



Village of Lemont
Planning and Zoning Commission

418 Main Street · Lemont, Illinois 60439
phone 630-257-1595 · fax 630-257-1598

PLANNING & ZONING COMMISSION
Regular Meeting
Wednesday, February 15, 2012
6:30 p.m.

**Planning and Zoning
Commission**

Dennis Schubert,
Chairman

Commission Members:
Ryan Kwasneski
David Maher
Gregory Messer
Katherine Murphy
Jason Sanderson
Anthony Spinelli

**Community Development
Department Staff**

James A. Brown, Director

Charity Jones, AICP Planner

I. CALL TO ORDER

A. Pledge of Allegiance

B. Verify Quorum

C. Approval of Minutes: January 18, 2012 meeting

II. CHAIRMAN'S COMMENTS

III. PUBLIC HEARING

A. Case 12-02 – Timberline Knolls. A public hearing for a PUD and rezoning to R-4 for the Timberline Knolls residential treatment facility.

IV. ACTION ITEMS

A. Active Transportation Plan

V. GENERAL DISCUSSION

VI. ADJOURNMENT

Village of Lemont
Planning and Zoning Commission
Regular Meeting of January 18, 2012

A meeting of the Planning and Zoning Commission of the Village of Lemont was held at 6:30 p.m. on Wednesday, January 18, 2012, in the second floor Board Room of the Village Hall 418 Main Street, Lemont, Illinois.

I. CALL TO ORDER

A. Pledge of Allegiance

Chairman Schubert led the Pledge of Allegiance.

B. Verify Quorum

Upon roll call the following were:

Present: Kwasneski, Maher, Murphy, Sanderson, Spinelli, Schubert

Absent: None

Village Planner Charity Jones and Village Trustee Ron Stapleton were also present.

C. Approve Minutes

Commissioner Murphy made a motion, seconded by Commissioner Spinelli to approve the minutes of the November 16, 2011 meeting with no changes. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

II. CHAIRMAN'S COMMENTS

Chairman Schubert welcomed everyone and wished them a Happy New Year.

III. PUBLIC HEARINGS

A. Case #11-14 – 120 Doolin Street. A public hearing for a variation to allow a shed to be located in a corner side yard.

Commissioner Messer made a motion, seconded by Commissioner Murphy to open the public hearing for Case #11-14. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Chairman Schubert asked everyone in the audience to stand and raise his or her right hand. He then administered the oath.

Mrs. Jones stated that the owners of the property are present and have requested a variation to allow a shed in a corner side yard. She stated that typically in the UDO sheds are not allowed in corner side yard, which is the area between the house and street. She stated that the shed is currently in this location and the petitioner did obtain a permit. Upon final inspection by the building department, they discovered that the shed was not in the location where it was permitted.

Mrs. Jones stated that there are three standards, in the UDO for a variation, that need to be met for staff approval. The first is that it is in harmony with the general purpose and intent of the UDO. She said in the staff report there is an analysis of the UDO's purpose and intent. Mrs. Jones stated that one is protecting the character of established residential neighborhoods. She said that this is an established neighborhood and the shed would have minimal impact on the neighborhood. Another component is conserving the value of land and buildings throughout the Village. She stated that the shed is visible to adjacent properties and from the intersection of Roberta and Doolin, but does not have an impact on properties throughout the Village.

Mrs. Jones stated that the second criteria is that the plight of the owner is due to unique circumstances and thus strict enforcement of the UDO would result in practical difficulties or impose exceptional hardships. She said that the applicant suggested that unique circumstances on this site are the unusual setbacks required. Mrs. Jones stated that a typical corner side yard setback would be 25 feet. She said that the applicant's lot is a little irregularly shaped and that theirs is 35 feet. She said that the applicant also had a 25 foot wide pipe line easement that is on the north side of the property. She stated that there are about 200 properties in the Village that are affected by the pipe line easement. Mrs. Jones stated that it is a little unusual to have that setback, but it is not unique to the Village of Lemont. She said that the rear lot line, which is east, has a seven and a half foot public utility easement that is standard for an R-4 zoning district. Mrs. Jones stated that sheds are not typically allowed to be placed in the easement; however upon approval from the Village Grading Technician it can be allowed. She said that the property does have unusually large setbacks on the north and south property lines; however the property itself is approximately 20,000 square feet. This is typically larger than most R-4 properties. Mrs. Jones said that there is enough room still left on the property to put the shed and does not feel that there is practical difficulty or exceptional hardship.

Mrs. Jones said that the third criteria are that the variation will not alter the essential character of the locality and will not be a substantial detriment to adjacent property. She said that the variation would have no impact on the essential character and references back to the UDO's purposes and intent. She stated that because the variation request has failed to meet standard two, staff is not recommending approval.

Commissioner Spinelli asked if staff received any complaints from the neighbors.

Mrs. Jones stated that she received one phone call and it was just a question or an inquiry.

Commissioner Spinelli asked if there was a drawing showing the location of the shed when the permit request first came in.

Mrs. Jones stated that when the permit request came in, the plat that was shown was that the applicant was proposing to place it at 25 feet. Staff approved it as noted and noted the 35 foot setback line. The applicant was told that it would have to be setback at 35 feet.

Commissioner Spinelli stated that when he was out there he measured that it was 15 feet from the sidewalk instead of the 17 feet that is marked on the drawing.

Chairman Schubert asked if the applicants would like to come up and speak.

Wesley Tomala, 120 Doolin Street, Lemont stated even though they have 20,000 square feet they can't use the front, side and north side. He said that the neighbor behind them liked where the shed was located currently because it did not block her view of the street or the sun coming in. He stated that the neighbor said that she would be at the meeting but did not show up.

Chairman Schubert asked if any of the Commissioners had any questions.

Commissioner Maher asked what the petitioner was originally proposing.

Mrs. Jones stated that they were originally proposing 25 feet in this spot that the shed was located.

Commissioner Maher asked the petitioner if he was aware of the 35 feet setback when he received the permit from the Village.

Mr. Tomala stated that yes he was aware.

Commissioner Maher asked why he built it at 15 feet instead of 35 requested from the Village.

Mr. Tomala said that he had originally planned on putting it there but his neighbor had an issue with it blocking her view. He said it is a plastic shed and can be moved. He has it in the location right now temporarily until he applied for the variance.

Commissioner Maher asked if there was anything permanent about the structure.

Elizabeth Tomala, 120 Doolin Street, Lemont, stated that there is not and it is easily movable. She said that they had laid out the structure and the neighbor behind them asked if there was any way they could move the shed. The neighbor wanted to see her children at the bus stop on Roberta and Doolin when she looked out her basement window. Mrs. Tomala said that is when they moved it back and applied for the

variance. She said where the shed is currently is an ideal location. She stated that the neighbors liked where it was located because it was hidden by trees and not an eye sore.

Chairman Schubert stated that it would not be a bad thing to push it back for the safety of the neighbor. Instead of sitting out in the middle of the yard it looks more appealing by being tucked into a minor hill with landscape around it.

Mrs. Tomala said where it was originally located all you saw was shed. She stated that were it is located now it makes it more appealing and hidden.

Commissioner Messer asked how it was anchored to the ground.

Mr. Tomala stated that the bottom is gravel and there are long hooks in each corner of the shed.

Commissioner Messer stated that he was concerned about safety and high winds.

Mr. Tomala stated that it is filled with a tractor and other items. He said it has not moved an inch even with storms that have happened. Mr. Tomala stated that if it was going to stay in the spot that it is currently located he would find something permanent to anchor it down.

Commissioner Sandberg asked if there were any complaints on the original location or the new location.

Mrs. Jones stated that they have not received any complaints.

Commissioner Maher asked with the variation would it allow them to build a different type of shed.

Mrs. Jones stated that it would be specific to this footprint. She stated that it would be 10' by 12' and 8 feet high.

Commissioner Maher asked if it could be higher.

Mrs. Jones stated that it could be as high as 15 feet. She said that the Commissioners could make a condition that it can not exceed eight feet high.

Commissioner Maher asked why they choose this corner rather than the northeast corner.

Mr. Tomala stated that the pipe line was there.

Commissioner Maher said what about south of the pipe line easement.

Mr. Tomala stated that it would be directly next to the patio or in the middle of the yard. He said that it would have to be ten feet away from the house, 25 feet away from the pipe line and seven feet from the east side.

Commissioner Murphy asked if a condition could be place that this has to be the original shed that stays there. If a replacement shed has to be put up then a new variance would have to be applied for.

Mrs. Jones stated that the Board could put whatever conditions they wanted. She said you could require same size and height, but not sure on the materials.

Commissioner Murphy said it is screened now. If the petitioners move and those trees are removed, someone could put up a purple shed. This might not fit into the character of the neighborhood or look so appealing in that location. Commissioner Murphy stated that right now she feels that this is an okay thing, but not knowing what conditions could prevail might not be the best thing to do.

Mrs. Jones stated that if the screening is what warrants the variance, the Board can add a condition that screening similar to what exists shall be required. She said then they can attach a photo of the current screening.

Commissioner Kwasneski asked why it took so long for the Building Department to inspect the permit.

Mrs. Jones stated that it was inspected last January of 2011.

Chairman Schubert asked if anyone else would like to come up and speak. None responded. He then asked if any of the Commissioners had any further questions. None responded.

Commissioner Spinelli made a motion, seconded by Commissioner Maher to close the public hearing for Case #11-14. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Commissioner Spinelli made a motion, seconded by Commissioner Maher to recommend approval for Case #11-14 with the following conditions:

1. Current landscaping must be maintained for screening. If for any reason the landscaping is no longer there it would have to be replaced with similar size and nature.
2. Replacement shed needs to come back for new variance.

Chairman Schubert then read the Findings of Facts.

- a. The requested variation will have no impact to the Village as a whole and the impact to the adjacent properties will be negligible, since the shed is well screened

by mature landscaping and the topography of the subject site. *All Commissioners agreed.*

- b. The variation request will not injure the public health, safety and general welfare since the shed was constructed in accordance with Building Department requirements. *All Commissioners agreed.*
- c. The plight of the owner is due to the unique setbacks for the subject site, which make it difficult to place a shed on the site in accordance with the requirements of the UDO.

Commissioner Maher stated that he did not agree.

Chairman Schubert agreed with Commissioner Maher. He said that it really does not comply with that, but the conditions that were stated by the owners were different. The other two were yes, but C is a no. Chairman Schubert asked if Commissioner Maher wanted to add something for the plight of the owner.

Commissioner Maher stated that his problem is that there are definitely spots throughout the backyard where the shed can go that meet the requirements. He stated that the northeast corner meets the requirement that isn't on the side yard, it doesn't go on the easement, and it is far enough from the house. He stated that he doesn't think that there is a way he can change the wording for letter C. He stated that there is plenty of room in the northeast corner where it will not obstruct the neighbor's view and be able to meet the Village's requirements. Also, it will not be so close to the street. He said that this is his opinion on C. Commissioner Maher stated that the point of the setbacks is so the shed is not visible from the streets. He said that this is only hidden by two trees and is in the front, which is their side yard. He stated that there is room elsewhere.

A roll call vote was taken:

Ayes: Kwasneski, Sanderson, Spinelli, Schubert

Nays: Maher, Messer, Murphy

Motion passed

- B. Case #12-01 – 307 Freehauf Street.** A public hearing for a variation to allow a new garage in the R-4A zoning district to be accessed from the street rather than an existing alley.

Commissioner Kwasneski made a motion, seconded by Commissioner Murphy to open the public hearing for Case #12-01. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Mrs. Jones stated that the variation for this case was to allow a garage and driveway to access from Freehauf Street. She stated that the property is located in the R-4A district, which is single-family preservation and infill district. It covers most of the older neighborhoods in Lemont. She said that the UDO states for an R-4A district "if an

existing alley provides access to the lot in question then detached and attached garages shall be accessed from the alley.” Mrs. Jones stated that applicant is constructing a new home on the property and prior to this construction there was a previous house on the property. That home did have a driveway that did access off of Freehauf Street. Mrs. Jones said that when the applicant came in for a building permit, it showed use of the existing curb cut for the new garage. She said the Economic Development Director, Jim Brown, was fine with either using the existing curb cut or using the alley. Mrs. Jones stated that the property does have a detached garage that is accessed thru the alley which was there prior to the new home construction.

Mrs. Jones said the first standard for the variation is that it is in harmony with the general purpose and intent of the UDO. She then read through the four components that are consistent with this variation. Mrs. Jones stated as far as the component that states protecting the character of established residential neighborhoods, this block is not a pristine example of the traditional R-4A district. She said there are a couple of other homes on the North side that have driveways in the front that also have alley access. On the South side across from the subject site they do not have alley access at all and have driveways accessing off of Freehauf Street. Mrs. Jones stated that because of those characteristics and the fact that the property already had a driveway coming off of Freehauf before the construction of the new home; it should not have any impact to the character of the neighborhood. She said that she would caution, for the future, any increase in the total number of curb cuts in the R-4A would be a substantial detriment to the character of the neighborhood.

Mrs. Jones stated as far as the second standard, the applicant suggests that the unique circumstance is that the property previously had a driveway with access off Freehauf Street. She said that one factor that staff is suppose to take into consideration in determining whether there is practical difficulties or potential hardships is whether the hardships and difficulties were self-created. She stated that the difficulty is that the garage doesn't really line up with the existing curb cut. The owner did have the opportunity to design the home to the existing curb cut and did not. Mrs. Jones said that the approved building permit did show that the applicant could make use of the existing curb cut. She stated that she did not find that there was a practical difficulty.

Mrs. Jones said as far as the last standard, she felt that there would not be any impact to the adjacent properties. She said because it failed to meet standard two, she would not recommend approval.

Chairman Schubert asked if the applicant would like to come up and speak.

John Antonopoulos, 15419 E. 127th Street, Lemont, stated that he was the attorney for the applicant. He said that he agreed with the staff report except for one exception. He said that if you looked at the drawing, it showed that the existing driveway is in the center of two lots. He stated that the home his client was going to construct, it would be impossible to build a house with a garage in front to be in the center of the lot. Mr. Antonopoulos said that the plight of the owner is that the existing curb cut is at the

center of the lot. He stated that he dropped off a letter to Mrs. Jones listing some things to take into consideration. He said that each of the Board members should have a copy of that letter. Mr. Antonopoulos said that the existing home that was built on this property was the first house built on Freehauf Street. It was built on two lots in the 1940's. The previously home was a single-family home with an attached and detached garage. He stated that another factor is that the sanitary sewer would be under the curved driveway. If it is a straight driveway then it would not be under the driveway and would not be under the concrete of the parkway. Mr. Antonopoulos stated that there are approximately 23 homes on the north side of Freehauf, about 60%, which have curb access driveways. He said there is a safety issue if it was a curve driveway. He said that there are neighbors present that are in favor of having a straight driveway and have received no complaints.

Commissioner Spinelli asked if the variation was approved for a straight driveway, would the homeowner be replacing the entire curb as necessary, including getting rid of the original depression.

Mr. Antonopoulos said that they would.

Commissioner Sanderson asked how did it get this far. He asked if there was an approved plan showing this curve with engineering drawings. He asked if the existing sewer tap was in the spot it was now or is a new tap.

Mr. Antonopoulos said he never knew where the sewer connection was until they dug in the street and found out where it was.

Commissioner Sanderson asked if the existing sewer was underneath the existing driveway.

Mrs. Jones stated that today was the first time she heard about the sewer issue.

Wayne Lucht, applicant, 6554 S. Austin, Bedford Park, stated that the existing sewer did run parallel to the driveway, but when you add the curve; the driveway would cross over it. He said that the curve actually created the problem.

Commissioner Sanderson stated that he does not understand how it got this far. He said that he would recommend approval of a straight driveway. He said he would not want the curve driveway either.

Mr. Lucht stated that he was originally fine with the curved driveway, but two things changed his mind. One being that the neighbors questioned the driveway and two the sewer issue.

Chairman Schubert asked the Board if they had any more questions for the applicant. He then asked if anyone in the audience would like to come up and speak.

Phil Cullen, 1346 Cypress Drive, Lemont stated that two years ago he purchased a non-conforming two unit just west of Mr. Lucht's property. He stated that there was a curb cut that he did take out. He said that he did follow the R-4A requirements which aren't always the easiest thing to do. Mr. Cullen stated that he could not imagine putting a garage in the middle of a house. He said that he spoke with Mr. Lucht and expressed concern about having the driveway with a curve. He stated that he agreed with Commissioner Sanderson that it should have been addressed at the beginning.

Tim Waugh, 304 Freehauf Street, stated that he lives across the street from the property. He said if the Board holds him to the original curb cut, then there will be no front lawn. He said that it will be all driveway. He stated it does not make any sense to have two thirds of your front lawn to be driveway. Mr. Waugh stated that they should move the driveway for more curb appeal.

Carl Wilkes, 223 Freehauf Street, stated that his property was the last one built on Freehauf Street. He said Freehauf has parking on the north side of the street and it can be difficult backing out with parked cars and traffic coming through. He stated it makes more sense to be able to back straight out then to have to back out on a curve.

Bill Clinton, 304 Lintz Street, Lemont, stated that he has lived in the Village since about 1985. He said that he had not objections to the driveway being moved over. He stated that it would stay more uniformed with the neighborhood.

Dottie Waugh, 304 Freehauf Street, stated that she agreed with all the comments that were made.

Commissioner Maher asked if the zoning for the curb cut could be clarified.

Mrs. Jones said that the zoning requires if you have access to an alley it should be accessed from an alley. She said in this circumstance because there was an existing driveway the planning department stated that the applicant can use what was there. She stated that by moving it you would be creating a new nonconformity, something that doesn't comply with the zoning. She said the Village tries to be flexible by allowing use of the existing curb cut.

Commissioner Maher stated that this wasn't something that came before the Board for variance previously.

Mrs. Jones stated no.

Commissioner Maher asked if the code clearly states that they can use the existing curb cuts to do a driveway.

Mrs. Jones stated that it does not state one way or the other.

Commissioner Sanderson stated that if the applicant new that he wanted the straight driveway at the beginning he should asked for it before the process of the building permit. He said that would have been the right process, so the Board would not have to be here having to potentially tell the applicant that he has to keep the curve driveway.

Mrs. Jones stated that if he wanted the straight drive he would have to have the variance. She said she feels it was made clear to the applicant to use the existing curb cut or don't have a driveway off Freehauf.

Commissioner Maher said he wanted to clarify that the Ordinance does not say use the existing cut or use the alley access.

Mrs. Jones stated that the Ordinance says if an existing alley provides access to the lot in question then detached and attached garages shall be accessed from the alley.

Commissioner Murphy asked if the intent was to eliminate access from the front.

Mrs. Jones stated the intention in the R-4A is that if there is alley access, then that is what should be used so the front is free of driveways. She said that in the R-4A the lots are narrow across and deep.

Commissioner Murphy said that she understands that concept; however what it is stating is if there is an existing curb cut then you can reuse it. She stated that these are examples of tear down areas, and there will be more. She said it could have been eliminated if the ordinance stated that if there is no curb cut then you do not get one, however if there is an existing curb cut, you can move it, but you can not add another one.

Discussion continued on the wording of the ordinance and possibly changing the ordinance.

Chairman Schubert asked if there was anyone else who would like to speak in regards to this case. None responded.

Commissioner Maher made a motion, seconded by Commissioner Sanderson to close the public hearing for Case #12-01. A voice vote was taken:

Ayes: All

Nays: None

Motion passed

Commissioner Messer made a motion, seconded by Commissioner Murphy to recommend approval for Case #12-01 with the following recommendations:

1. Homeowner must replace original curb cuts.

Chairman Schubert then read the Findings of Facts.

- a. The requested variation will have no impact to the Village as a whole and the impact to the adjacent properties will be negligible, since the property already had a curb cut driveway with access from Freehauf Street. *All Commissioners agreed.*
- b. The variation request will not injure the public health, safety and general welfare because the new driveway will be required to be constructed in accordance with all current Village standards. *All Commissioners agreed.*
- c. The plight of the owner is due to unique circumstances because the previous home on the lot had a driveway with access from Freehauf Street and the new home's garage doors do not line up with existing curb cut. *All Commissioners agreed.*

A roll call vote was taken:

Ayes: Kwasneski, Maher, Messer, Murphy, Sanderson, Spinelli, Schubert

Nays: None

Motion passed

IV. STAFF REPORT

Mrs. Jones stated that next month they would be taking a look at the Active Transportation Plan. She stated that they received the draft from the Active Transportation Alliance.

V. ADJOURNMENT

Commissioner Maher made a motion, seconded by Commissioner Kwasneski to adjourn the meeting. A voice vote was taken:

Ayes: All

Nays: None

Motion passed



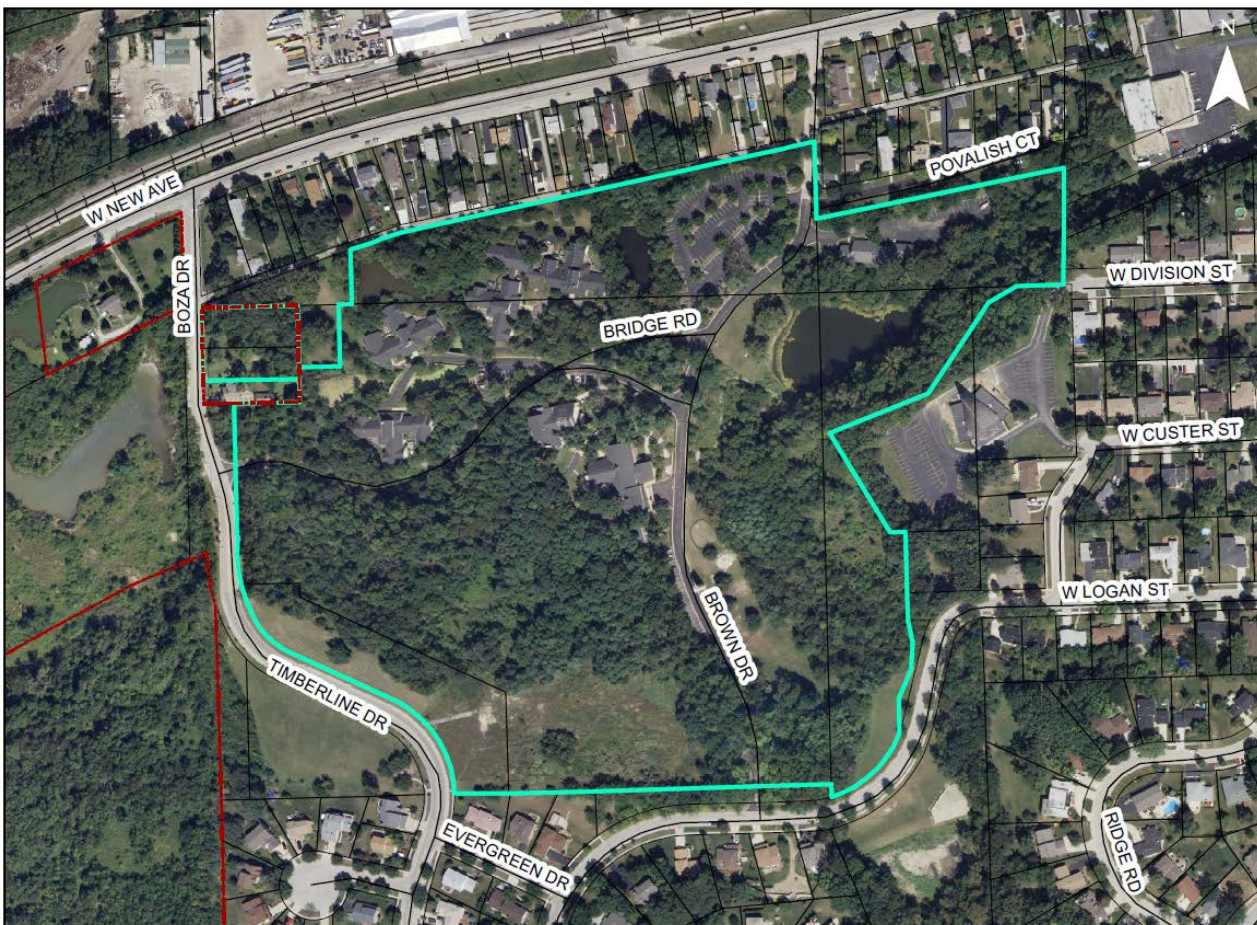
Village of Lemont
Planning & Economic Development Department

418 Main Street · Lemont, Illinois 60439
phone 630-257-1595 · fax 630-257-1598

TO: Planning & Zoning Commission #14-12
FROM: Charity Jones, Village Planner
THRU: James A. Brown, Planning & Economic Development Director
SUBJECT: Case 12-02 307 Timberline Knolls PUD & Annexation/Rezoning
DATE: February 10, 2012

SUMMARY

Timberline Knolls, LLC, acting on behalf of Lemont Holdings, LLC, owner of the subject property, has requested a PUD for approximately 40 acres of property at 40 Timberline Drive, annexation and rezoning to R-4 Single-Family Detached Residential District for PINs 22-30-202-005 and 22-30-202-006. Staff is recommending approval with conditions.



PROPOSAL INFORMATION

Case No. 12.02
Project Name Timberline Knolls PUD

General Information

Applicant	Timberline Knolls, LLC
Agent Representing Applicant	Al Domanskis
Status of Applicant	Acting on behalf of property owner
Requested Actions:	Final Planned Unit Development (PUD) approval for a mental health treatment facility on all PINs listed below.
	Annexation and Rezoning to the R-4 Single-Family Detached Residential District for PINs 22-30-202-005 and 22-30-202-006
Site Location	40 Timberline Drive (PINs 22-19-401-040; 22-20-309-001; 22-29-100-031 and -035; 22-30-202-005; 22-30-202-006; and 22-30-204-005 and -008)
Existing Zoning	Lemont R-4 Single-Family Detached Residential District
Size	Approximately 40 acres
Existing Land Use	Mental Health Treatment Facility
Surrounding Land Use/Zoning	North: R-4 Single-Family Detached Residential and R-6 Multi-Family Residential South: R-4 Single-Family Detached Residential East: R-1 Single-Family Detached Residential and R-4A Single-Family Preservation and Infill West: R-4 Single-Family Detached Residential and unincorporated.
Comprehensive Plan 2002	The 2002 Comprehensive Plan map designates this area as low-density residential (0-2 du/acre) with a residential conservation/cluster design overlay.
Zoning History	N/A
Special Information	
Public Utilities	The site is serviced by Village water and sewer.
Transportation	N/A
Physical Characteristics	The site has varied topography. Approximately seven acres, primarily in the northeastern portion of the site are in a special flood hazard area; a portion of this area is within the floodway.

BACKGROUND

In 1987 the Village approved an annexation agreement with Four Winds Hospital covering the property at 40 Timberline Drive. The annexation agreement stated that the Village would amend its zoning ordinance upon annexation to approve a PUD for a private tertiary care psychiatric hospital on the subject site. The annexation agreement further approved a site plan and building designs for the PUD and granted eight variations to the Village zoning ordinance. However, upon annexation the Village never adopted a PUD ordinance for the site.

Four Winds, Inc. operated on the site for some time, and then the facility became the Rock Creek Center. Rock Creek went out of business in 2002. Timberline Knolls began operating in 2005. The annexation agreement expired in 2007.

In November 2011, Timberline Knolls applied for a building permit to add approximately 1,600 sf to one of the existing residence halls (Maple Lodge).

GENERAL ANALYSIS

Land Use/Compliance with Comprehensive Plan. The 2002 Comprehensive Plan designates this area for low density residential development, defined as developments with density of 0 to two dwelling units per acre. Further, the area is shown within the residential conservation / cluster design overlay; this designation is intended to encourage land development practices that preserve natural resources and historic structures.

To a large extent, the existing development of the Timberline Knolls property reflects the intent of the residential conservation / cluster design overlay in that natural water features and historic structures on the site have been preserved. The existing and requested R-4 zoning allow development resulting in densities higher than those of the Comprehensive Plan's low density land use category. However, the R-4 zoning is consistent with the zoning of surrounding property.

Additionally, the "density" of the existing development at Timberline Knolls does not neatly align with Comprehensive Plan guidelines because this particular use, although residential, is also institutional in character. The accommodations provided for women staying at the treatment center are not individual dwelling units. Rather, the facilities feature common dining rooms, central kitchens etc. that make these buildings group living facilities as opposed to dwelling units.

Unfortunately, the Comprehensive Plan does not make allowances for any institutional uses such as group living, assisted living, religious uses, or educational uses. In this regard, our plan is not unique—these land uses often remain unaddressed in many comprehensive plans. Recognizing this shortcoming of our plan, staff finds that the existing development on the site is consistent with the intent, if not the letter, of the Comprehensive Plan.

To ensure continued consistency with the Comprehensive Plan, a PUD approval for future development should require the applicant to continue to preserve important natural features and historic structures. As part of the PUD application, the applicant has already agreed to submit tree surveys and preservation plans to the Village for approval whenever new buildings are constructed or existing buildings are expanded on the subject site. Additionally, the PUD should contain a condition to preserve the historic assets on the site.

Compatibility with Existing Land Uses. The subject site is predominantly surrounded by single-family residential development. Aside from neighbor complaints about a recent fence installation, there is no Village record to indicate that the existing use has been incompatible with surrounding land uses.

In 2007, Timberline Knolls received approval to expand its facilities to include outpatient group living at 1 Povalish Court (Case 2007-35). 1 Povalish Court is not a part of this application, but is mentioned because it represented a geographic expansion of

Timberline Knolls's facilities and did not generate any public comment or opposition during the public hearing process.

The PUD application requests zoning approval for the site's existing use: a residential treatment center with group living, academic, and therapeutic programs. Timberline Knolls currently offers women treatment for substance abuse, eating disorders, mood disorders, and co-occurring disorders. The PUD application also requests approval for the use originally approved by the 1987 annexation agreement, a private tertiary care psychiatric hospital. Timberline Knolls is not currently a psychiatric hospital; to become one, it would have to apply for a license and participate in hearings to receive approval from a state regulatory agency. However, if approval were granted, the change in use may include differences in operations and patient populations that may result in incompatibilities with surrounding uses. Therefore, it is prudent for the Village to restrict the use of the subject site. Yet, it is also important that the Village allow Timberline Knolls flexibility to revise its therapeutic offerings in response to changes in demand. Staff should work with the applicant to further define the use(s) to be allowed by the PUD, so as to give Timberline Knolls the necessary flexibility to continue to provide relevant care in the future while protecting nearby property owners from any potential incompatible uses. In doing so, staff and the applicant should be mindful that hospitals are a prohibited use in the R-4 zoning district.

The requested R-4 zoning is consistent with the surrounding zoning; most nearby properties are also zoned R-4. Some nearby properties are zoned R-6; nearly all of them are currently developed as single-family detached housing.

Aesthetic and Environmental. As noted, a portion of the property is located in special flood hazard areas. Any future development would be required to comply with the UDO Floodplain Regulations, which severely restrict and control activity within the floodway.

Traffic. The Village Engineer had no comments related to existing traffic or potential increases in traffic with possible future expansion. As a residential treatment facility, only the Timberline Knolls staff is coming and going each day. If the applicants ever wish to change the use to a day treatment facility, the Village should require a traffic review at that time.

Engineering Comments. The Village Engineer had no concerns.

Fire District Comments. The Fire Marshal did not have any comments at this time.

Police & Fire Services. Prior to the public hearing, some residents raised questions about the current demand Timberline Knolls places on police and fire services and concerns about the Village's ability to meet future demand. According to Fire Chief Carl Churulo, the Fire District does get "a few calls to Timberline Knolls from time to time for a variety of reasons." According to the Chief, the District's policy is to consider these as calls from non-residents and as such the District charges the appropriate medical insurance company, or the individual (or the individual's family) on whose behalf the call was made. Comments from the Police Department are unavailable at this time but will be provided at the hearing.

Keeping of Animals. The PUD application includes a request for allowance to construct a barn or other structure for the keeping of horses. Currently, Timberline Knolls uses horses as part of its therapy offerings, but the horses have nowhere on the property to be kept overnight and are therefore transported to and from the facility. The UDO does allow accessory structures for “the keeping of livestock, horses, poultry, rabbits, exotic animals and/or the breeding of animals.” To use an accessory structure for the keeping of animals, the following standards must be met:

1. The lot area is at least one acre; and
2. The structure is located at least 150 feet from the side and rear lot lines; and
3. The structure is located at least 200 feet from any residence on another lot; and
4. The number of livestock is limited to one per 20,000 square feet of lot area

Due to the size of the subject site, the UDO would allow up to 87 horses to be kept in an accessory structure. The PUD approval should restrict the total number of animals allowed on the site. The International Building Code governs the construction of horse barns/stables; the applicant would be held to these standards. Additionally, the applicant should receive Village approval regarding any potential enclosure of grazing/roaming areas, storage of feed, and handling of waste.

DEPARTURES FROM ZONING STANDARDS

Typically, a PUD application would seek some variations from the current standards of the UDO. However in this case, the applicant is seeking approval of the conditions stipulated in the original annexation agreement from 1987. In some instances, these conditions do reflect a variation from the UDO standards; in other instances the conditions of the annexation agreement are more stringent than our current UDO standards. Below is a summary of the standards from the original annexation agreement, how the standards relate to the current UDO, and staff’s recommendation for including or excluding the standards from the new PUD.

DEVIATIONS FROM STANDARDS OF UNIFIED DEVELOPMENT ORDINANCE

Original Annexation Agreement	Current UDO Standards	Staff Recommendation
The building setbacks from any property line shall be reduced from 200 ft to 50 ft.	The R-4 setbacks are: Front yard – 25 ft Side yard – 15 ft Rear yard – 30 ft	<p>The standard from the original annexation agreement should remain. The existing buildings are setback at least 80 ft from the property line. Retaining a minimum 50 ft setback will allow Timberline Knolls to continue to expand on its main property while not changing the existing character of the area.</p> <p>However, if PINs 22-30-202-005 and -006 are each to be developed similarly to 1 Povalish Ct, then the 50 ft setback would make PIN 005 very difficult to develop individually because it is only 80 feet wide. At the time the applicant wishes to develop these two PINs, an amendment to the PUD could be requested for this portion of the site. Alternatively, the applicant could request that the PUD include a provision to treat these two PINs as individual lots, each subject to the standard R-4 setbacks.</p>

DEVIATIONS FROM STANDARDS OF UNIFIED DEVELOPMENT ORDINANCE

Original Annexation Agreement	Current UDO Standards	Staff Recommendation
Parking lots shall be permitted in any required yards provided they are 20 ft from any property line.	Parking lots are not explicitly allowed in residential zoning districts.	<p>The standard from the original annexation agreement should remain. As an institutional use, parking is necessary. By requiring a 20 ft setback, Timberline Knolls can continue to expand on its main property while not altering the existing character of the area.</p> <p>However, on PINs 22-30-202-005 and -006 additional provisions should be included in the PUD to prohibit parking lots between any potential structures on those sites and Timberline Drive.</p>
Brown Drive and the main entrance drive off Timberline Dr. shall be 24 ft wide. All other roads and drives shall be 20 ft wide.	Local streets are required to be 27 ft wide.	The standard from the original annexation agreement should remain. The existing development on the site corresponds to the road widths allowed by the original annexation agreement. Staff sees no issue with allowing new road development consistent with the existing road widths on the subject site.
The number of required loading docks is reduced from 5 to 3.	Only one loading space is required.	This standard from the original annexation agreement should not be incorporated into the new PUD. Any new development on the subject site should merely meet the current requirements with regard to loading spaces.
The only sidewalks required are those shown on the site plan and no sidewalks will be required on Logan Street, Timberline Drive, or any of the internal streets shown on the site plan.	Sidewalks are required along both sides of all streets.	The standard from the original annexation agreement should remain. The existing development does not contain sidewalks. Staff sees no issue with allowing consistency between future development of the site and the existing conditions.
Curbs will only be required as stops in parking lots and will not be required on streets or drives unless necessary for drainage purposes. If required for drainage purposes, curbs shall be constructed within the road widths allowed by the agreement; however, no street or drive shall be less than 20 ft, exclusive of curbs.	Curb and gutter is required along all streets and parking areas.	The standard from the original annexation agreement should remain. It appears from the site plan that the property was developed in accordance with the requirements of the annexation agreement; staff sees no issue with allowing consistency between future development of the site and the existing conditions. Moreover, there are many green infrastructure options that do not involve curb and gutter. Staff recommends provisions that, at the least, allow for green infrastructure.
All lighting will be in accordance with Village ordinances, except that lighting will be kept on all night.	Lighting is not required to be turned off at any specific time. Light spillage on to adjacent properties is limited.	This provision of the original annexation agreement does not need to be included in the new PUD.
Parking within the subject site shall be required as shown pursuant to the site plan.	For group living, 1 parking space is required per every 4 beds.	The current site plan indicates 206 parking spaces on the subject site (although that number may be slightly reduced once ADA compliant spaces are accounted for on the plan). The UDO would require only 31 parking spaces; parking on the site far exceeds this minimum standard. The PUD does not need to contain any additional provisions regarding parking.

CONCLUSIONS & RECOMMENDATIONS

Timberline Knolls is a valued employer in the Village, provides a needed service to society, and is a good steward of a uniquely scenic site in the village. Staff recommends approval of the PUD, annexation, and rezoning with the following conditions:

- The existing use and other similar uses shall be clearly defined as the uses permitted by the PUD;
- A tree preservation plan shall be required for future development on the site;
- Historic assets on the site shall be preserved;
- Accessory uses and structures to support the primary use of the property shall be allowed, such as a ropes course.
- A traffic study shall be required if Timberline Knolls's services become more than 30% outpatient;
- Horses may be kept in a horse barn or stable, with a maximum of 10 horses permitted on-site; the applicant work with staff to develop appropriate standards for paddocks, yards, pasturing, feeding and care of the animals. Horses may only be kept on-site as a component of the applicant's therapeutic offerings; horses may not be boarded, bred, cared for, sold, or ridden in return for remuneration.
- All new buildings and any additions to existing buildings shall conform to a 50 ft setback from all property lines;
- All new parking lots and any additions to existing parking lots shall conform to a 20 ft setback from all property lines; on PINs 22-30-202-005 and -006 parking lots are prohibited between the principal structure on those parcels and Timberline Drive;
- Sidewalks shall not be required for future development on the subject site;
- New streets on the subject site must be at least 20 ft wide, exclusive of any curb along the street;
- No curb is required for new or expanded parking lots or streets unless needed for drainage purposes; and
- All future development of the subject site shall conform to the requirements of the UDO in place at the time of development, unless otherwise specified in this PUD.

FINDINGS OF FACT

If the Planning and Zoning Commission recommends approval of the PUD and rezoning, the following findings-of-fact might be considered among those appropriate, that:

- a. The requested rezoning is consistent with surrounding zoning and existing land uses.
- b. The requested PUD will allow for continued development of an important community asset, while preserving the character of an established area.
- c. The PUD will contain sufficient safeguards to ensure future compatibility of the use of the subject site with adjacent land uses.

ATTACHMENTS

1. PUD Application
2. Annexation & Rezoning Application
3. Maple Addition – Building Permit plans, submitted November 2011

PUD Final Plan/Plat Application Form

Planning & Economic Development Department
418 Main Street Lemont, Illinois 60439
phone (630) 257-1595
fax (630) 257-1598

APPLICANT INFORMATION

Timberline Knolls, LLC

Applicant Name

Company/Organization

40 Timberline Drive, Lemont, Illinois 60439

Applicant Address

630-257-9600 telephone: 630-257-9708 fax

Telephone & Fax

jgresham@timberlineknolls.com

E-mail

CHECK ONE OF THE FOLLOWING:

- Applicant is the owner of the subject property and is the signer of this application.
- Applicant is the contract purchaser of the subject property.
- Applicant is acting on behalf of the beneficiary of a trust.
- Applicant is acting on behalf of the owner.

PROPERTY INFORMATION

40 Timberline Drive, Lemont, Illinois 60439

Address of Subject Property/Properties

See attached

approximately 40 acres

Parcel Identification Number of Subject Property/Properties

Size of Subject Property/Properties

REQUIRED DOCUMENTS

See Form 508-A, PUD Final Plan/Plat Application Checklist of Required Materials, for items that must accompany this application.

FOR OFFICE USE ONLY

Application received on: _____

By: _____

Application deemed complete on: _____

By: _____

Current Zoning: _____

Fee Amount Enclosed: _____

Escrow Amount Enclosed: _____

PUD Final Plan/Plat Application Form

Village of Lemont

APPLICATION FEE & ESCROW

Application Fee (only required if the PUD includes a final plat of subdivision):

- < 3 acres = \$300, plus \$25 per existing and/or proposed dwelling unit
- 3 to <5 acres = \$600, plus \$25 per existing and/or proposed dwelling unit
- 5 to <10 acres = \$1000, plus \$25 per existing and/or proposed dwelling unit
- 10 acres or more = \$1200, plus \$25 per existing and/or proposed dwelling unit

Fee is non-refundable.

Required Escrow = \$2,000

At the time of application, the applicant shall submit a check for the establishment of an escrow account. The escrow money shall be used to defray costs of public notice, consultants, or other direct costs incurred by the Village in association with the PUD final plan/plat application. After completion of the review process, any unused portion of the escrow account will be refunded upon request.

AFFIRMATION

I hereby affirm that I have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my knowledge. I permit Village representatives to make all reasonable inspections and investigations of the subject property during the period of processing of this application. I understand that as part of this application I am required to establish an escrow account to pay for direct costs associated with the approval of this application, such as the fulfillment of public notice requirements, removal of the public notice sign, taking of minutes at the public hearing and fees for consultants hired by the Village to evaluate this application. I understand that the submitted fee is non-refundable and that any escrow amount leftover upon project completion will be refunded upon request.

James Gresham 1-23-12
Timberline Knolls, LLC by James Gresham, Chief Executive Officer

Signature of Applicant
Illinois

Date
Cook Will

State

County

I, the undersigned, a Notary Public in and for the aforesaid County and State, do hereby certify that James Gresham is personally known to me to be the same person whose name is subscribed to the foregoing instrument, and that said person signed, sealed and delivered the above petition as a free and voluntary act for the uses and purposes set forth.

Michelle R. Smith
Notary Signature

Given under my hand and notary seal this 23rd day of January A.D. 20 12

My commission expires this 9th day of April A.D. 20 12



**Application of Timberline Knolls, LLC for Planning and Development Final Plat Approval
for 40 Timberline Drive, Lemont, Illinois 60439**

Narrative Request

Timberline Knolls, LLC (“Timberline Knolls”) has been operating a women’s treatment center for the treatment of eating disorders, substance abuse and addiction and mood disorders upon the property located at 40 Timberline Drive, Lemont, Illinois 60439 (“Subject Property”) since 2006. The Subject Property was initially annexed into the Village of Lemont pursuant to an annexation agreement of January 12, 1987 between the Village of Lemont and Four Winds, Inc. Although the Subject Property was developed by Four Winds of Lemont and is operating pursuant to the terms of the annexation agreement, it does not appear as if an accompanying zoning ordinance was adopted incorporating the terms of the annexation agreement which provided that the Subject Project would be zoned. As a result, this application is being filed.

Site plan and development approval were granted and the Subject Property was developed as it presently exists. The Subject Property was developed and operated as Four Winds, Inc.’s psychiatric facility for a number of years and later was continued as the Rock Creek Center through 2002. After the Subject Property was vacant for approximately three years, Timberline Knolls established its center.

This application is being submitted to confirm the existing development of the Subject Property for the initial use and zoning that were provided in the annexation agreement but were not codified in any ordinance as a residential planned unit development in Lemont’s existing R-4 zoning classification with a special use for a private tertiary care psychiatric hospital. Approval is also being sought for its existing use as a treatment center with group home living, academic and therapeutic programs. In addition, two lots of record were not included as part of the initial annexation and simultaneously with this application for planning and development approval, a petition for annexation has been submitted for the two lots of record. These lots are vacant and no request is being made for any development to be made on these lots at this time. In conformance with the Village of Lemont’s standards and as part of this planned unit development application, a specific request is being made for expansion of two residential lodges of Timberline Knolls, LLC located on the Subject Property for which foundation permits have been issued by the Village of Lemont. Although there are no specific plans at this time, there may come a need for expansion of the facilities in conformance with Village of Lemont requirements. A request is being made for grant of the right to make future additions of a barn and stable facility, gymnasium, ropes course, other indoor and outdoor recreational facilities and group lodges and homes subject to meeting Village of Lemont requirements.

The application includes two (2) vacant lots that are being annexed into the Village of Lemont. The application does not include the park on Timberline Drive which Timberline Knolls is allowing the Lemont Park District to use.

The following variances were provided for in connection with the initial annexation agreement and the Subject Property was developed based upon the grant of these variances:

- (1) The building setbacks from any property line shall be reduced from 200 feet to 50 feet in those areas shown on the Site Plan.
- (2) Parking lots shall be permitted in any required yards provided they are at least 20 feet from any property line.
- (3) Brown Drive extended to Logan Street and the main entrance drive off of Timberline Drive as depicted on the Site Plan are to be 24 feet wide. All other roads and drives depicted on the Site Plan are to be 20 feet wide.
- (4) The amount of required loading docks shall be reduced from 5 to 3.
- (5) The only sidewalks required are those shown on the Site Plan and no sidewalks will be required on Logan Street, Timberline Drive or any of the internal streets shown on the Site Plan.
- (6) Curbs will only be required as stops on the parking lots and curbs will not be required on streets or drives, except as they may be required for drainage purposes (and if required for drainage purposes, will be constructed within the road widths set forth in Subparagraph (3) above; provided, however, that in no event shall the width of a street or drive (exclusive of curbs) be less than 20 feet.
- (7) All lighting will be in accordance with Village ordinances except that lighting will be kept on all night. The lighting will be owned by Owner and Owner shall be responsible for the maintenance and repair of said lighting.
- (8) Parking within the Subject Realty shall be required as shown pursuant to the Site Plan.

No other variances other than those that were previously granted by the Village are being requested. It is being reserved whether these variations are still required under the current Village standards.

The existing buildings, improvements and signs on the Subject Property are being requested to be approved as part of this planned unit development.

With regard to any future expansions of buildings or buildings to be constructed, Timberline Knolls will submit a tree survey and preservation plan for approval by the Village.

**VILLAGE OF LEMONT
TIMBERLINE KNOLLS, LLC
PUD FINAL PLAN/PLAT APPLICATION FORM FOR VILLAGE OF LEMONT**

PARCEL IDENTIFICATION NUMBERS OF THE SUBJECT PROPERTIES:

Permanent Tax# 22-19-401-040-0000

Permanent Tax# 22-20-305-024-0000

Permanent Tax# 22-20-309-001-0000

Permanent Tax# 22-29-100-035-0000

Permanent Tax# 22-30-202-005-0000

Permanent Tax# 22-30-202-006-0000

Permanent Tax# 22-30-204-004-0000

Permanent Tax# 22-30-204-005-0000

Permanent Tax# 22-30-204-008-0000

Permanent Tax# 22-30-204-009-0000

SUBJECT PROPERTY

Timberline Knolls
Lemont, Illinois



View looking southeast along north elevation of typical residential building
(Building #1)



View looking northeast along south elevation of typical residential building
(Building #2)

SUBJECT PROPERTY

Timberline Knolls
Lemont, Illinois



View looking west at east elevation of typical residential building
(Building #3)



View looking west along south and east elevations of school facility (Building #4)
showing connecting walkway to adjoining residential building

SUBJECT PROPERTY

Timberline Knolls
Lemont, Illinois



View looking northwest along south elevation of typical residential building
(Building #5)



View looking northwest along south and east elevations of administration/office building
(Building #6)

SUBJECT PROPERTY

Timberline Knolls
Lemont, Illinois



View looking northeast along south and west elevations of cafeteria building
(Building #7)



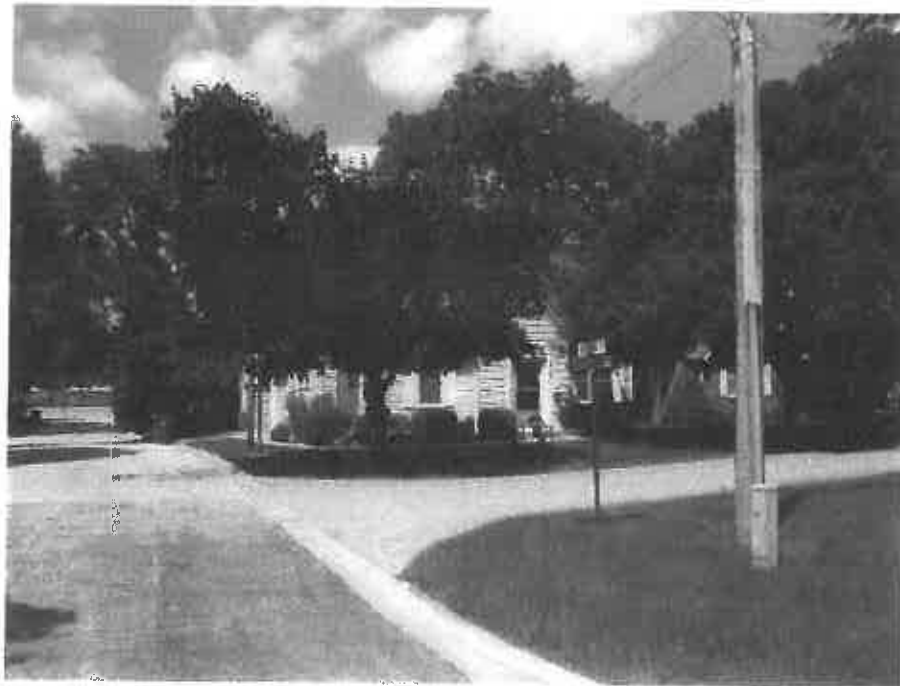
View looking west showing dock area along east elevation of cafeteria building

SUBJECT PROPERTY

Timberline Knolls
Lemont, Illinois



View looking southeast along north and west elevations of single-family home
(Building #8 "Quarry Foreman House")



View looking northeast from Brown Drive at single-family home
("Magnolia House") with Povalish Court at right

SUBJECT PROPERTY

Timberline Knolls
Lemont, Illinois



View looking southwest along north elevation of maintenance/garage facility
(Building #11)



View looking northeast from Brown Drive along Povalish Court showing eastern extent of
subject property

SUBJECT PROPERTY

Timberline Knolls
Lemont, Illinois



View looking north along Brown Drive showing northern extent of subject property



View looking south along Brown Drive showing southern extent of subject property

SUBJECT PROPERTY

Timberline Knolls
Lemont, Illinois



View looking north along Timberline Drive from main entrance



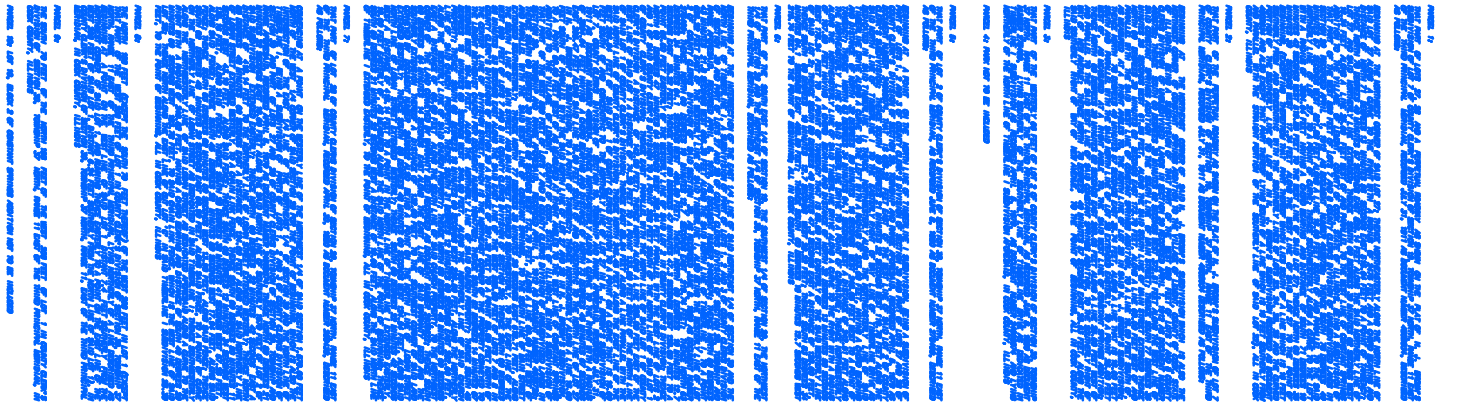
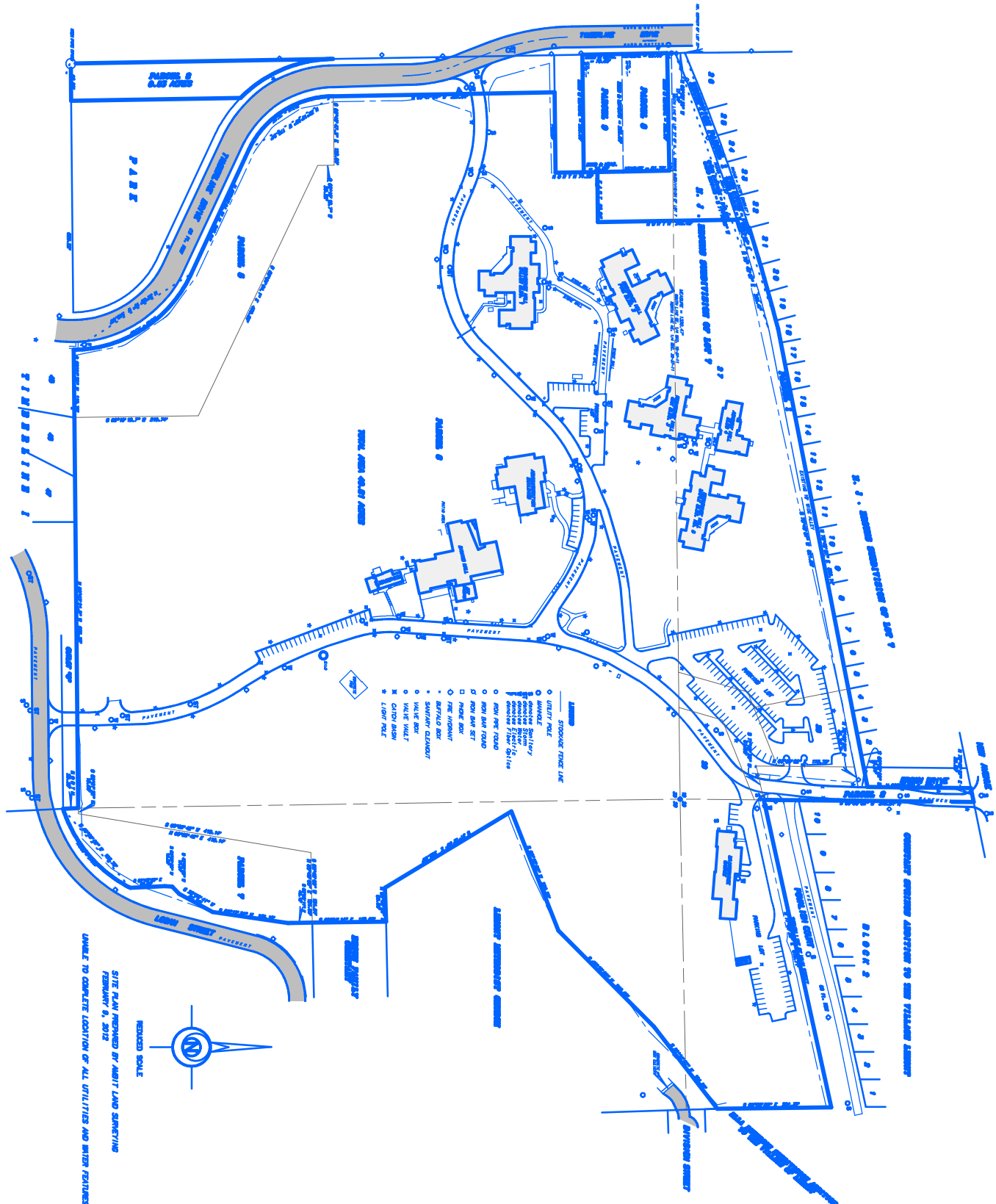
View looking south along Timberline Drive



TIMBERLINE KNOLLS

40 TIMBERLINE DRIVE

PRELIMINARY SITE PLAN FOR TIMBERLINE KNOLLS PUD



Annexation Application Form (with or without rezoning)

TYPE OF APPROVAL REQUESTED

CHECK ALL THAT APPLY:

- Annexation and ~~Annexation Agreement~~ ~~XXXXXXXXXXXXXXXXXXXX~~
- Rezoning

APPLICANT INFORMATION

Timberline Knolls, LLC

Applicant Name

Company/Organization

40 Timberline Drive, Lemont, Illinois 60439

Applicant Address

630-257-9600 telephone; 630-257-9708 fax

Telephone & Fax

jgresham@timberlineknolls.com

E-mail

CHECK ONE OF THE FOLLOWING:

- Applicant is the owner of the subject property and is the signer of this application.
- Applicant is the contract purchaser of the subject property.
- Applicant is acting on behalf of the beneficiary of a trust.
- Applicant is acting on behalf of the owner.

PROPERTY INFORMATION Two lots of record on Timberline Drive north of entry drive for 40 Timberline Drive, Lemont, Illinois 60439

Address of Subject Property/Properties

22-30-202-005-0000 & 22-30-202-006-0000

005 Lot-16,885 square feet

006 Lot-14,560 square feet

Parcel Identification Number of Subject Property/Properties

Size of Subject Property/Properties

DESCRIPTION OF REQUEST

See attached

Brief description of the proposed annexation/rezoning

REQUIRED DOCUMENTS

See Form 506-A, *Annexation Application Checklist of Required Materials*, for items that must accompany this application.

FOR OFFICE USE ONLY

Application received on: _____

By: _____

Application deemed complete on: _____

By: _____

Current Zoning: _____

Fee Amount Enclosed: _____

Escrow Amount Enclosed: _____

Annexation Application Form (with or without rezoning)

TYPE OF APPROVAL REQUESTED

CHECK ALL THAT APPLY:

- Annexation and Annexation Agreement
- Rezoning

APPLICANT INFORMATION

Timberline Knolls, LLC

Applicant Name

Company/Organization

40 Timberline Drive, Lemont, Illinois 60439

Applicant Address

630-257-9600 telephone; 630-257-9708 fax

Telephone & Fax

jgresham@timberlineknolls.com

E-mail

CHECK ONE OF THE FOLLOWING:

- Applicant is the owner of the subject property and is the signer of this application.
- Applicant is the contract purchaser of the subject property.
- Applicant is acting on behalf of the beneficiary of a trust.
- Applicant is acting on behalf of the owner.

PROPERTY INFORMATION Two lots of record on Timberline Drive north of entry drive for 40 Timberline Drive, Lemont, Illinois 60439

Address of Subject Property/Properties

22-30-202-005-0000 & 22-30-202-006-0000

Parcel Identification Number of Subject Property/Properties

approximately 32,864 square feet

Size of Subject Property/Properties

DESCRIPTION OF REQUEST

See attached

Brief description of the proposed annexation/rezoning

REQUIRED DOCUMENTS

See Form 506-A, Annexation Application Checklist of Required Materials, for items that must accompany this application.

FOR OFFICE USE ONLY

Application received on:

by:

Application deemed complete on:

by:

Current Zoning:

Fee Amount Enclosed:

Escrow Amount Enclosed:

Annexation Application Form

Village of Lemont

APPLICATION FEE & ESCROW

Rezoning Application Fee (based on size of property to be rezoned):

< 2 acres = \$300 10 to < 20 acres = \$1,000
2 to < 5 acres = \$500 20 acres or more = \$1,250
5 to < 10 acres = \$750

Annexation Application Fee = \$250 (per zoning lot)

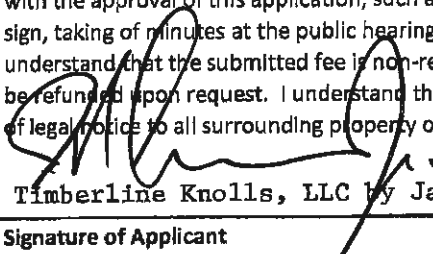
Fee is non-refundable. A zoning lot is defined as "a single tract of land located within a single block that (at the time of filing for a building permit) is designated by its owner or developer as a tract to be used, developed, or built upon, under single ownership or control" (Unified Development Ordinance Chapter 17.02).

Required Escrow = \$750 for annexation, plus \$500 for rezoning

At the time of application, the applicant shall submit a check for the establishment of an escrow account. The escrow money shall be used to defray costs of public notice, consultants, or other direct costs incurred by the Village in association with the annexation application. Additionally, should the applicant fail to remove the required public notice sign in a timely manner, the escrow account may be used to defray the costs of the sign's removal. After completion of the annexation review process, any unused portion of the escrow account will be refunded upon request.

AFFIRMATION

I hereby affirm that I have full legal capacity to authorize the filing of this application and that all information and exhibits herewith submitted are true and correct to the best of my knowledge. I permit Village representatives to make all reasonable inspections and investigations of the subject property during the period of processing of this application. I understand that as part of this application I am required to establish an escrow account to pay for direct costs associated with the approval of this application, such as the fulfillment of public notice requirements, removal of the public notice sign, taking of minutes at the public hearing and fees for consultants hired by the Village to evaluate this application. I understand that the submitted fee is non-refundable and that any escrow amount leftover upon project completion will be refunded upon request. I understand that I am responsible for the posting of a public hearing sign and for the mailing of legal notice to all surrounding property owners as required by Village ordinances and state law.


1-23-12
Timberline Knolls, LLC by James Gresham, Chief Executive Officer

Signature of Applicant

Date

Illinois

Cook Will

State

County

I, the undersigned, a Notary Public in and for the aforesaid County and State, do hereby certify that James Gresham is personally known to me to be the same person whose name is subscribed to the foregoing instrument, and that said person signed, sealed and delivered the above petition as a free and voluntary act for the uses and purposes set forth.


Notary Signature

Given under my hand and notary seal this 23rd day of January A.D. 20 12.

My commission expires this 9th day of April A.D. 20 12.



DISTRICT OF
~~STATE OF ILLINOIS~~)
COLUMBIA) SS.
COUNTY OF _____)

IRREVOCABLE PETITION REQUESTING ANNEXATION
TO THE VILLAGE OF LEMONT

TO: THE VILLAGE CLERK, VILLAGE OF LEMONT, ILLINOIS

We, the undersigned Petitioners, owners of record of all of the land herein requesting to be annexed, respectfully represent, under oath, that all conditions required for annexation to the Village of Lemont pursuant to and in accordance with Illinois Municipal Code Chapter 65 Illinois Compiled Statutes Section 5/7-1-8 do hereby state under oath to wit:

1. That the territory requested to be annexed is described as follows:

(See legal description attached hereto on Exhibit A and made a part hereof)

2. That the described territory is not within the corporate limits of any municipality but is contiguous to the Village of Lemont, a municipality organized and existing under the laws of the State of Illinois.

3. That a Plat of Annexation showing the described territory is attached hereto and made a part of this Petition or will be provided prior to adoption of the Ordinance annexing said territory.

4. That this Petition is signed by all of the owners of record of all land in the described territory and at least 51% of the electors residing in the described territory.

5. That this Petition is irrevocable once signed and submitted to the Village of Lemont by the owner(s) of record.

WHEREFORE, your Petitioners respectfully request the Corporate Authorities of the Village of Lemont to annex the above described territory to the Village of Lemont.

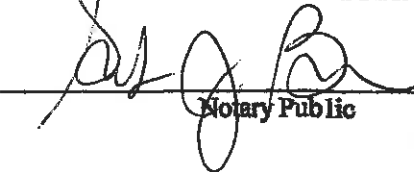
<u>NAME</u> (Printed & Signed)	<u>ADDRESS</u>	<u>OWNER</u> (Check all that apply)	<u>ELECTOR</u>
<u>LEMONT HOLDINGS, LLC</u>	<u>C/O R.V. BARTH</u> <u>SUITE 1000</u> <u>2101 L ST. N.W.</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<u>BY: Roger V. Barth</u> <u>ROGER V. BARTH</u> <u>PRESIDENT</u>	<u>WASHINGTON, D.C. 20037</u>	<input type="checkbox"/>	<input type="checkbox"/>
_____	_____	<input type="checkbox"/>	<input type="checkbox"/>

DISTRICT OF
STATE OF ILLINOIS)
COLUMBIA)
COUNTY OF _____)

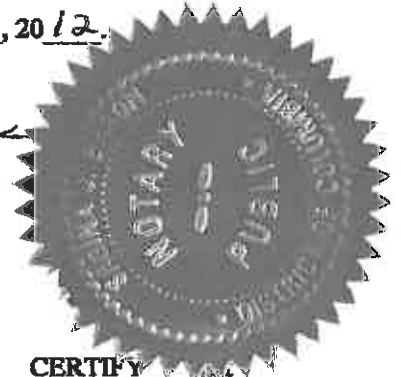
I, the undersigned, a Notary Public DO HEREBY CERTIFY that ROGER V. BARTH, personally known to me to be the person whose name is subscribed to the foregoing Petition for Annexation, appeared before me this day in person and acknowledged that he/she, being thereunto duly authorized, signed and delivered said Petition for Annexation as his/her own free and voluntary act, for the uses and purposes therein set forth.

GIVEN under my hand and official seal this 20th day of JANUARY, 2012.

SABINA J. BARON
NOTARY PUBLIC
District of Columbia
My Commission Expires
November 14, 2015



Notary Public



STATE OF ILLINOIS)
COUNTY OF _____)

I, the undersigned, a Notary Public DO HEREBY CERTIFY _____, personally known to me to be the person whose name is subscribed to the foregoing Petition for Annexation, appeared before me this day in person and acknowledged that he/she, being thereunto duly authorized, signed and delivered said Petition for Annexation as his/her own free and voluntary act, for the uses and purposes therein set forth.

GIVEN under my hand and official seal this _____ day of _____, 20____.

Notary Public

ANNEXATION

Village of Lemont **Timberline Knolls, LLC Annexation Application for Village of Lemont**

Brief Description of Proposed Annexation/Rezoning

Lemont Holdings, LLC, the owner of the land and buildings upon which Timberline Knolls, LLC operates a woman's health center, is also the owner of two (2) vacant lots along Timberline Drive north of its entranceway. These lots were never annexed into the Village of Lemont and are part of the entire parcel owned by Lemont Holdings, LLC. Thus, the request is to annex these properties into the Village of Lemont and to dedicate the roadway for Timberline Drive to the Village of Lemont simultaneously with this application for annexation. A request is being made to rezone as part of the entire Lemont Holdings, LLC parcel excluding the parcel that Lemont Holdings, LLC is providing to the Lemont Park District along Timberline Drive as a planned unit development in the R-4 residential district. No annexation agreement is being requested in connection with this petition for annexation.

Project Summary

No development is proposed at this time for the lots of record to be annexed into the Village of Lemont.

PLAT OF ANNEXATION TO THE VILLAGE OF LEMONT OF

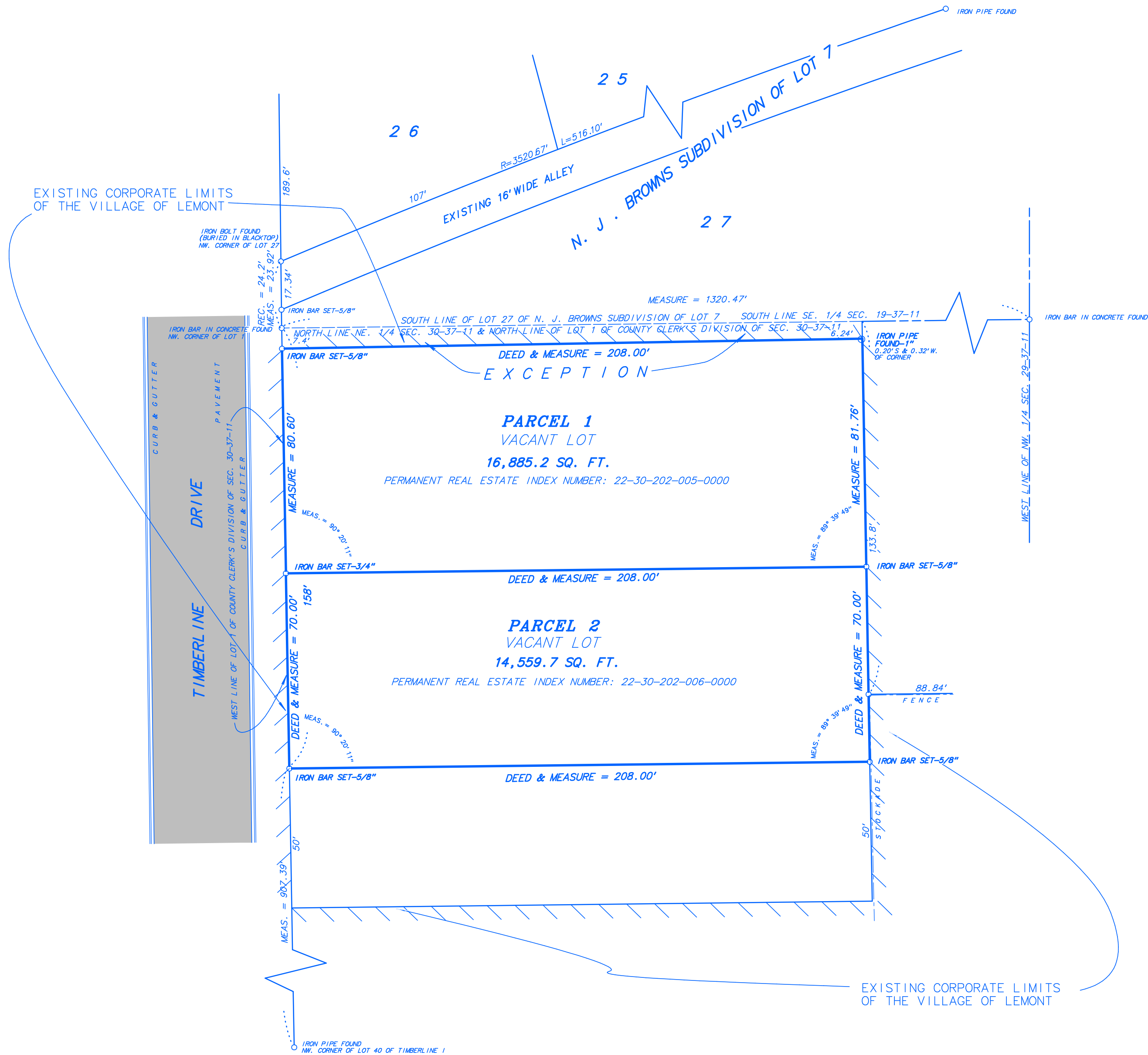
PARCEL 1: The North 158 feet (EXCEPT the South 70 feet thereof) of the West 208 feet in Lot 1 (EXCEPT that part of the west 208 feet of Lot 1 in COUNTY CLERK'S DIVISION OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, lying northerly of a line described as beginning at a point on the west line of said Lot 1 distant 7.4 feet southerly from the northwest corner of said Lot 1, and running thence easterly to a point on the east line of the west 208 feet of said Lot 1, distant 6.24 feet southerly from the north line of said Lot 1), in THE COUNTY CLERK'S DIVISION OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

Permanent Real Estate Index Number: 22-30-202-005-0000

PARCEL 2: The South 70 feet of the North 158 feet of the West 208 feet of Lot 1 in COUNTY CLERK'S DIVISION OF SECTION 30, TOWNSHIP 37 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN COOK COUNTY, ILLINOIS.

Permanent Real Estate Index Number: 22-30-202-006-0000

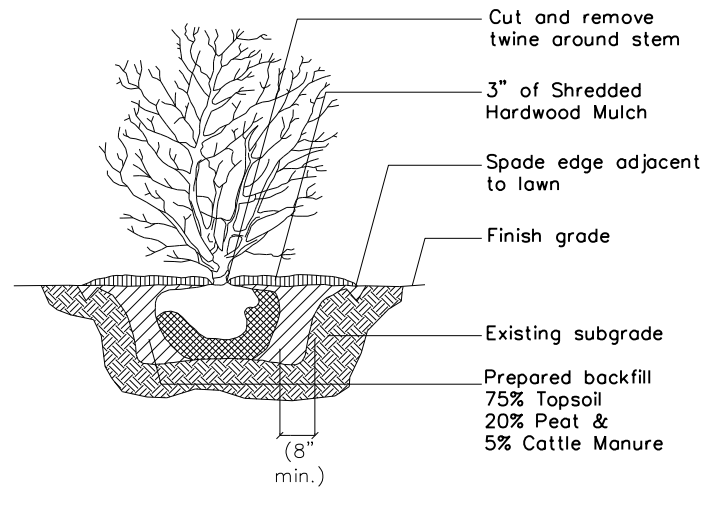
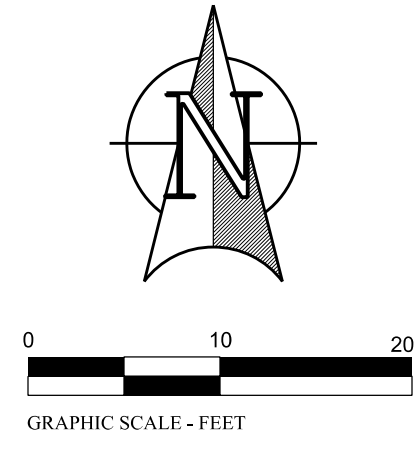
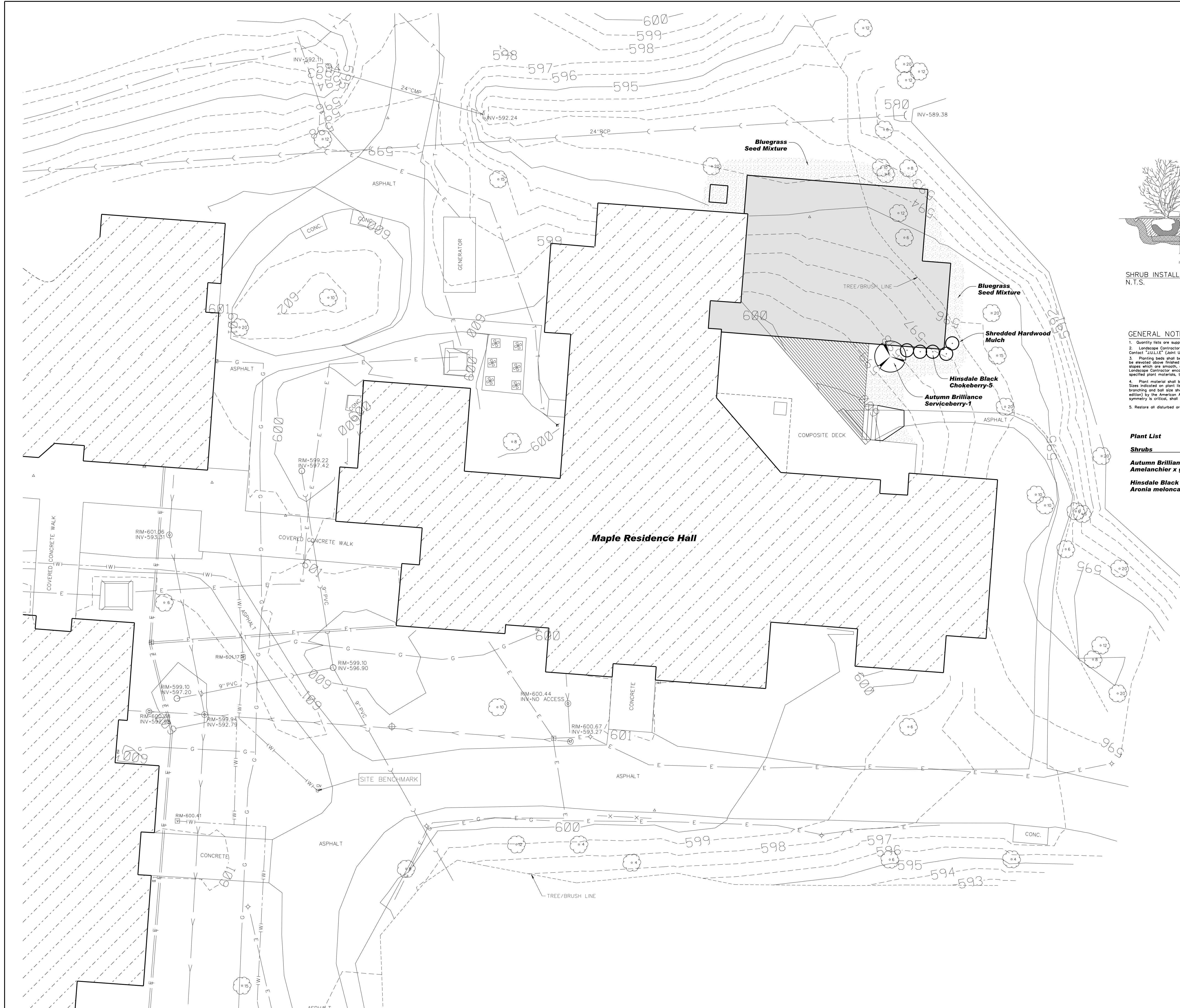
Legal description per Limited Warranty Deed, Document Number 99178942, recorded in the office of the Cook County Recorder on February 23, 1999



PRESIDENT AND BOARD OF TRUSTEES BOARD CERTIFICATE
STATE OF ILLINOIS } S.S.
COUNTY OF COOK }
APPROVED AND ACCEPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LEMONT,
COOK, WILL AND DUPAGE COUNTIES, ILLINOIS, AT A PUBLIC MEETING HELD.
THIS ____ DAY OF _____ A.D. 2012.
BY: _____
PRESIDENT
ATTEST: _____
VILLAGE CLERK

SURVEYOR'S CERTIFICATE
STATE OF WISCONSIN } S.S.
COUNTY OF KENOSHA }
I, MARK A. BOLENDER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, DO HEREBY
CERTIFY THAT THE PLAT AS HEREON DRAWN IS A CORRECT REPRESENTATION OF
THE PROPERTY DESCRIBED IN THE FOREGOING CAPTION.
FURTHERMORE, I DESIGNATE THE VILLAGE OF LEMONT TO ACT AS MY AGENT FOR
THE PURPOSES OF RECORDING THIS DOCUMENT.
DATED THIS 1st DAY OF February, 2012.
BY _____
ILLINOIS PROFESSIONAL LAND SURVEYOR
LICENSE NO. 2785

SCALE: 1 inch = 30 feet
ORDERED BY: A. Domanskis / Attorney at Law
JOB NO.: 11119

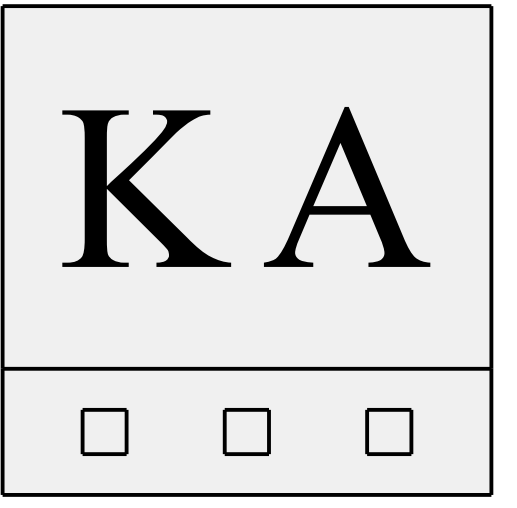


SHRUB INSTALLATION DETAIL
N.T.S.

- GENERAL NOTES**
- Quantity lists are supplied as a convenience. The Contractor shall verify all quantities.
 - Landscape Contractor shall verify locations of all underground utilities prior to digging. Contact "JULIE" (Joint Utility Locating for Excavators) 1-800-892-0123.
 - Planting beds shall be elevated slightly to provide for proper drainage. Rootballs of trees shall be elevated above finished grade as illustrated on installation details. All grading shall provide slopes which are smooth, continuous and have positive drainage in all areas. Should the Landscape Contractor encounter drainage problems which may be detrimental to the growth of the specified plant materials, the Owner shall be notified accordingly, prior to installation.
 - Plant material shall be nursery grown and be either ball and burlapped or container grown. Sizes indicated on plant list represent minimum requirements. The requirements for measurement, branching and ball size shall conform to the "American Standard for Nursery Stock" (latest edition) by the American Association of Nurserymen, Inc. Plant materials for groupings or where symmetry is critical, shall be matched as nearly as possible.
 - Restore all disturbed area with 6" Topsoil and Sod.

Plant List

Shrubs	Qty/Root Form/Size
Autumn Brilliance Serviceberry	1b&b/6' clump
Amelanchier x grandiflora	
Hinsdale Black Chokeberry	5b&b/30"
Aronia melanocarpa 'Hinsdale'	



KURZMAN ARCHITECTURE, LLC
 743 W. Brompton, 2N
 Chicago, IL 60657
 p (312) 286-0901
 f (773) 472-0521
 eM: rkurzman@comcast.net

**Maple Addition and
Remodel**
 40 Timberline Drive
 Lemont, Illinois 60439

No.	Description	Date
1	Issue for Permit	11/17/11

**Landscape
Plan**

WEBSTER, McGRATH & AHLBERG LTD.
WMA
 LAND SURVEYING - CIVIL ENGINEERING - LANDSCAPE ARCHITECTURE
 Over 100 Years of Service to Clients
 207 South Naperville Road - Wheaton, Illinois 60187
 (630)868-7603 Fax: (630)862-1760 Email: wma@wmafirm.com
 Design: Fern Koenig, No. 134-03101 42919

L-1
 Drawing No.

Lemont Active Transportation Plan





Lemont Active Transportation Plan

Presented by Active Transportation Alliance, January 2011



ACTIVE TRANSPORTATION
ALLIANCE

Acknowledgements

Active Transportation Plan Steering Committee

This plan would not have been possible without the time, effort, and advice from members of the Active Transportation Steering Committee. The members are listed below.

Lemont's Active Transportation Plan Steering Committee:

Dawn Banks, Lemont Park District, Maintenance Administrator

James Brown, Village of Lemont, Community Development Director

James L. Cainkar, Village of Lemont, Village Engineer

Charity Jones, Village of Lemont, Village Planner

Dave Maher, Village of Lemont, Planning and Zoning Commission

Pam Mazurek, Lemont School District 113A, Director/Operations

Joseph Miller, Lemont Police Department

Keith Nowakowski, Lemont Outdoors

Laura Pelen, Lemont Resident

Ralph Pukula, Village of Lemont, Public Works Director

Tim Ricker, Lemont School District 113A, Superintendent

Steve Rosendahl, Lemont Township, Township Supervisor

Ron Stapleton, Village of Lemont, Village Trustee

Jan Yuvan, Lemont Consultant, Transportation Planner

About the Consultants

The mission of Active Transportation Alliance is to make bicycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship, and resource conservation.

We are both Chicagoland's voice for better biking, walking, and transit and a premier consultancy. Our staff includes planning, policy, and education experts who developed many of the best practice programs and policies included in this plan. By partnering with us on this project, you not only get the best plan possible, you also support our mission to improve active transportation throughout the Chicagoland region.

The Active Transportation Alliance Project Team:

Steve Buchtell

Shafaq Choudry

Marissa Dolin

Patrick Knapp

Paul Lippens

Model Communities Grant Credits

The Lemont Active Transportation Plan was made possible through funding from the Department of Health and Human Services: Communities Putting Prevention to Work (CPPW) grant. CPPW is a joint project between the Cook County Department of Public Health and the Public Health Institute of Metropolitan Chicago.

*Unless otherwise noted, all photos courtesy of the
Village of Lemont and
Active Transportation Alliance*

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Executive Summary

Executive Summary

The Village of Lemont and the Lemont Park District partnered with consultants from Active Transportation Alliance to produce this active transportation plan for the community. The plan is composed of recommendations for improvements to the physical infrastructure, policies, and programs that make it safer and more convenient for people to walk, bike, and use transit in Lemont. To develop these recommendations, the consultants turned to the experts—the users of the network. Guided by their insight, this plan will position Lemont for a brighter, healthier, and more active future as a regional destination for active transportation.

Active Transportation Network

The active transportation network recommended in this plan provides door-to-door safe access to the key places in Lemont. Highlights of the recommendations for the network include:

- Filling gaps in the sidewalk network
- Creating safe places for pedestrians to cross major roads
- Connecting to regional trails
- Building direct connections to Downtown Lemont, schools, parks and shopping

Policies

Increasing use of the active transportation network requires adoption and implementation of municipal and school policies that facilitate safe use of these facilities. This plan includes the following recommended policies:

- Prioritize the implementation of Lemont’s Complete Streets Ordinance.
- Establish a Snow Clearance Ordinance
- Establish a Bike Lane Parking Ordinance
- Amend Lemont’s Unified Development Ordinance to ensure walkable, bikeable developments.
- Amend the zoning standards to allow smaller, narrower residential lots.
- Develop and implement a long-term ADA transition plan

Programs

The plan provides guidance on the development of nationally recognized programs for education, encouragement, enforcement, and evaluation. Program recommendations include:

- Featuring articles on walking and biking in local publications
- Education of residents through the new resident guide and at vehicle sticker renewal time
- Bike skills and maintenance classes offered through the Park District
- Publishing a Lemont Bike Map
- Holding family oriented and competitive bicycle races
- Showing off Lemont’s great eating and drinking establishments with a progressive dinner on bike
- Enforcement of snow clearance

Implementation

The planning process does not end with the adoption of this plan. It will require years of implementation and the dedication of key stakeholders. The plan includes an assessment of the overall cost and complexity of implementing each of the recommendations. The appendix includes resources for funding and implementing the plan’s recommendations. Model policies and data used in developing this plan are also included to facilitate effective implementation.

Introduction

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1.1 A Vision for Livability

The Vision for Lemont

Lemont will be a vibrant and healthy community with an accessible and complete active transportation network that links major destinations in the community. For people of all ages, walking and biking will be both a safe and viable means of transportation as well as an enjoyable recreational activity. People will be able to walk or bike to downtown Lemont, businesses along State Street and Archer Avenue, Lemont Metra Station, Heritage Quarries, local parks and schools. Lemont will become a regional destination for active transportation and be recognized as one of the most walkable and bikeable communities in the Chicago area.

Lemont is a picturesque, historic community. It offers a range of housing types, good schools, numerous recreational amenities, a charming downtown and other vibrant commercial districts. The Active Transportation Plan will serve Lemont's growing population, linking housing, schools, commercial districts and recreational amenities.

The vision for active transportation in Lemont reflects the community's desire to build a complete, connected active transportation network, providing transportation and recreation choices for people of all ages and abilities. The network will connect from their homes to their favorite places in Lemont, and draw visitors to the community. Implementation of this plan will be led by engaged residents and groups in Lemont that will help build momentum and excitement towards leading an active lifestyle. This plan details a comprehensive set of improvements to the walking and biking environment, policy, education, encouragement and enforcement ideas that act to support active transportation. Together, these recommendations work in synergy with one another to help Lemont achieve its community's goals and vision.



1.2 Goals of the Plan

Lemont's Active Transportation Plan provides practical recommendations to support livability. Recommendations for active transportation will help focus the village's transportation investments on accessibility to key places that have been prioritized by the community; following best practices in "place-based planning." In addition, the plan communicates Lemont's priorities to regional and state transportation jurisdictions including Illinois Department of Transportation (IDOT), Metra, PACE and the Cook County Highway Department (CCHD), Will County Department of Highways, and the DuPage County Division of Transportation (DuDOT).

The following goals guided the development of this plan.

Build a complete, connected active transportation network

Active Transportation Infrastructure: Provide a comprehensive transportation network that prioritizes biking, walking and transit use. Emphasize the creation of dedicated routes and amenities to foster active transportation.

Green Connections: Provide a comprehensive network that connects residents to parks, open space and regional trails.

Health and Safety: Build a walking, biking and transit network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.

Create an institutional environment that encourages development and use of active transportation

Institutional Connections: Adopt policies that encourage agency collaboration between Lemont's taxing bodies and community organizations to make it safer and easier for residents to enjoy Lemont's Active Transportation Network.

Engage residents and visitors in active transportation

People Connections: Support biking and walking in the community through education and encouragement programs for residents.

Economic Development: Encourage residents and visitors to shop at local businesses by improving biking, walking and transit accessibility at important places in the community.

1.3 Planning Process

This plan is the result of input from community organizations, residents, and consultants with expertise in transportation issues. Planning began with surveys conducted by consultants from the Active Transportation Alliance and an additional transportation planning expert hired specifically for this project. During the late summer and early fall of 2011 the consultants traversed Lemont on foot, bike, and in automobile. They noted such things as land use, sidewalk gaps, the location of traffic signals, availability of right of way, and signage. The existing transportation network that they documented is presented in a series of maps (see Appendix B).

1.3.1 Active Transportation Steering Committee

An Active Transportation Steering Committee was established, also in the late summer of 2011. This committee was comprised of representatives of community organizations and residents who had demonstrated a strong interest and stake in active transportation. The Steering Committee provided input on options and opportunities for enhancing active transportation. Additionally, the Steering Committee assessed the observations made by the consultants during their surveys of the community.

1.3.2 Community Workshops and Ride

This plan was also built on significant public participation: two community workshops, a community bike ride, and an online survey. The first workshop, held on September 27th, consisted of two parts. Mark Fenton, national expert on public health and active transportation, and the host of the popular PBS television series “America’s Walking,” gave an engaging and humorous talk on how today’s physical environment, eating habits, and lack of active transportation have contributed to national health problems. For the second part of the workshop, Mr. Fenton led the attendees on a walk of downtown Lemont. During the walk Mr. Fenton led a discussion on how the physical environment of downtown Lemont could be improved to make active transportation safer and more accessible.

The next public engagement event was an 8-mile community bike ride through Lemont. The ride was lead by John Vande Velde, a former US Olympian and national cyclist, and his son, Christian, also a US Olympian cyclist and a fourth-place finisher in the Tour de France. Approximately 60 people participated in this event, which helped to raise awareness of some of the active transportation issues confronting the community.



Mark Fenton, a public health and walkability expert, engages residents on a walkability workshop around Lemont’s downtown district.



Adults and youth decide on which education, encouragement, and enforcement programs they’d like to see in Lemont.

The second workshop was held on October 19th at the Lemont Township’s community center. Active Transportation Alliance members and Village officials welcomed nearly 40 people to this event. Attendees heard John Vande Velde speak on his and his son Christian’s cycling careers. After the talk, participants provided their input on ways to improve Lemont’s active transportation network.

1.3 Planning Process (Continued)

1.3.3 Online Resident Survey

Active Transportation Alliance produced a survey for those who were unable to attend either of the public workshops but who still wanted to provide input for the planning effort. The survey was publicized within the community and was available on line. Due to successful media outreach and media coverage of the active transportation planning process, over 120 people responded to the survey. .

1.3.4 Developing Recommendations

The information gathered from the consultants' surveys of Lemont, the Steering Committee, the public events, and the online survey formed the basis for this plan. An initial draft of the plan was refined by the Steering Committee. The plan adheres to best practices in engineering and transportation planning and policy, yet the plan is tailored to fit the unique situations and issues in Lemont.

The plan sets forth implementable strategies for achieving Lemont's vision for a safe and accessible active transportation network.

More information on the planning process and other information use to produce this plan can be found in: Appendix A, Public Engagement Summary; Appendix B, Existing Conditions Maps; Appendix D, Facilities Guidance; Appendix E, Policy Resources; and Appendix F, Programming Resources.



Jim Brown, Lemont's Planning and Economic Development Director, shares his experience and interest in bringing an Active Transportation Plan to Lemont.



Residents and steering committee members weigh in on walking, biking and transit needs during a mapping exercise at a community workshop.

Active Transportation Network

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2

2.1 Network Context

2.1.1 Lemont Today

Lemont's historical identity is best captured in its downtown. Family-owned stores and restaurants line its cozy, walkable street network. Downtown is home to numerous festivals and community activities throughout the year along with a weekly, in season, farmers market. The train station, at the edge of downtown, is a stop along Metra's Heritage Corridor. Amtrak trains use this corridor too, but they stop in Joliet, not Lemont. In addition to its downtown, Lemont has several other clusters of commercial activity along State Street and along Archer Avenue at 127th Street and McCarthy Road. Lemont's residents live primarily in single family homes, or in townhomes and condominiums located in or near downtown. The single-family homes in older parts of the Village are easily recognizable by their grid street network and smaller lot sizes, while newer areas have cul de sac street networks and larger lot sizes indicative of more recent trends in subdivision design.

Lemont is also a hub of outdoor recreational activity. Centennial Park is a major recreational destination with numerous ball fields and the CORE, the park district's fitness center. Lemont's neighborhoods are also dotted with smaller, local parks and tot lots for area residents. Cog Hill, Gleneagles and Ruffled Feathers golf courses are regional destinations, and in the case of Cog Hill, home to major PGA tournaments. Multi-use trails in the area provide both advanced and novice cyclists a safe, off-street riding experience, surrounded by natural beauty. Rivers and quarries provide opportunities for kayaking, canoeing, hiking and climbing. Lemont's hilly topography is uncommon in the region, and thus the town and area are a destination for fitness enthusiasts looking for a challenging bike ride. This range of outdoor opportunities poises Lemont to become a regional destination for recreational activity.

I-55 and I-355 are easily accessible from Lemont, providing quick, convenient access to Chicago and other destinations in the region. Lemont's primary vehicular corridors include State Street, Archer Avenue, McCarthy Road, Main Street and 127th Street.

2.1.2 Existing Conditions Map

Existing Conditions Map 2.1.2, illustrates Lemont's schools, parks, commercial activity centers, recreational areas, and its existing transportation network.

2.1.3 Overview of Network Recommendations

Recommendations in this section support the use of walking and biking in Lemont through infrastructure improvements. These recommendations provide a framework for the Village to make active transportation a viable choice for many daily trips.

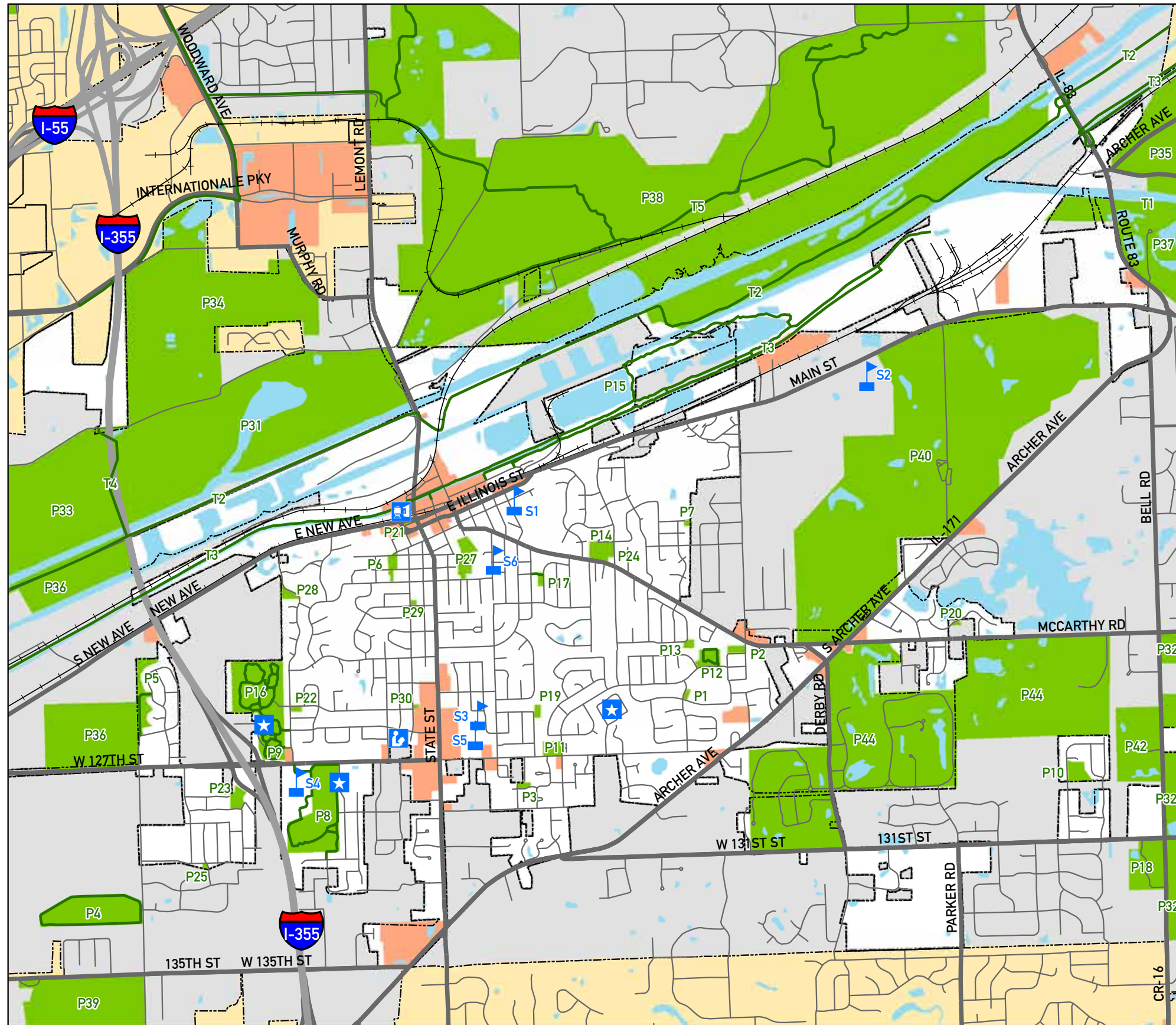
Lemont may implement many of these recommendations at the local level. Some, however, may require coordination with the Cook County Highway Department (CCHD) and the Illinois Department of Transportation (IDOT), as well as with neighboring jurisdictions. For these projects, this plan communicates the priorities of the Village to those agencies and the region.

This chapter is divided into sections that describe, at various levels of specificity, recommendations made for different user groups. The Intersection, Pedestrian and Bicycle Improvements sections each make broad, area-wide recommendations that may be applied to numerous locations. A Glossary of Terms is included in each of these sections. Maps included at the end of each of these sections highlight specific locations that should be considered for recommended infrastructure improvements. The Transit Improvements section provides specific recommendations for the type and location of proposed mass transit improvements. The Key Destinations section describes specific infrastructure improvement recommendations for major attractors of active transportation trips such as parks and schools. The Key Corridors section provides specific improvement recommendations along for each major thoroughfare in Lemont.



In Lemont, residents have access to many great trails, some of which are just steps from their front door.

2.1.2 Existing Connections Map



-Lemont- Existing Conditions

Places

- Community Center
- Library
- Metra Station
- School

Landuse

- Retail or Office
- Park or Open Space
- Water
- Lemont
- Incorporated City
- Unincorporated Area

Highway

- Highway
- Arterial
- Local Road
- Railroad
- Existing Multiuse Path

SCHOOLS

- S1. Lemont Township High School
- S2. Mt. Assisi Academy
- S3. Oakwood School
- S4. Old Quarry Middle School
- S5. River Valley School
- S6. St Cyril & Methodius

LEMONT PARKS

- P1. Abbey Oaks
- P2. Amberwood Park
- P3. Ashbury Park
- P4. Bambrick Park
- P5. Briarcliffe Park
- P6. Brown Park
- P7. Carriage Park
- P8. Centennial Park
- P9. Central Park
- P10. Connemara Park
- P11. Covington Knolls Park
- P12. Covington North Park
- P13. Derby Park
- P14. Fordham Park
- P15. Heritage Quarry Recreation Area
- P16. Heritage Woodland Sanctuary Park
- P17. Hilltop Park
- P18. High School Ball Fields
- P19. Jaycee Park
- P20. Kensington Park
- P21. Legion Park
- P22. Lions Park
- P23. Mayfair Park
- P24. Northview Park
- P25. Rolling Meadows Park
- P26. Rotary Park
- P27. The Bowl
- P28. Timberline Park
- P29. Virginia Reed Park
- P30. Witkoski Recreation Center

COUNTY PARKS

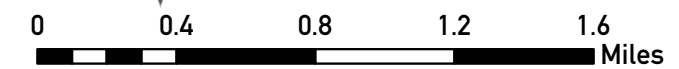
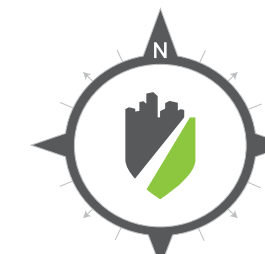
- P31. Black Partridge Forest
- P32. John Duffy Preserve
- P33. Keepataw County Forest Preserve
- P34. Lemont Woods County Forest Preserve
- P35. Red Gate Woods
- P36. Romeoville Prairie County Forest Preserve
- P37. Sag Quarries Forest Preserve
- P38. Waterfall Glen Forest Preserve

GOLF AREAS

- P39. Big Run Golf Club
- P40. Cog Hill Country Club
- P41. Gleneagles Country Club
- P42. Mid Iron Golf Club
- P43. Old Oak Country Club
- P44. Ruffled Feathers Golf Club

TRAILS

- T1. Cal-Sag Trail
- T2. Centennial Trail
- T3. I&MC Trail
- T4. Veterans Memorial Trail
- T5. Waterfall Glen Trail



Prepared By: Active Transportation Alliance 2/9/2012
 Data Source: Active Transportation Alliance, Navteq
 & The Village of Lemont

2.1 Network Context (Continued)

2.1.4 Timeframe for Recommendations

Some of the recommendations of this section have a timeframe associated with them. These timeframes are described below. They are intended to represent the general amount of time needed from project initiation to project completion. They are not intended to infer priority (i.e. recommendations with a short-term timeframe are not necessarily the highest priority recommendations). Below is a description of the timeframes used in this section.

NEAR-TERM: Near-term network recommendations are improvements that take the least amount of time from start to finish. They are generally low-cost improvements that require a minimal level of coordination between the Village and other organizations to implement.

MID-TERM: Mid-term network recommendations are improvements with a moderate construction budget that may require a moderate level of coordination between the Village and other agencies to implement.

LONG-TERM: Long-term recommendations are improvements that may take several years from start to finish. The improvements are often complicated by jurisdictional issues or the balancing of regional network priorities. They may have other feasibility issues such as high cost, high traffic volumes, or constrained road or right of way width.

OPPORTUNISTIC: Opportunistic recommendations are improvements whose viability is triggered by actions of private development and county or state governments. For example, the expansion of a state road may enable the Village to coordinate with IDOT for the implementation of bicycle improvements on that road.



Visitors to Lemont look forward to using the community's trails.

2.2 Intersection Improvements

2.2.1 Introduction

OBJECTIVE: Create a safe environment for cyclists and pedestrians at intersections.

DESCRIPTION: Intersections represent critical points within the active transportation network. Without safe intersection crossings for cyclists and pedestrians, bicycle and pedestrian improvements along roadways do little to effectively connect residents to destinations throughout the community. This section recommends typical bicycle and pedestrian improvements at signalized and unsignalized intersections, and designates a set of key intersections called gateways and hubs for additional improvements. These intersections should be considered when evaluating proposals for transportation improvements and are an opportunity to tie transportation decisions to the surrounding land uses. These intersections should be considered within the scope of redevelopment projects or corridor studies.



Gateway intersections signalize an entrance to the community.

2.2.2 Gateways

Gateways are intersections that serve as an entrance to a community, and sometimes to key districts within a community. Gateways should be prioritized for network wayfinding signs and identity features, such as public art installations and banners. The Village should consider the following kinds of improvements for the gateways identified on map 2.2.8:

- Rows of street trees along parkway to define entryway
- Gateway signage enhanced with landscaping, including multi-stemmed and closely spaced trees providing a background
- Decorative paving at crosswalk visually connecting both sides of roadway
- Large planting beds to address vehicular scale
- Lighting hidden within landscaping within the entire gateway area providing night time effect
- Landscaping to be arranged in masses to divert attention to gateway signage

In addition to the improvements listed above, the treatments typical of a hub intersection are also appropriate for gateway intersections.



Hub intersections are centers of activity for cyclists, pedestrians, transit riders, and motorists.

2.2 Intersection Improvements (Continued)

2.2.3 Hubs

Hubs offer nearby access to businesses, schools, parks and hospitals. Hubs should be prioritized intersections for the placement of network amenities, such as transit shelters, bike parking, benches, and human-scale lighting. These are places along bike- or pedestrian-friendly routes that could be connection points between modes of travel, such as bicycle and pedestrian connections to transit, a trail or center of activity. Hubs can also be the center of a pedestrian oriented district. Typical Hub treatments include the following elements at or near the intersection:

- Ornamental lighting with banners
- Countdown pedestrian signals
- Special paving at crosswalks
- Accommodation of cafes and/or sidewalk activities
- Street trees
- Decorative paving
- Seasonal planting
- Planters



Intersections with traffic signals, crosswalks, ADA accessible curb ramps, and pedestrian countdown clocks make it safer for pedestrians to cross the street.

2.2.4 Signalized Intersections

Signalized intersections refer to all intersections controlled by traffic signals. Each of these intersections should have at a minimum the following basic pedestrian accommodations:

- Striped crosswalks on all sides of the intersection, with “zebra stripe” or “ladder style” crosswalks used in high traffic areas.
- Pedestrian countdown signals
- Sidewalk connecting to the intersection
- ADA accessible curb ramps with truncated domes

The Village may also consider additional accommodations at these intersections such as

- “Pork chop” style pedestrian islands
- Curb extensions or bump outs
- Leading Pedestrian Indicator signals

Accommodating Cyclists at Signalized Intersections

Although youth cyclists using a sidewalk and people of all ages on multi-use paths would also benefit from the above improvements, cyclists often travel within the road travel lanes. To accommodate these cyclists, the Village should place consistent markings at signalized intersections that use vehicle detector loops to show cyclists where to place their bike for detection by demand-actuated signals. Unless properly positioned over an in-pavement detector loop, most bikes will not activate demand-actuated traffic signals. The MUTCD placement marking shows cyclists where to position their bicycle. Bicycle detector loops should be placed in the right lane for right turning and through bicycle traffic as well as in the left turn lane for left turning bicycle traffic so cyclists can activate a green left turn arrow. Some traffic signal loop detectors will not detect a bicyclist regardless of the bike’s position. In the near-term the Village should prioritize the adjustment of these loop detectors so they will detect most cyclists.



Bicycle detectors at traffic signals show cyclists where to place their bike for detection by demand actuated traffic signals.

2.2 Intersection Improvements (Continued)

2.2.5 Unsignalized Intersections

Unsignalized intersections are controlled by a stop sign or are not currently controlled. Each of the intersections designated on the map in section 2.2.8 should be upgraded to include the following basic pedestrian accommodations:

- Striped crosswalks at all sides of the intersection, with “zebra stripe” or “ladder style” crosswalks used in high traffic areas.
- Sidewalk connecting to the intersection
- ADA accessible curb ramps with truncated domes

The Village may also consider additional accommodations at these intersections such as:

- Must Stop for Pedestrian Signs
- Pedestrian refuge islands
- Curb extensions or bump outs
- HAWK signals or other pedestrian activated signals

Crosswalks should be installed at all legs of controlled unsignalized intersections, and across all commercial driveways. All unsignalized intersections should also have bi-directional ADA accessible curb ramps with truncated domes wherever sidewalk exists.



Even if an intersection doesn't have a traffic signal, there are ways to make it easier for pedestrians and cyclists to cross the street.

2.2.6 Mid-block Crossings

Mid-block crossings are designated pedestrian crossing points generally located between roadway intersections, i.e. mid-block. They are typically installed in areas where pedestrians already cross mid-block. At mid-block crossings the Village should consider installing the following improvements:

- Curb extensions and bump outs,
- Pedestrian refuge islands,
- Must Stop for Pedestrian signs, and
- HAWK signals or other pedestrian activated signals
- Crosswalks, with “zebra stripe” or “ladder style” crosswalks used in high traffic areas.



Medians and refuge islands allow people to cross in the middle of a block

2.2 Intersection Improvements (Continued)

2.2.7 Glossary of Terms

CROSSWALKS: Crosswalks are the portion of the roadway designated, through the use of pavement markings, for pedestrians to use in crossing the street. “Zebra stripe” or “ladder style” crosswalks are a more visible type of crosswalk designed to be used in high traffic areas instead of traditional parallel line crosswalks, per the Manual for Uniform Traffic Control Devices (MUTCD). An example of a ladder style crosswalk is shown on this page. Crosswalks may be installed across streets where sidewalk exists on at least one side.



Ladder style crosswalks and bump outs make it safer for pedestrians to cross the street.

ADA ACCESSIBLE CURB RAMPS / CURB CUTS WITH TRUNCATED DOMES: Curb cuts create a ramp from the street to the sidewalk; ADA accessible curb cuts meet the standards of the Americans with Disabilities Act. Bi-directional curb cuts guide the visually impaired, and allow children on bicycles and strollers to easily cross the street.



Curb cuts that meet ADA standards help people cross the street by creating a ramp from the street to the sidewalk.

COUNTDOWN PEDESTRIAN SIGNALS: These signals show pedestrians how much time they have to cross the street and prevent pedestrians from running across the street when there is not enough time.

LEADING PEDESTRIAN INDICATOR SIGNAL: A traffic signal whose timing has been modified to begin the pedestrian crossing interval prior to the motor vehicle interval.



Pedestrian signals with countdown timers tell pedestrians how much time is left to cross the street.



Bump outs and curb extensions shorten the distance a pedestrian must walk to cross the street. They also protect parked cars from being hit.

CURB EXTENSIONS AND BUMP OUTS: A sidewalk curb extension or bump out is a portion of sidewalk that is extended across the parking lane(s) to the edge of the travel lanes. A curb extension or bump out reduces the roadway width to create a shorter crossing for pedestrians. The curb extension or bump out can also improve pedestrian visibility, all while slowing vehicular traffic at turns.

PEDESTRIAN REFUGE ISLAND OR RAISED MEDIAN: Islands or medians of sufficient width that are placed in the center area of a street. They can serve as a place of refuge for pedestrians who are attempting to cross at a midblock or intersection location. Center islands or raised medians allow pedestrians to find an adequate gap in one direction of traffic at a time, as the pedestrians are able to stop, if necessary, on the island or median area and wait for an adequate gap in the other direction of traffic before crossing the second half of the street.

2.2 Intersection Improvements (Continued)

PEDESTRIAN ACTIVATED SIGNALS: High-intensity activated crosswalk (HAWK) signals or other pedestrian activated signals are types of signals that remain dark for traffic until a pedestrian activates it. When the signal is activated, it will signal cars to stop while the pedestrian crosses the street. Crossings with these types of signals could also be coupled with pedestrian refuges at wider intersections.



Pedestrian activated signals, like this one, help pedestrians cross the street by stopping traffic whenever a pedestrian activates it.

PORK CHOP PEDESTRIAN ISLAND: Pork Chop Islands are triangular islands placed adjacent to free-right turn lanes. They separate right-turning vehicles from through lanes and they provide a refuge for pedestrians to cross the free-right lane before crossing the through lanes.

MUST STOP FOR PEDESTRIAN SIGNS: Illinois recently enacted a law requiring drivers to come to a full stop for pedestrians crossing in a crosswalk. Must Stop for Pedestrians Signs serve as reminders of this law to drivers. These signs lead to a decrease in amount of time a pedestrian must wait before crossing the street.

2.2.8 Proposed Intersection Improvements Map

The Proposed Intersection Improvements Map, 2.2.8, shows intersections that have been identified for the special treatments discussed in this section.

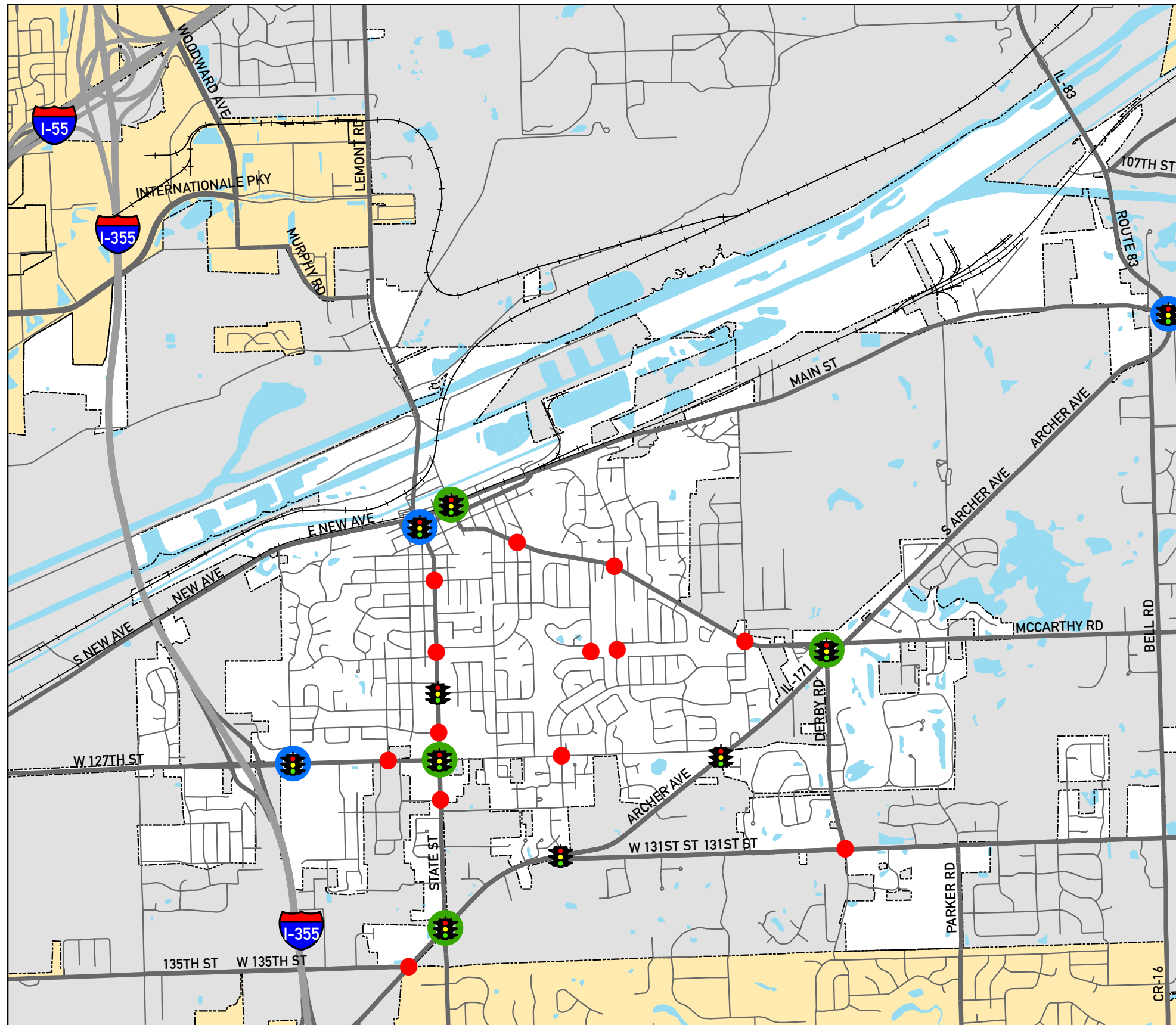
Four intersections have been designated as Hubs because they have high concentrations of commercial activity and are locations where Lemont's major arterials intersect. Three intersections have been identified as Gateways, locations that mark significant entryways to Lemont.

Special treatments for both cyclists and pedestrians have been recommended for each of Lemont's 10 signalized intersections. Thirteen unsignalized intersections have been highlighted on the map and are recommended for the treatments outlined in section 2.2.5. They have been selected because of their proximity to a school, an active commercial area, are on a recommended bike route, or provide additional connectivity between neighborhoods for pedestrians and cyclists.



Must Stop for Pedestrians signs remind drivers that they are required, by law to stop for pedestrians in crosswalks.

2.2.8 Proposed Intersection Improvements Map



-Lemont-

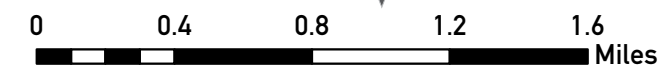
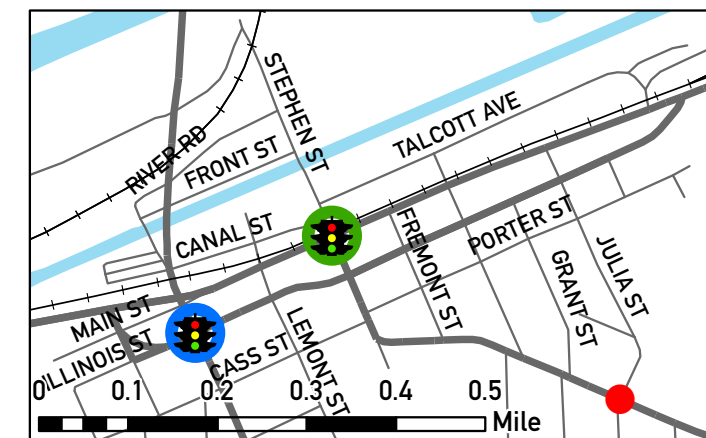
Proposed Intersection Improvements

- | | |
|-------------------|--------------|
| Intersection Type | — Highway |
| ● Unsignalized | — Arterial |
| 🚦 Signalized | — Local Road |
| ⊙ Gateway | — Railroad |
| ⊙ Hub | Water |

Intersections on this map are prioritized for bicycle and pedestrian accomodation improvements.

For description of hubs and gateways, see Section 2.3.1

Downtown Lemont



Prepared By: Active Transportation Alliance 2/9/2012
 Data Source: Active Transportation Alliance, Navteq & The Village of Lemont

2.3. Pedestrian Improvements

2.3.1 Introduction

OBJECTIVE: Build a complete, connected pedestrian network where residents of Lemont can reach any destination from their front door.

DESCRIPTION: The pedestrian network functions best when it is well connected and complete. This section recommends improvements to complete the pedestrian network within neighborhoods and to connect those neighborhoods to area destinations. This section also designates certain areas as Pedestrian Oriented Corridors and Zones and recommends supplementary pedestrian improvements in those areas.

2.3.2 Residential Neighborhoods

Lemont has many low-traffic residential streets where people feel comfortable walking and biking. Making improvements to the sidewalk network and providing short cuts for pedestrians will ensure people can continue to walk and bike safely and efficiently through Lemont's many connected neighborhoods.

To complete Lemont's sidewalk network, particularly in residential areas, the Village should install sidewalks in areas where they are missing. See Proposed Pedestrian Improvements Map, 2.3.6. In areas where sidewalks are in need of repair, the Village should work with residents to upgrade and maintain sidewalks in front of their homes. Sidewalks should be a minimum 5' wide paved surface and separated from vehicular traffic by a minimum 5' landscape buffer zone. These streets could be enhanced by installing traffic calming measures where conditions warrant and where resident support is available.

The Village should actively seek out appropriate places to install pedestrian cut throughs to facilitate connectivity between subdivisions, even when no road connects. Cut throughs such as a path through a park, or a sidewalk connection out of a cul-de-sac will greatly decrease the distance someone is required to travel to reach their destination by foot or bike, and may allow them to avoid travel along arterial roads.



Many streets in residential neighborhoods are already welcoming to pedestrians, but there are still some gaps in the sidewalk network.

2.3.3 Area Connections

Multiuse paths should be constructed in the locations shown on Proposed Pedestrian Improvements Map 2.3.6 to provide additional connectivity to important community and regional destinations. Both pedestrians and cyclists can be accommodated on this off-street facility. A minimum 8' is recommended for a path, but 10'-12' is best.

Wayfinding signage should be installed on popular walking routes to guide pedestrians to community destinations, like those mentioned in Section 2.6, Key Destinations.

2.3.4 Pedestrian Oriented Corridors and Zones

Pedestrian oriented corridors and zones are places where people are more likely to be walking to shops or community centers. This plan identifies Downtown Lemont as a Pedestrian Oriented Zone and the area surrounding the intersection of 127th Street and State Street as Pedestrian Oriented Corridor.

Downtown Lemont has been designated a Pedestrian Oriented Zone as shown on the Proposed Pedestrian Improvements Map, 2.3.6. Its short blocks, building frontages with minimal setbacks, streetscape amenities, higher pedestrian volumes and slower motor vehicle speeds already define downtown Lemont as a pedestrian friendly area. With its designation as a Pedestrian Oriented Zone, it is intended that downtown Lemont receive special focus and attention to complete and update its pedestrian amenities.

State Street between 127th Street and Keepataw, and 127th Street between Timberline and the Lithuanian World Center have been designated as Pedestrian Oriented Corridors, as shown on Map 2.3.6. This area has substantial commercial activity, and these corridors provide connections to destinations such as Oakwood and River Valley Schools, Centennial Park and Chipains Fresh Market shopping area. It is intended that these corridors also receive special focus and attention to improve their pedestrian amenities and enhance their attractiveness for use by pedestrians.

The Village should complete or update pedestrian oriented corridors and zones with the following improvements: sidewalks intended for higher volumes of pedestrian traffic, crosswalks, ADA accessible curb ramps and pedestrian countdown timers at signalized intersections. Additionally, the Village should encourage installation of street trees, bump outs, mid-block crossings, and streetscaping. By seeking to tighten turning radii in these areas the Village will encourage slower, more cautious turning by motorized traffic.

2.3. Pedestrian Improvements (Continued)

2.3.5 Glossary of Terms

BUFFER ZONES: A buffer zone is an area between a sidewalk and street. Buffer zones typically including landscaping because landscaping and trees create a feeling of separation for the pedestrian.



All sidewalks should be at least 5' wide and have at least a 5' buffer zone, such as grass and trees, separating pedestrians from traffic.

STREETSCAPING: Streetscaping is the presence of amenities located along a street that enhance the look and feel of the right of way. These amenities include items like benches, trash cans, pedestrian scale lighting, sit walls, planters, bike racks, trees, plantings, and public art to buffer pedestrians from traffic. These amenities are most effectively used in areas with higher pedestrian traffic such as the areas designated in Lemont as Pedestrian Corridors or Pedestrian Zones.



Streetscaping elements such as benches, planter boxes, and pedestrian scale lighting make streets more inviting for pedestrians.

WAYFINDING: Wayfinding are signs used to direct readers to particular points of interest. Simple pedestrian wayfinding could be a sign, imprint, or graphic on the sidewalk directing pedestrians to key destinations.



Pedestrian wayfinding signs, like this one on the sidewalk can direct students on their route to school.

MULTI-USE PATH: Multi-use paths are facilities for use by pedestrian and cyclists. They are separated from roadways and may either parallel a roadway, or cut through a park or recreation area. Ideally, multi-use paths are located in areas where there are few intersections or driveways, to avoid potential conflicts. They are typically 8' to 12' wide.



Multi-use paths create a separated place for pedestrians and cyclists away from fast moving traffic. This facility is most appropriate when there are few driveways crossing the path.



Pedestrian oriented corridors and zones are places where people are more likely to be walking to shops or community centers.

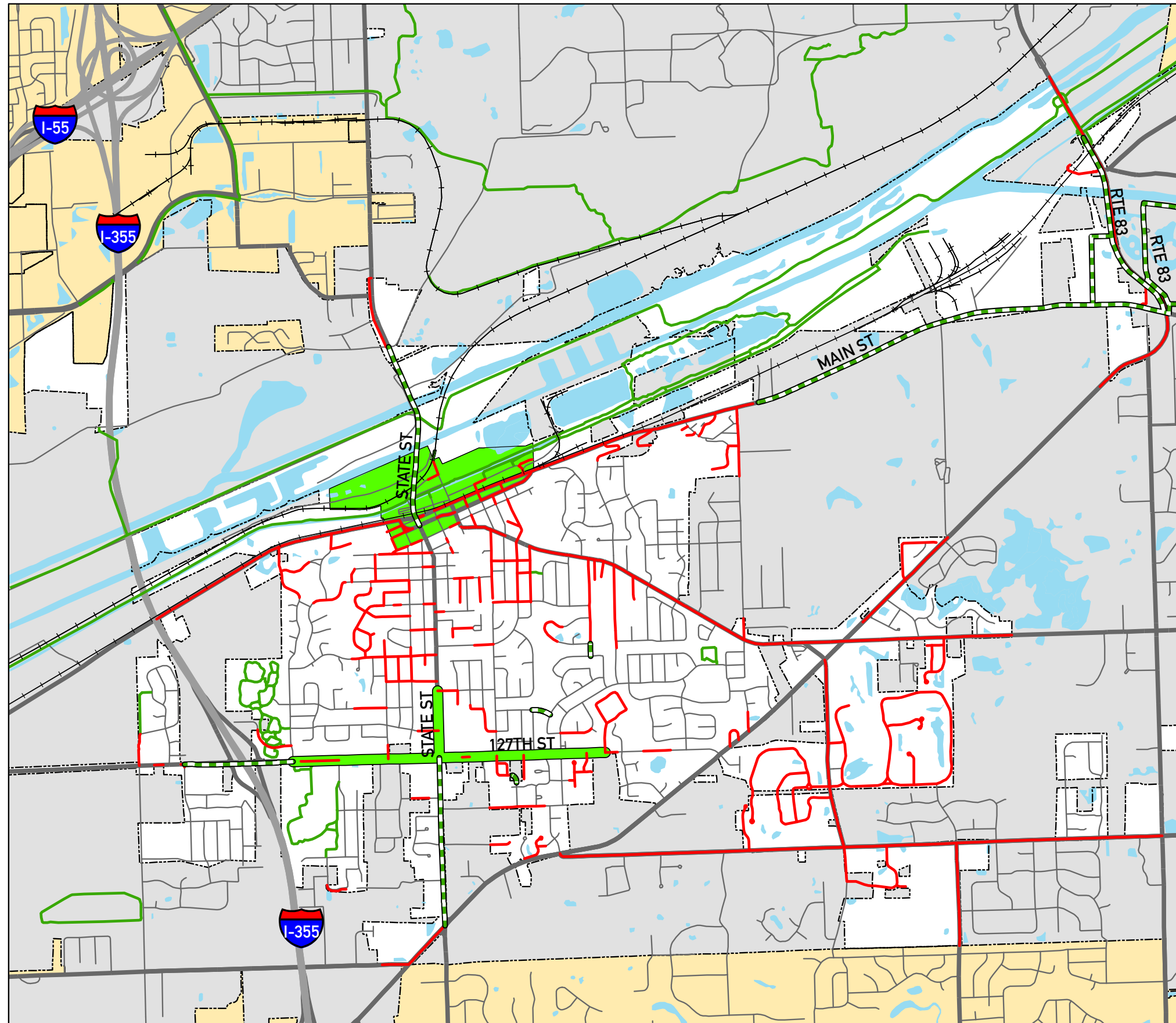


Cut throughs in parks and residential neighborhoods greatly decrease the distance a pedestrian has to walk.

2.3.6 Proposed Pedestrian Improvements Map

In addition to the pedestrian zones and corridors described above, the Proposed Pedestrian Improvements Map also shows areas where shared use paths or trails are recommended. The map also indicates existing gaps in the sidewalk network that should be filled in. In addition, the proposed connections between the Centennial Trail and the future Cal Sag Trail are marked on this map. These connections are described and illustrated in detail in sections 2.7.2, 2.7.3, and 2.7.5.

2.3.6 Proposed Pedestrian Improvements Map



-Lemont-

Proposed Pedestrian Improvements

Streets Highlighted on the map are prioritized for pedestrian improvements

Pedestrian Infrastructure

Proposed

Pedestrian Improvement Zone or Corridor

Shared Use Path or Trail

Existing

Multiuse Path

Sidewalk Gap on at Least One Side

Highway

Arterial

Local Road

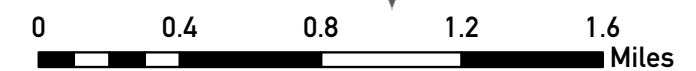
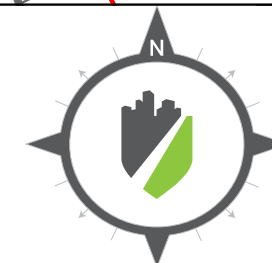
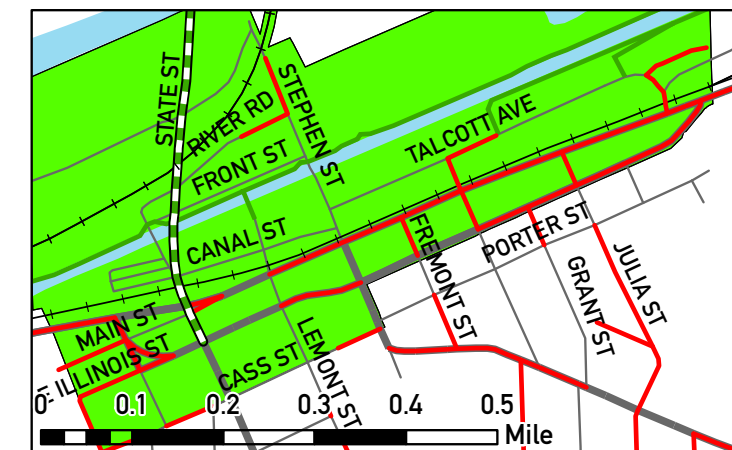
Railroad

Water

Note: See intersection map for crossing improvement locations

Note: Future growth areas should include sidewalks on both sides of the street.

Downtown Lemont



Prepared By: Active Transportation Alliance 2/9/2012
 Data Source: Active Transportation Alliance, Navteq & The Village of Lemont

2.4. Bicycle Improvements

2.4.1. Introduction

OBJECTIVE: Build a complete, connected bicycle network where residents of Lemont can reach any destination from their front door.

DESCRIPTION: The bicycle network functions best when it is well connected and complete. Constructing a complete and connected network will encourage biking in a safe and efficient manner throughout Lemont.

This section contains infrastructure recommendations to create a network of local routes to connect residents to schools, parks, recreational trails and retail areas. This section also includes recommendations to include safe bicycle facilities on arterial routes, providing quick, direct connections to the places along those routes both in and near Lemont. Finally, this section addresses the need for bicycle parking throughout Lemont because having a safe, secure place to leave a bike is an important part of traveling by bicycle.

2.4.2. Local Routes

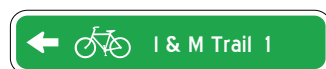
Many Lemont streets are comfortable for cyclists who possess a moderate tolerance for traffic. These routes mostly include residential streets with low-traffic. Many residents and most visitors are unaware of the city's bike-friendly routes. Using signage and shared lane markings, the Village should create a near-term bike network for Lemont identified by cyclists as being comfortable and having good connections.

Signs

The Village should designate a network of bike routes by installing wayfinding signs along the routes noted in map 2.4.6. The signs should follow MUTCD specifications for wayfinding.

Bike route signs not only benefit cyclists; they also provide wayfinding guidance to drivers and pedestrians looking for specific destinations within the Village. For popular local routes such as Timberline Drive, the Village should also consider traffic calming measures such as chicanes, diverters, and speed humps to slow traffic and make cyclists feel more comfortable on the street.

Signs create awareness for cyclists. Use green wayfinding signs with distance, destinations, and direction to show cyclists and other visitors how to get to important destinations.



The Village should install "Share the Road" warning signs on roads noted in map 2.4.6 to remind everyone to be respectful of all roadway users. MUTCD states, "share the road signs are appropriate in situations where there is a need to warn motorists to watch for bicyclists traveling along the highway". "Share the Road" signs are appropriate for designated corridors in Lemont because these roads are desired bike routes, and while more substantial treatments are needed, they are higher cost, longer term solutions. In the short term, "Share the Road" signs can begin to establish these corridors as bike routes.

Completing this signage effort early on provides immediate value and encouragement to cyclists while raising all users' awareness and acceptance of cycling within the community. The longer-term portions of the active transportation network should be signed as they develop.



Use yellow "Share the Road" signs to remind drivers that others may also be using the road.

Shared Lane Markings

The Village should install shared lane markings on bike network routes without sufficient width for 5' bicycle lanes and posted speed limits of 35 mph or less, such as those routes designated on map 2.4.6. Marked shared lanes help drivers expect and accept cyclists in the street, and the markings encourage drivers to pass bicyclists with caution at an acceptable distance. For bicyclists, marked shared lanes encourage legal behavior, such as riding on the street with traffic, and raise cyclists' comfort levels, helping them ride more predictably and safely. Because Lemont is extremely hilly, the Village may consider using a shared lane marking downhill and a bike lane uphill on some roadways.



Shared lane markings encourage safe cycling behavior, create awareness for cyclists, and alert drivers to the potential presence of cyclists.

2.4. Bicycle Improvements (Continued)

2.4.3. Arterial Routes

Create a complete, connected bicycle network that connects to destinations along arterial routes in and near Lemont.

Paved Shoulders

Install a paved shoulder on roads without curbs and gutters to allow room for cyclists. On roads with a rural character, a paved shoulder allows a motorist to safely pass a cyclist while remaining in the same lane. This can be a significant benefit and improvement for cyclists, especially more experienced riders.



Paved shoulders offer a paved surface for traffic tolerant cyclists to ride on, separated from traffic.

Bicycle Lanes

On collector and arterial streets with sufficient width and speeds less than 40 mph, establish 5-ft travel lanes exclusive for bicyclists' use. Consider road diets to narrow motorized vehicle travel lanes to a minimum of 10 feet where appropriate to allow bike lanes. Bike lanes offer the highest level of comfort for drivers and cyclists on streets with heavy traffic. Bike lanes reinforce proper roadway etiquette, raise the visibility of cyclists, and help bicyclists and drivers behave predictably when sharing road space. Bike lanes have also been found to lower motor vehicle speeds, which results in fewer crashes and lower crash severity for all users. Bicycle lanes require regular sweeping to clear road debris.

Multi-use Path

Provide off-street cycling opportunities along key corridors shown in map 2.4.6 through the installation of multi-use paths. See section 2.3.5 for a definition of multi-use paths.

Bike lanes designate space on the roadway exclusively for use by cyclists.



2.4.4. Bicycle Parking

Having a safe, secure place to leave a bike is an important part of traveling by bicycle. A limited number of locations throughout Lemont already have bike racks. Yet many of these racks are outdated, low capacity, and if used improperly, could cause damage to bicycles.

Install or upgrade bike racks to inverted-U or functionally similar styles throughout Lemont at commercial retail areas, public buildings, parks, and on public property near businesses and multi-unit residences.

Racks should be located within clear view of the destination's entranceway, preferably as close as the closest motor vehicle parking space, and no more than 50 feet away from the entrance. If multiple racks are clustered in a visible and signed location, they can be sited up to 100' away from the entrance. If racks are placed further away than this, cyclists are likely to ignore the racks and look for a closer place to lock up.

Bicycle parking should be located throughout the community on every block with stores or restaurants, at every school, park and recreational facility and at every place of employment. For destinations frequently visited by cyclists or where bicycles will be parked for a longer period of time, such as at a Metra station, covered bicycle parking should be considered in addition to racks.

By choosing racks with a unique color or shape at high-visibility locations, the racks can add character to a community. The Village may also use a cost sharing program with businesses where businesses or the chamber of commerce purchase racks, and the Village installs them.



Bike racks at businesses and community centers provide a secure place for visitors to leave their bike.

2.4. Bicycle Improvements (Continued)

2.4.5. Glossary of Terms

WAYFINDING SIGNS: Wayfinding signs are signs installed along bike ways that guide cyclists to destinations throughout the community by displaying the direction and distance to those destinations. They are typically green with white lettering, as shown in Section 2.4.2

SHARE THE ROAD SIGNS: Share the road signs are a type of warning sign that alerts motorists to the presence of cyclists. They are bright yellow with black lettering, as shown in section 2.4.2

PAVED SHOULDER: Paved shoulders are located to the right of the automobile travel lane, and are typically 4' or wider. They do not have a pavement marking, but are often used by cyclists.

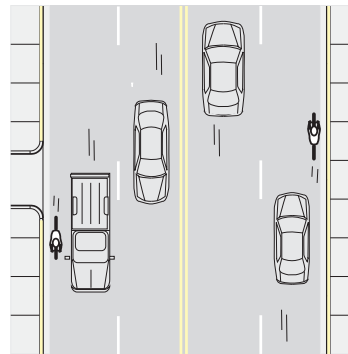
SHARED LANE MARKINGS: A shared lane marking is a street marking installed in on the right side of a vehicular travel lane to indicate that a bicyclist may be present and that drivers and cyclists a must share the road. A bicycle symbol and double arrow demark a shared lane. This symbol is also known as a sharrow.

BICYCLE LANES: Bicycle lanes are 5' roadway travel lanes exclusive for bicyclists' use. A solid white stripe, bicycle symbol, and arrow demark space that in intended for use by cyclists.

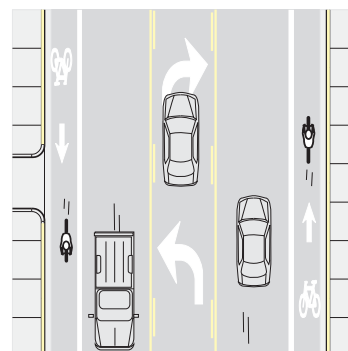
ROAD DIET: Road Diets accommodate additional types of roadway users by putting the road on a "diet." For example, a road that accommodates four lanes of vehicular traffic can be redesigned for three lanes of vehicular traffic with two through lanes and a center two-way left turn lane. The area gained by the elimination of the fourth traffic lane can then be designed to accommodate bicycle lanes, sidewalks, and/or street parking. Additionally, a road can be considered "dieted" any time travel lanes are narrowed or the number of lanes is reduced. Narrowing a roadway by reducing the number of lanes or lane width is a traffic calming strategy used to decrease congestion caused by left turning vehicles, thus making space for other roadway user types.



Signed bike routes point cyclists to their destination



Existing conditions before a road diet



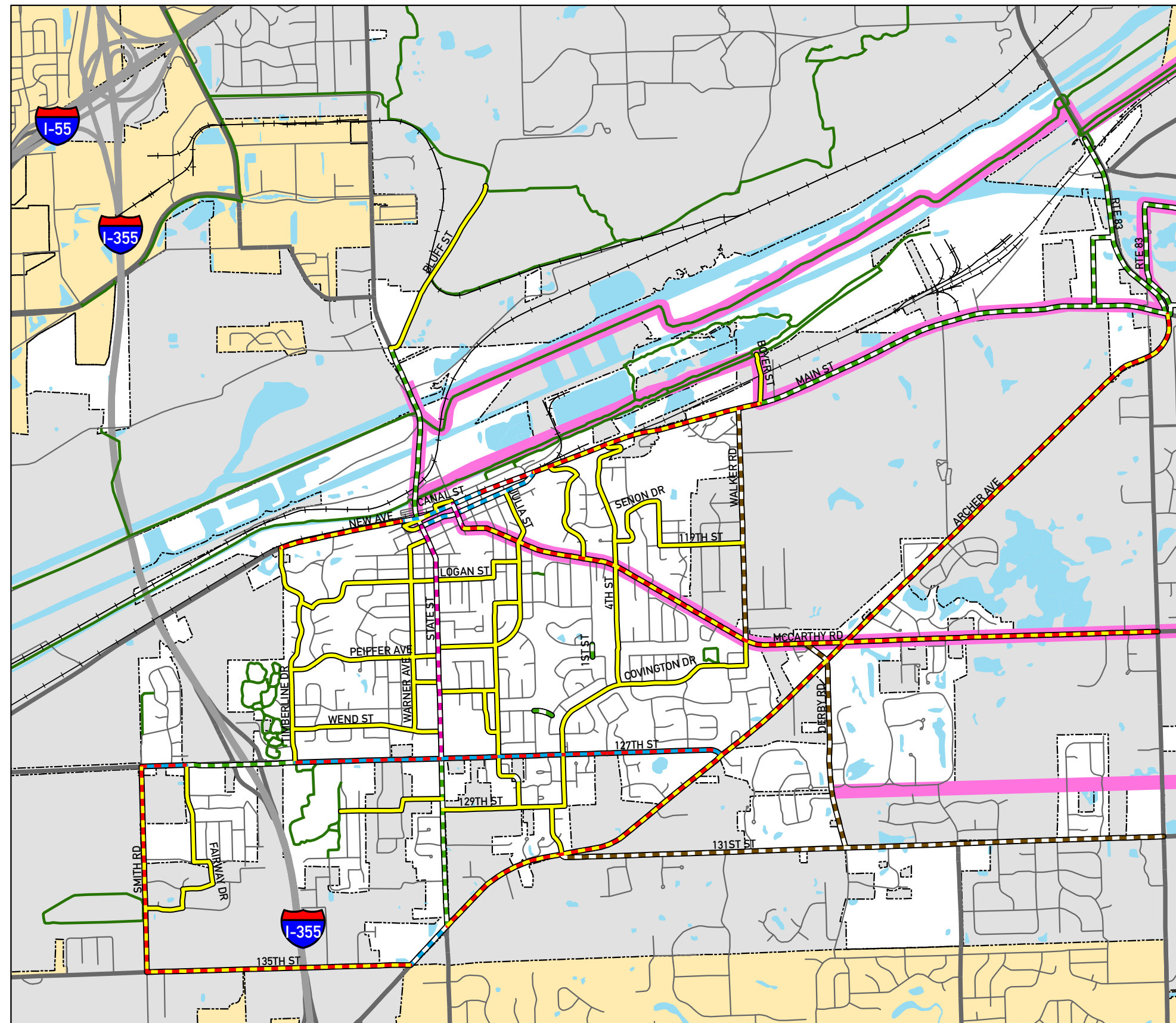
Proposed conditions after a road diet

Road diets are used to realign the roadway to accommodate different types of roadway users.

2.4.6. Proposed Bicycle Improvements Map

The Proposed Bicycle Improvements Map illustrates the specific locations of recommended bicycle treatments. Local streets designated as bike routes have lower traffic volumes and good connectivity to destinations and the rest of the bike network. Arterial streets have higher traffic volumes and speeds. These corridors may have more than one recommended treatment: a less complex, less costly, near term option, along with a more robust recommendation that may take more funding and time to implement.

2.4.6. Proposed Bicycle Improvements Map



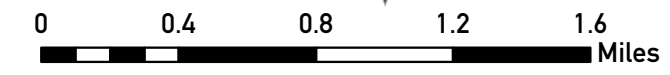
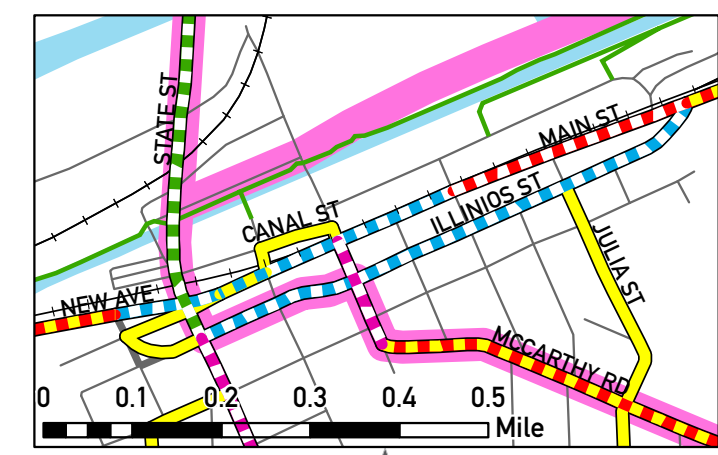
-Lemont- Proposed Bicycle Improvements

- | | |
|---|------------|
| Proposed Bicycle Infrastructure | Highway |
| Bike Lane | Arterial |
| Paved Shoulder | Local Road |
| Bike Route | Railroad |
| Shared Lane | Water |
| Shared Use Path or Trail | |
| Bike Lane & Shared Lane | |
| Near-term Shared Lane/Long-term Bike Lanes | |
| Near-term Bike Route Signs/Mid-term Shared Lane | |
| Near-term Share the Road Signs/Long-term Bike Lanes | |
| SCM Corridors | |
| Existing Trail | |

Streets highlighted on this map are proposed for bicycle improvements

Note: See intersection map for crossing improvement locations

Downtown Lemont



Prepared By: Active Transportation Alliance 2/9/2012
 Data Source: Active Transportation Alliance, Navteq & The Village of Lemont

2.5. Transit Improvements

2.5.1 Introduction

OBJECTIVE: Increase available transit service within Lemont and connect to regional destinations.

DESCRIPTION: Lemont's transit connections serve a limited number of destinations and only stop in Lemont a few times each day. To accommodate additional users and encourage use of the active transportation network, Lemont will need to work with PACE and Metra to increase service in the Village. This section recommends specific transit service enhancements to pursue in cooperation with these agencies.

2.5.2 Metra Service Frequency

Lemont is served by the Heritage Corridor Metra Line, which runs from Chicago through Lemont to Joliet. Commuter service on the line is limited: weekdays, three inbound trains to Chicago in the morning rush hour and three outbound trains to Joliet in the evening. There is no reverse commute, mid-day, evening or weekend service.

The Village should continue to advocate for increased frequency of Metra service to provide midday, evening, weekend and reverse commute options for people visiting Lemont. The Metra station's proximity to Downtown Lemont and the many great recreational opportunities in the Village could draw tourists from around Chicago, if a train connection were available.

2.5.3 Express Bus Route

Lemont is located just off two major interstates; I-55 and I-355. PACE express buses run on I-55 connecting people along the corridor to downtown Chicago, but Lemont is not served by PACE buses.

To provide additional transit service to Lemont, the Village may consider working with PACE to set up an express bus for Lemont along one of the near-by interstates. An express bus could supplement Metra service to provide more service at off peak times or later in the evening.

2.5.4 Local Bus Circulator Route

To connect residents to shopping and the Metra station, Lemont should consider setting up a local circulator bus route serving destinations in the community. The fixed route circulator bus could connect residents to Metra, Downtown, State Street Businesses, and 3 Corners Businesses. All bus stops should be connected to the pedestrian network by sidewalk, and at high use stops, shelters should be installed.

2.5.5 Transit Map

The Transit Map illustrates the Heritage Corridor METRA route through Lemont and its train station. It also depicts the Pace route, outside Lemont's municipal boundary, along I-55. The map's proposed improvements illustrate the possible local circulator bus route and potential express route described above.



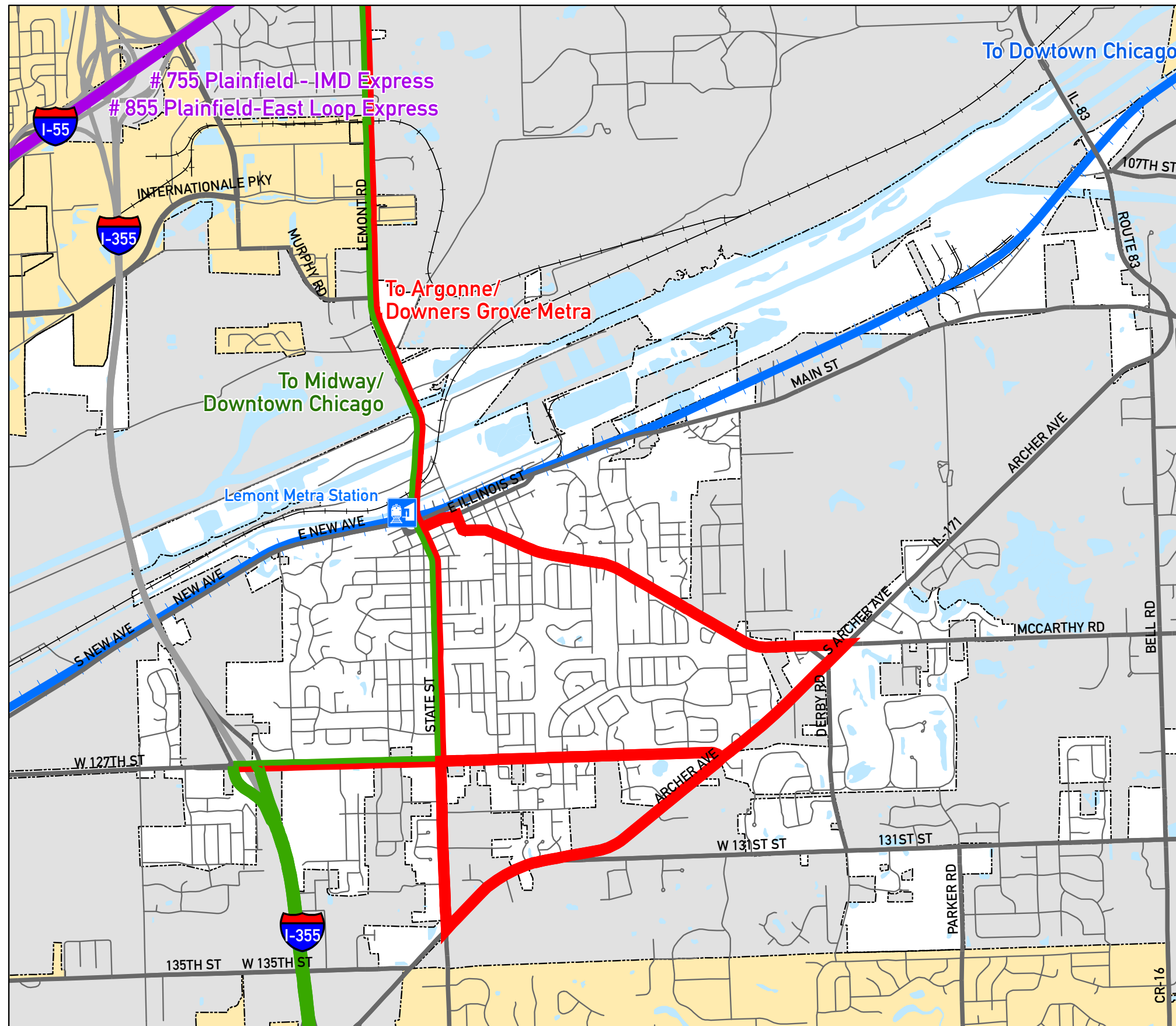
The Village can work with PACE to explore bus service in Lemont. If Lemont begins bus service, stops should be connected to the sidewalk network, so riders can walk from their home to the bus.



PACE began allowing buses to drive on the shoulder of I-55 in November 2011. An express bus connecting Lemont to I-55 and downtown Chicago would provide a transit connection to regional destinations, and could be offered more frequently than current transit service in Lemont.

2.5. Transit Improvements (Continued)

2.5.1. Proposed Transit Improvements Map

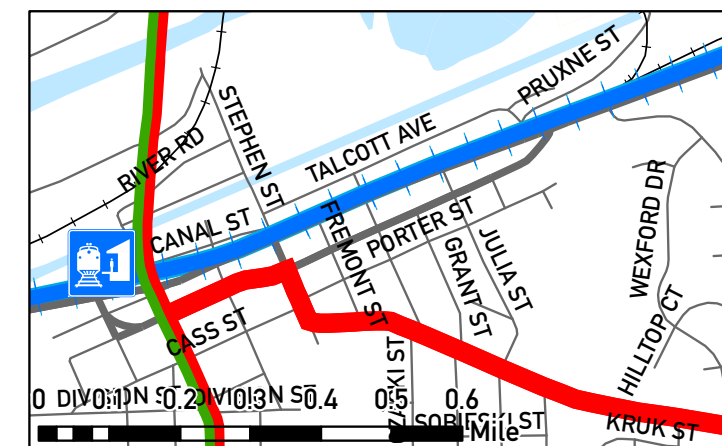


-Lemont-

Proposed Transit Improvements

- | | |
|---------------|--------------|
| Bus Service | — Highway |
| Proposed | — Arterial |
| Express Route | — Local Road |
| Circulator | — Railroad |
| Existing | Water |
| PACE Route | |
| Metra Station | |
| Metra Route | |

Downtown Lemont



0 0.4 0.8 1.2 1.6 Miles

Prepared By: Active Transportation Alliance 2/8/2012
 Data Source: Active Transportation Alliance, Navteq,
 Pace & The Village of Lemont

2.6 Key Destinations

2.6.1. Introduction

OBJECTIVE: Make bicycle and pedestrian access to key destinations in Lemont safe and enjoyable by installing bicycle and pedestrian amenities at key destinations and making targeted infrastructure improvements to areas surrounding the key destinations.

DESCRIPTION: Although a full active transportation network connects to all destinations, there are nonetheless certain destinations that are key attractions for residents and visitors. This section describes recommended improvements for key destinations and their immediate surroundings to make the destinations safe and desirable destinations for cyclists and pedestrians. Public input helped identify the following locations as key destinations.



Schools and parks are common places for people travel on foot or bike.

2.6.2. Parks and Community Facilities

Lemont's many neighborhood parks and recreational facilities bring together members of the community to play and socialize. Many of these facilities are designed for use by people living nearby. In order to facilitate safe, more convenient access to these places, the following improvements are recommended at all facilities.

Timeframe: Near Term

- Stripe crosswalks at all intersections and entrances at parks and community facilities.
- Create awareness for safe routes to the parks and community facilities by signing recommended bike routes to these destinations.
- Provide bicycle parking at each park or recreational facility.

See section 2.4.4 for additional bike rack recommendations.

Timeframe: Mid Term

- Use bump outs at controlled intersections to slow traffic and reduce intersection crossing distance.
- Consider curb extensions at mid-block entrances to parks to shorten crossing distance.
- Use cut throughs to provide paved pedestrian connections from parks to the nearby sidewalk network where right of way is available or may be obtained through an easement.

Priority Parks and Community Facilities

Although all parks and recreational facilities are important, the following should be prioritized for improvements.

- Centennial Park / Old Quarry Middle School
- Lemont Township Facilities and Heritage Woodland Sanctuary
- Covington Knolls Park
- Covington North Park
- High School ball fields (131st and Bell)
- Bambrick Park
- NorthView Park
- Ruffled Feathers Golf Course
- Lemont Public Library
- Lithuanian World Center

2.6 Key Destinations (Continued)

2.6.3. Trails and Trail Connections

Trails can serve two functions. They can be destinations in and of themselves, places where people travel to in order to recreate, find solitude, or be in nature. Trails are also considered the highways of the active transportation network. They often see a high volume of users, and make fast, longer distance connections due to their infrequent interruptions. They are also safe for people of any age or ability to use. The Village should work with partner agencies to create convenient and safe bicycle and pedestrian connections to trails.

Cal-Sag Trail

The Cal-Sag Trail is a planned 32 mile route connecting Lemont to northwest Indiana. A connection from Downtown Lemont to the trailhead at Route 83 and Archer will open the trail to Lemont residents. See sections 2.7.2, Archer and 2.7.3, Main Street for ideas on how to make those connections.

Centennial Trail

This trail, located just north of the Village, provides east-west connectivity. Lemont residents are able to access it from near the Lemont Road Bridge. See section 2.7.5, Lemont Road Bridge for recommendations on how to connect Downtown Lemont to the Centennial Trail.

I&M Trail

This trail is a short, local recreational trail. (The I&M Canal National Heritage Corridor includes many such local segments. A goal of the Corridor's management plan is to seek funding for the unification of this disconnected parts.) The primary access to Lemont's local segment is located in Downtown Lemont, stretching east and west along the canal, and dead ending at both ends. A short connection to the east along Main Street, and north across the Lemont Road Bridge will connect this trail to the regional trail network. See sections 2.7.3, Main Street, and 2.7.5, Lemont Road Bridge for recommendations on how to make these connections.



Crossing busy streets like McCarthy Road can be a barrier to walking or biking to school.

2.6.4. Lemont Schools

Encouraging students to walk or bike builds healthy habits and exercise into their daily routine, and reduces traffic congestion around schools. Many students live close to their school. Improvements around each school will help make students and parents feel safer on their walk or ride to school.

Timeframe: Near Term

- Complete the sidewalk network within ½ mile of each school so students living closest to the school may have a safe place to walk to school.
- Develop recommended school walking routes for students at each school so students and parents are aware of recommended safe routes and crossings. Walking routes should guide students to school by crossing busy streets at intersections with stop signs, stop lights or crossing guards. These routes should be prioritized for sidewalk and crosswalk improvements.
- Stripe crosswalks at all intersections on recommended walking routes.
- Provide bicycle parking at each school. Review use of racks on an annual basis and install more if necessary.

Timeframe: Mid Term

- Install bump outs at all intersections adjacent to schools and on recommended walking routes.

Lemont High School

Lemont High School is centrally located and close to Downtown Lemont. Many of the residential streets around the school are bicycle and pedestrian friendly. Yet short minor connections and improvements to intersections around the school will help students feel safer when walking to school.

Timeframe: Near Term

- Create awareness for safe bike routes to Lemont High School by signing recommended safe bike routes to school.
- Review available number of bike racks, and upgrade or increase number of racks, if necessary. See section 2.5.2 for additional bike rack recommendations.

2.6 Key Destinations (Continued)

Timeframe: Mid Term

- With higher speed, higher volume traffic, and few controlled crossings, McCarthy Road is a difficult street to cross. Enhancing the McCarthy Road and McCarthy Street intersection with a pedestrian activated beacon, bump outs, and a must stop for pedestrians sign will make a safer crossing for students.
- Although not an infrastructure recommendation, the school could work with students to encourage, educate and reward its students for walking or biking to school.

Timeframe: Long Term

- McCarthy Road is missing sidewalk between McCarthy Street and 6th Street. This gap should be filled in to encourage students living south of McCarthy Road to walk to school.

District 113A

See the school policy section 3.2 for recommendations for District 113A's schools; Old Quarry Middle School, Oakwood, and River Valley.

Private Schools

Many students attending the private schools in Lemont may also live within walking distance of their school. The Village may work with students and parents at these schools to encourage walking and biking.

ST. CYRIL: This school is located in the older part of Lemont, close to downtown, just south of McCarthy Road. Crossing McCarthy Road is a likely barrier for students walking to school. Enhancing one of the crossings on McCarthy Road at McCarthy Street, Ledochowski Street, or Czacki Street with a pedestrian activated beacon, bump outs, and a must stop for pedestrians sign will make a safer crossing for students. This crossing improvement should be coordinated with any Lemont High School pedestrian accessibility planning.

MT. ASSISI ACADEMY: This school is located on the northeast side of Lemont and is only accessible from Main Street. As the properties around Mt. Assisi develop, the Village may work with the school to build pedestrian connections to the campus from future residential neighborhoods, as well as a path along Main Street so students may safely walk or bike to school.

2.6.5 Downtown Lemont

Downtown Lemont is a pedestrian oriented commercial district located along the I & M Canal. It is home to numerous cafes, restaurants, bars and specialty shops and the Lemont Metra station. Some streets were designed with pedestrians in mind. They have wide sidewalks, benches, public art, and plazas to encourage people to walk from store to store. Some other streets in Lemont, however, can be challenging to navigate. They have narrow sidewalks, or the passing places are narrowed by the placement of light poles, stairs, trash cans, or even the amenities like benches or public art.

Downtown Businesses

Timeframe: Near Term

- Place one bike rack on each side of each block to accommodate customers arriving at businesses by bike and to encourage trail users to stop at the businesses.

Timeframe: Mid Term

- To accommodate pedestrians of all abilities, upgrade intersections to current ADA standards and build bump outs at intersections with a high volume of pedestrian traffic that do not currently have them.

See Main Street in section 2.7.3 for other downtown recommendations. See Pedestrian Zone description in section 2.3.4 for other recommendations.

Gateway To Lemont

Timeframe: Mid Term

Construct a gateway welcoming residents and visitors to Lemont at the intersection of State and Illinois Street. Pedestrian accommodations at this intersection as well as sidewalks on both sides of Illinois Street between State Street and Stephen Street connecting pedestrians into downtown, and guiding all visitors to Lemont's Downtown. See Gateways in section 2.2.2 for specific types of facilities recommended.

2.6 Key Destinations (Continued)

Metra Station

Timeframe: Near Term

- Create awareness for pedestrian access to the station and increase safety of pedestrians by improving the crossings at New Avenue and Main Street under the State Street Bridge by striping crosswalks and adding Must Stop for Pedestrians signs.
- Increase availability and awareness for bike parking by regularly trimming the trees around the current bike racks, and exploring options for additional bike racks. Consider placing racks in Legion Park or in a parking space. Having ample bike racks near the Metra station will allow residents to have a safe place to leave their bikes while taking the train into Chicago.

See transit section 2.5 for additional recommendations



Train riders use a set of steep stairs and must cross several busy streets to walk to the Metra station.



The current entrance into Lemont on Illinois Street has the potential to become a welcoming gateway into the Village.

2.6.6 Commercial Destinations

Lemont has many thriving businesses that serve residents and draw customers from beyond the municipal boundary. Providing bicycle and pedestrian access to businesses encourages residents to shop locally, and keep money within the community. Lemont is also planning connections to regional trails, which have the potential to draw people off the trail and into its stores and restaurants.

Business clusters along State Street and Archer Avenue are typically convenience, service oriented, or food related. These businesses are often separated from the sidewalk by large parking lots, which can be intimidating for pedestrians and cyclists. The Village may consider partnering with businesses clustered around the following intersections to implement the recommendations listed below.

- Centennial Plaza, Lemont Plaza and other businesses near State Street and 127th Street
- Target Plaza and other businesses near State Street and Archer Avenue
- CVS and other businesses near Archer Avenue and 127th Street
- 3 Corners businesses at Archer Avenue, McCarthy Road and Derby

In order to better accommodate cyclists and pedestrians, the following recommendations may be considered at all business clusters.

Timeframe: Near Term

- To create awareness for pedestrians crossing driveways, stripe crosswalks and install stop signs to remind drivers to check for pedestrians.
- Work with businesses to install bike racks for customers and employees wishing to bike to businesses.

2.6 Key Destinations (Continued)

Timeframe: Mid Term

- Each entrance drive to a commercial site, like an intersection, represents a potential conflict point for automobiles, pedestrians and bicyclists. Limiting the number of new entrance drives and consolidating existing drives will reduce potential conflict points.
- When parking lots are resurfaced or restriped, add crosswalks to connect business entrances with other key locations and to facilitate the safe movement of people from their cars to businesses.

Timeframe: Long Term

- Complete the sidewalk network connecting businesses to the existing sidewalk network.
- To encourage pedestrian access from all directions, pedestrians should be accommodated at all signalized intersections. Basic pedestrian accommodation includes crosswalks, ADA accessible curb cuts, and pedestrian walk/don't walk countdown signals.



This stop sign and pedestrian island make it safer for pedestrians to cross the driveway at 3 Corners Shopping center. Adding a crosswalk would encourage drivers to check for pedestrians before exiting a shopping center.

2.7 Key Corridors

2.7.1 Introduction

OBJECTIVE: To accommodate bicyclists and pedestrians along main corridors in Lemont.

DESCRIPTION: The streets addressed in this section: Archer Avenue; Main Street; State Street; 127th Street; McCarthy Road and 131st Street are the most direct and best connected roads in Lemont. For cyclists and pedestrians, direct routes mean shorter, faster and more convenient trips. Most of Lemont's retail destinations and many parks and schools are also located either on or close to one of these streets. In order to provide access to these important destinations, the corridors connecting the destinations must also be accommodating to cyclists and pedestrians.

This section specifies recommendations for improvements to key corridors throughout Lemont. Most of the corridors listed below are owned by IDOT and any improvements will need to be made in partnership with IDOT.

2.7.2 Archer Avenue

Archer Avenue connects the southwest side of Lemont to the northeast side. It has some of the highest speed limits (50 mph) in the Village and connects to three different retail nodes.

Timeframe: Near Term

Install share the road signs to remind drivers that cyclists may be present.

Timeframe: Mid Term

Explore opportunities to decrease the speed limit.

Timeframe: Opportunistic

- If this roadway widening is contemplated, consider a center turn lane instead of an additional travel lane in each direction, and accommodations for cyclists and pedestrians. If the speed limit is lowered, a bike lane or paved shoulder and sidewalk would be appropriate. If the speed limit is still above 40, a multi-use path would be more appropriate.
- Consider accommodations at and around the intersection of Main and Archer to facilitate connectivity to the Cal-Sag Trail. See illustrations for proposed and recommended alignments.

2.7 Key Corridors(Continued)

2.7.3 Main Street

Main Street is a major east-west route connecting State Street and Downtown Lemont in the center of the Village to Archer Avenue on the east. The Cal-Sag Trail's western terminus is near the intersection of Main Street and Archer Avenue.

Timeframe: Mid Term

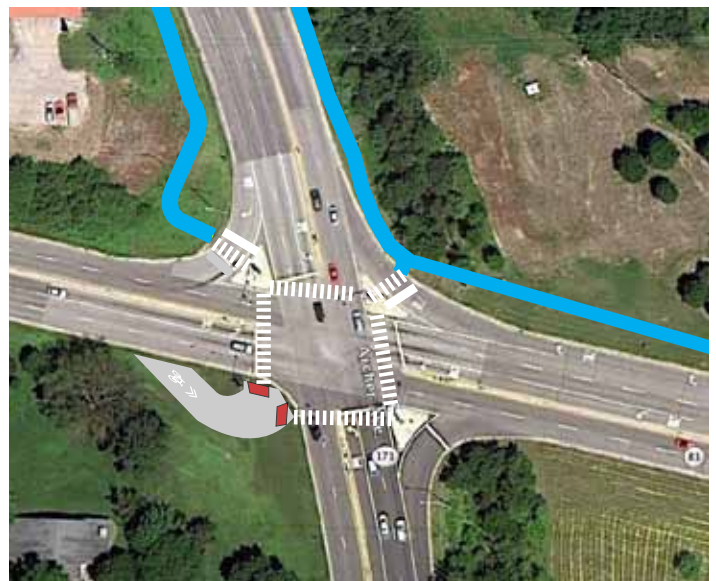
- Designate an area in and around downtown for pedestrians including bump outs, wide sidewalks, striped crosswalks. See Pedestrian Zone description in section 2.3.4 for additional detail.
- Explore the origin and destination of trucks currently using Main Street, and consider truck routing alternatives. The presence of large trucks leads to a lower level of comfort for cyclists on the roadway.

Timeframe: Long Term

- Connect the Cal-Sag Trail and the I&M Trail with a sidepath or two-way cycle track paralleling Main Street between Downtown Lemont and Route 83. Consider using a pervious paving material to decrease environmental impact.
- Access to the Cal-Sag trail can be improved around the Archer and Main Street intersection with higher visibility crosswalks and other improvements to improve crossings. See images for specific improvements to intersections near Archer.



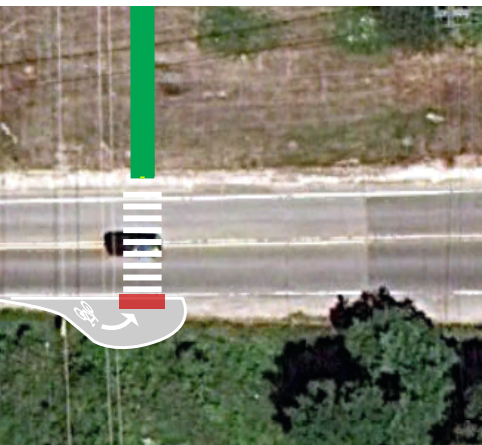
Bicycle and pedestrian facilities are missing at Main and Archer Avenue. This plan recommends continuing the Cal-Sag Trail (red) south to the Archer and Main Intersection (blue), and installing pedestrian accommodations, including crosswalks that leverage the existing pork chop islands as refuge, a "jug handle" turn from east bound Main Street, which allows cyclists uncomfortable making a standard left turn as a vehicle to instead make a "box" turn, crossing as a pedestrian. A path east of the intersection (green) could also be built to connect to the new nature center.



2.7 Key Corridors (Continued)



Top: Developing a trail along the utility easement (green) between Main Street and the planned Cal-Sag Trail routing would allow cyclists to avoid the Archer Avenue/Route 83 intersection. This will also allow cyclists to access the Cal Sag Trail (red).



Middle: Traffic tolerant cyclists will ride Main Street east to the Sag Quarries and Swallow Cliff Forest Preserves. A trail connecting Main Street to the Cal-Sag Trail, developed along the utility easement west of Archer, would give current cyclists a short cut. It also makes a smart connection for a future separated side path on the north side of Main Street.



Bottom: The Cal-Sag Trail alignment (red), which crosses Archer Avenue mid block should cross the narrowest section of road and include a refuge median. This will make it easier for trail users to cross the street.

2.7.4 State Street

State Street forms the backbone of Lemont. It is the only direct north-south connection through the Village and connects Downtown to homes and two retail areas; one at 127th Street and the other at Archer. Accommodating cyclists and pedestrians on State Street is a key part of providing access to food and shopping for active transportation users.

Timeframe: Near Term

- Between Downtown and 127th Street, Sign Hillview Drive and Warner Drive as local bicycle routes that cyclists can use as an alternative to biking on State Street. Use the MUTCD recommended green and white bike route signs to designate the routes as bike friendly routes. Also sign the pedestrian entrances to businesses accessible from Warner Drive. See Section 2.4.2 for an example bike route signs.

Timeframe: Mid Term

- Restripe State Street between Illinois Street and 127th Street with bike lanes going uphill (southbound) and a shared lane downhill (northbound). The bike lane uphill will help cyclists feel protected from traffic, while traveling at a slower pace.
- Continue improvements at both signalized and unsignalized crossings on State Street to help pedestrians safely cross the street. See section 2.2, Intersection Improvements for specific locations and improvements.

Timeframe: Long Term

- Construct a sidepath on east side of State Street from 127th to 135th Street, where sidewalk is currently missing. Improve the crossing at State Street and Archer Avenue for pedestrians.

2.7 Key Corridors (Continued)

2.7.5 Lemont Road Bridge

The Lemont Road Bridge is one of the main connectors in and out of the Village. To facilitate connectivity between the Centennial Trail and the I & M Trail in Downtown Lemont, and to allow for better overall bicycle and pedestrian connectivity in the region, additional accommodations can be made on or parallel to the Lemont Road Bridge for cyclists and pedestrians.

Timeframe: Near Term

- Increase frequency of sweeping along the bridge and sidewalk to enhance cyclist safety while using the bridge.
- Sign a recommended on-street route through Downtown Lemont directing cyclists and pedestrians to use the sidewalk on Lemont Road Bridge to connect to the Centennial Trail. The route would direct cyclist through streets on Downtown Lemont, and then onto the bridge.

Timeframe: Long Term

Explore opportunities to connect Downtown Lemont and the Centennial Trail using one of the following bridge types:

- Constructing a freestanding bike/ped bridge
- Cantilevering a bike/ped bridge off the side of the existing Lemont Road Bridge
- Hanging a bike/ped bridge below the existing Lemont Road Bridge
- Converting a motorized travel lane on the bridge for use by non-motorized traffic



Advanced cyclists choose to “take the lane” on the Lemont Road Bridge. For many beginner cyclists and families, additional accommodations are needed.

2.7.6 127th Street

127th Street is a minor east-west arterial street. It connects to I-355 on the west, State Street, and Archer Avenue on the east. Much of the land along 127th Street is still being developed. Retail is clustered around the intersections of 127th and State, and 127th and Archer. Old Quarry Middle School, Oakwood Elementary School, the Park District’s Centennial campus, and the Township community center are located on or just off of this street. Because it has so many key destinations, 127th Street is an important street for cyclists and pedestrians.

Timeframe: Near Term

- Add shared lane markings on the street between Timberline Drive and St. Vincent’s Drive to create awareness for presence of cyclists and encourage adult cyclists to ride in the same direction as traffic on the right side of the road.
- Complete all sidewalks gaps. Prioritize gaps between Timberline Drive and Covington Drive to connect students to schools. A minimum 5’ wide sidewalk and 5’ buffer separating pedestrians from vehicular traffic should be used. A wider sidewalk of 8’-10’ on one side of the street should also be considered to accommodate larger groups of pedestrians and youth cyclists.

Timeframe: Mid Term

- Every driveway is an intersection. Stripe crosswalks across all driveways to create awareness for crossing pedestrians. For driveways with stop signs, place stop sign behind the crosswalk so drivers stop to check for both oncoming cars and oncoming pedestrians. Consider placing stop signs at all driveways.
- There are few places to safely cross 127th Street. Consider pedestrian refuge islands and pedestrian activated signals or beacons to facilitate safe, more frequent crossings at uncontrolled intersections. Consider 127th at Walter Drive and 127th at Covington Knolls for this treatment. For signalized intersections, ensure that sidewalks are connected at all corners of intersections, and include pedestrian accommodations such as crosswalks.

Timeframe: Long Term

- When 127th Street is resurfaced, consider narrowing the through travel lanes to 10’. The narrower travel lane encourages drivers to drive safely and at a lower speed, which will decrease the severity of a crash. To accommodate cyclists, stripe a bike lane with the remaining right of way.

2.7 Key Corridors (Continued)

2.7.7 McCarthy Road

McCarthy Road is the arterial connecting residents on the north and east sides of Lemont. Most of the road goes through residential areas of Lemont, connecting people to Downtown Lemont and Archer Avenue. Continuing east on this road connects to the Palos Forest Preserves and the communities of Palos Park and Palos Heights. Several parks and Lemont High School are accessible from McCarthy Road.

Timeframe: Near Term

- Focus on improving safety of crossings on McCarthy Road. Stripe crosswalks at all intersections along McCarthy Road and across McCarthy where residents would want to access parks, such as at Julia Street, 4th Street, and Walker Road. Install Must Stop for Pedestrians signs and pedestrian activated beacons at the selected crossings across McCarthy Road. See Intersection Map 2.2.8 for recommended crossing enhancement locations.
- Stripe all on-street parking where allowed on McCarthy Road to discourage use of the parking lane as a travel lane.

Timeframe: Mid Term

- Complete the sidewalk network along both sides of McCarthy Road.
- To encourage slower, more cautious turning by drivers, tighten the turning radius at intersections of residential streets. This can be accomplished by initially painting a temporary bump out, and then installing in concrete.

Timeframe: Long Term

- When McCarthy Road is next resurfaced, consider narrowing travel lanes to 10' where no curb exists, and include a paved shoulder to accommodate cyclists. The narrower travel lane encourages drivers to drive safely and at a lower speed, which will decrease the severity of a crash.

Intersections, like this one at 127th and Archer are missing accommodations to help pedestrians cross the street.



2.7.8 131st Street

131st Street is another east-west corridor beginning at Archer Avenue and connecting to the Palos Forest Preserves and Palos communities. It is currently very rural in nature with a few homes, but is expected to develop with additional homes and retail.

Timeframe: Mid Term

- In order to accommodate pedestrians, sidewalks should be built from Archer Avenue to Bell Road on 131st. Priority should be given to sections of 131st with denser development.
- Consider traffic control measures that facilitate safe north-south crossings across 131st where it intersects Bell, Parker, and Derby and other streets. Begin by striping crosswalks, installing pedestrian activated beacons, and must stop for pedestrian signs. If traffic signals are installed, all pedestrian accommodations such as push button activated pedestrian signals, detector loops or cameras for bicycles, sidewalks with ADA accessible curb ramps should be installed.
- To accommodate cyclists, construct a paved shoulder where one does not already exist.

Timeframe: Long Term

- Include pedestrian accommodations at Archer and 131st. Examples include crosswalks, sidewalks, and pedestrian signals. See section 2.3 for complete description of pedestrian accommodations.

2.7.9 Regional Plans and Corridors

The Southwest Conference of Mayors (SCM), the regional council of mayors of which Lemont is a member, is also developing a regional active transportation plan. The plan prioritizes of regional connectivity for cyclists and pedestrians. Through the SCM's planning process, corridors were designated as important bicycle and pedestrian routes due to their direct connections to communities and regional destinations. Although the routes are named for arterial streets, the routes themselves are often on paralleling trails or streets that are more accommodating for cyclists and pedestrians. The following routes in Lemont are part of the draft SCM Active Transportation Plan. These routes are also illustrated in Map 2.4.6, Proposed Bicycle Improvements.

- Archer Ave Corridor
- Cal-Sag Trail
- McCarthy Road Corridor
- Com-Ed Right of Way Trail

Policy and Programming

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3

3.1 Municipal Policy Recommendations

This section lays out municipal policy recommendations that will help sustain Lemont's vision for active transportation. In addition to design and planning guidance, policy strategies can improve the transportation environment by prioritizing safety through legislation and law enforcement.

3.1.1 Lemont's Complete Streets Policy

In November 2011 the Village of Lemont adopted, per resolution by the Village Board of Trustees, a Complete Streets policy. The Complete Streets policy is based on national best practices. Simply put, it states that the Village's roads should serve as a network that is accessible to all users, regardless of age, ability, or travel mode. The primary recommendation of this section is to fully implement the new Complete Streets policy.

EVALUATION STANDARDS: Set general standards for how roadways should meet the new Complete Streets policy's assumed need for active transportation facilities. The Village can do this by establishing:

- Goals for bicycle, pedestrian and/or multi-modal level of service scores for the various roadway typologies found in the Village.
- A matrix of priority elements (e.g., bikeways, crosswalks, etc.) to be included in projects based on the districts in which they take place. (See Appendix E for a sample)
- Design standards based on the national best practices (See Appendix E for a list of recommended resources).

GOALS: Set overall goals for the installation of Complete Streets facilities throughout the Village within a given timeframe. For example:

- Number of miles of on-street bikeways installed
- Number of pedestrian crossings improved
- Number of bicycle parking racks installed
- Number of sidewalk gaps filled

For additional examples of goals see section 4.1

ASSESSMENT PROCESS: Adopt a context sensitive assessment process for all new roadway projects, measuring their compliance with the new policy based on the Village's needs. Project review criteria should address the standards and goals established in strategies by the Village and take other issues into account, including:

- Achievement of strategies in the active transportation plan, and other local or regional plans
- Appropriateness of designed facilities based on surrounding land use
- Establishment of new connections within the Complete Streets network
- Improvements in safety, designed to target motor vehicle speeds and prevent motor vehicle crashes

3.1.2 Snow Clearance Ordinance

The accumulation of snow and ice on sidewalks creates a major barrier to pedestrians, especially seniors and children. To ensure a safe environment all year round, the Village should establish and enforce an ordinance that makes property owners responsible for the removal of snow and ice from sidewalks abutting their property. Consider using revenue from citations to support a program to assist seniors and people with disabilities to remove snow from their sidewalks.



Icy and snowy sidewalks often force pedestrians to walk on the roadway with cars, a very dangerous scenario.

3.1 Municipal Policy Recommendations (Continued)

3.1.3 Bike Lane Parking Ordinance

As the local active transportation network is developed, bikeways will be installed on streets in Lemont (see section 2.5 for a description of on-street bikeways). In order for these facilities to be safe for bicyclists, they must be kept clear of parked motor vehicles. The Village of Lemont should consider the establishment and enforcement of meaningful penalties for motorists parking in bike lanes, or blocking marked shared lanes with their vehicles.

See Appendix E for sample bicycle parking ordinance language.

3.1.4 Lemont's Unified Development Ordinance

Lemont's Unified Development Ordinance serves to protect public health and safety, to promote economic development and quality of life, and to manage growth through the regulation of planning and construction standards in new developments. To ensure that access for active transportation users is addressed by these standards, the Village of Lemont may consider the following updates to the code.

MINIMUM BIKE PARKING STANDARDS: Add minimum bicycle parking standards to the criteria for commercial developments and for new Type II developments in the Downtown District. (See Appendix E for sample language)

MAXIMUM CAR PARKING STANDARDS: Amend section 17.10.050 to reduce the maximum parking lot size for new developments from 140% to 100% of the requirements in expressed in Table 17-10-01, encouraging the use of landscaping and the construction of outbuildings in larger commercial lots. Smaller parking lots will decrease the distance barrier for people walking to retail centers.

INCREASE PEDESTRIAN CONNECTIVITY: Require bicycle and pedestrian connectivity through all stormwater retention outlots and at cul-de-sacs terminating within 500 feet of other streets, parks, schools or other developments. Improving connectivity will reduce barriers for people using active transportation, for example children walking and biking to school.

3.1.5 Lot Size

Smaller, narrower residential lots help create an environment that is inherently more walkable and bikable. The Village should strengthen its commitment to such environments, first through changes to its comprehensive plan, and then through appropriate amendments to its zoning regulations. Such changes to zoning might include decreases in the minimum lot width and reduction in lot size.



Bicycle parking makes it easier for residents to access local businesses by bike.



Limiting the size of parking lots will make developments more hospitable for pedestrians and cyclists.

3.1 Municipal Policy Recommendations

3.1.6 Long-term ADA Transition Plan

Lemont's unique topography lends to specific challenges in ensuring that sidewalks are compliant with the Americans with Disabilities Act (ADA). To facilitate a full transition to an ADA compliant network, the Village should create a transition plan that addresses the needed accessibility improvements, establishes priority locations and sets goals for timeframe.



The intersection of Illinois and Lemont poses particular challenge for those using assistive devices like wheelchairs.



Work with parents to develop preferred school walking routes.

3.2 School Policy Recommendations

This section lays out school policy recommendations that will help sustain Lemont's vision for active transportation. In addition to design and planning guidance, school policy strategies can improve the transportation environment to and from schools, decrease traffic congestion around schools and contribute to an increase in walking and biking to school.

3.2.1. Safe Routes to School Committee

School District 113A formed a Safe Routes to School (SRTS) committee in Spring 2011 as a response to changes to the district's bussing policy. The committee met to identify gaps in the pedestrian network on students' route to school. School District staff and Village staff partnered to fill in the gaps so students could safely and easily walk to school. This committee should continue meeting on a regular basis to identify and address new school transportation issues.

3.2.2. Parent SRTS Committees at Each School

Form parent-lead SRTS committees at each school to encourage students to walk or bike, and educate them on safe behaviors. These committees could be responsible for organizing walk to school groups or bike safety classes in school.

3.2.3. School Walking Route Maps

Develop school walking route maps to guide students to school. One map should be developed for each school. Maps should identify crossing guard locations, intersections with traffic signals and other intersections where crossing streets is safest. Arrows on the map should direct students on each block towards the school.

See Appendix E for a sample map

3.2.School Policy Recommendations (Continued)

3.2.4. Designated Regular Walk and Roll to School Days

Designate one day per week or month where all students are encouraged to walk or bike to school. Track participation and offer rewards for frequent walking and biking to school.



3.2.5. Survey Parents

Survey parents and students to identify barriers to walking and biking to school. Use the survey responses as a guide for increasing walk and bike to school rates.

3.2.6. Write an IDOT School Travel Plan

Write a school travel plan and apply for IDOT SRTS funding. Safe Routes to School is a federally funded program that helps communities identify social and physical barriers to walking and bicycling to school. The program provides funding for education, encouragement, enforcement and engineering strategies aimed at making the trip to school safe, fun and convenient for students in elementary and middle school. Safe Routes to School provides funding for sidewalks and other infrastructure projects and requires no local match. The next call for funding is expected in Fall 2012.



See Appendix E for additional resources on how to create a school travel plan.



Designating walk and bike to school days encourages more students to walk and bike to school.

3.3 Education

Education is a powerful tool for promoting healthy and safe behaviors. Users of an active transportation network need to be aware of how to protect themselves and others. As more people walk and bike for transportation and health, education should come in a variety of forms to reach all network users. Youth, teens and adults alike benefit from education programs focusing on pedestrian and bicycle safety and the rules of the road.

This section outlines various tools and methods that can be used to distribute educational information to Lemont residents.

3.3.1 Newspaper Articles

Identify writer/writers to contribute a weekly or monthly Walk & Bike Lemont column to Suburban Life and Patch newspapers. Topics can include walking & biking rules of the road, tricks and tips, and educate drivers about sharing the road with non-motorized users. Additionally, topics can include promoting local cycling and walking events and issues for discussion or action.

3.3.2 Cycling Classes for Kids

Integrate Safe Cycling Class for Kids at Lemont Farmers Market. For little cost (approximately \$100 week), the Village can hire a safe cycling instructor to offer cycling instruction and helmet fitting to children at Lemont's Farmers Market. While adults shop, kids can learn and practice safe cycling skills such as scanning over their shoulder while riding, hand signals, emergency stop, rock dodge, and how to cross streets safely. The program can be supplemented with a "license" awarded to children who complete a certain number of sessions. Educating children on safe cycling has shown to also raise their parents' bicycling IQ.

Youth after-school programs such as Cal-Sag Cycles in Blue Island, Illinois, teach kids bike maintenance.



3.3.3 Village Stickers

Issue "Lemont Drives with Care" village vehicle stickers in 2013. Changing the window sticker's design puts a safe driving message in sight of the driver at all times, and communicates Lemont's commitment to a safe, high quality lifestyle to passersby while the car is parked.

Add a short quiz on bicycle and pedestrian safety to the sticker application. To comprehensively raise awareness about cycling and walking rules of the road, the Village can ask drivers to complete a 5-question bicycle and pedestrian safety quiz as a requirement or an incentivized option to obtain a village vehicle sticker. Questions should educate drivers—most who are also cyclists and/or pedestrians—about basic road etiquette and state vehicle laws concerning biking and walking. The questions can include:

- 1 Which is more dangerous when you bicycle: riding with traffic, or against traffic;
- 2 When you approach a cyclist from behind in your vehicle, how much room must you provide to pass
- 3 Which is state law: vehicles must stop or yield for pedestrians crossing the street;
- 4 When you ride your bike at night which is state law: use reflectors and bright clothing or use a white headlight and at least a rear red reflector;
- 5 What are these hand signals? (left & right turns, slowing/stopping)

Going forward, the Village could compare quiz results with past performance to measure change in driver awareness about safe walking, biking, and sharing the road.

3.3 Education (Continued)

3.3.4 New Resident Guide

Include cycling and walking images and materials in the new residents guide. Information can include a village bike map, directions and promotion of local trail use, and bicycling and walking rules of the road.

3.3.5 Local Celebrity Bike Safety Videos

Film the village trustees and the mayor learning basic bicycling safety. The video can be distributed through public access and the Village's website. Showing village officials learning safe cycling raises the profile of cycling and traffic safety, and also will give officials insight into the needs of cyclists in Lemont.

3.3.6 Traffic Skills Classes at Cycling Events

Integrate Traffic Cycling training into local cycling events. The MS150, a national series of rides that raise funding for MS research, offers popular pre-ride traffic cycling and group cycling skills classes for participants. Offering safe cycling training within the context of a fun, exciting event boosts participation in those classes as well as reduces crashes and injury during the event.

3.3.7 Bike Maintenance Classes at the Park District

Program basic bike maintenance classes through the Lemont Park District. Basic bike maintenance—such as changing a flat tire, adjusting gear shifting and brakes—eliminates 95% of the mechanical issues that discourage a person from cycling. In Lemont, where professional bike repair is literally miles away, basic bike maintenance courses offered through the Park District would be popular and provide a lot of value to the community by keeping people riding more often.



Youth bicycle skills events integrate well in a variety of Southland venues, including the Blue Island Public Library.

3.3.8 Thanks for Shoveling Campaign

Implement a “Thanks for shoveling” snow shoveling campaign. Create a door card campaign that allows residents to thank their neighbors for shoveling their walks by hanging thank you message on their neighbors’ door. The card could be used as a coupon at a local merchant for a hot cup of cocoa or coffee, perhaps. A “Thanks for shoveling” card will raise awareness about shoveling one’s walk, provide peer pressure to shovel, and enhance community.

3.3.9 Earning the Privilege of Biking to School

Make cycling to school an earned privilege. In Wilmette, Illinois, the elementary school system allows only students in fourth grade and above to ride their bike to school, and only then if they completed safe cycling training as a third grader. This “coming of age” ritual creates huge motivation in children to participate in the training, and boosts numbers of cycling trips to school in fourth grade while reducing crashes.

Lemont can replicate Wilmette’s program for relatively little cost, perhaps in partnership with the Park District and the Farmers Market. Safe cycling classes at the Farmers Market, as described above, could serve as the prerequisite for cycling to school—which would also boost visits to the Farmers Market. Using a passport-like stamp book, the schools could require that the students complete 3 sessions before they’re allowed to ride to school. The stamp book could serve as the “riders license” when all courses are completed. By requiring one of the stamps to be earned by parent participation, the program could additionally educate adults as well.

3.4 Encouragement

Community events centered on walking and biking will create awareness for active transportation and encourage residents who do not often walk or bike to start doing so. These events also provide opportunities for community members to come out and get to know their neighbors, shop locally and explore their community.

This section outlines ideas for various programs and events that will encourage people in Lemont to get out walking and biking.

3.4.1 Win Awards

Improving Lemont's active transportation network will make Lemont an even better place to live, work, shop, and play. National recognition of these efforts can generate commerce and increase property values. The Bicycle Friendly Community Program led by League of American Bicyclists provides incentives, hands-on assistance, and award recognition for communities that actively support cycling. To apply for recognition, a step-by-step guide is available through the League of American Bicyclists website. Walk Friendly Communities is a similar program the Pedestrian and Bicycle Information Center uses to honor pedestrian-friendly communities.

3.4.2 Publish a Lemont Bicycle Map

A bicycle map would promote existing on-street bicycle routes and identify bicycle-friendly routes to important and popular destinations like parks, schools, the library, and business districts. A bicycle map also is a signature feature of bicycle-friendly communities.

Street routes should be ranked by Bicycle Level of Service, a nationally recognized measurement of bicyclist's relative comfort level in traffic, so that cyclists can choose suitable routes. Parks, ball fields and trails should be prominently labeled along with local schools and other community amenities.

3.4.3 Offer Portable Bike Parking at Events

Provide portable bike parking at the Farmers Market and other outdoor events. Portable bike parking is inexpensive and provides flexible and convenient parking services to guests and participants. They are integral to any efforts to encourage residents to bicycle to suitable events, and can themselves help promote attendance. When using portable bike parking, the village should strive to locate bicycle parking closer/more conveniently to the event than most drivers could expect to park. In some communities, a local youth or civic group provides "valet" service, providing peace of mind to the cyclist, particularly if one didn't bring a lock.



Portable bike parking adds an incentive to ride instead of drive to Village festivals and events. Lemont can integrate portable bike parking into its Farmers Market and other community events.

3.4 Encouragement (Continued)

3.4.4 Bike and Dine

Produce a bike pub crawl and/or a bike & dine event. Bike & dines and pub crawls are beloved events in Chicagoland, combining enjoyable and easy cycling with delicious local dining. Typically, an organizer solicits participation from area eateries and bars at least a month prior to the event to serve a set number of dishes at a set price. The organizer plans the start and finish at the same location, and determines a route between venues, usually less than three miles apart from the next. Participants, limited to 20-30 people, arrive and leave each venue at an approximately scheduled time, spending less than an hour at each venue enjoying food and company. Bike & dines and pub crawls are very flexible events, and can be operated as fundraisers if restaurants are willing to reduce prices in exchange for the exposure.



Bike & Dines have proven to be popular ways to get people on their bikes. Southland communities like Homewood, Illinois have held successful events.

3.4.5 Open Bridge Event

Produce an "Open Bridge" event. Allowing special use of a road or bridge that otherwise is off-limits or difficult for a cyclist to use creates a high-profile and memorable event. The Village can ask for a three hour parade permit from IDOT to close down the Lemont Road Bridge, from Main Street/Illinois Street to Bluff Road, for exclusive use by cyclists. The route offers a spectacular view of the river corridor, and connections to the Centennial Trail and Waterfall Glen.



Open Bridge events allow cyclists and pedestrians to use a space that is usually off limits to them.

3.4.6 Fat Tire Bike Festival

Host a Fat Tire Bike Festival. The Village can host a mountain biking festival that leverages the nearby Meltdown mountain bike racing hosted annually in August by Chicago Area Mountain Bikers (CAMBr) at the nearby Palos Forest Preserve. The Meltdown attracts more than 500 racers and a total number of participants and spectators in the thousands. Currently, there is no center of activities for the weekend off-site. This is Lemont's opportunity to pull this group of visitors into the community to extend their stay and raise the community's profile as an outdoor and physical activity-oriented community.

The quarry property, currently under consideration by the village to open as a Boy Scout camp site, offers a beautiful and unique venue to host camping and festivities for the Meltdown. The Village can begin discussions with CAMBr to determine the feasibility of hosting a festival during race weekend and to look for opportunities for cross promotion and event growth.

3.4 Encouragement (Continued)

3.4.7 Olympic Weekend Cycling Festival

Host an Olympic weekend cycling festival. Lemont is blessed with local cycling celebrities—the Vande Velde family includes a former Olympian cyclist, an accomplished Tour de France competitor, and a women’s national time trial champion.

This connection led the Chicago 2016 Olympic Committee to consider Lemont as the host venue for the Olympic road race. While the Olympics were awarded elsewhere, the pedigrees and the course are still in Lemont, and can be leveraged for popular cycling events.

Working with the Vandeveldes and regional cycling and running groups, the Village can create a slate of cycling events spanning an early or mid-fall weekend for cyclists of all abilities and for runners. Possibilities include:

- Community bicycle rides—a hilly route that incorporates the Olympic road course and a flatter route more suitable for occasional cyclists and children
- A bike race that incorporates the Olympic route
- Timed hill climbs for cyclists and runners

The Olympic theme provides some entertaining ideas to add fun and spectacle, including opening the weekend with a “Torch” run and ride, using relays of participants staggered along a course.



A large bike ride or race that includes local celebrities, like this one hosted by John and Christian Vande Velde, can draw riders from around the region to Lemont.

3.5 Enforcement

To promote the safety of all people using the active transportation network, Lemont should prioritize enforcement of traffic laws that deter reckless behavior by road users.

3.5.1 Training for Police

Police in Illinois are required to participate in annual professional development opportunities. The Lemont Police Department should ensure that all officers engaged in traffic safety enforcement receive introductory training on bicycle and pedestrian safety, followed by semi-annual refresher sessions. Information can be provided in live sessions, online, or by video.

Officers should receive practical training focused on:

- Rules of the road for bicyclists and pedestrians
- Illegal motorist behaviors that endanger bicyclists and pedestrians
- Most dangerous types of bicycling behaviors
- Most common causes of bicycle and pedestrian crashes
- Importance of reporting bicycle and pedestrian crashes
- Importance of investigating serious bicycle and pedestrian crash sites
- Best ways to prevent bicycle theft
- Best practices for policing by bicycle
- Transportation, health, and environmental benefits of bicycling

In addition, special consideration should be given to new and existing laws that impact bicycle and pedestrian safety, particularly in school zones.

These laws include:

- Must stop for pedestrians in crosswalks
- Handheld device ban in school zones
- School zone fines



Police officers well trained on rules of the road for all roadway users make it safer to travel.

3.5.2 Targeted Enforcement Efforts

No police department can aggressively enforce all laws in all locations at all times. Lemont can use existing crash data to identify the most dangerous locations and target enforcement at those sites. Stings focused on reckless behavior by motorists have proven particularly successful in other communities. Lemont should review these enforcement efforts on an annual basis to ensure appropriate allocation of police resources.

3.5.3 Caught Being Good

Lemont Police should reward children for good walking and biking behaviors. When officers observe these behaviors they should reward children by “pulling them over” and giving them a reward “ticket” redeemable for prizes or treats at local businesses. This encourages children to walk and bike safely around Lemont.

Implementation

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4.1 Evaluation and Oversight

A plan as comprehensive as this one requires vigorous oversight to ensure its effective implementation.

4.1.1 Complete Streets Review Committee

To ensure implementation of the active transportation network recommendations in this plan, a complete streets review committee has been formed. The committee will consist of representatives from each of the Village Departments and meet on a regular basis. They will review proposed transportation related projects for consistency with this plan, locally and nationally accepted best practices for bicycle and pedestrian infrastructure, and other evaluation criteria developed by the committee. Members should be made familiar with this plan and be educated in the principles of Complete Streets.

Additional details for how this committee can be run are outlined in Section 3.1.1.

The committee should also be charged with seeking funding for implementation of the plan and creating partnerships with other governments in the region to address transportation challenges on a regional scale.

4.1.2 Bicycle and Pedestrian Advisory Committee

This plan would not have been possible without the residents who participated in the Steering Committee, the public workshops and online survey. The continued engagement of many of these same people is necessary for the advancement of active transportation efforts in the community. To capture their enthusiasm and passion, the Village should form a Bicycle and Pedestrian Committee. Such a committee would monitor implementation of this plan and promote events celebrating active transportation. A member of Village staff should be identified to serve as liaison to the committee.

4.2 Implementation

The plan advocates for a comprehensive set of network, policy, program, enforcement, and evaluation improvements staggered over several years. Steps for implementation, as suggested by Active Transportation Alliance, have been included with various recommendations. The effective implementation of this plan will require leadership by Village of Lemont staff and a continued partnership with the schools and community organizations in Lemont. It will also require cooperation with neighboring municipalities, Cook County, and the Illinois Department of Transportation.

The use of the active transportation network will only increase if the plan's recommendations are implemented in a timely manner. The following are way to measure progress towards achieving Lemont's vision for active transportation.

The Village of Lemont will be a vibrant and healthy community with an accessible and complete pedestrian and bicycle network that links to major destinations in the community.

- Miles of bicycle network implemented per year
- Miles of sidewalk built per year
- Miles of trails and bike/pedestrian cut-throughs built per year
- Intersections and crossings improved per year
- Review and analyze crash data annually to identify high crash area locations. Reduce number of bicycle and pedestrian related crashes by making improvements in areas where crashes have occurred.

Walking and biking will be a viable means of transportation and a safe, fun activity for people of all ages.

- Educational events and opportunities offered per year
- Encouragement events or opportunities offered per year
- Events where a bike valet was offered

People will be able to walk or bike to downtown Lemont, businesses along State Street and Archer Avenues, the Lemont Metra Station, Heritage Quarries, local parks and schools.

- Number of bike racks installed per year at Metra stations, library, businesses, parks, schools and other places in the community
- Increases in the number of people walking and biking to the Metra station
- Increases in the number of children walking and biking to school

Lemont will become a regional destination for active transportation and be recognized as one of the most walkable and bikeable communities in the Chicago area.

- Count of bikes parked at Metra stations, library, businesses, parks, schools
- Increases in the number of people walking and biking to retail locations
- Increases in mode share or number of bicycles on arterial and collector streets

4.2 Implementation (Continued)

4.2.2 Active Transportation Network Implementation Table

Based on level of difficulty, number of stakeholders needed to implement, the following active transportation network improvements have been recommended for Near, Mid, or Long term implementation .

2.2	Intersection Improvements	Near-term	Mid-term	Long-term
2.2.2	Implement Gateway Treatments at Designated Intersections	----	----	----
2.2.3	Implement Hub Treatments at Designated Intersections	----	----	----
2.2.4	Implement Signalized treatments at Designated Intersections	----	----	----
2.2.5	Implement Unsignalized Treatments at Designated Intersections	----	----	----
2.2.6	Implement Mid-block Crossings as needed	----	----	----
2.3	Pedestrian Improvements	Near-term	Mid-term	Long-term
2.3.2	Residential: Fill In Sidewalk Gaps throughout the City	----	----	----
2.3.2	Residential: Install pedestrian cut throughs between subdivisions and at parks	----	----	----
2.3.3	Install Multi-use Paths in Recommended Areas	----	----	----
2.3.4	Pedestrian Zones and Corridors: Install (per 2.4.3 Pedestrian Network Map)	----	----	----
2.4	Bicycle Improvements	Near-term	Mid-term	Long-term
2.4.2	Local Routes: Sign locally preferred routes	----	----	
2.4.2	Local Routes: Install Shared Lane Markings	----	----	
2.4.3	Arterial Routes: Install Paved Shoulders		----	----
2.4.3	Arterial Routes: Install Bike Lanes		----	----
2.4.3	Arterial Routes: Install Multi-Use Paths	----	----	----
2.4.4	Install Bike Parking	----	----	----
2.5	Transit Improvements	Near-term	Mid-term	Long-term
2.5.2	Increase Frequency of Service on Metra			X
2.5.3	Pace Express bus on I-55 to Downtown Chicago			X
2.5.4	Local Circulator Bus		X	
2.6	Key Destinations	Near-term	Mid-term	Long-term
2.6.2	Parks, recreational facilities and other community facilities	Near-term	Mid-term	Long-term
	Crosswalks: Stripe crosswalks at all intersections adjacent to parks and community facilities.	X		
	Signage: Sign recommended bike routes to these destinations.	X		
	Bike Parking: Provide bicycle parking at each park or recreational facility.	X		
	Bump Outs: Use bump outs at to reduce crossing distance .		X	
	Cut Throughs: include paved pedestrian connections to adjacent streets.		X	
2.6.4	Schools	Near-term	Mid-term	Long-term
	Sidewalks: Complete the sidewalk network within ½ mile of each school	X		
	Walking Routes: Develop recommended school walking routes for students	X		
	Crosswalks: Stripe crosswalks at all intersections on recommended walking routes.	X		
	Bike Parking: Provide bicycle parking at each school.	X		
	Bump Outs: Install bump outs at adjacent to schools and on walking routes.		X	
	LHS: McCarthy Road Crossing		X	
	LHS: Participate in Transportation Demand Management programs		X	
	LHS: Eliminate McCarty Road sidewalk gaps			X
	St. Cyril: Improve McCarthy Road intersections near school		X	
	Mt. Assisi Academy: Improve bike/ped access along Main			X
2.6.5	Downtown Lemont	Near-term	Mid-term	Long-term
	Downtown Businesses: Upgrade curb cuts and increase use of bump outs		X	
	State and Illinois: create "gateway" intersection		X	
	Metra Station: Improve pedestrian access	X		
2.6.6	Commercial Destinations	Near-term	Mid-term	Long-term
	Increase available bike parking	X		
	Improve signage	X		
	Stripe crosswalks at driveways	X		
	Use shared driveways		X	
	Resurface parking lots with crosswalks and pedestrian accommodations		X	
	Complete sidewalk network			X
	Accommodate pedestrians at intersections			X

4.2 Implementation (Continued)

2.7 Key Corridors	Near-term	Mid-term	Long-term
2.7.2 Archer: Install Share the Road Signs	X		
2.7.2 Archer: Explore opportunities to decrease speed limit		X	
2.7.2 Archer: Consider bike lane, paved shoulder or multi-use path, depending on speed			X
2.7.2 Archer: Trail Connection from the Cal-Sag Trail to the Centennial Trail			X
2.7.3 Main: Design area around downtown for pedestrians		X	
2.7.3 Main: Study Truck Route		X	
2.7.3 Main: Trail Connection from the Cal-Sag Trail to the I&M Trail			X
2.7.4 State: Sign alternative parallel route for cyclists			
2.7.4 State: Bike Lane/Shared Lane		X	
2.7.4 State Sidepath from 127th to 135th, improve State and Archer for pedestrians			X
2.7.5 Lemont Road Bridge: Increase sweeping	X		
2.7.5 Lemont Road Bridge: explore opportunities to connect Downtown Lemont and Centennial Trail			X
2.7.6 127th: Shared Lane Markings between Timberline Drive and Vincent's Drive	X		
2.7.6 127th: Complete Sidewalk Gaps	X		
2.7.6 127th: Stripe Crosswalks at Driveways		X	
2.7.6 127th: Pedestrian refuge and HAWK signals at Walter and Covington Knolls		X	
2.7.6 127th: Bike Lane			X
2.7.7 McCarthy: stripe crosswalks along and across street	X		
2.7.7 McCarthy: Stripe Parking: Stripe all on-street parking where allowed on McCarthy	X		
2.7.7 McCarthy: Complete the sidewalk network along both sides		X	
2.7.7 McCarthy: Paved Shoulder or Bike Lanes			X
2.7.7 McCarthy: Tighten Turning Radius at Intersections			X
2.7.8 131st: Sidewalks built from Archer Avenue to Bell Road		X	
2.7.8 131st: Traffic Control at Intersections of Bell, Parker, and Derby		X	
2.7.8 131st: Paved Shoulder		X	
2.7.8 131st: Improve intersection at 131st Street and Archer Avenue			X
2.7.9 Continue coordination with SCM on Regional Bike/Ped Projects	----	----	----

* - Opportunistic project

— - Ongoing project

4.2 Implementation (Continued)

4.2.3 Policy and Programming Implementation Table

Based on level of difficulty, number of stakeholders needed to implement, the following policies and programs have been recommended for Near, Mid, or Long term implementation. ,

Chapter	Municipal Policy Recommendations	Near Term	Mid Term	Long Term
3.1.1	Prioritize the implementation of Lemont's Complete Streets Ordinance	X		
3.1.2	Establish a Snow Clearance Ordinance		X	
3.1.3	Establish a Bike Lane Parking Ordinance		X	
3.1.4	Consider amendments to Lemont's Unified Development Ordinance to ensure walkable, bikeable developments.		X	
3.1.5	Consider more flexible standards on Lemont's minimum lot size		X	
3.1.6	Develop and implement a long-term ADA transition plan		X	
Chapter	School Policy Recommendations	Near Term	Mid Term	Long Term
3.2.1	Continue District 113A Safe Routes to School Committee	X		
3.2.2	Establish a parent SRTS committees at each school		X	
3.2.3	Develop School Walking route Maps	X		
3.2.4	Designate Walk and Roll to School Days	X		
3.2.5	Survey Parents	X		
3.2.6	Write IDOT SRTS School Travel Plan	X		
Chapter	Program Recommendations-Education	Near Term	Mid Term	Long Term
3.3.1	Newspaper Articles	X		
3.3.2	Cycling Classes for Kids	X		
3.3.3	Village Stickers	X		
3.3.4	New Resident Guide	X		
3.3.5	Local Celebrity Bike Safety Videos		X	
3.3.6	Traffic Skills Classes at Cycling Events	X		
3.3.7	Bike Maintenance Classes at the Park District	X		
3.3.8	Thanks for Shoveling Campaign	X		
3.3.9	Earning the Pribilinge of Biking to School		X	
Chapter	Program Recommendations-Encouragement	Near Term	Mid Term	Long Term
3.4.1	Win Awards	X		
3.4.2	Publish a Lemont Bicycle Map	X		
3.4.3	Portable Bike Parking at Events	X		
3.4.4	Bike, Eat, Drink	X		
3.4.5	Open Bridge Event		X	
3.4.6	Fat Tire Festival		X	
3.4.7	Olympic Weekend Cycling Festival	X		
Chapter	Program Recommendations-Enforcement	Near Term	Mid Term	Long Term
3.5.1	Training for Police	X	X	X
3.5.2	Targeted enforcement Events		X	
3.5.3	Caught Being Good	X		

4.2 Implementation (Continued)

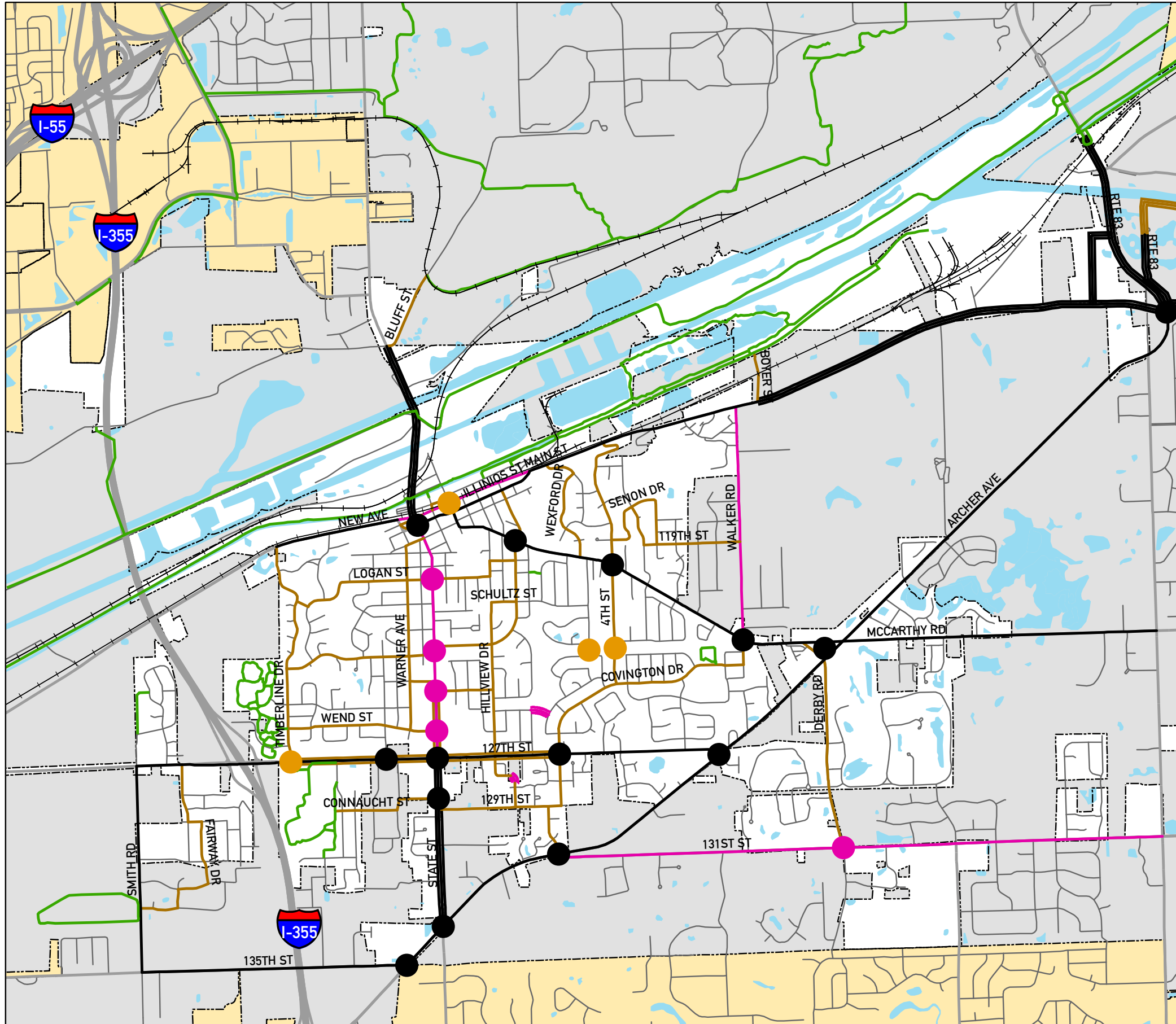
4.2.4 Bicycle Facility Implementation Table

Based on level of difficulty, number of stakeholders needed to implement, the following bicycle network improvements have been recommended for Near, Mid, or Long term implementation. See map 2.4.6 for an illustration of these facilities.

Street Name	From Street	To Street	Partner agency	Recommended bike facility	Timeframe
Derby Rd	McCarthy Rd	131st St		Paved Shoulder	Near Term
119th St	Kromray Rd	Lemont Border		Signed Bike Route	Near Term
119th St	Lemont Border	Walker Rd	Lemont Township	Signed Bike Route	Near Term
128th St	End Of Street	129th St		Signed Bike Route	Near Term
129th St	State St	Lemont Border	Lemont Township	Signed Bike Route	Near Term
129th St	Lemont Border	Chestnut Xing		Signed Bike Route	Near Term
4th St	Main St	End Of Street		Signed Bike Route	Near Term
Ashbury Dr	129th St	Archer Ave		Signed Bike Route	Near Term
Ashbury Pl	127th St	End Of Place		Signed Bike Route	Near Term
Bluff St	State St	Trail	Township/DuPage County Forest Preserve	Signed Bike Route	Near Term
Boyer St	End Of Street	Main St		Signed Bike Route	Near Term
Canal St	Lemont St	Stephen St		Signed Bike Route	Near Term
Carriage Ridge Ln	Senon Dr	Warner Ave		Signed Bike Route	Near Term
Cass St	Warner Ave	State St		Signed Bike Route	Near Term
Chestnut Xing	127th St	129th St		Signed Bike Route	Near Term
Connaucht St	Lemont Border	Emerald Dr	Lemont Township	Signed Bike Route	Near Term
Connaucht St	End Of Street	Lemont Border		Signed Bike Route	Near Term
Covington Dr	127th St	Walker Rd		Signed Bike Route	Near Term
Cut Through	Keough St	4th St		Signed Bike Route	Near Term
Czacki St	Sobieski St	Logan St		Signed Bike Route	Near Term
Emerald Dr	Munster Rd	Connaucht St	Lemont Township	Signed Bike Route	Near Term
Evergreen Dr	Timberline Dr	Logan St		Signed Bike Route	Near Term
Fairway Dr	Pasture Dr	Longwood Way	Lemont Township	Signed Bike Route	Near Term
Freehaut St	State St	Schultz St		Signed Bike Route	Near Term
Hillview Dr	Schultz St	127th St		Signed Bike Route	Near Term
Illinois St	Main St	State St	IDOT	Signed Bike Route	Near Term
Julia St	Illinois St	McCarthy Rd		Signed Bike Route	Near Term
Keepataw Dr	State St	Hillview Dr		Signed Bike Route	Near Term
Keough St	End Of Street	Covington Dr		Signed Bike Route	Near Term
Kip Pl	Keepataw Dr	Una Ave		Signed Bike Route	Near Term
Lemont St	Canal St	Main St		Signed Bike Route	Near Term
Logan St	Evergreen Dr	Czacki St		Signed Bike Route	Near Term
Longwood Way	Oakmont Dr	Fairway Dr	Lemont Township	Signed Bike Route	Near Term
Main St	Lockport St	New Ave	IDOT	Signed Bike Route	Near Term
McCarthy St	McCarthy Rd	Schultz St		Signed Bike Route	Near Term
Munster Rd	Emerald Dr	Lemont Border		Signed Bike Route	Near Term
Munster Rd	Lemont Border	State St		Signed Bike Route	Near Term
Oakmont Dr	Longwood Way	Valley View Dr	Lemont Township	Signed Bike Route	Near Term
Pfeiffer Ave	Timberline Dr	State St		Signed Bike Route	Near Term
Rolling Meadows Dr	127th St	Fairway Dr		Signed Bike Route	Near Term
Schultz St	Hillview Dr	McCarthy St		Signed Bike Route	Near Term
Senon Dr	4th St	Carriage Ridge Ln		Signed Bike Route	Near Term
Sobieski St	Czacki St	McCarthy St		Signed Bike Route	Near Term
Stephen St	Canal St	Main St		Signed Bike Route	Near Term
Timberline Dr	New Ave	127th St		Signed Bike Route	Near Term
Valley View Dr	Smith Rd	Oakmont Dr		Signed Bike Route	Near Term
Walker Rd	McCarthy Rd	Covington Rd		Signed Bike Route	Near Term
Warner Ave	Logan St	Wend St		Signed Bike Route	Near Term
Warner Ave	Cass St	Logan St		Signed Bike Route	Near Term
Weimer Ave	Warner Ave	State St		Signed Bike Route	Near Term
Wend St	Timberline Dr	Warner Ave		Signed Bike Route	Near Term
Wexford Dr	Wheeler Dr	McCarthy Rd		Signed Bike Route	Near Term
Wheeler Dr	Main St	Wexford Dr		Signed Bike Route	Near Term

4.2 Implementation (Continued)

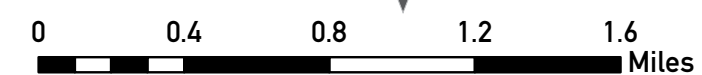
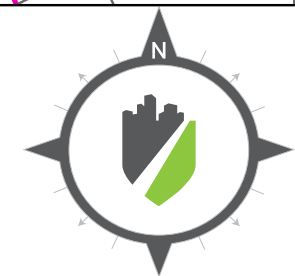
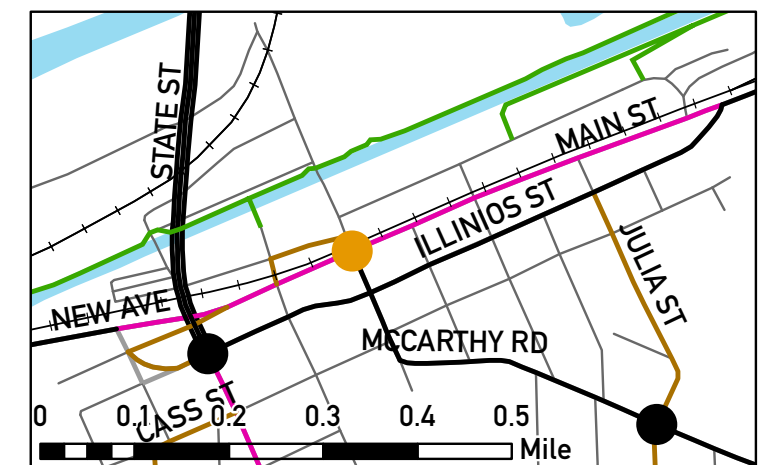
Street Name	From Street	To Street	Partner agency	Recommended bike facility	Timeframe
Main St	Holmes St	Illinois St		Bike Lane	Mid Term
State St	Illinois St	127th St		Bike Lane uphill/Shared Lane downhill	Mid Term
Main St	New Ave	Lemont St		Near Term Signs, Mid Term Shared Lane	Mid Term
131st St	Archer Ave	Bell Rd	Township	Paved Shoulder	Mid Term
Walker Rd	Main St	McCarthy Rd	County	Shared Lane Marking	Mid Term
Main St	Lemont St	Holmes St		Shared Lane Marking	Mid Term
New Ave	Lockport St	Main St		Shared Lane Marking	Mid Term
1st St	End Of Street	Berkley Ln		Trail	Mid Term
Cut Through	Ashbury Pl	128th St		Trail	Mid Term
Stephen St	Main St	McCarthy Rd		Bike Lane uphill/Shared Lane downhill	Long Term
135th St	Smith Rd	Archer Ave	County	Near Term Share the Road Signs, Long Term bike lanes	Long Term
Archer Ave	Main St	State St		Near Term Share the Road Signs, Long Term bike lanes	Long Term
Main St	Illinois St	Boyer St		Near Term Share the Road Signs, Long Term bike lanes	Long Term
McCarthy Rd	Stephen St	Bell Rd		Near Term Share the Road Signs, Long Term bike lanes	Long Term
New Ave	Timberline Dr	Lockport St		Near Term Share the Road Signs, Long Term bike lanes	Long Term
Smith Rd	127th St	1335th St	County	Near Term Share the Road Signs, Long Term bike lanes	Long Term
127th St	Smith Rd	Rolling Meadows Dr		Near Term Shared Lane Marking Lane, Long Term bike lanes	Long Term
127th St	Covington Dr	Archer Ave		Near Term Shared Lane Marking Lane, Long Term bike lanes	Long Term
127th St	Timberline Dr	State St		Near Term Shared Lane Marking Lane, Long Term bike lanes	Long Term
Illinois St	State St	Covington Dr		Near Term Shared Lane Marking Lane, Long Term bike lanes	Long Term
127th St	Lemont Rd	Main St		Shared Lane Marking	Long Term
127th St	Rolling Meadows Ln	Timberline Dr		Sidepath	Long Term
Archer Ave	State St	135th St	IDOT	Sidepath	Long Term
Main St	Boyer St	Archer Ave		Sidepath	Long Term
Rte 83-Cal Sag Trail Connection	Centennial Trail	Main St	IDOT	Sidepath	Long Term
Rte 83-Cal Sag Trail Connection	Main St	Archer Ave	IDOT	Sidepath	Long Term
State St	127th St	Archer Ave		Sidepath	Long Term
State St	Bluff St	Bridge	IDOT	Sidepath	Long Term
Cal Sag Trail Connection	Cal Sag Trail Connection		Township	Trail	Long Term
Cal Sag Trail Connection	Cal Sag Trail Connection		Township	Trail	Long Term
State St/Lemont Road Bridge	Lemont Border	Illinois St		Trail	Long Term



-Lemont- Implementation

- | | |
|-------------------|-----------------------|
| Pedestrian | Intersection |
| — Near-term | ● Near-term |
| — Mid-term | ● Mid-term |
| — Long-term | ● Long-term |
| Bicycle | Infrastructure |
| — Near-term | — Highways |
| — Mid-term | — Arterials |
| — Long-term | — Local Roads |
| | — Railroad |
| | — Water |

Downtown Lemont



Prepared By: Active Transportation Alliance 1/16/2012
 Data Source: Active Transportation Alliance, Navteq
 & The Village of Lemont

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5.1 Appendix A: Public Engagement Summary

The digital version of the Lemont Active Transportation Plan includes a summary and results of community wide surveys and events held to gather feedback on the state of Lemont's current active transportation conditions and areas most in need of improvement.

5.2 Appendix B: Existing Conditions Maps

The electronic version of this document includes the following maps that were created based on research conducted in Lemont.

- Roadway Jurisdiction/Ownership
- Traffic Volume
- Public Transportation Network
- Crash Locations
- Land Use
- Sidewalk Inventory
- Elevation/Topography
- Traffic Signals
- Schools and Parks

5.3 Appendix C: Pedestrian and Bicycle Facilities Guidance

Pedestrian Facilities

Guide for the Planning, Design, and Operation of Pedestrian Facilities

American Association of State Highway and Transportation Officials (AASHTO), 2004
<http://www.transportation.org>

Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAC)

United States Access Board
<http://www.access-board.gov/prowac/>

Bicycle Facilities

Guide for the Development of Bicycle Facilities, 3rd Edition

American Association of State Highway and Transportation Officials (AASHTO), 1999
<http://www.transportation.org>

Urban Bikeway Design Guide

National Association of City Transportation Officials (NACTO)
<http://nacto.org/cities-for-cycling/design-guide/>

Bike Lane Design Guide

City of Chicago and the Active Transportation Alliance, 2002
http://www.chicagobikes.org/pdf/bike_lane_design_guide.pdf

Bike Parking

Bicycle Parking Design Guidelines

Association of Pedestrian and Bicycling Professionals
<http://www.apbp.org/?page=Publications>

Bike Parking for Your Business

Active Transportation Alliance, 2003
http://www.chicagobikes.org/pdf/bike_parking_business.pdf

Other Resources

National Complete Streets Coalition

<http://www.completestreets.org>

Manual on Uniform Traffic Control Devices (MUTCD)

Federal Highway Administration, 2009
<http://mutcd.fhwa.dot.gov/>

Pedestrian and Bicycle Information Center

<http://www.pedbikeinfo.org>

Bicycle and Pedestrian Accommodations

Bureau of Design & Environment Manual (BDE)

Illinois Department of Transportation, 2011
<http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf>

Primary Funding Sources for Local Transportation Projects

Transportation Enhancements	High-Priority Projects	Congestion Mitigation and Air Quality Improvement	Surface Transportation Program	Safe Routes to School	Recreational Trails Program	Highway Safety Improvement Program	Section 402--State and Community Highway Safety Grant Program	Motor Fuel Tax
To foster cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure	To fund key transportation projects deemed important by elected officials (earmarks)	To improve air quality and reduce traffic congestion in areas that do not meet air quality standards	To fund state and local road and transit projects	To enable and encourage children to walk and cycle to school through education, encouragement, enforcement, engineering, and evaluation strategies	To develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail users	To fund highway infrastructure safety projects aimed at reducing highway fatalities and serious injuries	To create safety programs aimed at reducing traffic crashes	To fund state and local road and transit projects
Eligible Infrastructure	All bike/ ped infrastructure that has a relationship to surface transportation (as opposed to recreation alone)	All bike/ ped infrastructure or as dictated in the authorizing legislation	Most bike/ ped infrastructure, including bike paths, lanes, racks, lockers, and bike sharing programs	All bike/ ped infrastructure within a two-mile radius of a K-8 school	Bike trails, trailside, and trailhead facilities, both development and maintenance	Bike lanes, bike parking, crosswalks, and signage	None	Most bike/ ped infrastructure
Eligible Non-Infrastructure	Safety and educational programs for pedestrians and cyclists	As dictated in the authorizing legislation	Most bike/ ped safety and education programs	Encouragement, enforcement, and education activities for children in grades K-8	Safety and environmental education, assessment of trail conditions, state program administration	States can spend 10% of their HSIP funds on public awareness campaigns, education programs, and enforcement activities	Safety programs such as bike or pedestrian safety education, helmet distribution, or distribution of safety information	None
Key Project Requirements	Must relate to surface transportation	No official requirements	1) Must be spent in non- attainment and maintenance areas; 2) Will be evaluated on air quality	Requires a state-approved school travel plan	30% of state's funding must be used for nonmotorized trail projects; 30% for motorized; 40% for projects that encourage diversity of use of trail corridor, trailhead, etc.; projects encouraged to have environmental benefit and use youth conservation and service corps	Project must address goals written in State Highway Safety Plan	Project must address goals written in State Highway Safety Plan	Minor distinctions between allowable uses for counties, townships, and municipalities specified in statute
Application Process	Irregular schedule at call of Illinois Department of Transportation	Specified in federal surface transportation bill (may be change in annual appropriations)	Timing under review. Generally, an annual call for proposals by Chicago Metropolitan Agency for Planning	Irregular schedule at call of Illinois Department of Transportation	Irregular schedule at call of Illinois Department of Natural Resources	Annual updates to plan and calls for proposals by IDOT Division of Traffic Safety	Generally each spring at call of IDOT Division of Traffic Safety	Funds distributed by IDOT on monthly basis to counties and certain local governments on a formula basis
Local Match Required	Typically 20%	None	Typically 20%	20%	Typically 20%; some 50%	10%	Typically 20%	No match required but local government is required to have certain minimum tax rate
Who Can Apply?	Local government	Anyone	State or local government agency	Local government (some funds retained by IDOT)	Any government agency or non-profit entity	Any state or local government agency or non-profit entity	Any state or local government agency or non-profit entity	N/A

5.4 Appendix D: Funding Resources

5.4 Appendix D: Funding Resources



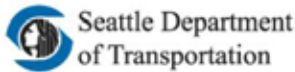
What Program Is My Project Eligible For?

	Transportation Enhancements	Congestion Mitigation and Air Quality Improvement (CMAQ)	Surface Transportation Program	Safe Routes to Schools	Recreational Trails Program	Highway Safety Improvement Program (HSIP)	State and Community Improvement Safety Grant Program	National Highway System	Scenic Byways	Federal Lands Highway Program	Trans. and Community Program	Access to Jobs/ Reverse Commute (AJRC)	Federal Transit Capital	Transit Enhancements
Bicycle and pedestrian plan	*	*								*	*			
Bicycle lanes on roadway	*	*	*	*		*		*	*	*			*	*
Paved shoulders	*	*	*	*		*		*	*	*				
Signed bike route	*	*	*	*		*		*	*	*				
Shared use path/trail	*	*	*	*	*			*	*	*				
Single track hike/bike trail					*									
Spot improvement program	*	*	*	*		*								
Maps		*	*	*			*							
Bike racks on buses	*	*	*	*								*	*	
Bicycle parking facilities	*	*	*	*				*				*	*	
Trail/highway intersection	*	*	*	*	*	*		*	*	*				
Bicycle storage/service center	*	*	*	*						*		*	*	*
Sidewalks, new or retrofit	*	*	*	*		*		*	*	*		*	*	
Crosswalks, new or retrofit	*	*	*	*		*		*	*	*		*	*	
Signal improvements	*	*	*	*		*		*						
Curb cuts and ramps	*	*	*	*		*		*						
Traffic calming			*	*		*				*				
Coordinator position		*	*	*						*				
Safety/education position		*	*	*			*							
Police patrol			*	*										*
Helmet promotion	*		*	*										*
Safety brochure/book	*	*	*	*	*	*								*
Training	*	*	*	*	*	*								*

Source: "FHWA Guidance: Bicycle and Pedestrian Provisions of Federal Transportation Legislation," <http://www.fhwa.dot.gov/ENVIRONMENT/bikeped/bp-guid.htm#bp4> (Last Accessed 9/3/2010)

5.5 Appendix E: Policy Resources

Appendix 3.1.1 The following sample is the priority elements matrix used by the Seattle Transportation Department in their review of Complete Streets roadway projects. Their full Complete Streets checklist is available at: http://www.seattle.gov/transportation/docs/ctac/2011_04_19Final%20Draft%20Checklist.pdf



Complete Streets Checklist April 2011

Priority Elements Matrix	Street Types								
	Regional Connector	Main Street	Green Street	Commercial Connector	Mixed Use Street	Neighborhood Green Street	Local Connector	Industrial Access	
Primary Design Features									
Sidewalks buffered from moving traffic by additional sidewalk width or planting strip	Preferred								
Street trees and landscaping		Preferred	Preferred	Preferred	Preferred	Preferred	Preferred		
Low landscaping or high branching trees in planting strip	Preferred							Preferred	
Weather protection integrated with buildings for street level uses and at transit zones	Preferred	Preferred			Preferred				
Pedestrian scaled lighting	Preferred in Center City	Preferred	Preferred		Preferred	Preferred			
Emphasis on coordinated street furniture	Preferred in Center City	Preferred	Preferred		Preferred				
Short-term, on-street parking		Preferred			Preferred				
Curb bulbs where there is on-street parking		Preferred	Preferred		Preferred	Preferred			
Emphasis on small curb radii and curb bulbs where on-street parking exists			Preferred			Preferred			
Load zones to support delivery activities		Consider						Preferred	
Striped bicycle lanes or sharrows, and signage on designated bicycle routes	Consider	Preferred		Preferred	Preferred		Preferred		
Bicycle access accommodated if parallel route is not feasible	Preferred								
Bicycle route appropriate to share with motor vehicles			Preferred			Preferred			
Emphasis on bicycle parking in business districts	Preferred	Preferred	Preferred		Preferred				
Truck route signage								Preferred	
Traffic calming			Consider			Consider	Consider		
Bus shelters at transit stops				Preferred			Preferred		
Minimize curb cuts and driveways to create continuous sidewalk		Consider	Preferred			Preferred			
Natural Drainage encouraged			Preferred	Consider		Preferred	Preferred		

5.5 Appendix E: Municipal Policy Resources (Continued)

RESOURCE LIST: Bicycle and Pedestrian Facilities Selection and Design

Please note, in addition to the titles below, the Active Transportation Alliance, is developing a Complete Streets design manual for use by the Cook County Highways Department and by other agencies throughout Cook County. The project is targeted for completion in spring 2012. Please visit our website www.activetrans.org for information on how to obtain a copy.

PEDSAFE: Pedestrian Safety Guide and Countermeasures Selection System

Federal Highways Administration (FHWA) – 2004

Note:

- Very focused on crash reduction and countermeasures based on crash types.
- Printed publication and an online resource
- <http://www.walkinginfo.org/pedsafe/>

Guide for the Planning, Design and Operation of Pedestrian Facilities

American Association of State Highway and Transportation Officials (AASHTO) - 2004

https://bookstore.transportation.org/item_details.aspx?id=119

Guide for the Development of Bicycle Facilities

American Association of State Highway and Transportation Officials (AASHTO) - 1999

https://bookstore.transportation.org/item_details.aspx?ID=104

NACTO Urban Bikeway Design Guide

National Association of City Transportation Officials (NACTO) - 2011 <http://nacto.org/cities-for-cycling/design-guide/>

Note:

- A collection of innovative treatments from different US cities.
- Includes treatments still under review by the FHWA and MUTCD, communities should verify the status of some treatments before pursuing.

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

Institute of Transportation Engineers (ITE) - 2010

<http://www.ite.org/emodules/scriptcontent/orders/ProductDetail.cfm?pc=RP-036A-E>

OTHER RECOMMENDED READING

Accommodating Bicycle and Pedestrian Travel: A Recommended Approach

US Department of Transportation Policy Statement
Integrating Bicycling and Walking into Transportation Infrastructure

<http://www.fhwa.dot.gov/environment/bikeped/design.htm#d9>

Complete Streets: Best Policy and Implementation Practices

American Planning Association - 2010

<http://www.planning.org/research/streets/index.htm>

3.1.3 Establish a Bike Lane Parking Ordinance-Chicago Sample

The following sample is modeled after that found in the Municipal Code of Chicago. It includes provisions for marked shared lanes, as well as exclusive bike lanes.

[Insert Municipal Code Chapter and Section] Standing or Parking on bicycle paths or lanes prohibited.

The driver of a vehicle shall not stand, unless entering or exiting a legal parking space, or park the vehicle upon any on-street path or lane designated by official signs or markings for the use of bicycles, or otherwise place the vehicle in such a manner as to impede bicycle traffic on such path or lane. The driver of a vehicle shall not stand or park the vehicle upon any lane designated by pavement markings for the shared use of motor vehicles and bicycles, or place the vehicle in such a manner as to impede bicycle traffic on such lane, except for drivers of buses stopping for the purpose of loading or unloading passengers at a designated bus stop. In addition to the penalty provided in [Section X] of this Code, any vehicle parked in violation of this section shall be subject to an immediate tow and removal to a city vehicle pound or authorized garage.

3.1.3 Establish a Bike Lane Parking Ordinance-NPLAN Sample

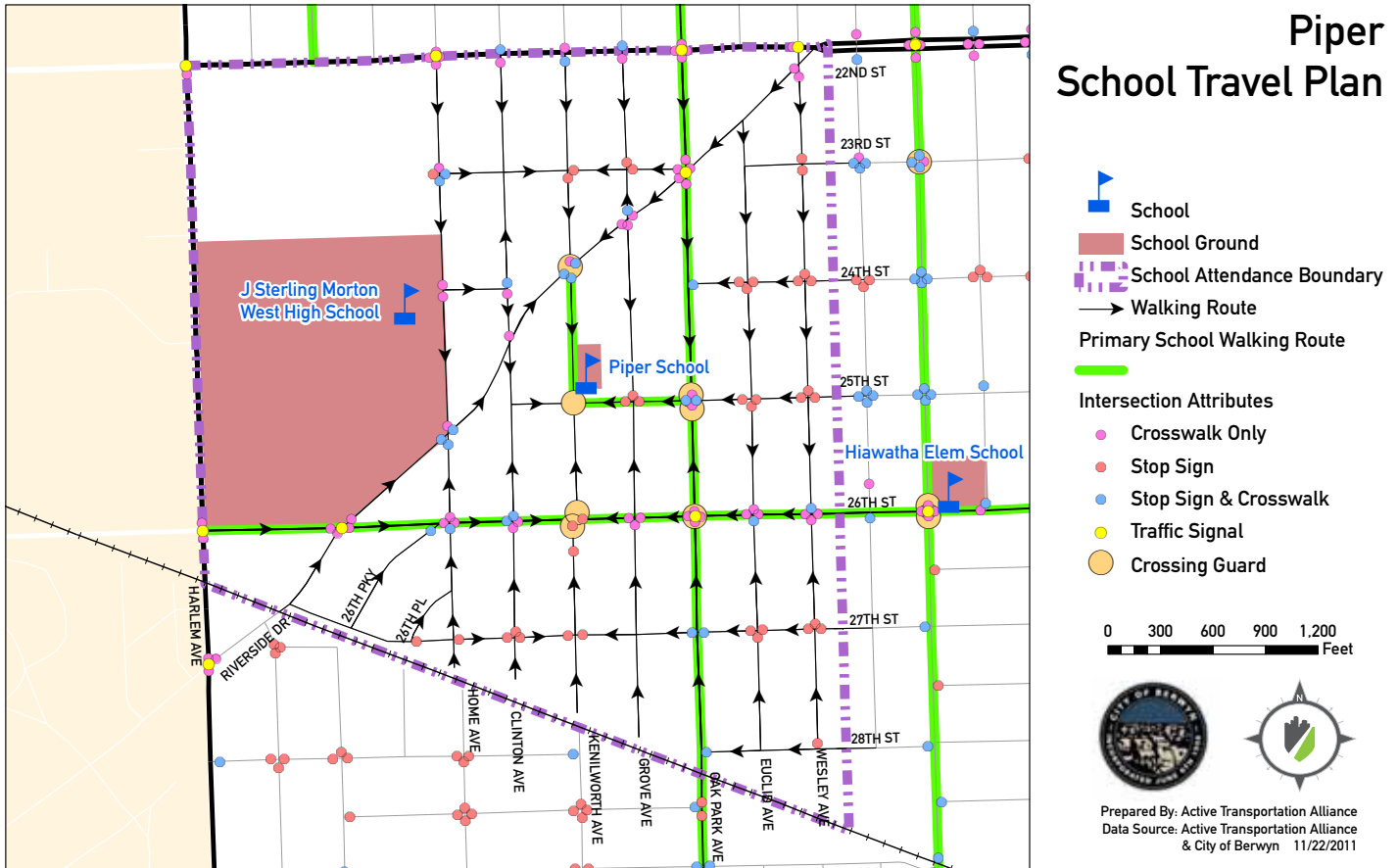
The National Policy & Legal Analysis Network (NPLAN) has developed a comprehensive model bicycle parking ordinance for municipalities pursuing this policy initiative. A downloadable fact sheet, and annotated versions of the model ordinance are available for free in multiple formats at the link below.

<http://www.nplanonline.org/nplan/products/bike-parking-ordinance>

5.5 Appendix E: Policy Resources (Continued)

3.2.3 School Walking Route Map

Below is a sample school walking route map illustrating the safest route for each student to walk to school. The map includes recommended crossing locations, traffic controls, and crossing guard placement.



3.2.6 IDOT School Travel Plan

A School Travel Plan is a written document that outlines a school community's intentions for making travel to and from school more safe and sustainable. This is accomplished by reducing individual car trips, increasing walking and bicycling, and by making the walking and bicycling environment safer. It is the first step in a successful Safe Routes to School program and a prerequisite for funding.

School travel plans address education, encouragement, enforcement, engineering, and evaluation techniques for creating safe routes to school.

Additional information can be found at <http://www.dot.il.gov/saferoutes/SafeRoutesSchoolTravelPlanContent.aspx>

5.5 Appendix F: Programming Resources

Safe Routes to School

National Center for Safe Routes to School: www.saferoutesinfo.org

The National Center for Safe Routes to School (SRTS) assists communities in enabling and encouraging children in grades K–8 to walk and bike safely to school. The National Center has an informative website about the five E's of SRTS (education, encouragement, enforcement, engineering, and evaluation), including case studies, resources, data collection, and trainings.

SRTS Guide: <http://guide.saferoutesinfo.org/index.cfm>

The Safe Routes to School Online Guide is a comprehensive manual designed to support the development of an SRTS program.

Illinois SRTS: <http://www.dot.il.gov/saferoutes/SafeRoutesHome.aspx>

The Illinois SRTS program is run by the Illinois Department of Transportation. Illinois has awarded \$11 million in federal funding for the program.

Walk to School Day

International Walk to School Day in the USA: <http://www.walktoschool.org/>

The first Wednesday of October is International Walk to School Day. Children in over 40 countries participate. The website provides ideas and resources for planning an event.

International Walk to School: <http://www.iwalktoschool.org/photos/index.htm>

The Official Website of International Walk to School features pictures, stories, best practices, downloads, resources, and who is walking around the world.

Bike and Dine

Celebrate the fun and ease of getting around by bike while sampling from local eateries.

Shop by Foot or Bike

Shopping by foot or bike makes everything along your route more accessible. It encourages local shopping and fosters a sense of community. Local businesses can provide incentives for customers who arrive on foot or by bike.

Open Streets

This event takes a large, continuous public space—your community's streets—and opens it up to joggers and cyclists, adults and kids, residents and visitors to enjoy. Open Streets provides more space for healthy recreation.

Bike Rodeo

A bike rodeo typically consists of a bicycle safety clinic featuring bike safety inspections, and a safety lecture about the rules of the road. This is followed by a ride on a miniature "chalk street" course set up in a parking lot where young cyclists are shown where and how to apply the rules. Optional activities include tune-ups, helmet fittings, prize drawings, and commercial activities such as booths set up by bike shops. The main focus of a bike rodeo is cycling safety for young cyclists, ages 5–14 or so.

Municipal Staff Cycle Training

Municipal staff using bicycles for community travel is often cheaper and more effective than automobile transportation. Staff gets up close to areas than cannot be viewed by a vehicle. The municipality should provide annual training for all staff.

Bicycle Ambassadors

Bicycle Ambassadors educate and encourage the public to use their bicycles more and to do so safely. The ambassadors' focus is to reach new groups, educate riders, and show how easy cycling can be in their community.

Walk and Bike Friendly Recognition

Walk and bike friendly communities have shown a commitment to improving walkability, bikeability, and pedestrian and cyclist safety through comprehensive programs, plans, and policies.

Walk Friendly Communities: <http://www.walkfriendly.org/>

Walk Friendly Communities receive national recognition for their efforts to improve safety, mobility, access, and comfort. This site includes the application, resources, and information about how to get started.

Bicycle Friendly Community: http://www.bikeleague.org/programs/bicyclegfriendlyamerica/communities/getting_started.php

This site provides a step-by-step guide to turning your town into a Bicycle Friendly Community. The League of American Bicyclists provides resources, a bike friendly blueprint, and an explanation of how to apply for national Bicycle Friendly Community recognition.

Targeted Enforcement

Police inform motorists of Illinois laws with warnings and educational materials, ensuring drivers uphold their duties as motorists. Targeted enforcement improves awareness of traffic laws, increasing compliance, safety, and awareness of pedestrians and bicyclists on the road.



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