



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 expressed 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

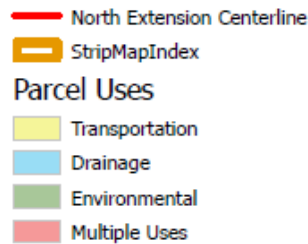
RESOLVED, By the Illinois Route 53 Expansion Land Alternative Use Task Force that we strongly recommend the Illinois Department of Transportation and the Illinois State Toll Highway Authority shall transfer ~~all~~ parcels of land reserved for the Illinois Route 53 Expansion, and not required for any 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

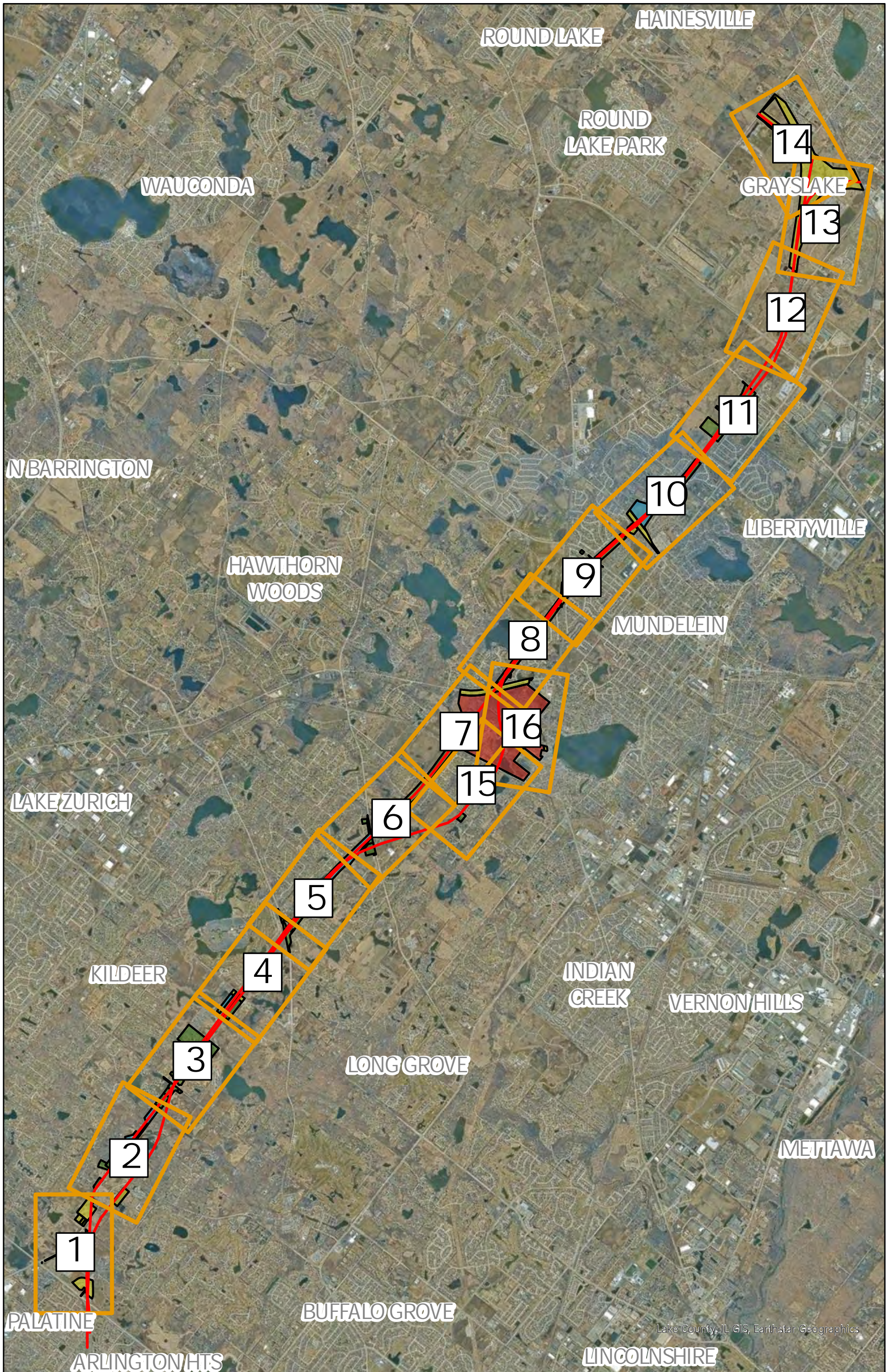
- 1Y10029 (Transportation) – entire parcel to accommodate potential future improvements to IL 176 and is located in close proximity to Seavey ditch which has local flooding issues
- 1Y10010 (Transportation) – 200' offset from existing ROW to accommodate potential future improvements to IL 176
- 1Y10010 (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

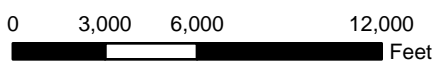
- 1990101, 1Y20001, 1Y20050 (Transportation) – could accommodate potential future improvements to the IL 120 corridor; IDOT is studying the IL 83 corridor from US 45 to IL 132, parcel 1990101 contains Mill Creek and could be used to provide compensatory floodplain storage to mitigate for any improvement 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



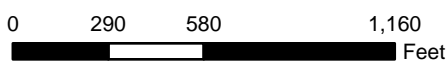
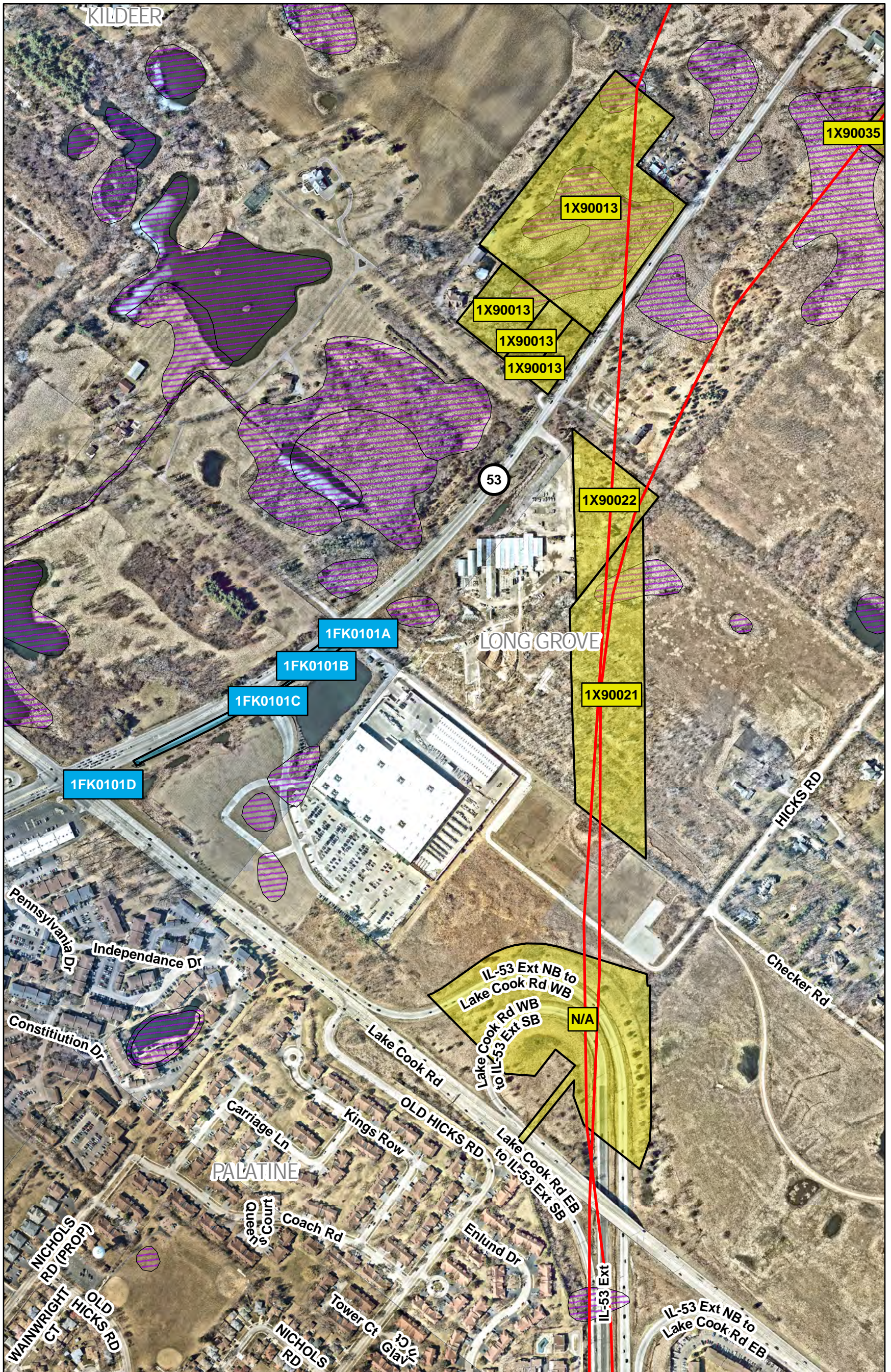
Lake County, IL GIS, Earthstar Geographics



IL Route 53 Extension Acquisition

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

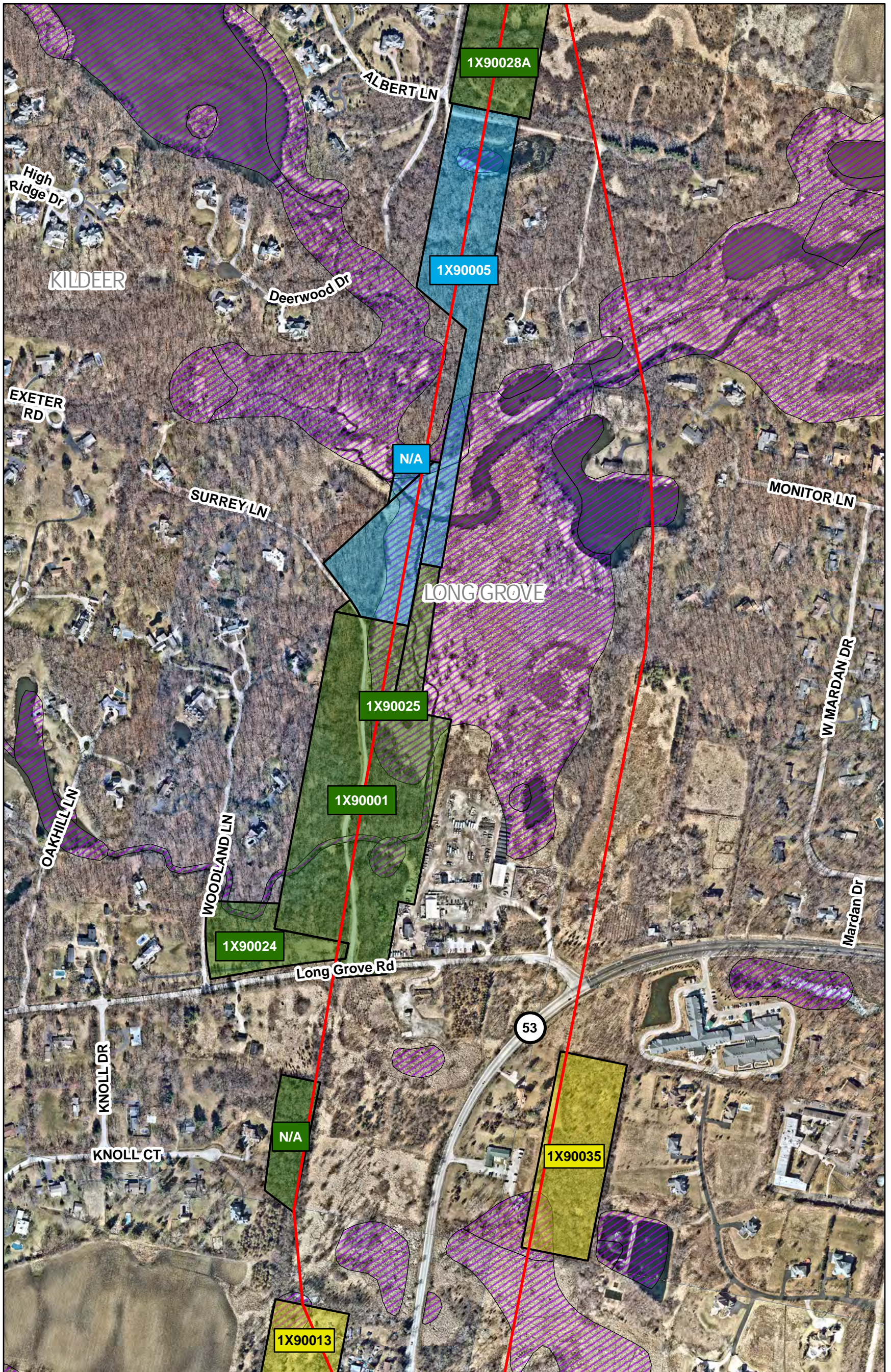




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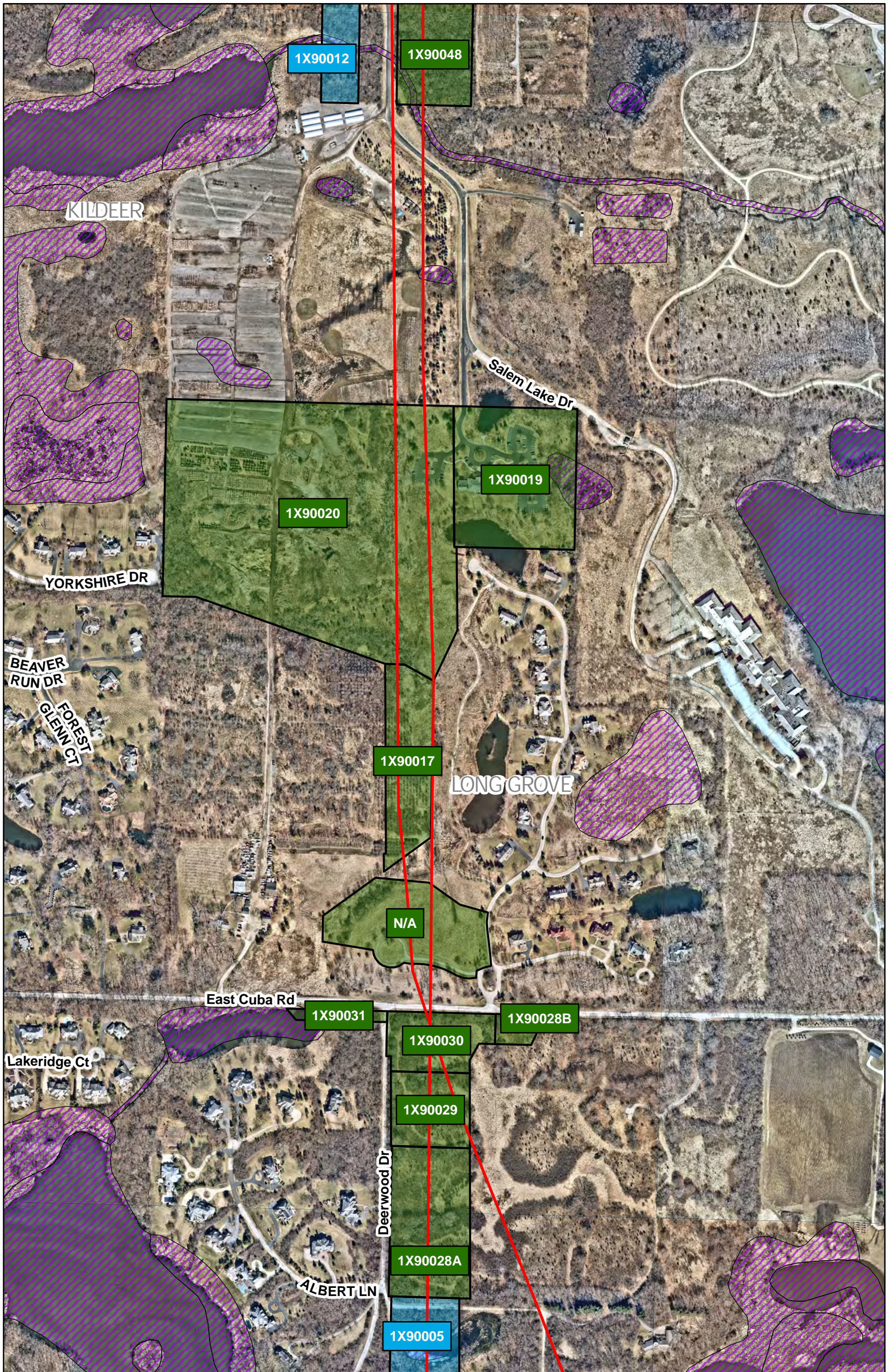




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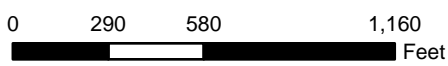
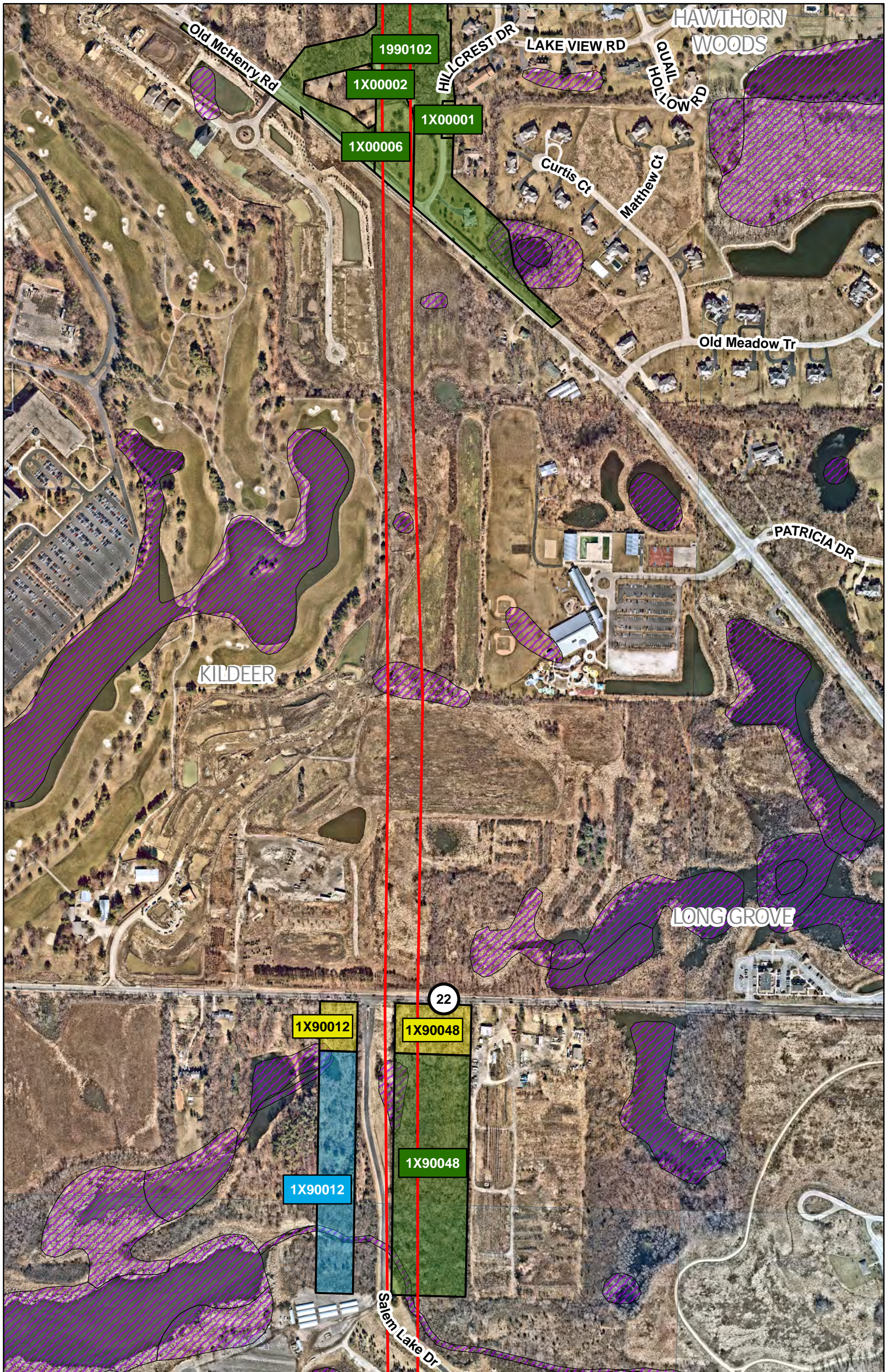


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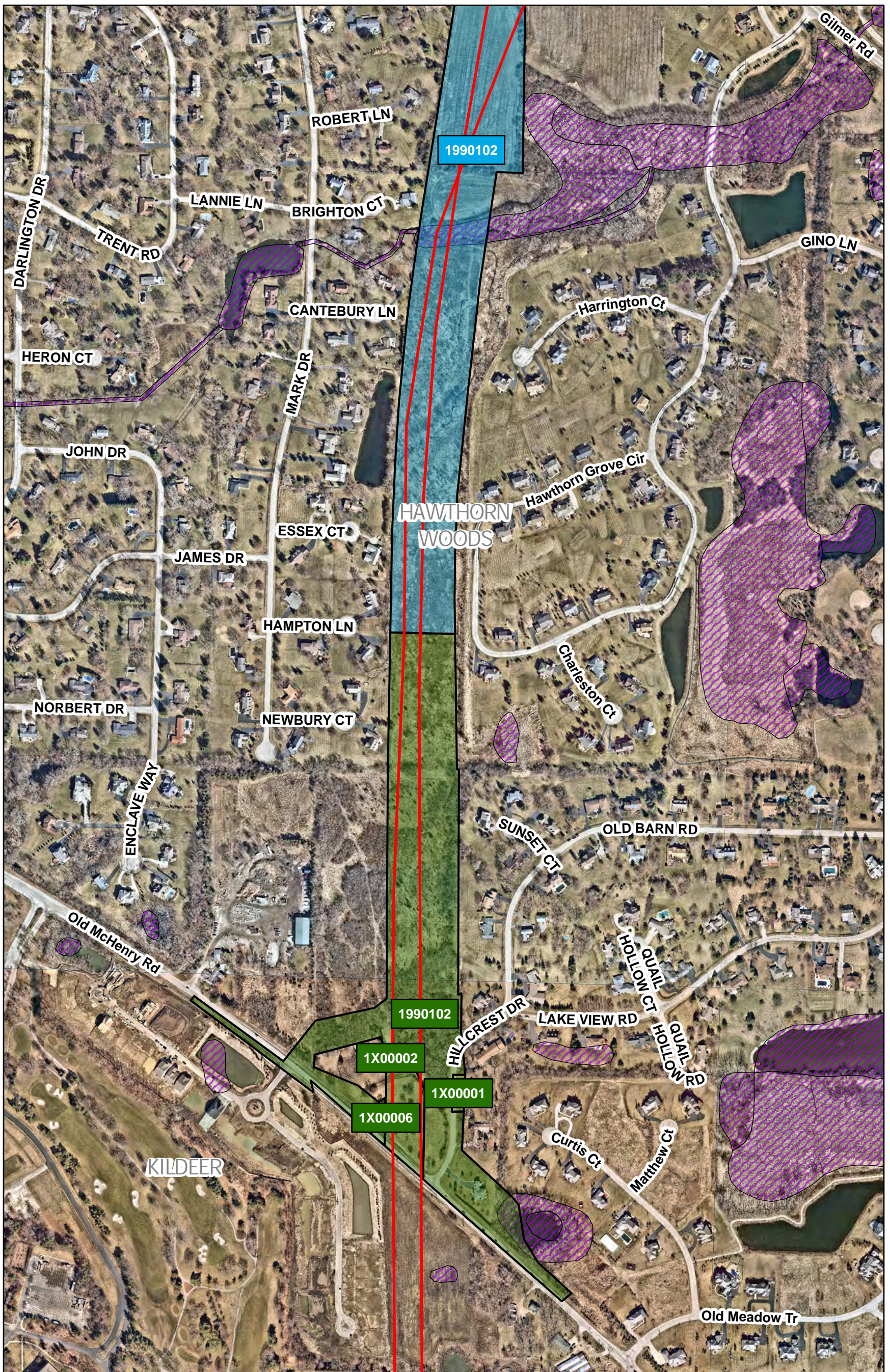


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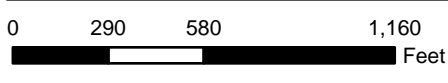
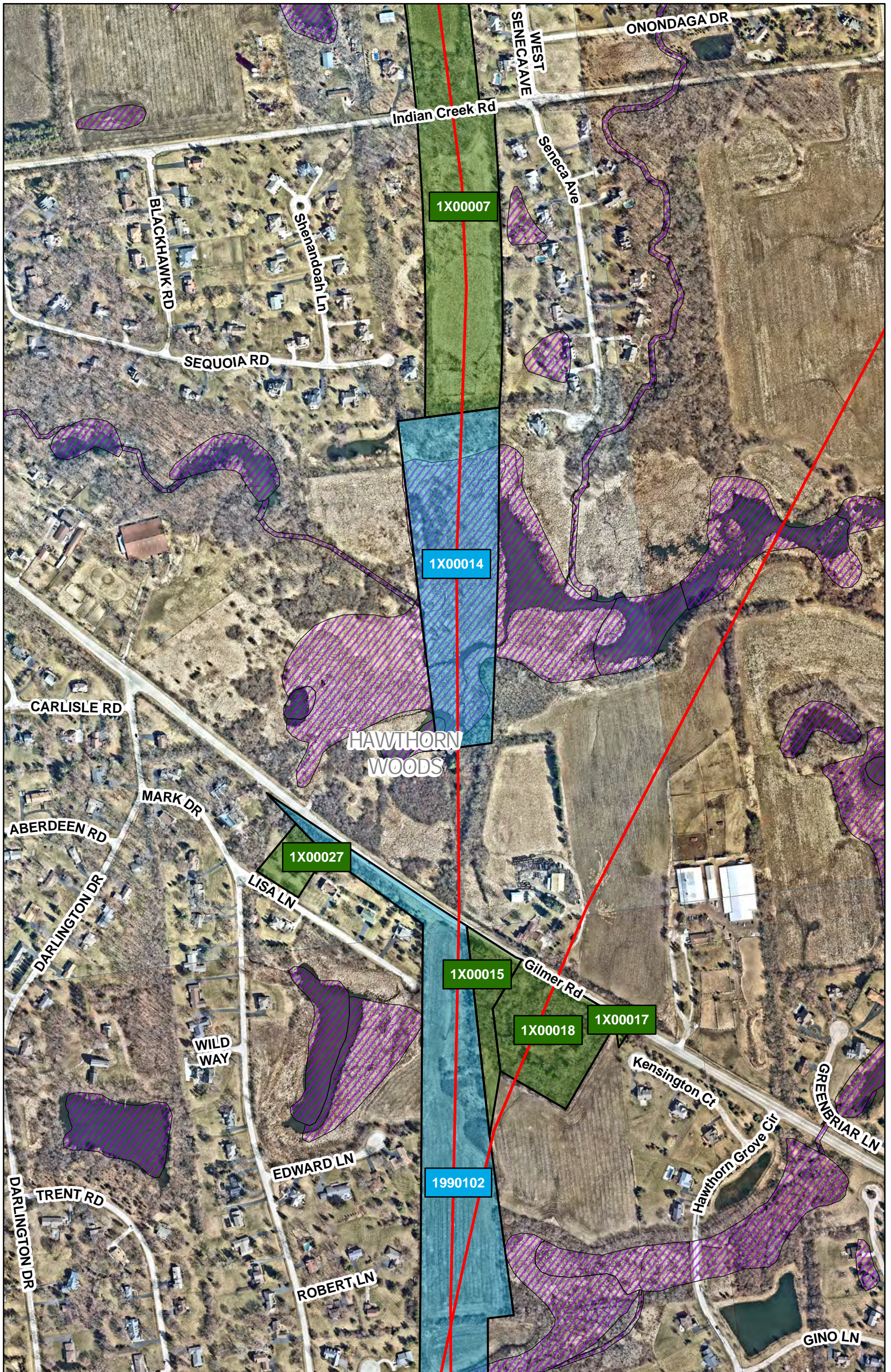
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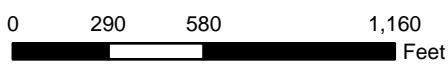
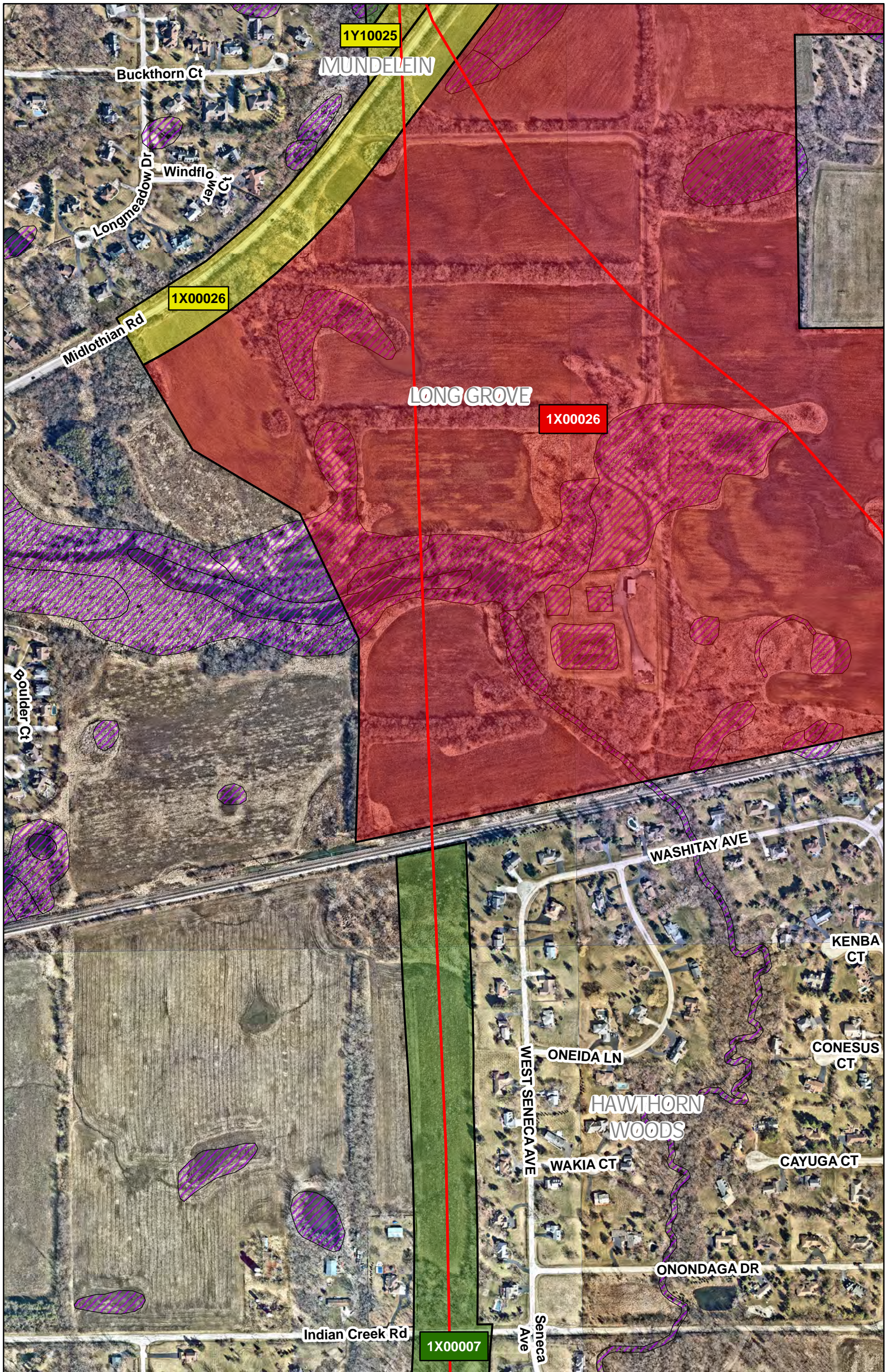


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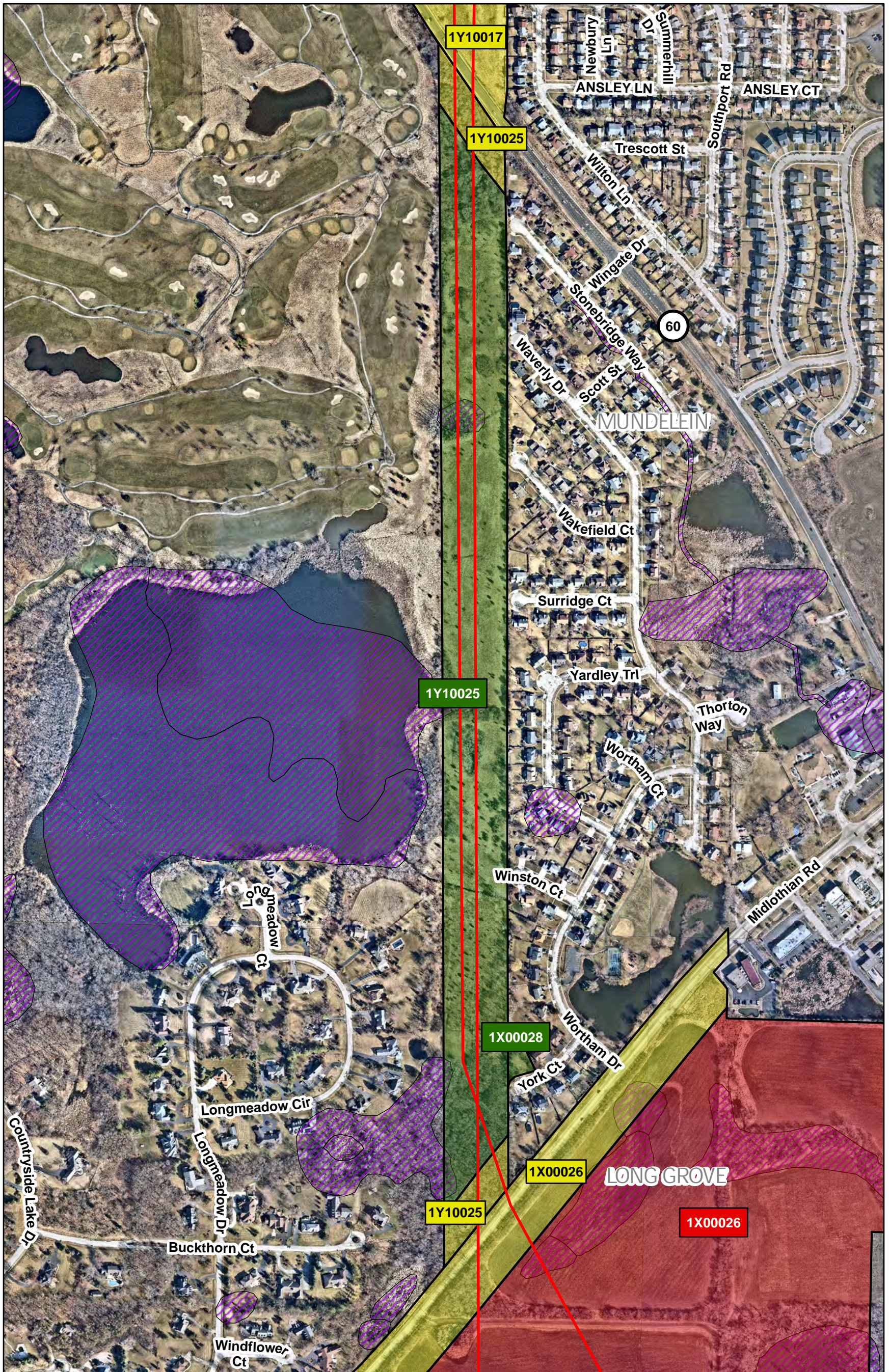


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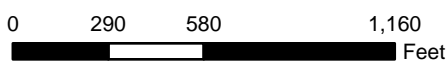
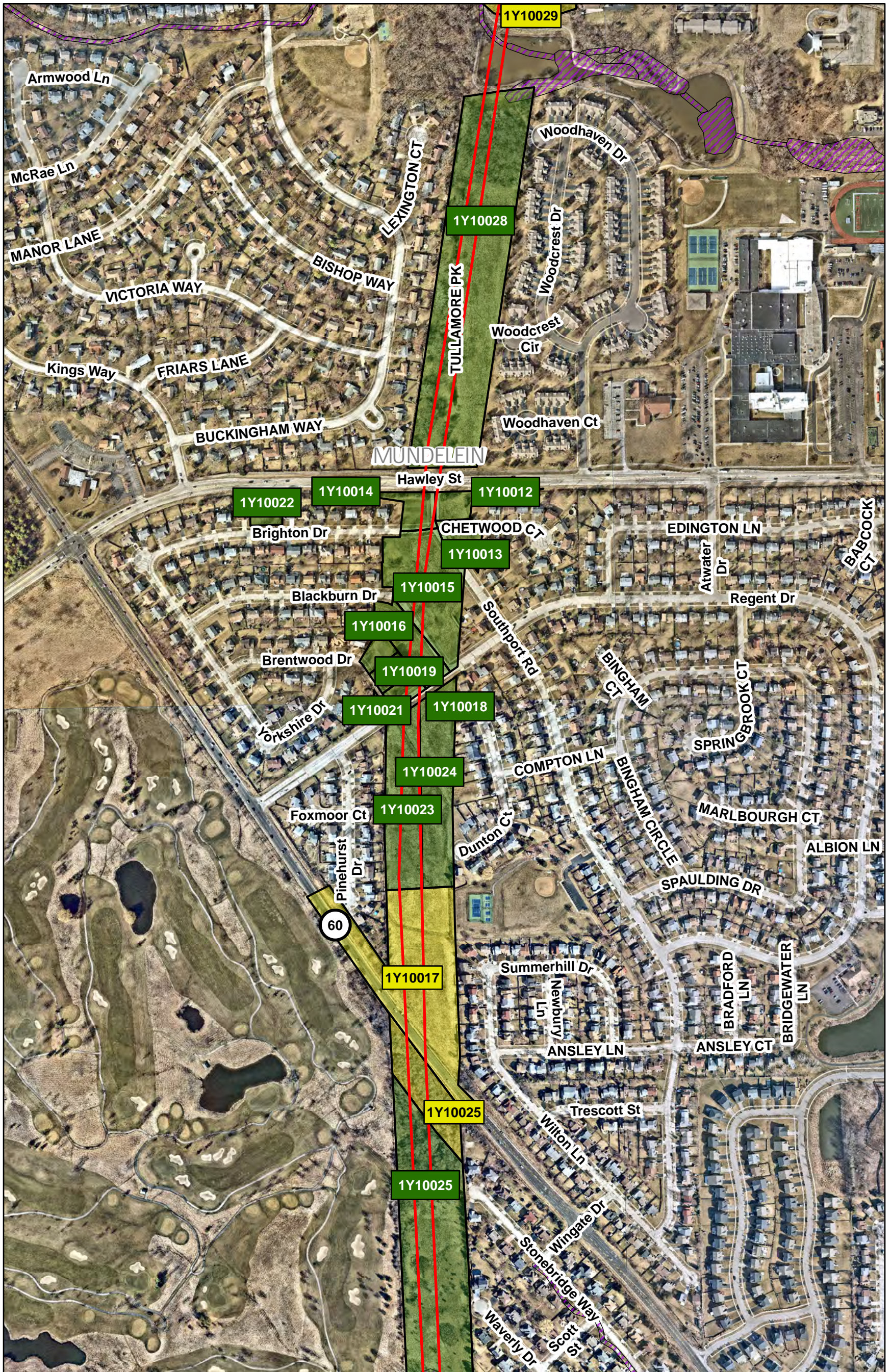


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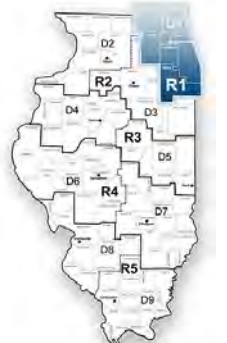


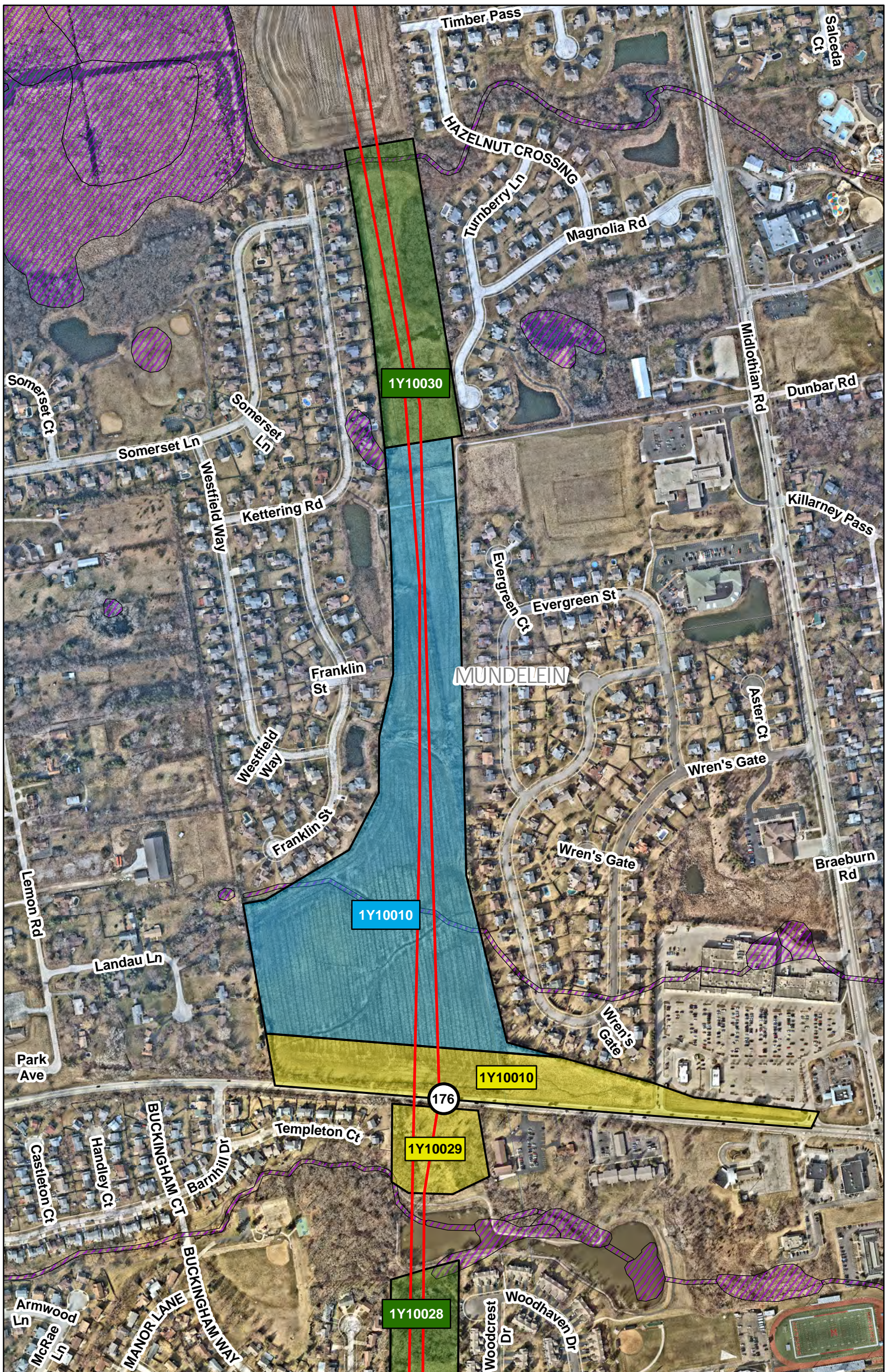


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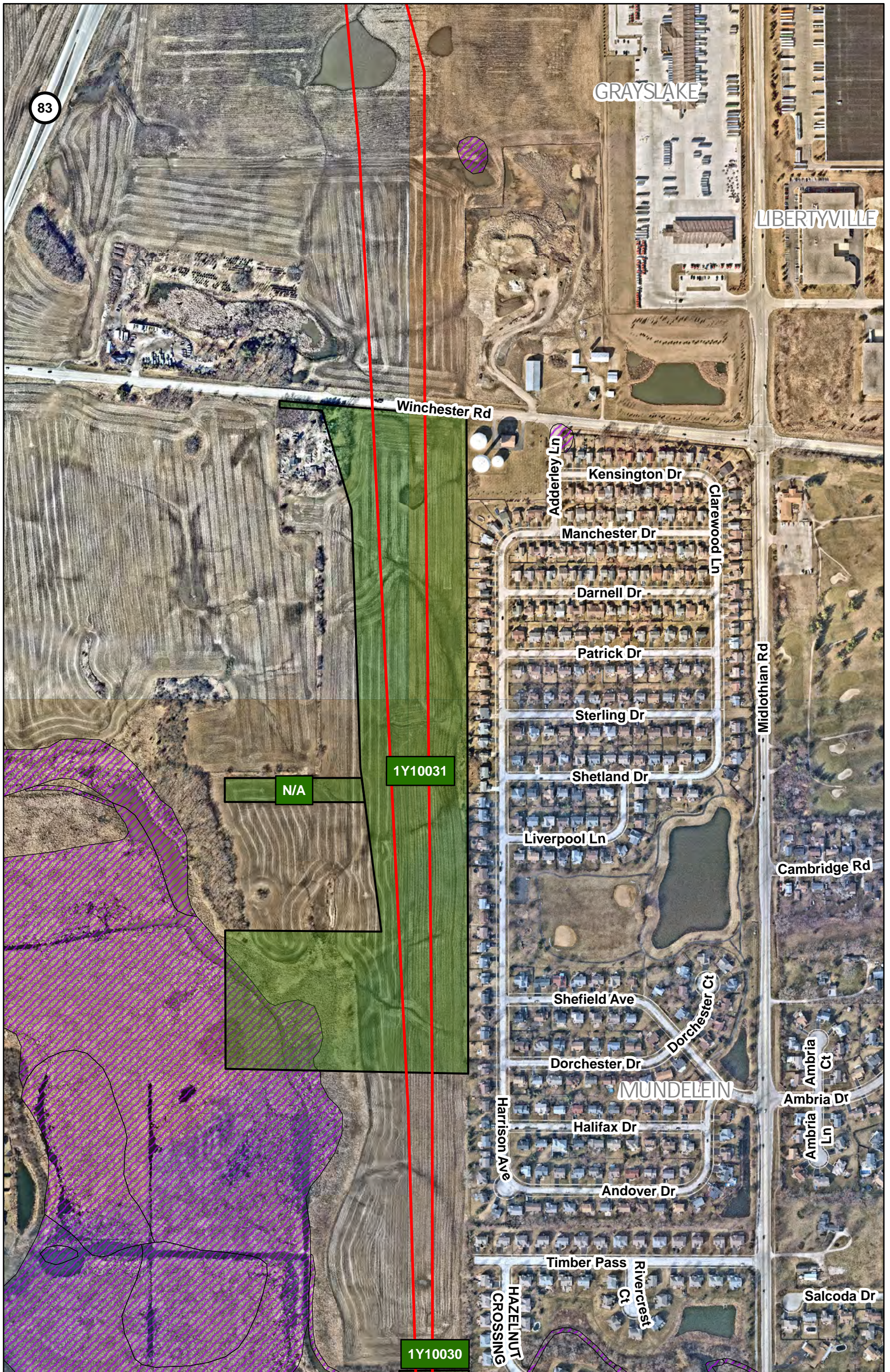
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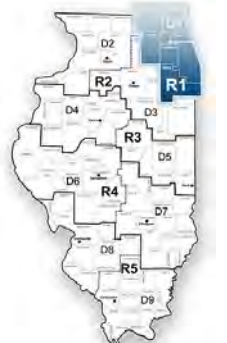
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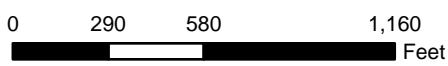
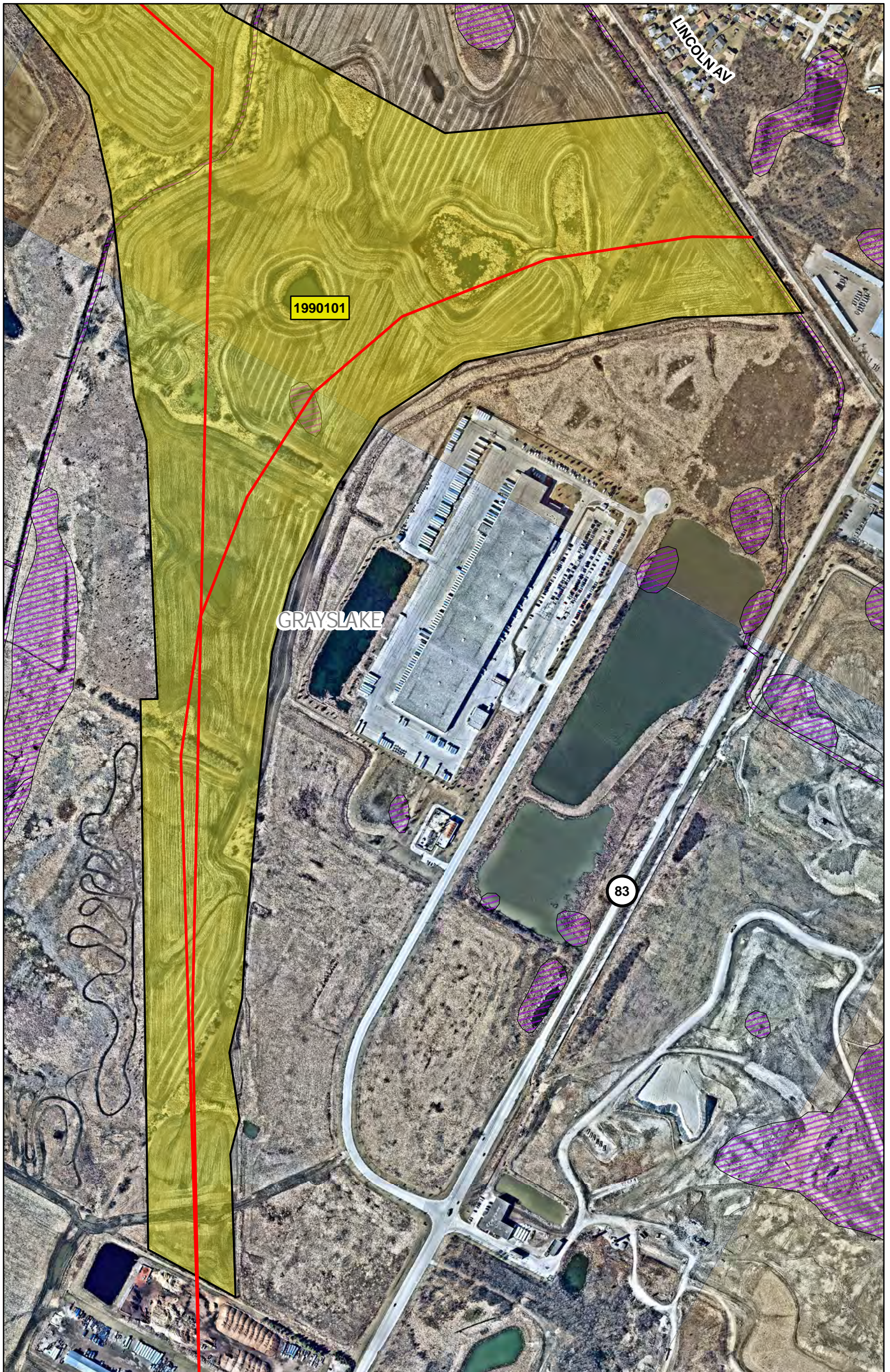
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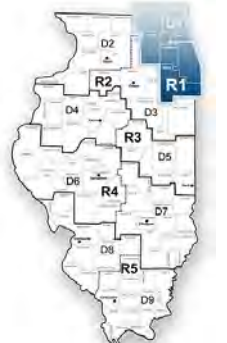
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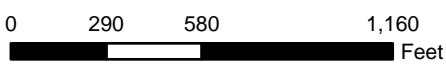
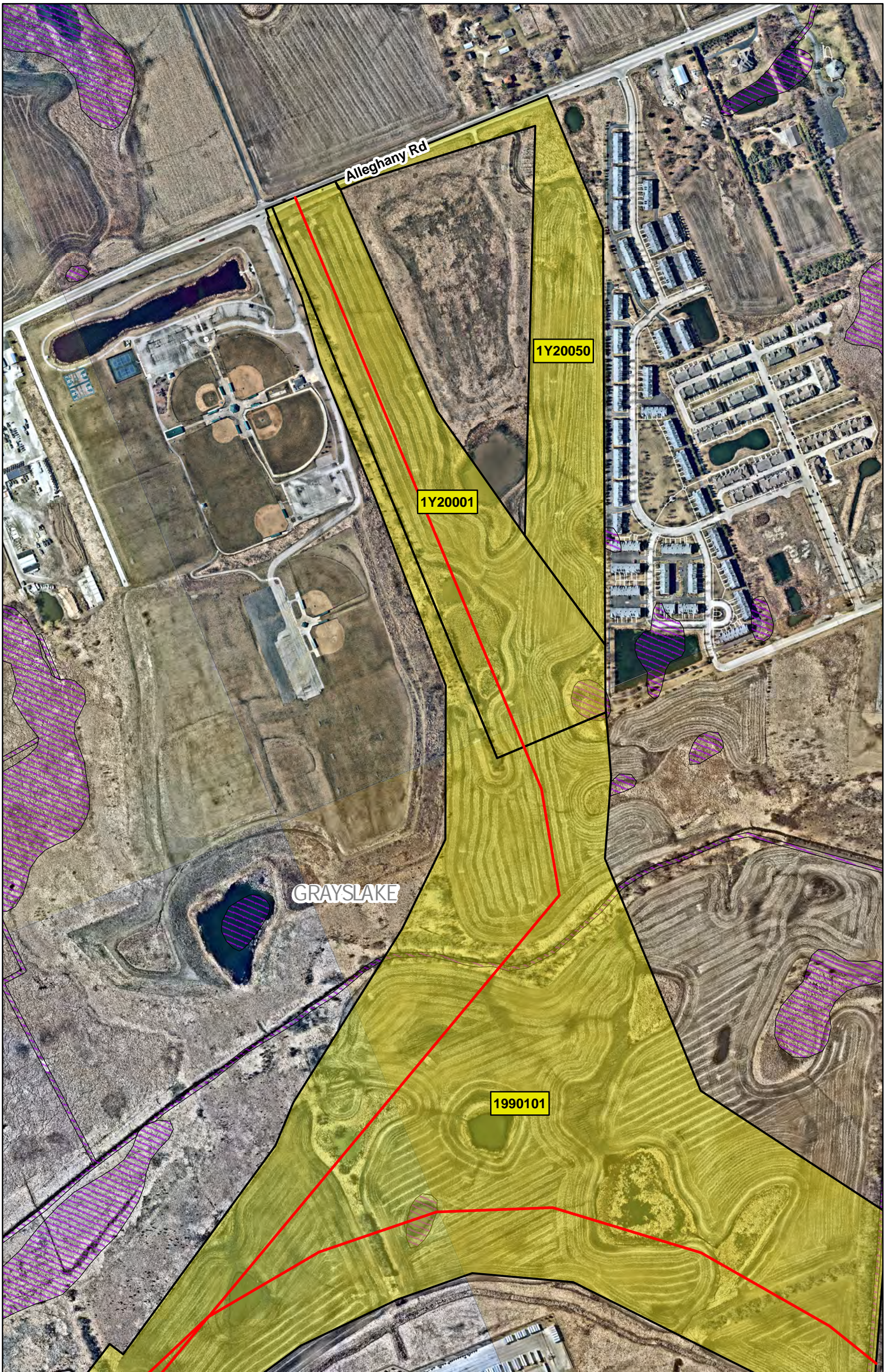




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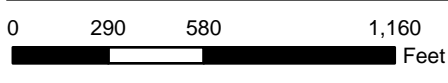
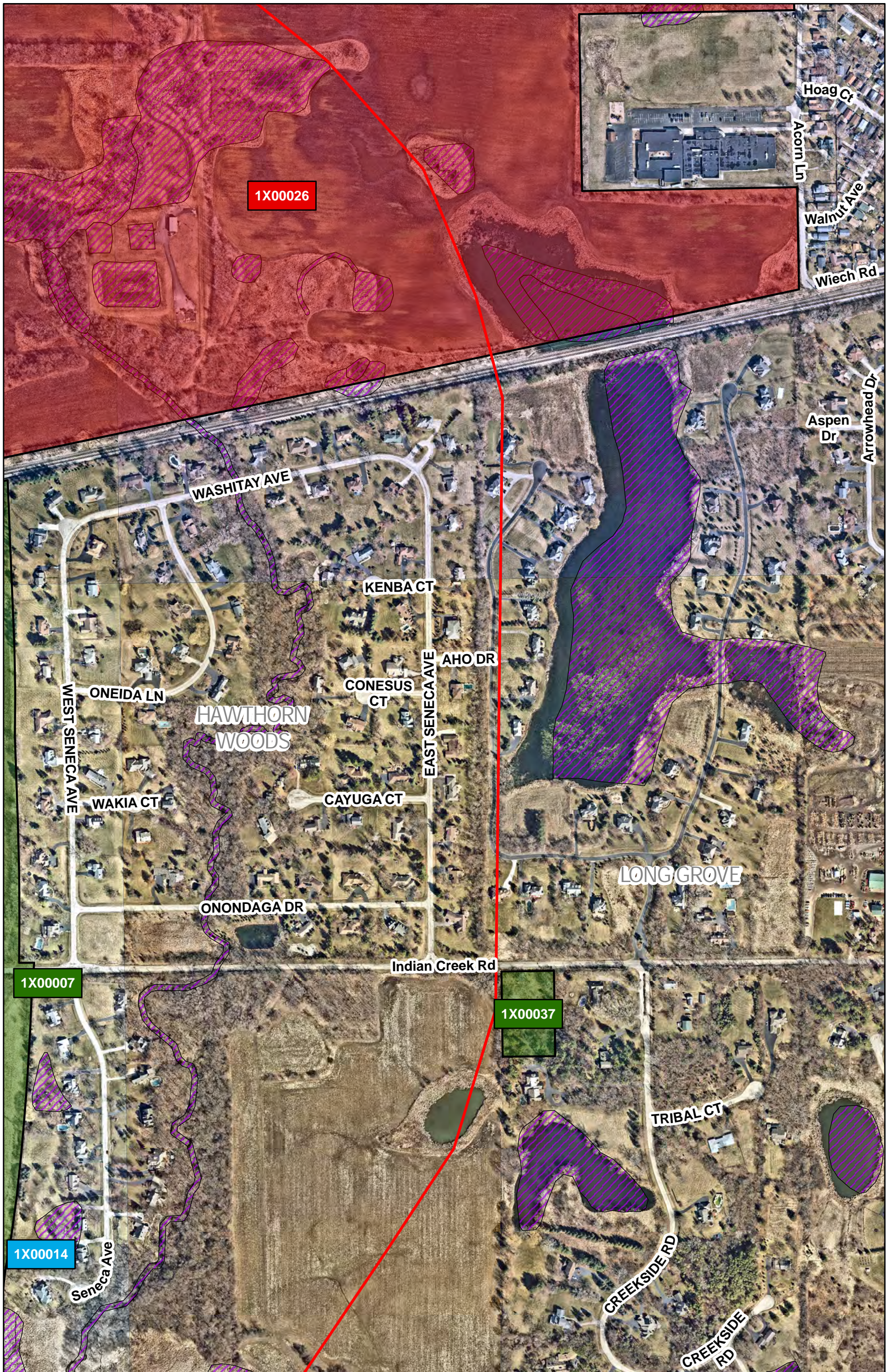




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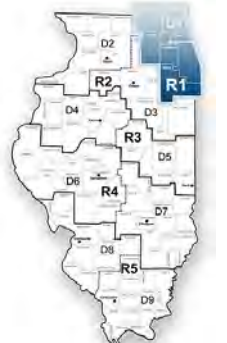
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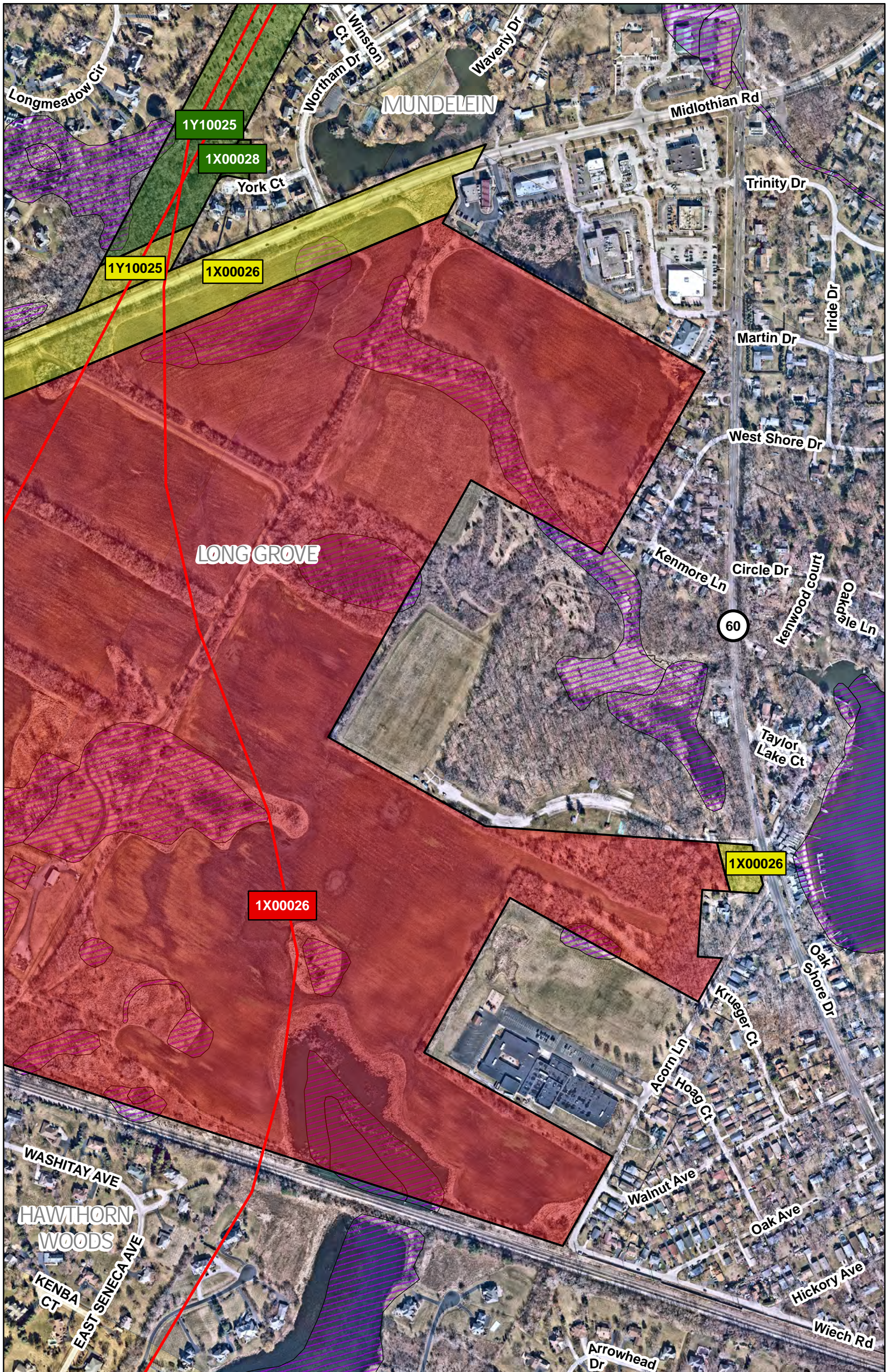


IL Route 53 Extension Acquisition on

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



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IL Route 53 Extension Acquisition

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



Christopher Johnson
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Highland Park, IL 60035
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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.

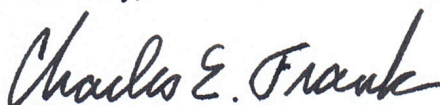
I write as someone who places a great value on the protected natural areas that Illinois in general and the Chicago area in particular have. However, as Lake County's population and pace of development increase at a rapid rate, I am very concerned that we will lose our valuable green spaces. A new state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

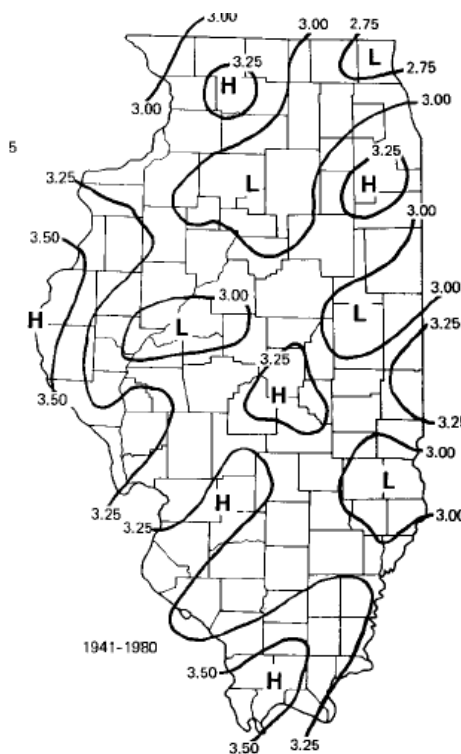


Fig. 1 Isohyetal pattern for 2 yr.,24-hr rainfall (inches) based on 1901-1940 and 1941-1980 data. From ISWS Bulletin 70

EPS newsletter
Vol.1; Issue 1

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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

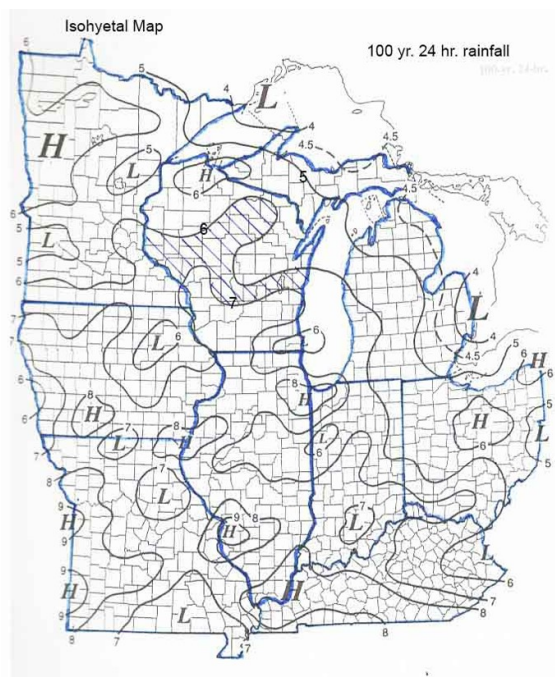


Fig. 2 Isohyetal map of storm intensities (in inches) for the 100-yr., 24-hr event. As modified from ISWS Bulletin 71.

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.

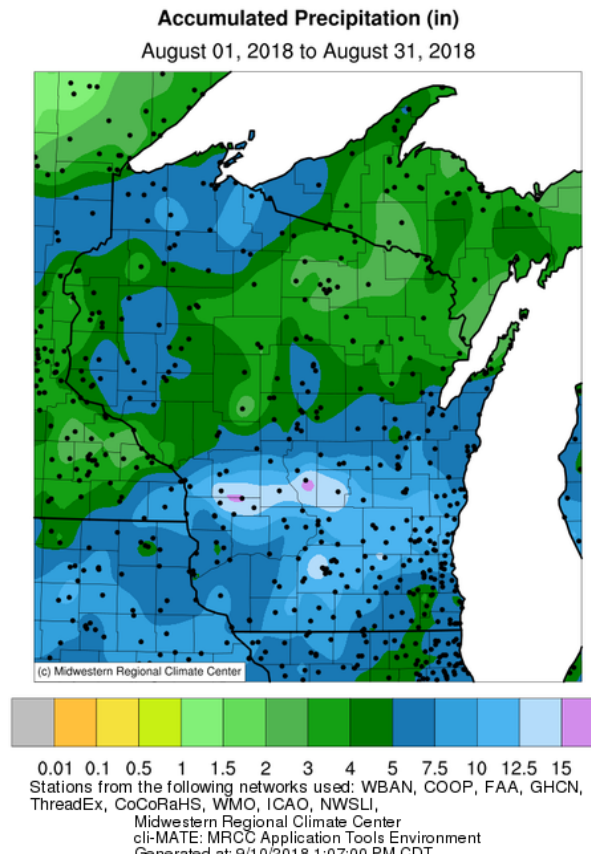


Fig.3 Accumulated August precipitation for Wisconsin in 2018.. From Midwestern Regional Climate Center

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.

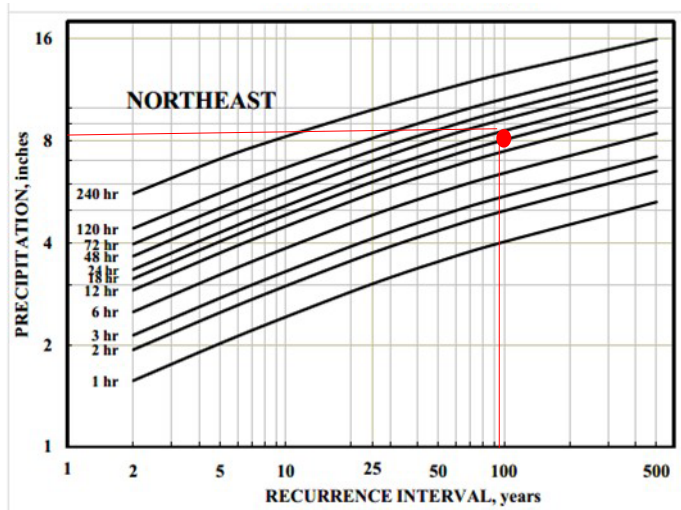


Fig. 4 Recurrence intervals versus rainfall for 1hr. to 240 hr. for the Northeast Climate Zone in Illinois. From the updated version of Bulletin 70. Red dot is for 100-yr., 24 hr. storm which is ~8.5 inches. This is normally regarded as the design storm for our region.



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.”

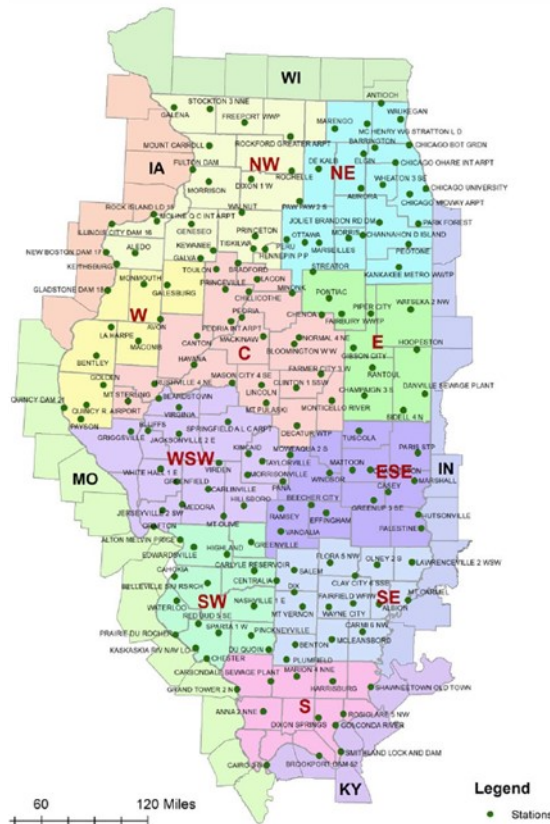


Fig. 6 Rain gauge stations from Bulletin 75. Each sample point will represent a larger spatial area. Data can be lumped to assess the whole Climatic Zone or used as a point value to characterize smaller surface area.

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.

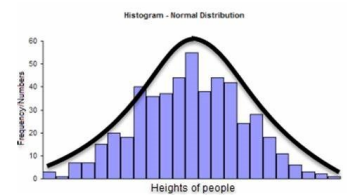


Fig. 8 Bell shaped curve for height.

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.

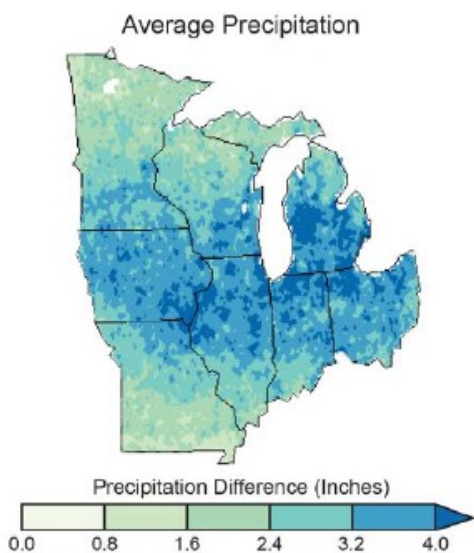


Figure 2.5: Possible increases in precipitation from the 1971-2000 base period to the period 2041-2070 based on the A2 high emission scenario. Source: NCA (2014).

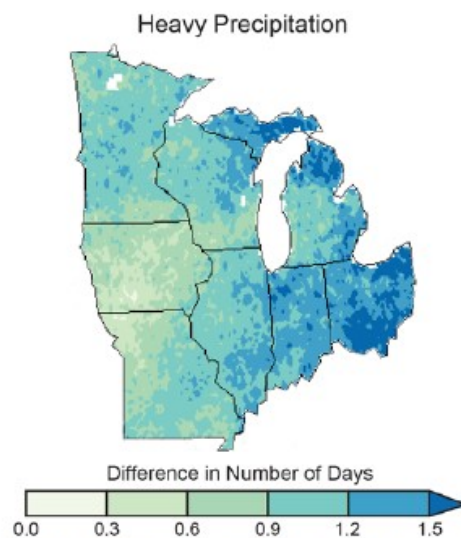


Figure 2.6: Possible increases in the heaviest 2 percent storms from the 1971-2000 base period to the period 2041-2070 based on the A2 high emission scenario. Source: NCA (2014)

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