Application form:
Community Planning Program and
Local Technical Assistance Program

DEADLINE: Noon on Thursday, June 26, 2014

This application form is online at www.rtachicago.com/applications. You may submit the form by email to applications@rtachicago.com. Upon receipt of application, you will receive an e-mail verifying that your application has been received.

1. Name of Applicant: Village of Grayslake

2. Main Contact for Application (please include name, phone number and email):
Kirk Smith, Zoning Officer 847-223-2323 or ksmith@villageofgrayslake.com

3. Type of Applicant (please check any that apply):

✓ Local government

___ Multijurisdictional group* ➔ Please list the members of the group (including government and nongovernmental organizations):


___ Nongovernmental organization* ➔ Name of local government partner(s):


*Applications submitted by multijurisdictional groups and nongovernmental organizations must include a letter indicating support from each relevant local government. See the FAQs for more information. Nongovernmental applicants are strongly encouraged to contact CMAP or the RTA prior to submitting their application to discuss their project and the demonstration of local support.
4. Project Type (please check any that apply):
Please check all statements below that describe characteristics of your project. (This will help us determine whether your project is best handled by CMAP or RTA.)

✓ My project involves preparation of a plan.
___ My project helps to implement a past plan.
✓ My project links land use, transportation, and housing.
___ My project has direct relevance to public transit and supports the use of the existing transit system.
___ My project is not directly related to transportation or land use, but implements GO TO 2040 in other ways.

5. Project Location:
Please provide a brief description of the location of your project. You may include a map if that helps to describe location, but this is not required. If your project helps to implement a past plan, please include a link to that plan.

6. Project Description:
Please tell us what you would like to do in your community, and what assistance is needed. If you have more than one idea, please submit a separate application for each project. Please be specific, but also brief (less than two pages per project idea)—we simply want to have a basic understanding of what you want to do. CMAP and RTA staff will follow-up with you if we need any additional information to fully understand your proposed project.

(Please include any additional information that is relevant, preferably by providing links to online documents.)
2015 CMAP GRANT

In its Comprehensive Plan of 1989 the Village of Grayslake established the goal of creating a greenway corridor/bike path system throughout the Village (see attached). The purpose of the plan was to link various neighborhoods together as well as link neighborhoods with schools, parks, shopping areas, etc. The Village updated its Comprehensive Plan in 2005 which included continuation of development of the bike path system (see attached).

Since adoption of the Comprehensive Plan of 1989, the Village has been developing its bike path system. Approximately 22 miles of paths have been constructed. In addition, Grayslake’s system includes linkages between virtually all neighborhoods and with schools, parks, commercial areas, and forest preserves. The system also connects to the Lake County Millennium Trail and the Libertyville Township regional trail system which ultimately connects to the Des Plaines River Trail and then to the Cook County path system.

Please find attached a map of the existing bike path system. The Village also provides a “pocket size” map free of charge to residents.

Now that substantial portions of the path system are in place, and many changes have occurred to land use and development over the past nine years, further refining steps are warranted. The Village wants their ongoing planning to address non-motorized and transit-based transportation needs, with a goal of improving and increasing access and use of alternatives to automobiles. The effort will include an inventory of existing resources and conditions, identify and confirm problem locations, define gaps in the existing system, development of feasible solutions, and plan for eliminating gaps in the Village’s system. The Village of Grayslake is seeking assistance for:

- Update and expand the bicycle/pedestrian planning work from the existing 2005 Comprehensive Plan.
- Determine needed remaining system linkages
- Development of a path signage plan
- Review existing system and develop a plan for safety enhancements

The Village believes these additional items will enhance what is already one of the most user-friendly greenway corridor/bike path systems in the Chicago metro area.
COMPREHENSIVE PLAN
VILLAGE OF GRAYS LAKE

Adopted March 6, 1989

Prepared By:
Camiros, Ltd.
411 S. Wells, Chicago, Illinois
2. Minimize the adverse impact of regional through traffic.

3. Encourage improved parking and vehicular circulation in downtown Grayslake.

4. Minimize the impact of new land use development upon the existing transportation system.

5. Reduce congestion on major streets/intersections.

6. Minimize the impact of the arterial system upon residential neighborhoods.

Policies:

1. Establish bypass routes for through traffic around Grayslake's periphery.

2. Carefully control development along major arterials to ensure safe, efficient traffic flow.

3. Plan for additional at grade railroad crossings where needed.

4. Establish bike routes along streams and other potential open space corridors.

5. Ensure that new roadway improvements are logical extensions of the existing system.

6. Encourage the location of neighborhood-serving commercial uses in a manner which encourages walking and biking.

7. Establish a transportation pattern which separates local traffic from through traffic.

8. Provide safe, efficient bicycle routes and pedestrian trails.

9. Prepare and adopt a street system classification plan based upon street function.

10. Carefully plan for new development to minimize additional traffic congestion.
7. Office-Industrial: Existing industrial uses and future office/research parks and industrial parks.

8. Public/Recreation: Major existing public and recreation uses such as schools, parks, forest preserves, golf courses and county fair grounds.


10. Neighborhood Center: Future neighborhood focus areas comprised of public and open space use, and in some instances, semi-public use.

11. Greenway Corridors & Other Open Space: Greenway corridors are linear open spaces intended to provide pedestrian linkages throughout the village. The greenways should be improved with jogging/bike trails and should be wide enough to create a true sense of continuing open space. Other open space areas are usually areas of an environmentally sensitive nature which would not necessarily be held by the public but would remain in an undeveloped state.

The Planning Concept

The central idea, or concept, for organizing land use and futures development in Grayslake is to protect the existing central core area from growth impacts and create well defined neighborhood districts in outlying areas. This concept was the result of the analysis of planning issues discussed in Chapter 2.

The presence of railroad tracks and regional highways will act to separate the core area of Grayslake from outlying areas as well as to separate outlying areas from each other. Railroad tracks will act as separators because they severely restrict access from one area to another. The highways will act as separators because the uses along the highways will respond to the regional function of the roadway rather than relating to the surrounding neighborhood development. Because of these established separators the creation of distinct development districts is inevitable. Recognizing this, the plan seeks to create definable neighborhood units out of these development districts and knit them together into one community with greenway corridors and logical extensions of the street system.

The utilization of this concept provides several benefits, besides responding to existing conditions. First, it limits the impact of future growth upon the core area of the village. Second, it does not constrain the development of outlying areas. The village, for example, will not be tied to a policy of restricting outlying commercial development in order to preserve the retail function of the downtown. In addition the concept
more intensive uses along the railroad tracks and the residential uses to the south.

The road has implications which go beyond the village’s boundaries. Because of this, it will probably be necessary to have the County Board or IDOT behind the project to get it fully implemented. The village will be able to implement the portion between Route 83 and Allegheny Road, which is the segment that affects Grayslake most directly. If possible, the road should be extended eastward to connect with Route 137. This would increase the road’s effectiveness as an alternate to Route 120. However, because this would involve the crossing of two railroads, it may be difficult to implement.

In summary, the transportation plan outlines a street system that will serve Grayslake as it evolves into a mature, or largely developed community. The bulk of the system envisioned in the plan is already in place. Much of the form of the existing street network results from the state highway system. No major changes in the county, state, or the highway interstate systems were identified within our planning area at the time of existing conditions research (February, 1987). Therefore, circulation improvements to accommodate for future growth in the village will, appropriately, need to be done at the local level.

The proposed system seeks to accommodate this growth in a rational, straightforward manner. By extending local collectors and community arterials to connect with peripheral roads of regional significance whenever possible, the traffic burden should be diffused over the entire community so that no one street will have to bear an excessive amount of traffic.

GREENWAY CORRIDORS

The idea of establishing greenway corridors is a major component of the plan. When in place the corridors will help to unify the community by providing pedestrian connections between the various neighborhoods of the village. This ribbon of open space will also be a common aesthetic feature that will add to the village’s appeal.

Putting these greenway corridors into place will not be an insurmountable task. However, it will require a strong commitment and the consistent application of adopted planning policy. There may be temptations to waive requirements for the dedication of land for the greenway corridors. After all, the corridors are not an absolutely essential type of improvement the way streets and sewer lines are. It should be possible, however, to go beyond the absolute essentials to provide a highly visible amenity that will enhance the quality of life for the entire community. The establishment of greenway corridors is an act of foresight that future residents will enjoy in perpetuity and is a
As shown, the greenway corridors extend through all parts of the village. They have been located alongside streams and within park/school sites whenever possible to ease in the implementation of the corridors. Stream banks are generally left undeveloped and public sites exist for the public's benefit in the first place and should be able to accommodate the corridors. Public sites also represent important destinations, as do proposed neighborhood centers. Consequently, they have been connected together throughout the greenway corridor system.

Administration and Maintenance

Several options exist for the administration and maintenance of the greenway corridors. Ownership of the land could be retained by the property owner or homeowner's association with a conservation easement extending across the corridor. The conservation easement would guarantee public access and restrict interference with natural elements such as trees and bodies of water. Tax credits are also available for the dedication of conservation easements.

Another option is the dedication of corridor areas as public land. In this case the land would have to be taken by a unit of local government, probably either the park district or the village. Issues of maintenance and related costs often concern public entities and work against their acceptance of dedications. However, maintenance of the greenway corridors should not be burdensome. Once a jogging/bike trail is constructed, no maintenance would be required aside from periodic repairs to the trail. It is recommended that land within the corridor be allowed to naturalize. This would eliminate the need for mowing and would result in a naturalistic appearance. The planting of some trees and the sowing of wildflowers and natural grasses at the time of establishment of a greenway corridor segment is encouraged.

Corridor Design

Various types of designs for the greenway corridors will need to be devised to respond to different locational conditions. For instance, the corridor cannot be as wide in an area of existing development as it could be in an area of proposed development. Figure 11, Prototypical Greenway Corridor Designs, identifies four prototypical corridor designs.

Prototype "A" depicts a greenway corridor extending through an area of existing development. In areas of existing development, the greenway corridors invariably are located along stream banks or within existing street right-of-ways. When located adjacent to an existing stream the width of a corridor could not be more
PROTOTYPE A
CORRIDOR THROUGH EXISTING DEVELOPMENT

PROTOTYPE B
CORRIDOR THROUGH NEW DEVELOPMENT

PROTOTYPE C
CORRIDOR PARALLELING A MAJOR ROAD

PROTOTYPE D
CORRIDOR AT A BUSY INTERSECTION

FIGURE 1
PROTOTYPICAL GREENWAY CORRIDOR DESIGNS
than 10 - 15 feet from the edge of the stream. If it were any wider it would intrude upon the existing use. A fence could be erected separating the corridor from private land to prevent trespassing.

Prototype "B" depicts a greenway corridor through an area of future development alongside an existing stream. In this instance the corridor should typically be a width of about 100 feet. A portion of the corridor could be used for shallow dry storm water detention, provided the land either side of the stream was left in its undisturbed natural state. The pedestrian trail should be located along one side of the stream within a 30 foot undisturbed area.

Prototype "C" depicts a greenway corridor of about 100 feet in width located alongside a collector or arterial level public street. A greenway corridor in this setting could fit in well with certain types of development. This is particularly true of single-family development because it usually takes direct access off an interior road and the rear of such properties are adjacent to a busy road. This would allow the greenway corridor to function as a buffer zone. Also, a greenway corridor in this location would be highly visible and serve as an aesthetic amenity.

The final design, Prototype "D" depicts a greenway corridor abutting commercial development at the signalized intersection of two major streets. In some cases, a greenway corridor must be funneled alongside a standard street right-of-way and across a major intersection to provide the safe crossing of a busy street. In this instance, commercial development should be setback 15 - 20 feet to allow the corridor to run adjacent to the street right-of-way.

Grade Separated Crossings

The value of the greenway corridor system will be greatly enhanced if grade separated crossings could be implemented at the intersection of major streets and railroads whenever possible. This is more feasible in some places than in others. When some form of grade separated crossing is already in place, where streets and railroads cross stream channels, it might be possible to create grade separated pedestrian crossings with the slight modification of such crossings. Four instances where this might be done involve a stream running from south to north under the Milwaukee Road Railroad tracks, Route 120, the Soo Line Tracks, and Route 83. Photographs of these crossings are shown on Figure 12, Potential Pedestrian Crossings.
Table 11: List of Area Community Employment Growth Projections

<table>
<thead>
<tr>
<th>Municipality</th>
<th>2000</th>
<th>2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Antioch</td>
<td>4,098</td>
<td>7,228</td>
</tr>
<tr>
<td>Grayslake</td>
<td>4,899</td>
<td>10,466</td>
</tr>
<tr>
<td>Lake Villa</td>
<td>1,710</td>
<td>2,792</td>
</tr>
<tr>
<td>Lindenhurst</td>
<td>567</td>
<td>2,348</td>
</tr>
<tr>
<td>Round Lake</td>
<td>2,054</td>
<td>9,597</td>
</tr>
<tr>
<td>Round Lake Beach</td>
<td>3,396</td>
<td>5,359</td>
</tr>
<tr>
<td>Round Lake Park</td>
<td>205</td>
<td>6,470</td>
</tr>
</tbody>
</table>

Source: Northeastern Illinois Planning Commission

Failure to provide for substantial road, commuter rail, and bike/pedestrian improvements will, in the context of the forecasted growth, adversely affect the Village’s quality of life, reduce residential property values, and severely inhibit the Village’s ability to retain existing businesses and attract new ones.

**Goal:** Protect and improve the Village’s quality of life and enhance the Village’s ability to retain and attract business through expansion of all portions of the transportation system to meet forecasted local and county-wide growth.

**Transportation Action Plan:**

A. Support the continued expansion of the road transportation system in Central Lake County (see Figure 38: Road System Expansion Map), including:

1. Expansion of Route 45 (by the State of Illinois) to meet projected traffic volumes;

2. Traffic flow improvements on Route 120, between Lincoln Avenue and Harris Road (by the State of Illinois);

3. Realignment of Route 83 south of its intersection with Route 137 (by the State of Illinois) to meet an extended Atkinson Road;

4. Expansion of Route 83, from Route 120 through its intersection with Shorewood Road, within the existing right-of-way (by the State of Illinois);

5. Expansion of Washington Street (by Lake County) to meet projected traffic volumes;

6. Development of sufficient regional east/west capacity to meet forecasted demand through the development of a Route 120 bypass, as a stand-alone project or as part of the Route 53 extension proposal (by the State of Illinois);

7. Expand and enhance the pedestrian pathway system and continue efforts to connect to the Lake County Forest Preserve trail system.

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8. Construction of the Route 53 extension, in accordance with the Village’s adopted Grayslake FAP 342 Tollway Bifurcation Analysis;

9. Construction of an extension of Atkinson Road, from Route 120 to Route 137. The extension of Atkinson Road has no connection to Highgate Lane;

10. Expansion of Brae Loch Road, east of Lancer Lane to meet increased college-related traffic volumes;

11. Expansion of Shorewood Road, between Route 83 and Rollins Road.

B. Support expansion of commuter rail service through:

1. Development of the commuter rail station at the Washington Street site;

2. Continued support for expanded commuter service resulting from the development of an additional track on the Wisconsin Central system;

3. Support of transit oriented development, at sites designated (see Figure 14: T.O.D. Location Map) in this Plan, which will support higher usage levels for commuter rail service.

4. Support development of a train station in the Village Center.

C. Continue to develop the community pedestrian circulation system by:

1. Continued development of the bike path system as shown in Figure 39: Bike Path System;

2. Construction or designation of key sidewalk linkages or the designation of existing sidewalks within the community, as shown on Figure 40: Sidewalk Linkages;

3. Continued investment in the bike path system as an important community amenity by:

   a) construction of shelters, information kiosks, and other path amenities throughout the system;

   b) implementation of a system-wide signage and identification plan for the system;

   c) encouraging ongoing year-round use of the path system.

4. Development of appropriate linkages of the Village’s path system to the systems of other local governments within the context of area-wide path plans.

5. Interconnecting all retail/commercial, industrial, residential, commuter recreation, educational, and neighborhood areas with the Village’s path system.