

# PHASE 1 • LAKE COUNTY LONG RANGE TRANSPORTATION PLAN

# Public Engagement Summary



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# INTRODUCTION

Phase 1 of Envision 2050 focused on Discovering what matters most to Lake County residents, leaders, and community partners as the foundation for a long-range transportation vision. The outreach strategy emphasized meeting people where they are—both online and in person—through pop-up events, digital engagement, and targeted stakeholder collaboration.

Through a mix of surveys, public meetings, task force discussions, and social media outreach, the County gathered valuable insight into priorities such as safety, access, connectivity, sustainability, and growth. Feedback collected in Phase 1 will inform draft goals and performance measures that guide the next phase of the LRTP process.

 **Your voice matters.**

 **5** minute survey,  
25-year vision.



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# SUMMER POP-UP EVENTS

To reach residents across Lake County, the project team participated in a series of five community pop-up events in several communities at festivals, resource fairs, back to school and community events. These informal settings allowed residents to share what they value most in local and regional transportation while learning about the Envision 2050 planning process.

**WAUKEGAN BACK TO SCHOOL RESOURCE FAIR**  
July 26, 2025  
2,800-3,000 Attendees



**ZION TOWNSHIP RESOURCE FAIR**  
August 2, 2025  
200-300 Attendees



**TOUCH A TRUCK & WAUKEGAN NIGHT OUT**  
August 8, 2025  
1,400-1,600 Attendees



**NATIONAL NIGHT OUT FOX LAKE**  
August 5, 2025  
200-300 Attendees



**WAUCONDA CRUISE NIGHT**  
August 19, 2025  
1,500-1,700 Attendees

# STAKEHOLDER MEETINGS

Engagement with local partners and subject-matter experts was a cornerstone of Phase 1. Three key stakeholder groups were convened to provide diverse perspectives and technical guidance:

## Non-Motorized Task Force

This stakeholder group – composed of municipal planners, advocacy organizations, and trail partners – provided early input on pedestrian and bicycle needs. Discussions centered on safety, connectivity between communities, and design consistency across the County’s active transportation network.

## Steering Committee

The Steering Committee, representing regional agencies, municipalities, and County departments, helped shape the project’s vision and guided the public engagement strategy. Members reviewed draft materials, offered insights on data sources, and ensured that Envision 2050 aligns with complementary regional plans.

## Local Government Task Force

Comprised of municipal staff and elected officials, this group provided localized input on transportation priorities, growth areas, and implementation challenges. Conversations highlighted coordination opportunities among communities and ways to strengthen the County’s connections.

## Stakeholder Organizations

Chicago Metropolitan Agency for Planning (CMAP), Lake County Center for Independent Living, Lake County Schools, Metra, PACE, Ride Illinois, Illinois Department of Transportation (IDOT), Lake County Forest Preserve, Youth Build Lake County.

## Local Governments

Township of Ela, Township of Moraine, Township of Vernon, Township of Warren, Township of Wauconda, and Township of Zion.

2 MEETINGS

2 MEETINGS

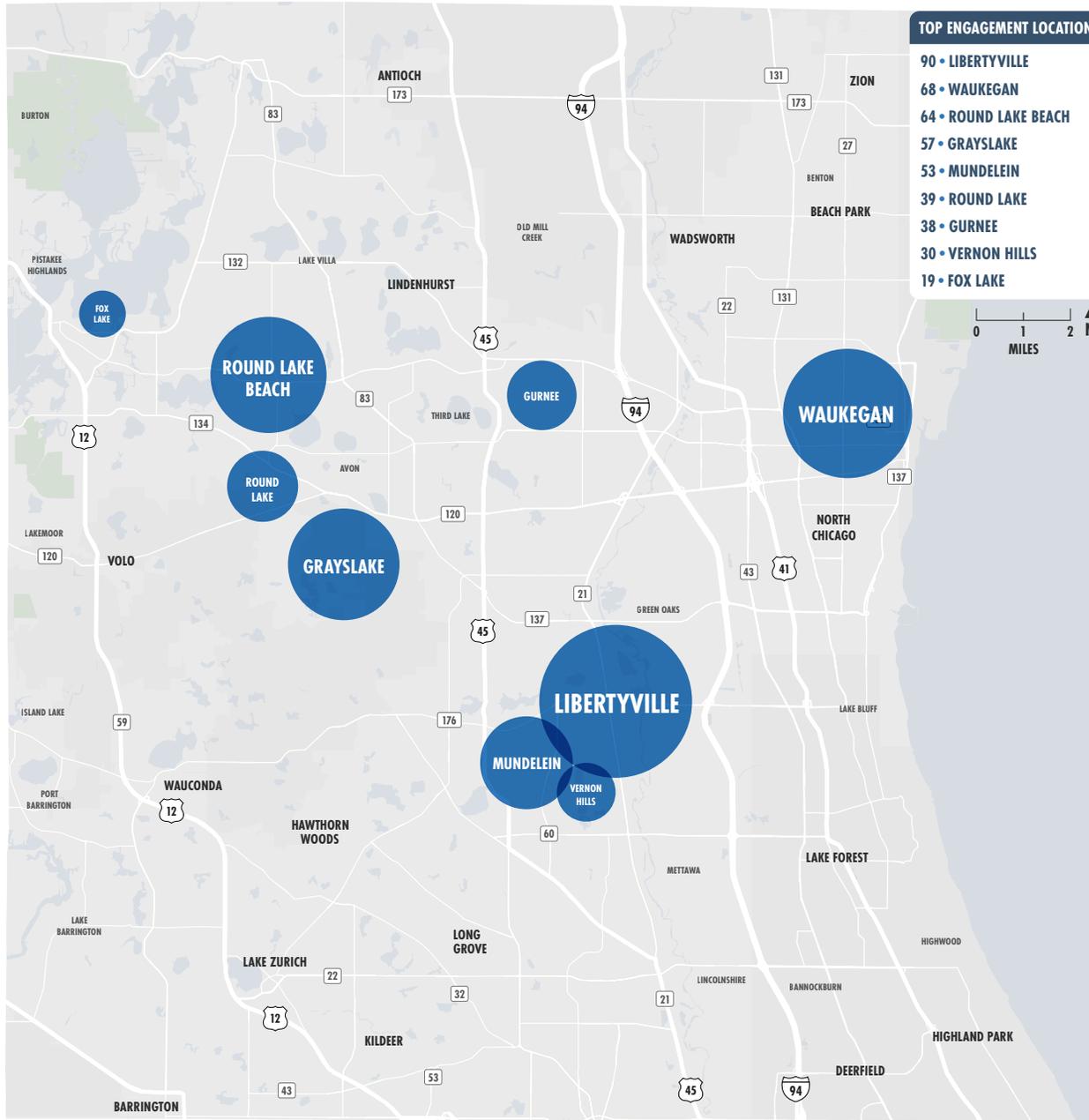
1 MEETING

12 REPRESENTED

6 REPRESENTED



# ENVISION 2050 WEBSITE



The Envision 2050 website, [www.lakecounty2050.com](http://www.lakecounty2050.com), debuted during Phase 1 as the central hub for project updates, event announcements, and public feedback tools. The website features interactive maps, survey links, and educational content about long-range transportation planning.

The website will continue to evolve through each project phase, serving as a transparent resource for the public and a repository for engagement summaries, data visualizations, and upcoming events.

## WEBSITE ANALYTICS JULY – OCTOBER 2025



**TOTAL USERS**  
**3,295**

*The number of unique individuals who visited the website during a specific period.*



**ENGAGED SESSIONS**  
**1,736**

*Sessions where users actively interacted with the website – such as staying for a certain duration, clicking on links or scrolling.*



**TOTAL VIEWS**  
**5,807**

*The total number of times any page on the website was loaded or refreshed, including repeat visits.*

# SOCIAL MEDIA ENGAGEMENT

The County's social media campaign broadened awareness of the LRTP and invited participation across multiple platforms. Posts highlighted opportunities for the public to participate in the planning process and facts about Lake County's transportation system.

Public comments on social channels offered another perspective on community sentiment—ranging from roadway maintenance and congestion concerns to interest in expanded public transit and trails.



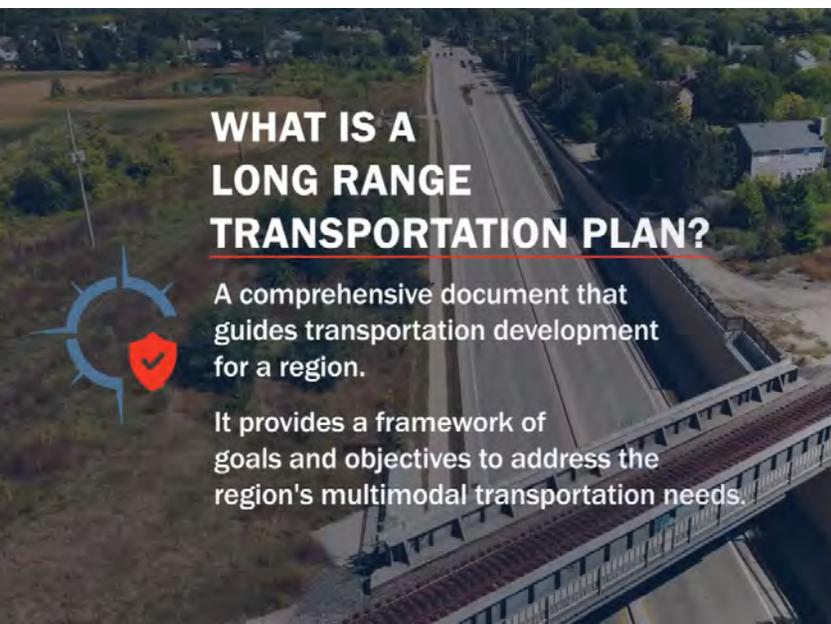
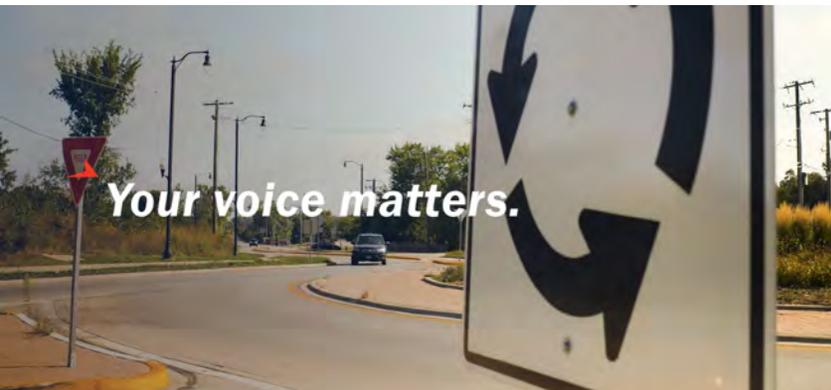
**PHASE 1  
SOCIAL MEDIA POSTS**  
18 Comments  
16 Shares



**PROJECT VIDEO &  
VIRTUAL OPEN HOUSE**  
27 Comments  
14 Shares  
5,400 Views



**PHASE 1 SURVEY**  
10 Comments  
10 Shares



## WHAT IS A LONG RANGE TRANSPORTATION PLAN?

A comprehensive document that guides transportation development for a region.

It provides a framework of goals and objectives to address the region's multimodal transportation needs.



**UNIQUE OPENS FOR BOARD  
MEMBER NEWSLETTERS**  
20,689



**PEOPLE REACHED  
ON SOCIAL MEDIA**  
17,000+



**UNIQUE OPENS FOR  
PROJECT EMAILS**  
11,000+

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# VIRTUAL OPEN HOUSE

To provide flexible options for participation, a virtual open house was hosted online, at [www.lakecounty2050.com/virtual-open-house](http://www.lakecounty2050.com/virtual-open-house) allowing residents to explore interactive maps and watch project videos at their convenience. Visitors could also leave comments on specific topics on a comment map to identify areas of concern.

The digital format extended the reach of engagement beyond in-person events, providing an inclusive space for those unable to attend community meetings. Feedback gathered through the platform will be incorporated into Phase 2 Vision and Goals.

-  TOTAL USERS  
1,345
-  ENGAGED SESSIONS  
923
-  TOTAL VIEWS  
1,890

## TRANSPORTATION PRIORITIZATION ACTIVITY RESULTS

154  
PARTICIPANTS  
COMPLETED  
THE ACTIVITY

As part of the Envision 2050 Phase 1 outreach, an online interactive prioritization game was conducted to capture how residents and stakeholders value key aspects of the county’s transportation system.

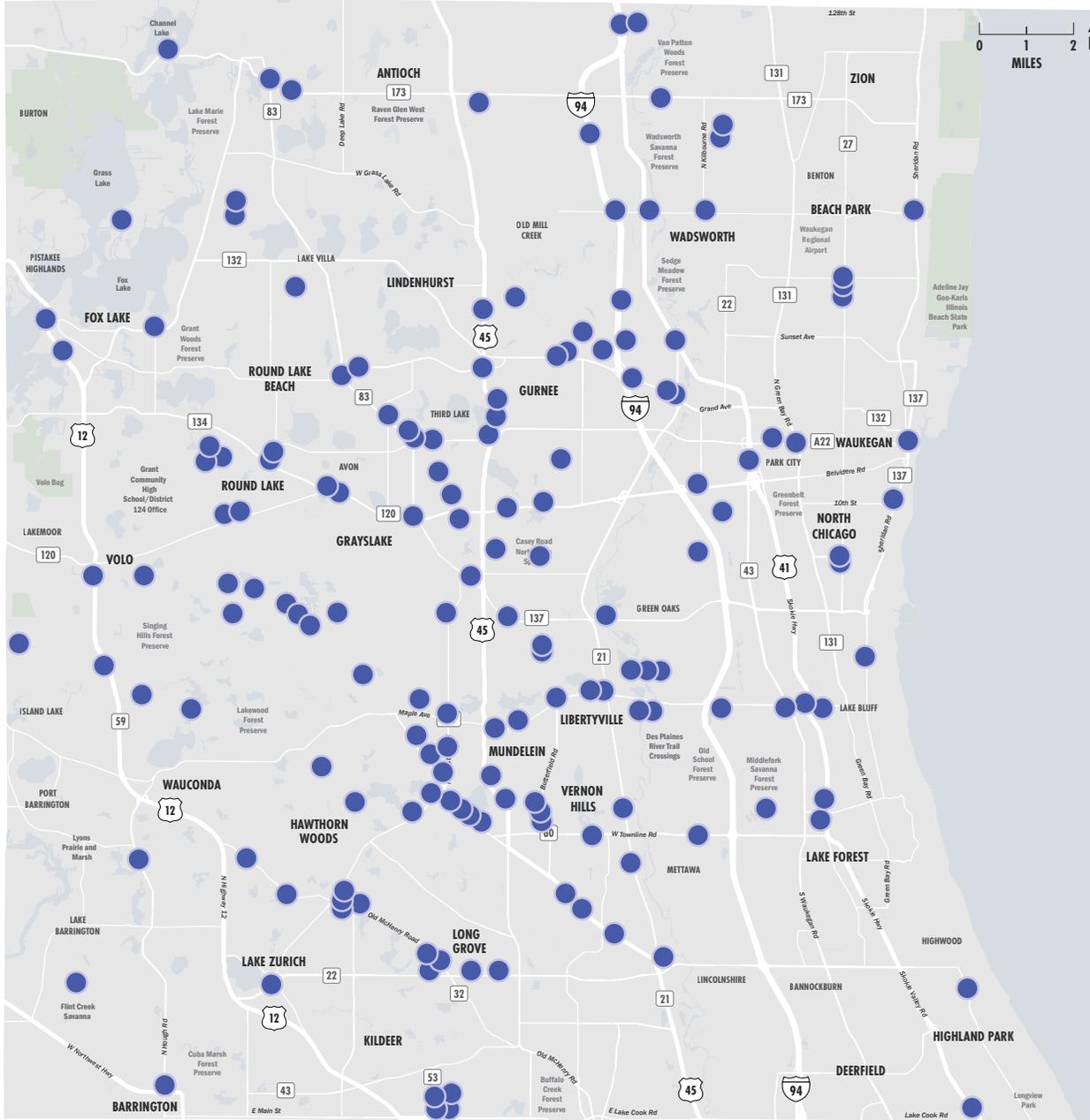
Participants were asked to rank six investment priorities—Safety, Conditions & Preservation, Non-motorized Travel, Transit, Expansion and Mobility—based on their perceived importance for Lake County’s future transportation network.

RANK	PRIORITY	DESCRIPTION
1	Safety	Highest ranked priority across all participants; reflect the community’s emphasis on reducing crashes and protecting all users.
2	Conditions & Preservation	Strong support for maintaining and improving existing infrastructure before expanding.
3	Non-Motorized Travel	Moderate prioritization highlights public interest in sidewalks, trails and infrastructure for bikes that improve connectivity.
4	Transit	Recognized as important for enhancing mobility options.
5	Expansion	Expansion ranking lower indicates a preference for optimization and maintaining the existing system over new construction.
6	Mobility	Overall ranking suggests the public views general mobility improvements as secondary to safety and preservation needs.

PHASE 1 • PUBLIC ENGAGEMENT SUMMARY

# COMMENT MAP: TOTAL SUBMITTED

196  
TOTAL MAP  
COMMENTS  
SUBMITTED



As part of the Envision 2050 engagement activities, an interactive online comment map was deployed on the project website to collect geographically specific feedback on transportation issues, opportunities, and priorities. Participants placed digital pins to identify areas of concern or opportunity across the county, providing both topic categories and written comments.

## ONLINE COMMENT MAP SCREENSHOT FROM LAKECOUNTY2050.COM

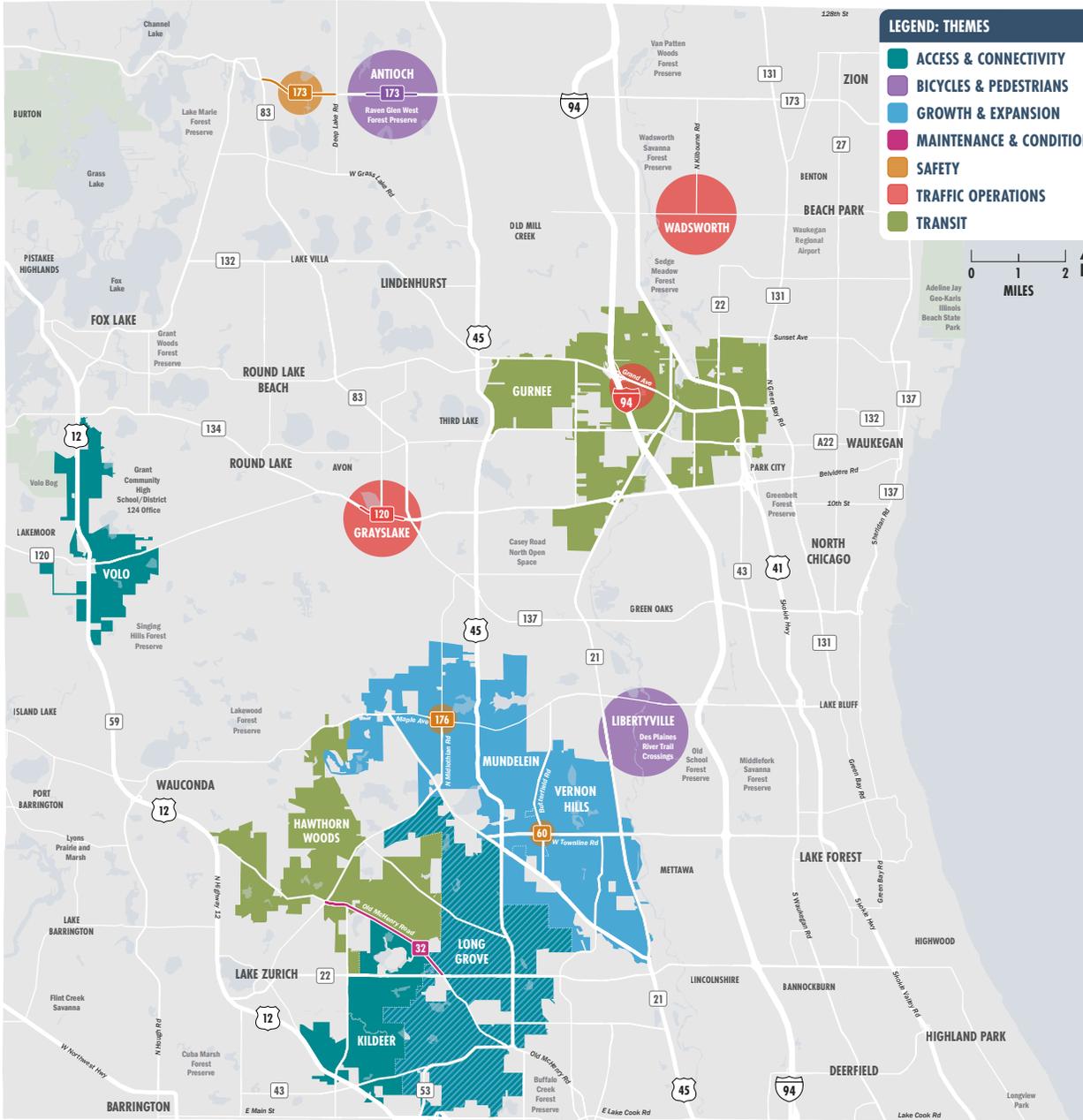
Drag the red marker to the location where you'd like to leave a comment and press the "Confirm Location" button below. You can search for an address below.

✓

**Confirm Location**

SEE APPENDIX FOR FULL LIST OF COMMENTS & LOCATIONS

# ONLINE COMMENT MAP: THEMES & FINDINGS



THEME	FEEDBACK	LOCATIONS
<b>ACCESS &amp; CONNECTIVITY</b> 8 COMMENTS	Comments emphasized the lack of east-west connectivity and access to common destinations for non-motorized users.	Long Grove Kildeer Volo
<b>BICYCLES &amp; PEDESTRIANS</b> 29 COMMENTS	Comments reflected support for improved bicycle and pedestrian options. Residents requested more sidewalks, expanded trails, and safer crossings.	Antioch (Raven Glen Forest Preserve & Route 173) Libertyville (Des Plaines River Trail Crossings)
<b>GROWTH &amp; EXPANSION</b> 9 COMMENTS	Residents expressed interest in balancing expansion with environmental considerations.	Long Grove Mundelein Vernon Hills
<b>MAINTENANCE &amp; CONDITIONS</b> 5 COMMENTS	Several comments addressed deteriorating pavement, rough railroad crossings, and roadway surface quality.	Old McHenry Road (Route 32)
<b>SAFETY</b> 63 COMMENTS	The public commented about dangerous intersections, excessive vehicle speeds, and limited pedestrian protections.	Antioch (Route 173) Libertyville (Route 60 & Butterfield Rd) Mundelein (Route 176 & Midlothian Rd)
<b>TRAFFIC OPERATIONS</b> 54 COMMENTS	Congestion was consistently mentioned, including long signal waits, and bottlenecks along major arterials. Requests included additional turn lanes, and better signal timing.	Grayslake (Route 120 Corridor) Gurnee (Grand Ave near I-94) Wadsworth (Kilbourn & Wadsworth Rd)
<b>TRANSIT</b> 9 COMMENTS	Several respondents expressed a need for enhanced public transportation options, greater access to major destinations.	Gurnee Hawthorn Woods

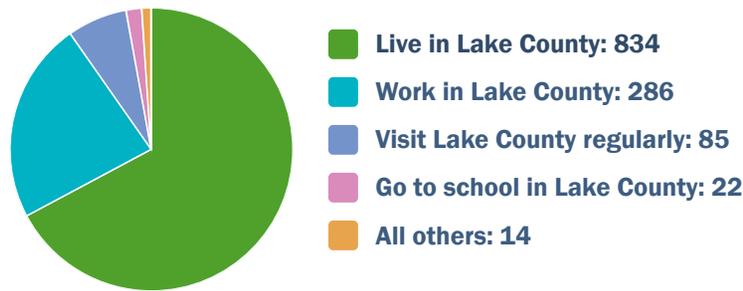
# PHASE 1 SURVEY RESULTS

**894**  
TOTAL NUMBER SURVEYS RECEIVED

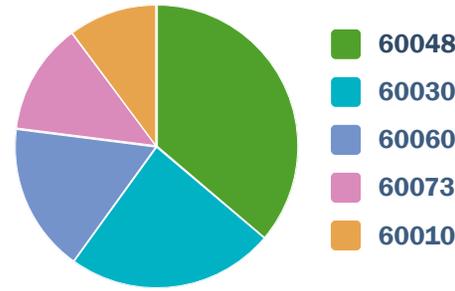
A Phase 1 survey was conducted to collect initial community input on transportation priorities, travel behaviors, and long-term mobility needs across Lake County. The survey served as an early engagement tool to inform the development of the plan's Purpose and Need, and to ensure that public values and lived experiences guided the foundation of Envision 2050.

The survey was designed to reach a broad and diverse selection of the public through digital and in-person grassroots outreach methods. Distribution of the survey was supported by a coordination outreach effort at multiple summer pop-up events across Lake County, direct email notifications, stakeholder cross promotion, social media, and at the Phase 1 virtual open house.

What best describes your primary role in Lake County?



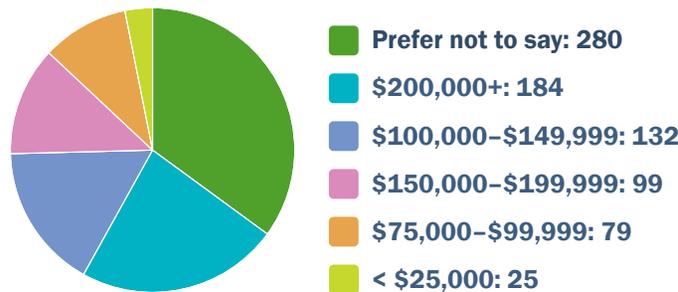
Which ZIP Code do you live in? (Top five)



On a scale of 1-5, how satisfied are you with your current transportation options in Lake County?



Demographics: What is your household income?



Demographics

Gender/Identity

- Woman: 452
- Man: 397
- Prefer not to say: 37
- Non-binary: 5
- Transgender: 1

Race

- White: 719
- Prefer not to say: 91
- Hispanic or Latino: 39
- Black or African American: 23
- Asian: 11

Age Group

- 65+: 325
- 55-64: 220
- 45-54: 160
- 35-44: 120
- 25-34: 52
- < 25: 15

SURVEY MENU BUTTON FROM LAKECOUNTY2050.COM

# PHASE 1 SURVEY RESULTS *Continued*

## Which of the following transportation issues concerns you the most?



## Rank the following transportation goals in order of importance to you.



## Which modes of travel would you like to use more often if transportation improvements were made?



## Are there specific locations in Lake County where you have experienced transportation challenges?

- 
**Traffic Congestion**  
 Route 120 from Route 12 to U.S. 45 & U.S. 45  
 Routes 83, 120, & 137
- 
**Rail Crossing Delays**  
 Crossing at Midlothian Rd & Old McHenry Rd  
 Routes 83 & 120
- 
**Limited Public Transit Options**  
 Antioch, Lake Villa, Gurnee, & Waukegan
- 
**Pedestrian & Bicycle Safety**  
 Crossing Milwaukee Ave in Libertyville  
 North Shore Bike Path
- 
**Infrastructure Gaps & Delayed Projects**  
 Routes 22 & 53
- 
**Regional Connectivity Challenges**  
 East-West between Route 12 & Route 21  
 Gurnee to Schaumburg

## What would make it easier to walk, bike, or take transit in Lake County? (Top five responses)

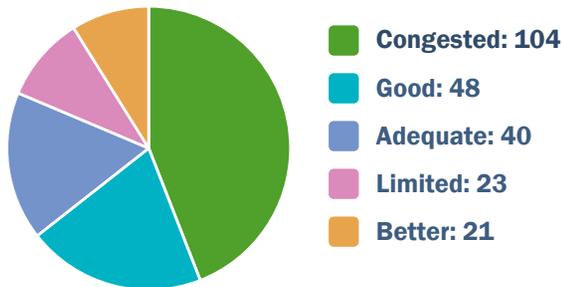
- 
**Road & Traffic Congestion:** Bottlenecks, signal timing
- 
**Bike Infrastructure:** Additional bike lanes, trail connectivity
- 
**Sidewalks & Pedestrian Safety:** Dangerous intersections, missing sidewalks
- 
**Limited & Infrequent Public Transit:** Increase in bus & train service
- 
**Train Delays:** Additional overpasses & underpasses

# PHASE 1 SURVEY RESULTS *Continued*

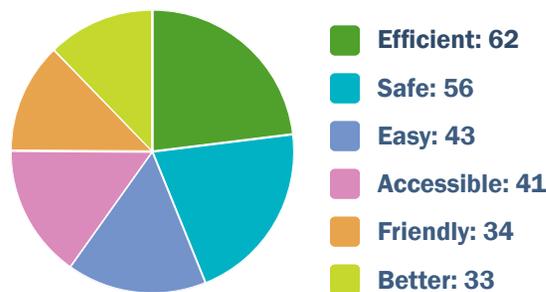
How important is it to you that Lake County invests in the following: *(Ranked in order of importance)*

- ★★★★★★ **Preparing for Innovative Technologies** (e.g. Connected vehicles, ITS): **434 responses**
- ★★★★★★ **Maintaining & Repairing Roads:** **424**
- ★★★★★★ **Improving Transportation for Seniors & People with Disabilities:** **277**
- ★★★★★★ **Reducing Traffic Delays** (e.g. road widening, additional turn lanes): **233**
- ★★★★★★ **Improving Transportation for Seniors & People with Disabilities:** **219**

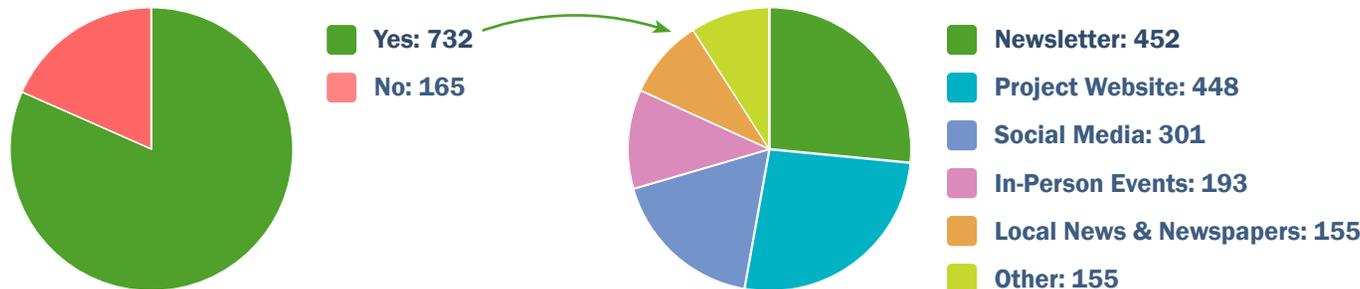
What is one word or phrase you would use to describe transportation in Lake County today?



What is one word or phrase you hope will describe transportation in Lake County in 2050?



Would you like to learn about future engagement opportunities and receive project updates for Envision 2050?



What would encourage more people in your community to get involved in this process?

-  Show how input matters; share timelines & funding details.
-  Gift cards, contests, & giveaways are suggested.
-  Mix virtual and in-person meetings; attend existing community events.
-  Create bilingual materials; outreach to seniors & underserved groups.

“Offer more virtual meetings.”

“Show evidence that their opinions are taken into consideration.”

Have planners visit schools and booths.”

“If people felt that what they think makes a difference...”

## PHASE 1 • PUBLIC ENGAGEMENT SUMMARY: APPENDIX



### SPEEDING & TRAFFIC CALMING

- 1 “Safety for high school students...tragic incidents over time. Traffic is unbearable.”

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- 2 “Since the roundabouts have gone in, traffic is horrible— need stop signs or speed bumps.”

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- 3 “Cars drive too fast... cyclists take their lives in their hands crossing.”

### PEDESTRIAN & BICYCLE INFRASTRUCTURE

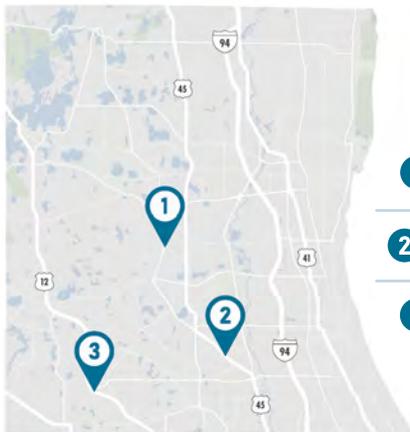
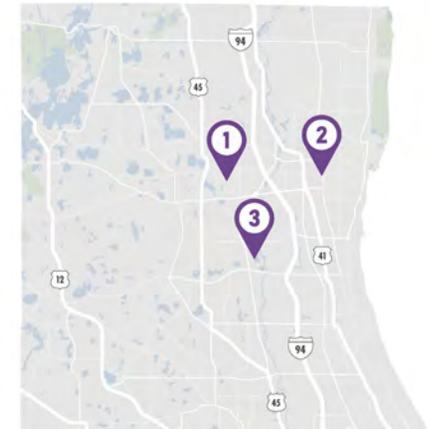
- 1 “Bike path needed between Almond Rd and Hunt Club Rd for kids to access schools.”

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- 2 “Sidewalk running west to east on the south side...essential for public safety.”

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- 3 “Needs sidewalks or level shoulders...serious safety issue.”



### ROAD WIDENING & CAPACITY IMPROVEMENTS

- 1 “Should be widened to 4 lanes with a center turn median.”

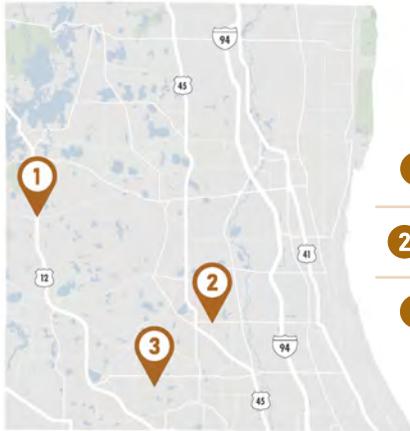
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- 2 “Expanding Rt 45 to 4 lanes was on Long Term Plan 10-15 years ago but still has not been addressed.”

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- 3 “Needs widening to 4 or 5 lanes to ease traffic congestion.”

## PHASE 1 • PUBLIC ENGAGEMENT SUMMARY: APPENDIX



### INTERSECTION SAFETY & SIGNAL UPGRADES

- 1 “Left turn from Case onto 12 is extremely dangerous—should be no left turn.”

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- 2 “Left turn lane backs up and creates bottlenecks...dangerous behavior.”

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- 3 “No left turns during rush hour—intersection is dangerous and causes crashes.”

### PUBLIC TRANSIT & CONNECTIVITY

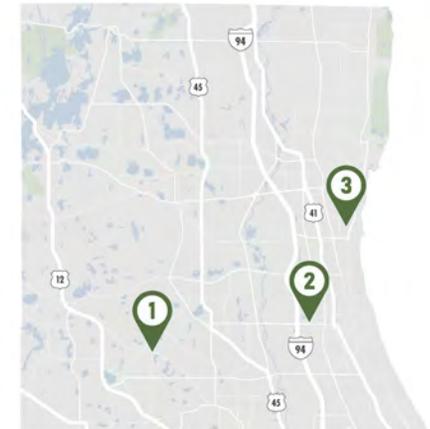
- 1 “Needs access to transit options like Pace buses for students to reach College of Lake County.”

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- 2 “It is befuddling how there is not a Metra stop at this major office park.”

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- 3 “Current crosswalk configuration offers no additional protection...difficult for passengers.”



### RAILROAD CROSSINGS & GRADE SEPARATION

- 1 “Intersection of 120/83 is frequently backed up due to freight trains. Needs over/underpass.”

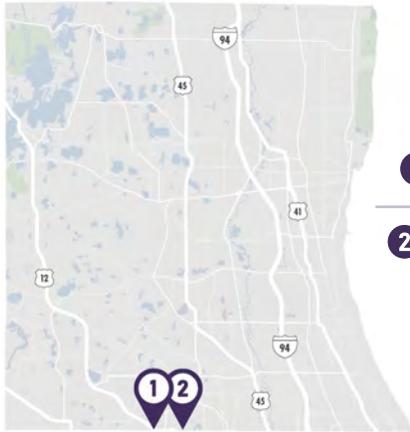
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- 2 “Accelerate the IDOT plan implementation for an underpass...Accident prone now at all hours.”

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- 3 “Railroad tracks need an overpass.”

PHASE 1 • PUBLIC ENGAGEMENT SUMMARY: APPENDIX



## LONG-TERM PLANNING & REGIONAL CONNECTIVITY

- 1 “Critical concern with Bears stadium coming needs widening and bike lanes.”
- 2 “Please resurrect IL-53...75% of the county approved it.”

### ALL COMMENTS

THEME	#	COMMENT
<b>ACCESS &amp; CONNECTIVITY</b> LONG GROVE KILDEER VOLO	1	Large commercial center that is very inaccessible to anything but motor vehicles.
	2	Please resurrect IL-53 or I-594 or whatever it should be called. Look at Hennepin County, Minnesota (Minneapolis). They have four+ lane roads all over the place and still manage to have open areas, greenspace and trails. Don't let the money of Long Grove and Kildeer ruin this project, especially when 75% of the county approved it in an opinion at the polls. Without having a highway here, we're still stuck sitting in traffic on two-lane roads west of US-45.
	3	A safe way for pedestrian crossing to access the continued growth around Woodman's. Many new businesses keep going in and there is a large community of Symphony Meadows and Redwood Volo that could use a safe way to access it with a vehicle.
	4	Pedestrian bridge or underpass needed for bike trail traffic. High speed intersection. Very dangerous.
	5	There really needs to be a Metra station reopened at this location considering how many Sailors live on the north side of Naval Station Great Lakes. While it may seem illogical to put two Metra stations in close proximity to one another, the reality is that Naval Station Great Lakes is a very installation with the current Metra Station being located next to Recruit Training Command where most of the people there are not allowed to leave the Base anyway. The overwhelming majority of Sailors who are allowed to leave the Base live within a couple hundred feet of this former train station, and it would be to everyone's benefit for the Sailors to have a stop closer to the dormitories where they live as opposed to the current stop that is at least two miles away from where the overwhelming majority of Sailors live. I would at very least make this a flag stop for Metra so that it would only stop there when there are sufficient people to justify it. I would keep the existing Metra station and keep it running alongside this station for the simple fact that the existing Metra station along Illinois 137 does service the VA/Federal Health Center, and having that stop is crucial. Basically, as housing has shifted on Naval Station Great Lakes away from the south side of the Base to the North side of it, then public transit should follow the Sailors who all live nearby this location and are no longer on the south side of the Base anymore now that the old Naval Hospital has closed and consolidated with the Lowell Federal Health Center.
	6	There needs to be a full interchange at this location for those wanting to go to Old Mill Creek or the northern side of Gurnee. Plus, for anyone going eastbound at this location this would provide easy access to eastern Gurnee and Waukegan. This can easily be a fully automated toll interchange just like what the Tollway Authority has installed at Balmoral Road in Rosemont. This provides a good half way point between Grand Avenue and Illinois 173 for motorists to get into an area of the County that is rapidly developing.
	7	Harris Rd has a gate here with a small gravel shoo-fly to go around it. This makes biking around it much harder. The shoo-fly should be straightened and paved.
	8	Going between Prairie Crossing's shopping center (as well as the rest of the neighborhood) and the train station requires a lengthy detour to the 137-Midlothian-Casey intersection. A bridge or overpass directly linking the two would significantly boost accessibility, safety, and help the local businesses in these shops and in future developments.

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THEME	#	COMMENT
<b>BICYCLES &amp; PEDESTRIANS</b>  <b>ANTIOCH</b> (RAVEN GLEN FOREST PRESERVE & ROUTE 173)  <b>LIBERTYVILLE</b> (DES PLAINES RIVER TRAIL CROSSINGS)	9	Please prioritize bike trails and walking along 173 west of Antioch. Every day I see more and more people using bikes and walking along the road to get to and from work. That stretch of 173 can be difficult, especially going over the bridge.
	10	Signs indicating points of interest just off paths, especially when it's not easily visible what's around. i.e. a downtown area.
	11	Bike path to connect to New Patriot Trail near IL 137.
	12	Sidewalks needed for safety.
	13	Sidewalks / trails needed for safety.
	14	Sidewalks are needed.
	15	Need bike paths along Midlothian Road, Rt 83-60 to Gilmer Road, at least.
	16	I see many people walking along the shoulder of this road (I do the same!) to get to the grocery store and strip mall down the road. Would love a path or at least a flatter area to walk on.
	17	Lake County needs to partner with IDOT and the village of Mundelein to extend the bike path that ends at Hawley & Midlothian all the way down to Gilmer Road. Currently residence that live along that path have no safe access to even get to a bike path nor schools or other public facilities like libraries and Park District.
	18	Need more bike trails in our area.
	19	A bike path is needed along Gages Lake Rd between Almond Rd and Hunt Club Rd. This would make it safe for kids to walk or ride a bike to the schools on this stretch of road.
	20	Please put a crosswalk at Washington and 45 or 45 and Gages Lake road. We need a safe way to cross 45 to access CLC and all the forest preserves. Thank you!
	21	Stop and go bicycling on Robert McClory Trail at this point going north. Very congested with car traffic. And forget about bicycling on Sheridan Rd. (Like can going south to Northwestern University).
	22	Difficult to bicycle west and southwest from this point.
	23	Connect forest preserve trails with bike paths off road along highways throughout county.
	24	Safe opportunities for bikers to cross over the highway.
	25	Reduce number of roads such as from 5 lanes to just 2 to zero lanes. Expand land by closing number of roads. Avoid road expansions.
	26	The Bike Path conceptually proposed along the ComEd right-of-way by Lake County's previously published nonmotorized plan is a top priority for the Libertyville Bike Commission. The regional connectivity and bike-to-school potential it would bring to this area would be incredibly beneficial.
	27	There is no good way for cyclists to cross Milwaukee Avenue near Adler Park in Libertyville. This is a missed opportunity for connectivity between the central Libertyville Path network (including the new path built by LCDOT north of Winchester Road) and Adler Park/Des Plaines River Trail. Either a path should be constructed through County and Village property to get cyclists to the signalized intersection at Adler Park, or the roadway connection should be made from the roundabout on County Campus to Walnut (with a new traffic signal at Milwaukee). Either of these solutions would greatly improve cycling connectivity.
	28	SIDEWALKS!

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THEME	#	COMMENT
<b>BICYCLES &amp; PEDESTRIANS</b>  ANTIOCH (RAVEN GLEN FOREST PRESERVE & ROUTE 173)  LIBERTYVILLE (DES PLAINES RIVER TRAIL CROSSINGS)	30	Sharp bend on/near narrow section of regional trail results in collisions. Loose gravel at sharp bends causes bike crashes.
	31	Dangerous multi-use trail crossing.
	32	Connections to nearby multi use trails needed.
	33	This section of trail has been closed/not maintained for years with no known solution. Work with COMED to open access and repave or find alternative routing solution.
	34	Would love to see better bike/ped connectivity along Old McHenry between Rand Road and Long Grove without widening the roadway for vehicles.
	35	Need safe connection between this multi use trail and Ray Lake Forest Preserve.
	36	Gap in multi use trail. Better bike and pedestrian infrastructure needed.
	37	Casey Trail has 3 massive hills in this area. This is fine if you're taking the trail for recreation, but awful if you're taking it for commuting/traveling. It should take a flatter path.
<b>GROWTH &amp; EXPANSION</b>  LONG GROVE MUNDELEIN VERNON HILLS	38	Make Old McHenry Road 4 Lanes.
	39	Need bike trails in our area.
	40	The county has to work in conjunction with the state in making route 173 four lanes from I-94 to Deep Lake Rd. This is something Antioch and western lake county residents have been asking for a long time. This is an area that is still rapidly growing and traffic and road safety is terrible. This project should have been completed 25 years ago!
	41	I realize this is a state highway and not the County's jurisdiction, but there is absolutely no credible argument that Rte 22 should not be 4 lanes from Quentin Rd to Rte 83. Lake County should be pushing IDOT to get this project on the books. The NIMBY's have held sway on this for far too long.
	42	If Hawthorn Woods moves ahead with rumored retail development on the Midlothian Rd corridor between Old McHenry and Gilmer, that section will need to be widened to 3 or possible 4 lanes for the entire length. It should probably be added to the OMX project or at least as an immediate follow-on to that project.
	43	Route 53 and the 120 bypass have been an issue for the 20 years I've lived here and long before as I've been told. Either of these changes would devastate communities and the environment for a substantial area. Many suggestions have been put forward by Blue Ribbon committees and other bodies to substantially mitigate these problems. As I see it, none of these solutions is currently on the table for "improvements" to 120. What happened to them? Are they in a file at the back of a drawer? There is always a need to deal with traffic and congestion, but it does not have to be done without regard to communities and the environment. I would like to see the previously offered solutions back on the table.
	44	Extend Route 53.
	45	Good Shepherd Hospital has grown by leaps and bounds over the years, but the roadway around it is still a small two lane country road. At very least, the roadway in front of the hospital and the intersections that access it should be upgraded and widened. It is a nightmare getting around here during change of shifts as well as for emergency vehicles to get to this location. Since this is a major hospital there should be a dual carriageway roadway in this immediate area so that traffic can get in/out of the hospital in an efficient manner.
	46	There needs to be a serious look at the Waukegan Airport and what can be done to upgrade it. Clow Airport in Bolingbrook is used as a cargo airport despite its being surrounded on all sides by housing. Waukegan Airport does not have that handicap as of yet, and while the land is still available around it it should be purchased and set aside for future airport needs. While Waukegan Airport should not be commercial aviation such as O'Hare Field and Mitchell Field in Milwaukee, it should be an alternative airport for area businesses to park their corporate fleets; a potential site for the Military to park its aircraft especially the Coast Guard; a potential partner location at Naval Station Great Lakes to train Sailors on aircraft maintenance; a great location as a satellite campus for the College of Lake County for an aviation mechanics school/flight school; a great staging area for public transit be it buses and even potentially a train. There absolutely needs to be upgraded roads to this location along with better signage. Especially if this could become a potential cargo center, then having at minimum a four lane road connecting to the Tri-State Tollway would be essential similar to how Wisconsin Highway 50 was upgraded to accommodate traffic going east of the I-94 interchange. Waukegan Airport is landlocked right now, and it needs a good connection to the interstate system through an upgraded road so that businesses would be willing to use it. Currently, the small two lane country roads that service the airport are inadequate for its needs.

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THEME	#	COMMENT
<b>MAINTENANCE &amp; CONDITIONS</b>  <b>OLD MCHENRY RD</b> (ROUTE 32)	47	This RR crossing isn't car friendly.
	48	Shared-use path along Lakeview is unusable for bikes south E Phillip is unusable to bikes from root damage.
	49	Old Mchenry Road just before mideloothian the rail road tracks needs to have an overpass
	50	You so missed improving overall vehicle transportation in Lake County by not bringing Route 53 north past Lake Cook Rd. You can't tell me Long Grove doesn't regret blocking that expansion now - especially with all the truck traffic through Long Grove today.
	51	Petterson Road in the area of the ramp and underpass of Rte 137 is falling apart and needs major reconstructive work.
<b>SAFETY</b>  <b>ANTIOCH</b> (ROUTE 173)  <b>LIBERTYVILLE</b> (ROUTE 60 & BUTTERFIELD RD)  <b>MUNDELEIN</b> (ROUTE 176 & MIDLOTHIAN RD)	52	This bridge and all of its intersections are dangerous. The trucks pull out in front of cars all the time.
	53	I love that LCARTA is in our County, such a valuable asset. Perhaps we can use it to incorporate safe driving and blind spots with trucks and the fire department?
	54	Improvements at Kilbourn + Wadsworth have made the left turn from Northwoods onto Wadsworth heading west challenging during heavier travel times and weekends, and dangerous because eastbound traffic is accelerating to a higher speed limit.
	55	During rush hour there should be no left turns around on/off Krueger. This intersection so dangerous and in the 10 yrs I've lived here the cause of many crashes. People waiting to turn left screws up the flow of traffic so much.
	56	This is the worst entrance ramp. You are merging into traffic from a dead stop and it's so dangerous. It's not even a ramp, it's turning I to traffic going 55mph.
	57	You should let people pick more than one item - my concerns are about traffic, safety and biking/trails. There is too much traffic at certain times of day at this intersection. With the construction at Winchester and 83, cars routinely block driveways and side street intersections. Turns are difficult. The bike path and sidewalks are heavily used by people of all ages. Motorized bikes and scooters should not be allowed on any part of it and the sidewalks should be continuous and get people somewhere. There should be sidewalks the entire length of Midlothian and along 176 all the way to 80 on both sides. My son was hit repeatedly by cars along Midlothian on his bike when he was a student at Carl Sandburg and at Mundelein High School - he is now in his early 30s - this should have been fixed by now. I understand it is a lot of different units of government but it is irresponsible to continue to do nothing or to make the situation worse.
	58	Driving east on Rte 60 at Butterfield the left turn lane from 60 to Butterfield frequently backs up which effectively makes 60 one lane going east. This slows traffic, creates bottlenecks and encourages dangerous behavior on the part of drivers making this very dangerous. I understand that this is a difficult road to widen and that banning left turns would be difficult but this is really a bad situation.
	59	This is a poorly designed intersection that becomes even more hazardous on school days when both traffic and students are trying to predict what the other will do. Traffic heading south on Green Bay Rd has too many options and the signage isn't clear.
	60	Left turn from case onto 12 is extremely dangerous! Should be no left turn. Left turn lane from 12 onto case is extremely dangerous. Should be longer turn lane.
	61	Since the roundabouts have gone in the traffic is horrible in Dowell Road. The cars are driving well over 40 and it's near impossible to turn out of neighborhoods. Trucks also fly down the road. Can we add stop signs or speed bumps to slow traffic down?
	62	There is not enough lane to turn left onto case. Cars are often waiting in the left lane of route 12 to turn left. Cars are now trying to turn left onto 12 from case and making dangerous attempts to cross and turn in front of other cars.
	63	Re-paving the east end of Owens Road. It is HORRIBLE in spots and has actually broken my car.
	64	Even with the "yield to pedestrians" drivers are still honking for other drivers to turn on red. Perhaps we need a footbridge on that intersection to ensure pedestrian safety or a "no turn on red" sign to ensure pedestrian safety.

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THEME	#	COMMENT
<b>SAFETY</b> <b>ANTIOCH</b> (ROUTE 173) <b>LIBERTYVILLE</b> (ROUTE 60 & BUTTERFIELD RD) <b>MUNDELEIN</b> (ROUTE 176 & MIDLOTHIAN RD)	65	Needs green arrow turn only. State not addressing. Blind spot of traffic traveling SB on 83 while traffic turns WB from N 83 is terrible, also poor turns from Washington.
	66	Reduce speed, add street lights, add stop light. Too many deaths at this intersection.
	67	Left turn lane northbound 12 onto Case Road can only fit approximately four cars. Traffic backs up in left lane of northbound 12 every day and causes a safety concern. Much longer left turn lane needed and possibly a traffic light.
	68	A sidewalk running west to east on the south side of Washington St is essential for public safety. Currently pedestrians and bicyclists brave traveling along or even on Washington St from Green Bay Rd West to the Pace stations along Washington. Right now there is a human trail that can be seen in the grass from all the people walking along the busy street. There are also no platforms for the pedestrians to wait along side the road by the Pace bus stop signs, thus making everyone stand in the grass, mud and snow waiting for public transportation.
	69	The intersection of Route 173 and the adjacent railroad crossing in Antioch presents ongoing challenges related to safety, traffic flow, and maintenance. Located immediately west of Antioch Community High School, this area experiences significant pedestrian, school bus, and vehicular activity throughout the day. The close proximity of the rail crossing to multiple driveways and parking lot entrances increases the potential for vehicle-train conflicts, particularly during peak school hours. The diagonal rail alignment limits driver visibility, while inadequate pedestrian infrastructure further elevates safety risks for students and residents, especially during games and practices when pedestrians and students are walking across the tracks to access the sports fields. (Where one person has died recently.) Traffic flow is frequently disrupted by train activity, creating extended backups that affect access to nearby businesses and public facilities. Vehicles often queue near the crossing or within intersection approaches, delaying through traffic and increasing the likelihood of blocked crossings. Additionally, the current roadway configuration presents ongoing maintenance challenges. The aging pavement and rail surface require frequent repairs, while poor drainage and tight roadway geometry complicate snow removal and contribute to accelerated deterioration. A reconfiguration of this intersection—potentially incorporating improved signalization, dedicated turn lanes, enhanced pedestrian facilities, and long-term drainage solutions—would significantly improve safety, reduce congestion, and lower maintenance demands. Long-term planning may also warrant evaluation of a grade separation to eliminate train-vehicle conflicts entirely.
	70	Truck trying to bypass the Waukegan Toll Plaza are using Dilley Road and Route 21 as alternate routes and they are not truck routes. Specifically, there is a dip in the road between Hanssen & Mulberry. By that point the trucks are flying to make up the lost time and homeowners can't see the speeding truck coming at them. Dilley & Grand is almost as bad with trucks trying to quickly cross 4 lanes to turn left.
	71	A turn lane from Hunt Club onto Sterns School, turning towards Gurnee Mills needs to be added.
	72	Cars often going 20+ mph over speed limit, sidewalks/ trails needed to safely walk and bike.
	73	No sidewalk on south side of Grand between Milwaukee Ave and Six Flags.
	74	Too many people traveling west on Grand Ave do not realize that the far right lane is for exiting to I94N and at the last second are merging left into traffic to cross over the bridge.
	75	Is it possible to add a stoplight for this neighborhood of Lakewood grove estates? It is very dangerous to make a left turn especially, but even a right turn as the speed limit on Route 60 is very high and at night time - there is low visibility. I've seen so many near accidents from people making a left turn during rush hour traffic, that it would be very safe to add a traffic light here!
	76	Is it possible to put a walking signal with a sidewalk connecting both sides of Lakewood Grove across Route 60? There are many children living on the W Jonathon and Kristina side and they dangerously cross the road to get to amenities on the other side. Having a walking signal for bikes/walking and a sidewalk joining the two neighborhoods would make it much safer for our children.
	77	W Oak Spring Road in Libertyville needs sidewalks or level shoulders. With Lake Minear at one end of the street the Des Plaines River Trail crossing and subdivisions all along the road, the foot and bike traffic is substantial and is forced to use the roadway. This is a safety issue when cars are coming both directions. Walking or biking on the uneven shoulders with loose gravel is a serious safety issue.
	78	Dangerous intersection. Lights have been put up but cars consistently drive well above the speed limit without slowing down at this intersection. Speed radar signs are put up but no police patrol the traffic in that area. Also you have to stick your head out into the intersection to see if cars are incoming or not.
79	This is a dangerous intersection when heading in either direction. Cars turning right onto Bradley often turn without looking.	

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THEME	#	COMMENT
<b>SAFETY</b>  <b>ANTIOCH</b> (ROUTE 173)  <b>LIBERTYVILLE</b> (ROUTE 60 & BUTTERFIELD RD)  <b>MUNDELEIN</b> (ROUTE 176 & MIDLOTHIAN RD)	80	Lake County, and Grayslake in specific, has spent so much \$ on sidewalks, pathways, park trails, LCFPD trails. etc to keep pedestrians/bikers safe from cars; yet people walk/run/skateboard/scooter/longboard in the street. This is especially scary at night when it's dark and suddenly a 60 year old man who thinks it's OK to longboard in Grayslake streets or a pack of teens on scooters/bikes 5 wide pop up and are wearing black and have nothing reflective on person or craft. Cars don't get to drive on sidewalks, so why are we making drivers responsible for the safety of people misusing the roads which are meant to keep cars/drivers safe. Also, get rid of law allowing tinted car windows--the tint location is often not adhered to and the tint is often so dark that you can't see a driver at all to know if they see you while you are walking/biking/driving. Even the SW states and the Plains states don't allow such darkly tinted windows as we regularly see here in Lake County. It is vital that drivers and others around them can visually see each other as a means of effective and safe non-verbal communication (pedestrians don't have turn signals pre-installed). This is why IL once had a law that drivers cannot obstruct the front window with a bunch of junk dangling from rear-view mirror. (I say "once" b/c some government fools stopped listening to common sense and got rid of that rule b/c people who couldn't follow that rule were rightfully getting pulled over and raised a fuss.) Get rid of dirt bikes/mini-motorcycles masquerading as e-bikes that pre-teens who haven't even taken drivers-ed yet are unsafely using on roads and pedestrian paths. Many don't even have usable pedals, just spokes to rest feet while the vehicle is moving. We saw 2 10 yr old boys riding these in a major road near Ivanhoe Crossing on Rt 60 near 176 (no helmets, no long clothing, no boots, no glasses) after they had been revving engine/popping bikes INTO the intersection while cross-traffic had the right-of-way as the boys waiting at a stop light in the left hand turn lane. These pre-teens on faux-bikes also don't belong on walkways meant for pedestrians/joggers/moms with toddlers/kids riding proper-bicycles. If ATVs, UTVs, golf carts, go-karts, non-street legal vehicles, etc are not allowed on most streets in IL then why on earth are we letting e-scooters and e-bikes to be present. Even when in WI we can only use ATVs on specific parts of specific roads and in specialty locations that are designed for/allow ATVs. In Grayslake specifically, we need signs (and parents/adults who understand that it is their job to teach appropriate safety and etiquette) to teach/remind bikers that bikes are to be walked within the downtown area. These bikers/scooters often push pedestrians up onto the grass rather than remembering that pedestrians have the right-of-way on sidewalks/paths; bikers are the ones responsible for slowing/stopping, dismounting, or themselves going the grass to avoid pedestrians. It seems like many traffic-related safety issues stem from cops/officials being afraid to make citizens follow the common sense laws that are/once were in place within IL. These expectations are/once were made into law for good reason --safety.
	81	Safety for high school students and pedestrians who attend athletic events at ACHS. There have been tragic incidents over time. It also blocks traffic flow multiple times each day being able to connect the east and west parts of Antioch.
	82	The location of these train tracks is a major concern for the safety of the students at Antioch High School. The community needs to be able to drill a road or underpass. Many have already been killed. Students cross these tracks to go not only to sporting events but to participate in outdoor activities for PE. The safety of students should be of utmost importance and it is time for this to be addressed.
	83	Pace Suburban Bus hopes that the County consider additional safety improvements to this crossing on Lewis Avenue. The current crosswalk configuration offers no additional protection and makes the crossing of Lewis Avenue from the northbound and southbound stops difficult for our passengers. - Nicholas Lenz (Pace Suburban Bus).
	84	Pace Suburban Bus hopes that the County will consider additional safety measures along this section of Lewis Avenue. Specifically, the crossing between the northbound and southbound stops along Lewis at 20th St has a marked crosswalk but no additional pedestrian accommodations. This creates a difficult situation for our passengers. - Nicholas Lenz (Pace Suburban Bus)
	85	Many people from this neighborhood feel it is unsafe for crossing for pedestrians and cyclists; Need an improvement in the crossing.
	86	This crossing seems dangerous even though it was recently revamped for accessibility purposes. The intersection is tricky for drivers and they are not really mindful if cyclists need to cross and there's barely enough time to do so.
	87	Make it clearer to drivers when a pedestrian has pressed the crossing signal. Raise barriers to prevent cars from turning if pedestrians in crosswalk. Pedestrians think the walk signal is a protective shield and cars don't even look at it.
	88	If such a large thoroughfare is built that divides a well utilized trail there needs to be an overpass. Crossing butterfield is confusing and dangerous as a pedestrian needs to stop at the island for opposite direction traffic.
	89	This intersection is way too small for the amount of traffic even before you add in the fact it is a connector for the North Shore multi use path.
	90	60/83 between Diamond Lake Rd and Midlothian goes from a four lane highway to a two lane road with no sidewalk, or bike path. The road is narrow and bicycles and pedestrians are forced to share a tight space.
91	As a pedestrian in the crosswalk, I was hit by a car at this intersection. In a short amount of space, there are two lights on Lake Street, one at Allanson and one at Diamond Lake Rd. Because of their proximity, this is a dangerous area.	

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THEME	#	COMMENT
SAFETY	92	People are often walking and biking on this road between midlothian and diamond lake road at all times of day including night time. Not a lot of room for cars and bikes and pedestrians! Can be scary at night, have had a few near misses.
	93	Quite a few fender benders here and a lot of pedestrians and bikers trying to cross between the two neighborhoods. Would love a pedestrian crossing and sidewalks along this road.
	94	Pace Suburban Bus hopes that the County will consider additional safety measures at this intersection. Our routes 569, 573, and 561 serve the area. The intersection of York House and Lewis Ave is home to many destinations that our passengers would like to access. Potential ADA improvements and filling in sidewalk gaps would help to improve safety and our passenger experience. - Nicholas Lenz (Pace Suburban Bus)
	95	Pace Suburban Bus hopes that the County will consider additional pedestrian facilities for this intersection on Lewis Rd. There are currently no pedestrian facilities on the west side of the road, creating a difficult situation for passengers attempting to access shopping destinations in the area.- Nicholas Lenz (Pace Suburban Bus)
	96	The intersection of Green Bay Road and Washington Street creates a difficult location for our passengers to access our facilities on the northern and southern sides of the Lake County portion of the road just west of the intersection. We hope that Lake County will work with IDOT to create pedestrian and ADA improvements to the intersection and fill in gaps in the sidewalk network. - Nicholas Lenz (Pace Suburban Bus)
	97	There is no safe crossing for residence alone most of the stretch of 45.
	98	This is an incredibly dangerous intersection. There is something about the way the lights are positioned or the small number of lights that make it difficult to see.
	99	Traffic enforcement directly related to motorized scooters, bicycles and motorcycles across the county. This includes but is not limited to licensing, speed and noise enforcement.
	100	The intersection is of Route 21 and US 41 is unsafe from some directions due to the angle of the roads intersecting. The intersection should be moved approximately 850 ft to the south on US 41 and Route 21 should be realigned to intersect with this new location.
	101	It is impossible to make a safe right turn on red from southbound Dilleys Road to westbound Stearns School Road if you are in a car. Trees and a fence on the northeast corner of the intersection block the view of oncoming traffic.
	102	On EB Rollins, just west of 45, there is a "dip" in the road, making WB Rollins attempting to turn SB on 45, very dangerous. Watching the traffic, it appears to "go away" in the "dip", to reappear again, at high speed, very close to the intersection. I propose a left turn on arrow only for the WB Rollins to SB on 45. Also, a "dangerous intersection ahead" to the EB Rollins traffic.
	103	Only crosswalks on 2 sides (not all 4) - how does one go from the NW corner to South of 176 to get to the trail?
	104	The traffic control light has helped, however. 1. It takes a long time to change if you're going south on Tiffany Rd. It causes people to cut down the side street, sometimes speeding, trying to get to Lake St. before the light changes. I have seen several dump trucks run the light as they are going east or west. This is dangerous. They are speeding and I would venture to say possible overloaded. Portable weight scales would possibly help. I do see them cutting down Tiffany Rd., again speeding, to avoid downtown and the lights.
	105	Pedestrian signal to cross Ranney is defaulted to "don't walk" during long green light cycle. Should automatically give "walk" signal on green.
	106	Add roundabout, bad visibility.
107	Many accidents occur here due to lack of visibility and traffic control.	
108	Add bike lane connection from route 176 park lane trail that ends near west side of Carmel Highschool so can connect to the sidewalk trail/path along Hawley street in Mundelein.	
109	Add a cross walk at route 60 and Peterson intersection with a stoplight push-button for bikers to activate. Then add a short trail running along the west side of route 60 starting at Peterson Road's bike trail running to Freemont center road so bikers can access Freemont Center road and then access Elkhart road so they can ride to Ray Lake forest Preserve and trail head safely.	

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THEME	#	COMMENT
<b>SAFETY</b>  <b>ANTIOCH</b> (ROUTE 173)  <b>LIBERTYVILLE</b> (ROUTE 60 & BUTTERFIELD RD)  <b>MUNDELEIN</b> (ROUTE 176 & MIDLOTHIAN RD)	110	This is a two option request to assist access to the Casey Road Liberty Conservancy trail. 1. In short term, add a cross walk across route 45 at the Casey Road intersection with a button to activate to stop light at the current intersection to allow bikers to safely cross 45 so can access Prairie Crossing trail connecting to the Casey Road trail. 2. Longer term: add a trail head parking lot so can access Casey Trail at Casey Road across from local neighborhood, known as Liberty Acre, using Liberty Road as reference point across from this new Trail Head parking area. Then create a short green way trail to attach trail head parking lot to Casey Trail so neighborhood kids can safely access Casey Trail so they can ride to school and parks. As an alternate create a trail along route 45's east side shoulder easement starting from Casey Road running north to current trail head just south of Arbor Vista neighborhood's Casey Road Trail access.
	111	Grayslake - Rt. 83 both directions North and South between Rt. 120 and Washington St. is in dire need of resurfacing and manhole cover repairs this road is terrible you have to drive to the left side to avoid some serious man hole covers that could damage your vehicle.
	112	The signage on US 41 between Illinois 137 and Washington Street is particularly bad especially the signs for Washington Street. It is very difficult to see the signs for Washington Street along US 41 due to those signs falling apart and being overgrown with weeds and brush. Also, the signs for Illinois 120 are very difficult to see especially for northbound motorists along US 41. This whole stretch of roadway needs overhead signs rather than the monument signs that are easily hit by vehicles, snowplows, and are difficult to read.
	113	It is silly that Illinois 120 is a defacto expressway between Waukegan and Wildwood and how all traffic comes to a sudden stop at the intersection of O'Plaine Road. Like how there is an interchange at Greenleaf Street just to the east of this interchange the same should be done with O'Plaine Road. It is dangerous when motorists get off I-94 going eastbound on Illinois 120 run into a sudden traffic light at O'Plaine Road. The same is true for westbound travelers from Waukegan who think they are on an expressway only to run into this random traffic light. It is just like Breezewood, PA when one is on the interstate only to suddenly run into a traffic light in the middle of no where. Illinois 120 definitely should be fully upgraded to an expressway in this area, and there should be an interchange constructed here, or O'Plaine Road should go under or over Illinois 120 with signs directing motorists how to access O'Plaine Road from Greenleaf Street.
<b>TRAFFIC OPERATIONS</b>  <b>GRAYSLAKE</b> (ROUTE 120 CORRIDOR)  <b>GURNEE</b> (GRAND AVE NEAR I-94)  <b>WADSWORTH</b> (KILBOURN & WADSWORTH RD)	114	Widen this!! Lake county has no roads that span the county east-west, at least from US-12 to US-41. IL-22 could be the first, if we can get this last stretch widened. Traffic sucks in this county, and a lack of four lane roads is a major reason why.
	115	Modernize this intersection. Why is it on a roped light? Can we get the flashing yellow here? It seems to take awhile waiting to turn left from 21 or to sit at the cross light.
	116	The turn lane from eastbound Rt 120 to Hainesville Rd needs to be lengthened, or eastbound Rt 120 widened on the south side to allow traffic to continue to flow smoothly on Rt 120.
	117	There needs to be a grade separated crossing at this intersection. The heavy traffic on Rt 120 and the long and slow freight trains on the tracks are incompatible. In an emergency, vehicles cannot get from the east side of Grayslake to the hospital without going miles out of their way to Washington St.
	118	This intersection is always backed up due to the train traffic that's right there. Would be great to find a solution!
	119	There is so much traffic and too many trucks on this road with only a single lane.
	120	Need to build the overpass over train tracks to alleviate traffic on 60/83.
	121	60 needs an expansion.
	122	There have been multiple accidents at this intersection and it either needs traffic control or the speed limit modified.
	123	Trains significantly back up traffic on Old McHenry Road in the middle of morning and evening rush hours.
	124	Traffic is backed up sometimes nearly for a half-mile from south of Route 60 heading north on Fairfield around 3pm weekdays.
	125	Grand Ave WB, east of Almond Rd, transitions from 3 lanes to 2 lanes, by dropping third lane at minor side street. Third lane should continue to Almond Rd and become right turn lane, turning volume is high there. I have made this comment on IDOT's 5-year plan multiple times. The state/Gurnee just approved a development at that corner and did not force developer to extend third lane.
126	Build 53.	

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THEME	#	COMMENT	
TRAFFIC OPERATIONS	127	Gilmer Road should be a four lane road from end to end with turn lanes at all intersections or a middle turn lane option. It has become to congested as travelers use it more and more. With the amount of bike traffic as well, there needs to be dedicated bike paths along it.	
	128	Since extending Rt 53 is dead, how about widening westbound Lake Cook Rd and bridge from the route 53 ramp to Rand Rd. Also would need to widen Rand Rd, and Rt 53 northbound next to Menards which is currently a two lane road all the way to Rt 83. Rand Rd and Lake Cook Rd needs to be similar to Randall Rd in McHenry County. Also with the Bears stadium happening, this area should be slated as a critical concern because traffic is going to be even worse. Another item that is a huge concern is a huge need for bike lanes on Long Grove Rd from Rt 53 all the way to Ela Rd for the heavy bike traffic. Also a need for bike lane on the entire stretch of east and west Cuba roads. Too many accidents ready to happen. I rate both the spots as a critical need.	
	129	Why are there 3 southbound lanes but only 2 northbound lanes? With more development in Vernon Hills, expansion might be helpful.	
	GRAYSLAKE (ROUTE 120 CORRIDOR)	130	High volume of traffic before and after school times.
		131	Always significant congestion on 120 in Grayslake. A bypass would be extremely helpful.
		132	Traffic often times is backed up in the intersection of 83 & Rollins. It seems to be almost a daily occurrence.
		133	Expanding Rt 45 to 4 lanes was on Long Term Plan 10-15 years ago, but still has not been addressed. Rush hour traffic significantly overwhelms the 2-lane road.
		134	Congestion on Grand can get pretty bad at this intersection, especially when Great America is opening/closing.
		135	Traffic & Safety. This intersection needs to be of the highest priority for our community. The road needs to go under these tracks like you have done for nearby Rollins and Washington Road. Traffic is unbearable, students continue to cross these tracks 6-7 times a day for gym class and visitors several times a week for sporting events. With constant trains there is gridlock and commuters are spending much too long in their car instead of with their families. PLEASE Make us a priority!!!
		136	Traffic backs up every day since section goes from two lanes to one. Making things worse the train tracks slow traffic every rush hour. This section needs to be widened and bridge for the train built.
		137	Rte 45 gets badly backed up in rush hour. I could take either Grand or Rte 120 to get home from the Xway, but always take Grand because 45 is just too backed up and too slow.
		138	All of Old McHenry Rd xpanding due to traffic and train traffic.
		139	Expansion of lanes.
	GURNEE (GRAND AVE NEAR I-94)	140	Need better traffic control, not more lanes.
		141	Old McHenry Rd West of Midlothian Rd to Rt 12.
142		Rt 83 north of Washington Street to Antioch Ned's 4-5 lanes due to congestion.	
143		Rt 60 west to Rt 12, needs widening to 4 or 5 lanes to ease traffic congestion.	
144		Washington Street west of Hainsville Rd to Cedar Lake Rd.	
145		North and south Fairfield Road from Gilmer Rd to Rollins Rd.	
WADSWORTH (KILBOURN & WADSWORTH RD)			

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THEME	#	COMMENT
<b>TRAFFIC OPERATIONS</b>  <b>GRAYSLAKE</b> (ROUTE 120 CORRIDOR)  <b>GURNEE</b> (GRAND AVE NEAR I-94)  <b>WADSWORTH</b> (KILBOURN & WADSWORTH RD)	146	Almond Rd on Rt 120 west to Rt 12
	147	As it sits currently, there is not an efficient way to travel east and west in the county. I believe Rt 120 should be converted into a minor arterial with higher capacity throughout the county. It is fairly central and most of it is already suited for this need from gurnee heading east. This would create a more desirable path as on the west side of the county you can connect to it using Rt 12 and the east side I-94 or Skokie Highway.
	148	Traffic congestion is bad in western and southern Lake County. Population growth continues in these areas and the existing roadways are inadequate for current traffic volumes.
	149	Horrible traffic needs expanding.
	150	The two lane bottleneck on Rte 45 between Washington and Rollins needs to be addressed.
	151	The intersection of Midlothian and Rtes 60/83 needs to be improved to handle the existing traffic. Obviously, this would be take place if 60/83 was actually widened to 4 lanes from Diamond Lake Rd to where 60 and 83 split in Ivanhoe. But if that plan never comes to fruition, the intersection's capacity needs to be increased.
	152	Widen US-45 to remove the bottleneck between Washington St and IL-132. Seems to backup for a mile every afternoon.
	153	So many cars drive too fast down Rockland rRd. Bicylists on the dprt take their lives in their hands crossing this intersection. Total buzz kill when biking this section.
	154	During "rush hour" traffic is horrible. It can be backed up all of the way to Rte. 173 going west, sometimes as far east as Menard's. It can take quite some time to pull out of Body Craft and the car dealerships, no matter if going east or west. Add a freight train and it's even worse. Understand a second fire station/ambulance was built on the east side because of this problem, but it still exists. Consider a turn lane would be extremely helpful and add to the safety.
	155	Pedestrian traffic needs sidewalk on the south side of Old Deerfield Road.
	156	Residents west of Rt 45 need congestion relief on Rt 120. Use the property that was planned to connect with Rt 52 (that will never be built) at least this will be enable east west access to highways of Rt 12 and I-94. It takes 30 min to either way at various times. Expanding Cedar Lake Road will only cause more congestion on Washington St forat least 1-2 miles in residential areas until it gets to Hainsville Rd.
	157	Needs to be 4 lanes wide.
	158	Roundabouts should be implemented wherever possible to increase traffic flow.
	159	This is a general comment: All traffic light intersections should migrate over to AI to make them smart intersections to improve traffic flow and eliminate sitting at lights with no opposing traffic.
	160	Route 120 needs to be expanded to 4 lanes from Wildwood to Volo. Railroad Underpass at 120 & 83 must be included.
	161	There needs to be an honest discussion about the Amstutz Expressway and the need to at very least connect its North Chicago leg with its Waukegan counterpart. Even if that means running the expressway along the lakefront much like what was done for Lake Shore Drive in Chicago many years ago, then that is the best option. At this stage the lakefront in this area is totally industrial, and it is not like putting an expressway in front of Abbott Laboratories/Abbvie is cutting people off from the Lakefront since it is already been industrialized. Having a direct connection between Waukegan and North Chicago via an expressway would reduce speeding through downtown North Chicago and ensure that rush hour traffic would move efficiently through the area while not inconveniencing the local residents.

## PHASE 1 • PUBLIC ENGAGEMENT SUMMARY: APPENDIX

THEME	#	COMMENT
<b>TRAFFIC OPERATIONS</b> GRAYSLAKE GURNEE WADSWORTH	162	Knowing that Wadsworth Road is the main thoroughfare to Illinois State Beach the roadway needs to be expanded and widened along the lines of Wisconsin State Highway 50 east of I-94 with the roadway providing quick access to the Tri-State Tollway to the west. In order to get visitors into and out of this park efficiently, then there has to be a direct and quick access to it even if the roadway is made into a dual carriageway superhighway or something along the lines of US 41 in the Lake Forest and Highland Park areas with its being a limited access highway. The goal is to get traffic into Waukegan Airport and Illinois State Beach as quickly and efficiently as possible. There definitely needs to be a Wadsworth Road exit on the Tri-State Tollway.
	163	IL-60/IL-83 from the railroad tracks to IL-176 needs to be expanded to 4 lanes (2 lanes each direction).
	164	Dangerous intersection. Consider removing northbound Rt12 access from Case Rd. and Case Rd. access from Northbound Rt12.
	165	Dangerous intersection.
	166	Dangerous intersection, particularly during rush hour.
	167	Traffic calming methods such as speed humps needed.
<b>TRANSIT</b> GURNEE HAWTHORN WOODS	168	Hawthorn Woods needs access to transit options like Pace buses. Students need to be able to get to College of Lake County via public transit options.
	169	Lake County has a dearth of public transit options. As we move further into this century, developing options for convenient and safe public transit is important.
	170	Lack of East-West Pace routes.
	171	A way to connect oplaine with business district without going to IL120
	172	There should be a study to see about using the old EJ&E railroad line as a "Circle Route" for Metra to service the outlying suburbs such as Lake Zurich and others as opposed to the "Loop Centric" model that is currently used. There has to be a way to link the outer ring suburbs with each other directly rather than going to the Loop only to go back out again. The EJ&E is a perfect train line that encircles Chicagoland and should be used to connect the outer ring suburbs with each other.
	173	It is befuddling how there is not a Metra stop at this major office park in Lake Forest. Considering the major corporations that are located here along with Lake Forest Academy and Halas Hall it is not sensible that this area is not served by a Metra stop. There is more than enough businesses here to justify a stop along the Metra line, and this station can easily be an automated one and does not have to be full service. I am sure you all could even get area businesses to pay for such a stop much like Marshall Fields and Carson Pirie Scott did many years ago in the Loop to get stops by their respective businesses. I am sure at very least the Forester Hotel would not mind a stop on the Metra Line so that if it has customers coming in from the Loop it can easily pick them up. Also, with so many young people living in the City of Chicago it would make sense to have a public transit option for them considering that not a small number of them do not have vehicles.
	174	Lake Forest Hospital has greatly expanded over time, and there should be a Metra stop added here so that workers who may come from long distances can easily get to/from work.
	175	There should be a high priority about making the Waukegan Metra Station into a Union Station by pressing for it to become an Amtrak stop. It is insanity that there is not one Amtrak stop in the whole of Lake County, and anyone from Lake County would have to go up to Wisconsin or down to Glenview, IL to get on an Amtrak train that literally runs through the heart of our County. By having a Union Station in downtown Waukegan and making use of the open space there that could potentially act as a catalyst for the downtown area there. People from all over the area who would need to ride Amtrak could use Waukegan as a stop. If Waukegan or the County could put up a parking structure that is affordable, safe, and monitored, then I am sure plenty of people would be willing to go to Waukegan to catch an Amtrak train. Especially since the Amtrak already goes through Waukegan it is illogical that it does not make at least one stop in Lake County especially in Waukegan where there is plenty of space to expand parking and the station to accommodate Amtrak travelers unlike Lake Forest where land is very expensive and there is going to be major difficulty expanding parking over there.
	176	BUILD THE METRA STAR LINE!!!!

## PHASE 1 • PUBLIC ENGAGEMENT SUMMARY: APPENDIX

THEME	#	COMMENT
NO CATEGORY SELECTED	177	Why does this map not show railroads? The intersection of 120/83 is frequently backed up due to freight trains. Needs over/underpass.
	178	CN railroad frequently blocks traffic on Wadsworth Road.
	179	Rte, 41 and Delany. Why is the traffic signal still operating as a split phase for Delany. Huge waste of time. Align legs so left turns go proceed concurrently.
	180	Rte, 134 & Fairfield. Why is that signal still operating as a split phase. What a waste of time.
	181	I know IDOT is widening Rte. 45 in near future to a four lane cross section. But that project stops just north of Rte. 132. That project should have went to Grass Lake Road. That last section between Rte. 132 and Grass Lake is the easiest section to widen.
	182	Westbound Stearns School, east of Rte. 45. PM queues get quite extensive. Increase the length of the WB right turn lane so people can enter that turn lane. Currently, there is a culvert making can that want to turn right stay in thru lane.
	183	Traffic or crossing signal needed here.
	184	Diamond Lake Rt 60-83 railroad crossing. ACCELERATE the IDOT plan implementation for an underpass. Use eminent domain to remove unsightly housing adjacent to Tracks in trailer parks. Widen roadway thru to Midlothian Rd, with turn lanes for added safety. Accident prone now at all hours. Add bike paths. WE NEED THIS IMPROVEMENT NOW, not in 5 more years. Study has been underway for 3 yrs already in a 5 yr plan. Add a traffic or at least a Crossing signal at Scott Drive and Rt 83-60.
	185	Westbound Rte 60 is badly clogged all the way to Rte 21 in the evening rush hour. Doesn't happen right at 5pm, I'd guess once the 5pm northbound commuters from further down south reach the off ramp at Rte 60, the backup happens.
	186	Grand Avenue in rush hour moves much too slowly. Need to sequence the traffic lights along 132 to move traffic to and from rte 45 and the Xway.
	187	Pace Suburban Bus would hope that the County considers additional pedestrian facilities on the west side of Lewis north of Sunset and continues to fill in gaps in the sidewalk network in the area. - Nicholas Lenz (Pace Suburban Bus)
	188	Reduce traffic to and from tollway.
	189	No right turn lane. One should be added.
	190	Stop horrible, loud Metra train horn blowing. I cannot open my windows. I can't stand it.
	191	My recent concerns over the later part of this summer is that the roads in the northern tier of Lake County are rapidly becoming more (over)crowded. Development seems to be rapidly outpacing infrastructure and appears to be a long-term and increasing trend.
	192	Sidewalk ends north of here.
	193	Route 83 from Round Lake through Grayslake should be widened to 4 lanes with a center turn median. Rush hour traffic in the AM and PM is horrible.
	194	Continue Route 53 North through Long Grove and connect to Route 12 in Richmond Illinois to Wisconsin. The commuters and residents have been requesting this for decades and it even passed with over 70% approval in a non-binding referendum. This needs to be done. Please find work arounds to any obstructions to getting this done.
	195	Finish the northbound extension expressway and relieve traffic on Rt. 12 and so many other routes through Lake County! It needs to be done sometime, so do it now! Takes precedence overall other projects!

Note: One blank comment entry was submitted, bringing total comments to 196.