

Long Grove

COMPREHENSIVE PLAN

Chapter 11: Transportation

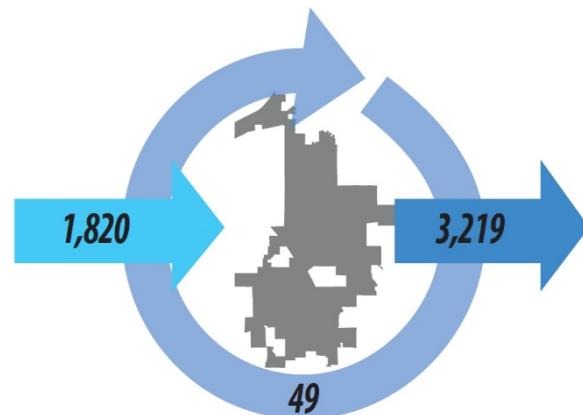
Introduction

Transportation planning, within a regional context, has historically focused on the creation of high-capacity, high-speed, long-distance transportation infrastructure. In recent years, there has been a realization that success in meeting regional transportation objectives is dependent on a coordinated pursuit of development strategies at all levels of government.

Managing the long-term balance of transportation supply and demand in the area is an ongoing activity that occurs in a number of federal, state and local settings. The land use, trip-making and traffic management conditions, as well as policies and practices that define the local transportation network, also define the grounds for large-scale transportation improvements.

Transportation infrastructure improvements can also greatly affect the quality of life and natural environment as well as the character of the community in general. In both urban and rural areas, transportation projects can improve access to areas, but can also impact and degrade them with congestion and pollution issues. Mitigation of environmental impacts that arise from transportation projects must be well thought out and an outcome of an interactive communication process that gives all stakeholders a voice in the decision-making process.

The Village of Long Grove has sought a transportation system that maximizes safety, access, and convenience, and minimizes adverse impacts on the Village's character and the environment. This Chapter outlines the various



- Employed and live in Long Grove
- Employed in Long Grove, but live outside Long Grove
- Employed outside Long Grove, but live in Long Grove

Figure 11-1

Inflow and Outflow of Jobs in Long Grove

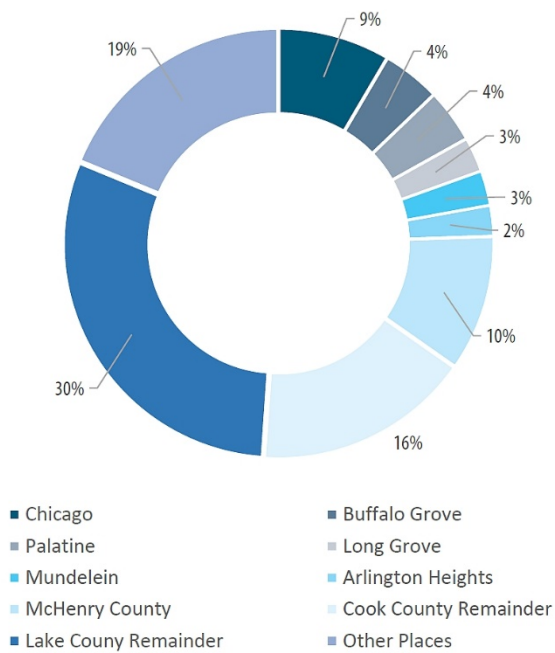
Source: LEHD Origin-Destination Employment Statistics 2011

aspects of the system which are crucial to Long Grove's future, including the proposed extension of Illinois Route 53/FAP 342 and Long Grove's continued opposition to that proposal, particularly in light of 2016 traffic data indicating that the Village has experienced an inflection point from its decades-old growth in traffic volume to an actual decline on 15 of 17 monitored roadways. Comprehensive Plans adopted by the Village, including this 2018 Update, have consistently been developed on the basis that there is neither support or need for the IL 53 extension. Therefore, Long Grove's general plan and economic development policies, as reflected in the specific subarea plans, are based upon the extension not being built. (1999, 2018)

Long Grove's commitment to remain a basically residential community means that most of the residents must travel outside the community to their place of employment. Therefore, it is important that the Village transportation network be in efficient operating condition so as to minimize traffic congestion and accidents. Based on 2011 origin-destination employment statistics from the U.S. Census's Longitudinal Employer-Household Dynamics (LEHD), about 40% of the Long Grove population takes to the road to go to their places of work. In particular, the graphic in Figure 11-1 indicates that 3,219 people identify as residents of Long Grove and commute outside the community to work; however, 1,820 people who are employed in Long Grove are residents of communities other than Long Grove. In addition, very little of the Long Grove working age population live and work within the Village (49 residents). Overall, over 5,000 residents travel to and from Long Grove for work, which has a total population slightly over 8,000. (1991, 2018)

Figure 11-2 summarizes the journey to work breakdown of workers and residents in Long Grove. In particular, the chart on the left shows the home communities of workers who are employed in Long Grove. Almost one-third of workers (30%) come from Buffalo Grove, with 19% coming from Palatine, 16% from Cook County, 10% from McHenry County, and 9% from Chicago. Only 3% of people who work in Long Grove also identify as Long Grove residents. The chart on the right lists the communities to where Long Grove residents travel for their places of work. Almost one-third of Long Grove residents (32%) go to Schaumburg for their places of work, with 21% going to Cook County and 14% to Chicago. Less than 5% of Long Grove residents go to neighboring communities like Vernon Hills and Buffalo Grove.

Where workers employed in Long Grove come from



Where residents of Long Grove go to work

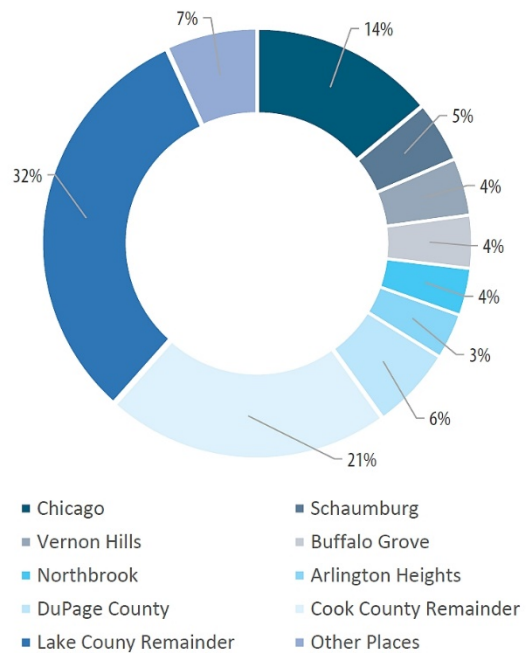


Figure 11-2
Journey to Work Information for Workers and Residents of Long Grove
 Source: LEHD Origin-Destination Employment Statistics 2011

The mean travel time to work increased by two minutes, increasing from 32.2 minutes in 2000 to 34.2 minutes in 2010. This is higher than the mean travel time to work for all of Lake County, which stayed fairly steady at 30.4 minutes in 2010, as compared to 30.1 minutes in 2000. Moreover, about 86% drive to work either alone or via carpool, with only 5% taking transit and 8% working from home. (2018)

Because high volumes of traffic pass through the Village each day, primarily commuter traffic during peak hours, congestion problems have resulted on several of the major routes. This is particularly evident when one compares the average daily traffic counts on major roadways in the Long Grove area during 1969 with those counts collected in 1977, 1988, and 1996, as well as more recent traffic data from 2005 to 2016, as summarized in the table in Table 11-1. For the first time since 1969, traffic volumes have reversed their decades-old upward growth trend with an actual decline in traffic volumes on 15 of 17 monitored roadways (2018).

Table 11-1: Average Daily Traffic Counts, 1969-2016

	1969	1977	1988	1996	2005	2011	2013	2016*
Illinois Route 83								
South of Route 53	7,500	15,000	27,300	27,700	31,300	32,500	36,300	33,900
North of Route 53 and South of Long Grove Road	8,200	16,000	27,900	37,300	44,000	42,900	49,300	45,400
North of Robert Parker Coffin Road and South of Aptakistic Road	9,600	16,300	26,700	37,300	44,000	42,900	49,300	45,400
North of Aptakistic Road and South of Route 22	8,000	17,300	25,400	37,300	44,500	43,600	46,100	42,100
North of Route 22 and South of Gilmer Road	8,600	16,400	25,600	40,600	43,400	41,100	45,000	40,900
North of Gilmer Road and South of U.S. Route 45	7,200	14,300	18,800	37,800	37,900	25,600	30,800	32,300
Illinois Route 22								
West of Route 83	4,000	9,300	12,100	16,000	16,900	17,100	21,400	20,000
East of Route 83	3,950	9,000	14,200	18,500	17,700	23,400	25,000	23,900
Illinois Route 53								
East of Robert Parker Coffin Road and West of Route 83	4,700	9,100	12,100	17,000	21,100	17,200	26,400	23,600
West of Route 83 and West of Long Grove Road	6,600	10,300	11,100	20,900	21,200	19,800	22,700	21,700
Robert Parker Coffin Road								
North of Route 53 and South of Old McHenry Road	1,600	3,100	No data available					2,900
Southwest of Route 83	1,150	2,200	3,200	No data available				
Aptakistic Road								
East of Route 83	3,650	8,400	8,700	10,500	10,900	10,000	10,000	11,200
Gilmer Road								
Northwest of	1,700	4,600	8,600	8,600	10,000	9,500	9,500	8,750



Diamond Lake Road and Southeast of Indian Creek Road								
Northwest of Route 83 and Southeast of Diamond Lake Road	2,500	4,100	8,400	8,600	11,600	10,800	10,800	10,100
Old McHenry Road								
North of Robert Parker Coffin Road and South of Route 22	1,700	4,200	6,700	7,000	9,900	9,000	9,000	9,350
Diamond Lake Road								
North of Route 83 and South of Route 45	No data available			5,600	6,500	4,900	4,900	3,600
North of Gilmer Road	1,000	1,050	5,900	3,750	3,600	3,250	3,250	3,250

* NOTE: 2016 data represents partial data, as of August 2016

Source: Lake County Highway Department and Lane Kendig, Inc. (1969-1996 data); IDOT (2005-2016 data)

To avoid congestion, some through travelers have begun using collector and local roads. With the growing number of pedestrians and bicyclists on those streets, as well as in the Village Center, through traffic is a hazard. It also detracts from the quiet and relaxed rural and residential atmosphere of the remainder of the community. Regional traffic shall be discouraged from using collector and local roads when traversing the Village. (1979, 1991)

Long Grove's local roads and minor collectors are surfaced with either a bituminous or asphalt material. Safety improvements and new alignments are among the improvements planned, or currently being implemented, on some parts of the system. In general, however, roads are well maintained and functional. The Village continues its long-standing policy of encouraging private, minor collector roads in new developments due to limited funds to maintain public roads as a result of the Village's no property tax policy. (1979, 1991, 2018)

Roadway Classification

The existing network of streets and highways in the Long Grove planning area may be classified by function: State highways (arterials), County highways (collectors), local streets (minor collectors), and private roads. Although different in classification, they are each dependent on the others for their proper functioning. The map in Map 11-1 shows the location of the State and County highways, as well as the general road jurisdictions of the road network serving Long Grove. Current and planned improvements are shown in the map in Map 11-2. While certain roads are controlled by county, township, and local governmental agencies, many are private roads maintained by homeowners associations (HOAs) or similar entities. (1979, 1991, 1999, 2018)

State Highways (Arterials)

Three state highways serve the Village of Long Grove: Illinois Route 83, Illinois Route 22, and Illinois Route 53. These are rural highways that handle sizable traffic volumes at medium to high speeds. Together they connect Long Grove with the surrounding communities in the region. (1991)

Currently, Route 53 terminates into Route 83 just east of the Village center providing a major north-south corridor. Route 22 provides an east-west route through the center of the Village and Vernon Township. Lake Cook Road at the southern portion of the Village and Route 60 at the northern limit, provide east-west routes. (1999)

As proposed in the 1991 Comprehensive Plan, State Route 83 has been widened to a four lane divided roadway with a thirty foot center median, turning lanes and lighting improvements. The Village would oppose any further widening of State Route 83 through the Village.

State Highway 22 has been proposed for improvement and upgrading to four lanes with a design similar to State Route 83. Route 22 has already been widened from Route 83 east through Buffalo Grove. Route 22 between Quentin Road and Illinois Route 83 is included in IDOT's Fiscal Year 2016-2021 "Proposed Highway Improvement Program" and is presently in Phase II of the project. The improvements proposed include widening to allow two traffic lanes in each direction, left turn median and intersection improvements within the road corridor. The Village of Long Grove has adopted resolutions in support of the widening of IL 22. (2018)

Two of the three state highways, State Route 22 and State Route 60/83, are classified as Strategic Regional Arterial (SRA) roads. The SRA system is intended to carry larger volumes of traffic at higher speeds as a complement to the region's expressway system. Efforts are made to preserve the level of service on these roadways through appropriate access and traffic signal locations and spacing. An SRA study prepared by IDOT summarizes recommendations for certain portions of Route 22 serving Long Grove including:

- Right-of-way cross section design
- Accommodation of a planned interchange with FAP 342 (Route 53 Extension) between Old McHenry Road and Kemper Drive
- Intersection channelization improvements at Old McHenry Road and Route 83
- Establishment of desirable locations for access to future development near the Old McHenry Road intersection
- Traffic signal locations and spacing guidelines
- Median location and design, with the intent that future developments without a proposed median opening will be designed to enable access to Route 22 via other crossing roadways such as Old McHenry Road, Route 83, and Buffalo Grove Road (2018)

Proposed Illinois Route 53/120 Project

An access controlled highway facility within central Lake County to serve as a north-south link in the northeastern Illinois freeway system has been considered since the late 1950's. Planning for a facility of this type has continued intermittently since that time. The focus of this proposal has been the realignment and upgrade of State Highway 53 as a limited access toll road. Long Grove has opposed this facility as unneeded and environmentally destructive. (1999)

In July 1993 The Illinois General Assembly passed a resolution authorizing the Illinois State Toll Highway Authority (ISTHA) to study the feasibility of the Illinois Route 53 extension into Lake County. The proposed highway (referred to as FAP 342) would be designed as a tollway and preliminary engineering and environmental studies have been undertaken jointly by the Illinois Department of Transportation and ISHTA. (1999)

FAP 342, like all expressways, would only serve as an inducement for intense urban development. Thus, the Village of Long Grove, as stated in this Comprehensive Plan, continues to oppose FAP 342, and will continue to cooperate with the Illinois Department of Transportation (IDOT) and neighboring municipalities to develop more practical transportation alternatives. (1979, 1991)

The Village has historically maintained that transportation studies do not accurately reflect, nor support the need for FAP 342. Previous studies did not support the contention that southbound traffic will be effectively served by the new road. Specifically, the Village noted there are actually three different components to that southbound traffic. The first and largest of these use I-94 and I-294 to reach jobs in Chicago or along these roads. FAP 342 will not provide an alternative for those commuters. A much smaller second group of commuters work in the Route 53 or I-355 corridors and may use portions of FAP 342. These commuters will still have to get to FAP 342. Therefore, east-west congestion will not be relieved. Lastly, there are people who are crossing the county line to jobs in an adjoining township; the vast majority of these people will use state and county roads for the short commute. (1999, 2018)

Congestion on Routes 45 and 83 north of the Village is largely the result of the failure to widen these roads to four lanes. Two other severely congested north-south roads, U.S. Route 41 and State Route 21 (Milwaukee Avenue) will not be impacted by the construction of FAP 342. Route 41 feeds traffic to I-94 and destinations not served by FAP 342. Route 21 is the north-south feeder of a major shopping and employment corridor whose customers have no other option to reaching their destinations. FAP 342 would not eliminate this need. Further, since no significant State funding is available for the improvement of feeder roads, it is likely that FAP 342 would generate worse congestion on many roads. Through Long Grove, IL Route 22 is an example of a State road that has been planned, but not yet funded for widening. As a result of the State's widening sections east and west of the Village, but not in Long Grove, IL 22 is a bottleneck for traffic. (1999, 2018)

Furthermore, the Village has maintained that the impact of FAP 342 on east-west traffic does not justify the improvement as the most congested roads in Lake County are U.S. Route 41, Lake Cook Road, and Illinois 21. In central Lake County, Route 12, Illinois 22, and Illinois 83 are also congested. All of these roads travel southeast toward the City of Chicago or east-west. Because of the proximity in Lake County, FAP 342, as proposed, cannot possibly relieve congestion on any of these roads. If FAP 342 were to be constructed, congestion may actually increase on east-west roadways as cars attempt to access the tollway. In light of the negative impact of FAP 342 on Long Grove and the surrounding region and the marginal benefit of the tollway for residents of Lake County, the Village will continue to oppose the tollway and support alternatives to help relieve traffic congestion, as outlined in the Village of Long Grove's resolution opposing the roadway. (Multiple resolutions have been adopted and are available at the Village Hall). (1999, 2018)

Discussion and study of FAP 342 at the regional level continued into the 2000s. To help alleviate traffic congestion in Lake County as regional population growth exceeds forecasts, County residents approved a non-binding referendum in 2009 that favored the extension of Illinois Route 53 north to Illinois Route 120, which is commonly referred to as the "Illinois Route 53/120 project". In 2012 the Route 53/120 Blue Ribbon Advisory Council, which is part of the Illinois Tollway, made the recommendation to pursue further studies of the proposed roadway. In 2015 Lake County and IDOT approved an Environmental Impact Statement (EIS) to further study the impacts of the proposed roadway.

As shown in Map 11-3, the proposed alignment of the Illinois Route 53/120 project would run through the western part of Long Grove with a southern connection point at Lake Cook Road. The current planning effort for the project, which is led by CMAP in collaboration with Lake County and local municipalities, managed multiple public input sessions in 2014-15 and conducted various meetings that culminated into a plan for the proposed corridor.

The Illinois Route 53/120 project is marked as a high priority in CMAP's GO TO 2040 Plan, particularly identified as one of only five major capital projects for regional mobility that should be pursued as part of GO TO 2040. CMAP has undertaken a three-year process to provide an update to the GO TO 2040 Plan, which will be called the ON TO 2050 Plan and will rely upon an extensive public engagement process to build upon the successes of the 2040 Plan, address issues that warrant further investigation, and focus on new emerging issues in the region. The Illinois Route 53/120 project may be one of those issues that get reevaluated.

As described earlier, it is important to emphasize that Long Grove has historically opposed the proposed Route 53/120 project (Multiple resolutions have been adopted and are available at the Village Hall). The resolution details the rationale behind the Village's opposition to the project, including concerns regarding traffic congestion on arterial roads, limited funding, development of rural areas, adverse impacts on environmentally sensitive areas, propagation of suburban sprawl, and diversion of jobs and economic development away from municipalities and focuses on the corridor. The resolution also

stresses the Village’s alternative to the proposed Route IL 53 (FAP 342), particularly its support in “solving existing severe congestion problems on arterial roadways through repair, modernization, reconstruction, and widening which would offer effective congestion relief at a much lower cost than constructing the extension.”

In December 2015 the Illinois Toll Highway Authority (Illinois Tollway) Board approved the preparation of the third Environmental Impact Statement (EIS), which is intended to further define road alignment alternatives, environmental impacts, financial feasibility, and a “no build” scenario, which will help to determine whether or not the proposed road should be built. Funded by the Illinois Tollway and costing between \$40 million to \$50 million, the EIS will be undertaken by the Illinois Tollway, IDOT, and Federal Highway Administration. The EIS will include public information and engagement processes.

There is additional concern of a funding gap for the project, which is estimated at \$1.9 billion. Potential ways to close the funding gap include a gas tax, increased tolls, and a special tax increment financing (TIF) district. Local opposition to a TIF district is rooted in the fear that it could hurt municipalities and other taxing bodies like school, library and park districts, which would absorb the annual increases in tax revenues. There is also concern that development would be concentrated within this potential TIF district, which would steer development away from parts of municipalities that would benefit from development and investment. The funding projection is based on the Village’s existing Comprehensive Plan, and anticipates development patterns that have already occurred, or are planned to occur without the IL 53 extension. Hence, the IL 53 extension will not increase development potential in Long Grove. Therefore, IL 53 will not contribute to or benefit from increased tax revenue created by new development.

The Village supports the abandoning of yet a third EIS processes in lieu of refocusing the region’s resources on a more sustainable vision for the Illinois Route 53/120 Corridor that more effectively balances transportation solutions with viable economic development, job creation, and protection of natural resources. Focus should be placed on improving the capacities of east-west and north-south arterial roadways, advocating for road and rail grade separations, adding turn lanes, reducing traffic congestion by expanding the Lake County Program for Arterial Signal Synchronization and Travel Guidance (PASSAGE) transportation management system, and investing more in transit system improvements. Significant Lake County support for the project has diminished and all prior environmentalists support has been withdrawn. (2018)

County Highways (Collectors)

The county highways (collectors) in Long Grove include Old McHenry Road (a scenic road), Gilmer Road, Diamond Lake Road, Arlington Heights Road south of Route 83, and Aptakisic Road. Each of these roads was designed for medium volumes of traffic. They are intermediate level routes supporting both local streets and the state highways. They also serve secondary traffic generators such as Kildeer-Countryside

Elementary School District, the Historic Business District, religious institutions, and the golf and country clubs. The maintenance of these roads is the responsibility of Lake County. (1979, 1991)

Lake Cook Road is maintained by Cook County and serves as a major urban arterial with a status similar to Routes 22 and 60. Cook County has periodically upgraded this road to accommodate increasing levels of traffic. Because of these improvements, this road serves traffic more effectively than State Routes 22 and 60. Additional improvements are needed, including major turn improvements on Lake Cook Road at Arlington Heights Road and Route 53. A right turn, northbound turn lane onto Old Route 53 from westbound Lake Cook has been added. (1999)

Local Streets (Village and Township Roads)

Certain selective local streets provide access to abutting residences. These collect individual trips for delivery to county and state highways. Local streets, as defined in this comprehensive plan, are those streets that are under the jurisdiction of either the Village of Long Grove or township roads. (1979, 1991)

Private Streets

In addition to the network of public roadways, there are numerous private roads within the Village. These private roads provide the bulk of the access to the residential areas of the Village. It shall be Village policy to encourage private roads and to only accept dedicated roads under special circumstances. A reduction in length of dedicated roads will assist the Village in maintaining its no tax levy policy. (1979, 1991)

Scenic Roads

The Village of Long Grove has a number of roadways that pass through, or are bordered by, significant man-made or natural features and vegetation. The atmosphere and quality of these roads are significant resources in and of themselves. They exert a strong influence on the overall character of the residential, commercial and recreational areas they serve.

Criteria for designating a particular roadway or segment as a scenic roadway shall consist of the following: (1991)

1. The maintenance of the roadway in a rural or low traffic impact condition will help preserve the character of the surrounding neighborhoods and adjacent parcels. Thus, the character of the surrounding neighborhoods and adjacent parcels shall, in part, determine the quality of the scenic roadway provided. (1991)
2. The roadway or segment contains important or distinctive vegetation, trees, topography, scenic vistas, open areas, historic or other man-made structures, or natural resources. (1991)

3. The roadway or segment lies within the jurisdictional boundaries of the Village of Long Grove. (1991)

Roadways or segments designated as scenic roadways shall be preserved to meet each of the three standards stated above while providing safe transportation routes through the Village. This means retention of existing rights-of-way except as would be required for major intersections. Preservation would also mean, for the most part, no tree clearing in rights-of-way (except for invasive species), retention of steep side slopes, signage identifying the road or segment as a scenic roadway, and posting of reduced speeds. In the event improvements or realignments are proposed, careful scrutiny will be given to the design so that no negative impacts to the surrounding natural resources are created that significantly alter the visual aspects and/or other character of the area while maintaining public safety within the Village. (1991)

Road segments that have been designated scenic roads in Long Grove are: Long Grove Road (see Appendix G), Old McHenry Road, Cuba Road, N. Krueger Road, Robert Parker Coffin Road, Port Clinton Road, Oakwood Road, Indian Creek Road, Checker Road, and North Arlington Heights Road. (1991)

Potential Roadway Improvements

When discussing any proposed improvements to the transportation system, Long Grove's guiding principle of natural resource preservation must be considered. The Village has decided to preserve the area as a semi-rural community character with an abundance of open space rich in natural resources. Any widenings shall be limited to the present right-of-way, to the greatest extent possible, to preserve the wooded areas along the borders of the roads except where a wide center median is used for divided roadways. Where center medians are used, any vegetation disturbed by road widening should be mitigated on the medians. Any widening projects that require additional right-of-way shall be designed to minimize the impact on wooded areas, should include mitigation where woodlands are disturbed, and shall involve extensive landscape improvements. The construction or relocation of any thoroughfare that might unreasonably increase the volume of traffic passing through the residential areas of the Village is strongly discouraged. Any such construction may adversely affect the quality of the environment and the safety of the Village's residents. (1979, 1991, 1999, 2018)

Roadway Standards

Public roadways shall conform to the specifications and requirements of the Village of Long Grove Subdivision Ordinance. All improvements to roadways within the Village shall be designed so they are sensitive to and preserving of the topographic features, natural resources, surrounding character, and locally occurring trees and vegetation, both within and adjacent to the rights-of-way while maintaining safe levels of transportation access within the Village. (See Appendix G for Roadway Standards) (1991, 2018)

Roadway System Improvements

This section of the Village Comprehensive Plan sets forth the planned roadway system improvements the Village deems necessary during the planning period. These planned improvements address state highways, county arterials, and local roads. (1991)

Table 11.1 presents, in summary form, the average daily traffic count for the Long Grove area. It is clear that while traffic volumes within the Long Grove area have historically been increasing, more recently, traffic volumes on 15 of 17 monitored roadways have decreased prompting the Village to adjust its course of action to address any lingering problems associated with past increases as they are related to each of the roadway classifications. (1991, 2018)

State Highways

Route 53/FAP 342 Alignment: IDOT and ISTHA have proposed the FAP 342 alignment of Route 53. If this alignment is constructed, it will result in an increase in intensity of commercial and urban uses along the corridor with its corresponding deleterious effects upon the region, county, and villages. (1979, 1991, 1999)

Illinois Route 83: As previously mentioned, the Village of Long Grove is committed to working with neighboring communities and local and regional agencies to design economically and environmentally sensitive solutions to traffic issues. Thus, the Village negotiated a list of conditions which applied to the segments of Route 83 between Route 45 and Arlington Heights Road. The conditions consisted of a series of physical improvements, as well as landscaping and tree mitigation. Following the established guidelines, Route 83 has been developed as a divided median parkway. Construction was completed in 1995. The Village opposes any further widening of Route 83. An illustration of the roadway cross-section is presented in Appendix G, Figure G-1. (1991, 1999, 2018)

Illinois Route 22: Route 22 is a major east-west route serving the Village. Improvements have been and continue to be made to reduce congestion. Route 22 between Quentin Road and Illinois Route 83 is included in IDOT's Fiscal Year 2016-2021 "Proposed Highway Improvement Program" and is presently in Phase II of the project. (1991, 2018)

According to the Lake County 2040 Transportation Plan, there is a proposed roadway widening of Illinois Route 22 from Illinois Route 83 westward to Quentin Road. These improvements will not include a raised median, with all changes, including a new traffic signal to occur within the existing right-of-way, to improve connectivity to adjacent land uses and developments. Lake Cook Road is also proposed for roadway widening. (2018)

County Arterials

The following specifies proposed roadway improvements for county roads. On all county roads, the Village encourages the planting of bushes along back slope areas of the right-of-way for aesthetics, sound mitigation, safety, and the reduction of air pollution. (1991)

County Highway 26 (Gilmer Road): Improvements should consist of lane widening, improving drainage features, some cutting and filling, and curbing (which is otherwise known as an R-3 improvement). (1991)

County Highway 32 (Old McHenry Road): This roadway serves as the major link between the center and northwest areas of the Village. Because of the low-density residential character of the area and the scenic qualities of the surrounding environment, this corridor has been designated as a scenic roadway and improved according to this designation. Planned improvements include widening, resurfacing, and streetscaping. According to the Lake County 2040 Transportation Plan, route widening is proposed along the segment of Old McHenry Road from Illinois Route 22 northward to Quentin Road. (1991, 2018)

County Highway 33 (Aptakisic Road): Near the middle of the Village, Aptakisic Road represents one of several entrances to the Village. Improvements to this corridor are necessary, but should consist of carefully planned elements that enhance this entryway. A recommended design for this area is presented in Appendix G, Figure G-3. According to the Lake County 2040 Transportation Plan, route widening is proposed along the segment of Aptakisic Road from Illinois Route 83 eastward to Buffalo Grove Road. Long Grove supports this project, including the addition of bike and pedestrian improvements. With the majority of traffic flow traveling in the east and southeast directions in the morning, and reversed in the evening, consideration should be given to exploring the possibility of connecting Aptakisic Road to Cuba Road, and examining the benefits/costs, impact of traffic on Downtown businesses if the majority of traffic were to bypass the Downtown. (1991, 2018)

County Highway 64 (Diamond Lake Road): This route is not scheduled for improvements during the planning period and should not be considered a collector. Through traffic should be encouraged to remain on Routes 45 and 83. The county should be encouraged to reduce the actual width of the right-of-way on this road, as well as permit additional landscaping. Landowners should be encouraged to plant bushes on the back slopes for sound mitigation, as well as the obvious aesthetic benefit. The overall goal should be to create as rural an atmosphere as possible. (1991)

Local Roads

Checker Road: There is a very high volume of traffic utilizing this route to avoid the intersection of Arlington Heights Road and Lake Cook Road. There are also instances of high speeds and reports of vandalism. This problem could be somewhat alleviated through the construction of the right turn lane

as described under the Improvements for County Highway 79 (Arlington Heights Road, paragraph of the previous section). Future traffic control devices might also need to be considered. (1991)

Cuba Road: This is an important east-west road which has been designated and maintained as a scenic road. Any changes or improvements that are designed or implemented shall preserve or enhance the existing rural character of the road. In particular, installation of any additional utilities, sewer lines, or water lines in this area shall be placed beneath the paved surface of the roadway in this area so that improvements cannot destroy the adjacent hedgerows during installation. (1991)

Indian Creek Road: This road is a commonly used shortcut to some of the commercial areas of Mundelein and Hawthorn Woods. The traffic volumes during peak travel times exceed the design capacity of the this road. (1991, 1999, 2018)

North Krueger Road: This road has been designated and maintained as a scenic road, which should be maintained. Planned improvements as part of an FAU route, include widening at IL 22 for turn lanes and the addition of a traffic signal. (1991, 2018)

Route 53 (between Lake Cook Road and Route 83): The heavy traffic volumes and increased truck traffic on this road require improvements despite the high capacity of the road. Safety improvements such as caution lights, traffic signals, intersection improvements/turn lanes, or other regulatory signs should be studied. If deemed necessary, improvements could be implemented to reduce traffic speeds. The Village shall also encourage the preservation of mature back slope vegetation. (1991, 1999, 2018)

Robert Parker Coffin Road: This road has been designated and maintained as a scenic road. There should be a continuation of upgrading the scenic value of the business district including the protection of the covered bridge, the church, and the park land. Recent improvements to Robert Parker Coffin Road include the intersection with Route 83, which includes traffic signals as part of the Sunset Grove development. Planned improvements include widening, resurfacing, and streetscape. (1991, 2018)

Schaeffer Road: This road is divided into two sections: north and south. The division occurred at the time of platting Country Club Meadows subdivision. Before this division, traffic counts made on Schaeffer Road indicate that a significant volume of traffic uses this road to avoid congestion on Lake Cook Road, Arlington Heights Road, and Route 53. Counts suggested that volumes were three times greater than would be expected in a similar residential area. To alleviate the traffic congestion along Schaeffer Road, the Village initiated a rerouting of traffic through the Country Club Meadows subdivision's local public streets. This process has met with considerable success for the northern portion of Schaeffer Road. Problems persist on Schaeffer Road south of Checker Road. This section of the road continues to have problems due to traffic avoiding the Lake Cook Road/Arlington Heights Road intersection. The Village has on-going efforts to improve the intersection. (1991, 1999)

Bicycle and Pedestrian Trails

Pathways, such as walking trails and/or bikeways, offer recreational opportunities, as well as alternatives to automobiles for traveling to and from neighborhoods or other destinations. While trails are often identified as a recreational use, a substantial transportation component for many trails also exists. Residents who desire to go for a family bicycle ride or walk to a park or other destination, such as an undeveloped natural area, benefit from a system of safe, well-connected system of pathways. Pathways can often have a positive impact on property values, provide an alternative transportation mode, and encourage healthy lifestyles.

The Chicago Metropolitan Agency for Planning (CMAP) coordinates planning for trails and greenways in the region. Data provided in the “Northeastern Illinois Regional Greenways and Trails Plan” prepared by CMAP indicates that among the seven counties wholly within the Chicago metropolitan planning area, DuPage County leads in trails element implementation with 74.8% completion. Over the past six years, Cook County has completed the largest amount of new miles, with more than 56 miles of new trails completed. Lake County and Will County have completed more than 30 and 40 miles of new trails over the same period. Lake County is the second county to achieve over 50% completion of the trails element of the plan.

Between 2009 and 2015, about 164 miles of the regional trails were constructed or let for bid in Lake County. As of July 2015, an additional 63 miles of trails are programmed for future year funding. That is, these trails have funding commitments and are in various stages of preliminary engineering, with construction expected in the next several years. Regional trails are eligible for a variety of fund sources, including the Illinois Transportation Enhancement Program (ITEP) and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

A high-quality pathway system also reflects well on the community where it is located. The quality of bicycling and walking trails in a community may be viewed as a “barometer” for the advancement of the quality of life of its residents. Streets that are busy with bicyclists and pedestrians may be considered as an environment that works at a human scale which in turn helps to foster a heightened sense of neighborhood and community.

One of the ongoing long-term goals of the Village of Long Grove has been and continues to be the establishment of walkways and bicycle trails in residential developments and within specific access easements for the benefit of children walking or riding to school, hikers, cyclists, and equestrians throughout the Village. These pathway segments, when separated from roadways, will help overall pedestrian, bicycle, and equestrian traffic safety in the Village by removing “pedestrian” traffic from the roadways that are used by motor vehicles. Walkways and trails will also have obvious recreational value. No motorized vehicles are to be permitted on these types of paths. This trail system has been planned cooperatively with, and is under jurisdiction of the Long Grove Park District and in some

instances the Village of Long Grove. The Village of Long Grove prioritizes its bicycle and pedestrian trails on the Paths & Trails Priority map in Map 11-4. In addition, the Lake County 2040 Transportation Plan indicates planned bikeways that serve Long Grove, as illustrated in the map excerpt in Map 11-5. (1979, 1991, 1999, 2018)

Recreational opportunities and transportation alternatives are important to the health of residents, within the Village as well as other communities. People choosing to ride or walk, rather than drive, are typically replacing short automobile trips that generate carbon emissions and other pollutants with a healthy, sustainable, and environmentally friendly alternative. Since bicycling and walking contribute no pollution, require no external energy source, and use land efficiently, they effectively move people from one place to another with minimal adverse environmental impacts when designed properly. (2018)

Mass Transit

Mass transit alternatives work to keep cars off the roads, reduce congestion on roads, and improve air quality. Safe and reliable transit options help the economy and quality of life by giving people more choices for getting to and from desired destinations. (2018)

Mass transit is one of many ways to reduce traffic congestion, lower energy consumption, and protect air quality. In addition, mass transit provides access to employment and shopping opportunities for individuals who do not own or otherwise cannot operate a motor vehicle. The Village will work closely with the Chicago Metropolitan Agency for Planning (CMAP), Regional Transportation Authority (RTA), Metra, Pace, Lake County, and other agencies and municipalities in the region to improve access and mass transit facilities and to develop creative solutions to the region's mass transit needs. (1991)

According to the Lake County 2040 Transportation Plan, proposed transit improvements that will impact Long Grove include a bus transit corridor along Route 22, as illustrated on the map excerpt in Map 11-6. Another bus transit corridor is proposed along the proposed Route 53 extension, which the Village of Long Grove opposes. The transportation system, including motorized and non-motorized transit options, can and should be used to promote efficient land use. Transportation and land use decisions need to be mutually supportive. (2018)

Commuter Rail Service

Residents of Long Grove have local access to two commuter rail lines on the Metra system: the Union Pacific Northwest (UP-NW) line which runs through Arlington Heights, Palatine, and Barrington; and the North Central Service (NCS) line which runs through Buffalo Grove, Prairie View, and Vernon Hills. Another rail line currently under study by Metra is the Canadian Nation (CN) line which runs through the northernmost portion of Long Grove. (1999, 2018)

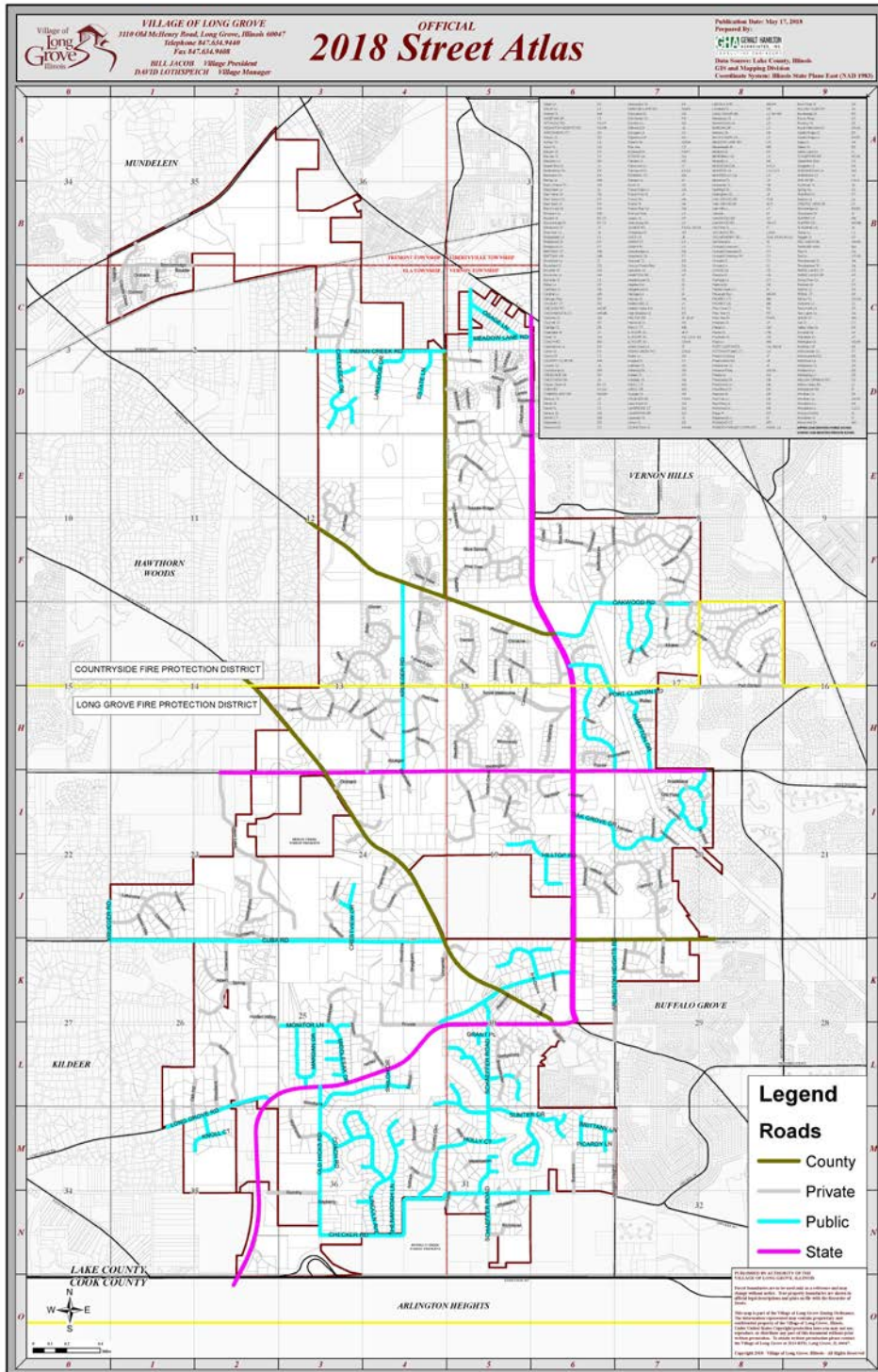
Three train stations are accessible to Long Grove residents on the Northwest line: the Palatine Station (near the intersection of Colfax and Smith streets); the Barrington Station (on Main Street just west of Northwest Highway); and Arlington Park Station (adjacent to the Arlington Park Racetrack on Northwest Highway). These stations are between three and five miles from Long Grove. (1999)

The addition of the North Central Service provides three train stations less than one mile away from Long Grove. The service was first initiated in August 1996. According to Metra (North Central Corridor, Draft MIS, May 5, 1997), the purpose of this line is to serve a rapidly growing working population in communities in central Lake County and north central Cook County (north of O'Hare airport). The North Central Service also provides a connection to O'Hare airport. The major drawback to the North Central Service is that only limited service is available due to track capacity constraints. (1999, 2018)

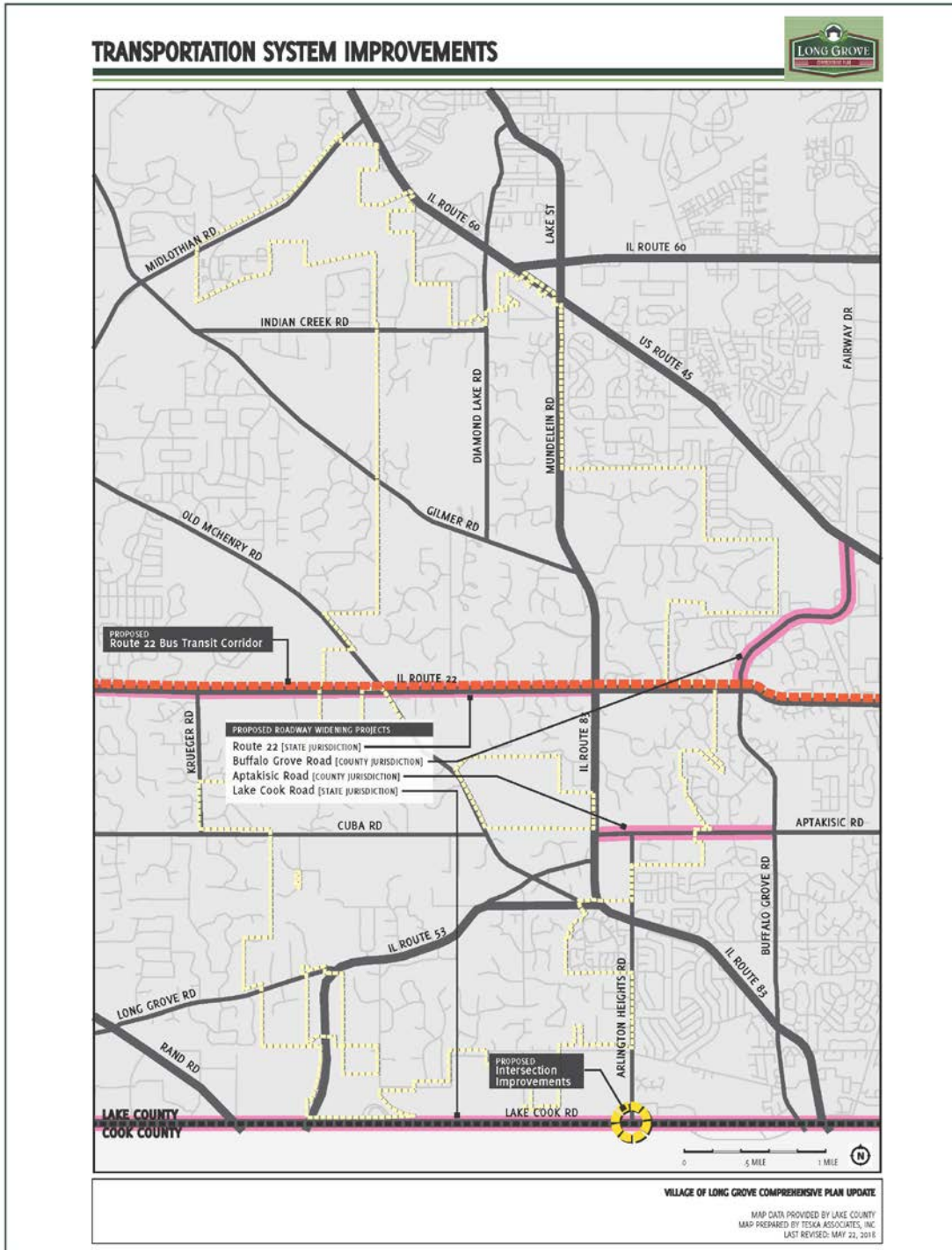
Future Commuter Rail

During the development of the 2000 Comprehensive Plan, the Village promoted the concept of building a mixed-use community adjacent to a proposed new commuter station on the Canadian National (CN). Recent regional transportation planning efforts no longer support the establishment of commuter service along this rail line. However, if regional priorities change and this rail line is feasible for commuter service, Long Grove will explore the benefits of expanding commuter service for Village residents. To date, the Village of Long Grove has approved two development proposals for the area, Indian Creek Club and Forest Edge. In 1995, IDOT acquired 300 acres of the area for a Route 53 extension interchange with Midlothian Road. The completion of the Long Grove Station Plan would require that this land be acquired back from IDOT. This proposed route would affect the Village of Long Grove by increasing the linkages of the Village with a number of Chicago metropolitan area communities, including: Waukegan, Lake Zurich, Elgin, West Chicago, Aurora, Joliet, and Park Forest. (1991, 1999, 2018)

Map 11-1: Road Jurisdictions in Long Grove



Map 11-2: Transportation System Improvements



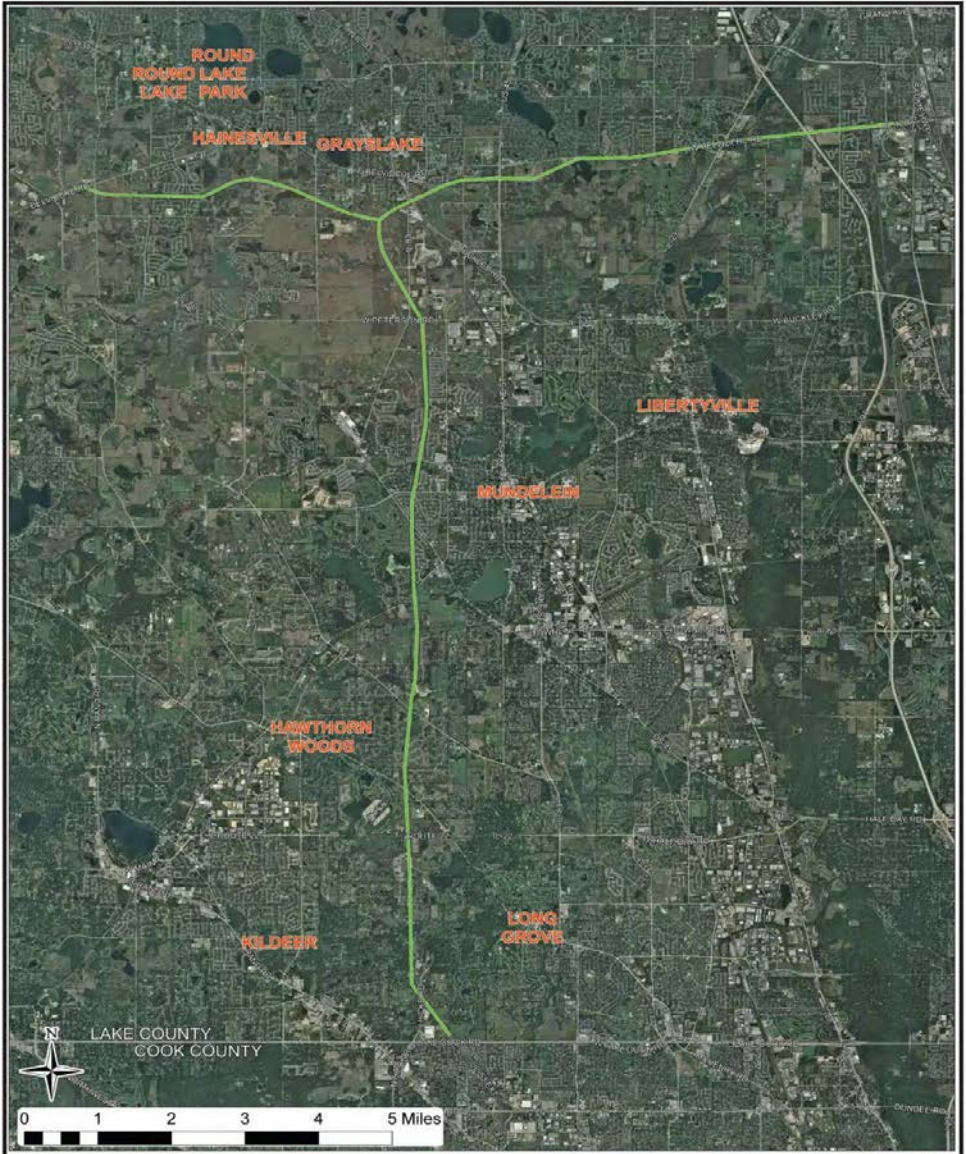
Map 11-3: Proposed Alignment for Illinois Route 53/120 North Extension

Proposed Alignment for Illinois Route 53/120 North Extension

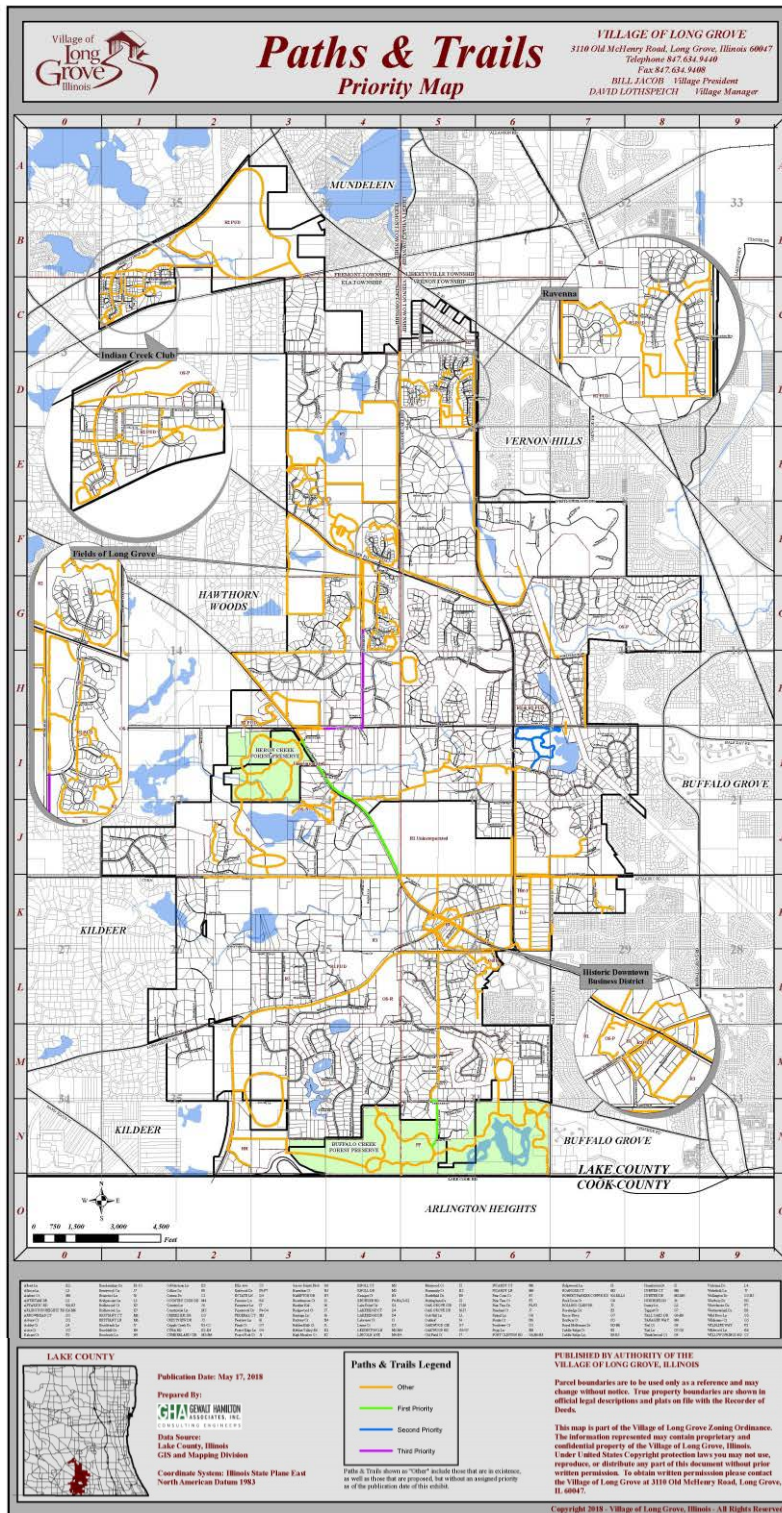


Central Lake County Corridor Proposed Alignment for IL Route 53/120 North Extension

Right-of-Way limits are approximate and not to exact scale.



Map 11-4: Paths & Trails Priority Map



Map 11-5: Planned Bikeways from the Lake County 2040 Transportation Plan



Map 11-6: Proposed Transit Improvements from the Lake County 2040 Transportation Plan

