

TRANSPORTATION

Background

Pedestrian and Bicycle Use

Pedestrian traffic and bicycle use are prevalent throughout the year in the Village. Easy access to ride or walk throughout the Village is important to the residents as expressed in the 1995 Community Survey and at the public workshop and hearings. Sidewalks are part of most Village neighborhoods and provide a means of access to other properties, including the Central Business District. The North Shore Bike Path, developed by the communities along the route, is in place along Sheridan Road and Route 176.

The pedestrian access at the intersection of Green Bay Road and Route 176 has historically been a concern in terms of safety and traffic management. In 1993 the Lake County Department of Transportation began the process of developing a pedestrian underpass to partially alleviate the problems at this intersection. Construction was completed in January of 1997. The movement of pedestrians across Route 176 remains a safety concern.

Commuter Service

Railroads and rail traffic have been a part of the Village since it was settled. Two north-south rail lines and two east-west connection spurs operate within the Village. They offer commuter and freight service and potential goods and materials transport to the Village. However, the rail system also creates a number of problems including: pedestrian and vehicular barriers, noise, and potential delays to emergency response vehicles.

The northern extension of a railroad line to Lake Bluff from Chicago occurred in 1855. The Village is a scheduled stop on the METRA north line. Approximately 12% of Village residents who work commute using METRA. The Village leases the Union Pacific Railroad parking lot (the "commuter lot") and charges fees for parking privileges. METRA completed an expansion of the commuter lot in 1996 which increased the total number of spots to 182. METRA also completed a bike path extension as part of the parking lot program. Although no properties currently in the Village actively use individual rail line spurs, property development in the Village has been restricted by the presence of current or former rail right-of-ways.

Vehicle Access and Congestion

Residents of the Village use the automobile as their primary source of transportation. The local road network in the Village is a combination of grid patterned streets and curvilinear roadways and cul-de-sacs. To foster safe and proper street use, the Village has established and enforces, through its own police department a system of traffic control regulations. Sheridan Road, Route 41, Waukegan Road and Green Bay Road are the major north south roadways. Route 176 is the only significant east/west road.

Route 41 is the only highway running through the Village. The Village has continually expressed an interest in reconfiguring the intersection of Route 41 and Route 176 to more safely and efficiently accommodate the heavy traffic flow in that area. The intersection of Green Bay Road and Route 176 and the traffic volume on Route 176, Green Bay Road and Sheridan Road is an ongoing concern. The survey table below illustrates these concerns

Community Survey Results - Special Lake Bluff Concerns

<i>Attribute</i>	Level of Importance		
	<i>High</i>	<i>Moderate</i>	<i>Low</i>
176/41 Interchange	50.2%	27.9%	21.9%
Traffic Volume - Green Bay Road	57.3%	24.5%	8.2%
Traffic Volume - Sheridan Road	65.2%	26.25	8.5%

Inventory

Village residents reported the following means of transportation for getting to work in the 1990 census.

Means of Transportation to Work										
Total Workers	Drove Alone	Went in Carpool	Bus	Subway/Elevated	Railroad	Taxi	Bicycle	Walked & Other	Worked at Home	Average Minutes from Work
2,688	1,875	155	21	10	316	0	6	89	216	29.5

Source - 1990 U.S. Census

The following table illustrates the average one-way ridership on the Union Pacific Metra Line which includes non-resident riders.

METRA Average One-Way Ridership Count							
Year	1983	1985	1987	1989	1991	1993	1995
Ridership Count	307	302	374	328	357	390	379

Source: Union Pacific Railroad Company

Attribute	Statistic
Street	27 Miles
Concrete Sidewalk	104,000 Lineal Ft
Public Parking Spaces	
Downtown	39 north, 74 south of Scranton, total = 113
East METRA Commuter Lot	182
Rail Service	Metra/UPR Freight/ EJ&E

Source: Village files.

The following table provides traffic volume statistics for roadways in and around the Village:

Projected Daily Traffic Volume, (In Thousands)

<i>North - South</i>	<i>Year 1980</i>	<i>Year 2005</i>	<i>% Change</i>
Tri-State Tollway (I 94)	54	130	141%
Skokie Highway (U.S. 41)	39.5	86.9	120%
Sheridan Road (IL. 42)	25.7	27.3	6%
Waukegan Road (IL 43)	31.2	58.9	89%
Green Bay Road (IL 131)	22.2	27.3	23%

<i>East - West</i>	<i>Year 1980</i>	<i>Year 2005</i>	<i>% Change</i>
Rockland Road (IL 176)	23.8	38.3	61%

Source: Chicago Area Transportation Study See Appendix for maps detailing traffic volumes.

Village Street Classifications

The street system within the Village limits includes:

- ◆ **Arterial Streets:** streets which serve to move a large volume of vehicles principally carrying through traffic.
- ◆ **Collector Streets:** streets which principally serve neighborhoods or subdivisions providing for traffic movement between arterials and local streets. These streets also typically serve abutting properties.
- ◆ **Local Streets:** streets which provide for short distance traffic movements, primarily for service of abutting properties. Local Streets include, **Commercial Streets:** which principally serve abutting business and industrial properties such as the industrial park and the local business district.

The following table details the streets within the Village that are classified as arterials, collectors and commercial:

VILLAGE STREET CLASSIFICATIONS

Arterials	Collectors	Commercial
<u>Waukegan Road</u> (Illinois Route 43)	<u>East Center Avenue</u> : from its intersection with Route 176 on the west to its eastern terminus.	<u>Carriage Park Ave., Albrecht Drive, North Shore Drive, Sherwood Terrace, and Sherwood Drive</u> : all located off of Route 43.
<u>Skokie Highway</u> (U.S. Route 41)	<u>Moffett Road</u> : from its intersection with East Sheridan Road at the south end to its northern terminus at Blodgett Avenue.	<u>East Center</u> (From East Scranton to Route 176), and) serves the Central Business District.
<u>Sheridan Road Including East Sheridan Road</u> (Illinois Route 42)	<u>East Sheridan Place</u> : from East Sheridan Road on the west to Moffett Road on the east.	<u>Oak Avenue</u> (East Scranton to North Avenue), serves the Central Business District.
<u>Rockland Road</u> (Illinois Route 176)	<u>Evanston Avenue</u> : from East Sheridan Place on the south to Blodgett Avenue on the north.	<u>East Scranton</u> (Sheridan Road to Evanston), serves the Central Business District.
<u>Green Bay Road</u>	<u>Armour Drive</u>	<u>Walnut Avenue</u> (East Scranton to North Avenue) serves the Central Business District.
<u>East Scranton Avenue</u> : from the intersection with Sheridan Road on the west to the intersection of East Center Avenue.		
<u>East Center Avenue</u> : from the intersection with East Scranton Avenue on the north to the intersection with the eastern terminus of Route 176.		
NOTE: The one block lengths of E. Scranton Ave. and E. Center Ave. are classified as arterials and commercial streets. They are considered arterials because these street segments serve as one of two "ramps" connecting Route 176 with Sheridan Road. (A one day traffic survey of E. Center Ave. indicated a daily traffic flow of 3,400 vehicles).		Source: Village Engineer

Transportation - Goal, Objectives and Policies

GOAL: Provide an integrated and coordinated transportation system that safely provides access, minimizes conflict, and includes a variety of mobility options serving the needs of Village residents, businesses, and visitors.

Objective - Pedestrian and Bicycle Use

TR1. Actively pursue the expansion, improvement and accessibility of the bicycle and pedestrian walkway system within the Village.

See "Public Services and Infrastructure" for objectives and policies relating to sidewalk maintenance.

Policies - Pedestrian and Bicycle Use

TR1-1. Provide sidewalks or paths at the following locations, see Transportation map for general locations:

- ◆ Along one side of Moffett Road, from East Sheridan Place to East Sheridan Road.
- ◆ Along at least one side of Prospect Avenue, west of Evanston Avenue to Artesian Park.
- ◆ Along West Sheridan Place leading to Mawman Park.
- ◆ Along the east side of Route 43.
- ◆ Along the east side of Sheridan Road, south from the Public Safety Building.
- ◆ Along the south side of East Sheridan Place, west and near to Moffett Road
- ◆ Along one side of East Sheridan Road.
- ◆ Along the east side of Green Bay Road, from Kohl Drive. to Route 176.

TR1-2. Pursue conversion of the Union Pacific freight line spur into a pedestrian/bike path. *See policy LU4-2(a).*

TR1-3. Pursue installation of pedestrian bridges over the Union Pacific Railroad freight line spur from Mawman Park to Artesian Park with access to the North Shore Bike Path.
See policy LU4-2(b).

TR1-4. Pursue installation of a non-grade pedestrian crossing of Route 176 near Green Bay Road to provide improved safety for access to Blair Park. *See policy LU5-7(a) and PO4-4.*

TR1. Continued

TR1-5. Support the construction/installation of the pedestrian/bike path adjacent the Union Pacific freight line connecting the North Shore Bike Path adjacent Route 176 south to the City of Lake Forest. *See policy LUI-7(b).*

Objective - Commuter Service

TR2. Provide for and support the enhancement of commuter services for Village residents.

Policies - Commuter Service

TR2-1. Encourage enhancements to the Union Pacific commuter service schedule and train station.

TR2-2. Evaluate and consider the promotion of the future provision of commuter service on the EJ&E line.

TR2-3. Review the possibility of commuter stop along the EJ&E line in proximity to the Village.

TR2-4. Provide for the proper maintenance of the commuter parking lots and station through parking permit fees.

Objective - Vehicle Access and Congestion

TR3. Provide safe and efficient vehicle access throughout the Village.

See "Public Services and Infrastructure" for objectives and policies relating to streets.

Policies - Vehicle Access and Congestion

TR3-1. Designate and maintain a system of arterial, collector and residential streets.

TR3-2. Pursue improvement of the Route 41/Route 176 interchange with the Illinois Department of Transportation and the Lake County Department of Transportation. *See policies AD1-4, AD2-8, LU9-1, LU5-4, ED2-1, and PS5-6.*

TR3-3. Consider a non-grade crossing of Route 176 by the Union Pacific freight line in conjunction with policy (TR3-2). Improvements should be made with reference to the Special Study Area proposed for this area.

TR3. Continued

TR3-4. Promote transportation right-of-way preservation through subdivision controls.

TR3-5. Monitor traffic volume and speeds on Village streets with particular consideration given to: Green Bay Road, Sheridan Road, and Route 176 and the intersections of Route 176 and Green Bay Road, Sheridan Road and Scranton Avenue, and Route 176 and Route 41.

TR3-6. Develop and utilize design standards which reduce congestion and noise and promote safety.

TR3-7. Improve emergency vehicle access throughout the Village.

TR3-8. Vigorously resist new expressway or multi-lane highway development in or near the Village exclusive of the expansions of Route 176 (from Route 43 to Route 41) and Route 41.

TR3-9. Route 176, east of Route 41, should remain a two lane arterial widened where appropriate to include emergency and vehicle turning lanes similar to the design of Deerpath Rd.

TR3-10. Discourage any expanded use of Route 176 through appropriate speed limits and other traffic controls on Route 176 and Green Bay Road.

TR3. Continued

TR3-11. Conduct traffic engineering analyses of speed, width, and turning lane capacities of Route 176 east of Route 41 and Green Bay road north of Route 176, to improve traffic flow and safety. Also, in conjunction with these traffic studies review the circulation issues pertaining to Tanglely Oaks including cut through traffic on Washington Avenue. Any roadway modifications should be installed in a manner sensitive to adjacent areas.

Transportation Map