



# LAKE COUNTY LONG RANGE TRANSPORTATION PLAN

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*Public Works and Transportation Committee Presentation*

*Wednesday, February 4, 2026*

# AGENDA

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- Past Plan Goals
- Updated Vision Statement & Goals
- Next Steps



# 2040 TRANSPORTATION PLAN GOALS

The Lake County Strategic Plan adopted September 8, 2009 and updated in July 2013 consists of a Mission Statement, a Vision, and a Statement of Values and Goals. The Transportation Goal is to *“reduce congestion and improve transportation systems in Lake County”*

The strategic statement to meet this goal is to *“promote development of State, County and municipal transportation systems that provide for efficient, flexible, and uncongested movement through an integrated network of road, rail, public transit, and non-motorized (bicycle, pedestrian) modes of travel.”*



# 2020 PLAN GOALS (INCLUDED IN 2040 PLAN)

**Roadway Goal:** *Maximize the efficiency and safety of existing and planned roadway corridors and facilities.*

## **Objectives:**

- Maintain Level of Service D as the desired optimal roadway and intersection performance where possible. For locations operating below Level of Service D, pursue options to improve performance or prevent further service degradation.
- Consider roadway and intersection improvements that increase capacity and reduce peak traffic congestion in order to preserve the existing roadway network. Once improvements to existing facilities have been exhausted, promote the development of new roadway and transportation facilities.
- Promote projects that mitigate circuitous travel, reduce trip travel times, and manage the desire to use local roadways as “short-cuts.”
- For planned roadway improvements, coordinate roadway classification among state, county, and municipal jurisdictions to maintain consistency of the arterial and major collector roadway network.
- Promote the development of projects that can improve safety at critical accident locations and can minimize overall accidents per vehicle miles of travel (VMT).

**Non-Motorized Goal:** *To develop and maintain pedestrian facilities and a continuous system of facilities as an important means of transportation and recreational travel, thereby promoting their positive contribution to the quality of life in Lake County.*

## **Objectives:**

- Where possible, include bicycle and pedestrian facilities as a system component of all transportation projects.
- Develop a countywide regional bikeway system connecting both existing and proposed bicycle facilities to link major commercial, residential, recreational, cultural/historical and transit activity areas.
- Use the countywide regional bikeway system to provide interconnection of existing municipal, county, and state bicycle routes.
- Incorporate more “bicycle-friendly” facilities designed to reduce bicyclists’ stress levels by limiting the bicycle interaction and conflicts with vehicular traffic.

# UPDATED VISION AND GOALS

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## ORIGINAL VISION STATEMENT

*We envision a transportation system that is safe, reliable, innovative and adaptive by connecting people, places, and opportunities. It will serve all users and link communities to daily needs and future possibilities.*



## REVISED VISION STATEMENT OPTION #1

*We envision a sustainable, resilient transportation system that meets today's needs and prepares for tomorrows. It connects people, places, and opportunities, drives prosperity for all, and strengthens communities against climate challenges – built on safety, reliability, inclusivity, and innovation.*

## REVISED VISION STATEMENT OPTION #2

*We envision a seamless, sustainable transportation network where mobility is a right, safety is absolute, and reliability is guaranteed. By prioritizing connectivity, we will erase barriers to access, steward a resilient environment, and catalyze thriving communities that elevates the quality of life in every zip code.*

## ORIGINAL GOAL #1

### 1. Safety: Create a transportation system where every user feels secure and protected.



Reduce traffic fatalities and serious injuries to zero, across all modes.

Enhance personal security for transit riders, pedestrians, and cyclists – day and night.

Design for safety first, integrating best practices in roadway, transit, and active transportation infrastructure.

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## ORIGINAL GOAL #2

**2. Reliability: Ensure the system is dependable and resilient for daily life and economic vitality.**



Maintain and modernize infrastructure to keep it in a state of good repair.

Reduce congestion and travel delays, improving predictability for all users.

Support economic growth by providing a transportation network businesses and residents can count on.

## REVISED GOAL #2

**2. Reliability: Ensure the system is dependable and resilient for daily life and economic vitality.**



Maintain **existing infrastructure** to keep it in a state of good repair, promoting a resilient system that can adapt to future climate conditions.

Reduce congestion and travel delays, improving predictability for all users.

Support economic growth by providing a transportation network businesses and residents can count on.

## ORIGINAL GOAL #3

### 3. Innovate & Adapt: Deliver a system that serves everyone, everywhere.



Meet the needs of all users, residents, businesses, and visitors, regardless of age, ability, or income.

Invest across the County, prioritizing fair access to transportation options.

Improve accessibility for people of all abilities and create inclusive mobility solutions.

Implement new and emerging technologies and applications that enhance the capability, resiliency, and safety of infrastructure systems.

## REVISED GOAL #3

### 3. Innovate & Adapt: Deliver a system that serves everyone, everywhere.



**Modernize the transportation network** to be more sustainable, resilient and reliable, able to serve the public through future climate impacts and disruptions.

**Meet the needs of all users**, residents, businesses, and visitors, regardless of age, ability, or income.

**Invest across the County**, prioritizing fair access to transportation options.

**Improve accessibility** for people of all abilities and create inclusive mobility solutions.

**Implement new and emerging technologies** and applications that enhance the capability, resiliency, and safety of infrastructure systems.

## ORIGINAL GOAL #4

### 4. Connections & Mobility: Expand choices and strengthen links between people, places, and opportunities.



Provide safe, convenient options for walking, biking, rolling, transit, and driving.

Reduce congestion through multimodal and operational solutions, not just roadway expansion.

Integrate transportation with the natural and built environment, respecting context and sustainability.

Fill service gaps by introducing mobility options where they don't exist today.

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# NEXT STEPS

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Developing Transportation Strategies



Non-Motorized Transportation Policy Update



Stakeholder Meetings and Engagement



Continued Public Engagement



**THANK YOU!**

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# REFERENCE MATERIALS

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# PROJECT SCHEDULE



We are here.

Phases 2–4 of Envision 2050 will involve defining the vision and goals, developing and prioritizing strategies with a financial plan, and delivering the final Long Range Transportation Plan for implementation.

# PROJECT PHASES 2-4

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- **PHASE 2 | DEVELOP**: In Phase 2, the project team will define the vision, goals and objectives for Envision 2050 and begin building the foundation for the plan. This includes a travel demand model to forecast future transportation needs and creating draft alternatives and strategies.
- **PHASE 3 | DECIDE**: Phase 3 is about refining the list of alternative projects and strategies drafted in Phase 2 and prioritizing them based on need and impact, while also developing a financial plan to match available funding with future goals.
- **PHASE 4 | DELIVER** : In the final phase, the full planning process is documented and the Long Range Transportation Plan is compiled into a final report for implementation.