santagata from Openlands presented their guiding principles document and explained the rationale behind each principle (**attached**). Representative Daniel Didech asked what the purpose of the principles were, and Senator Bush explained that the principles would guide the Task Force's resolution and report. IDNR Assistant Director John Rogner praised the principles and spoke to the Department's thoughts on and responsibility for wildlife and biodiversity. After additional discussion, Mundelein Mayor Steve Lentz objected, stating that while he agreed with the context and the desire to create a greenway, he believes that the land should not be transferred to IDNR.

After this discussion, Steven Schilke with Illinois Department of Transportation District 1 presented an update on the parcels in question. This update included new information on drainage and wider buffers. Senator Bush and Dan Lewis reiterated to the group that the Governor stated that the road idea is not moving forward and that this body was tasked to finding alternative uses only.

Senator Bush explained that a resolution based on the guiding principles would be drafted and shared with the task force members prior to the next meeting. Dan Lewis agreed to share it with everyone when it was ready.

After no further discussion, the meeting was adjourned.

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

PRINCIPLES

The intent of the following Principles is to illuminate the benefits of creating a greenway and to inspire a conversation about its significant conservation and public values. The Task Force has the opportunity to leverage the transformative power of exceptional planning – to look at the whole as much more than a collection of individual parts. To embrace placemaking that is wholistic and yields multiple benefits to people, to communities, and to nature.

1. Connect and Expand

Connect existing parks and preserves with each other and communities throughout the corridor, inviting people across the region and expand existing public open spaces across the corridor linking wetlands, habitat, and recreational space.

Catalyze opportunities to advance existing plans and policies such as Lake County Forest Preserve's 100-year vision and green infrastructure mapping, the goal set by conservation partners to protect 20% of Lake County by 2030, and America the Beautiful initiative to protect 30% of our nation's lands and waters by 2030.

2. Natural Refuge

Lake County has more threatened and endangered species and biodiversity than any other county in Illinois. Combat the loss of biodiversity and secure habitat for an abundance of wildlife, allowing them to thrive and adapt to a changing climate.

In return, corridor communities and the region benefit from pollinators and increasing their role in securing local and national food security through initiatives like America the Beautiful so our region's food web remains intact. The greenway also offers an oasis of tranquility and beauty, lending to a healthier environment and way of life.

3. Increase Community and Regional Resiliency

As homes and businesses increasingly experience life-changing floods, drought, tornadoes, and other extreme weather, use the corridor to fortify community resiliency in the face of climate change. Protect, restore, and maintain hundreds of acres of open space as a front-line defense against flooding and degrading our lakes and rivers in areas already experiencing record-breaking storm events.

4. Multi-modal Transportation Solution

Non-motorized trails that string together communities and open space like pearls on a necklace for both people and wildlife that will travel within, through and across its length.

Provide clear way finding, pathways, trail connections, pedestrian amenities, and links to public transit. (Examples of pedestrian amenities are water fountains, picnic tables, benches, restrooms, bird nesting boxes, animal crossings, signage for hikers, bikers, equestrians, etc.)

5. Impetus for Diverse Public-Private Partnerships

Build off the success of models like the Liberty Prairie Reserve, municipalities, schools, and business can collaborate with agencies and nonprofits to create and steward a mosaic of parks, trails, and protected natural lands, infusing their identities along the route.

6. Economic Driver

Studies reveal that for every dollar invested in restoration, eight dollars flow back to the community. Trails and open space within the greenway offers economic development opportunities via ecotourism and increased property values, which are a wealth generator that reduce health costs.

7. Honor Each Community's Sense of Place

Enable a collaborative community vision and a place for the neighborhoods to engage. Develop healthier, more resilient, and beautiful communities.

Route 53 Task Force Questions

1. Confirmation of Task Force Scope

- a. Does the requested deliverable include the proposed Route 120 bypass or is it limited to the north/south proposed Route 53 portion? My understanding is that the legislation is limited to the later.

- a. Dan Lewis: As I've stated previously and was mentioned at the meeting this week, the purview of the Task Force is only the North-South parcels that were to have been used for Route 53 and therefore this Task Force will not be making recommendations regarding the 120 bypass. That being said, I cannot speak for IDOT or the Governor's Office and their plans for the East-West 120 expansion land. Laura and John with IDOT might have more information about that area.

IDOT Response: IDOT understands corridor review to be north south IL 53 section.

- b. Task Force area defined: I assume we are using the established centerline. What is the width of the right-of-way from this line? Is the centerline in the exact middle?

- a. DL: This is a question that should be answered by IDOT, as they will know more about the details of the parcels better than I. I also recommend you go back to the minutes of the second meeting and look at their presentation about the parcels.

IDOT Response: the parcels acquired by IDOT were whole property acquisitions, so the areas are not quite uniform. These areas are shown on the exhibit provided to the task force.

- c. IDOT may own land adjacent to the defined corridor. Are these areas under our scope?

- a. DL: My understanding is that all state-owned parcels that were purchased for the purpose of expanding/extending Rt 53 are to be considered for this Task Force and our report.

IDOT Response: IDOT understands that the parcels acquired for the IL 53 north/south corridor are within the scope.

- d. What is the deliverable to include?

- Recommended improvements/connections
- Future transportation projects
- General land use plan?
- Wetland delineations?
- Floodplain delineations?
- Wooded area delineations?
- Adjoining land uses?
- Road agency coordination items?
- Municipal/County Comprehensive Plan designations?
- Safety (lighting, etc)
 - DL: The Task Force was created to study "cost, feasibility, and environmental impact of alternative uses of the expansion land, including any potential impact on flooding in the area, the short- and long-term economic impact to the region, and all options for funding alternative uses."

Route 53 Task Force Questions

- e. The Task Force has not heard from Lake County Partners or other economic development parties. How can this be done in our process? What is the process for gathering formal input from corridor municipalities? Lake County? Municipalities near the corridor?
 - a. DL: The Task Force heard from Municipalities at the last meeting and has previously heard from Visit Lake County (tourism & economic development), Lake County Stormwater Management, and Lake County Forest Preserve District. If you think that additional presentations should be made, I encourage you to contact Chair Senator Bush with your suggestions.

2. For the Route 53 Portion Task Force Study Area

- a. Is there a chosen base map for this project? If not how should one be created?
 - a. DL: Both Openlands and Lake County have created GIS maps for us to use. Both are linked to on the Task Force's webpage.

IDOT Response: IDOT provided an exhibit that shows the parcels owned by the State, in pdf format. IDOT received a copy of the Tollway's GIS map and is reviewing. We will report back with an update as soon as verified.

- b. What percentage of the land is owned by IDOT and what percentage is privately held? In which communities are the privately held properties?
 - a. DL: I have not done this research and, if I have the time between my regular work as a Legislative Liaison and my usual work with this Task Force, I will attempt to compile it. However, I recommend looking at the GIS map that Lake County put together (linked on the Task Force webpage) and using the layers to see who the owners of the private parcels are and which municipalities they reside in.

IDOT Response: IDOT provided an exhibit that shows the parcels owned by the State, in pdf format.

- c. For IDOT owned land are there any restrictions on use?
 - a. DL: This is another question for IDOT.

IDOT Response: the property was acquired to be used for a highway purpose under federal and state laws/regs.

- d. While we have seen various maps, has IDOT independently confirmed the private versus public holdings? What mechanism would be used to acquire privately held property?
 - a. DL: It is my understanding that Stacy Meyers was working with or attempting to work with IDOT on ensuring the accuracy of the maps. I'm not sure where those conversations ended. We have had several presentations that includes maps of the parcels, including one from IDOT, and only once was it ever noted that a parcel was mislabeled as state-owned. That was subsequently corrected by IDOT, I believe.

IDOT Response: IDOT provided an exhibit that shows the parcels owned by the State, in pdf format. This exhibit was reviewed and confirmed by IDOT on the parcels the state owns.

- b. DL: I am not aware of what mechanism would be used for acquisition. I'll remind you that this is a report recommending land usage, so we do not need to figure out exactly how the land will be acquired. However, I think we can certainly state what

Route 53 Task Force Questions

our preferred methods of land acquisition would be, and I am open to feedback on this.

3. As the IDOT property is owned by the taxpayers of Illinois and was acquired for the purposes of building a road:

- a. Would the General Assembly need to approve any property transfers?

- a. DL: After speaking with IDNR's Acquisition Agent about some of your questions, it is my understanding that the transfer of land between State agencies and departments is a simple process that does not require legislative action. You just need the proper paperwork to be signed by the two directors/secretaries and the governor. The transfer of land between State agencies and departments is a simple process that does not require legislative action. You just need the proper paperwork to be signed by the two directors/secretaries and the governor.

IDOT Response: IDOT may only dispose of state-owned property, per IL State statute 605 ILCS 5/4-508. HB5205 changed the disposal process regarding sale to private entities and local public agencies and is attached. Effective 1/1/23.

- b. The Task Force report?

- i. DL: The report is a recommendation of *alternative* land use. We could get into the weeds of property transfers, but I don't think we would need to.

IDOT Response: IDOT understands a final report is to be submitted by end of the year to the legislature and IDOT.

- b. What are the legal requirements for IDOT to transfer it to another state entity?

- i. Would approval of the General Assembly be required?

- a. DL: See above

IDOT Response: it would depend on the state agency and intended use(s). IDOT may jurisdictionally transfer state owned property to other state agencies if an agreement is reached between IDOT and the interested agency.

- ii. As the land would not be used for its original intention.

- a. DL: I am not a lawyer so I can't say for sure, but I do not think the intention matters here. For example, IDNR has taken land from Corrections and turned them into park land in the past.

- c. If it can be transferred, what state entities would be eligible to receive the land?

- a. DL: I believe any agency could take the land, but I'm not sure. For the purposes of a greenway trail, I'm not sure of any entity other than IDNR that would want the land.

IDOT Response: see above response

- d. Could IDOT owned land be sold to private entities?

- a. DL: This is another question for IDOT. I spoke to this briefly above.

IDOT Response: IDOT may only dispose of state-owned property, per IL State statute 605 ILCS 5/4-508. HB5205 changed the disposal process regarding sale to

Route 53 Task Force Questions

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- e. What are the legal procedural requirements for IDOT to sell publicly owned property to private purchasers?
 - a. DL: This is another question for IDOT. I spoke to this briefly above.

IDOT Response: please see above, regarding new state law

- f. Can IDOT transfer state owned property to a local entity, such as the County Forest Preserve/municipality? Is compensation required or can the General Assembly decide otherwise?
 - a. DL: This is another question for IDOT. I spoke to this briefly above. You also asked about leasing during the last meeting. I can't speak for IDOT, but IDNR leases land for agricultural and outdoor/recreational uses all the time. A recent example would be Wolf Road Prairie in Westchester, where IDNR leases the management of the nature preserve to the Forest Preserve District of Cook County, and Hackmatack National Wildlife Refuge, which IDNR owns and USFWS has a conservation easement on. These sorts of Intergovernmental Agreements happen all the time at IDNR.

IDOT Response: please see above, regarding new state law

- g. Is there a state or local agency that would take the land and implement our plan?
 - a. DL: My understanding is that IDNR would be interested in taking ownership of the land if it came with the appropriate resources and staff for maintenance. I can't think of another state agency that would do this. I won't speak for local agencies.

- 4. What governing bodies of elected officials will be required to approve this before submittal to state?
 - a. DL: If by "this" you are referring to the Task Force's report, then the answer is none. Per the resolution that created the Task Force, there is no method of approving the report. The body is simply directed to meet at least four times, study alternative land uses and their impacts, and make a final report for the General Assembly. This is, in my experience, how most Task Forces operate.
- 5. Is time for public comment on any task force deliverable required? Desirable?
 - a. DL: I'm not sure if I understand the question fully. At public meetings, per the Open Meetings Act, a public comment period is required. This is why it is always on the meeting agenda.
- 6. From email, additional question from Mayor Taylor: I have one additional question for IDOT: Although this is not an agency owner question, for my understanding, if IDOT were to transfer ground to another agency, does any existing ROW dissolve? Or would ROW transfer as well?

IDOT Response: IDOT may jurisdictionally transfer any of the parcels to another state agency if both agencies agree; IDOT can transfer with land rights, and without land rights.

Route 53 Task Force Questions

DL: The last note that our acquisitions expert gave me was that, in his experience, he wasn't sure that IDOT would be willing to lease land for the purpose of building something other than roads. Laura and John B might be able to speak to this more.

Additionally, one would question why IDNR, municipalities, or the county would want to put extensive resources and funds into building a greenway trail if those municipalities or IDOT has any desire to then bulldoze that trail and turn it into a road years or decades later.

IDOT Response: If agreed upon by task force, stakeholders, and public agencies a possible solution may be to utilize a right of way use agreement via intergovernmental agreement (all affected municipalities and/or state agencies). The terms of the agreement may allow for replacement of any trail affected by any future improvement.



YOUR VOICE FOR LAKE COUNTY TRANSPORTATION ISSUES

August 12, 2022

To: Route 53 Land Use Task Force Members

The Lake County Transportation Alliance (LCTA) recognizes and supports this group's environmental concerns with these land parcels. As you are moving into starting a draft recommendation report our organization would like to again stress a holistic approach on this project which should include consideration for supporting a Lake County multi-modal transportation system. Multi-modal for this area should include: sidewalks, bike paths, trails, park and ride, managed lanes, bus lanes, enhancements to existing roads, roundabouts, turn lanes, traffic signal management (Lake County Passage) and locations for transportation hubs for buses, Uber, Lyft and taxis. These could be accommodated around the perimeter of the corridor. Please note there are some portions of the ROW that warrant new roadways, which are within the LCDOT master plans to alleviate traffic congestion.

There is a strong need to determine alternative road improvements and mass transit development opportunities. Central and western Lake County roads and transit do not adequately serve employment and educational destinations. If IDOT does not keep this land how will future road and transit improvements be funded? Would the County have to foot the entire bill?

These areas are still challenged with:

1. Traffic congestion
2. Travel-time reliability and the need to Improve Incident response.
3. Lack of access to major roadways
4. Limited bus/transit services or even mass transit deserts
5. Lack of sidewalks, trails, and bike lanes which support connectivity to mass transit with bus shelters or transportation hubs.

Corridor business districts have been waiting a long time for numerous transportation improvements which are key in preserving their viability and enhancing future economic development opportunities. This should not be ignored.

LCTA looks forward to having IDOT do their presentation that was tabled at the May Task Force meeting and would like to see LCDOT included as well.

Respectfully,

Pete Manhard

Peter Manhard P.E.
Board President
Lake County Transportation Alliance (LCTA)



Connecting Your Industry

August 11, 2022

JOSH BOLLER
President
Boller Construction Co.

BEN DOLAN
1st Vice President Homestead
Electrical Contracting, LLC

KAREN BARBA
2nd Vice President
Katco Development, Inc.

MIKE POPP
Treasurer
Meyer Concrete Pumping &
Conveyor Service, LLC

STEVE THELEN
Immediate Past President
Thelen Sand & Gravel, Inc.

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True North Consultants, Inc.

BILL VIGNOCCHI
John Keno & Company, Inc.

TIM MARABELLA
Executive Vice President

Attention: Route 53 Land Use Task Force Members

On behalf of the Great Lakes Construction Association located in Libertyville, IL. We would like to express our concerns about any determination of the Route 53 land use process without the consideration of the business community.

We support the environmental concerns of the group, but we object to any draft process before addressing current challenges we are facing and simply turning this into a Green Way.

1. Traffic congestion remains to have a choke hold in that area.
2. There is currently limited access to major roadways
3. No sidewalks, trails, and bike lanes available to connect to mass transit.
4. Ultimately something will need to be done to combat all the congestion, widening roads, creating new roads, maintaining those roads, etc. Without IDOT keeping this land what funding is going to be made available to complete those measures? Tax dollars?

Before making any decisions on the Route 53 land use I implore you to work with other agencies and community groups to help determine the best use of this land. Focus on the entire community and not just what is in the best interest of the landowners living on or backing up to that corridor that has been earmarked for a highway since the 1960's.

Respectfully,

Tim Marabella

Tim Marabella
Executive Vice President
Great Lakes Construction Association



August 12, 2022

To: Route 53 Task Force members

As a former corridor Mayor from Hainesville I wish to express my personal views and concerns on how the Rt. 53 Land Use Task Force is proceeding at this time. I would like to preface my comments by first listing these two observations.

1. The Task Force decided early on that “guiding principles” should be established for the members to operate within. This was never done and yet there is no record of this being deemed as unnecessary.
2. There was discussion of sub-committees being created that led to a few small group discussions on how these sub-committees would be organized and their specific purpose. Concern was expressed for not allowing “silo committees” to be created and that each committee should have diversified representation. In the last small group discussion it was decided that these committees were not warranted yet there has been no further discussion or dismissal of this idea at the Task Force level.

At the last Task Force meeting the Task Force member mayors were given an opportunity to speak on their municipal views. There was a strong negative reaction to the views of Mayor Rhett Taylor of Grayslake and Mayor Steve Lentz of Mundelein.

A letter to Governor Pritzker dated September 27, 2019 that included these two mayor’s signatures was brought up in response to their presentations and comments as if it proved a conflict in what they were now saying. I disagree. It clearly states in the letter’s second paragraph “to discuss a proposal to transform this land into a greenway trail and environmental sanctuary **as well as other Village specific uses for this land.**”

I now would like to reference an article *By Frank Abderholden, Daily Herald, July 12, 2019*

<https://www.sandyhart13.com/article/effectively-dead-illinois-tollway-puts-brakes-route-53-extension-study-through-lake-county>

It includes quotes from various area mayors and county officials. I highlight former Hawthorn Woods Mayor Joe Mancino’s quotes.

“In the wake of this decision, we call on the Tollway, the Illinois Department of Transportation, and the Federal Highway Administration to decommission the Route 53 corridor and work with relevant state and local agencies to convert it into a permanent greenway for public recreational use and environmental stewardship,” Mancino said. **He added that local, state and federal agencies should study concepts that include arterial lane widenings, grade separations where roads cross railroads, and enhanced commuter rail service.**

I also draw your attention to the comments from Senator Bush in the article:

State Sen. Melinda Bush, D-Grayslake, responded to the tollway’s decision in a little more guarded fashion in a statement, pointing to at least one glaring commuter nightmare that needs attention.

“The future of the Route 53 project may be uncertain, but **it doesn’t change the fact that Lake County residents need transportation solutions that improve public safety, and provide congestion relief while protecting our environment,**” said Bush. **“It’s time we fixed the existing Route 120. It’s a feasible, cost-effective solution that will provide tangible benefits to Lake County commuters.**

“The State of Illinois needs to build on the work of our local mayors and implement the 120 Corridor Capacity Plan, including the grade level separation at 120 and the 83 railroad crossing.”

I now express concerns that the Task Force member majority has become “silo” in their thinking that takes a 25 mile swath of land, just over 1000 acres, and will stick to an “all or nothing stance” when other considerations such as mass transit, alternative local road improvements and economic development including the corridor business districts should and need to be taken into consideration.

In closing, my final and strongest observation is that there has not been adequate professional consultation and presentation on all of the topics at hand. I respectfully request that you:

- ✓ Adopt guiding principles,
- ✓ Have IDOT and LCDOT working together to give a presentation on some possible road improvement projects around the perimeter of the corridor that would alleviate the transportation problems we still have today.
- ✓ Have Lake County Partners give a presentation on Economic Development supporting the corridor and existing business districts.

One additional observation, I recently became aware of is a petition being circulated online by a Task Force member for signatures to make the corridor land a State Park. Is a State Park an option and if so when will the Task Force be discussing this option with its pros and cons?

https://www.thepetitionsite.com/907/608/322/protect-lake-countys-greenway-corridor/?fbclid=IwAR100BEsXhPrUS_iH3rzIFBGKACmDdiZd_qCbmJ1xKXBWEcvZyu569vGnuk

Respectfully submitted,

Linda Soto

Linda Soto

Former Mayor
Village of Hainesville, 1997-2001, 2009-2017
307 Buck Drive
Hainesville, IL 60030

10-17-22

Dan,

I am writing to you requesting that you pass my comments on to the members of the Rt. 53 Task Force.

As one who has been involved with the issue of extending Rt. 53 into Lake County since the inception of the idea, I would urge you and members of the task force to develop a recommendation asking the Governor and Legislature to turn over the purchased right-of-way to the Department of Natural Resources. It is no longer feasible financially nor environmentally to build a highway/expressway/tollway on the right-of-way. However, the already purchased land lends itself to a wonderful nature corridor/State Park which would benefit generations of humans, animals and plants.

Retaining the right-of-way as a potential roadway will continue to create havoc with common sense municipal/county/state planning for much of south-central Lake County. Common sense and affordable solutions to traffic issues are being delayed and, in some cases, blocked as officials continue more than 50-year wait for a highway that has not been build and now will not be build both for cost and environmental issues. Further delay in turning the tax payer purchased right-of-way over to the Department of Natural Resources will simply impede the quality of life in Lake County.

Allowing DNR to collaborate with conservation groups, municipal officials and the Lake County Forest Preserve to restore the natural corridor would not only improve the quality of life in Lake County and Northern Illinois, it will also create significant eco-tourism opportunities.

I served as a State Senator and Vice Chair of the Senate Transportation Committee in the 1970's, Mayor of Waukegan in the late 1970's and early 1980's, as a Commissioner for the then Northeast Illinois Regional Plan Commission and later as a member of the Tollway Board and therefore have an intimate history with Rt. 53. Continuing this project simply makes no sense. There are numerous projects such as creating rail underpasses, adding passing and turning lanes, etc. that could be implemented for a fraction of the cost of the proposed Rt. 53 project that will greatly improve traffic flow, reduce pollution and improve the economic situation for Lake County. These will continue to be delayed as long as the Rt. 53 project remains as a potential road project. We can begin to move forward quickly as soon as the State of the Illinois turns the right-of-way over to DNR.

Feel free to call if you have any questions.

Thank you.

Bill Morris
773-502-0709
morris.bill@hotmail.com



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

Monday, November 21, 2022

12:00 PM

Virtual Meeting

Dan Lewis, Legislative Liaison at the IL Department of Natural Resources and the point-person for administrative support for this Task Force, began the meeting shortly after 12:00 PM by confirming that there was a quorum present.

Co-Chair and Senator Melinda Bush ran the meeting and began by asking if there were edits to the October meeting minutes, which had been posted to the task force's webpage on the IDNR website. Lake County Board Member John Wasik asked that his recommendation regarding sustainable agriculture be included in the minutes. Hearing no further edits or comments, Long Grove Mayor Bill Jacob motioned to approve of the minutes with the amendment. The motion was seconded and subsequently approved unanimously.

Senator Bush opened up a discussion about the proposed resolution (**attached**), which was sent to all the members of the task force. Chris Kessler from Openlands presented the resolution while Dan Lewis sent the members comments/edits on the resolution that IDOT's representatives had made. Kessler stated that he used the guiding principles adopted last meeting to create the resolution. Kessler read the entire resolution to those present at the meeting. Grayslake Mayor Rhett Taylor asked a question about the non-contiguous parcels of land in question and questioned the appeal/rationale of transferring such parcels from IDOT to IDNR.

IDOT District 1 Engineer of Program Development John Baczek shared IDOT's comments/edits of the resolution (**attached**) and walked the task force through the suggested changes. Baczek specifically highlighted the fact that several highways and major corridors run through the parcels in question and expressed concern regarding the transfer of all the land. Rather, IDOT would prefer to retain parcels/land that they believe could be needed for other roadway and transportation needs. Wasik suggested that IDOT's proposed changes be limited to improvements along existing roadways only and also expressed a desire to include sustainable agriculture in the resolution. Mayor Jacob express similar concern about the broad language IDOT was proposing and asked about the ability to develop land that will be owned by IDNR. Senator Bush asked Mayor Taylor, Mayor Jacob, and Wasik to write some language to accommodate their concerns. Senator Bush stated that anyone with recommended changes send them to Dan Lewis as soon as possible.

Senator Bush said she spoke with Deputy Governor Christian Mitchell and made sure that they were on the same page. She asked IDOT to identify on a map the parcels along this corridor that they would need to retain for future roadway improvements. Midwest Sustainability Group Executive Director Barbara Klipp agreed that IDOT projects in phase II engineering should be accommodated but worried that IDOT's language was too broad. Klipp also expressed support for including a stipulation in a land transfer agreement between the two Departments that IDOT work with IDNR and stakeholders to develop underpasses for the greenway/trail. Baczek replied that IDOT would work on submitting an exhibit with the parcels in question as soon as possible (**attached**). Mundelein Mayor Steve Lentz spoke about the second whereas clause and asked for different wording to better represent what was conveyed in the 2019 letter from Lake County communities and leaders to Governor JB Pritzker regarding the corridor.

Mayor Taylor asked if we have time to meet again before the end of the month. Senator Bush expressed a desire to have the municipalities take the resolution to their village boards to discuss. Due to the Thanksgiving holiday and many of the boards not meeting many times or at all in December, it was decided to meet again in two days, on November 23 at 2:00PM.

The second item on the agenda is the drafting of the report. Dan Lewis read aloud the responsibilities of the task force. Lewis stressed that because of the short timeline, this report may be more general and recommend that a working group continue to meet. IDNR Assistant Director John Rogner pointed out that much of the information requested by the general assembly in the resolution creating the task force has been presented by task force members at meetings throughout the year and that he and Lewis would be following up with members if they need more information for the report. Mayor Lentz stated that these mandates have not been adequately met and explained his position against transferring the land to IDNR.

Senator Bush opened it up for public comment. Chris Geiselhart with the Lake County Audubon Society, Mary Matthews with the League of Women Voters of Lake County, Doug Ower with Sierra Club Illinois Chapter, and residents Josselyn F., Susan Zingle, Sarah, and Linda Tilton all expressed support for transferring the land to IDNR for the purposes of creating a greenway/trail.

After no further discussion, the meeting was adjourned.

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

IL Route 53 Land Transfer Resolution

WHEREAS, In August of 2019, the Illinois State Highway Toll Authority declared that it was not in the Tollway's interest to lead further development of the Illinois Route 52/120 project, and terminated the ongoing study and contracts related to the project; and

WHEREAS, In September of 2019, the Villages of Deer Park, Grayslake, Hawthorn Woods, Kildeer, Lake Zurich, Long Grove, and Mundelein signed a joint letter to Illinois Governor JB Pritzker expressing support for the conversion of the former Route 53 corridor to a greenway designated for public recreation, environmental conservation, and compatible, complementary development.

WHEREAS, In October of 2019, the Circuit Court of the 18th Judicial Circuit found that the Illinois State Toll Highway Authority had terminated the Illinois Route 53/120 project; and

WHEREAS, In June of 2021, the Illinois General Assembly authorized the creation of this Task Force to study alternative uses for the land that had been reserved for the study of the now-defunct Route 53/120 project; and

WHEREAS, Studies reveal that for every dollar invested in restoration, eight dollars flow back to the community and the creation of trails and open space within the greenway offer economic development opportunities via ecotourism and increased property values, which are a wealth generator that reduce health costs; and

WHEREAS, During a time when homes and businesses across the country increasingly experience life-changing floods and other extreme weather event due to climate change, an Illinois Route 53 corridor greenway would fortify community resiliency by protecting, restoring, and maintaining hundreds of acres of open space as a front-line defense; and

WHEREAS, The establishment of a greenway along the Illinois Route 53 corridor could aid Lake County and local units of government in achieving their net zero emission goals through one of the many ecological benefits it would provide; and

WHEREAS, Lake County has more threatened species, endangered species, and biodiversity than any other county in Illinois and the creation of a greenway would combat the loss of biodiversity and secure habitat for an abundance of wildlife, allowing them to thrive and adapt to a changing climate; and

WHEREAS, The establishment of a greenway would connect existing parks and preserves with each other, as well as communities throughout the corridor, inviting people across the region and expanding existing public open spaces to link wetlands, habitat, and recreational space; and

WHEREAS, Regional planning authorities report a lasting 300% increase in the use of public open space since the COVID-19 pandemic, and the establishment of a greenway would help meet growing demand, facilitate equitable access to nature, and provide recreational opportunities for all residents; and

WHEREAS, The establishment of a community-driven greenway along the Illinois Route 53 corridor would enable a collaborative vision of a place neighborhoods could engage and contribute to healthier, more resilient, and beautiful communities; and

WHEREAS, The creation of a greenway along the Illinois Route 53 corridor would catalyze opportunities to advance existing plans and policies such as Lake County Forest Preserve's 100-year vision and green infrastructure mapping, the goal set by conservation partners to protect 20 percent of Lake County by 2030, and the America the Beautiful initiative to protect 30 percent of our nation's lands and waters by 2030; and

WHEREAS, The State of Illinois has a once-in-a-lifetime opportunity to leverage the transformative power of exceptional planning and embrace a plan that yields multiple benefits for people, communities, and nature; and therefore, be it

RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation and the Illinois State Toll Highway Authority shall transfer all parcels of land reserved for the Illinois Route 53 Expansion to the Illinois Department of Natural Resources; and be it further

RESOLVED, That the Illinois Route 53 Expansion Land Alternative Use Task Force strongly recommends that the Illinois Department of Natural Resources, upon the receipt of the state-owned land along the Illinois Route 53 corridor from the other state agencies, shall, by January 31, 2023, form a working group composed of similar stakeholders as the Illinois Route 53 Expansion Land Alternative Use Task Force tasked with determining the development and establishment of a State Park or State Trail and other open space and natural area conservation purposes on the aforementioned land and identifying funding mechanisms to assist the Department with the maintenance and staffing of this new greenway; and be it further

RESOLVED, That suitable copies of this resolution be provided to officials of the Illinois Department of Natural Resources, the Illinois Department of Transportation, the Illinois State Highway Toll Authority, the Lake County Board, the Lake County Forest Preserve District, the Village of Grayslake, the Village of Hawthorn Woods, the Village of Long Grove, and the Village of Mundelein.

IL Route 53 Land ~~Transfer??~~Alternative Use Resolution

WHEREAS, In August of 2019, the Illinois State Highway Toll Authority declared that it was not in the Tollway's interest to lead further development of the Illinois Route 52/120 project, and terminated the ongoing study and contracts related to the project; and

WHEREAS, In September of 2019, the Villages of Deer Park, Grayslake, Hawthorn Woods, Kildeer, Lake Zurich, Long Grove, and Mundelein signed a joint letter to Illinois Governor JB Pritzker expressing support for the conversion of the former Route 53 corridor to a greenway designated for public recreation, environmental conservation, and compatible, complementary development.

WHEREAS, In October of 2019, the Circuit Court of the 18th Judicial Circuit found that the Illinois State Toll Highway Authority had terminated the Illinois Route 53/120 project; and

WHEREAS, In June of 2021, the Illinois General Assembly authorized the creation of this Task Force to study alternative uses for the land that had been reserved for the study of the ~~now-defunct~~ Route 53/120 project; and

WHEREAS, the Illinois Department of Transportation maintains that transportation needs along the Route 53/120 require that portions of the land reserved for the study be kept in IDOT's custody for the improvement of roadway connectivity within the corridor.

WHEREAS, Studies reveal that for every dollar invested in restoration, eight dollars flow back to the community and the creation of trails and open space within the greenway offer economic development opportunities via ecotourism and increased property values, which are a wealth generator that reduce health costs; and

WHEREAS, During a time when homes and businesses across the country increasingly experience life-changing floods and other extreme weather event due to climate change, an Illinois Route 53 corridor greenway would fortify community resiliency by protecting, restoring, and maintaining hundreds of acres of open space as a front-line defense; and

WHEREAS, The establishment of a greenway along the Illinois Route 53 corridor could aid Lake County and local units of government in achieving their net zero emission goals through one of the many ecological benefits it would provide; and

WHEREAS, Lake County has more threatened species, endangered species, and biodiversity than any other county in Illinois and the creation of a greenway would combat the loss of biodiversity and secure habitat for an abundance of wildlife, allowing them to thrive and adapt to a changing climate; and

WHEREAS, The establishment of a greenway would connect existing parks and preserves with each other, as well as communities throughout the corridor, inviting people across the region and expanding existing public open spaces to link wetlands, habitat, and recreational space; and

WHEREAS, Regional planning authorities report a lasting 300% increase in the use of public open space since the COVID-19 pandemic, and the establishment of a greenway would help

Commented [MLR1]: Support for the conversion or support to study alternative uses?? Does D1 have this?

Commented [JOR2R1]: Am not aware of it. Maybe John has seen it.

meet growing demand, facilitate equitable access to nature, and provide recreational opportunities for all residents; and

WHEREAS, The establishment of a community-driven greenway along the Illinois Route 53 corridor would enable a collaborative vision of a place neighborhoods could engage and contribute to healthier, more resilient, and beautiful communities; and

WHEREAS, The creation of a greenway along the Illinois Route 53 corridor would catalyze opportunities to advance existing plans and policies such as Lake County Forest Preserve's 100-year vision and green infrastructure mapping, the goal set by conservation partners to protect 20 percent of Lake County by 2030, and the America the Beautiful initiative to protect 30 percent of our nation's lands and waters by 2030; and

WHEREAS, The State of Illinois has a once-in-a-lifetime opportunity to leverage the transformative power of exceptional planning and embrace a plan that yields multiple benefits for people, communities, and nature; and therefore, be it

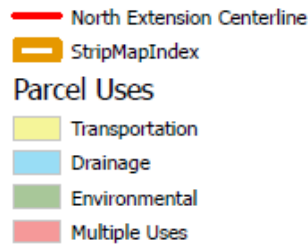
RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation and the Illinois State Toll Highway Authority shall transfer ~~all~~ parcels of land reserved for the Illinois Route 53 Expansion, and not required for any other roadway improvement and apparatuses, to the Illinois Department of Natural Resources in accordance to Federal Regulation 23 CFR 710 and Illinois State Statute 605 ILCS 5/4-508 as amended from time to time; and be it further

Commented [JOR3]: Tollway doesn't own any property.

RESOLVED, That the Illinois Route 53 Expansion Land Alternative Use Task Force strongly recommends that the Illinois Department of Natural Resources, upon the receipt of the state-owned land along the Illinois Route 53 corridor from the Illinois Department of Transportation ~~other state agencies~~, shall, by January 31, 2023, form a working group composed of similar stakeholders as the Illinois Route 53 Expansion Land Alternative Use Task Force tasked with determining the development and establishment of a State Park or State Trail and other open space and natural area conservation purposes on the aforementioned land and identifying funding mechanisms to assist the Department with the maintenance and staffing of this new greenway; and be it further

RESOLVED, That suitable copies of this resolution be provided to officials of the Illinois Department of Natural Resources, the Illinois Department of Transportation, the Illinois State Highway Toll Authority, the Lake County Board, the Lake County Forest Preserve District, the Village of Grayslake, the Village of Hawthorn Woods, the Village of Long Grove, and the Village of Mundelein.

IL. Route 53 Extension Acquisition



Purpose: Exhibit is intended to identify potential uses for the state-owned parcels previously acquired within the IL 53 extension (FAP 342) corridor.

Categories for potential future parcel use are as follows:

Transportation (yellow) – potential need for future roadway improvements

Drainage (blue) – potential use for future drainage improvements (both standalone and/or related to roadway improvements)

Environmental (green) – potential use for tree mitigation or other conceptual banks. However, if wetlands present, IDOT cannot dispose of any ROW with wetlands based on no net loss rule from the Integrated Wetland Policy Act of 1989 (IWPA). If IDOT were to dispose of such ROW, those wetlands would need to be mitigated at least at a 1.5:1 ratio.

17 IL Adm Code Part 1090.20 “Any construction, land management or other activity performed by, or for which financial assistance is administered or provided by, a State agency that will result in an adverse impact to a wetland shall be subject to compliance with this act.

*17 IL Adm Code Part 1090.50 “Actions that require coordination under this Act shall not be commenced until completion of the wetland review process and a wetland compensation plan has been approved for **any unavoidable adverse wetland impacts.**”*

Multiple Uses (red) – mainly pertains to one large parcel – 1X00026 (sheets 7,8,15,16) Parcel 1X00026 was identified as having both current transportation use and future drainage use (provide compensatory floodplain storage to mitigate for any improvement in the watershed).

Parcel 1X00026 will be needed for the ongoing IL 60/83 improvement which is currently in Phase II. Portion of this parcel (0.33 acres) will be transferred to Mundelein Park and Recreation District as mitigation for impacts to a 6(f) property – the Diamond Lake Sports Complex.

Parcel Descriptions

Sheet 1:

- 1FK0101 A, B, C, D (Drainage) – potential use to accommodate existing drainage issues along existing IL 53
- 1X90013, 1X90021, 1X90022 & N/A (Transportation) – Needed for potential future improvements to IL 53 at Lake-Cook Rd interchange. Interchange has history of roll over crashes due to the restrictive geometry.

Sheet 2:

- 1X90005 & two parcels labeled N/A adjacent to Surrey Ln (Drainage) – parcels contain Buffalo Creek and could be used to provide compensatory floodplain storage to mitigate for any improvement in the watershed.
- 1X90035 (Transportation) – Needed for potential future improvements to IL 53 at Lake-Cook Rd interchange. Interchange has history of roll over crashes due to the restrictive geometry

Sheet 4

- 1X90012 (Drainage) – contains Kildeer Creek and could be used to provide compensatory floodplain storage to mitigate for any improvement in the watershed.
- 1X90012 (Transportation) – 200' offset from existing ROW to accommodate IL 22 from Quentin Road to IL 83. This improvement is included in the Department's FY 2023-2028 Proposed Highway Improvement Program.
- 1X90048 (Transportation) – 200' offset from existing ROW to accommodate IL 22 from Quentin Road to IL 83. This improvement is included in the Department's FY 2023-2028 Proposed Highway Improvement Program.

Sheet 5

- 1990102 (Drainage) – contains a tributary to Indian Creek and could be used to provide compensatory floodplain storage to mitigate for any improvement in the watershed.

Sheet 6

- 1X00014 (Drainage) – contains a tributary to Indian Creek and could be used to provide compensatory floodplain storage to mitigate for any improvement in the watershed.

Sheet 7

- 1X00026 (Transportation) – could accommodate potential improvements to Midlothian Rd which is under state jurisdiction
- 1X00026 (Multi Use) – contains Indian Creek and could be used to provide compensatory floodplain storage to mitigate for any improvement in the watershed.

Sheet 8

- 1Y10025 (Transportation) – 200' offset from existing ROW to accommodate potential improvements to Midlothian Rd which is under state jurisdiction; the north end of the parcel abuts IL 60/83 which is a funded improvement in FY 2023-2028 Proposed Highway Improvement Program

Sheet 9

- 1Y10017 (Transportation) – the parcel abuts IL 60/83 project from IL 83 to IL 176 which is a funded improvement in FY 2023-2028 Proposed Highway Improvement Program
- 1Y10025 (Transportation) – 200' offset from existing ROW to accommodate improvements to IL 60/83 project from IL 83 to IL 176 which is a funded improvement in FY 2023-2028 Proposed Highway Improvement Program

Sheet 10

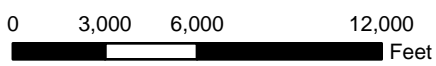
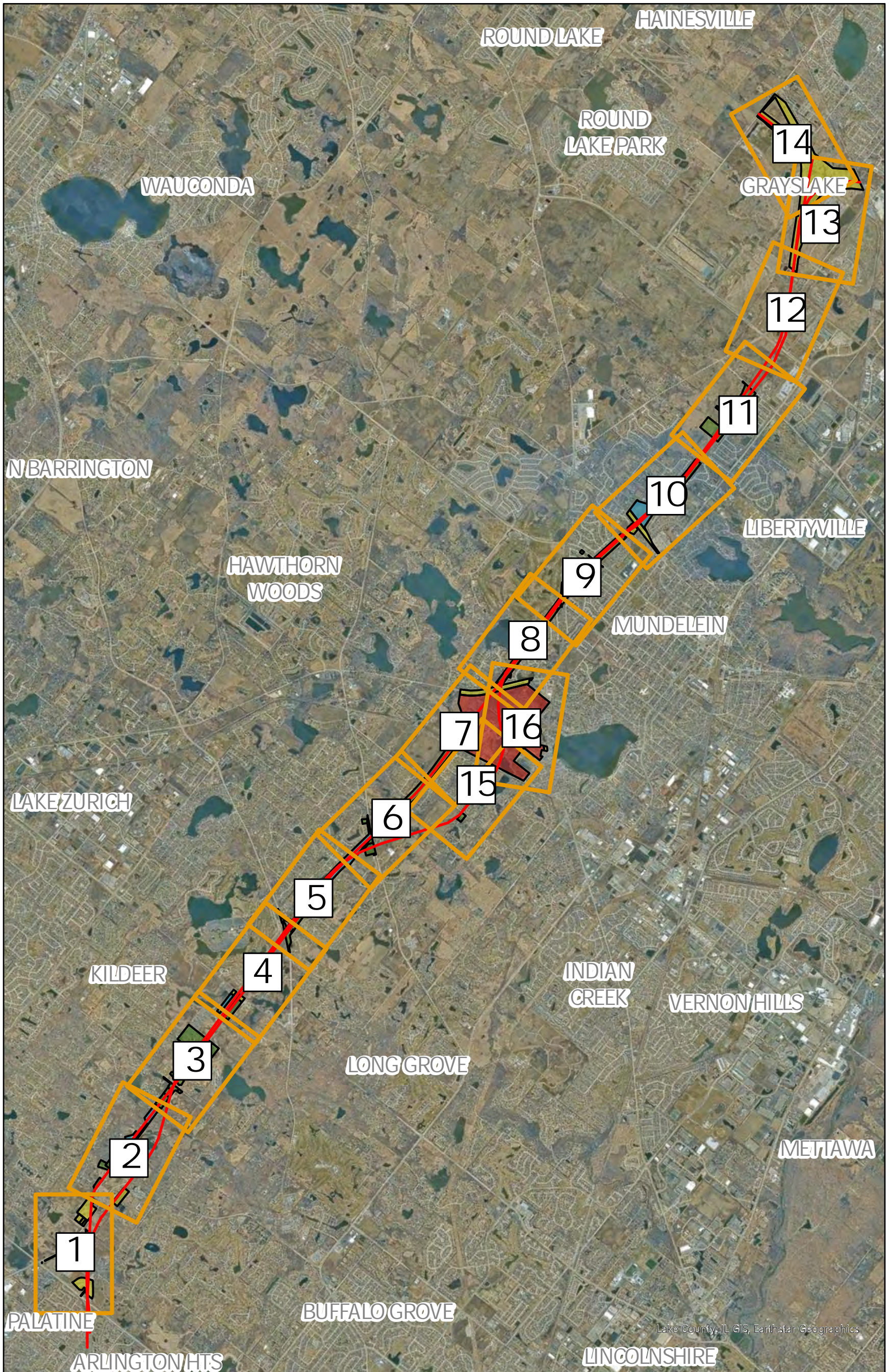
- 1Y10029 (Transportation) – entire parcel to accommodate potential future improvements to IL 176 and is located in close proximity to Seavey ditch which has local flooding issues
- 1Y10010 (Transportation) – 200' offset from existing ROW to accommodate potential future improvements to IL 176
- 1Y10010 (Drainage) – contains a tributary to Loch Lomond and is an outlet for runoff from IL 176. It could be used to provide detention storage and water quality to mitigate for roadway improvements as far west as IL 83.

Sheets 12 & 13 & 14

- 1990101, 1Y20001, 1Y20050 (Transportation) – could accommodate potential future improvements to the IL 120 corridor; IDOT is studying the IL 83 corridor from US 45 to IL 132, parcel 1990101 contains Mill Creek and could be used to provide compensatory floodplain storage to mitigate for any improvement in the watershed. We already know comp storage of about 6 ac-ft is needed for the IL 83 improvement being studied (IL 120 to IL 132).

Sheet 17

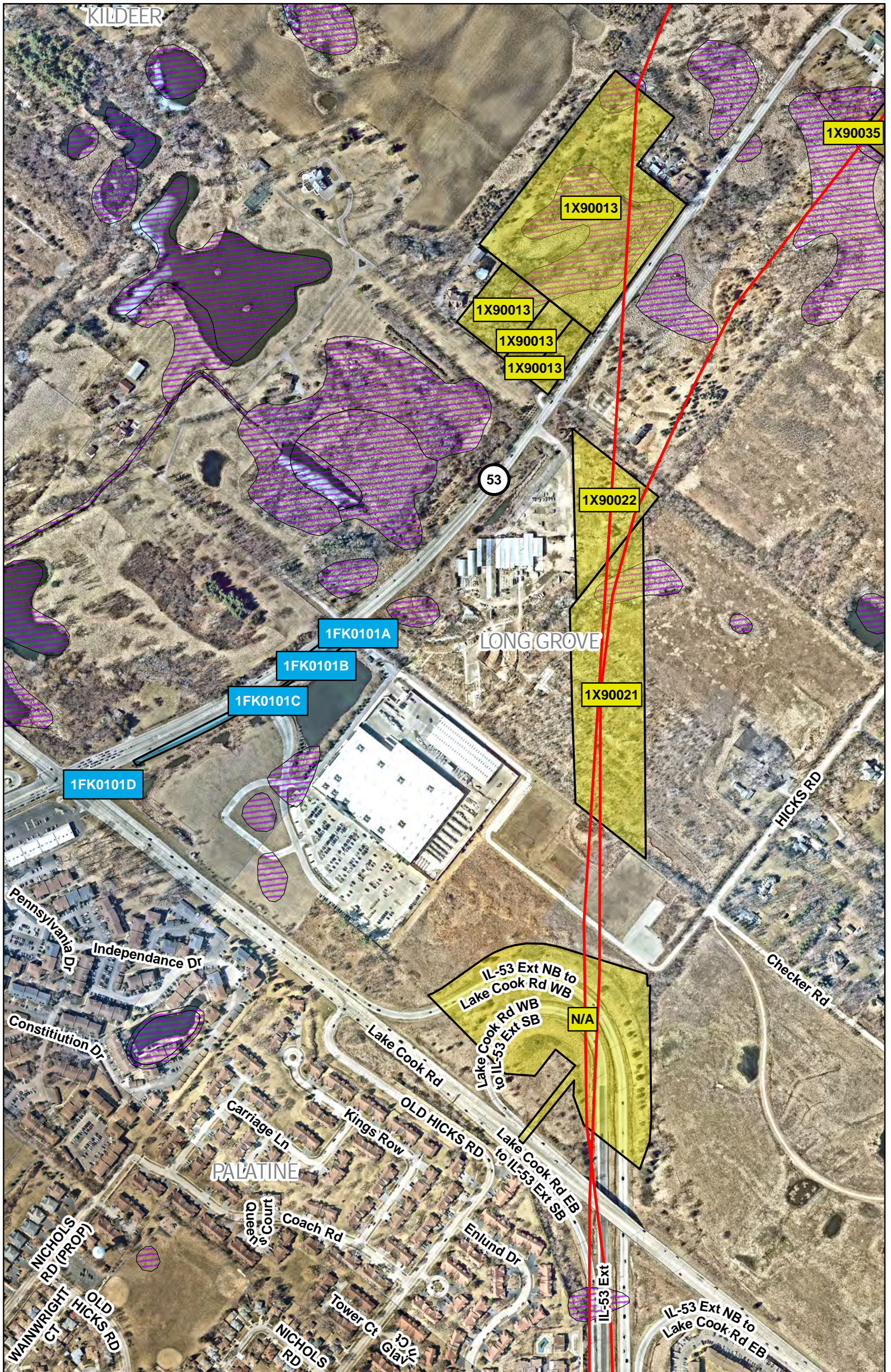
- 1X00026 (Transportation) – the parcel abuts IL 60/83 which is a funded improvement in IDOT's program; this part of the parcel is needed to mitigate for impacts to 6(f) property (Diamond Lake Sports Complex) under to that improvement



IL. Route 53 Extension Acquisition

- North Extension Centerline
- StripMapIndex
- IDOT Acquired Parcels
- Parcel Land Uses
- Transportation
- Drainage
- Environmental
- Multiple Uses

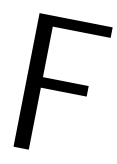
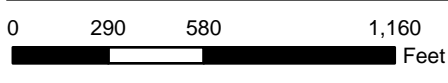
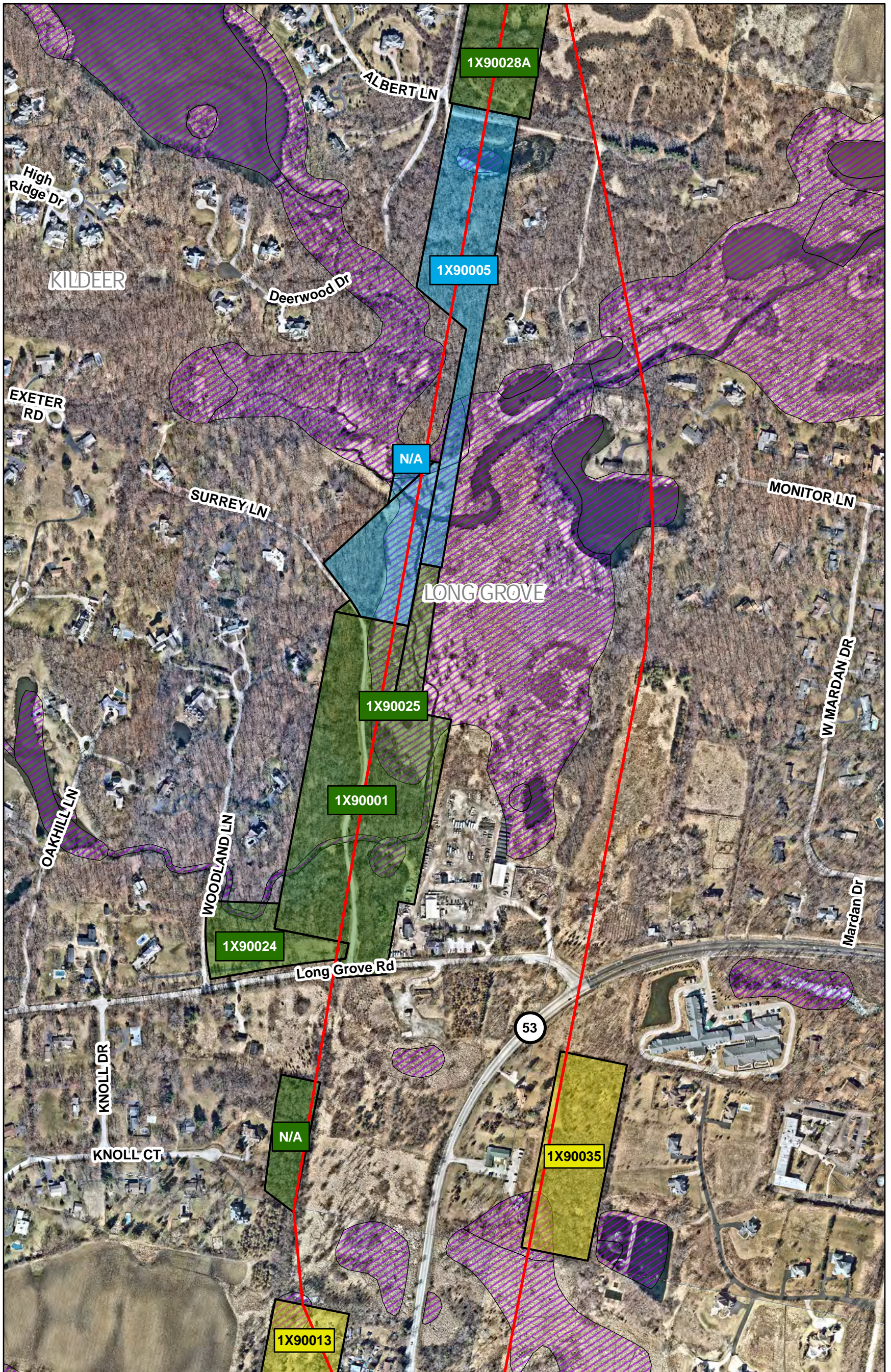




IL Route 53 Extension Acquisition

- North Extension Centerline
- ▨ Wetlands
- ▨ IDOT Acquired Parcels
- Parcel Land Uses
 - ▨ Transportation
 - ▨ Drainage
 - ▨ Environmental
 - ▨ Multiple Uses

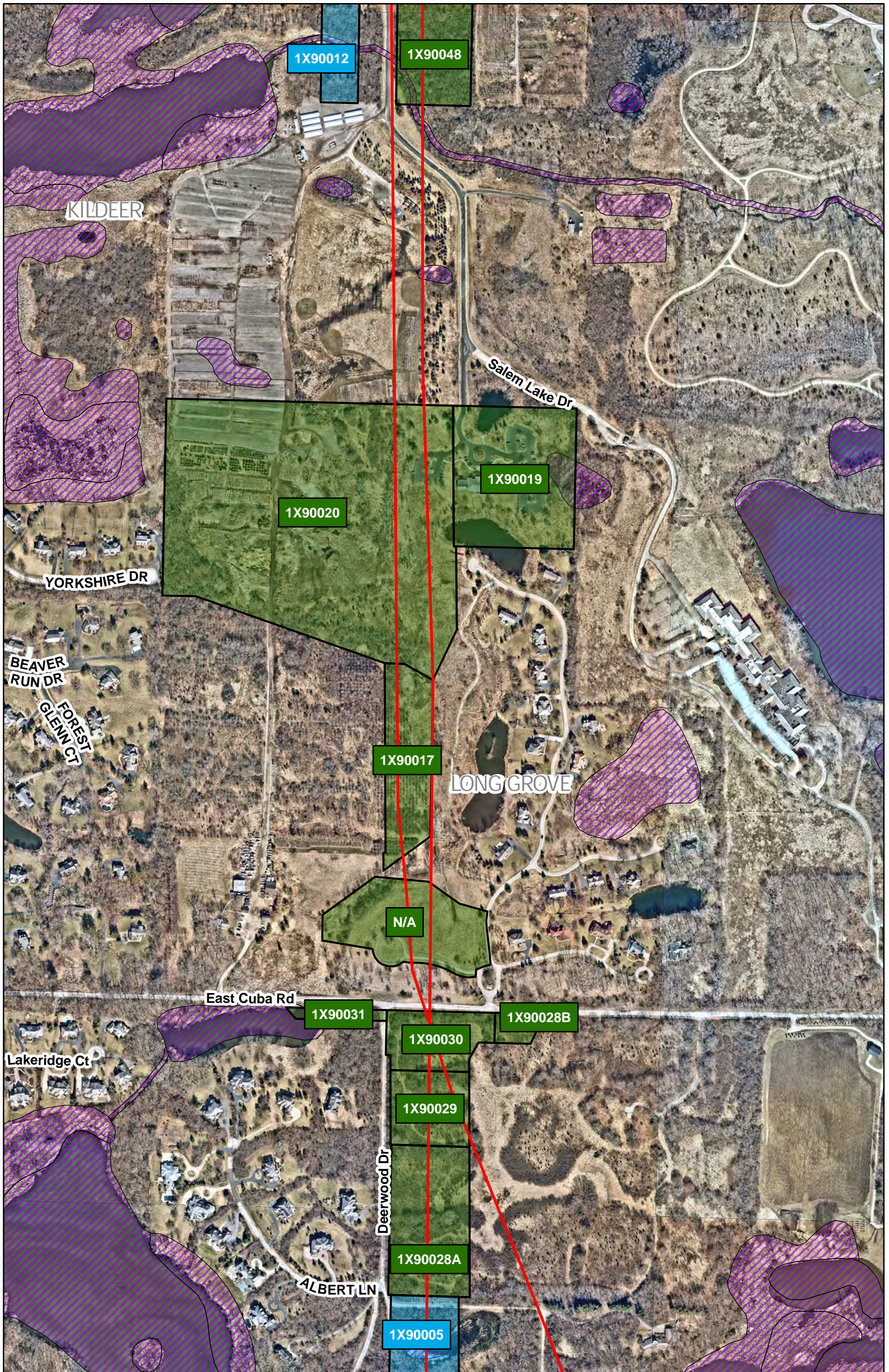




IL Route 53 Extension Acquisition on

- North Extension Centerline
- Wetlands
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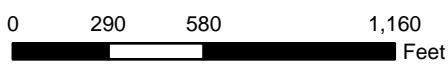
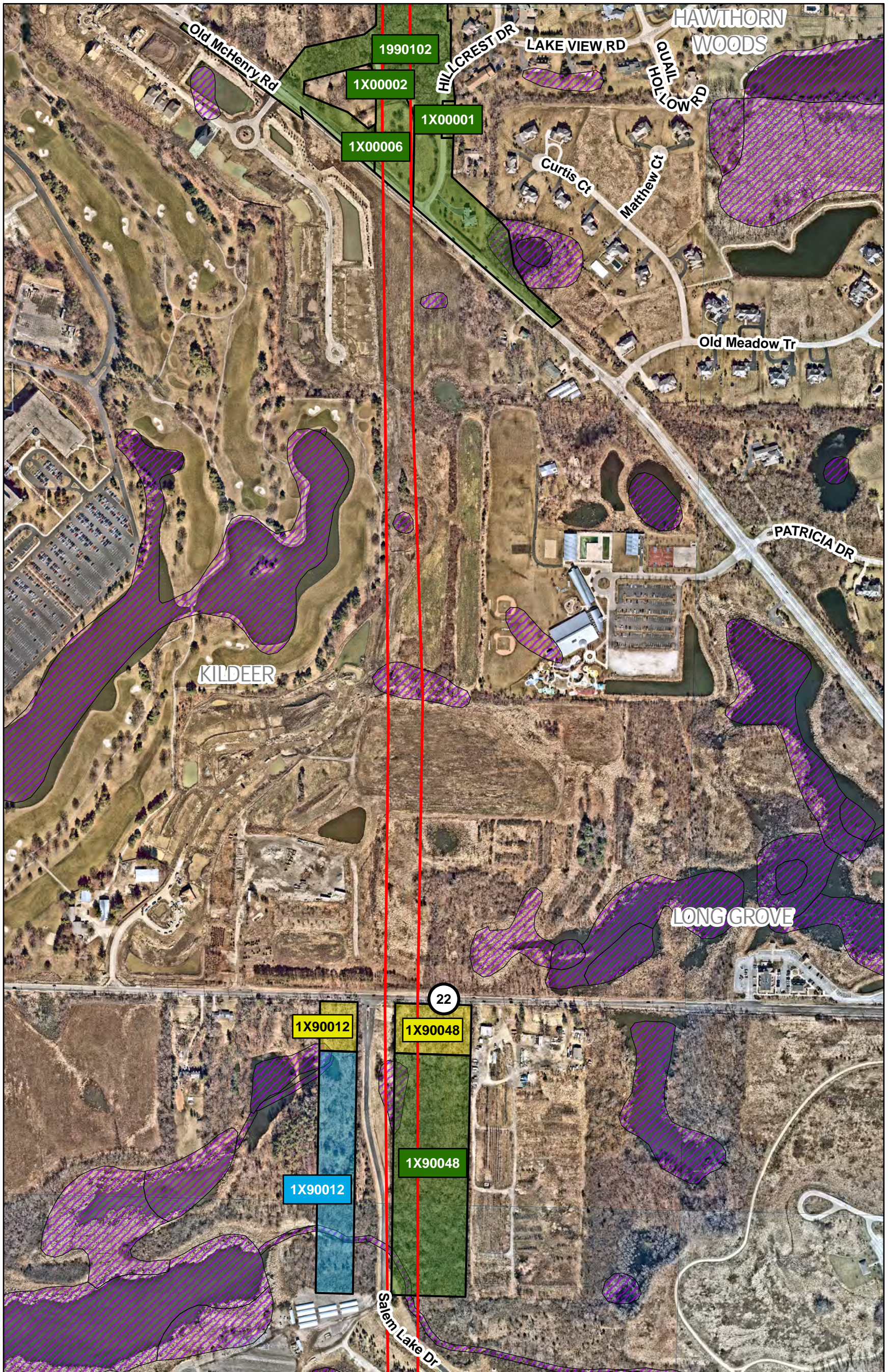


IL Route 53 Extension Acquisition on

- North Extension Centerline
- Wetlands
- IDOT Acquired Parcels
- Parcel Land Uses
- Transportation
- Drainage
- Environmental
- Multiple Uses



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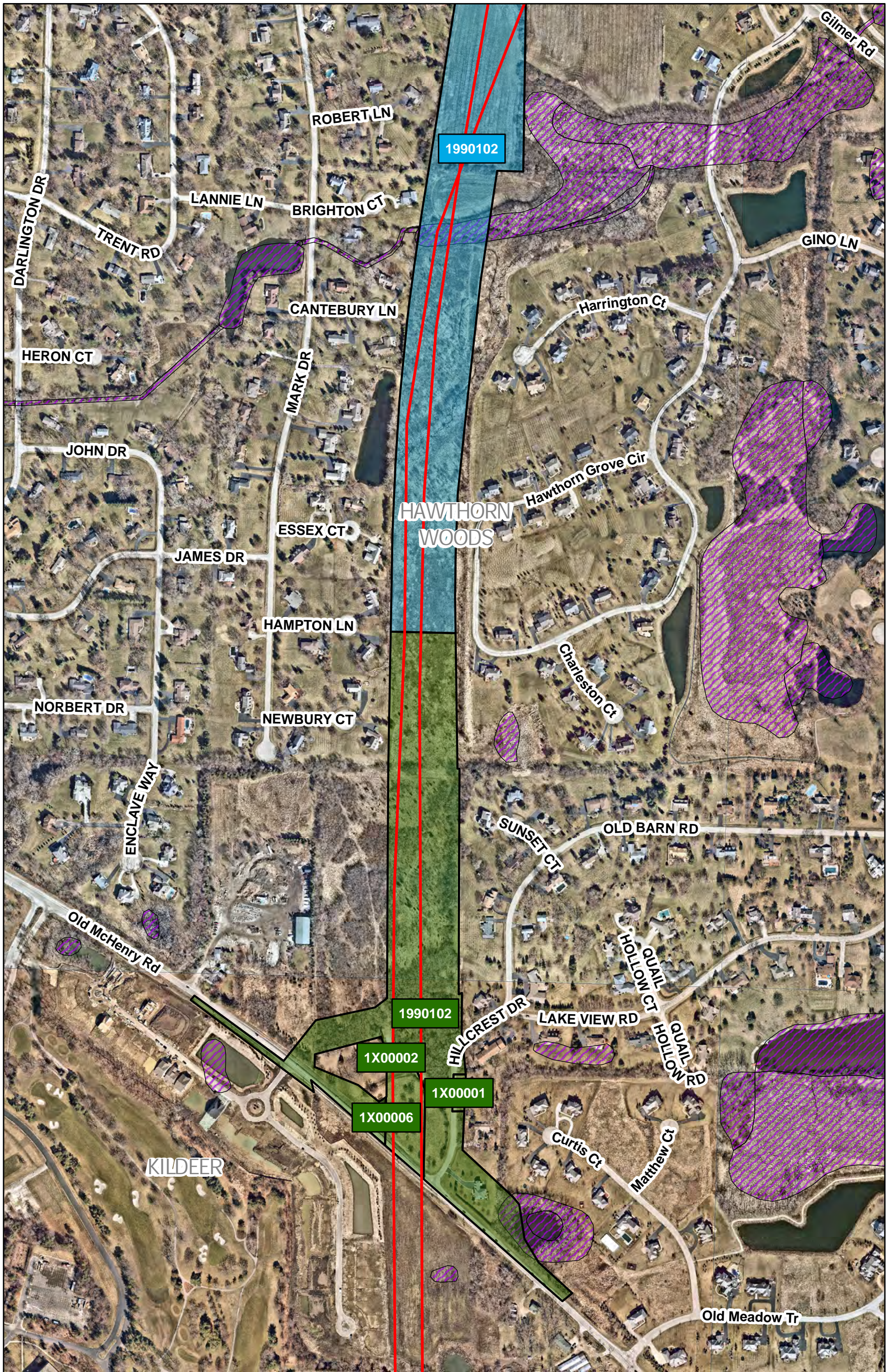


IL Route 53 Extension Acquisition on

- North Extension Centerline
- ▨ Wetlands
- IDOT Acquired Parcels
- Parcel Land Uses
- ▨ Transportation
- ▨ Drainage
- ▨ Environmental
- ▨ Multiple Uses



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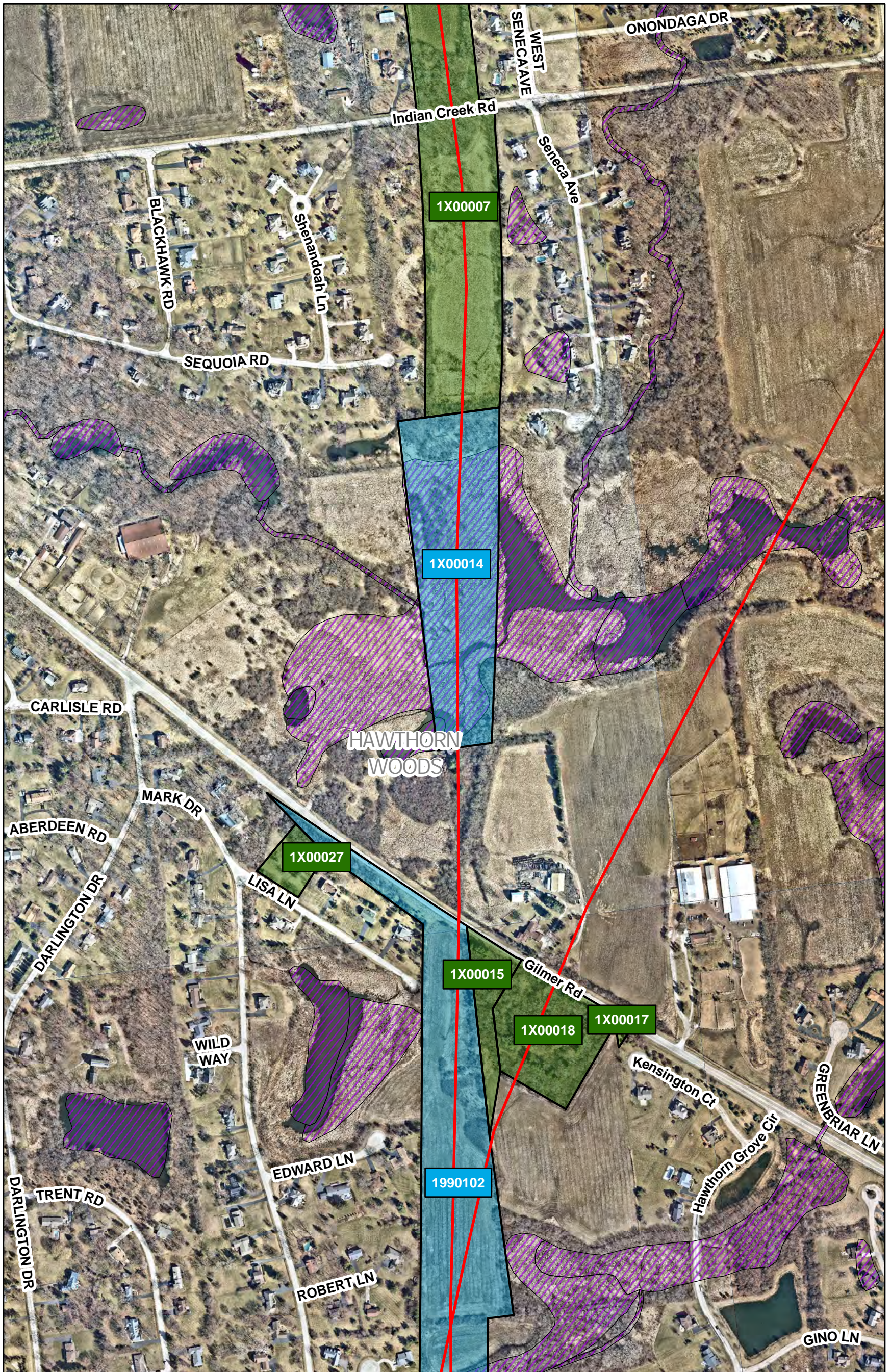
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IL Route 53 Extension Acquisition on

- North Extension Centerline
- ▨ Wetlands
- IDOT Acquired Parcels
- Parcel Land Uses
- Transportation
- Drainage
- Environmental
- Multiple Uses



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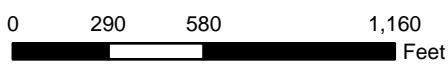
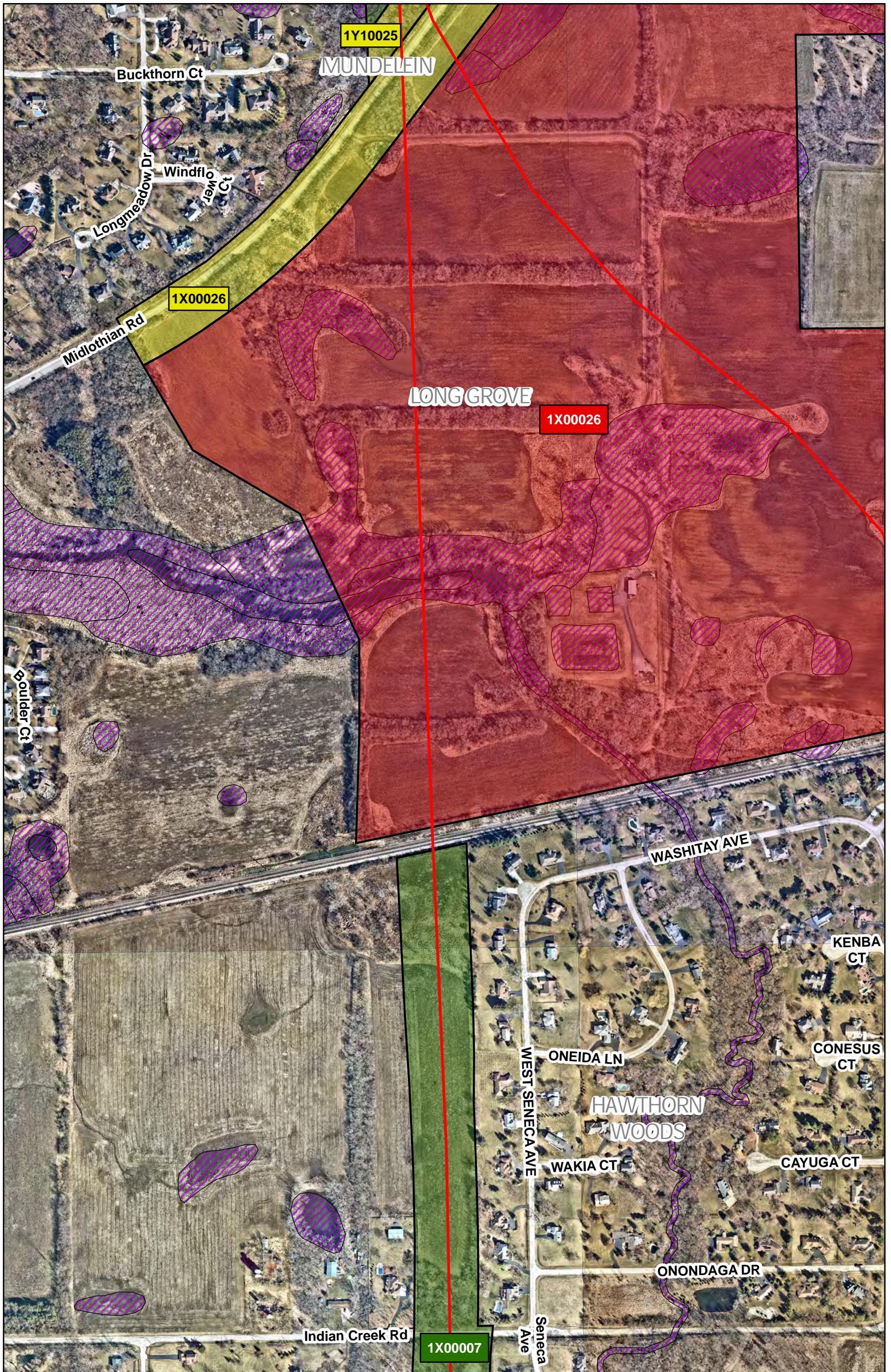
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IL Route 53 Extension Acquisition on

- North Extension Centerline
- Wetlands
- IDOT Acquired Parcels
- Parcel Land Uses
- Transportation
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- Environmental
- Multiple Uses



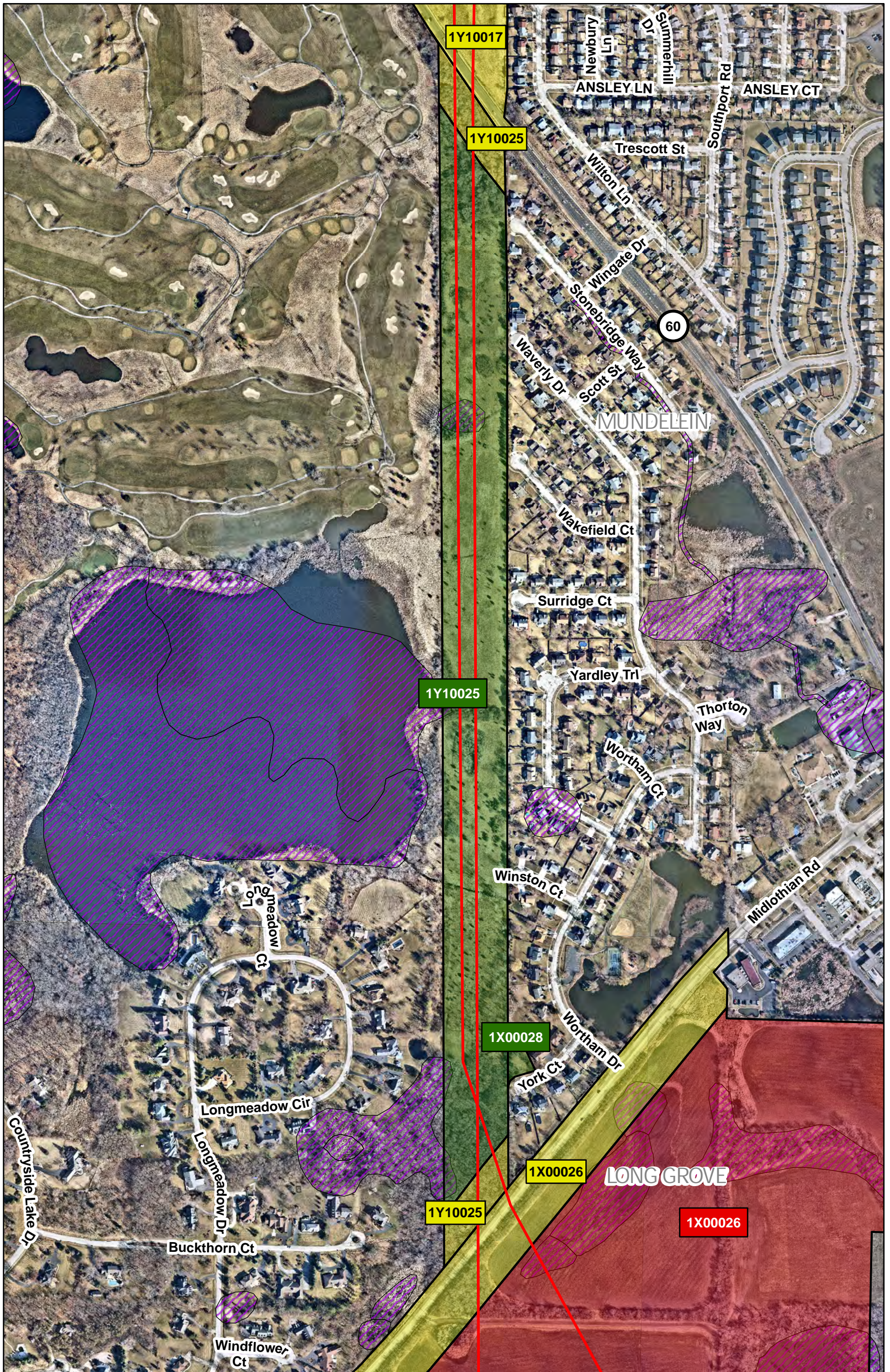


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IL Route 53 Extension Acquisition on

- North Extension Centerline
- Wetlands
- IDOT Acquired Parcels
- Parcel Land Uses
- Transportation
- Drainage
- Environmental
- Multiple Uses





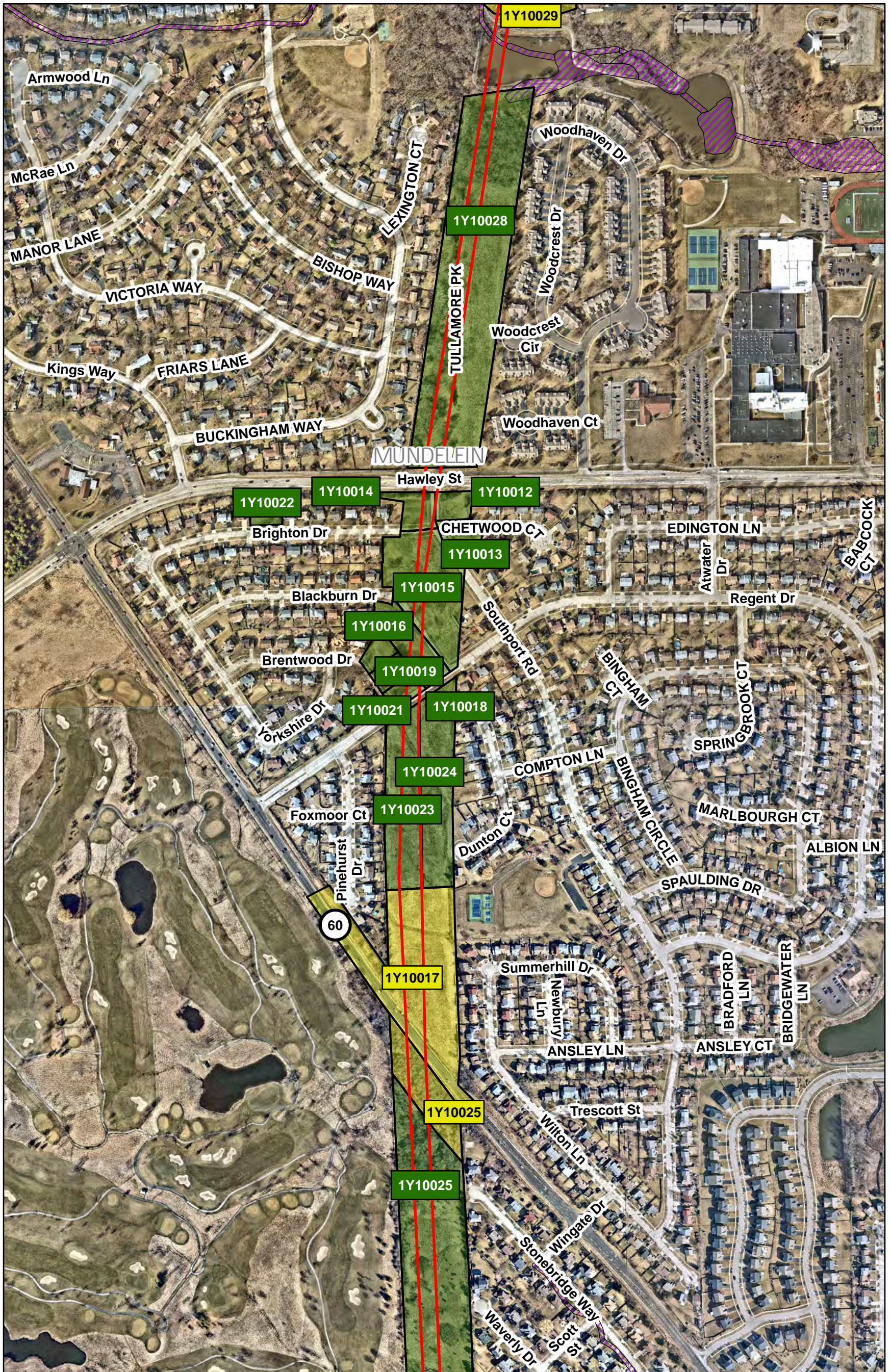
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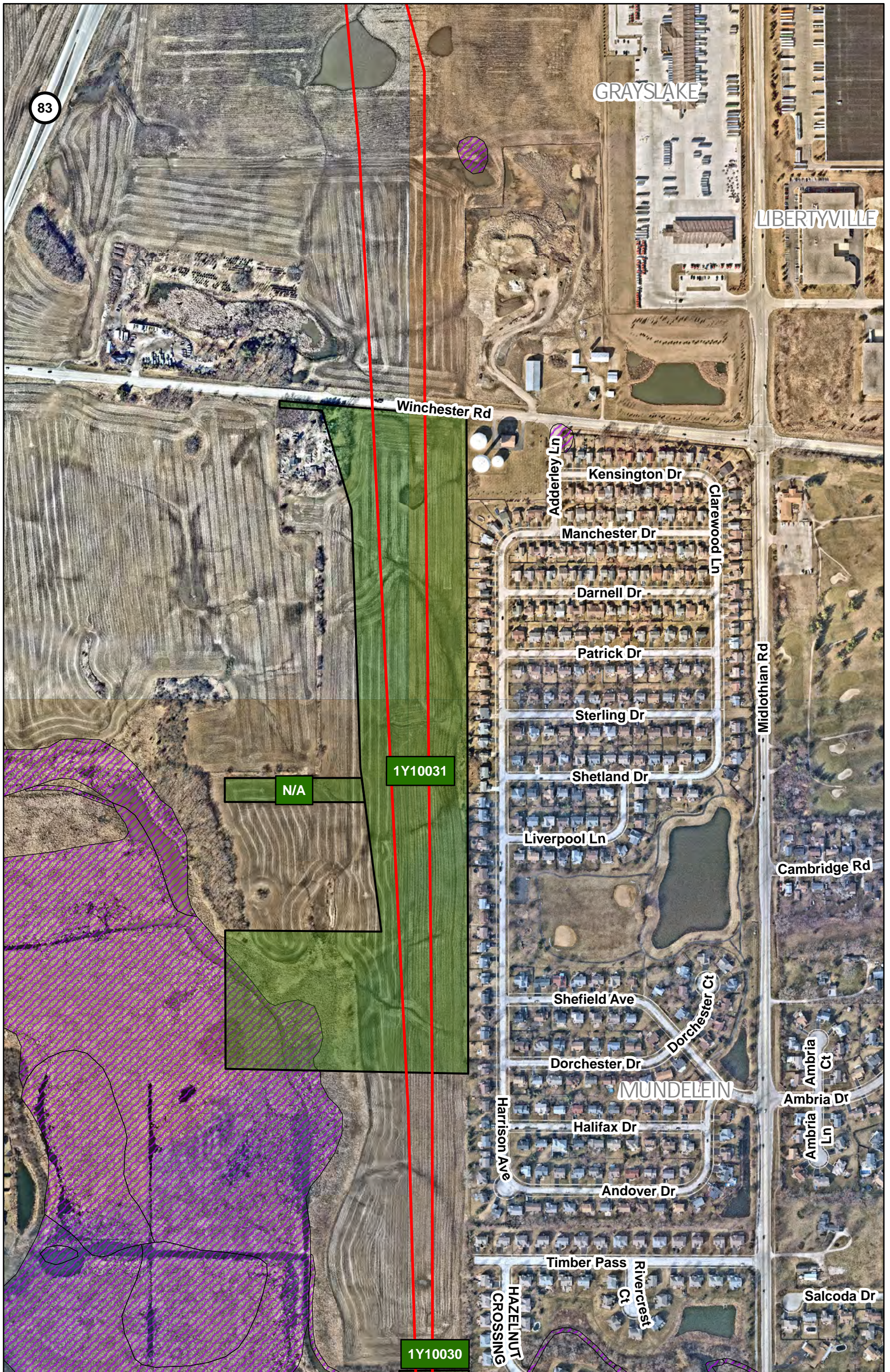
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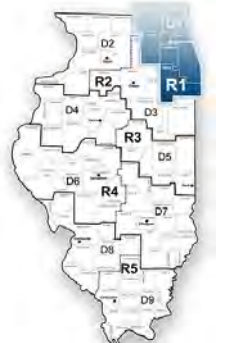


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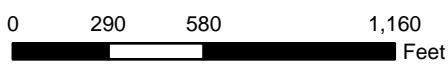


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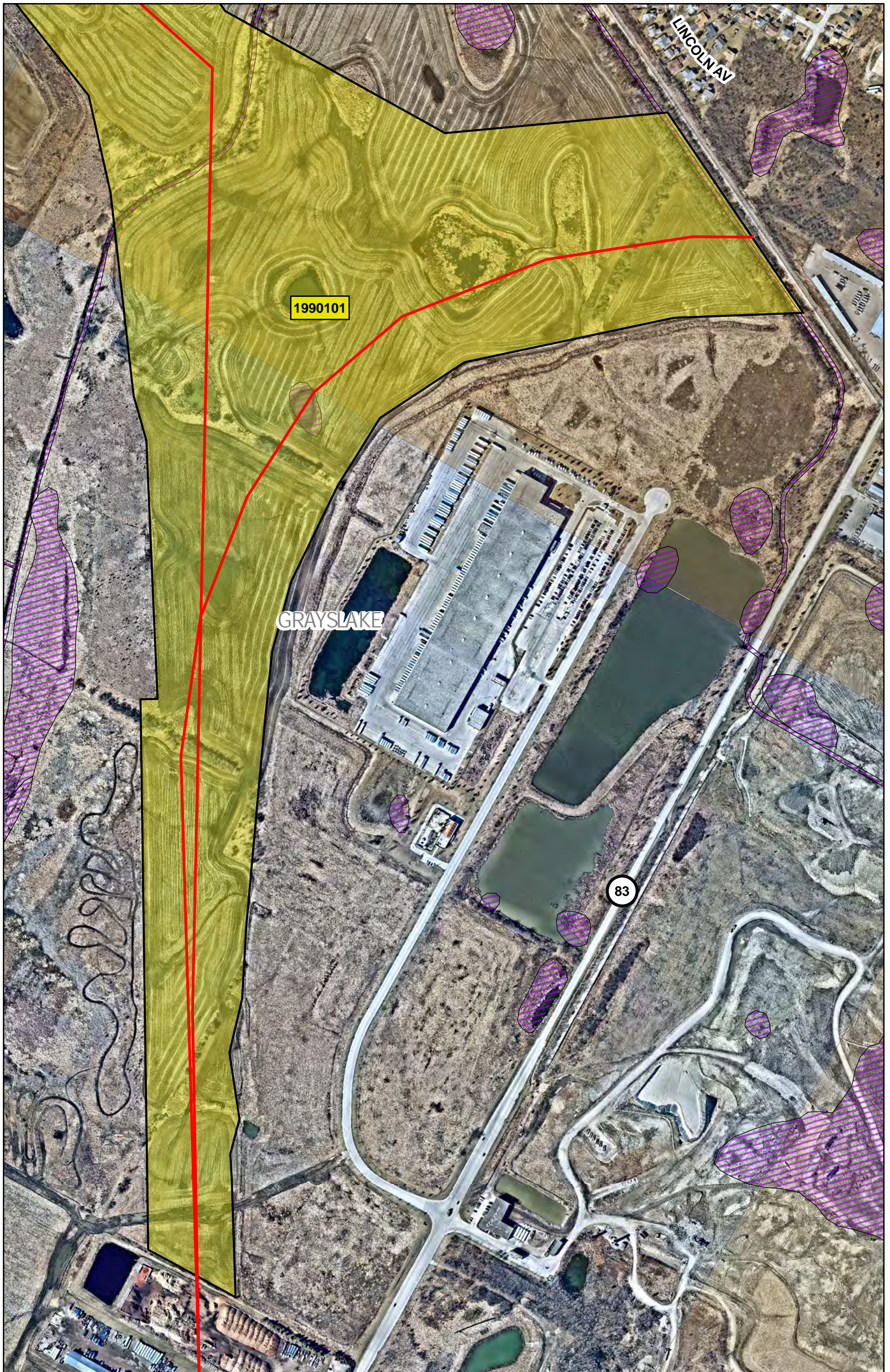


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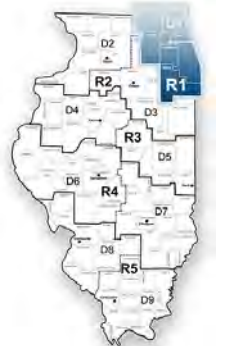


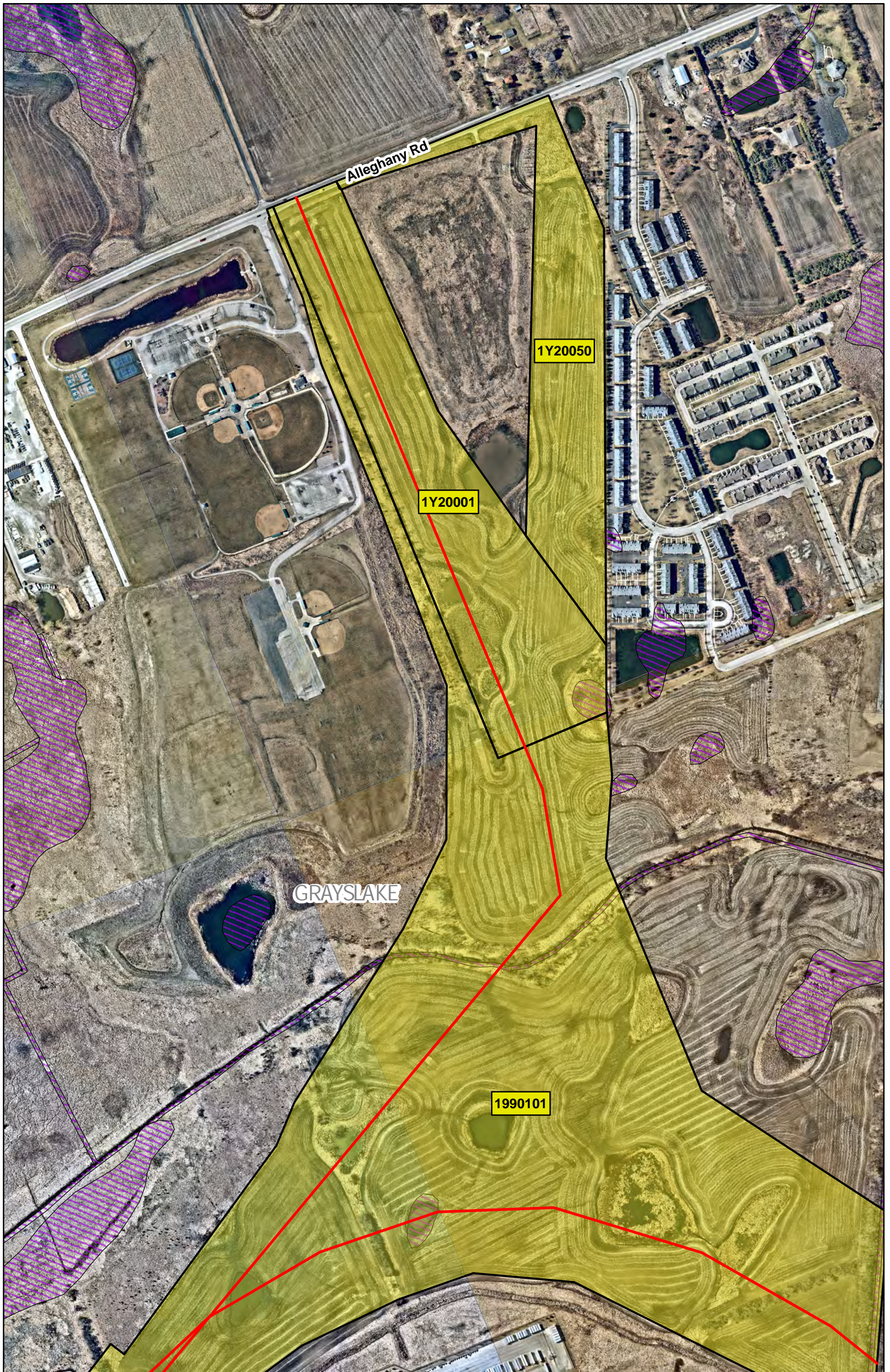
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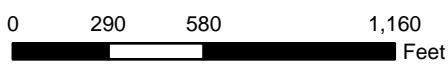
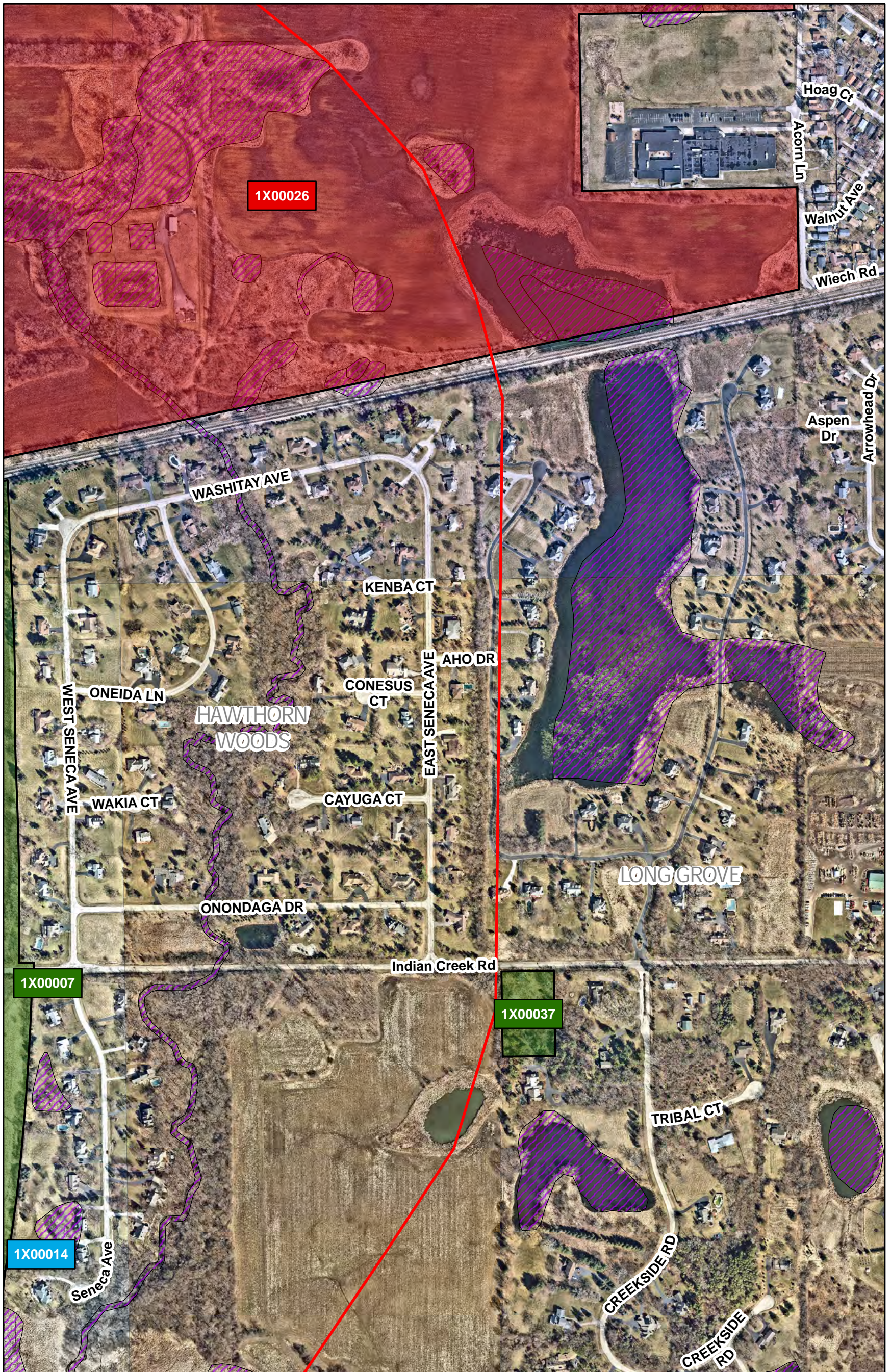
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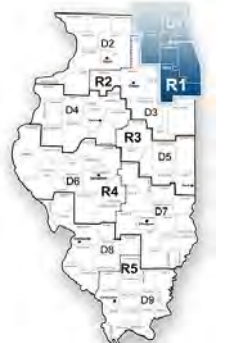


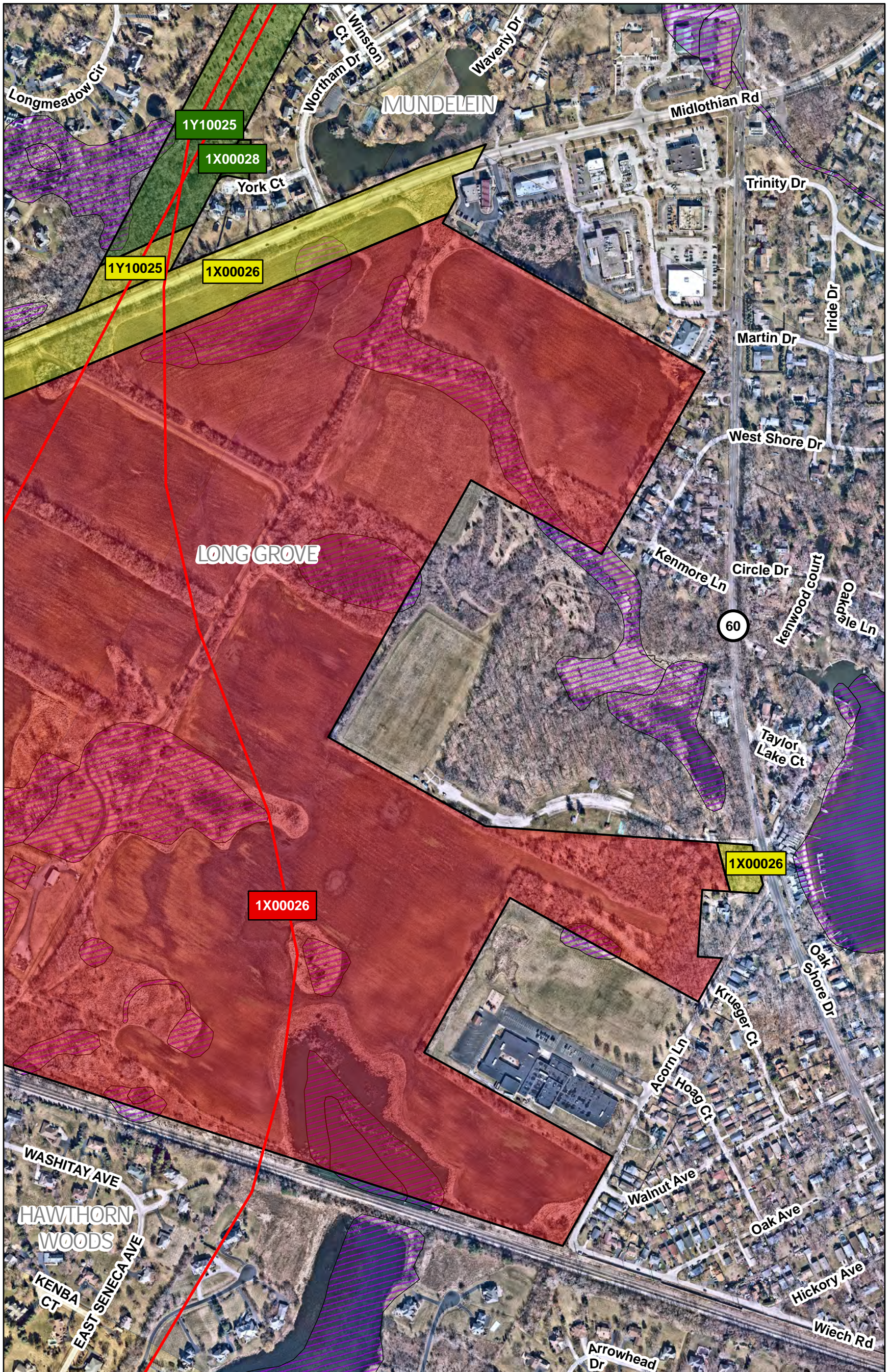


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Christopher Johnson
1240 Park Avenue West, Unit 304
Highland Park, IL 60035
847/502-4811 cjohnsonconsulting@comcast.net
www.chrisjohnsonwrite.com

November 20, 2022

To Members of the Route 53 Task Force:

I am a volunteer with the Woods & Wetland Group of the Illinois Sierra Club and am writing to urge the Route 53 Task Force to transfer all state-owned parcels within the corridor from the Illinois Department of Transportation to the Illinois Department of Natural Resources. In addition, I support the formation of a new state park from those lands.

I write as someone who places a great value on the protected natural areas that Illinois in general and the Chicago area in particular have. However, as Lake County's population and pace of development increase at a rapid rate, I am very concerned that we will lose our valuable green spaces. A new state park would add value green space to Lake County and provide important protected natural areas for the county.

I personally benefit from having protected natural areas that are nearby. Natural areas renew me physically and mentally. I have the opportunity to observe wildlife and learn about the trees and wildflowers that thrive in protected green spaces. I am an avid biker and photographer, and both activities are enormously satisfying to me because they help me interact with nature more deeply.

Equally important is the fact that protected natural areas provide habitat for endangered and threatened species of wildlife and plant life. They provide protected habitat for numerous species of migrating and native birds. I live across the street from the newly formed Preserves of Highland Park, and I am astonished by the large numbers of birds that now thrive on land that was once a golf course. This conversion of land use shows what can be accomplished by creating new protected green spaces.

A new state park in the heart of Lake County would be an important natural legacy now and for future populations of Lake County and Illinois. I urge the Route 53 Task Force to take the first step toward creating such a state park by transferring ownership of all state-owned properties in the Route 53 corridor from the Illinois Department of Transportation to the Department of Natural Resources.

Yours truly,

Christopher Johnson

Charles E. Frank
25 Lakeview Terrace
Highland Park, IL 60036
zsf6116@gmail.com
312-613-2204

November 21, 2022

To Members of the Route 53 Task Force:

I am a volunteer and Chair of the Sierra Club Woods and Wetlands Group's Conservation Committee and I'm writing to urge the Route 53 Task Force to transfer all state-owned parcels within the corridor from the Illinois Department of Transportation to the Illinois Department of Natural Resources. In addition, I support the Resolution that the Task Force has drafted including the formation of a new state park from those lands.

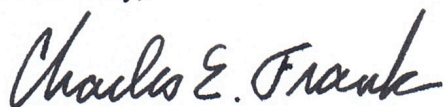
I write as someone who places a great value on the protected natural areas that Illinois in general and the Chicago area in particular have. However, as Lake County's population and pace of development increase at a rapid rate, I am very concerned that we will lose our valuable green spaces. A new state park would add value green space to Lake County and provide important protected natural areas for the county.

I personally benefit from having protected natural areas that are nearby. Natural areas renew me physically and mentally. I bike and walk regularly and this would give an opportunity to link up bike trails for a more robust network and make Lake County a more attractive place to work and recreate, connecting people to nature and creating economic tourism business.

Equally important is the fact that protected natural areas provide habitat for endangered and threatened species of wildlife and plant life. They provide protected habitat for numerous species of migrating and native birds. Conversion of land use shows what can be accomplished by creating new protected green spaces.

A new state park in the heart of Lake County would be an important natural legacy now and for future populations of Lake County and Illinois. I urge the Route 53 Task Force to take the first step toward creating such a state park by transferring ownership of all state-owned properties in the Route 53 corridor from the Illinois Department of Transportation to the Department of Natural Resources.

Yours truly,



Charles E. Frank

To Dan P. Lewis
From: Glen Moss, President
Lake County Audubon Society
RE: Rte. 53/Green Corridor Statement

Dear Mr. Lewis,

The Secretary of our board, Chris Geiselhart, has been a member of the local Rte. 53/Green Corridor Committee from its inception. This is because our mission statement declares: “ The mission of the Lake County Audubon Society is Education, Conservation and Restoration of natural ecosystems, focusing on birds, other wildlife, and their habitats.” We have a thousand members in our chapter who are from central Lake County, and there are thousands of members of National Audubon chapters throughout the state who have an interest in preserving this property from development into a highway in the future.

The purpose of this letter is to support transferring the Rte. 53 corridor land from the Illinois Department of Transportation (IDOT) to the Illinois Department of Natural Resources (IDNR) to create a possible state park and nature trail.

The 1100 acres of land have been set aside— for first a highway and perhaps soon a greenway in the form of a State Park— and continue the move to preserve delicate and fragile ecosystems in this habitat—the wetlands that provide mitigation against flooding—the woodlands that provide habitat for all kinds of animal life and provide oxygen for us all. The trails provide recreation in nature and allow people to participate in healthy “forest bathing” as well as economic benefits both for residents’ property values and for nearby businesses.

Anything we can do to confront the threats of climate change and preserve natural areas is critical to giving biodiversity a chance to adapt. This decision will be a crucial part of the 30 by 30 initiative to conserve at least 30% of land and ocean in the United States by 2030.

The decision to preserve this open space for perpetuity must go beyond politics, and I urge your support for our request.

Sincerely,
Glen Moss
President
Lake County Audubon Society

Hello Dan,

I am writing to encourage you to approve the release of the property currently held by the IDOT known as the Illinois Route 53 Land Expansion to the Illinois Department of Natural Resources. It would be wonderful to have that land become a state park which would support environmental issues like carbon sequestration and saving the wetland areas in addition to being a home for native plants. Also, it would provide a refuge for animals and recreational activities for hikers and bikers.

We support the Green Corridor Coalition initiative.

Thanks for your support,

Linda Mihel
Lake to Prairie Wild Ones

It is my opinion that the planned Route 53 corridor should be transferred from IDOT to IDNR. As I understand the proposed Rt 53 extension is not feasible. Transferring the property to IDNR will maintain and protect habitat and open space. Of most importance are the wetlands. I understand Grayslake and Mundelein's desire to have IDOT control this property for future expansion. If that becomes the case, IDOT must maintain the property as this is a state park to prevent the spread of invasive species, maintain wildlife habitat and wetlands. A management plan must be created and monitored. Failure to adhere to the management plan should include a statement that the land will be transferred to IDNR as a state park.

I would like to see more open space for future generations to enjoy and benefit from. The county and state are losing open space daily.

Thank you,

Don Wilson
Lindenhurst, IL 60046

From: [Allison Wilmes](#)
To: [Lewis, Dan P](#)
Subject: [External] former Rt. 53 extension Green Corridor
Date: Tuesday, October 18, 2022 10:16:55 AM

Good morning, Mr. Lewis,

I would like to make a public comment in favor of moving the former Rt. 53 extension land to the IDNR to be permanently protected from development other than that which allows people access to the space for recreation, such as a bike path or even a soccer field for Mundelein high school.

If we can't even come together to protect these local areas, how can we possibly make the much harder decisions needed to protect the planet from the effects of global environmental change? I feel very pessimistic. I've signed petitions, made comments at meetings and tried to engage my neighbors to very little avail. It seems that they are all in favor of transferring the land to the IDNR but aren't willing to do much more than express that opinion.

There are so many good reasons to transfer and protect the land. I'm sure you've heard them all many times by now. I believe in making the world a better place for future generations. I hope that is one of the goals of the task force committee.

Thank you,
Allison Wilmes

From: [James Bland](#)
To: [Lewis, Dan P](#); [BAK](#); [Linda Wiens](#); [Craig, Evan](#); [Rosemary Heilemann](#); [Wasik, John](#)
Subject: [External] Route 53 task force
Date: Tuesday, October 18, 2022 3:01:46 PM
Attachments: [RA Pub.pdf](#)

It is my understanding that two options exist for the state held land that is peripheral to the previously proposed route 53 extension; 1.) continued ownership and management by the Illinois Department of Transportation (IDOT) or 2.) transfer to the Illinois DNR for creation of an extensive greenway..As the original Route 53 plan was framed I sent through technical information concerning the impact of impervious surface on aquatic communities (cf. Schueler, T., et al., Is Impervious Cover Still Important, , Journal of Hydrologic Engineering, April, 2009; Schueler, T., Impacts of Impervious Cover on Aquatic Systems, 2003, Center for Watershed Protection). Since that time the Chicago Metropolitan Agency for Planning has adopted Schueler's classification system and it is part of their regional planning framework. The original Route 53 plan would have involved dramatic expansion of impervious cover in the form of highway expansion and in the form of land use changes.

More recently I created a newsletter that discusses regional rain atlas data and how it is compiled. Rain atlas data is important since it is used by the engineering profession to size and design regional infrastructure. The 24 hour hundred year storm is typically used to design detention ponds, the 10 year storm is used to design and size pipes. Hundred year and ten year storm frequency, size, and spatial distribution have obviously changed with climate shifts. As a consequence our existing infrastructure, that was planned with previous rain atlases, is no longer appropriately sized. CMAP has suggested some responses for this situation but it will continue to be a dilemma going forward. Furthermore extreme weather events have both occurred (12" rainfall across central Wisconsin doubling the 100 year storm) and been forecast for the upper midwest.

The creation of an expanded greenway offers an opportunity to use ecosystem services to address anticipated extremes of regional weather. We strongly encourage a shift in ownership to Illinois DNR for the purposes of creation of an expanded greenway.

Attached is our newsletter concerning regional rain atlas data.



The Significance of Rain Atlases for Aquatic Management (Part 1)

A critical engineering tool for watersheds and developments in Northeastern Illinois and throughout the Midwest has been a series of rain atlases created by the Illinois State Water Survey (ISWS) and the state of Illinois' resident meteorologists'. As of this date there exists **ISWS Bulletin 70, Updated Bulletin 70, Bulletin 71, and Bulletin 75**. Each of the atlases has a separate history, uses a slightly different set of data (but builds on previous data), and is used by the engineering profession for a variety of significant planning exercises. The atlases are important because they initialize the hydrologic analyses used to size regional infrastructure, gauge flooding influences, determine pollution abatement, and interface with watershed models. While all of the atlases use rain gauge data they analyze storm frequencies, duration and spatial distributions with slightly different sets of statistical tools.

Bulletin 70

Bulletin 70 is specific for the State of Illinois and has been a critical tool for engineers for many years. The rain atlases identify rainfall patterns including: intensity (how many inches of rain), duration (from 5 minutes up to 10 days) , recurrence frequency (from 2 months to 100 years), and spatial distribution (as identified in isohyetal maps). Bulletin 70 used data for an 83 year period (1901 –1983) collected from 61 Illinois precipitation reporting stations as well as some data from near-by states. Data for these categories is in the form of frequency distributions. The isohyetal map in Fig. 1 shows mapped distributions of inches of rainfall for a 2 year storm event over a 24 hr. period.

If we assume that the climate is not going to change significantly then it makes sense to rely on historic data. That is the way we behaved for a very long period and the atlases were heavily relied upon. They were relied upon to the degree that they were incorporated into statutory requirements by counties and municipal water management entities. Most important , they defined the extreme event (100 yr., 24-hr. storm) for which infrastructure was designed. Detention and retention basins had to be designed to handle the 100-yr ,24-hr. storm. Pipes were designed to handle the 10-yr, 24 hr. storm.

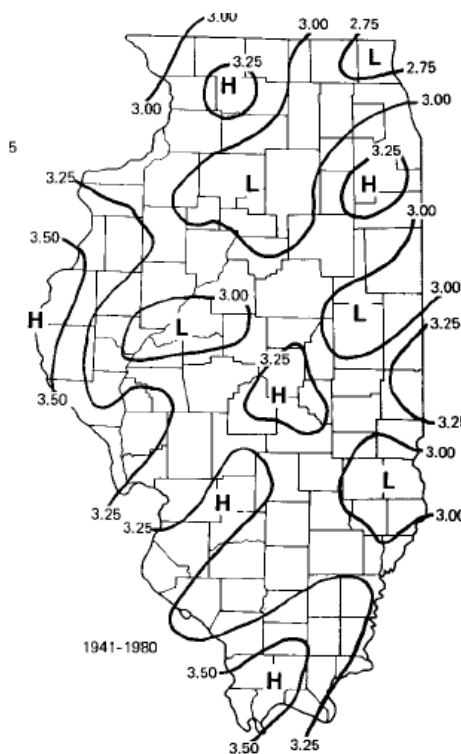


Fig. 1 Isohyetal pattern for 2 yr.,24-hr rainfall (inches) based on 1901-1940 and 1941-1980 data. From ISWS Bulletin 70

EPS newsletter
Vol.1; Issue 1

J.K.Bland, Director
Patricia Bland , President
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January 6th. 2021

Isohyetal Map

Map with estimated lines of equal rainfall over an area based on point source measurements.

The Significance of Rain Atlases for Aquatic Management (Part 1)

Bulletin 70 (cont.)

Chicago Metropolitan Agency for Planning (CMAP) publishes a *Climate Adaptation Guidebook* (2013). According to the Guidebook “...sizes or capacities for stormwater infrastructure calculated using historical rainfall may not be large enough to provide the same level of protection in the future that they do today.” Adaptation measures suggested by the Guidebook included: adding additional “freeboard” for new construction, modification of floodplain statutes, promoting flood damage risk reduction, promotion of green infrastructure, modification of stormwater plans, and modification of Bulletin 70 to anticipate higher extremes of rainfall. This also meant however, that the older infrastructure would not be able to handle the more extreme events associated with climate change. Regional exceedance of the 100-year ,24-hr. design storm and increases in frequency of other storm intensities prompted the ISWS to update Bulletin 70.

Bulletin 71

In 1992 the ISWS published Bulletin 71, *Rainfall Frequency Atlas of the Midwest.* This represented a study of the historic precipitation patterns for 9 midwestern states including Illinois and Wisconsin. The methods employed were similar to those used in Bulletin 70 but included a wider series of long-term rain gauges and daily reporting stations. Information from an 83 year sample of data (1901-1983) was used for the study. Analyses determined recurrence intervals from 2 months to 100 years and durations from 5 minutes to 10 days. Notably, part of the rationale for the creation of this study was an increase in frequency of extreme storm events (100-yr, 24 hr events) that were not predicted by previous studies. Statistical methods were the same as those used in the Bulletin 70 study.

Rainfall intensity, as characterized by Bulletin 70, for the 100-yr, 24 hr. storm in Northeastern Illinois was 7.5 inches. Values from Bulletin 71 for central Wisconsin were similar to those for northeastern Illinois. On August 18, 2018 Wisconsin experienced a 12 Inch, 24 hr. rainfall just outside of Horicon Marsh. Just to the west the rainfall was 15 inches and this rainfall was not localized, it occurred across most of central Wisconsin. This functionally doubled what had previously been graded as a 6 to 7inch 100 yr.,24 hr storm.

Freeboard

Freeboard Is an additional measure of safety (generally 2-3 ft. of elevation) for building above the base flood elevation.

Base Flood Elevation

Is the elevation created by the 100-yr. 24 –hr. storm event

Special Flood Hazard Area

SFHA is the regulatory floodplain created by the 100-yr, 24-hr flood

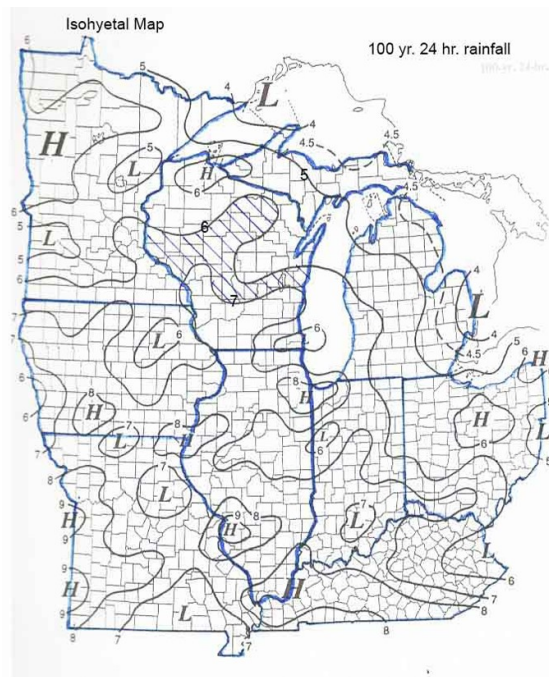


Fig. 2 Isohyetal map of storm intensities (in inches) for the 100-yr., 24-hr event. As modified from ISWS Bulletin 71.

The Significance of Rain Atlases for Aquatic Management (Part 1)

Bulletin 71 (cont.)

Narrative descriptions in Bulletin 71 however, do recognize the type of storm that occurred in central Wisconsin that August. According to Bulletin 71... “These “blockbuster storms generally last from 12 to 24 hours, produce extremely heavy rainfall over a 2,000-to 5,000-square mile area, and typically create 10-to 12-inch amounts of rain in the storm center. Rainfall amounts in excess of the 100-yr recurrence – interval commonly encompass areas of several hundred square miles about the storm’s center.”

While there is recognition of these types of storms, the historic data being used could not include more current rain gauge data for this particular area. It has dramatic significance however, for how we choose storm data for design work and stormwater control.

Updated Bulletin 70

The ISWS meteorologists were seeing precipitation patterns change across northeastern Illinois and Illinois generally. They were seeing trending in the direction of more extreme storm events (the 100-yr., 24 hr. storm) and changes in the frequency and distribution of smaller but significant storm types. Storms producing over 2 inches had doubled over the last century. With this recognition and given its importance for planning the ISWS did an “update” of Bulletin 70; *Frequency Distributions of Heavy Rainfall in Illinois : Updated Bulletin 70*.

The Updated Bulletin 70 used an additional 34 years of data, incorporating rainfall records up to and including 2017. Precipitation frequencies were developed for storm durations of 1 to 240 hours and for recurrence intervals from 2 to 500 years. The study used the same climatic sections (with geopolitical boundaries) as the original study. The original Bulletin 70 presented data in the form of isohyetal maps, the updated study charted frequencies and durations as climatic sections.

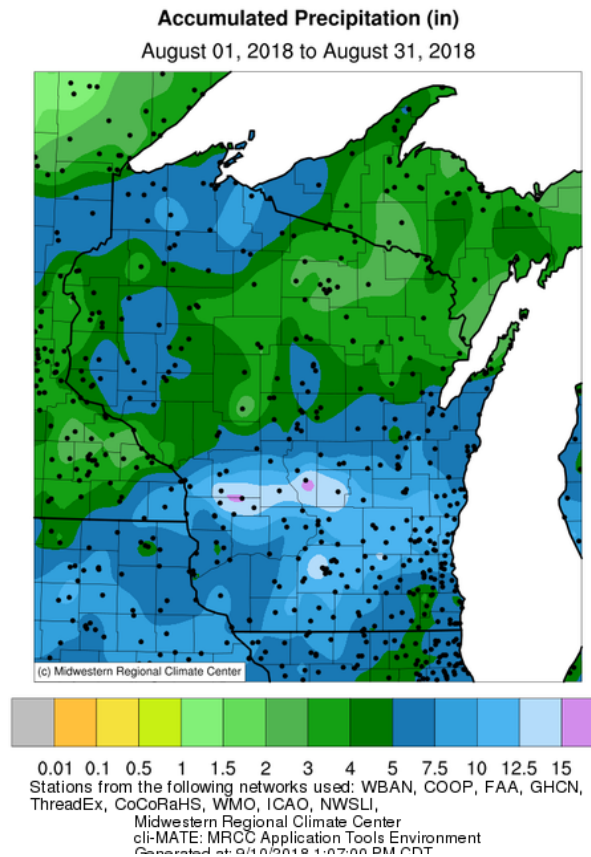


Fig.3 Accumulated August precipitation for Wisconsin in 2018.. From Midwestern Regional Climate Center

Link for Aug. 18th Wisconsin Rainfall Event:
[Last Week's Flooding and Severe Weather \(Aug 17-27\)](https://www.weather.gov/mkx/August2018SevereandFlood)

<https://www.weather.gov/mkx/August2018SevereandFlood>

From: Prairie Research Institute

CHAMPAIGN, Ill., 5/2/19: As heavy rainstorms become more frequent and stronger than in the past, municipal drainage systems designed from outdated standards often fail, resulting in flooding and financial losses.

The Significance of Rain Atlases for Aquatic Management (Part 1)

Updated Bulletin 70

A chart (Fig. 4) of recurrence intervals, durations and rainfall amounts is shown from the updated Bulletin 70. Data is given for the Northeast climate sector which would include the nine county area around Chicago. The value for the 100-yr, 24-hr storm was changed from 7.5 inches to 8.5 inches. This then will have significance for the design of detention basins, pipe sizing, and regulatory changes in flood plain boundaries. It also has relevance for the performance characteristics of existing large scale infrastructure such as the Metropolitan Water Reclamation District's TARP program which uses deep tunnels and large scale reservoirs. Lake County has cross referenced the updated atlas as a requirement for their Watershed Development Ordinance.

The rain gauge data set in the Updated Bulletin 70 incorporates precipitation records from 1948-2017. Statistical adjustment methods were also applied in recognition of trends of increasing precipitation and more frequent extreme weather events. However, in 2018, 2019 and 2020 the Chicago area received annual rainfall in excess of 45 inches. Average rainfall historically had been 34 inches/year. Several years have been above 50 inches. This begs the question of whether we can continue to depend on historical data for purposes of ongoing design.

Bulletin 70 Update concludes with important caveats: *"The changing climate of heavy precipitation observed in Illinois and the Midwest presents a significant challenge for storm water management. The observed increases noted in this report, along with the expectation of continued increases over the 21st Century (Easterling, et.al., 2017), will necessitate more frequent assessments of precipitation frequency, as suggested by Winters et al (2015). To help plan for future climate change, this analysis, representing the present time, should be accompanied with frequency analysis of climate model-generated data for future time horizons."*

The climate models referred to are global atmospheric models (GAM) rendered in an ensemble protocol. The GAM models are evaluated for their backward looking success and applied to forward looking predictions for specific areas.

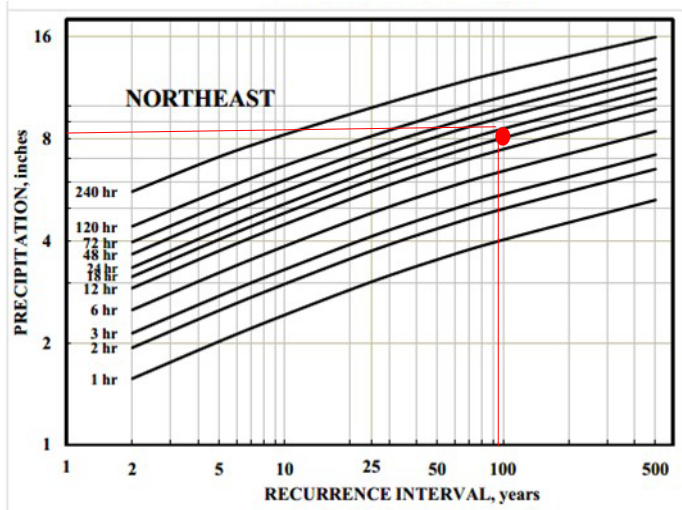


Fig. 4 Recurrence intervals versus rainfall for 1hr. to 240 hr. for the Northeast Climate Zone in Illinois. From the updated version of Bulletin 70. Red dot is for 100-yr., 24 hr. storm which is ~ 8.5 inches. This is normally regarded as the design storm for our region.



Fig. 5 Climate Zones

Climate zones used to evaluate recurrence patterns for Updated Bulletin 70. Note that no isohyetal maps were created as part of the updated Atlas.

The Significance of Rain Atlases for Aquatic Management (Part 1)

Bulletin 75

Bulletin 70 and the Updated Bulletin 70 used methods from other technical publications dealing with the presentation of rainfall frequencies. The data from an individual rain gauge is a discrete sample point which is used to represent a larger spatial area and a regional time sequence. The data is recorded as a frequency distribution. Bulletin 75 reviews the methods done to evaluate the spatiotemporal representations as well as the statistical methods used to interpret the frequency distributions. It also compared the ISWS analyses for the 100-yr., 24-hr storm with other available rainfall analyses (cf. National Oceanic and Atmospheric Agency Atlas 14). Determinations of methods to deal with progressively changing extreme rainfalls were part of the study.

Based on that analysis they identified “adjustment factors” to be applied to the Climatic Sections for the State. They also compared five different methods of analyzing the rainfall distributions. The methods review of the study concluded that the region-based methods used in Bulletin 70 and Updated Bulletin 70 “is the most consistent among the five methods for trend adjustment.”

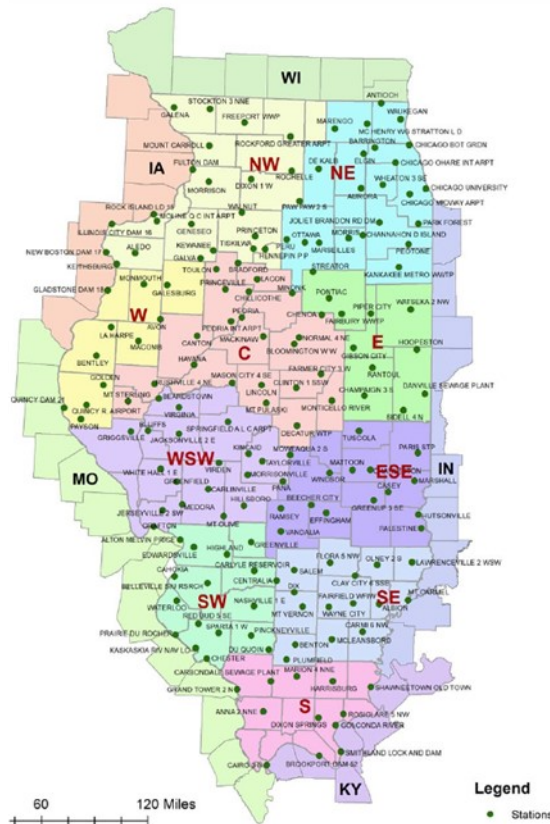


Fig. 6 Rain gauge stations from Bulletin 75. Each sample point will represent a larger spatial area. Data can be lumped to assess the whole Climatic Zone or used as a point value to characterize smaller surface area.

Storm Duration	2-month	3-month	4-month	6-month	9-month	1-year	2-year	5-year	10-year	25-year	50-year	100-year	500-year
5 minutes	0.19	0.22	0.24	0.27	0.31	0.33	0.40	0.52	0.62	0.77	0.90	1.03	1.35
10 minutes	0.33	0.38	0.41	0.47	0.53	0.58	0.70	0.90	1.08	1.35	1.58	1.80	2.36
15 minutes	0.42	0.49	0.53	0.61	0.69	0.75	0.90	1.16	1.39	1.74	2.03	2.32	3.04
30 minutes	0.58	0.66	0.73	0.83	0.94	1.03	1.24	1.59	1.91	2.39	2.78	3.17	4.16
1 hour	0.74	0.84	0.93	1.05	1.20	1.30	1.57	2.02	2.42	3.03	3.53	4.03	5.28
2 hours	0.91	1.04	1.14	1.30	1.48	1.61	1.94	2.49	2.99	3.74	4.35	4.97	6.52
3 hours	1.00	1.15	1.26	1.44	1.63	1.77	2.14	2.75	3.30	4.13	4.80	5.49	7.20
6 hours	1.18	1.35	1.48	1.68	1.91	2.08	2.51	3.23	3.86	4.84	5.63	6.43	8.43
12 hours	1.37	1.56	1.71	1.95	2.21	2.41	2.91	3.74	4.48	5.61	6.53	7.46	9.78
18 hours	1.48	1.69	1.85	2.11	2.39	2.61	3.14	4.04	4.84	6.06	7.05	8.06	10.57
24 hours	1.57	1.80	1.97	2.24	2.55	2.77	3.34	4.30	5.15	6.45	7.50	8.57	11.24
48 hours	1.72	1.97	2.16	2.46	2.79	3.04	3.66	4.71	5.62	6.99	8.13	9.28	12.10
72 hours	1.87	2.14	2.34	2.67	3.03	3.30	3.97	5.08	6.05	7.49	8.64	9.85	12.81
120 hours	2.08	2.38	2.61	2.97	3.37	3.67	4.42	5.63	6.68	8.16	9.39	10.66	13.81
240 hours	2.63	3.01	3.30	3.76	4.27	4.65	5.60	7.09	8.25	9.90	11.26	12.65	16.00

Fig. 7 Chart for the Northeast Climate Zone (which includes the nine county Chicago area) of adjusted rainfall durations and recurrence intervals. These values were trend adjusted based on ISWS statistical methods.

Frequency Distribution

Frequency distribution = the number of times that a variable occurs. It can be represented in a table or a chart.

For rain atlases the variables can be rain depth, storm duration or frequency of occurrence. Most common frequency distribution is the standard bell-shaped curve.

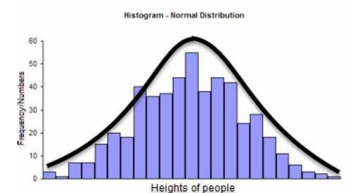


Fig. 8 Bell shaped curve for height.

Frequency distributions don't always resemble a symmetric bell-shaped curve; they can be skewed, flattened, or even be bimodal.

The Significance of Rain Atlases for Aquatic Management (Part 1)

Current vs. future rainfall distributions

Authors of the atlases emphasize that their products are valid for the existing moment in time but given climate change trending the atlases will have to be updated with greater frequency. Also, different modeling methods and weather sensors are being developed that may give us better regional characterizations in the future. Modeling that uses global atmospheric data and artificial intelligence methods may replace or supplement the rainfall atlases in the future. Maps of projected precipitation changes for the Midwest for forthcoming decades are excerpted from the National Climate Assessment.

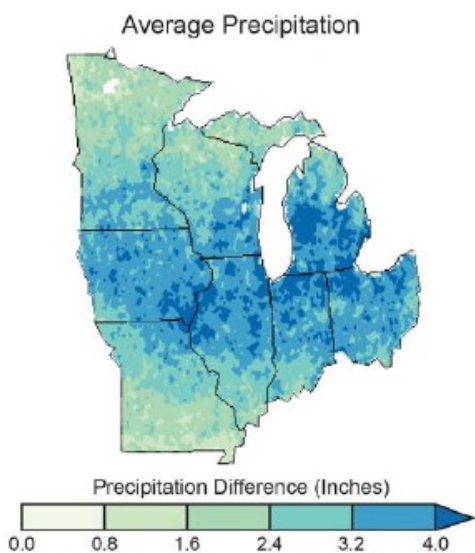


Figure 2.5: Possible increases in precipitation from the 1971-2000 base period to the period 2041-2070 based on the A2 high emission scenario. Source: NCA (2014).

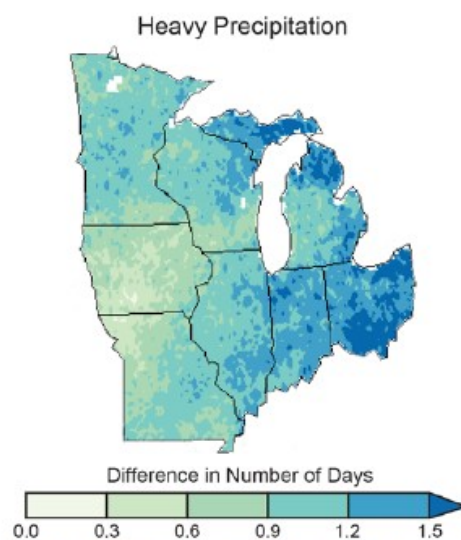


Figure 2.6: Possible increases in the heaviest 2 percent storms from the 1971-2000 base period to the period 2041-2070 based on the A2 high emission scenario. Source: NCA (2014)

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Illinois Department of Natural Resources

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

JB Pritzker, Governor
Colleen Callahan, Director

Illinois Route 53 Expansion Land Alternative Use Task Force

Wednesday, November 23
2:00 PM

Virtual Meeting

Dan Lewis, Legislative Liaison at the IL Department of Natural Resources and the point-person for administrative support for this Task Force, was absent from the meeting. Providing administrative support on his behalf were Jamie Reynolds, Administrative Assistant, and Jose Burgos, Legislative Liaison. The meeting began shortly after 1:00 PM by confirming that there was a quorum present.

Co-Chair and Senator Melinda Bush ran the meeting and began by asking to postpone the approval and posting of the November 21 meeting minutes on the task force's webpage on the IDNR website, due to the quick turn around between meetings. Hearing no comments or objections, Village of Long Grove Mayor Bill Jacob motioned to approve. The motion was seconded and subsequently approved unanimously.

Senator Bush asked members to direct their attention to the document presented on screen, which was also emailed to members of the Taskforce shortly after the meeting began. The document contained a list of the eight items/clauses/suggestions for the resolution that the task force has been working on and discussing. Senator Bush asked that the items/clauses be voted on individually. Senator Bush reviewed every item listed on the document and read each of the suggested alternatives/versions. She asked members to vote on each one of them and the suggested alternative/version with the highest votes was adopted.

The items of consideration and votes were as follows:

Item #1: Task Force approved changing the name at the top of the document.

Adopted language: IL Route 53 Land Expansion Alternative Use Task Force

Item #2: Task Force adopted Version 3.

Version 1 received 10 votes and was not adopted: WHEREAS, In September of 2019, the Villages of Deer Park, Grayslake, Hawthorn Woods, Kildeer, Lake Zurich, Long Grove, and Mundelein signed a joint letter to Illinois Governor JB Pritzker expressing support for the conversion of the former Route 53 corridor to a greenway designated for public recreation, environmental conservation, and compatible, complementary development.

Version 2 received 2 votes and was not adopted: WHEREAS, In September of 2019, the Villages of Deer Park, Grayslake, Hawthorn Woods, Kildeer, Lake Zurich, Long Grove, and Mundelein signed a joint letter to Illinois Governor JB Pritzker expressing support for the collaboration and coordination of relevant state agencies, local Mayors, County, and State officials to study the corridor and develop a plan for the highest and best use of the land within the Route 53 expansion corridor, which would include contemplation of the land as a greenway designated for public recreation, environmental conservation, and compatible, complementary development; and

Version 3 received 11 votes and was adopted: WHEREAS, In September of 2019, the Villages of Deer Park, Grayslake, Hawthorn Woods, Kildeer, Lake Zurich, Long Grove, and Mundelein signed a joint letter to Illinois Governor JB Pritzker expressing support for the collaboration and coordination of relevant state agencies, local Mayors, County, and State officials to study the corridor and develop a plan for the highest and best use of the land within the Route 53 expansion corridor, to ensure that the public investment that was made over the decades to purchase these parcels culminates in a public space available for community health and enjoyment and to transform this land into a greenway trail and environmental sanctuary, as well as other Village-specific uses for this land; and

Item #3: Task Force tabled the vote until next meeting, when an attorney can be present.

Version 1 (IDOT): WHEREAS, the Illinois Department of Transportation maintains that transportation needs along the Routes 53 and 120 require that portions of the land reserved for the study be kept in the Department's custody for improvements of roadways within the corridor that exist at the time of the writing and adoption of this resolution; and

Version 2 (Barbara Klipp): WHEREAS, the Illinois Department of Transportation maintains transportation needs along the Route 53 corridor where it intersects with state highways and has several projects under construction or in advanced stages of development at the time of this resolution; and

Item #4: Task Force adopted recommended changes.

WHEREAS, Studies reveal that for every dollar invested in restoration, eight dollars flow back to the community in the form of increased property values and reduced health costs, and the creation of trails and open space within the greenway offer economic development opportunities via ecotourism and increased property values; and

Item #5: Task Force adopted Version 2.

Version 1 received 6 votes and was not adopted: WHEREAS, The establishment of a greenway would connect existing parks and preserves with each other, as well as communities throughout the corridor, inviting people across the region and expanding existing public open spaces to link wetlands, habitat, and recreational space; and

Version 2 received 10 votes and was adopted: WHEREAS, The establishment of a greenway and compatible and complementary development would not only connect communities, parks, and

preserves throughout the corridor but also expand existing public open spaces and link wetlands, habitat, sustainable agriculture, and recreational space; and

Version 3 received 6 votes and was not adopted: WHEREAS, The establishment of a greenway would not only connect communities, parks, and preserves throughout the corridor, but also expand existing public open spaces and link wetlands, habitat, sustainable agriculture, and recreational space; and

Item #6: Task Force adopted Version 2.

Version 1 received 7 votes and was not adopted: WHEREAS, The establishment of a greenway would connect existing parks and preserves with each other, as well as communities throughout the corridor, inviting people across the region and expanding existing public open spaces to link wetlands, habitat, and recreational space; and

Version 2 received 11 votes and was adopted: WHEREAS, The establishment of a community-driven greenway with complementary development along the Illinois Route 53 corridor would enable communities along the greenway to create a collaborative vision and a sense of place, fostering engagement and contributions towards healthier, more resilient, and beautiful communities; and

Item #7: Task Force tabled the vote until next meeting.

Version 1: RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation and the Illinois State Toll Highway Authority shall transfer all parcels of land reserved for the Illinois Route 53 Expansion to the Illinois Department of Natural Resources; and be it further

Version 2 (IDOT): RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation shall transfer all state-owned parcels of land reserved for the Illinois Route 53 Expansion, and not required for any other improvement and apparatuses to existing roadways, to the Illinois Department of Natural Resources in accordance with Federal Regulation 23 CFR 710 and Illinois State Statue 605 ILCS 5/4-508 as amended from time to time; and be it further

Version 3 (Barbara Klipp): RESOLVED, That the Illinois Department of Natural Resources shall work with the Illinois Department of Transportation to develop a memorandum of understanding or agreement to grant the Illinois Department of Transportation easements or rights of way necessary for the minimum amount of land needed for their current roadwork projects that exist at the time of the writing and adoption of this resolution and have completed at least phase II engineering

Version 4 (Long Grove): RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation and the Illinois State Toll Highway Authority shall transfer all parcels of land reserved for the Illinois Route 53 Expansion to the Illinois Department of Natural Resources, except for sites in excess of 250 acres adjacent to existing railroad facilities [and south of Rt. 176], which sites should be conveyed by the

Illinois Department of Transportation for multi-modal development compatible and complementary to a regional greenway that preserves substantial environmentally sensitive features; and be it further

Item #8: Task Force approved of recommended changes.

RESOLVED, That the Illinois Route 53 Expansion Land Alternative Use Task Force strongly recommends that the Illinois Department of Natural Resources, upon the receipt of the aforementioned state-owned land along the Illinois Route 53 corridor from the Illinois Department of Transportation, shall, by January 31, 2023, form a working group composed of similar stakeholders as the Illinois Route 53 Expansion Land Alternative Use Task Force tasked with determining the development and establishment of a State Park or State Trail and other open space and natural area conservation purposes on the aforementioned land and identifying funding mechanisms to assist the Department with the maintenance and staffing of this new greenway; and be it further

RESOLVED, That suitable copies of this resolution be provided to officials of the Illinois Department of Natural Resources, the Illinois Department of Transportation, the Lake County Board, the Lake County Forest Preserve District, the Village of Grayslake, the Village of Hawthorn Woods, the Village of Long Grove, and the Village of Mundelein.

Minutes by Jose Burgos, Jamie Reynolds, and Dan Lewis, IDNR
dan.p.lewis@illinois.gov

Dear Task Force Members,

I have reviewed the draft resolution circulated in connection with yesterday's meeting. Although I have not reviewed the resolution specifically with the Long Grove Village Board, it is my strong sense from prior discussions that the resolution is generally consistent with the Village's perspective for the ultimate use of the Route 53 corridor.

I do see one significant variance between the draft resolution and the goals that have driven the Task Force since various members wrote to Governor Pritzker in September 2019. That variance relates to the goal of promoting compatible and complementary development of portions of the Rt. 53 corridor. In particular, development needs to be considered that will enhance non-vehicular transit options to reduce traffic demands on Lake County roadways and thereby enhance related environmental goals.

To that end, I am attaching a proposed revision to the resolution that preserves the overall objective of establishing a greenbelt while promoting complementary development and alternative transit options. The parameters reflected in the revised resolution relate to a large 300+ acre area in the corridor that abuts the EJ&J railroad and that at times has been considered for an additional commuter rail station on that line. This area is large enough to promote appropriate compatible development **and** preserve important natural features within the site.

I ask that the Task Force consider the revisions reflected in the attached modified resolution, which is included in both clean and blacklined format.

Thank you,

Bill Jacob
President
Village of Long Grove

IL Route 53 Land Transfer Resolution

WHEREAS, In August of 2019, the Illinois State Highway Toll Authority declared that it was not in the Tollway's interest to lead further development of the Illinois Route 52/120 project, and terminated the ongoing study and contracts related to the project; and

WHEREAS, In September of 2019, the Villages of Deer Park, Grayslake, Hawthorn Woods, Kildeer, Lake Zurich, Long Grove, and Mundelein signed a joint letter to Illinois Governor JB Pritzker expressing support for the conversion of the former Route 53 corridor to a greenway designated for public recreation, environmental conservation, and compatible, complementary development.

WHEREAS, In October of 2019, the Circuit Court of the 18th Judicial Circuit found that the Illinois State Toll Highway Authority had terminated the Illinois Route 53/120 project; and

WHEREAS, In June of 2021, the Illinois General Assembly authorized the creation of this Task Force to study alternative uses for the land that had been reserved for the study of the now-defunct Route 53/120 project; and

WHEREAS, Studies reveal that for every dollar invested in restoration, eight dollars flow back to the community and the creation of trails and open space within the greenway offer economic development opportunities via ecotourism and increased property values, which are a wealth generator that reduce health costs; and

WHEREAS, During a time when homes and businesses across the country increasingly experience life-changing floods and other extreme weather event due to climate change, an Illinois Route 53 corridor greenway would fortify community resiliency by protecting, restoring, and maintaining hundreds of acres of open space as a front-line defense; and

WHEREAS, The establishment of a greenway along the Illinois Route 53 corridor along with compatible and complementary development could aid Lake County and local units of government in achieving their net zero emission goals through ~~one of~~ the many ecological benefits it would provide and through responsible use and enhancement of existing transportation assets; and

WHEREAS, Lake County has more threatened species, endangered species, and biodiversity than any other county in Illinois and the creation of a greenway would combat the loss of biodiversity and secure habitat for an abundance of wildlife, allowing them to thrive and adapt to a changing climate; and

WHEREAS, The establishment of a greenway along with compatible and complementary development would connect existing parks and preserves with each other, as well as communities throughout the corridor, inviting people across the region and expanding existing public open spaces to link wetlands, habitat, and recreational space; and

WHEREAS, Regional planning authorities report a lasting 300% increase in the use of public open space since the COVID-19 pandemic, and the establishment of a greenway would help

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meet growing demand, facilitate equitable access to nature, and provide recreational opportunities for all residents; and

WHEREAS, The establishment of a community-driven greenway with complementary development along the Illinois Route 53 corridor would enable a collaborative vision of a place neighborhoods could engage and contribute to healthier, more resilient, and beautiful communities; and

WHEREAS, The creation of a greenway along the Illinois Route 53 corridor would catalyze opportunities to advance existing plans and policies such as Lake County Forest Preserve's 100-year vision and green infrastructure mapping, the goal set by conservation partners to protect 20 percent of Lake County by 2030, and the America the Beautiful initiative to protect 30 percent of our nation's lands and waters by 2030; and

WHEREAS, The State of Illinois has a once-in-a-lifetime opportunity to leverage the transformative power of exceptional planning ~~and~~ that enhances the use of existing transportation assets and to embrace a plan that yields multiple benefits for people, communities, and nature; and therefore, be it

RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation and the Illinois State Toll Highway Authority shall transfer all parcels of land reserved for the Illinois Route 53 Expansion to the Illinois Department of Natural Resources, except for sites in excess of 250 acres adjacent to existing railroad facilities, which sites should be conveyed by the Illinois Department of Transportation for multi-modal development compatible and complementary to a regional greenway that preserves substantial environmentally sensitive features; and be it further

RESOLVED, That the Illinois Route 53 Expansion Land Alternative Use Task Force strongly recommends that the Illinois Department of Natural Resources, upon the receipt of the aforementioned state-owned land along the Illinois Route 53 corridor from the other state agencies, shall, by January 31, 2023, form a working group composed of similar stakeholders as the Illinois Route 53 Expansion Land Alternative Use Task Force tasked with determining the development and establishment of a State Park or State Trail and other open space and natural area conservation purposes on the aforementioned land and identifying funding mechanisms to assist the Department with the maintenance and staffing of this new greenway; and be it further

RESOLVED, That suitable copies of this resolution be provided to officials of the Illinois Department of Natural Resources, the Illinois Department of Transportation, the Illinois State Highway Toll Authority, the Lake County Board, the Lake County Forest Preserve District, the Village of Grayslake, the Village of Hawthorn Woods, the Village of Long Grove, and the Village of Mundelein.

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IL Route 53 Land ~~Transfer~~ Expansion Alternative Use Task Force Resolution

Commented [LDP1]: IDOT Suggestion

WHEREAS, In August of 2019, the Illinois State Highway Toll Authority declared that it was not in the Tollway's interest to lead further development of the Illinois Route 53/120 project, and terminated the ongoing study and contracts related to the project; and

WHEREAS, In September of 2019, the Villages of Deer Park, Grayslake, Hawthorn Woods, Kildeer, Lake Zurich, Long Grove, and Mundelein signed a joint letter to Illinois Governor JB Pritzker expressing support for ~~the conversion of the former~~ the collaboration and coordination of relevant state agencies, local Mayors, County, and State officials to study the corridor and develop a plan for the highest and best use of the land ~~to~~ ensure that the public investment that was made over the decades to purchase these parcels culminates in a public space available for community health and enjoyment and to transform this land into a greenway trail and environmental sanctuary, as well as other Village-specific uses for this land; and

Commented [LDP2]: Mundelein Suggestion

Commented [LDP3]: Barbara Klipp's Suggestion

WHEREAS, In October of 2019, the Circuit Court of the 18th Judicial Circuit found that the Illinois State Toll Highway Authority had terminated the Illinois Route 53/120 project; and

WHEREAS, In June of 2021, the Illinois General Assembly authorized the creation of this Task Force to study alternative uses for the land that had been reserved for the study of the ~~now-defunct~~ Route 53/120 project; and

Commented [LDP4]: IDOT Suggestion

WHEREAS, the Illinois Department of Transportation maintains that transportation needs along the Routes 53 and 120 require that portions of the land reserved for the study be kept in the Department's custody for improvements of roadways within the corridor that exist at the time of the writing and adoption of this resolution; and

Commented [LDP5]: Based on suggestions from John Wasik and Jessica Vealitzek

WHEREAS, Studies reveal that for every dollar invested in restoration, eight dollars flow back to the community in the form of increased property values and reduced health costs, and the creation of trails and open space within the greenway offer economic development opportunities via ecotourism and increased property values, ~~which are a wealth generator that reduce health costs;~~ and

Commented [LDP6]: Jessica Vealitzek's Suggestion

WHEREAS, During a time when homes and businesses across the country increasingly experience life-changing floods and other extreme weather events due to climate change, an Illinois Route 53 corridor greenway would fortify community resiliency by protecting, restoring, and maintaining hundreds of acres of open space as a front-line defense; and

Commented [LDP7]: Dan's edit

WHEREAS, The establishment of a greenway along the Illinois Route 53 corridor along with compatible and complementary development could aid Lake County and local units of government in achieving their net zero emission goals through ~~one of the many ecological benefits it would provide~~ and through responsible use and enhancement of existing transportation assets; and

Commented [LDP8]: Long Grove Suggestion

WHEREAS, Lake County has more threatened species, endangered species, and biodiversity than any other county in Illinois and the creation of a greenway would combat the loss of

biodiversity and secure habitat for an abundance of wildlife, allowing them to thrive and adapt to a changing climate; and

WHEREAS, The establishment of a greenway ~~would not only connect existing communities, parks, and preserves throughout the corridor with each other, as well as communities throughout the corridor, inviting people across the region and expanding~~ **and compatible and complementary development** ~~existing public open spaces to~~ **and link wetlands, habitat, sustainable agriculture,** and recreational space; and

Commented [LDP9]: Long Grove Suggestion

Commented [LDP10]: Based on suggestions from John Wasik and Jessica Vealitzek

WHEREAS, Regional planning authorities report a lasting 300% increase in the use of public open space since the COVID-19 pandemic, and the establishment of a greenway would help meet growing demand, facilitate equitable access to nature, and provide recreational opportunities for all residents; and

WHEREAS, The establishment of a community-driven greenway ~~neighborhoods could engage and contribute~~ **with complementary development** ~~a collaborative vision of a place~~ **communities along the greenway to create a collaborative vision and a sense of place, fostering engagement and contributions towards** ~~to~~ healthier, more resilient, and beautiful communities; and

Commented [LDP11]: Long Grove Suggestion

Commented [LDP12]: Based on suggestion from Jessica Vealitzek

WHEREAS, The creation of a greenway along the Illinois Route 53 corridor would catalyze opportunities to advance existing plans and policies such as Lake County Forest Preserve's 100-year vision and green infrastructure mapping, the goal set by conservation partners to protect 20 percent of Lake County by 2030, and the America the Beautiful initiative to protect 30 percent of our nation's lands and waters by 2030; and

WHEREAS, The State of Illinois has a once-in-a-lifetime opportunity to leverage the transformative power of exceptional planning ~~to yield and embrace a plan that yields~~ multiple benefits for people, communities, and nature; and therefore, be it

Commented [LDP13]: Jessica Vealitzek's Suggestion

RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation shall transfer all ~~state-owned~~ **state-owned** ~~parcels of land reserved for the Illinois Route 53 Expansion, and not required for any other improvement and apparatuses to existing roadways,~~ **to the Illinois Department of Natural Resources in accordance with Federal Regulation 23 CFR 710 and Illinois State Statue 605 ILCS 5/4-508 as amended from time to time;** and be it further

Commented [LDP14]: Grayslake Suggestion

Commented [LDP15]: Dan's Suggestion

Commented [LDP16]: IDOT Suggestion

RESOLVED, That the Illinois Route 53 Expansion Land Alternative Use Task Force strongly recommends that the Illinois Department of Natural Resources, upon the receipt of the ~~aforementioned~~ **aforementioned** ~~state-owned land along the Illinois Route 53 corridor from the Illinois Department of Transportation~~ **state-owned land along the Illinois Route 53 corridor from the Illinois Department of Transportation** ~~other state agencies,~~ shall, by January 31, 2023, form a working group composed of similar stakeholders as the Illinois Route 53 Expansion Land Alternative Use Task Force tasked with determining the development and establishment of a State Park or State Trail and other open space and natural area conservation purposes on the aforementioned land and identifying funding mechanisms to assist the Department with the maintenance and staffing of this new greenway; and be it further

Commented [LDP17]: Long Grove's Suggestion

Commented [LDP18]: IDOT Suggestion

RESOLVED, That suitable copies of this resolution be provided to officials of the Illinois Department of Natural Resources, the Illinois Department of Transportation, ~~the Illinois State Highway Toll Authority,~~ the Lake County Board, the Lake County Forest Preserve District, the Village of Grayslake, the Village of Hawthorn Woods, the Village of Long Grove, and the Village of Mundelein.

Commented [LDP19]: IDOT Suggestion



Illinois Department of Natural Resources

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

JB Pritzker, Governor
Colleen Callahan, Director

Illinois Route 53 Expansion Land Alternative Use Task Force

**Friday, December 16
1:00 PM**

Virtual Meeting

Dan Lewis, Legislative Liaison at the IL Department of Natural Resources and the point-person for administrative support for this Task Force, was absent from the meeting. Providing administrative support on his behalf was Jamie Reynolds, Administrative Assistant. The meeting began shortly after 1:00 PM by confirming that there was a quorum present.

Co-Chair and Senator Melinda Bush ran the meeting and began by asking if there were any edits to the minutes for the last two meetings, held on November 21 and 23, that Dan Lewis had written and shared with the task force. Hearing no comments or objections, Village of Long Grove Mayor Bill Jacob motioned to approve. The motion was seconded and subsequently approved unanimously.

Senator Bush asked IDOT District 1 Engineer of Program Development John Baczek if a letter from IDOT regarding the transfer of Route 53 parcels to IDNR had been received and distributed to the members. Baczek indicated that the letter would be shared shortly. Midwest Sustainability Group Executive Director Barbara Klipp notified the group that five of the six trustees with the Village of Grayslake had written letters of support for the transfer. Senator Bush noted that the Village of Mundelein had written a letter expressing their opposition to the transfer and that Visit Lake County had written a letter expressing their neutrality on the issue and will therefore be abstaining from the final vote to approve of the resolution.

Livable Lake County Organizer Sam Beard thanked everyone for their work on this issue and stressed the importance of protecting this land not only for the benefit of locals but for the purposes of combatting climate change more broadly. Beard explained that his organization visited the doors of over 500 Mundelein residents over the past month and they only encountered two individuals who were opposed to the greenway idea. Sixteen small businesses in the village also expressed support for the trail. Lake County Board Member John Wasik thanked everyone as well and was encouraged to see that there was, for the most part, a consensus on creating a greenway trail but cautioned that there was still a great deal of work yet to be done. Senator Bush reminded everyone that while IDOT and IDNR will not require legislative action to transfer the land, the general assembly could take up this resolution for a vote and could vote to create another task force. Senator Bush expressed interest in filing this resolution during the upcoming 'lame duck' legislative session in January 2023.

Senator Bush then moved on to the two clauses that were tabled at the last meeting: Item #3, a Whereas clause, and Item #7, a Resolved clause. Senator Bush read the versions written by Barbara

Klipp, which had been reviewed and edited by several attorneys after the meeting on November 23rd. Jeff Smith, one of the attorneys who reviewed and edited the language, answered questions about transferring right-of-ways and easements. Baczek expressed concern about precluding future projects that are not budgeted or in progress from receiving improvements because of the language in the new Item #7. IDNR Land Acquisition Specialist Bob Spencer and IDNR Land Surveyor Don Moles weighed in as well, saying that IDNR and IDOT work together often to allow IDOT to work on their projects on or adjacent to IDNR properties. There was back-and-forth discussion about whether the federal National Environmental Policy Act's section 4F were to apply to potential projects that might go through this land. Senator Bush stepped in and stated that the task force does not currently agree on this issue but that a vote on the resolution should move forward.

The items of consideration and votes were as follows:

Item #3 was tabled at the meeting on November 23rd

Version 1 (Written by IDOT, edits from John Wasik and Jessica Vealitzek)

WHEREAS, the Illinois Department of Transportation maintains that transportation needs along the Routes 53 and 120 require that portions of the land reserved for the study be kept in the Department's custody for improvements of roadways within the corridor that exist at the time of the writing and adoption of this resolution; and

Version 2 (Written by Barbara Klipp, reviewed by attorneys and updated accordingly after 11/23 meeting)

WHEREAS, the Illinois Department of Transportation maintains transportation needs along the Route 53 corridor where it intersects with state highways and has several projects under construction or in advanced stages of development at the time of this resolution; and

Klipp motion to vote to adopt Item #3 Version 2 and Mayor Jacob asked for a roll call vote. Version 2 received 17 yes votes, 1 no vote (IDOT), and 1 abstention (Mundelein) and was therefore adopted.

Item #7 was tabled at the meeting on November 23rd

Version 1 (original)

RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation and the Illinois State Toll Highway Authority shall transfer all parcels of land reserved for the Illinois Route 53 Expansion to the Illinois Department of Natural Resources; and be it further

Version 2 (Written by IDOT, edits from Mayor Taylor and Dan Lewis)

RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation shall transfer all state-owned parcels of land reserved for the Illinois Route 53 Expansion, and not required for any other improvement and apparatuses to existing roadways, to the Illinois Department of Natural Resources in accordance with Federal Regulation 23 CFR 710 and Illinois State Statute 605 ILCS 5/4-508 as amended from time to time; and be it further

Version 3 (Written by Barbara Klipp, reviewed by attorneys and updated accordingly after 11/23 meeting)

RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation transfer all their state-owned interests in land reserved for the Illinois Route 53 Expansion to the Illinois Department of Natural Resources, reserving to the Illinois Department of Transportation the minimum easements, rights of way, or interests necessary for roadway improvement projects adjacent to state highways that are in progress or budgeted at the time of the writing and adoption of this resolution; and be it further

Version 4 (Written by Mayor Jacob)

RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation and the Illinois State Toll Highway Authority shall transfer all parcels of land reserved for the Illinois Route 53 Expansion to the Illinois Department of Natural Resources, except for sites in excess of 250 acres adjacent to existing railroad facilities [and south of Rt. 176], which sites should be conveyed by the Illinois Department of Transportation for multi-modal development compatible and complementary to a regional greenway that preserves substantial environmentally sensitive features; and be it further

Mayor Jacob explained his reasoning behind his version (a desire to have commuter rail in his community) but stated that the task force did not have to adopt his version at this time. Mayor Jacob motioned to adopt Item #7 Version 3. Version 3 received 17 yes votes, 1 no vote (IDOT), and 1 abstention (Mundelein) and was therefore adopted.

Senator Bush then asked for a vote on the entire resolution. Previously, the task force had voted on each clause individually. Wasik motioned to vote on the resolution, which received 16 yes votes, 1 no vote (Mundelein), and 2 absentions (IDOT and Visit Lake County) and was therefore adopted.

After several task force members expressed their thanks and encouragement at the adoption of the resolution and hearing no further questions or comments from members or the public, Senator Bush called for a motion to adjourn. Mayor Jacob made the motion, which was approved unanimously.

Minutes by Jose Burgos, Jamie Reynolds, and Dan Lewis, IDNR
dan.p.lewis@illinois.gov

December 6, 2022

Ms. Colleen Callahan
Director
Illinois Department of Natural Resources
One Natural Resources Way
Springfield, IL 62702

Dear Director Callahan:

Please consider our request that the Route 53 expansion land in Lake County remain under the ownership of the Illinois Department of Transportation and not be transferred to the Illinois Department of Natural Resources.

Our community is the largest municipal stakeholder of the Lake County communities with Route 53 expansion land. Enclosed is a copy of the Route 53 Alternative Land Use Resolution (22-11-80) the Village of Mundelein Board unanimously approved, 6-0, at its meeting on November 28, 2022, that elucidates our position on this issue.

As you know, in 2021, HR0006 created the Illinois Route 53 Expansion Land Alternative Use Task Force to study alternate uses for the proposed extension of Illinois Route 53 in Lake County. The study was to include the following:

1. The cost, feasibility, and environmental impact of alternative uses of the expansion land, including any potential impact on flooding in the area.
2. The short- and long-term economic impact to the region.
3. All options for funding alternative uses.


The Task Force fell short in addressing these directives. Instead of exploring alternative uses, the Task Force which had five environmental groups represented (one more than the municipalities represented) focused exclusively on just one use, a nature trail. There was no in-depth analysis of the economic or opportunity cost impacts to the region and there were no meaningful discussions about funding. The Task Force would have benefited greatly by input from Lake County Partners or Illinois Department of Commerce and Economic Opportunity, yet both were conspicuously absent from the proceedings.

Lake County is growing. Our own village has three current projects with national homebuilders and three other projects with large regional apartment builders. Traffic models obtained during this last effort to expand Route 53 revealed that the expanded corridor would be needed eventually considering our county's growth. County residents intuitively knew this when they approved a 2009 county-wide Route 53 advisory referendum that passed with 76% of voters approving.

Finally, please consider that transportation technology is rapidly changing, and may make the Route 53 expansion land very important one day. Electric vehicles, electric semi-trucks, driverless vehicles, and evolving mag-lev rail technology should all give planners pause when making permanent decisions like the one the Task Force will recommend. It's possible, if not probable, that one day the expansion could occur with no air pollution and very little noise pollution.

Please do not hesitate to contact me if you would like to discuss our position further.

Sincerely,

A handwritten signature in black ink, appearing to read 'SL', is written over the typed name 'Steve Lentz'.

Steve Lentz
Mayor

SL/ckp

cc: Route 53 Alternative Use Task Force
Mr. Dan Lewis Legislative Liaison IDNR

I hereby certify that the attached is an original of

Resolution No. 22-11-80

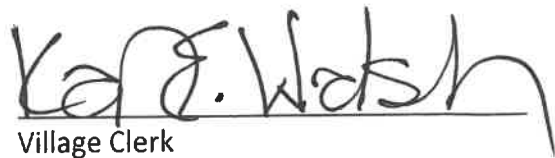
that said Resolution was adopted on **November 28, 2022;**

that it was posted in the Village Hall commencing on the

^{29th} day of **November 2022** and for at least 10 days

thereafter. Copies are available for public inspection

upon request in the office of the Village Clerk.


Village Clerk

RESOLUTION NO. 22-11-80

**A RESOLUTION DECLARING
THE POSITION OF THE MUNDELEIN BOARD OF TRUSTEES
REGARDING ACQUIRED LAND RELATED TO THE ROUTE 53 EXPANSION PROJECT AND THE PROPOSED "IL
ROUTE 53 LAND TRANSFER RESOLUTION" BY THE ILLINOIS ROUTE 53 EXPANSION LAND ALTERNATIVE USE
TASK FORCE**

WHEREAS, beginning in the early 1970s and throughout the years since, the Illinois Department of Transportation (IDOT) has made significant investments in time and money to acquire land for a transportation corridor in Lake County that could one day impact the Village of Mundelein and the entire region, see **Exhibit A**; and

WHEREAS, In July of 2019, the Illinois State Highway Toll Authority terminated the ongoing environmental impact study related to the Route 53/120 expansion project: and

WHEREAS, environmentally friendly uses of land such as open green space, hiking and biking trails, and athletic fields are desirable for any community; and

WHEREAS, over many years of time, technology and traffic needs can and do significantly change, and these changes should be evaluated for the region; and

WHEREAS, it serves the interests of the local community and the broader public that the Mundelein Board of Trustees make its position known regarding the potential use and disposition of the land acquired by the Illinois Department of Transportation (IDOT) pertaining to the Route 53 expansion project.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND BOARD OF TRUSTEES OF THE VILLAGE OF MUNDELEIN, COUNTY OF LAKE, STATE OF ILLINOIS, as follows:

SECTION I. It is the position of the Mundelein Board of Trustees that the Illinois Department of Transportation (IDOT) should maintain ownership of the land for possible transportation uses in the future.

SECTION II. In the interim, the Mundelein Board of Trustees supports the following uses for the land:

1. Open space as it is now, including leased farmland; this being the Village's preferred use.
2. Athletic fields near Hawley Street for use by Mundelein High School, however any such use should include designs to minimize the impact of this type of use to nearby residential neighborhoods.
3. A trail system with adequate parking that connects to existing paths and trails in Mundelein with the understanding that funding for any trail system and the maintenance for same would not come from the Village but instead would come from other funding sources.

SECTION III. The Village is not advocating for the construction of the proposed Route 53 Extension or its latest design, rather, the intent of this Resolution is to leave the options open for an area of the County that is growing, and to allow for infrastructure of varying types to address a myriad of needs that may need to be considered and addressed in the future.


PASSED this 28th day of November 2022 by a roll call vote.

RESULT: CARRIED [UNANIMOUS]
MOVER: Kerston Russell, Trustee
SECONDER: Erich Schwenk, Trustee
AYES: Wilson, Cabachuela, Ross, Lambert, Russell, Schwenk

PASSED: November 28, 2022

APPROVED: November 28, 2022

ATTEST: Kar J. Walsh
Village Clerk



President

I hereby certify that the attached is an original of

Resolution No. 22-11-80

that said Resolution was adopted on **November 28, 2022;**

that it was posted in the Village Hall commencing on the

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SECONDER: Erich Schwenk, Trustee
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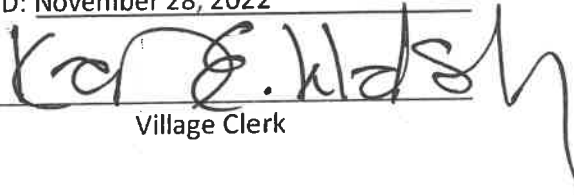
PASSED: November 28, 2022



President

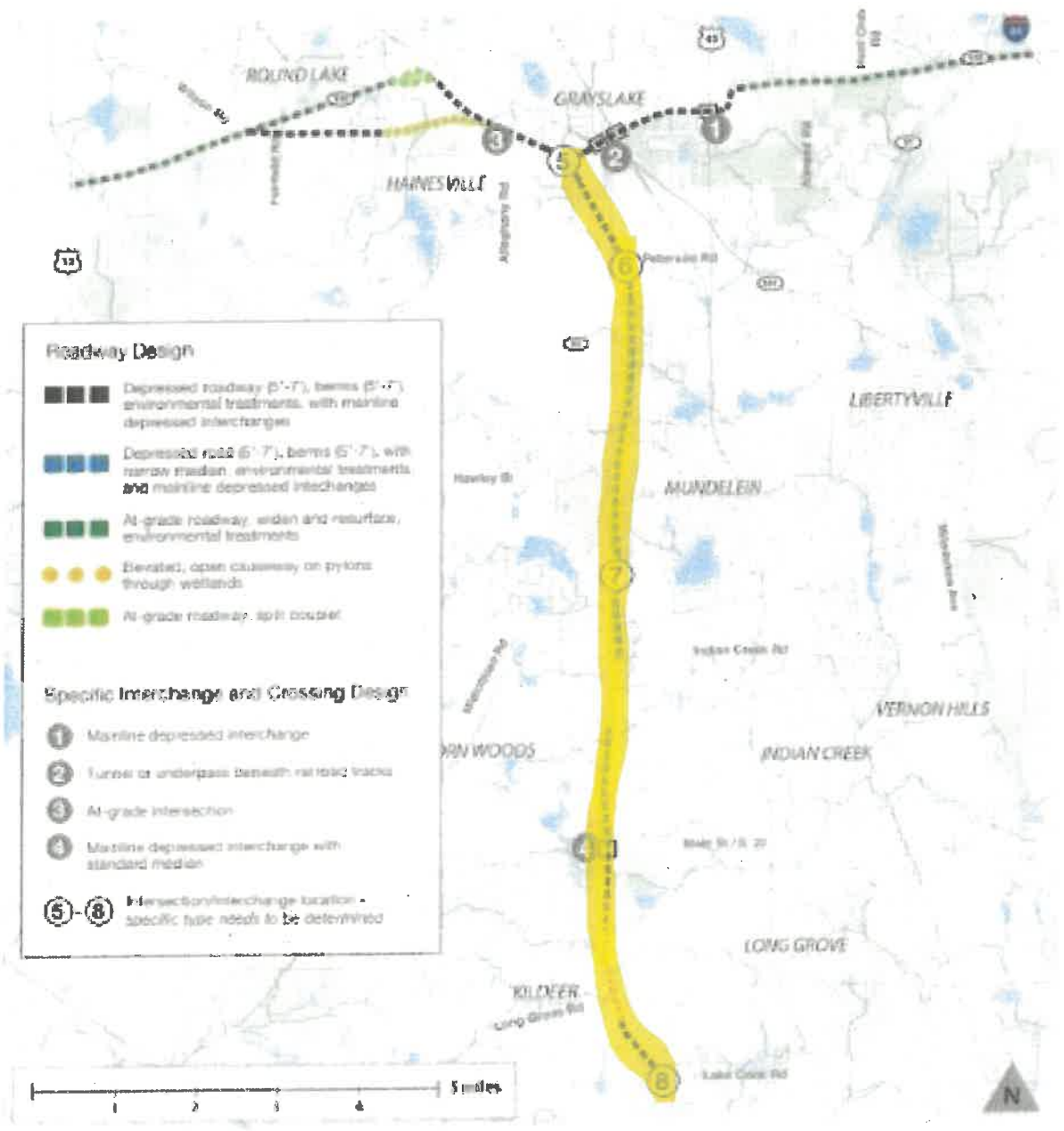
APPROVED: November 28, 2022

ATTEST:



Village Clerk

EXHIBIT A: ROUTE 53 EXPANSION LAND





Illinois Department of Transportation

Office of the Secretary
2300 South Dirksen Parkway / Springfield, Illinois / 62764
Telephone 217/782-6149

December 15, 2022

Senator Melinda Bush, Co-Chairperson
Representative Chris Bos, Co-Chairperson

Illinois Route 53 Land Expansion Alternative Use Task Force
c/o Dan Lewis, Legislative Liaison
1 Natural Resources Way
Illinois Department of Natural Resources
Springfield, Illinois 62702

Dear Senator Bush and Representative Bos:

The Illinois Department of Transportation would like to acknowledge your work and the work of the Illinois Route 53 Land Expansion Alternative Use Task Force (Task Force) members thus far on the discussion and study of alternate uses for the proposed highway extension of Illinois Route 53 in Lake County.

The Department remains steadfast in our commitment to transparency and its continued work with the Task Force. The following outlines the Department's position on the scope of its legal authority related to the suggested proposal that the Department jurisdictionally transfer all of the parcels acquired by it to Illinois Department of Natural Resources (DNR) or to other entities.

The Department began purchasing property (totaling approximately 1,100 acres) for Illinois Route 53/Illinois 120 corridor over 50 years ago. To date, approximately \$54 million in state funding has been used to acquire these properties both through settlements with the property owners and condemnation.

Pursuant to 20 ILCS 2705/2705-550 as amended, the Department may transfer jurisdiction of realty to another state agency when the transfer is advantageous to the State and is approved by the Governor. From the Department's perspective whether such a transfer is advantageous to the State is contingent upon whether the property is no longer needed to carry forth the original intent of the acquisitions, i.e., for a highway purpose. The Department cannot dispose of property without undertaking an established and rigorous process for determining whether property is no longer needed for a highway purpose.

The table below lists potential land use of the parcels located within the IL 53 north-south corridor (FAP 342) and correlates to the attached Exhibit.

Land Use Type	Total Acreage (ac)	# of Parcels
Transportation	275.22	24
Drainage	88.97	7
Environmental	255.69	43
Multiple Uses	266.12	1
Totals	886.00**	64*

*6 parcels are divided among different Land Use Types
** Includes acreage for parcels labeled "N/A".

It is the Department’s position that it should maintain its ownership and jurisdiction of the 24 parcels of 275.22 acres noted as Transportation in the table above. These parcels have been identified as necessary for a current or future highway purpose. Furthermore, if the property is transferred to DNR, and converted to a greenway, environmental sanctuary, wildlife refuge, or other recreational or environmental uses, the land use would likely fall under the [23 \(CFR\) 774](#) or known as Section 4(f) which refers to the original section within the U.S. Department of Transportation Act of 1966. The Department has two projects for existing roadways within the north-south portion of the IL 53 corridor that have completed National Environmental Policy Act (NEPA) studies. The IL 22 and IL 60/83 projects within the Department’s FY23-28 Program would be impacted by parcels being contemplated for transfer. Portions of parcels labeled 91X90012, 1X90048, 1Y10017, 1Y10025 and 1X00026 have been determined as a transportation use and codified not only in the NEPA documents of those projects but also in the Section 4(f) documentation within those projects as well. If land is transferred and converted, the Department would be required to reinitiate studies for the IL 22 and IL 60/83 projects. The Department is concerned these projects could be substantially delayed, leading to an increase in taxpayer costs to account for increased supply and labor costs.

If the 24 parcels detailed above continue to be under the Department's jurisdiction, there are other means and ability to work with the DNR, or other public agencies to accommodate; for example, a multi-use or bike path, via a right of way use agreement or an intergovernmental agreement. The terms of the agreement may also allow for the replacement of any trail that may be affected by a future improvement.

December 15, 2022
Page 3
Senator Bush and Representative Bos

The Department has been and is willing to continue working with the Task Force to find suitable solutions for all stakeholders. If you have any questions, please contact Matt McAnarney at Matt.McAnarney@illinois.gov

Sincerely,

A handwritten signature in blue ink, appearing to read "Osman, Omer".

Omer M. Osman, P.E.
Secretary

Enclosure



Friday, December 16, 2023

IL Rt. 53 Land Expansion Alternative Use Task Force – Vote on Resolution

Dear Task Force members,

We appreciate being chosen to participate in this Task Force and hope to continue sharing our industry knowledge and visions for managing, branding, and promoting Lake County attractions along this corridor in future planning phases.

We are a not-for-profit organization whose mission is to be a champion for all of Lake County’s communities, marketing visitor attractions, hotels, restaurants, outdoor recreation sites, events, and amenities to drive economic development.

We have an awesome destination that is well-positioned to provide a thriving quality of life for residents, while also being a desirable destination for visitors.

Our organization is funded in two ways - Half our budget comes from a State of Illinois Tourism Grant based on a share of Hotel Sales Tax revenues. The other half comes from local sources such as hospitality-oriented business memberships, marketing sales, and partnerships with Lake County government, the Forest Preserve District and twelve communities, including Grayslake, Mundelein, and the Long Grove Historic Business District.

We will enthusiastically promote this corridor over the decades to come, in whatever form it develops. In this Task Force’s work, we were asked to present concepts from an eco-tourism perspective, and we shared several successful case studies. There are many creative options that could work in this space. In our conclusion we stated our hope that great minds can come together to plan a connective concept that serves its constituents along the length of the route, branded and managed as a whole. Ideally a master plan could accomplish the multiple purposes of preserving natural space, protecting water and wildlife issues, bike & hiking trails linking our communities, multi-modal hubs and transportation improvements, sports and recreation areas, active spaces for arts and gardens, and for complementary development opportunities.

We admit that in 2022 the Task Force was not able to explore all the various options with more widespread participation. Analyzing the specific “highest and best uses,” identifying funding sources and economic opportunities, and considering adjacent community impacts would be the logical next steps under IDOT or IDNR.

As a not-for-profit organization, we feel responsible to our stakeholders and municipalities. Our mission is to promote the area’s diverse attractions, both natural and built. Our expertise is in public relations, marketing and community outreach and our partners have a wide range of needs and preferences.

This major recommendation about who will oversee these next stages of planning is complicated and we feel it should be made by those who represent the county-wide residents who paid for, and ultimately will be directly affected by these decisions.

So for this current resolution vote, Visit Lake County chooses to abstain.

Respectfully,

**John Maguire, Community Outreach and Programs Director
John@VisitLakeCounty.org (847)662-2700**

Illinois Route 53 Land Expansion Alternative Use Task Force

Dan Lewis, Legislative Liaison
Illinois Department of Natural Resources
dan.p.lewis@illinois.gov

December 16, 2022

We, the undersigned trustees of the Village of Grayslake, value open space and prioritize the protection of sensitive natural areas that protect threatened and endangered species, biodiversity, and provide a hedge against flooding and our changing climate.

We believe that, by transferring this land from the Illinois Department of Transportation (IDOT) to the Illinois Department of Natural Resources (IDNR) for the creation of a state park and nature trail, we will be capitalizing on a once-in-a-lifetime opportunity to link our communities with a non-motorized recreational pathway, while also improving our state and local economies.

As Mayor Taylor previously stated in a letter to Governor Pritzker, “these lands embody some of the most scenic, ecologically valuable open spaces remaining in Illinois. They contain treasures as diverse as thriving wetland complexes that serve as a critical safeguard against flooding in the region, a majestic heron rookery, and countless acres brimming with delicate flora and fauna. In short, they present an opportunity to protect one of the landscapes that give [Grayslake and] Lake County its distinctive identity and will reward our residents with some of Illinois' best escapes to experience nature. We also see additional opportunities for land use that could be extensions of our community.”

Therefore, we support the transfer of land purchased for the Route 53 corridor from the Illinois Department of Transportation to the Illinois Department of Natural Resources for protection and the potential formation of a state park and natural trail.

Respectfully submitted,

Grayslake Trustees:
Elizabeth Davies
Lalena Zoe Magnetta
Kevin Waldenstrom

Illinois Route 53 Land Expansion Alternative Use Task Force

Dan Lewis, Legislative Liaison

Illinois Department of Natural Resources dan.p.lewis@illinois.gov

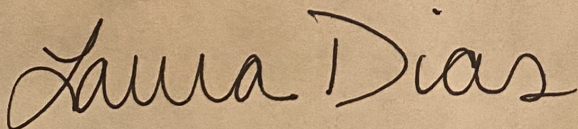
December 19, 2022

I, Laura Dias in my role as Village of Grayslake Trustsee, value open space and prioritize the protection of sensitive natural areas that protect threatened and endangered species, biodiversity, and provide a hedge against flooding and our changing climate.

I believe that, by transferring this land from the Illinois Department of Transportation (IDOT) to the Illinois Department of Natural Resources (IDNR) for the creation of a state park and nature trail, we will be capitalizing on a once-in-a-lifetime opportunity to link our communities with a non-motorized recreational pathway, while also improving our state and local economies. In addition to protecting these high quality wetlands and environmentally important lands, this also created an opportunity for unique, compatible economic development that can continue to strengthen and grow economies throughout Lake County.

As Mayor Taylor previously stated in a letter to Governor Pritzker, "these lands embody some of the most scenic, ecologically valuable open spaces remaining in Illinois. They contain treasures as diverse as thriving wetland complexes that serve as a critical safeguard against flooding in the region, a majestic heron rookery, and countless acres brimming with delicate flora and fauna. In short, they present an opportunity to protect one of the landscapes that give [Grayslake and] Lake County its distinctive identity and will reward our residents with some of Illinois' best escapes to experience nature. We also see additional opportunities for land use that could be extensions of our community."

Therefore, I support the resolution before the Illinois Route 53 Land Expansion Alternative Use Task Force recommending that the Illinois Department of Transportation transfer land purchased for the Route 53 corridor to the Illinois Department of Natural Resources for protection and the potential formation of a state park and natural trail.



Laura Dias

Village of Grayslake Trustee

Dear Mr. Lewis:

Ms. Barbara Klipp of the Midwest Sustainability Group provided me your contact information, and she suggested that I contact you regarding the above-referenced matter since you will be having a meeting this Friday. I am a resident of Grayslake, and I perform a bit of volunteer work in our community. I am currently serving on the board of trustees for the village, and I will be appointed to the board of directors for the Lake County Forest Preserve Preservation Foundation in a couple of weeks. Like many of my fellow Grayslake and Lake County residents, I have a love for nature and I have a keen interest in preserving our natural resources.

I would like to express my support for Ms. Klipp and the work she is doing. I think transferring land to the Illinois Department of Natural Resources to create a preserve, a state park and/or a natural trail is a wonderful idea. I am sure that you are aware of the countless benefits that would result. If you have any questions for me, please feel free to contact me at your convenience. Thank you.

Kind regards,
Pradip Sahu
417 Hampshire Court
Grayslake, IL 60030

Dan

I hope you can pass my thoughts along to the members of the 53 Task Force

Thanks Wayne Mikes

Mikes Bike Shop

Palatine

53 Bike Expressway

Since the land designated for the tollway extending Rt53 will not now be used for a road, I would like you to think about another mode of transportation, bicycles. Bike riding has increased two-fold since 2010. This increasing number of bikers need a safe space to call their own. As there is currently no safe way to bike from 53 to Grayslake, I'd like to propose that the best use of this land would be a bike expressway. This land was originally purchased for transportation, so using it for a bike expressway would keep the original purpose in mind while allowing for a more environmentally friendly transportation method.

A bike expressway would represent a social, economic, and environmental benefit to the villages along the way. This better use of the land should have two separate bike paths, each lane moving in opposite directions, like a normal road. Each lane would be between 15 and 18 feet wide, thus allowing for walkers and bikers to coexist peacefully. This expressway could connect to other bike paths, like the Millennium Trail, and would even help create access to Lake Michigan, connecting to the Des Plaines trail as well. Connecting all these communities allows for better communication and commerce with the biking community. Having more space for bikers also cuts down on the amount of motor vehicle traffic, cutting down on traffic jams and accidents, and lowering CO2 emissions as well. Biking also reduces risk of stroke and other heart diseases, lowers stress levels, and helps to keep body and mind active.

Communities in the past have implemented a similar idea for unused or abandoned railroads. This is called railbanking and it's the preservation of old railroad right-of-ways to be used for future trail use. Since these old railroads already connected communities separately from cars, this is a safe way for bikers to travel from city to city with ease. One example is the Jane Adams Trail connecting Freeport to Madison, or the Great Western Trail connecting Chicago to Des Moines, Iowa. These trails have been built with the help of the local forestry services, to keep track of the environmental impact of the construction.

Building this bicycle expressway is an opportunity that Illinois cannot afford to pass up. Creating a bike expressway will encourage others to think about bikes in a new light, bring cycling to the forefront of transportation. As biking as a means of transportation, exercise, and recreation becomes more and more common, the need for new trails becomes more prevalent to ensure the safety of both driver and biker. This is why a bike expressway would be the best use of the land that was the 53 tollway.

Thank You for your time

Wayne Mikes

Dear Mr. Lewis,

As a life long Lake County resident, I've seen communities grow and sprawl and our farmland and natural areas disappear. We have perhaps a last opportunity to protect one of the last remaining swaths of land in the county. Once it is lost it is gone forever. I strongly encourage the Rt 53 task force to press for the transfer of this land to the IDNR where it can be best managed for preservation and recreation for all residents of the county.

Thank you for your attention to this matter,
Jay Futterman

jayfutterman@yahoo.com

Dear Dan,

It feels like Route 53 has been studied for half of length of my entire life-time thus far. Enough. Enough money has been spent. Enough money has been wasted. It is time to put this subject behind us. It is time to move forward. I strongly urge the land be turned into a state park. A state park benefits all residents of Illinois! More dedication to open spaces are needed in this part of Illinois and the opportunities are quickly disappearing! If the land is transferred from the IL Department of Transportation's control to the IL Department of Natural Resources it will be a huge step in the right direction.

Please support the transfer of the land to the Department of Natural Resources and urge the Department of Natural Resources to turn this corridor into a state park!

Regards,
D Spurgeon
dspurgeon222@yahoo.com