

**VILLAGE OF LAKE BLUFF
JOINT PLAN COMMISSION & ZONING BOARD OF APPEALS
MEETING**

**Tuesday, June 27, 2017
Village Hall Conference Room
40 East Center Avenue
6:00 P.M.**

SPECIAL MEETING NOTICE AND AGENDA

1. Call to Order and Roll Call

2. Non-Agenda Items and Visitors (Public Comment Time)

The Joint Plan Commission & Zoning Board of Appeals Chair and Board Members allocate fifteen (15) minutes during this item for those individuals who would like the opportunity to address the Board on any matter not listed on the agenda. Each person addressing the Joint Plan Commission & Zoning Board of Appeals is asked to limit their comments to a maximum of three (3) minutes.

3. Comprehensive Plan Workshop - Transportation

- Discussion of Goals. Policies. Implementation Steps, etc.

4. Adjournment

The Village of Lake Bluff is subject to the requirements of the Americans with Disabilities Act. Individuals with who require accommodations in order to allow them to observe and/or participate in this meeting, may contact Glen Cole, Assistant to the Village Administrator, at (847) 283-6889 or TDD number (847) 234-2153 in advance to allow the Village of Lake Bluff to make reasonable accommodations.

Comprehensive Plan Workshop
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Vision: (Did not discuss)

In the coming decades, the Village of Lake Bluff envisions a balanced pattern of transportation development, where most projects are to maintain existing streets and add quality of life amenities (e.g. bicyclists, pedestrians, beautification). Shifts in regional employment continue to stress major routes at peak times, but advancements in bicycle and pedestrian connectivity, ridesharing, transit, e-commerce, and telecommuting help reduce the need for more local road capacity even as robust development increases demand. On the whole, these trends and prudent investment improve a Lake Bluff resident's enjoyment of their community and connectedness to the resources of the greater Chicagoland area.

2023 Strategic Plan Goals:

- Integrate bike and pedestrian trails.
- Advocate for more Lake Bluff express commuter trains.
- Explore public transportation opportunities.
- Create awareness about existing senior-focused transportation programs.
- Embrace innovations in alternative and non-traditional transportation modes.
- Seek solutions for local, state and regional arterial congestion

Goals for Consideration:

- Lake Bluff's transportation investments benefit all modes, including pedestrians, bicyclists, transit riders, and automobile drivers.
- Lake Bluff's transportation system provides viable alternatives to driving for residents and commuters.
- Lake Bluff's transportation investments reflect the community's balance between vibrant commercial development and high residential quality-of-life.
- Lake Bluff's transportation system serves the needs of all users, with a particular focus on youth and senior residents.

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Policies for Consideration: (Did not discuss)

- 1. Develop and adopt a Bicycle-Pedestrian Master Plan that includes:**
 - a. Current and goal Bicycle Levels of Service / Pedestrian Levels of Service
 - b. Identified regional connections and “travelsheds”
 - c. Bicycle and pedestrian facilities toolbox (including recreational facilities)
 - d. Identified missing links and prioritization
- 2. Develop and adopt street design standards for the various classes of roadways within the Village.** These high-level tools aid Staff and private development in identifying appropriate facilities when designing roadways (new or rebuilt). Elements often include:
 - a. Lane widths and number
 - b. Curbs and storm water facilities
 - c. Bicycle lanes (one side, both sides)
 - d. Sidewalks (one side, both sides) and crosswalks
 - e. Parking (on street, incline, no parking)
 - f. Shared use trails
 - g. Landscaping
 - h. Lighting
 - i. Right-of-way width
- 3. Identify strategies to improve substandard roads.** Require private development of all intensities to contribute to identified needs from the above tools when proposing a project near substandard facilities, such as through the dedication and construction of sidewalks. Adopt Village policy as to when public provision of these facilities should be triggered.
- 4. Dispose of excess right-of-way** throughout the Village with no identifiable future public use. Consider disposal of alleys, bridges, and other transportation that primarily serve individual private properties and do not support public mobility.
- 5. Care of the Commons:** Regardless of location or visual prominence, publicly owned lands and right-of-way within the Village should be kept at minimum standards of appearance and attractive landscaping.

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Implementation Steps for Consideration:

1. **Pursue reconstruction of the Route 41 / Illinois 176 (Rockland Rd.) interchange** and implementation of the Phase I plan. (Support)
2. **Study and remedy key areas with unsatisfactory vehicular design (Support all)**
 - a. East Sheridan Road's sweeping curve in the vicinity of Cambridge Lane and Moffett Road
 - b. Thorn Valley Lane
 - c. Improvements to the Viaduct, such as drainage and pedestrian separation
 - d. In the vicinity of the 176/41 and Green Bay intersection:
 - i. Pursue signalization improvements to coordinate train and vehicle traffic
 - ii. Consider adding lanes E of the train tracks up to the driveway of Mariani's to include a dedicated turn lane into Mariani.
3. **Improve the utility of the Lake Bluff Metra Station (Support all)**
 - a. Reuse underutilized space for businesses that serve commuters
 - b. Improve circulation for shuttle buses and livery transportation (need a designated pick-up and drop-off area)
 - c. Seek collaboration opportunities with businesses that rely on Metra service (The committee asked for more information on shuttle services and cost)
 - d. Continue to shift CBD parking load to the Metra lot
 - e. Explore "last mile" links for commuters
 - f. Improve parking lot and visitor conditions consistent with the CBD Parking Study
4. **Support regional transportation efforts to... (Support all)**
 - a. Improve Metra commuter service to Lake Bluff and along the North Shore.
 - a-b. Expand Amtrak service to Lake Forest.
 - b-c. Extend the Skokie Valley Bike Trail north to IL 137 and south to Dempster Street.
5. **Pursue beautification of thoroughfares and community gateways (Support all)**
 - a. Pursuant to the future recommendations of the Sustainability and Community Enhancement Committee
 - b. Scranton Avenue and Rockland Road, from Route 41 to Sheridan Road
 - c. Wayfinding elements directing traffic to the Central Business District

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(...Additional implementation steps, which may have a better home in a Bicycle-Pedestrian plan...)

6. Provide additional pedestrian and bicycle facilities (Support all)

- a. Along the east side of Green Bay Road, from the northern limit of the Village to IL 176 with a higher priority for improvements between Armour Drive and IL 176.
- b. Along the east side of Waukegan Road, from IL 176 to the Lake Forest city limit (shared use path)
- c. Upon the loop roads of the Business Park, connecting to Waukegan Road shared use path (Shared use paths connecting both loops, using new right of way)
- d. Along the east side of Sheridan Road from Sheridan & McKinley to Artesian Park
- e. Along the south side of E Sheridan Place from Newman to Moffett
- f. Along the east side of Mawman Ave / Witchwood Ave from W Center to existing path on Witchwood
- g. Widen the Robert McClory Bike Path bridge over Sheridan Road
- h. The committee discussed:
 - i. an underpass at the Sheridan railroad crossing, Blodgett, and Green Bay;
 - ii. A bicycle path over Route 41 to the Sanctuary
 - iii. A shared use path on Blodgett from Green Bay to Sheridan
 - i-iv. A bridge from Mawman to east of Bath and Tennis, over both sets of railroad tracks

7. Study and improve key areas with unsatisfactory pedestrian connectivity (Support all)

- a. Design-level
 - i. The intersection of Green Bay Road with West Washington and Armour Drive
 - ii. Blair Park and Lake Bluff Elementary School
 - iii. Between the end of Ravine Avenue connecting to Artesian Park
- b. Plan-level
 - i. Wimbledon Court as it connects east to the Central Business District
 - ii. West Blodgett / East Blodgett Avenue, from Sheridan to Green Bay, across the UP right- of-way.
 - iii. The current Stonebridge subdivision plan (connection to Oriole Grove)

8. Enhance transportation to and within the Central Business District (Support all)

- a. Provide wayfinding signage to the Central Business District on thoroughfares
- b. Provide a bicycle repair station, including tools and an air pump (near bike shop?)
- c. Provide bicycle racks along the public sidewalk and right-of-way
- d. Pursue full implementation of the 2014 Central Business District Parking Study recommendations

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For Discussion:

1. Given the predominance of long, narrow, and dead end private roadways throughout the quadrant, monitor and improve where necessary emergency vehicle access. (Will review with Fire Chief Graf prior to meeting)
2. How, if at all, to address:
 - a. Parking standards in the Central Business District (including parking lot standards, and a parking lot minimum / maximum)
 - ~~b. Parking and traffic concerns at the Beach / Sunrise Park~~
 - ~~c. Safety of pedestrian crossing at Green Bay and IL 176~~
 - ~~d. Lillian Dells path level of maintenance and connectivity to Park District facilities~~
 - ~~e. Traffic concerns at IL 176 and Green Bay Road~~
 - ~~f. Traffic concerns at IL 176 and the western Village limit~~
- ~~3. Consider accepting maintenance responsibility for Sheridan Road within the Village if the State first reconstructs the road.~~
- ~~4.3. Consider appropriateness of Transportation Demand Management strategies for Business Park~~
- ~~5.4. Consider appropriateness of a small-scale bike sharing system to create links among Lake Bluff and Lake Forest destinations, particularly for commuter travelers (e.g. from Chicago)~~
- ~~6.5. Provide a trail between Tangle Oaks and the Union Pacific right-of-way (north-south), which would connect Campbell Court to Blodgett Avenue (using LCDOT right-of-way). (Interested in investigating)~~
- ~~7.6. Disposition of Sunset Terrace right-of-way from W Hawthorne to W Prospect; original comprehensive plan contemplates a walkway. (Want to dispose)~~
- ~~8.7. Convert Oak to a two-way street; convert Sylvan to a one-way street. (Agree)~~
- ~~9.8. Support regional transportation efforts that would link Lake Bluff to nearby communities and Metra lines via PACE. (Investigate further with Lake Forest)~~

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Recommended for Reconsideration / Deletion: (No edits / notes incorporated to these items)

Encourage governmental and non-governmental institutions to work with their constituents, neighbors and the Village to minimize the impact of traffic and parking on the surrounding residential streets and to develop on-site solutions where appropriate.	Too generic
Encourage schools to work with students and families to reduce auto use.	Too generic
Encourage the Park and School Districts to make their facilities safe and accessible for children and adults on bike or foot.	Too generic
Study the feasibility of developing a safe east/west pedestrian access-way to connect the Mawman Park area directly with the Artesian Park/Middle School Area with access to the Robert McClory Bike Path, but assign a lower priority to this item given other needed transportation related improvements.	Unlikely – Two railroads to cross
Review the Lake Bluff Park District the possibility of improving pedestrian access from Sunrise Avenue down to the beach; include possible reconstruction of the steep stair case at the end of the East Center Avenue improvements to the railroad tie staircase.	Complete – New staircase
Develop and implement a plan to significantly enhance the safety of the pedestrian/bicycle crossings in front of the train station at the Sheridan Road – E. Scranton Avenue intersection. A high priority should be given to implementation of this item.	Complete – Rapid Rectangular Flashing Beacons
Improve the safety of the curve in the bike path along the south side of Illinois Route 176 where it crosses under the railroad tracks to include addressing the frequently wet and icy conditions. Improve the safety of the existing switch-back bike/pedestrian paths located along the south and north sides in the same area. A high priority should be given to implementation of this item.	Upcoming lighting projects in this area
Consider a Special Study Area for the design and implementation of improvements to address all transportation related issues in the vicinity of the train station and the Illinois Route 176 underpass immediately south of the train station including the following:	Re-evaluate; RRFBs installed; parking study completed.
Evaluate and consider the promotion of the future provision of commuter service on the Canadian National railroad line that runs along the northwesterly limits of the Village including the possibility of a commuter stop within or in close proximity to the Village limits.	Unlikely to occur
Monitor traffic volume and speeds on Green Bay Road and Illinois Route 176 to ensure that safe vehicular access is maintained with intersecting local streets and to maintain the safety of pedestrians and bicyclists at all crossing locations.	Too generic / Ongoing process
Vigorously oppose any expansion of IDOT's Sheridan Road through the limits of the Village.	Unlikely to occur
Vigorously oppose expanded use of Route 176 from the Union Pacific freight line east of US Route 41 to Green Bay Road and the expansion of Green Bay Road north of Illinois Route 176.	Waukegan Road Corridor development may add further traffic
Work with the Park District to provide a connecting path to connect the existing walk leading to the south side of the tennis courts in Artesian Park with the 3-way stop intersection along Sheridan Road at the new Village crosswalk location connecting to the Robert McClory Bike Path.	In progress by Park District; Will be complete before adoption

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Work with the City of Lake Forest to develop a safe walking route to connect the Village's sidewalk at the northwest corner of the intersection of Moffett Road and Cambridge Lane with the Lake Forest Sidewalk System near the intersection of Sheridan Road and Ravine Park Avenue. (The walk project should be pursued on it own if the recommended roadway improvements at this intersection cannot proceed in the near term).	Improvements made
Monitor traffic volume and speeds on Village streets with particular attention given to Sheridan Road specifically to maintain safe access to the McClory Bike Path as well as to ensure that safe vehicular access is maintained with intersecting local streets.	Too generic / Ongoing process
Along the north side of W. Blodgett Avenue and the north side of W. Washington Avenue extending from the location where the existing bituminous path currently exists the SW corner of the Tangley Oaks Subdivision south of Leeds Court to the northeast corner of W. Washington Avenue and Green Bay Road.	Included elsewhere
Along the unimproved section of the W. Blodgett Avenue ROW between Mawman Avenue and Rockland Avenue. This walk/path segment should not be constructed unless it is part of a larger pedestrian path project to extend a walkway westerly across the Union Pacific Railroad Passenger line from the intersection of E. Blodgett and Sheridan Road to the intersection of Mawman Avenue and the W. Blodgett Avenue ROW.	Included elsewhere
Extending due northerly from the intersection of Sunset Terrace and Thornwood Lane to the North Shore Bike Path if a pedestrian tunnel is constructed under Illinois Route 176 west of Green Bay Road.	Included elsewhere
Pursue conversion of the Union Pacific freight line spur located between the East Terrace subdivision and the Bath and Tennis Club subdivision to a pedestrian/bike path if railroad operations cease on this spur track.	Unlikely to occur
Provide a pedestrian/bicycle path along the abandoned electric railroad right-of-way west of the active Union Pacific passenger line extending from the Campbell Woods subdivision to the vicinity of the West Blodgett Avenue Right-of-Way at Mawman Avenue; or consider extending the path further south to Illinois Route 176 in the vicinity of the west train station parking lot.	Included elsewhere
Provide safe pedestrian and bike path access with the Knollwood area as part of the U.S. Route 41/Illinois Route 176 Interchange project.	Included in Phase I study
Pursue completion of the planning phase of the U.S. Route 41/Illinois Route 176 Interchange which was initiated in 2010. Upon completion of the planning phase pursue funding for, and when obtained, implement the design and construction of the new interchange.	Phase I study complete; others covered elsewhere
Vigorously resist multi-lane highway development or expansion in or near the Village exclusive of the expansions of U.S. Route 41 and U.S. Route 176 west of the Union Pacific Freight Line east of U.S. Route 41.	Unlikely to occur
Pursue the design and construction of a connector road extending due south from the intersection of Shagbark Road and Illinois Route 176 to the intersection of Albrecht Drive and Carriage Park Avenue in order to provide a means of signalized controlled access onto the state highway system from Albrecht Drive and Carriage Park Avenue.	Target development completed this link