



**MY COMMUTE**  
LAKE COUNTY

# SOV Reduction Study

## Part 2 – Report Wrap Up

Lake County Public Works & Transportation Committee

December 6, 2023

# Study Purpose



Develop projects and programs that can be implemented by Lake County and/or others to reduce Single Occupancy Vehicle use in the County.

## **Lake County Board Strategic Plan Alignment: Adaptive Infrastructure**

*“Goal 2: Develop and implement multi-modal transportation solutions for the efficient and safe movement of people, goods, and services that supports the local economy and promotes the reduction of single-occupied vehicle travel.”*

# Introductions

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## Consultant Team:



**Dr. Joseph Schwieterman**



December 6, 2023

# Purpose of Meeting



- The SOV Reduction Study is being presented over two meetings of the Public Works & Transportation Committee
- Meeting 1: Held on Nov 1, 2023, provided background and a description of the study process
- Meeting 2: Report Wrap Up (today)
  - Candidate SOV Reduction Projects
  - Suggested Initial Projects
  - Next Steps

# Candidate SOV Reduction Projects Intro

December 6, 2023

# SOV Reduction Measures & Projects by Category

	Categories	Measures*	Projects
A	Commute Options Programming	20	9
B	Rideshare	6	4
C	Transit	12	5
D	Pedestrian & Bicycle	9	7
E	Non-Commuter Strategies	7	3
F	Technology	3	0
G	Parking	6	3
H	Roadway	5	0
I	Land Use & Policy	11	3
	<b>Totals</b>	<b>79</b>	<b>34</b>

*\*from SOV Reduction Measures Report*

# SOV Reduction Project Evaluation

- Candidate projects were evaluated based on the following factors:
  - **Reduce SOV Travel:** from most SOV Trips reduced to least trips reduced,
  - **Ease of Implementation:** Scoring based on Identified/Willing Sponsor, Identified/Potential Sponsor, to Sponsor not Identified,
  - **Capital Cost:** based on rough level of investment (\$=low, \$\$=mid, \$\$\$=high),
  - **Operating Cost:** rough indicator of annual cost to sustain (\$=low, \$\$=mid, \$\$\$=high)
- Cost Basis:

	Capital Cost	Operating Cost
\$	<\$10k	<\$7.5k
\$\$	\$10k - \$1m	\$7.5k - \$50k
\$\$\$	>\$1m	>\$50k

k – thousands  
m - millions

# SOV Reduction Project Profile Format







The slides that follow provide basic information on each of the candidate projects, including:

**Description** - Thumbnail of each project

**Level of Effort** - General sense of effort to implement and maintain, both in terms of staff and financial support

**Possible Sponsor** - Tentative list of potential lead entity for projects, and well as groups requiring coordination

## Evaluation Ratings:

- **Reduce SOV Travel:**  = maximum reduced,  = many reduced,  = least reduced
- **Ease of Implementation:**  = best defined,  = better defined,  = least defined
- **Capital Cost:** \$ = low, \$\$ = mid, \$\$\$ = high
- **Operating Cost:** \$ = low, \$\$ = mid, \$\$\$ = high



# SOV Reduction Projects for Review

- Study identified menu of 34 projects
  - Not all 34 are intended to be implemented by the County; however, all can play a role in reducing SOV Trips
- All 34 project profiles are appended at the end of slide deck
- Study Team prioritized projects

# Suggested Initial Projects

# 1: Commute Options Info Clearinghouse

Provide relevant information on commuting options. Address a broad audience on alternatives to solo driving.

**Level of Effort** - Minimal, create and upload starting docs; update & refresh as needed

**Possible Sponsor** - Lake County (staff or consultant), Lake County Partners, TMA of Lake-Cook, Lake County Transportation Alliance, or others

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$\$

## 2: Commute Options Office

Office to manage commute options program activities; potential to serve as Mobility Manager and/or manage non-motorized activities.

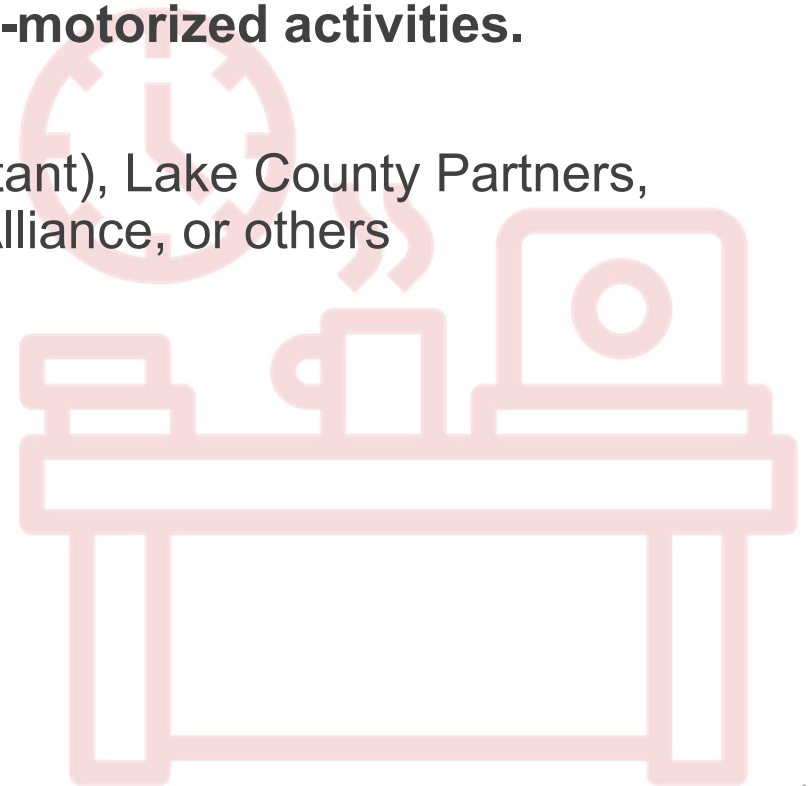
**Level of Effort** - Scalable depending on objective

**Possible Sponsor** - Lake County (staff or consultant), Lake County Partners, TMA of Lake-Cook, Lake County Transportation Alliance, or others

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$\$



## 2: Commute Options Office Potential Projects

1. County Commute Options Office
2. Commute Options Info Clearinghouse
3. County-wide Marketing Campaigns
4. Commute Options Newsletter
5. Marketing Events/Promotions
6. Employer Worksite Assessments
7. Transportation Management Associations
8. Guaranteed Ride Home for NCS
9. Encourage Telecommuting



### 3: Non-Motorized / Sidewalk & Bike Infrastructure

Projects to fill gaps in the sidewalk and bike networks are proposed, however, the initial suggested action is to amend the County's non-motorized policy (e.g., reduce local match requirements)

**Level of Effort** – Minimal for policy change

**Possible Sponsor** – Lake County

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$\$\$ / Operating \$



# Next Steps

December 6, 2023

# Next Steps

- Release draft report for 30-day public comment
- Finalize Report and Socialize with Advisory Group (includes CMAP, IDOT, RTA, Pace, Metra) and Public
- Coordinate implementation with Lake County Board Strategic Plan and Lake County's Long Range Transportation Plan Update
- Coordinate inclusion in CMAP's ON TO 2050 update, IDOT's Long Range Transportation Plan Update, and Transit Agency's ongoing network planning



# Questions?

- Initial Projects\*
  - 1: Commute Options Clearinghouse
  - 3: Non-Motorized Policy Update
- Considerations for Commute Options Office
  - County or Regional Focus

\* Staff recommended short-term projects



# MY COMMUTE LAKE COUNTY

**Thank you!**

[www.lakecountyil.gov/4463/MY-Commute-Lake-County-Study](http://www.lakecountyil.gov/4463/MY-Commute-Lake-County-Study)



# Reference Material

December 6, 2023

# Candidate SOV Reduction Projects

December 6, 2023

# A

## Commute Options Programming Projects



1. County Commute Options Office
2. Commute Options Info Clearinghouse
3. County-wide Marketing Campaigns
4. Commute Options Newsletter
5. Marketing Events/Promotions
6. Employer Worksite Assessments
7. Transportation Management Associations
8. Guaranteed Ride Home for NCS
9. Encourage Telecommuting

# 1 County Commute Options Office

Office to manage commute options program activities; potential to evolve into a County-wide TMA. Potential to also manage County's non-motorized activities.

- Potential staffing:
  - LCDOT staff member with Pace support
  - Consultant on retainer

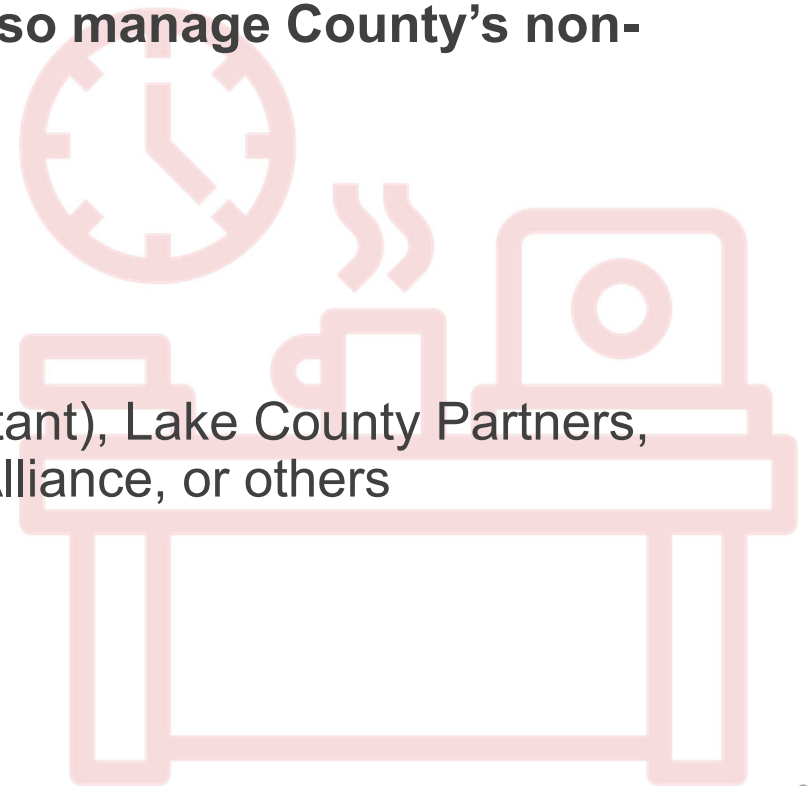
**Level of Effort** - Scalable depending on need

**Possible Sponsor** - Lake County (staff or consultant), Lake County Partners, TMA of Lake-Cook, Lake County Transportation Alliance, or others

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital 💰 / Operating 💰💰



# 2 Commute Options Info Clearinghouse

**Provide relevant information on commuting options. Address a broad audience on alternatives to solo driving.**

- Managed by County Commute Options Office

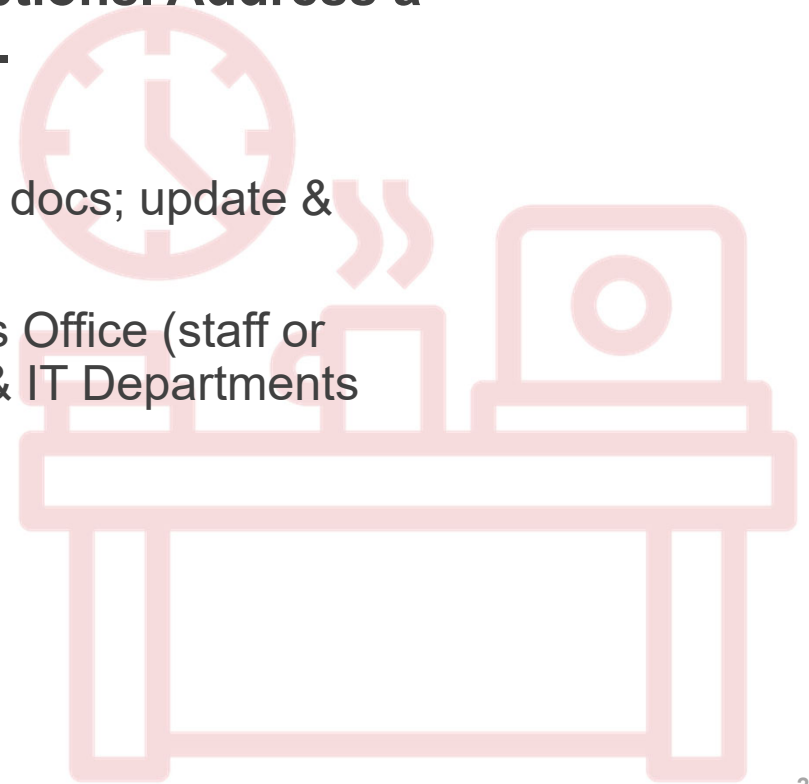
**Level of Effort** - Minimal, create and upload starting docs; update & refresh as needed

**Possible Sponsor** - Lake County Commute Options Office (staff or consultant); help from Lake County Communications & IT Departments

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$\$



# 3 County-wide Marketing Campaigns

**Ad campaigns and supporting media efforts to promote SOV reduction strategies and commute options.**

- Managed by Commute Options Office as program capabilities mature.
- Piggy-back on other County initiatives, e.g., promotions for the County-wide paratransit system.

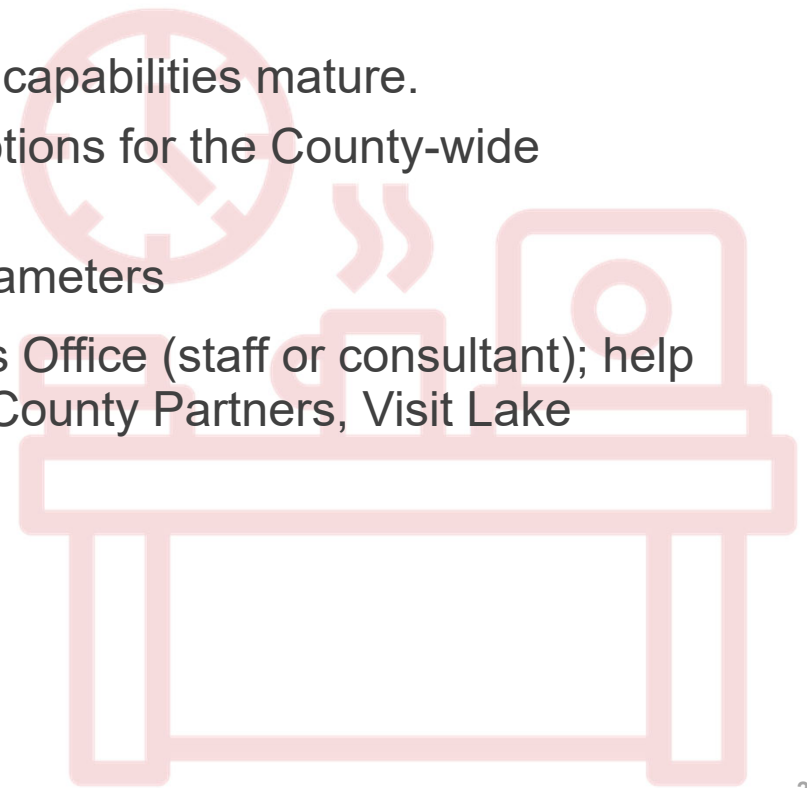
**Level of Effort** - Varies depending on campaign parameters

**Possible Sponsor** - Lake County Commute Options Office (staff or consultant); help from Lake County Communication Department, Lake County Partners, Visit Lake County

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$\$





# 4 Commute Options Newsletter

## Reinforce awareness of non-SOV travel modes

- Target travelers in Lake County, including residents, commuters, employers, stakeholders, and others.
- Develop a strategy for building a subscriber list, including cross-promotion with other groups involved with County transportation. Use outreach materials to encourage subscriptions.

**Level of Effort** – Modest to generate content on reoccurring basis

**Possible Sponsor** – Lake County Commute Options Office (staff or consultant); help from Lake County Communication Specialist

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$\$

# 5 Marketing Events/Promotions

**To create a buzz, raise awareness and encourage non-SOV travel within communities or targeted locations**

- Managed by Commute Options Office as program capabilities mature
- Many venues possible: business parks, companies, community events
- Promo events/giveaways (e.g., free transit ride, free bike rental) regionally or targeted at employer locations

**Level of Effort** - Varies depending on campaign parameters

**Possible Sponsor** - Lake County Commute Options Office (staff or consultant), in coordination with Pace, TMA of Lake-Cook, Transportation Alliance, Lake County Partners, others

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$\$

# 6 Employer Worksite Assessments

## Provide a data collection process to recommend commute option strategies for employers

- Document existing conditions and use surveys to establish baseline mode split
- Place templates on the clearinghouse website for self-completion by companies, which can be followed-up with technical staff

**Level of Effort** - Depending on interest by employers, may require at least one dedicated staff person

**Possible Sponsor** - Lake County Commute Options Office (staff or consultant), in collaboration with Pace, Lake County Partners, TMA of Lake-Cook

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$ / Operating \$\$

# 7 Transportation Management Associations

## Build a County-wide TMA to implement TDM programs

- Could involve expanding the existing TMA of Lake-Cook or creating a new TMA(s)
- Recommend conducting a feasibility study led by County Commute Options Office in collaboration with TMA of Lake-Cook

**Level of Effort** - To be determined

**Possible Sponsor** - Lake County Commute Options Office (staff or consultant), TMA of Lake-Cook, Lake County Partners, Lake County Transportation Alliance

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$\$ / Operating \$\$

# 8 Guaranteed Ride Home for NCS

**Provide a link (e.g., Uber or Lyft) from a nearby full-service line station to return to the rider's origin NCS station**

- Address gaps in off-peak service on Metra's North Central Service Line
- Need agency participation to fund and one agency to administer

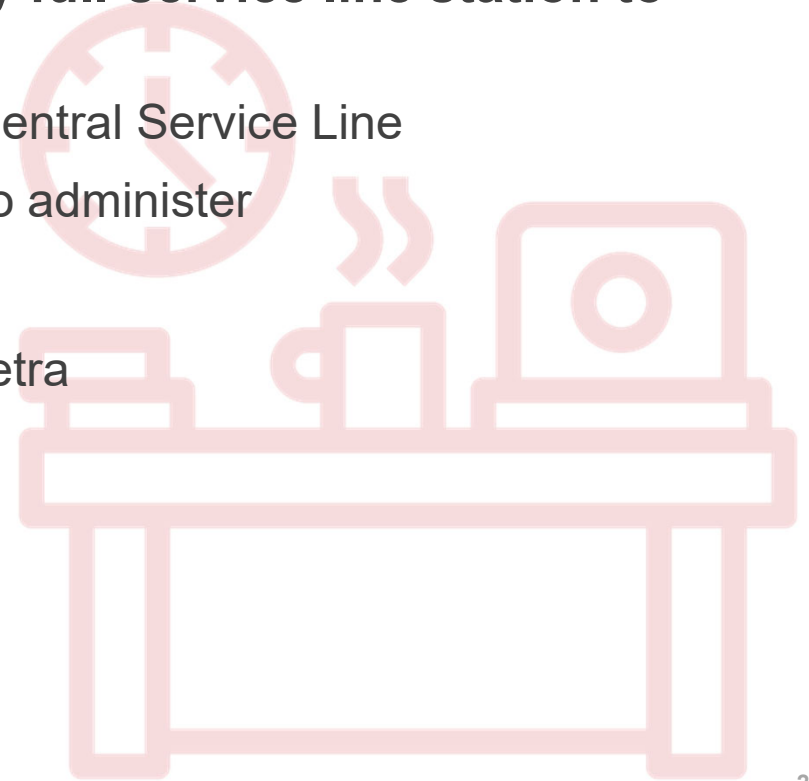
**Level of Effort** - To be determined

**Possible Sponsor** - Municipalities, Lake County, Metra

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$ / Operating \$\$



# 9 Encourage Telecommuting

## Preserve Work from Home arrangements initiated with pandemic

- Develop resources to assist employers in setting up self-directed telecommuting programs that would be posted on the Clearinghouse webpage
- Survey employers to gauge telecommuting use COVID-19 and issues encountered
- Develop staff resources to offer telecommute consulting services to employers

**Level of Effort** - Time to set up self-directed materials, then ongoing as help desk thru Commute Options Office or TMA; more resources for consulting capability

**Possible Sponsor** - Lake County Commute Options Office (staff or consultant), Lake County Partners, TMA of Lake-Cook

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital 💰 / Operating 💰

# B

## Rideshare Projects



10. Pace RideShare
11. Carpooling
12. Vanpools
13. Transportation Network Companies

# 10 Pace RideShare

## Promote SOV alternatives by directing commuters to Pace's RideShare website

- Leverage Pace's ridematching software
- Can be part of awareness campaigns
- Can be used with individual employers (or groups of employers) to set up company carpool or vanpool programs

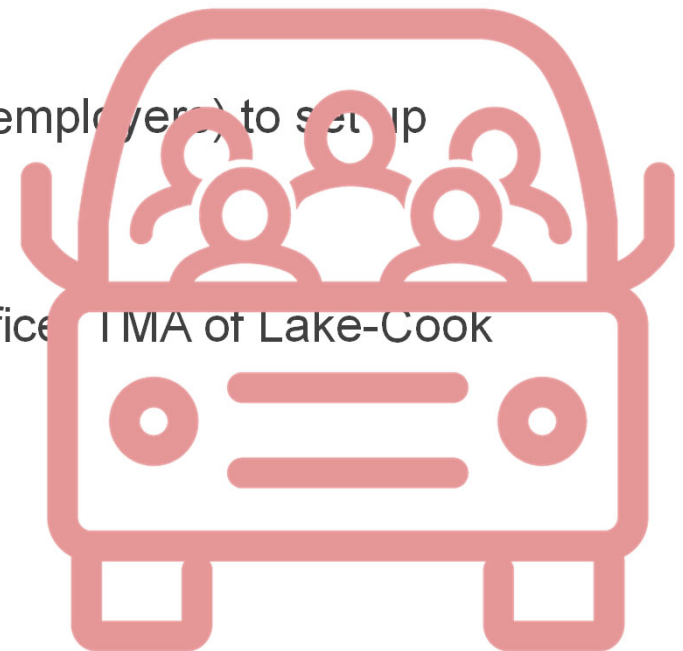
**Level of Effort** - Will vary depending on type of use

**Possible Sponsor** - Pace with Commute Options Office / TMA of Lake-Cook

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$\$





# 11 Carpooling

**Promote Pace's RideShare program and the use of carpools as an alternative to solo driving**

- Make part of the commute options programs
- Will be informed by worksite assessments

**Level of Effort** - Modest start-up; ongoing support to employers

**Possible Sponsor** - Commute Options Office (staff or consultant) in coordination with TMA of Lake-Cook, Pace

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$\$



# 12 Vanpools

## Promote Pace's Vanpool Program as an alternative to solo driving

- Make part of the commute options programs
- Will be informed by worksite assessments
- Consider opportunities to expand Pace's VanGo Pilot

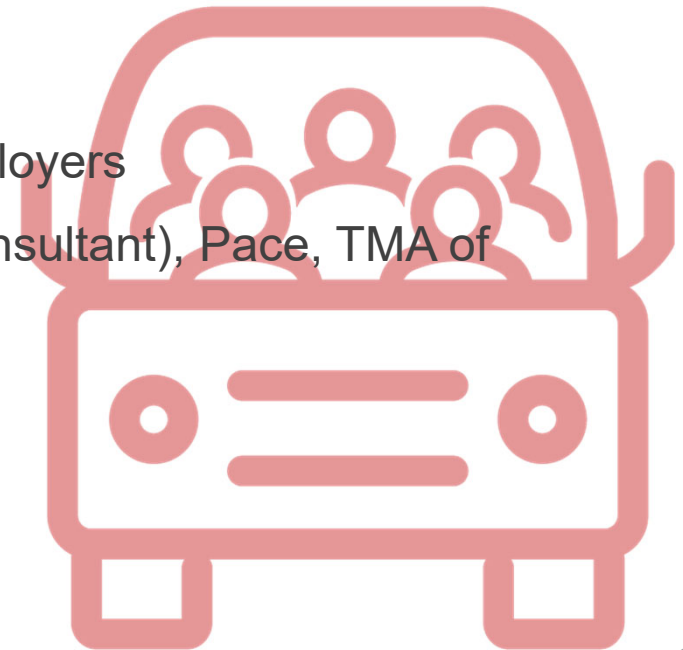
**Level of Effort** - Modest start-up; ongoing support to employers

**Possible Sponsor** - Commute Options Office (staff or consultant), Pace, TMA of Lake-Cook

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$\$\$ / Operating \$\$



# 13 Transportation Network Companies

## Appropriate transportation resource for first/last mile service

- Identify opportunities/needs in working with employers, like the RTA-funded Bannockburn Pilot
- Support Pace's efforts in considering use of TNC services as an alternative to traditional fixed-route bus service

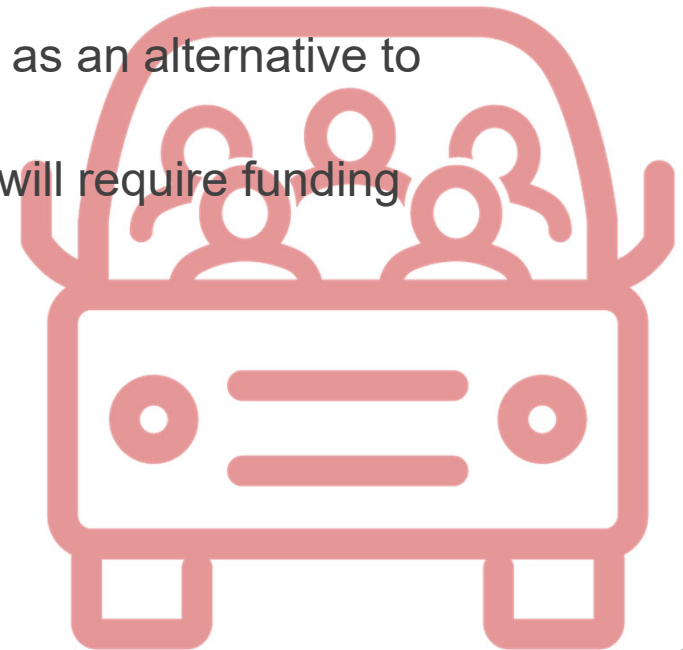
**Level of Effort** - Some set-up and ongoing maintenance; will require funding for operations

**Possible Sponsor** - Pace, RTA, TMA of Lake-Cook

**Reduce SOV Travel:** 🚗

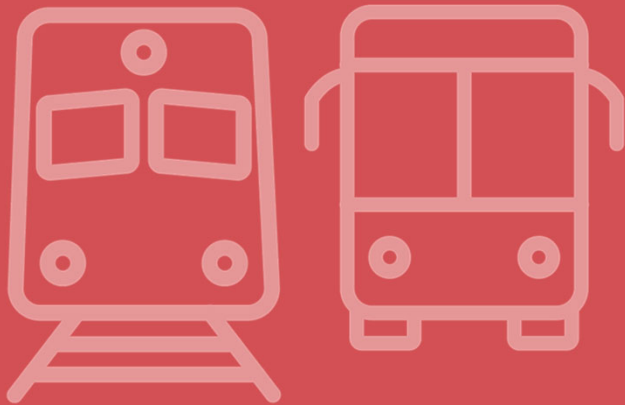
**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$\$\$



# C

## Transit Projects



14. Pace Service Improvements
15. Metra Service Improvements
16. Pace Infrastructure
17. Metra Infrastructure
18. Local Lake County Metra Fare

# 14 Pace Service Improvements

## Support and collaborate with Pace to:

- Participate in Pace's ReVision plan that is to inform decisions on restructuring service to meet current and future needs
- Cooperate in developing pilot projects to evaluate less traditional service concepts
- Leverage County coordination of the County-wide paratransit program; initially for seniors and riders with disabilities, may broaden to general population

**Level of Effort** - To be determined; participate in funding pilots

**Possible Sponsor** - Pace, LCDOT, and TMA of Lake-Cook

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$\$\$



# 15 Metra Service Improvements

## Support Metra's planning initiatives to transition from commuter rail to a regional rail model

- Support Metra's exploration of post-pandemic service models for expanding service to non-traditional markets
- Identify potential Metra service improvements from work with employers on commute options
- Propose or assist others in developing pilot projects, like the Lake County Reverse Commute Pilot, MetraMore

**Level of Effort** - To be determined; participate in funding pilots

**Possible Sponsor** - Metra, LCDOT, others

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$\$\$



# 16 Pace Infrastructure

## Provide comments on Pace infrastructure plans and coordinate local improvements at bus stops

- Assist Pace in implementing Traffic Signal Priority (TSP), including coordination with County Traffic Management Control Center
- Work with local communities on making sidewalk improvements at bus stops – 6 locations identified
- Collaborate with Pace & communities to install shelters; 13 locations identified

**Level of Effort** - Mainly coordination with local communities, including participation in funding

**Possible Sponsor** - Pace, LCDOT, municipalities, others

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$\$\$ / Operating \$



# 17 Metra Infrastructure

## Support Metra infrastructure plans by:

- Commenting on Lake County investments from Metra Network Plan
- Providing comments on Metra's station renewal plans as they are developed
- Work with communities to implement station improvements, including:
  - Full accessibility at Braeside & Ravinia Park Stations
  - Lengthen platforms at 3 stations / add shelters to outbound platforms at 3 stations
  - Add 7 sidewalk and 5 bike access links; new ped access from east to Buffalo Grove outbound platform

**Level of Effort** – Coordination with Metra/communities, joint funding

**Possible Sponsor** - Metra, LCDOT, TMA of Lake-Cook, municipalities, others

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$\$\$ / Operating \$





# 18 Local Lake County Metra Fare

Metra's proposed systemwide fare structure is to include a flat fare of \$3.75 for travel between stations outside of downtown Chicago. This should encourage use of Metra for local Lake County travel. *My Commute* should:

- Support Metra's proposed fare structure
- Collaborate with Metra on evaluating the impacts for local Lake County travel

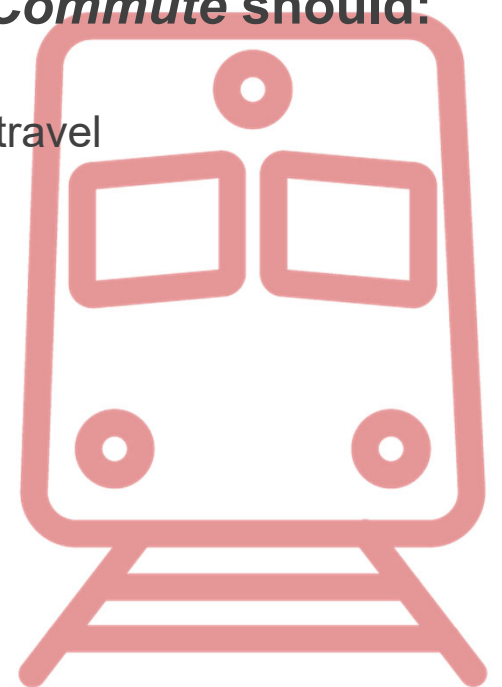
**Level of Effort** - Modest LCDOT staff support

**Possible Sponsor** - Metra, Lake County, others

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$ / Operating \$



# D

## Pedestrian & Bicycle Projects



19. Sidewalk Links
20. Bike Infrastructure
21. Bike & Pedestrian Education
22. Promotion of Commercial Bike Parking
23. Bike Parking at Transit Facilities
24. Bike Share Programs
25. DIY Bike Repair Stations

# 19 Sidewalk Links

The need for pedestrian links to serve major trip attractions in Study micro zones included the following steps & sources:

- ID areas with higher shares of person trips under two miles
- Use CMAP Sidewalk Survey to ID gaps
- Review Lake County Gap Analysis & Northern Lakeshore Trail Connectivity Plan
- Develop and apply rules for identifying gaps and recommendations
- **36 sidewalk projects recommended, totaling 15 miles in 10 communities**
- **Amend County's non-motorized policy to reduce or drop local match requirement**

**Level of Effort** - Implementation by municipalities, townships

**Possible Sponsor** - LCDOT's sidewalk program, municipalities, townships

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$\$\$ / Operating \$



# 20 Bike Infrastructure

## Filling gaps in bikeway network may improve cyclist access to major trip destinations & attractions

- Study recommends 26 projects totaling 24 miles of trails and bike lanes in 9 communities
  - Segments along County roadways should be considered as a part of internal capital improvement programming
  - Lake County should seek comments from affected communities on the recommended segments.
  - Seek grants to fund the improvements.
- **Amend County's non-motorized policy to reduce or drop local match**

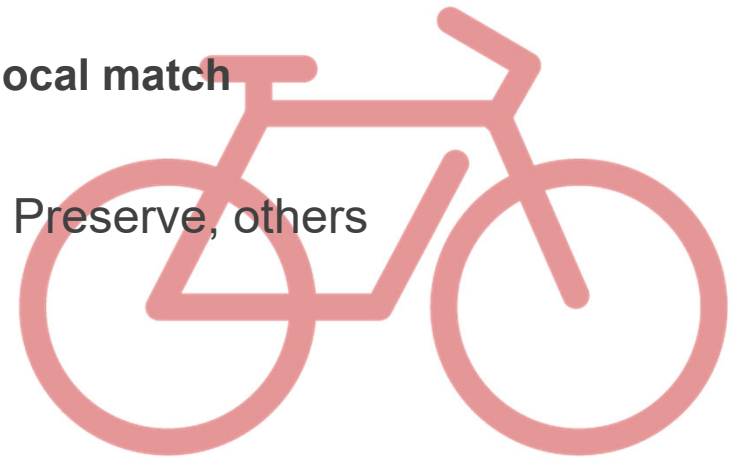
**Level of Effort** - To be determined

**Possible Sponsor** - Lake County, municipalities, Forest Preserve, others

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$\$\$ / Operating \$



# 21 Bike & Pedestrian Education

## Bicycle safety and learn-to-ride education programs can have a longer-term impact on reducing SOV travel

- Ride Illinois offers a full curriculum of bike safety and skills classes
- A local program created by the Hawthorn Middle North School in Vernon Hills could serve as a model for other areas of the County
- LCDOT program on ped safety at roundabouts, mid-block crossings, etc.

**Level of Effort** - Some coordination upfront, but then should be self-sustaining

**Possible Sponsor** - Lake County, Ride Illinois, local bike advocacy groups, replicate Vernon Hills program

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$ / Operating \$\$



# 22 Promotion of Commercial Bike Parking

The availability of designated secure bike parking at destinations can be an encouragement to biking versus driving. The installation of bike parking by businesses should be promoted.

- The *Commercial Bicycle Parking Guide* brochure was developed for this study and should be distributed to relevant audiences.

**Level of Effort** - Minimal, mainly to distribute brochure and post on Clearinghouse site

**Possible Sponsor** - Commute Options Office, municipalities, local business groups

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$ / Operating \$

**Bike Parking  
For Your Business**



# 23 Bike Parking at Transit Facilities

**Providing a place to securely store a bike at the transit boarding location can reinforce use of transit.**

- For the five locations identified, seek feedback from Metra, Pace, and the respective local community.

**Level of Effort** - Minimal

**Possible Sponsor** - Lake County, municipalities, Metra, Pace

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$\$ / Operating \$



# 24 Bike Share Programs

**Bicycle share programs can be an effective SOV reduction strategy.**

- The Grayslake Bike Share that started in April 2021 can serve as a launching point for expanding elsewhere in Lake County
- Revive the prior initiative, the Lake County Regional Bike Share Consortium, to gauge interest in an expanded program
- Consider using Grayslake's vendor to allow interoperability

**Level of Effort** - To be determined based on interest

**Possible Sponsor** - A County agency, municipalities, County Municipal League, Visit Lake County

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$ / Operating \$



## Sponsors



GRAYSLAKE AREA PUBLIC LIBRARY





# 25 DIY Bike Repair Stations

**Do it Yourself bicycle repair stations along popular bike routes can improve the reliability of cycling, encouraging use of bikes as an SOV alternative.**

- The recent installation of 4 stations in Libertyville may serve as a model
- As new trails are developed by the LCDOT and others, bike repair stations should be considered as an adjunct infrastructure element

**Level of Effort** - To be determined

**Possible Sponsor** - Lake County, municipalities

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$\$ / Operating \$



# E

## Non-Commuter Strategy Projects



- 26. Residential & Non-work Outreach
- 27. Trail Wayfinding
- 28. Bike to Metra Guides

# 26 Residential & Non-work Outreach

**Traditional TDM focuses on the worksite; targeting travelers at their residence and at non-work destinations is a way to foster new travel habits.**

- Residential outreach collateral material can be provided to municipalities to add to their new resident webpage and to new residents on their initial set-up of a utility account.
- New resident welcome packets can be provided to residential developers.
- Work with higher attendance attractions and events to help develop plans for alternative transportation.

**Level of Effort** - Developing content would involve some upfront work

**Possible Sponsor** - Commute Options Office, municipalities

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$ / Operating \$

# 27 Trail Wayfinding

## LCDOT's *Bike Path Wayfinding and Signage Study* recommendations should be followed

- Bike path or trail expansions and improvements should incorporate signage that conforms to the Study's guidelines

**Level of Effort** - Minimal, coordination with Study's next steps

**Possible Sponsor** - LCDOT, Lake County Forest Preserves, municipalities

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$\$ / Operating \$



# 28 Bike to Metra Guides

**Ride Illinois creates maps of bike routes to Metra stations. As of May 2021, 18 of the 32 stations in Lake County have maps.**

- Fund Ride Illinois to create maps for the other 14 stations
- Existing brochures should be reviewed for completeness and accuracy by County and municipal staff

**Level of Effort** - Minimal, mainly coordination and participate in funding

**Possible Sponsor** - Lake County, Ride Illinois, municipalities

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$\$ / Operating \$



# G

## Parking Projects



- 29. Parking at Metra Stations
- 30. Parking at Trail Access Points
- 31. Mobility Hub Demos

# 29 Parking at Metra Stations

**Recommends that mobile apps be available for the convenience of parkers in paying daily parking fees; 19 of 32 stations currently provide this feature.**

- Communities responsible for parking operations at Metra stations should be encouraged to adopt parking apps as a convenience to riders, reinforcing use of commuter rail.

**Level of Effort** - Relatively minimal

**Possible Sponsor** - Municipalities

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$\$ / Operating \$



# 30 Parking at Trail Access Points

**Bicycle use of Lake County regional trails can be an effective alternative to the SOV mode. Auto parking serving regional trails can increase trail use.**

- Based on a review of fourteen trails, six new parking lots and 35 shared-use lots were recommended.

**Level of Effort** - To be determined

**Possible Sponsor** - Lake County, Lake County Forest Preserve, municipalities

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$\$\$ / Operating \$





# 31 Mobility Hub Demos

**Mobility hubs offer services of multiple transportation modes, maximizing connectivity and access for transit riders.**

- Based on a screen of County Metra stations, 4 were identified as candidate hubs: Deerfield (MD-N), Buffalo Grove (NCS), Highland Park & Waukegan (UP-N)
- Each were reviewed for the availability of elements found in mobility hubs. A list of missing elements was made, which represents a starting point for discussions with Metra, Pace, and the host community at each the demo sites.

**Level of Effort** - To be determined

**Possible Sponsor** - Lake County in coordination with Metra, Pace, municipalities

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost** - Capital \$\$\$ / Operating \$



# Land Use and Policy Projects



- 32. Transit-Oriented Development
- 33. Parking Requirements for New Development
- 34. Proximate Commute Encouragement

# 32 Transit-Oriented Development

**Encourage all applicable County communities to prepare TOD plans for Metra stations and Pace major bus stops/key bus corridors.**

- Work with Metra and communities to explore use of land no longer needed for parking
- Assist communities in applying for TOD study grants through RTA's Community Planning Program
- Work with Pace to identify stops and corridors that could benefit from TOD plans

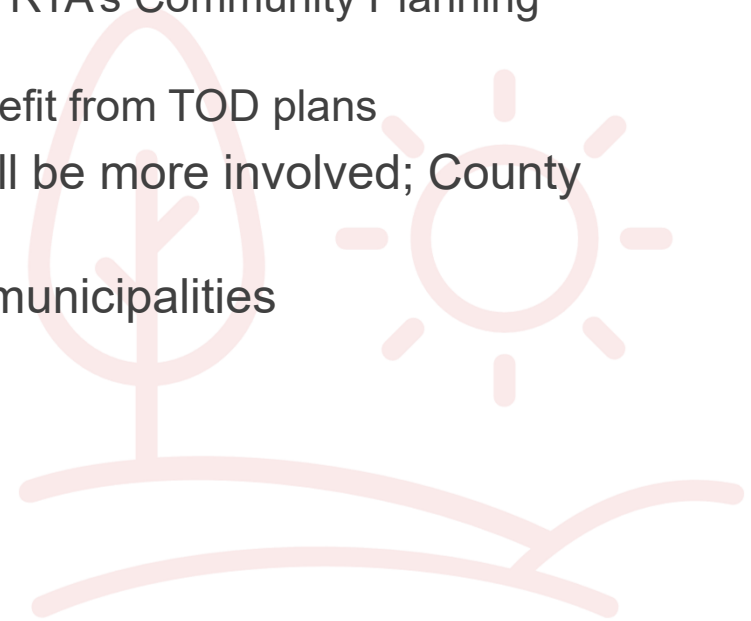
**Level of Effort** - Minimal; follow-up by municipalities will be more involved; County could participate in local match funding

**Possible Sponsor** - Lake County in coordination with municipalities

**Reduce SOV Travel:** 🚗

**Ease of Implementation:** 👍

**Cost:** Capital \$ / Operating \$



# 33 Parking Requirements for New Development

**With new development, changes in minimum parking requirements can be a way to encourage the use of non-auto travel modes**

- Encourage municipalities to review zoning codes for minimum requirements
- Relevant background materials can be posted on Clearinghouse webpage
- Assist communities in seeking grants for zoning code reviews

**Level of Effort** - Some upfront coordination; follow-up by municipalities; County could assist communities in seeking grants for zoning code reviews

**Possible Sponsor** - Municipalities in coordination with LCDOT, Lake County Planning & Zoning, Lake County Municipal League

**Reduce SOV Travel:** 

**Ease of Implementation:** 

**Cost:** Capital \$ / Operating \$

# 34 Proximate Commute Encouragement

## Situating higher density residential near employment thru land use planning would encourage travel by means other than the auto

- Provide resources to communities to support land use planning and development processes that would encourage proximate commutes
- Showcase innovative planning and development in the County
- Prepare a briefing paper that can be used in *MY Commute* communications
- Assist communities in obtaining grants for community-wide or corridor-level planning studies

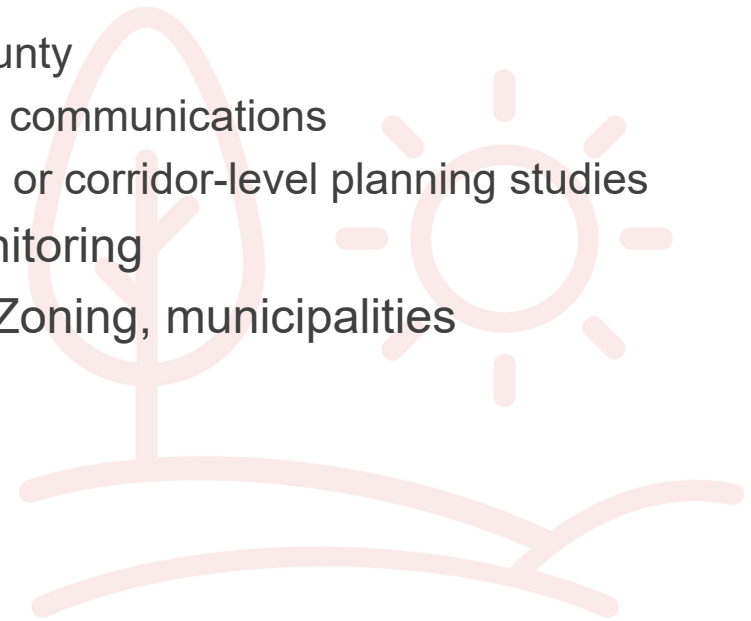
**Level of Effort** - Limited research upfront; ongoing monitoring

**Possible Sponsor** - LCDOT, Lake County Planning & Zoning, municipalities

**Reduce SOV Travel:** 🚗🚗

**Ease of Implementation:** 👍

**Cost:** Capital 💰 / Operating 💰

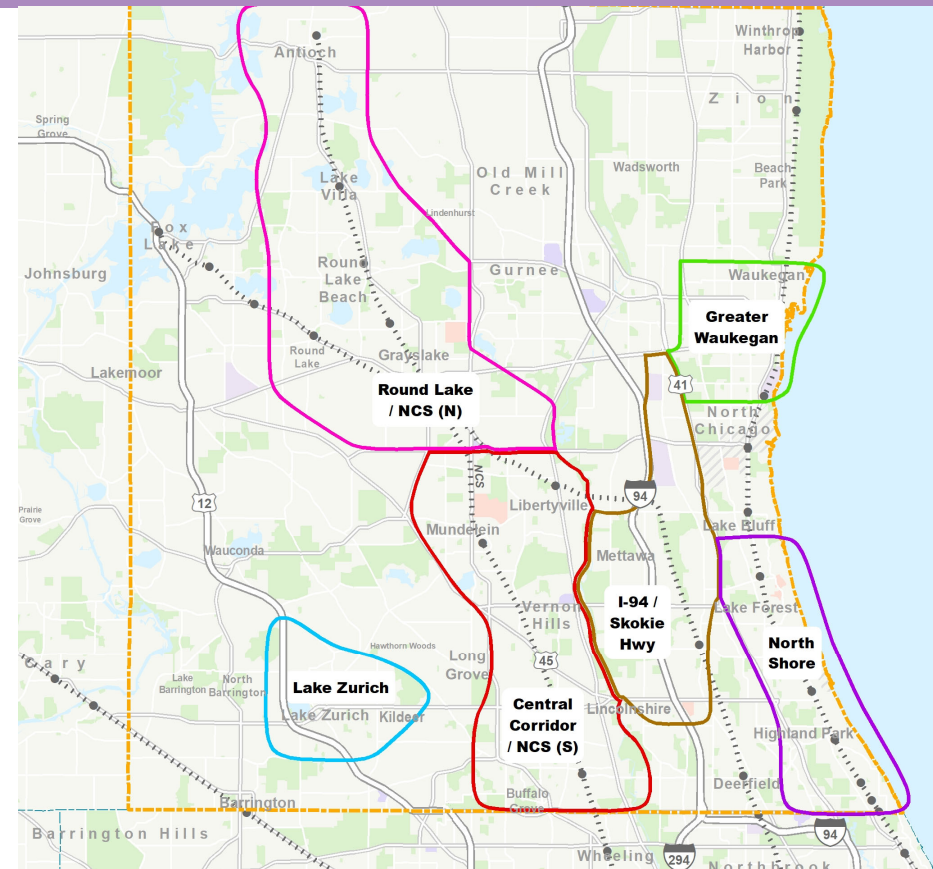


# Study Sub-Regions and Micro Zones

December 6, 2023

# Sub-Regions

	<u>sq. mile</u>
Round Lake/NCS North	64
Greater Waukegan	14
North Shore	20
I-94/Skokie Highway	26
Central Corridor/NCS South	46
Lake Zurich	14



# Micro Zone Development

- Smaller, more targeted locations needed to refine travel flow analysis
- Micro Zone boundaries developed using:
  - StreetLight data (TAZ) trip densities
  - CoStar commercial property data
  - CMAP socioeconomic data
- 31 zones in total
  - Between 3 & 9 per sub-region

December 6, 2023

