

CHAPTER 8: TRANSPORTATION

The Village's transportation system includes a surface road network, commuter rail, freight rail, and a network of bikeways, sidewalks and multi-use paths. Three major highways, which carry significant local and through traffic, run through the heart of the Village, including Hough Street (Route 59), Main Street (Lake-Cook Road); and Northwest Highway (Route 14). While the Barrington Metra station provides a critical transportation option for commuters, it also brings significant traffic to the Village Center during morning and evening rush hours. The acquisition of the Elgin, Joliet & Eastern Railway by Canadian National presents many transportation obstacles for the Village. As traffic congestion and energy costs increase, alternate transportation options will become increasingly important in the Village.

A variety of regional entities have significant control over transportation activities in Barrington, such as IDOT, Metra, Union Pacific, Canadian National, Lake County, and Cook County. The Village also works with many other planning agencies such as BACOG, the Northwest Municipal Conference, and the Chicago Area Metropolitan Planning Agency to address regional transportation issues. Increased interagency cooperation is key to successful transportation planning in Barrington.

MASS TRANSIT

The Barrington Metra Union Pacific Northwest Line station is a critical asset to the Barrington area. Located in the heart of the Village, Metra rail provides a reliable alternative to automobile dependence for commuting to Chicago. Not only does it serve the residents of the Village, it serves many commuters from the BACOG area and beyond. Many residents are attracted to the Village because of its access to mass transit. Moreover, the use of the Barrington Metra station reduces regional traffic congestion and air pollution. The continued provision and expansion of commuter rail services along the Union Pacific railway is important to the future of the Village. The Village has received final plan approvals for the approved signalized access to the north commuter parking lot on South Northwest Highway and anticipates construction of this significant enhancement to take place in 2021-2022. This signalized interaction will provide traffic relief and much needed safety enhancements including a pedestrian crossing across South Northwest Highway. This enhancement will provide a safe and centrally located crossing for non-motorized commuters coming from the eastern section of the Village.

To further reduce commuter vehicle traffic, the Village of Barrington also supports shuttle bus service. It is recommended that Pace Suburban Bus establish either contracted or direct services to a broader coverage area, especially to Tower Lakes, Lake Barrington Shores, Lake Zurich, Deer Park and South Barrington, to provide direct access to the Barrington Metra station. The Village should continue to support the agreements between the townships and Pace, which provide for affordable public transportation for the senior citizen population, such as the Dial-A-Ride program and other similar programs. New and existing developments that are sited outside the Village Center with high concentrations of employees or residents are encouraged to provide bus shuttle access to the Metra station.

The Village should continue to enhance non-motorized transportation opportunities and work towards the goals and objectives of this Chapter by enhancing multi-modal and non-motorized transportation opportunities and infrastructure throughout the Village with a focus connecting the community to the Village Center and the Barrington Metra Station.

FREIGHT

On December 24, 2008, the U.S. Surface Transportation Board (STB) approved the Canadian National Railway's (CN) purchase of the Elgin, Joliet & Eastern Railway Company (EJ&E). In CN's proposal to purchase the EJ&E, the company indicated freight trains through Barrington would increase from about five per day to as many as twenty-six per day. The Village has many concerns with the EJ&E's acquisition by CN, including its local impacts on public safety, traffic congestion, the environment, and the economy. As such, the Village has worked tirelessly since 2008 to secure mitigation, remediation and safety measures for our community as well as funding for the construction of an underpass at the CN tracks on Route 14. The Village was awarded a federal TIGER grant for the completion of Phase 1 design work, which was completed in 2014. In 2019 the Village secured 48 million dollars in federal transportation funding for Phase 2 engineering design and right-of-way coordination and

Phase 3 construction for the underpass project. The Village will work with IDOT to complete Phase 2 engineering design in 2022 and commence the two year construction of this crucial and long awaited improvement for the community in 2023.

VEHICULAR TRAFFIC

The volume of traffic, particularly on Main and Hough Streets, has been a major concern of Village residents for many years. A considerable amount of this traffic is regional in nature and therefore, significant improvements can only be achieved through regional approaches. To help alleviate the traffic concerns on Hough Street, the Village of Barrington recommends that the Illinois Department of Transportation and Lake County Department of Transportation continue to evaluate plans for increased north/south connectivity within the region.

All major roadways in the Village including Hough Street, Main Street, Route 14 and Hart Road, fall under the jurisdiction of a regional or state agency.

A heavy concentration of traffic through Barrington will continue, due to growth in the immediate area and the existing barriers to movement. Movement must be accommodated efficiently to serve existing businesses and to provide safe vehicular and pedestrian accessibility for Barrington area residents. Alternate traffic solutions, including selected intersection and roadway improvements, should be explored and studied. Funding should be sought for intersection improvements at the following two (2) locations:

1. Main Street and Eastern Avenue
2. Hough Street and Hillside Avenue

The Village should ensure proper improvement and development of streets within existing and proposed subdivisions, including sidewalks, street trees, curbing and drainage.

TRAFFIC SIGNALIZATION

Future signalization may be warranted where two arterial streets intersect or where a collector street intersects with an arterial street. Signalized or controlled intersections should be considered when areas are developed or redeveloped. Existing and future signalization should continue to utilize the OPTICOM or comparable traffic pre-emption system for ease of ambulance and fire trucks in responding to emergencies.

COMPOSITION OF THE LOCAL STREET SYSTEM

To improve local traffic, the following street system improvements should be considered:

U.S. Route 14 (Northwest Highway)

Several improvements to Route 14 may be considered. A pedestrian pathway and green space buffer should be encouraged along this route, as well as the provision of pedestrian connections to surrounding neighborhoods. The burying of utilities and appropriate street tree installation should also be encouraged. In order to facilitate redevelopment opportunities along West Northwest Highway, additional signalized intersections should be considered.

Route 14 is a critical thoroughfare for the entire Barrington area. It is the roadway with the largest traffic volume in the Village. Furthermore, Route 14 is the most direct route to Advocate Good Shepherd Hospital and the Barrington Public Safety Facility. The increase in CN freight traffic along the rail line will continue to greatly affect traffic flow along Route 14 and emergency response times. As such, the Village will work with IDOT to complete Phase 2 engineering design for the construction of an underpass at the CN tracks on Route 14 in 2022 and commence the two year construction of this crucial and long awaited improvement for the community in 2023.

Illinois Route 59 (Hough Street/Barrington Road)

It is strongly recommended that the current width of Route 59 be maintained within the Village of Barrington. If Hough Street were to be widened, the character of the Village would be severely degraded due to the destruction of homes, businesses, and trees along the route. Moreover, the widening of Route 59 would create significant barriers for pedestrians and would greatly decrease the walkability of the Village. In order to improve traffic along Route 59, strategies should be focused on reducing road-railroad conflict and improving traffic flow at local and regional intersections. Additional consideration should be given to enhanced pedestrian crossings wherever possible, specifically at Hough Street and Liberty Street as this area continues to develop. See the West Liberty Street District in **Chapter 5: Village Center**.

Over 16,000*
vehicles travel on
Rt. 59/Hough St.
through the
Village each day

*per IDOT data

Lions Drive

The Village has secured future access opportunities via Lions Drive. Through an Intergovernmental Agreement (IGA) with the Barrington Park District, the Village's control of the east-west and north-south portions of Lions Drive is subject to a license agreement. The Park District is licensed by the Village to allow for Langendorf Park access and parking improvements in this Lions Drive right-of-way. The IGA allows for the Village to serve a notice of license termination to the Park District in the event that a traffic signal has been installed at Route 14 and Lions Drive or there is mutual agreement between the parties to terminate said license agreement. The Shops at Flint Creek planned development also allows for possible future vehicular and pedestrian access north across the creek to Lions Drive.

Lake-Cook Road (Main Street)

Lake-Cook Road is the dividing line between Lake and Cook Counties through the heart of the Village Center. To maintain the character of the Village, Main Street should not be widened through the Village Center. Consideration should be given to the establishment of a center turn lane on Lake-Cook Road east of Route 14.

MULTIMODAL TRANSPORTATION

In 2012 the Village adopted the **Barrington Bicycle and Pedestrian Transportation Plan** to replace the 1998 Bicycle Transportation Plan. For current goals, objectives and recommended projects relating to multimodal transportation see the 2012 Barrington Bicycle & Transportation Plan. This plan should be updated as a Multimodal Transportation Plan following the completion of the recommended Village Bike & Pedestrian Connectivity Study and Assessment. Multi-modal transportation focuses on providing and encouraging the use of multiple modes of transportation to allow for alternate/non-vehicular transportation options. The new plan should consider all users of all ability levels and include focus on traffic reduction, safety, environmental impacts, Complete Streets, ADA requirements, user comfort and aesthetics.

TRANSPORTATION GOALS & OBJECTIVES

The Village of Barrington 2021-2025 Strategic Plan identifies providing excellent public services through infrastructure management and improvements as one of the four key strategies in the Plan. The goals and objectives of this Chapter are designed to provide policies which further this key strategy by addressing existing Village infrastructure in addition to mass transit, freight, vehicular traffic, signalization, the local street system and multimodal enhancements:

- 1. Continue efforts to mitigate the impacts of the CN freight rail line on the Village, including traffic, safety and sound**
 - a. Continue work on the approved Route 14 underpass project by completing Phase 2 engineering design and Phase 3 project construction.
 - b. Continue to maintain quiet zones along the railroads. To further reduce the sound impact of the railroads, the Village should evaluate opportunities to buffer sound between residential neighborhoods and railroad tracks.
 - c. Begin the initial assessment of a pedestrian crossing at the CN tracks on Main Street.

2. Prioritize traffic congestion mitigation and enhance the overall safety of traffic in the Village

- a. Complete the recommended Village Parking and Transportation Study.
- b. Work with local, regional, state and federal agencies on coordination efforts on projects that seek to address traffic congestion in the Village and enhance multimodal improvements through such projects which will aid traffic reduction and enhance safety.
- c. Utilize the Village Complete Streets policy where feasible to enhance local multimodal infrastructure.
- d. Consider the impact that autonomous vehicles may have on the future of traffic, parking and safety in the Village.
- e. Public parking lots should be well marked, accessible, attractive and safe.
- f. Traffic should be kept at the posted speed limit through residential neighborhoods by continued traffic law enforcement in problem areas.
- g. Hough Street and Main Street should not be widened.

3. Enhance and expand the existing multimodal transportation network

- a. Continue to utilize the 2012 Bicycle and Pedestrian Transportation Plan.
- b. Conduct the recommended Bike and Pedestrian Connectivity Study and Assessment and adopt an updated Village Multimodal Transportation Plan to replace the 2012 Bicycle and Pedestrian Transportation Plan.
- c. Enhance interagency coordination including the School District, Park District and County agencies to plan and prioritize multi-jurisdictional connectivity projects.
- d. Retrofit existing public parking facilities with new or enhanced bicycle parking facilities, and encourage businesses and property owners to develop bicycle parking as an improvement to their existing business or as redevelopment occurs.
- e. Work with the Bike and Pedestrian Advisory Committee to enhance community education on a variety of topics including but not limited to safety and laws with a focus on driver education, bicycle skills, information on the existing multi-modal network and participation in community events.
- f. Based on feedback received from the community and the Bike and Pedestrian Advisory Committee, the recommended Bike and Pedestrian Connectivity Study and Assessment should address following priorities:
 - i. Maintenance. Maintenance of existing Village infrastructure including trip hazards, striping, etc.
 - ii. Connectivity and Accessibility. Opportunities for enhanced connectivity and accessibility including the completion of routes to school, identification and infill of local sidewalk gaps, ADA intersection improvements, enhanced connections to the Village Center and the Barrington Metra Station with an emphasis on the neighborhoods north and east of Route 14 into the Village Center, and regional connectivity.
 - iii. Safety. Prioritization of improvements that address a safety concern whether through education, enforcement, maintenance, enhanced connectivity or installation of a new improvement.
 - iv. Funding. Consideration of establishing a fee-in-lieu for sidewalk installation on individual single-family construction projects where adjacent sidewalk does not exist, identification of potential outside funding sources and identification and prioritization of projects that are ideal candidates to receive grant funding.

4. Continue and enhance maintenance of the existing Village infrastructure

- a. Utilize the Village Capital Improvement Plan to address the maintenance of existing infrastructure including roadways, sidewalks, accessibility improvements, parking areas, other multimodal improvements, Village utilities, etc.
- b. Continue to evaluate road ratings and consider average daily traffic (ADT) in coordination with capital improvements.

5. New development should provide thoughtful and beneficial enhancements to both the general transportation network and multimodal transportation network

- a. The Village-wide bikeway system should be enhanced to connect to key Village destinations and provide links to regional systems. New developments should install new bike facilities as identified by the 2012 Bicycle and Pedestrian Transportation Plan. The Village should consider requiring extensions outside of the project scope to connect to existing bikeway facilities.
- b. A continuous network of sidewalks throughout the Village, connecting commercial areas, residential neighborhoods, schools, parks and other institutional uses, should be enhanced to increase pedestrian movement. New developments should be encouraged to install new sidewalks as identified by the 2012 Bicycle and Pedestrian Transportation Plan. The Village should consider requiring extensions outside of the project scope to connect to the existing sidewalk network.
- c. All new developments should be evaluated against the Village Complete Streets policy and all new roadways will be evaluated by the Village for public dedication.