

Lemont  
Active Transportation Plan







# Lemont Active Transportation Plan

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Presented by Active Transportation Alliance, May 2012



ACTIVE TRANSPORTATION  
ALLIANCE

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## Acknowledgements

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### 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:

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Shafaq Choudry

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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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# Contents

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## Acknowledgements

## Executive Summary 5

## 1 Introduction 7

1.1 A Vision for Livability	8
1.2 Goals of the Plan	9
1.3 Planning Process	10

## 2 Active Transportation Network 13

2.1 Network Context	14
2.2 Intersection Improvements	17
2.3 Pedestrian Improvements	23
2.4 Bicycle Improvements	26
2.5 Transit Improvements	30
2.6 Key Destinations	32
2.7 Key Corridors	36

## 3 Policy and Programming 41

3.1 Municipal Policy Recommendations	42
3.2 School Policy Recommendations	44
3.3 Education Programming Recommendations	46
3.4 Encouragement Programs and Event Recommendations	48
3.5 Enforcement Program Recommendations	51

## 4 Implementation 53

4.1 Evaluation and Oversight	54
4.2 Implementation	55

## 5 Appendices 63

5.1 Appendix A: Public Engagement Summary	64
5.2 Appendix B: Existing Conditions Maps	65
5.3 Appendix C: Pedestrian and Bicycle Facilities Guidance	66
5.4 Appendix D: Funding Resources	67
5.5 Appendix E: Municipal Policy Resources	69
5.6 Appendix F: Programming Resources	72

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# Executive Summary

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## Executive Summary

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*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.*

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### 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

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### 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 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

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### 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

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### 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

1.1 A Vision for Livability	8
1.2 Goals of the Plan	9
1.3 Planning Process	10

## 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

2.1 Network Context	14
2.2 Intersection Improvements	17
2.3 Pedestrian Improvements	23
2.4 Bicycle Improvements	26
2.5 Transit Improvements	30
2.6 Key Destinations	32
2.7 Key Corridors	36

# 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.

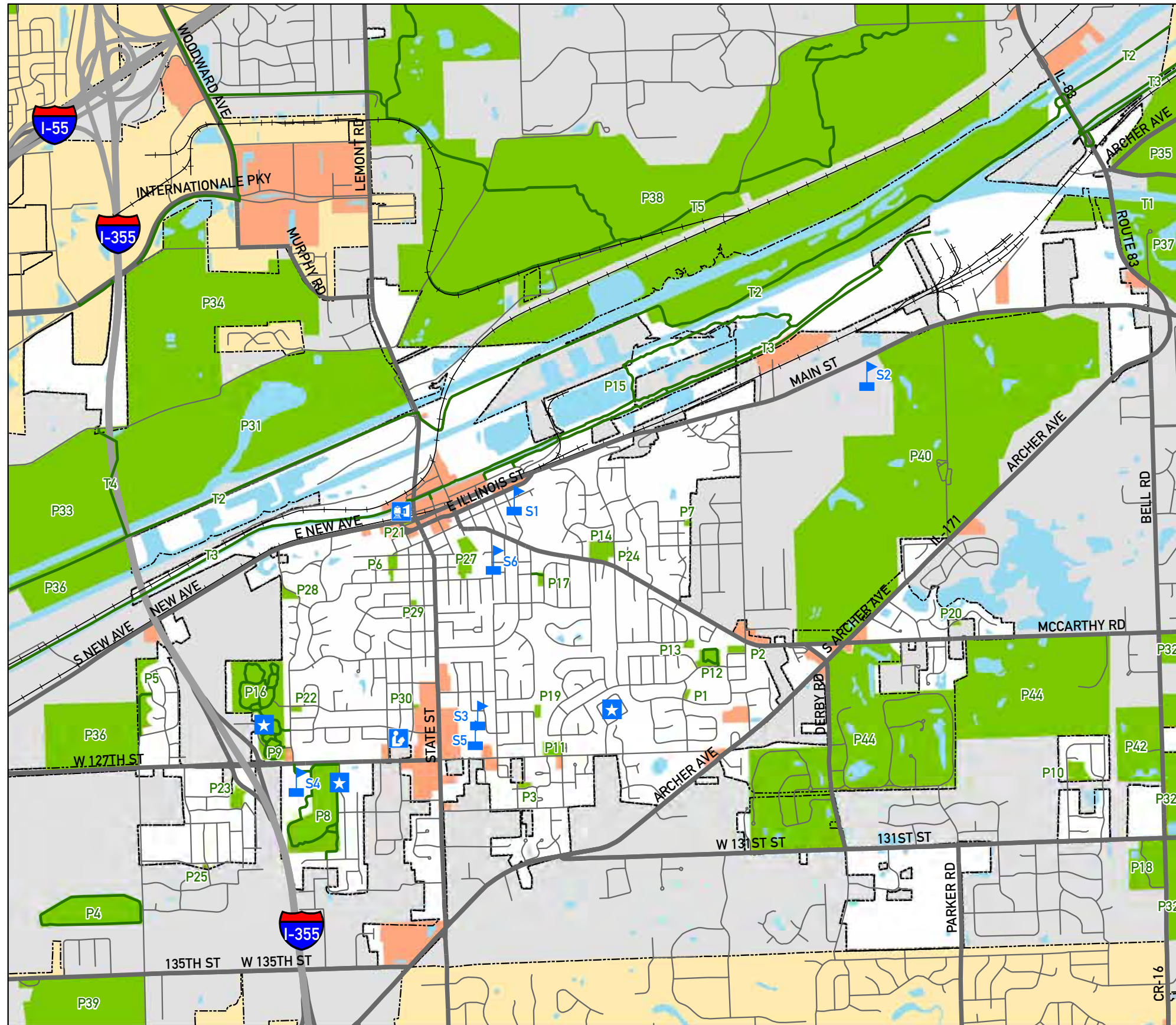
This chapter is divided into sections that describe, at various levels of specificity, recommendations made for different user groups. The Intersection, Pedestrian and Bicycle Improvements sections each make broad, area-wide recommendations that may be applied to numerous locations. A Glossary of Terms 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**

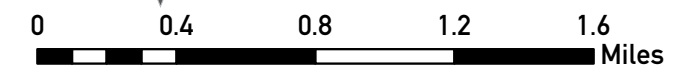
- P31. Black Partridge Forest
- P32. John Duffy Preserve
- P33. Keepataw County Forest Preserve
- P34. Lemont Woods County Forest Preserve
- P35. Red Gate Woods
- P36. Romeoville Prairie County Forest Preserve
- P37. Sag Quarries Forest Preserve
- P38. Waterfall Glen Forest Preserve

**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

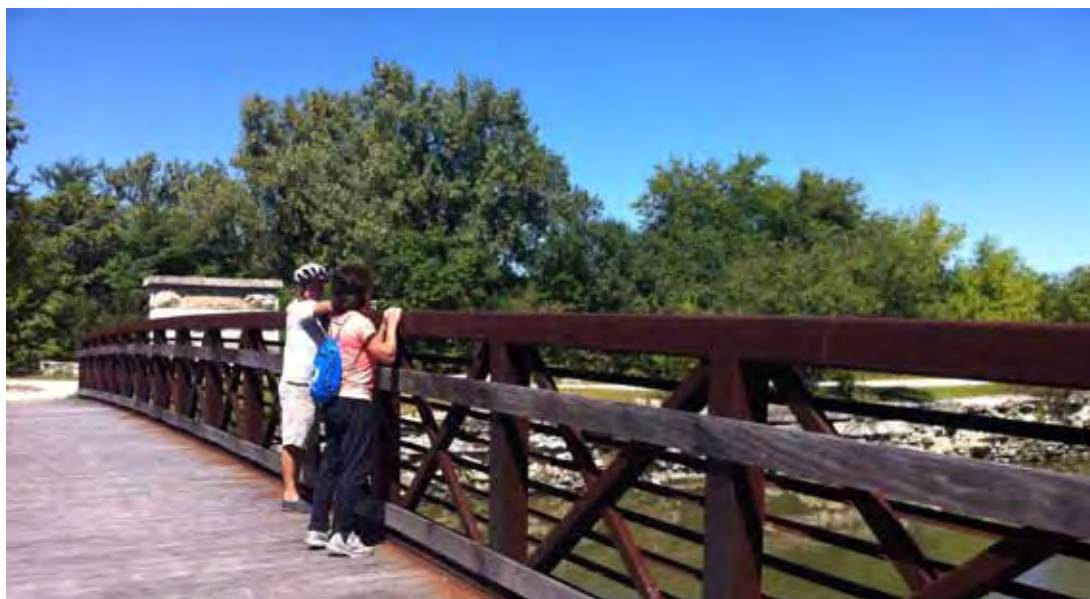
Some of the recommendations of this section have a timeframe associated with them. These timeframes are described below. They are intended to represent the general amount of time needed from project initiation to project completion. They are not intended to infer priority (i.e. recommendations with a 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.

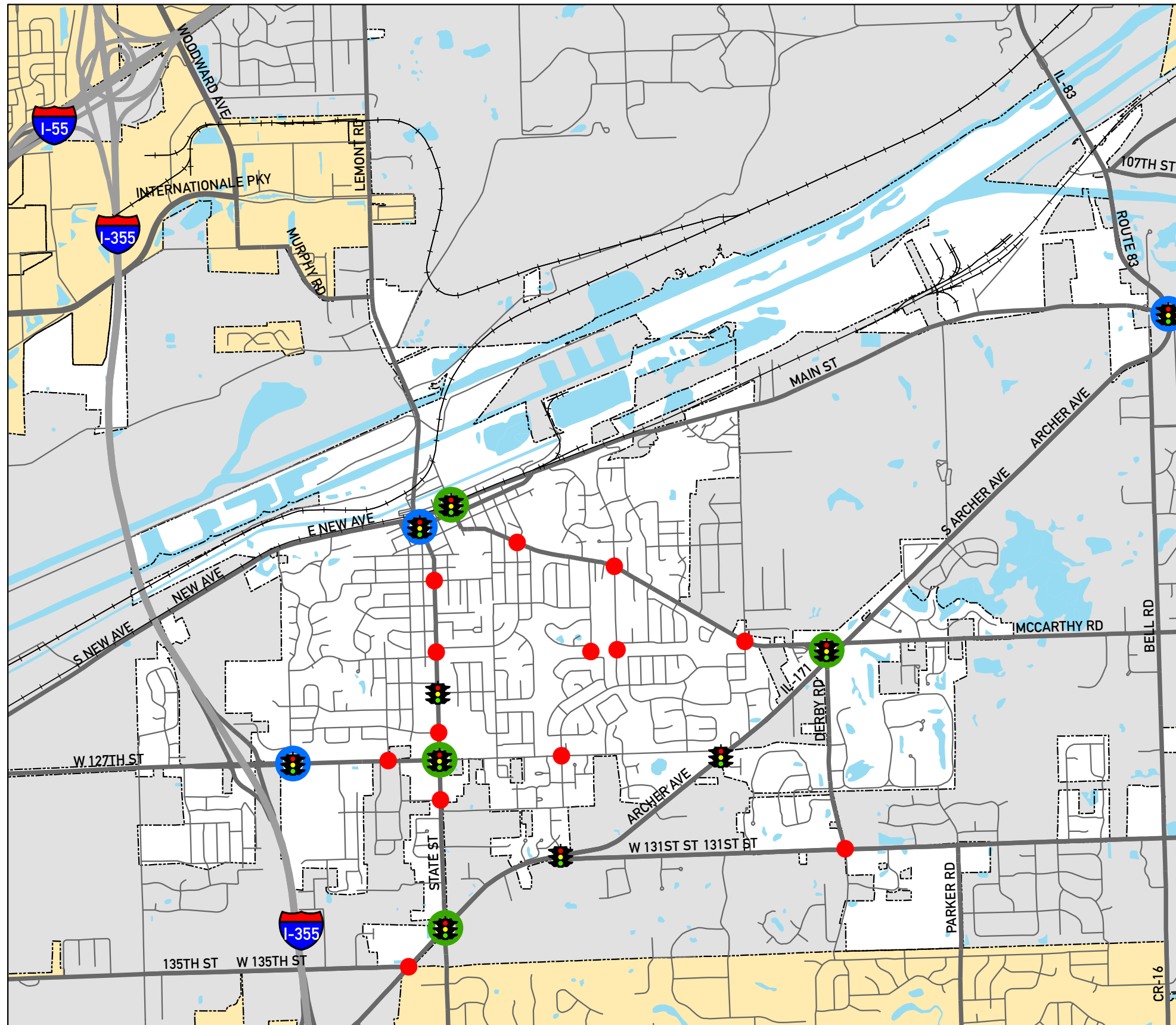
Four intersections have been designated as Hubs because they have high concentrations of commercial activity and are locations where Lemont's major arterials intersect. Three intersections have been identified as Gateways, locations that mark significant entryways to Lemont.

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-

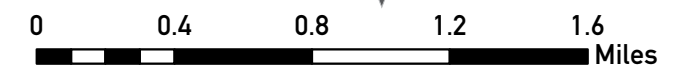
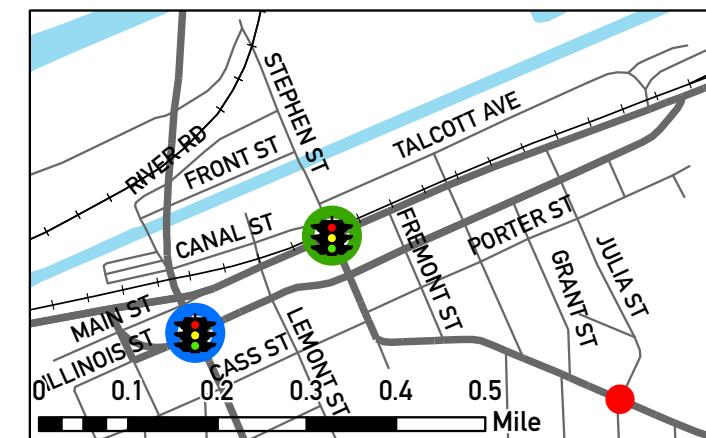
## Proposed Intersection Improvements

- |                   |              |
|-------------------|--------------|
| 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.



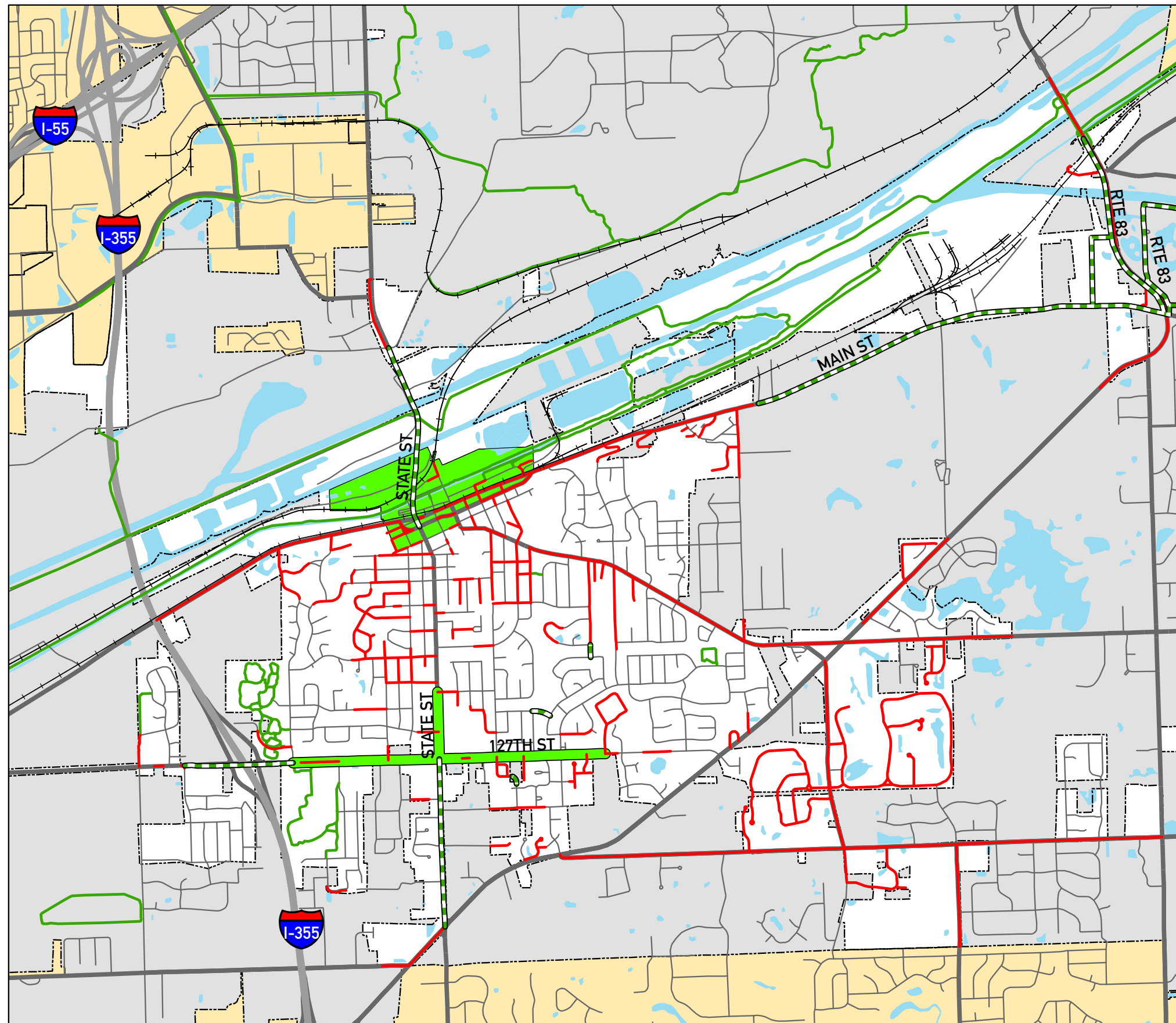
Cut throughs in parks and residential neighborhoods greatly decrease the distance a pedestrian has to walk.

### 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

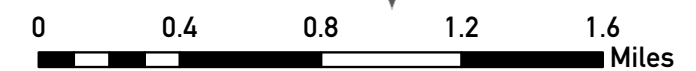
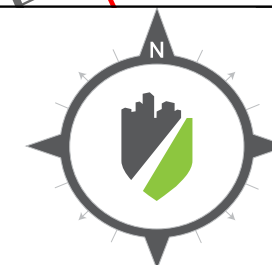
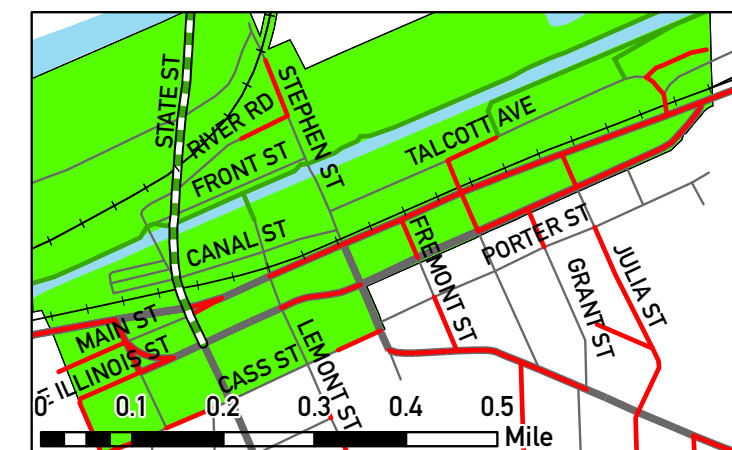
Railroad

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

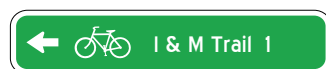
Many Lemont streets are comfortable for cyclists who possess a moderate tolerance for traffic. These routes mostly include residential streets with low-traffic. Many residents and most visitors are unaware of the city's bike-friendly routes. Using signage and shared lane markings, the Village should 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.

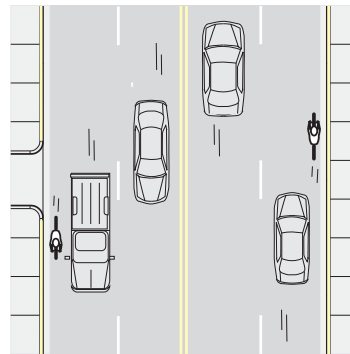
**SHARED LANE MARKINGS:** A shared lane marking is a street marking installed in on the right side of a vehicular travel lane to indicate that a bicyclist may be present and that drivers and cyclists a must share the road. A bicycle symbol and double arrow demark a shared lane. This symbol is also known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

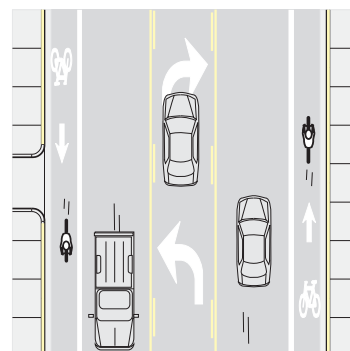
**ROAD DIET:** Road Diets accommodate additional types of roadway users by putting the road on a "diet." For example, a road that accommodates four lanes of vehicular traffic can be redesigned for three lanes of vehicular traffic with two through lanes and a center two-way left turn lane. The area gained 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.

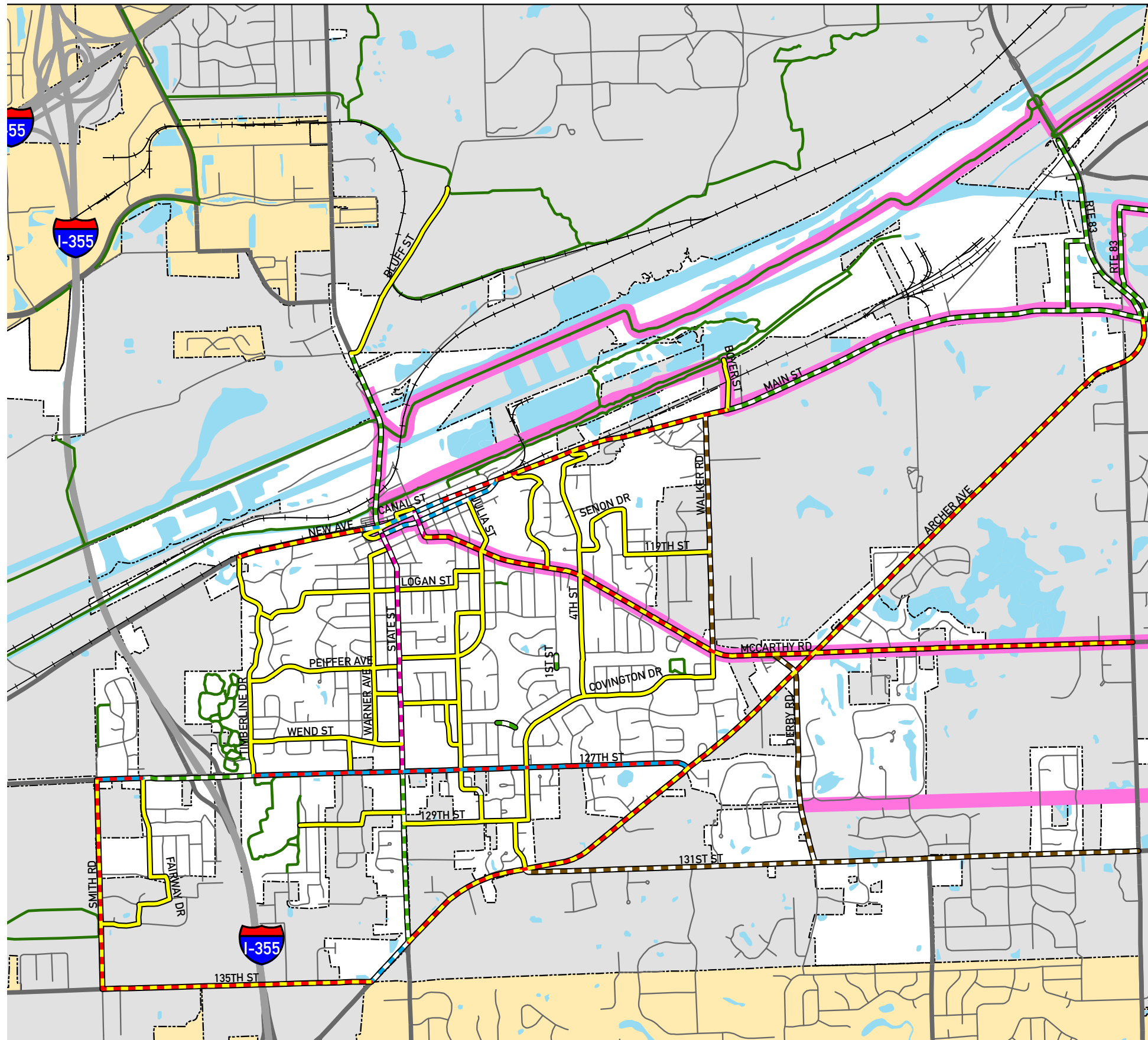
### 2.4.6. Proposed Bicycle Improvements Map

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. Bicycle Improvements (Continued)

2.4.6. Proposed Bicycle Improvements Map



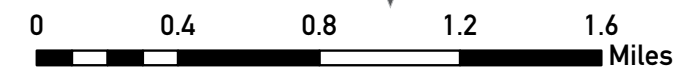
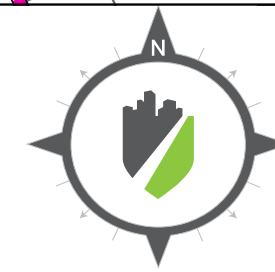
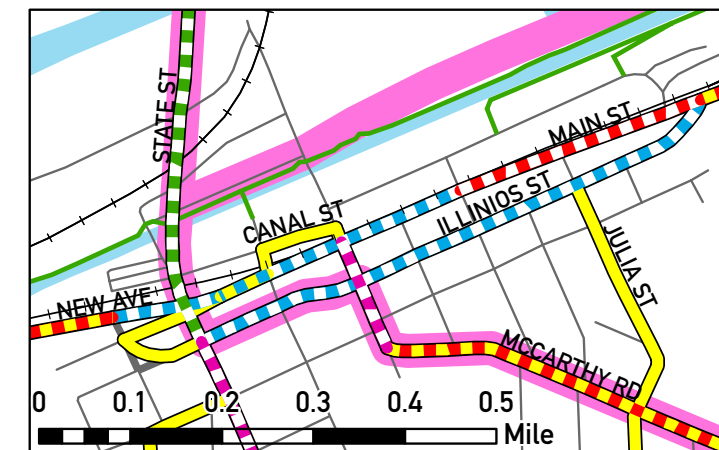
# -Lemont- Proposed Bicycle Improvements

- |   |            |
|---|------------|
| 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.

To supplement current transit service, the Village should work with PACE to discuss opportunities for a bus service from the Lemont Metra station to the Downers Grove Metra station, which offers more frequent transit service.

The Village should also 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 operates two express buses on I-55. These bus routes, #755 and #855, offer rush hour service from Plainfield, Romeoville and Bolingbrook, to downtown Chicago. Although these express buses pass near Lemont, they do not stop in the Village.

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 nearby 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 Circulator Bus 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 the Downer's Grove Metra, Downtown Lemont, State Street Businesses, 3 Corners Businesses and Argonne.

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.

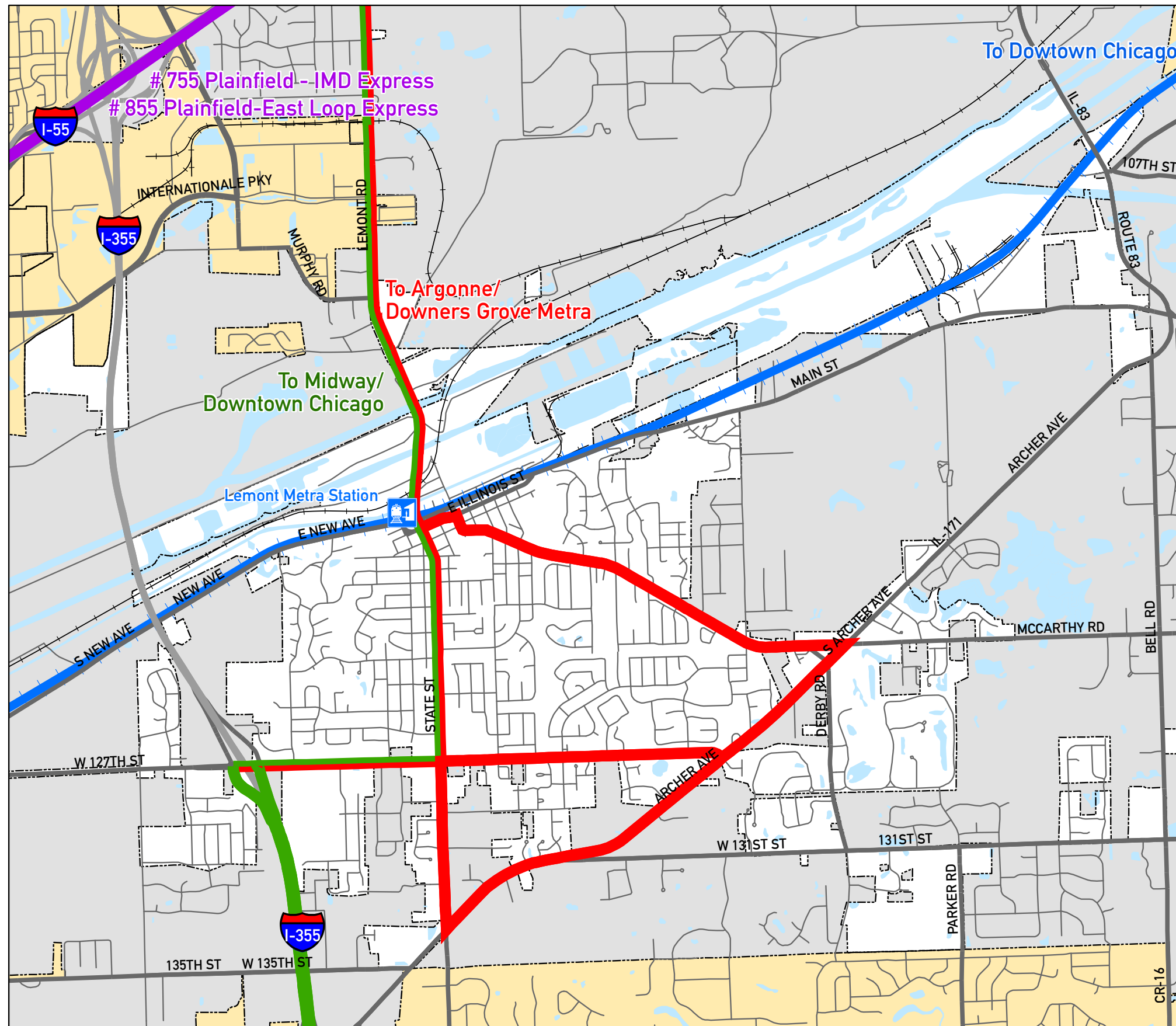


PACE began allowing buses to drive on the shoulder of I-55 in November 2011. An express bus connecting Lemont to I-55 and downtown Chicago would provide a transit connection to regional destinations, and could be offered more frequently than current transit service in Lemont.



2.5. Transit Improvements (Continued)

2.5.1. Proposed Transit Improvements Map

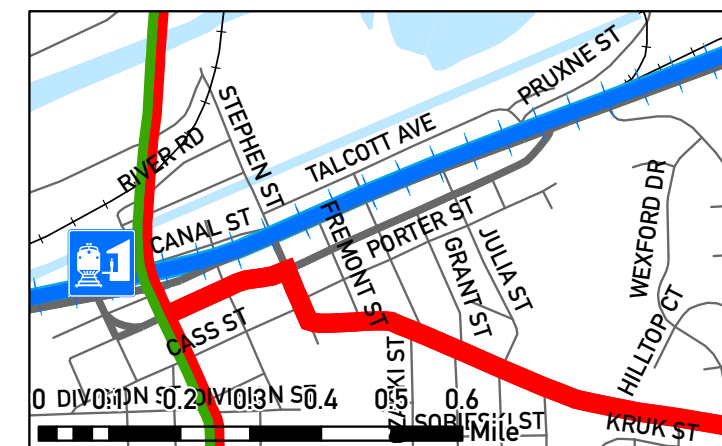


# -Lemont-

## 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*

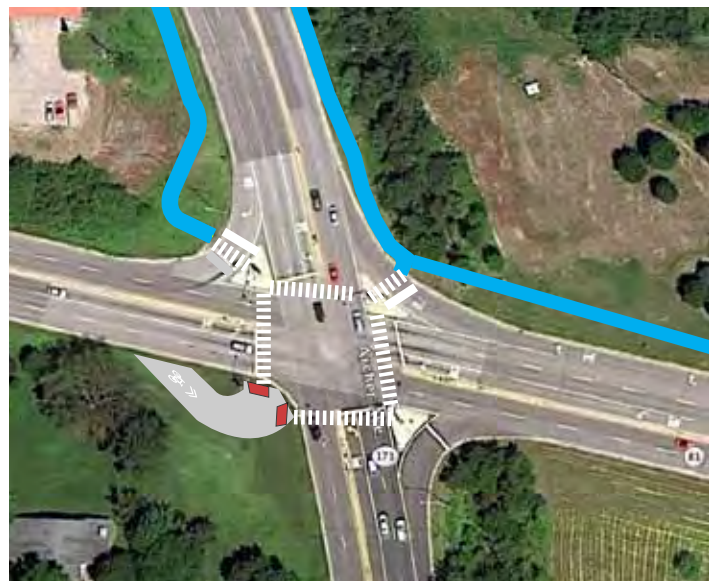
- Designate an area in and around downtown for pedestrians including bump outs, wide sidewalks, striped crosswalks. See Pedestrian Zone description in section 2.3.4 for additional detail.
- Explore the origin and destination of trucks currently using Main Street, and consider truck routing alternatives. 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.

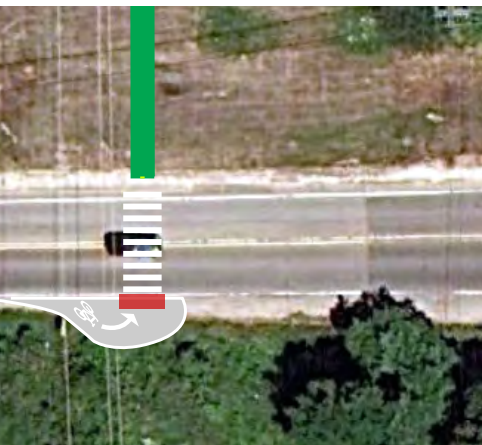




## 2.7 Key Corridors (Continued)



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

3.1 Municipal Policy Recommendations	42
3.2 School Policy Recommendations	44
3.3 Education Programming Recommendations	46
3.4 Encouragement Programs and Event Recommendations	48
3.5 Enforcement Program Recommendations	51

# 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 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 Municipal Policy Recommendations (Continued)

### 3.1.3 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)

**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.

### 3.1.4 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.



## 3.1 Municipal Policy Recommendations

### 3.1.5 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.

As a fun public education effort, the Village could distribute information when residents receive their vehicle stickers that raises awareness about safe ways for drivers, cyclists and pedestrians to interact on the road. To encourage residents to read the information, the Village could ask drivers to complete a 5-question bicycle and pedestrian safety quiz. Residents with correct answers could be entered into a drawing for a small prize. 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

4.1 Evaluation and Oversight	54
4.2 Implementation	55

# 4

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## 4.1 Evaluation and Oversight

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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, a Bicycle and Pedestrian Committee should be formed. Such a committee would monitor implementation of this plan and promote events celebrating active transportation. A member of Village staff as well as representatives from other organizations and community groups should be identified to serve on 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 ways 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

## 4.2 Implementation (Continued)

2.6 Key Destinations				
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)

### 4.2.4 Bicycle Facility Implementation Table

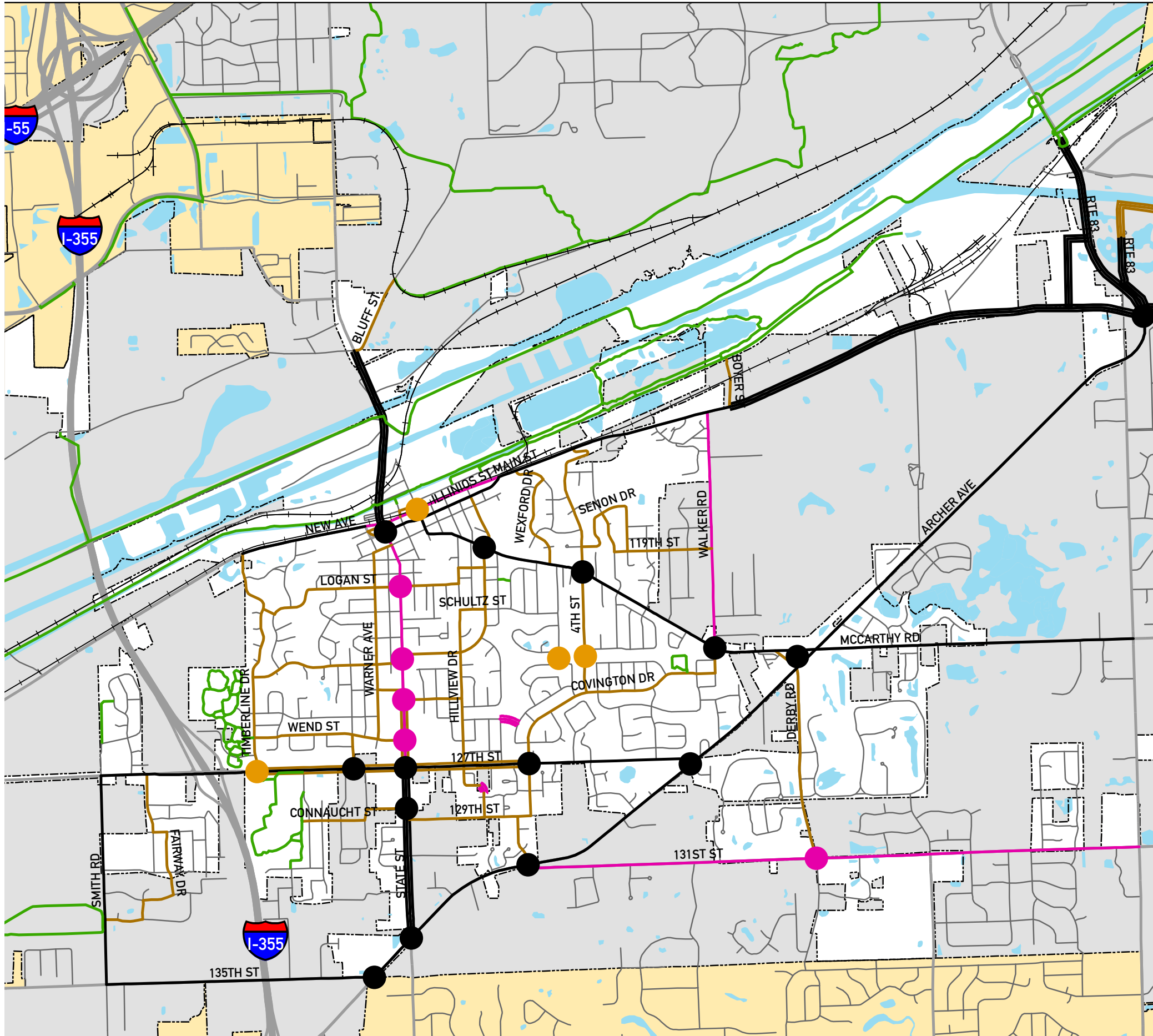
Based on level of difficulty, number of stakeholders needed to implement, the following bicycle network improvements have been recommended for Near, Mid, or Long term implementation. See map 2.4.6 for an illustration of these facilities.

Street Name	From Street	To Street	Partner agency	Recommended bike facility	Timeline
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	119th St		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
Keapatow Dr	State St	Hillview Dr		Signed Bike Route	Near Term
Keough St	End Of Street	Covington Dr		Signed Bike Route	Near Term
Kip Pl	Keapatow 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	Canal St		Signed Bike Route	Near Term
Stephen St	Main 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
Walter St	Wend St	127th St		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)

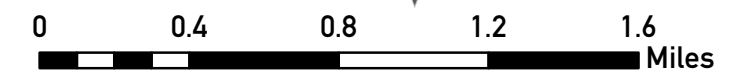
Street Name	From Street	To Street	Partner agency	Recommended bike facility	Timeframe
Main St	Holmes St	Illinois St		Bike Lane	Mid Term
State St	Illinois St	127th St		Bike Lane uphill/Shared Lane downhill	Mid Term
Main St	New Ave	Lemont St		Near Term Signs, Mid Term Shared Lane	Mid Term
131st St	Archer Ave	Bell Rd	Township	Paved Shoulder	Mid Term
Walker Rd	Main St	McCarthy Rd	County		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
127th St	State St	Covington Dr		Near Term Shared Lane Marking Lane, Long Term bike lanes	Long Term
Illinois St	Lemont Rd	Main St		Near Term Shared Lane Marking Lane, Long Term bike lanes	Long Term
127th St	Rolling Meadows Ln	Timberline Dr		Shared Lane Marking	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			Township	Trail	Long Term
Cal Sag Trail Connection			Township	Trail	Long Term
State St/Lemont Road Bridge	Lemont Border	Illinois St		Trail	Long Term



# -Lemont- Implementation

- |                   |                       |
|-------------------|-----------------------|
| <b>Pedestrian</b> | <b>Intersection</b>   |
| — Near-term       | ● Near-term           |
| — Mid-term        | ● Mid-term            |
| — Long-term       | ● Long-term           |
| <b>Bicycle</b>    | <b>Infrastructure</b> |
| — 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



# Appendices

5.1 Appendix A: Public Engagement Summary	64
5.2 Appendix B: Existing Conditions Maps	65
5.3 Appendix C: Pedestrian and Bicycle Facilities Guidance	66
5.4 Appendix D: Funding Resources	67
5.5 Appendix E: Municipal Policy Resources	69
5.6 Appendix F: Programming Resources	72



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## 5.1 Appendix A: Public Engagement Summary

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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.

# PUBLIC ENGAGEMENT REPORT



The Public Engagement Report summarizes public input gathered throughout the planning process and how it influenced Lemont's Active Transportation Plan. Lemont's public outreach and engagement facilitated discussion between residents and key stakeholders in Lemont who best understand the challenges of getting around the community by walking and biking, and Active Transportation Alliance (Active Trans), who provided expert advice on how to best address those challenges.

Developing a plan for safe modes of transportation in Lemont began with including the public in the process which set the basis for a holistic plan that addressed the community's needs for walking and biking. The Village of Lemont and Active Trans formed a Steering Committee to guide the plan, hosted two Community Workshops and an Olympic Ride with local celebrities as well as an online survey – all in a concerted effort to gather public input.

Information that was gathered during the public engagement process formed *Lemont's Community Priorities* which ensured public influence on the Active Transportation Plan. A table and map was created to summarize public input that was collected during the planning process and directly reflected the community's needs on specific corridors and intersections. In turn, community priorities that were identified provide a basis for understanding which projects the community would like to see implemented first.

While the timeframe of each plan recommendation reflects the level of feasibility and coordination required for implementation, the community priorities reflects the level of resident interest in projects based on comment received. Due to the number of comments received, only a limited number of projects were analyzed to show community priority.

Public input was analyzed to create *Lemont's Community Priorities* which included materials gathered from a mapping exercise at two community workshops and an online survey. Participants at the community workshops worked in groups to identify desired bicycle and pedestrian routes as well as hazardous intersections and corridors. The main purpose behind this activity was to learn about barriers encountered on regular biking and walking trips and key destinations people in the community visit. By identifying desired routes to these key destinations, the team at Active Trans can better identify where to focus recommendations for the Village.

The community's priorities were identified by reviewing information gathered from the public engagement process, which included online surveys and two community workshops.

*The following Public Engagement Report provides context for Lemont's Community Priorities by summarizing each of three phases in public engagement:*

- Phase 1: Stakeholder Steering Committee
- Phase 2: Community Workshops
- Phase 3: Additional Outreach

Please refer to the following document for further details: *PE-1) Lemont's Community Priorities Table and Map*, *PE-3) Walkability Workshop Maps* and *PE-4) Open House Event Maps*.



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

# Phase 1: Stakeholder Steering Committee

*Planning with the public in mind.*

## 1. What we did.

In order to sustain a successful plan in the community, Active Trans worked with the Village of Lemont to gather public input from key stakeholders in order to better assess the current needs of the community.

Developing a plan for safe modes of transportation in Lemont began with including the public in the process; which set the basis for a holistic plan that addresses the community's needs for walking and biking. Public outreach for Lemont's Active Transportation Plan includes the following phases:

- **Form a Steering Committee:** Active Trans worked with Jim Brown, the Village of Lemont's Community Development Director, and Charity Jones, Village Planner, to identify local keys stakeholders representing public, private and community interests in order to form a strong steering committee. Local media outlets and harder to reach audiences were also identified in order to conduct a widespread effort during public outreach.
- **Gather local knowledge:** Lemont's Steering Committee played an active role in providing local knowledge on current bicycle issues and presented possible solutions to enhance the existing network.
- **Inform the public:** Active Trans, the Village of Lemont and steering committee members publicized the development of an Active Transportation Plan through social media, local media outlets, municipality and community center websites, and mass distribution of hard copy fliers at key places. Residents and interested parties were encouraged to provide feedback by participating and sharing an online survey on biking issues in Lemont or by attending the community's Open House Event.

## 2. What we have gathered.

*Steering Committee:* Once formed, members of the Steering Committee shared their visions for a healthier and active Lemont by walking and biking; prioritized facilities and amenities for the active transportation plan; chose programs of interest to increase education, encouragement and enforcement; and identified key destinations in the community.

## 3. How the steering committee impacts the plan.

Lemont's Steering Committee Report summarizes the goal priorities for the active transportation plan determined by Steering Committee members. In addition, a strong and locally relevant vision was derived from Steering Committee vision statements, forming the community's "Vision for Lemont." Lastly, key destinations and desired walking and biking routes in the community were identified, creating the "Place Connections" section of the plan.

Active Trans utilized effective strategies for public engagement by reaching out to leaders in the community, organizations and institutions that are working to push Lemont's vision for biking forward. Maintaining community involvement and interest in the bicycle and pedestrian improvements is a key component to increasing ridership and eventually leads to a plan that has strong public support.

A collaborative effort between various stakeholders representing the needs of public and private sectors in the community formed Lemont's Steering Committee, including Village Staff, Trustees and the School District.

Additionally, a client working session was held with Lemont's Steering Committee to review a draft outline of the plan and preliminary network map in order to comment on any locations or corridors that may have been missed during the public engagement process.

Please refer to (PE-2) *Steering Committee Report* for further reading and (PE-7) *Lemont's Promotional Materials* to see what materials were used during public outreach.

## Phase 2: Community Workshops

*Connecting people to places.*

### 1. What we did.

On September 27th, 2011, a walkability workshop was led by Mark Fenton, a national public health, planning and transportation consultant and host of PBS popular series America's Walking. Residents and active community members in Lemont Schools District focused on walking issues in and around Downtown Lemont.

Lemont Township Community Center opened its doors to the second workshop on October 19th, 2011 and gathered nearly 40 residents and interested parties. John Vande Velde, a former US Olympian and national champion cyclist, kicked off the second workshop by further delving into walking, biking and transit needs of the community.

Prior to the second workshop, momentum on active transportation continued as 60 people joined John Vande Velde for an 8-mile community bike ride around Lemont on October 16th, 2011.

### 2. What we have gathered.

Public input gathered from the Walkability Workshop and Lemont's Open House Event directly influenced the plan by incorporating the following data collected: Two Mapping Exercise Sessions, Polling Results, Wish Lists and the Education, Encouragement and Enforcement (3Es) Poster Boards which formed the active transportation network as well as recommendations for policy and programming.

### 3. How *Lemont's Public Meetings* impact the plan.

#### ➤ *Maps:*

Participants at the community workshops worked together in groups to develop maps that reflected their needs for walking, biking and transit improvements in the Lemont. Key destinations that were identified during the mapping exercise became the "Place Connections" of the plan thereby providing the foundation for the pedestrian and bicycle network. Hazardous crossings, intersections and street enhancements also served as a guide for infrastructural recommendations in the plan. Finally, the desired pedestrian and bicycle routes marked by each group were tallied and used as a basis to network recommendations.

Please refer to *(PE-3) Walkability Workshop Maps* and *(PE-4) Open House Event Maps* for further detail.

***Lemont's Destinations Maps*** identifies the following areas as key places to walk and bike in the Lemont:

#### *Destination Places*

##### Regional Bike/ Pedestrian Connections

- Heritage Quarry Recreation area
- Veterans Memorial Trail
- Cal-Sag Trail & Centennial Trail

- Covington North Park
- HS ball fields (131st and Bell)
- Bambrick Park
- NorthView Park
- Ruffled Feather Golf Course

##### Parks and Open Spaces

- Centennial Park, Old Quarry Middle School
- Lemont Township Facilities and Heritage Woodland Sanctuary
- Covington South Park

##### Local Schools

- District 113A
- Lemont High School
- Private schools



## Commercial

- Downtown Lemont
- State Street businesses
- Waterfall Glen
- Walgreens (127<sup>th</sup> and Archer)
- 3 Corners (Archer/McCarthy/Derby)

- St. James
- Mt. Assisi

## Destination Corridors

- Archer
- Main Street
- State Street

## Public Buildings

- Library
- Lithuanian World Center

## Transit

- Lemont Train Station

***Lemont's Hazards Map*** demonstrates areas that ranked the highest as barriers to destinations in the community.

A total of 10 groups (3 groups from Walkability Workshop and 7 groups from Open House Event) participated in the mapping exercise. The following streets were identified as hazardous by both public meetings:

### *Hazardous Corridors*

- Main St
- E New Ave
- Archer Ave
- McCarthy Rd
- State St
- 127th St
- Smith Rd

### *Hazardous Intersections*

- Main St and State St
- Archer Ave and McCarthy Rd
- McCarthy Rd and Walker Rd
- McCarthy Rd and Main St
- 127th St and State St

***Lemont's Pedestrian Route Map*** shows the following streets in the village as the most desired areas to bike.

A total of 10 groups (3 groups from Walkability Workshop and 7 groups from Open House Event) participated in the mapping exercise. The following streets were identified as desired pedestrian routes by both public meetings:

- McCarthy Rd
- State St
- 127th St
- Covington Dr
- Julia St
- W Wend St
- Timberline Dr
- Holmes St

***Lemont's Bicycle Route Map*** shows the following streets in the village as the most desired areas to bike.

A total of 10 groups (3 groups from Walkability Workshop and 7 groups from Open House Event) participated in the mapping exercise. The following streets were identified as desired bicycle routes by groups at both public meetings:

- Timberline Dr
- McCarthy Rd
- S Archer Ave
- Derby Rd
- I&M
- Canal Bank Rd
- Warner Ave
- Bluff Rd
- Country Ln
- Covington Dr
- Hillview Dr
- W Wend St
- Smith Rd

➤ ***Education, Encouragement and Enforcement Poster Boards:***

Young and elderly alike enjoyed visually appealing boards displayed at the public meetings. The boards depicted a wide array of options for programming in education, encouragement and enforcement. The public has the option of choosing which program they are interested in bringing to their own community by placing a sticker on images. Their selections are then reflected in the “Education, Encouragement, and Enforcement” section of the plan.

The **3Es** Poster Board demonstrates high interest in the following programs:

***Education:*** Youth and Teen Bicycle and Pedestrian Education, Community Education,

***Encouragement:*** Community Feature Events, Local Business Spotlight Events

***Enforcement:*** Must Stop for Pedestrians in Crosswalks

➤ ***Polling Questions:***

Participants at the public meetings were asked a series of questions regarding bicycle and pedestrian issues. Polling results indicate the level of walkability, bike-ability, and access to transit, which helps determine where prioritization to the pedestrian and bicycle network need to be made. A set of questions ask participants to select their “top priority” with pedestrian, bicycle and transit amenities and facilities; demonstrating immediate needs in the community.

➤ ***Wish Lists:***

In addition to sharing ideas during the group exercise, participants were asked to fill out a Wish List by writing down specific corridors or intersections that need improvement as well as possible solutions. They listed places for improvement under walking, biking and transit. Locations identified by the public brought attention to areas that were addressed in the plan.

The Wish List also asks participants to continue to stay involved through the implementation of their community’s plan. By signing up for the implementation of Lemont’s Active Transportation Plan, residents can take an active role in the project and gives the community a head start in forming a Bicycle and Pedestrian Task Force in the future.

Please refer to *(PE-5) Wish List* to see input on walking, biking and transit issues from the Open House Event.

## **Phase 3: Additional Outreach**

*Engaging the public adds depth to plan.*

### **1. What we did.**

Additional outreach was undertaken to ensure that residents have the opportunity to share their input on walking and biking improvements. As stated in the steering committee’s vision statement, developing an Active Transportation Plan in Lemont will provide a network that serves all users of the road and alternate options for transportation for the community. In an effort to gather extensive public input from the community, an online survey was circulated throughout the community to add depth to the plan.

Due to successful media outreach and coverage of Lemont’s Active Transportation plan, over 120 online surveys were compiled. Highlights of the survey can be found in Lemont’s Public Engagement Report.

### **2. What we have gathered.**

➤ ***Lemont’s Online Survey Results:***

Due to successful media outreach and coverage of Lemont’s Active Transportation plan, over 120 online surveys were compiled. Highlights of the survey are listed below.

### *Pedestrian Issues*

- 1) Lemont's walking environment was rated as "Moderately Walkable to Not Walkable."
- 2) How often do people in Lemont walk outside? Daily (40%), Weekly (38%)
- 3) Priority for improving walking environment in Lemont: Sidewalks (54%), Crossings and Intersections (17%)

### *Bicycle Issues*

- 1) Lemont's biking environment is considered to be "Moderately Bikeable to Not Bikeable."
- 2) How often do people in Lemont ride a bicycle? Weekly (34%), Monthly and Few times per year (tied- 22%)
- 3) Priority for improving biking conditions in Lemont: Off-street trails and paths and On-street bike facilities (tied- 40%)

### *Transit issues*

- 1) Lemont's access to transit is considered to be "Difficult to Average."
- 2) How often do people in Lemont take the train? Never (46%), A few times per year (40%)
- 3) Priority for improving transit conditions in Lemont: Bicycle and pedestrian connections to transit (63%)

Please see *PE-6) Lemont's Online Survey Results* to view all the results from Lemont's online survey.

### **3. How *additional outreach* impacts the plan.**

Additional public outreach in Lemont served as a means to raise awareness on updating the plan and connecting with the larger community. An online survey was created to ensure that residents and interested parties in Lemont had an equal opportunity to voice their opinion. This also gives an opportunity to take a closer look at streets, crossings and intersections that may have been missed at Community Workshops. A significant amount of written responses were collected when asked what destinations, barriers and streets need to be addressed in the plan. Nearly 50 people who filled out the survey showed interest in staying involved in the plan and left their contact information. Complete online survey results along with a list of interested participants can be found in the appendix.

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Attached to Lemont's Public Engagement Report:

*PE-1) Lemont's Community Priorities Table and Map*

*PE-2) Steering Committee Report*

*PE-3) Walkability Workshop Maps*

- a. *Destinations Tally Map*
- b. *Barriers/Hazards Map*
- c. *Pedestrian Route Tally Network Map*
- d. *Bicycle Route Tally Network Map*

*PE-4) Open House Event Maps*

- a. *Destinations Tally Map*
- b. *Barriers/Hazards Map*
- c. *Pedestrian Route Tally Network Map*
- d. *Bicycle Route Tally Network Map*

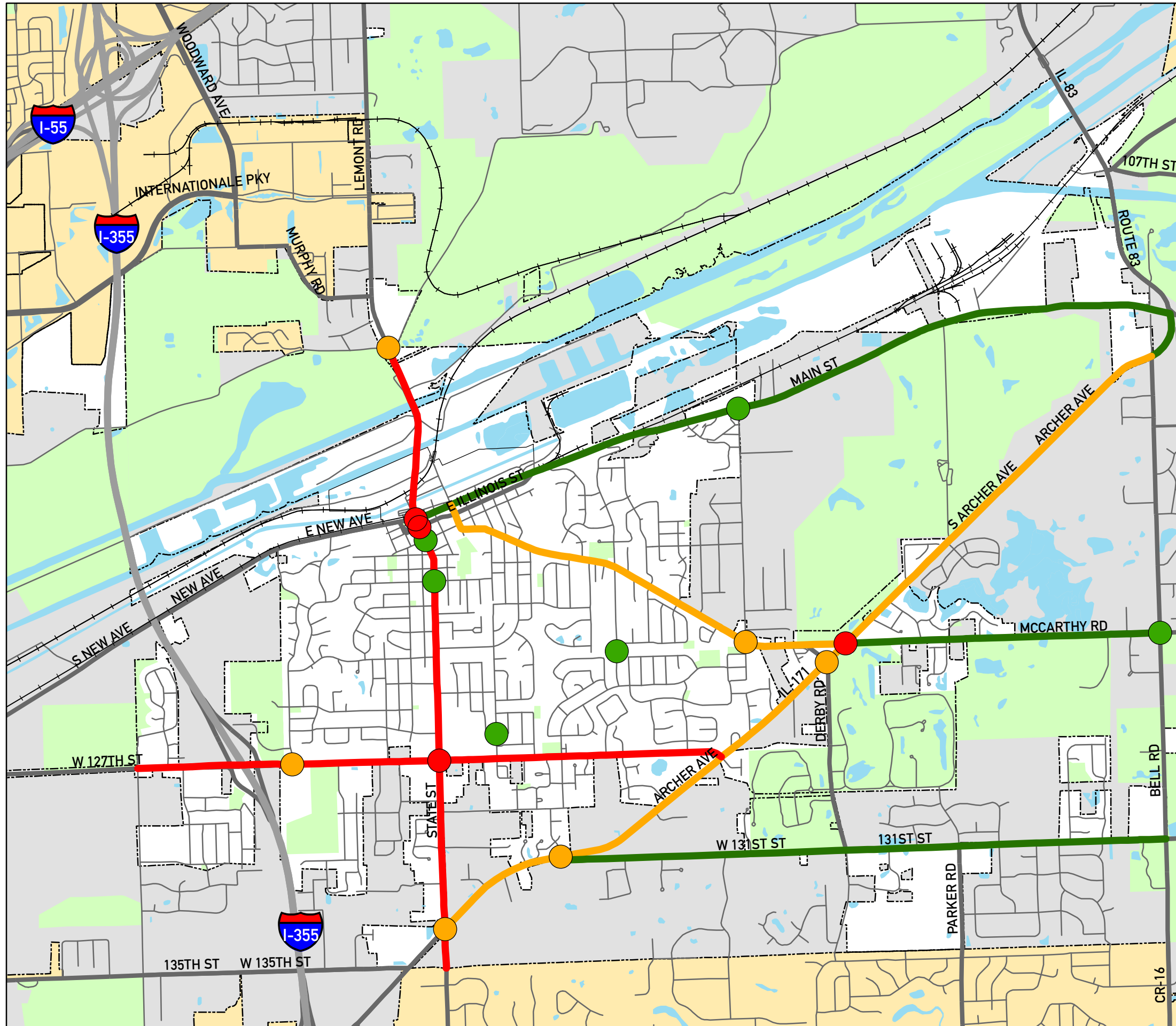
*PE-5) Lemont's Wish List*

*PE-6) Lemont's Survey Results*

*PE-7) Lemont's Promotional Materials*

# -Lemont-

## Community Priority Map - Desired Bike/Ped Routes Hazardous Intersections



- |                                |                       |
|--------------------------------|-----------------------|
| <b>Hazardous Intersections</b> | <b>Infrastructure</b> |
| ● Low                          | — Highway             |
| ● Medium                       | — Arterial            |
| ● High                         | — Local Road          |
|                                | — Railroad            |
| <b>Desired Routes</b>          | <b>Land Use</b>       |
| — Low                          | Water                 |
| — Medium                       | Park                  |
| — High                         |                       |

Note: Please refer to community priorities table for additional roads not included on the map:  
135th St, Derby Rd, Walker Rd, Bell Rd, New Ave, Smith Rd

### Downtown Lemont



0 0.4 0.8 1.2 1.6 Miles

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



DESIRED BIKE/PED ROUTES							
Street Name	Community Priority	Online Survey	Avg Maps	Ped OH Maps	BikeOH Maps	Ped CS Maps	Bike CS Maps
Archer Avenue	MED	Med- 21	Med	n/a	Low-Med	Low	Med-Low
Main Street	LOW	Low- 9	Low	n/a	Med	Med-Low	n/a
State Street	HIGH	High- 35	High	Low-Med	High	Med-Low	Low
127th Street	HIGH	High- 44	High	Low	Low-Med	High-Med	Med-Low
McCarthy Road	MED	High- 31	Med	High-Med	Med	Low	Low
131st Street	LOW	Low- 5	Low	n/a	Low-Med	n/a	n/a
Lemont Road Bridge	LOW	Low- 2	Low	n/a	High	n/a	n/a
Timberline Dr	LOW	Low- 10	Low	n/a	High	Low	Low

OTHER CORRIDORS					
Street Name	Community Priority	Online Surveys	Avg Maps	OH Maps- Hazards	CS Map- Hazards
Lemont Road	High-Med	Med- 7	High	High-Med	High
127th Street	Med	Med- 6	Med	Med	Med-Low
McCarthy Road	Med-Low	Med- 8	Low	Low	Med-Low
State Street	Med	Med- 7	High-Med	High-Med	n/a
Archer Avenue	Med	Med- 9	High-Med	High-Med	n/a
Julia Street	Low	Low- 1	Low	Low	n/a
Warner Street	Low	Low- 1	Low	Low	n/a
Main Street	Low-Med	Low- 1	Med	High-Med	Low
Derby Road	Low	Low- 3	n/a	n/a	n/a
Walker Road	Low	Low- 2	Low	Low	n/a
I-355 Crossover	Low	Low- 2	Low	Low	Low
131st Street	Low	Low- 4	Low-Med	Low-Med	n/a
Rt IL-83	High-Med	n/a	High-Med	High-Med	n/a

INTERSECTIONS							
Street Name	Street Name 2	Community Priority	Online Surveys	Avg Maps	OH Maps- Hazards	CS Map- Hazards	Destination Maps
Bell Road	McCarthy	Low	Low- 1	Low	Low	Low	Gleneagles Country Club, John Duffy Preserve 3 Corners
Archer	McCarthy	High	High- 20	High	High	High	(Archer, McCarthy, Derby) State St. Businesses
127th	State	High-Med	Med- 8	High	High	High	Lemont Public Library 3 Corners
Archer	Derby	Med	Med- 7	Med	Low	High	(Archer, McCarthy, Derby)
Walker	McCarthy	Med	Med- 5	Med	Low	High	Amberwood Park
State	Illinois	Low	Low- 4	Low-Med	Med	Low	Downtown Lemont
4th Street	(enter Covington Knolls)	Low	Low- 1	Low-Med	Low	Med	White Pines Academy
Archer	State	Med	Low- 1	High	High	High	State St. Businesses River Valley School, Oakwood School
Rivervalley	Oakwood	Low	Low- 1	n/a	n/a	n/a	OakWood School River Valley school
Hillview	Una	Low	Low- 1	n/a	n/a	n/a	Brown Park, The Bowl
E. Logan	State Street	Low	Low- 1	n/a	n/a	n/a	Herritage Quarry Rec Area
Walker	Main Street	Low	Low- 1	n/a	n/a	n/a	n/a
131st Street	Archer	Med	n/a	Med	Med	n/a	n/a
127th Street	Timberline Dr	Med	n/a	Med	Med	n/a	Old Quarry Middle School, Lions Park, Centennial Park Lemont Metra Station, Legion Park, Post Office, Village Hall, Police Dept
Main Street	State Street	High-Med	n/a	High-Med	Med	High	Lemont Bridge
Bluff Rd Street	Lemont Rd	Low-Med	n/a	Low-Med	Med	Low	

# STEERING COMMITTEE REPORT



## Introduction

The first step Active Trans took to develop a sustainable plan for the community was to form a steering committee that represented current needs in the Village of Lemont. A steering committee of key stakeholders representing community departments and interests was formed, allowing better assessment of options and opportunities for safe multi-modal transportation.

On September 7<sup>th</sup>, 2011, Lemont's Active Transportation Plan steering committee gathered to set a vision and goal priorities for the plan. The committee was comprised of village staff, key stakeholders including representation from local schools, community groups, and public agencies in Lemont.

The following document summarizes the priorities set by the steering committee which served as a resource and guide throughout the planning process. Defining Lemont's vision and goals for the improvement of walking, biking and transit also provided a foundation for future developments in the community.

### **Lemont's Active Transportation Plan Steering Committee:**

Charity Jones, Village of Lemont, Village Planner  
James Brown, Village of Lemont, Community Development Director  
Ron Stapleton, Village of Lemont, Village Trustee  
Dave Maher, Village of Lemont, Planning and Zoning Commission  
Ralph Pukula, Public Works Director/Village Engineer  
James L. Cainkar, Acting Village Engineer  
Jan Yuvan, Lemont Consultant, Transportation Planner  
Dawn Banks, Lemont Park District, Maintenance Administrator  
Steve Rosendahl, Lemont Township, Township Supervisor  
Pam Mazurek, Lemont School District 113A, Director/Operations  
Tim Ricker, Lemont School District 113A, Superintendent  
Joseph Miller, Lemont Police Department, Sergeant  
Keith Nowakowski, Lemont Outdoors  
Laura Pelen, Lemont Resident

## Vision

The Village of Lemont is a picturesque "centuries old community" with a growing population grounded in a close-knit and service-oriented government that values diverse places of worship, education, a diverse choice in housing, an affluent workforce and support of local businesses. Lemont's rich history and rise in population dates back to the early 1800s, when Irish, German, Swedish, Danish, and native-born populations settled and worked in the area due to the construction of the Illinois & Michigan Canal. European immigrant groups from Lithuania were attracted to Lemont with the arrival of the quarry industry and railroad construction projects. Lemont's strong backbone in the workforce, continued well into the industrial era in the 20th century.

Lemont's Active Transportation Plan will contribute to Lemont's history of serving growing populations and lead the community towards becoming a regional destination. The plan will guide Lemont towards improving its walking, biking and transit connections to the point where the community will meet Secretary Ray LaHood's "livability" standards for the 21st century.

*"Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids in a park, all without having to get in your car."* - US Secretary of Transportation, Ray La Hood

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 their community's goals and vision.

The vision for Lemont:

**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. Walking and biking will be a viable means of recreation and transportation; providing a safe, fun activity for people of all ages. People will be able to walk or bike to downtown Lemont, businesses along State Street and Archer Avenues, 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.**

The vision for active transportation in Lemont reflects the community's desire to increase multi-modal options by using walking and biking as a form of transport and recreation. Programming will be led by engaged residents and groups in Lemont and will help build momentum and excitement towards leading an active lifestyle. Lemont's Active Transportation Plan will provide comprehensive programming (gathered from public input) focused around *Education, Encouragement and Enforcement* and act as a support to infrastructure and policies that improvement the walking and biking environment. Together, programming, policy and infrastructure recommendations work in synergy of one another to help Lemont achieve their community's goals and vision.

## Vision Statements

Lemont's Steering Committee wrote the following statements, describing their vision for walking and biking in the community. These vision statements were used to create a single, unified vision for the Active Transportation Plan.

- I envision Lemont as a community where people of all ages can easily treasure the town in comfort and safety by non-motorized modes of transportation. In particular, I envision a community that considers the needs and desires of those without auto transport to be able to reach a variety of destinations like the post office, schools, library, and recreation facilities.
- Safe, secure, secluded areas to bike, walk, or jog. A place-area to escape from daily rigors – to meditate.
- Ability to walk/ride throughout the town.
- Central point for SW trail.

## Active Transportation Plan Goals

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).

The following goals guided the development of this plan.

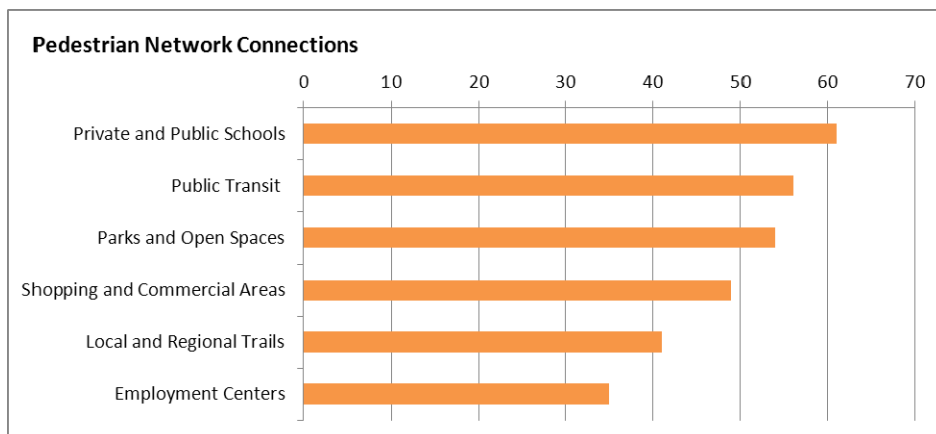
1. Build a complete, connected active transportation network.
  - *Active Transportation Infrastructure:* Provide a comprehensive transportation network that prioritizes biking, walking and transit use. Emphasize the creation of dedicated routes and amenities to foster active transportation.
  - *Green Connections:* Provide a comprehensive network that connects residents to parks, open space and regional trails.
2. Create an institutional environment that encourages development and use of active transportation.
  - *Institutional Connections:* Adopt policies that encourage agency collaboration between the Schools, the Parks, the Village, and the private sector to make it safer and easier for residents to enjoy Lemont’s Active Transportation Network.
  - *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.
3. 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 to shop at local businesses by improving biking, walking and transit accessibility at important places in the community.

## Active Transportation Network Priorities

Lemont’s Active Transportation Network will connect residents in Lemont to destinations in their community through a comprehensive Bike and Pedestrian Network. In order to prioritize the network needs of the community, the steering committee ranked their preferences from high (5) to low (1) to indicate which places require better connectivity by foot and bike, and what types of improvements are most needed. The following charts indicate the destinations and how they were ranked by the steering committee:

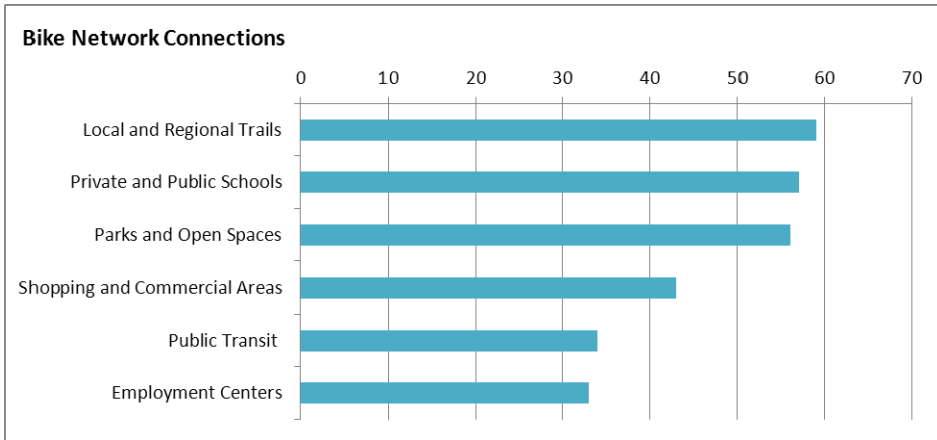
Please refer to the Steering Committee Goal Priorities sheet (attached) for further detail.

*Connect Pedestrian Network to:*

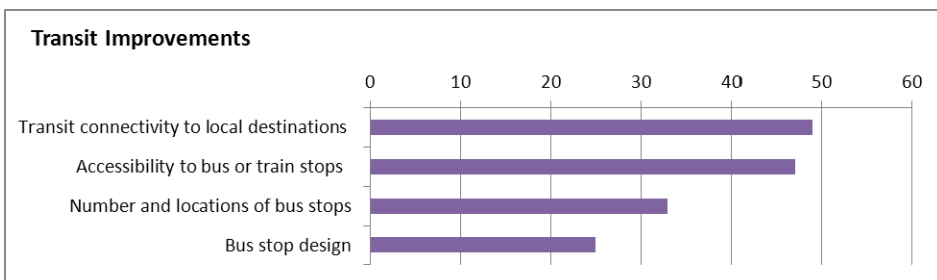
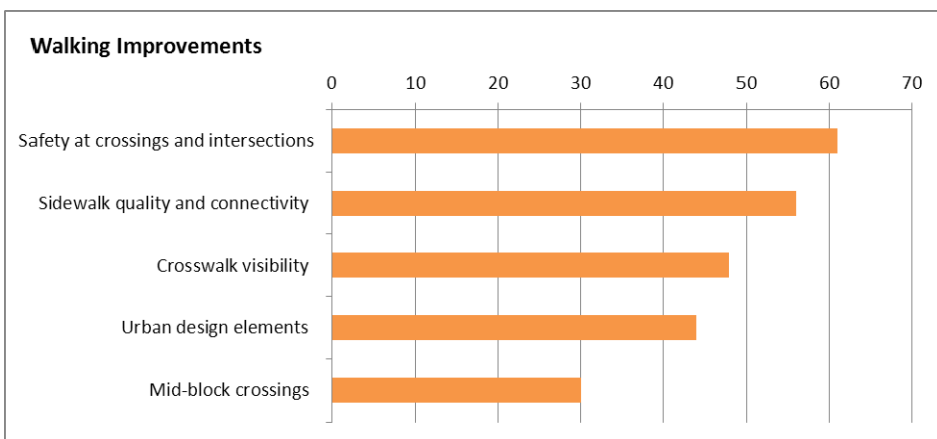
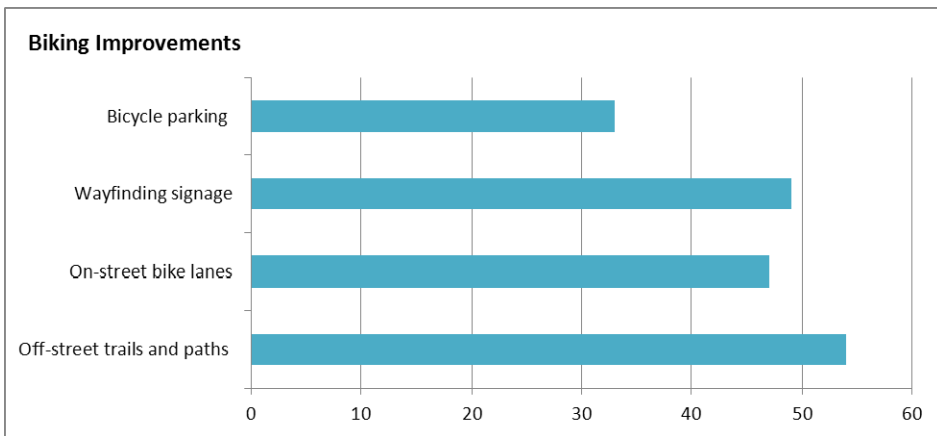




*Connect Bike Network to:*



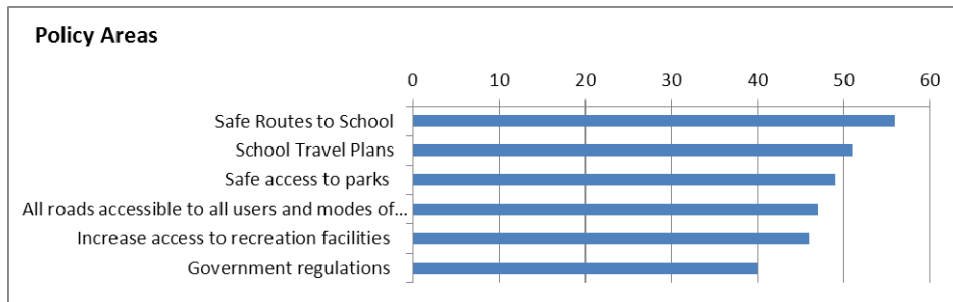
*Facilities and Amenities:*



## Policy Priorities

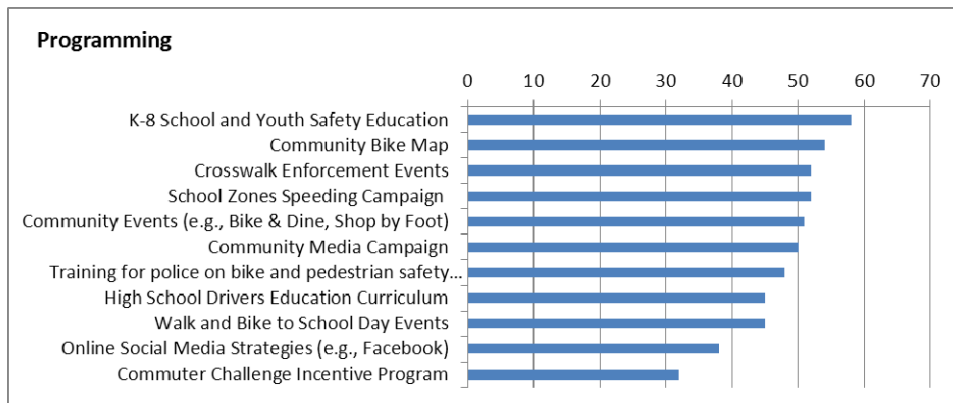
Lemont's Active Transportation Plan lists a set of recommendations under Policies and Programming that support the Bike and Pedestrian Network, and will work together to improve the walking and biking environment in Lemont. In order to prioritize the policy and programming needs of the community, the steering committee ranked their preferences from high (5) to low (1). The following chart indicates the policies and programs that were ranked the highest:

### *Prioritized Policy Areas*



## Programming Priorities

### *Education, Encouragement and Enforcement Programs*

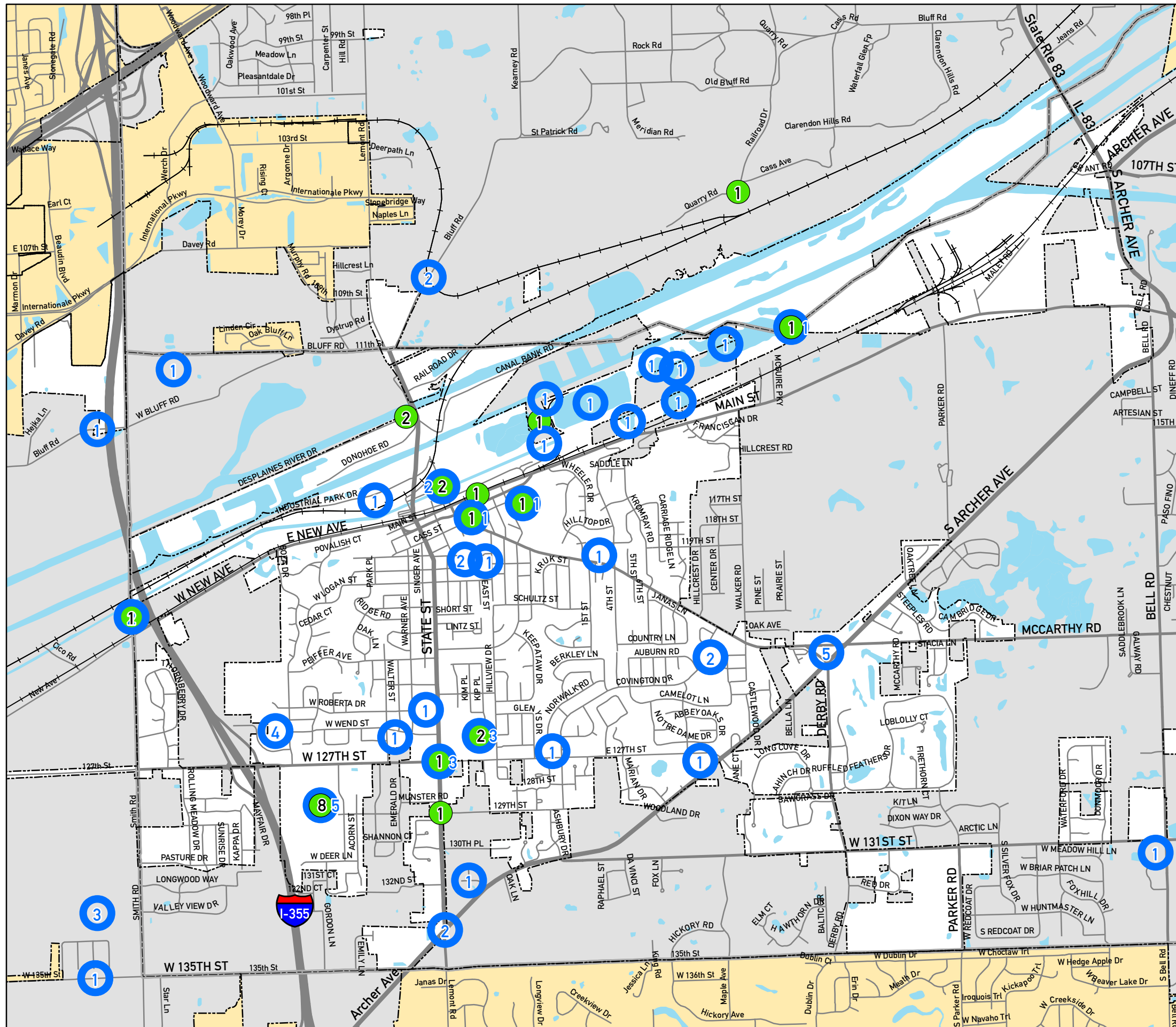


## Key Destinations

The steering committee identified the following destinations in Lemont that are important for residents to connect to by walking, biking and transit. These places will be supplemented with additional ideas collected from the community through public engagement activities.

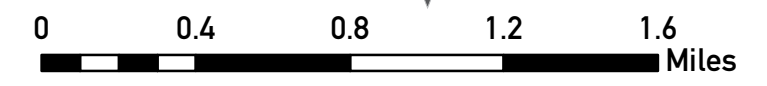
- Downtown (car show, bars) / Metra
- Centennial Trail
- Oakwood/River Valley
- Heritage Quarries
- Lemont Park District
- Elem. Schools
- Schools
- Quarries
- Downtown

# -Lemont- Complete Streets Workshop Destinations



- Destinations**
- Normal
  - Priority

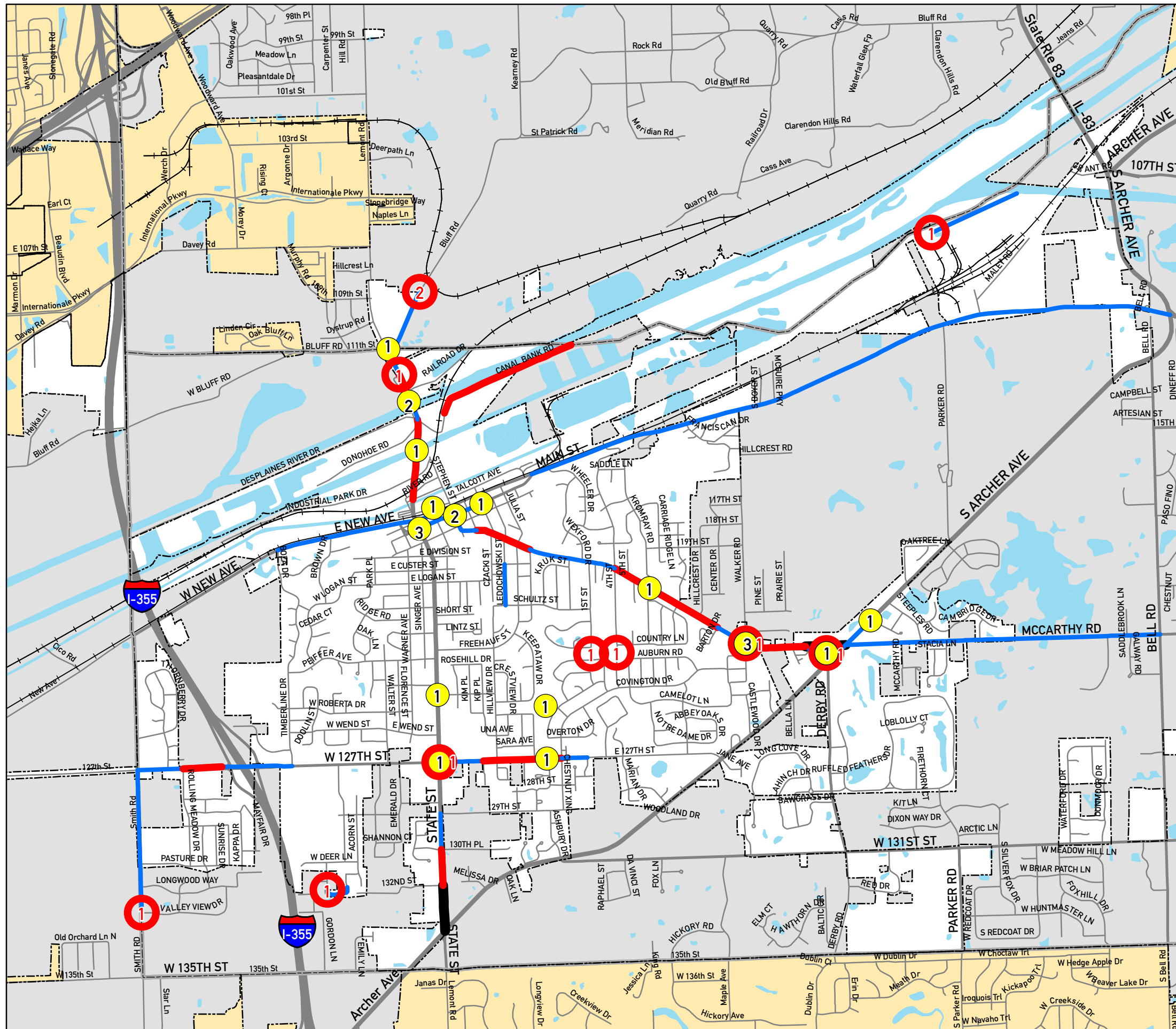
\*Normal destination is any destination that is marked by a group. Priority destinations are marked by individuals as their top priority. Number inside circle indicates number of times marked by group or by individuals.



Prepared By: Active Transportation Alliance 10/25/2011  
 Data Source: Active Transportation Alliance, Navteq & The Village of Lemont



# -Lemont- Complete Streets Workshop Hazards & Barriers



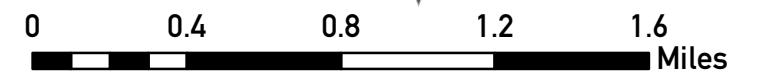
Hazard or Barrier Segments  
Tally out of 3 Groups

- 1
- 2
- 3

Hazard or Barriers

- Normal
- Priority

\*Normal hazard or barriers are any hazards that are marked by a group. Priority hazards are marked by individuals as their top priority. Number inside circle indicates number of times marked by group or by individuals.



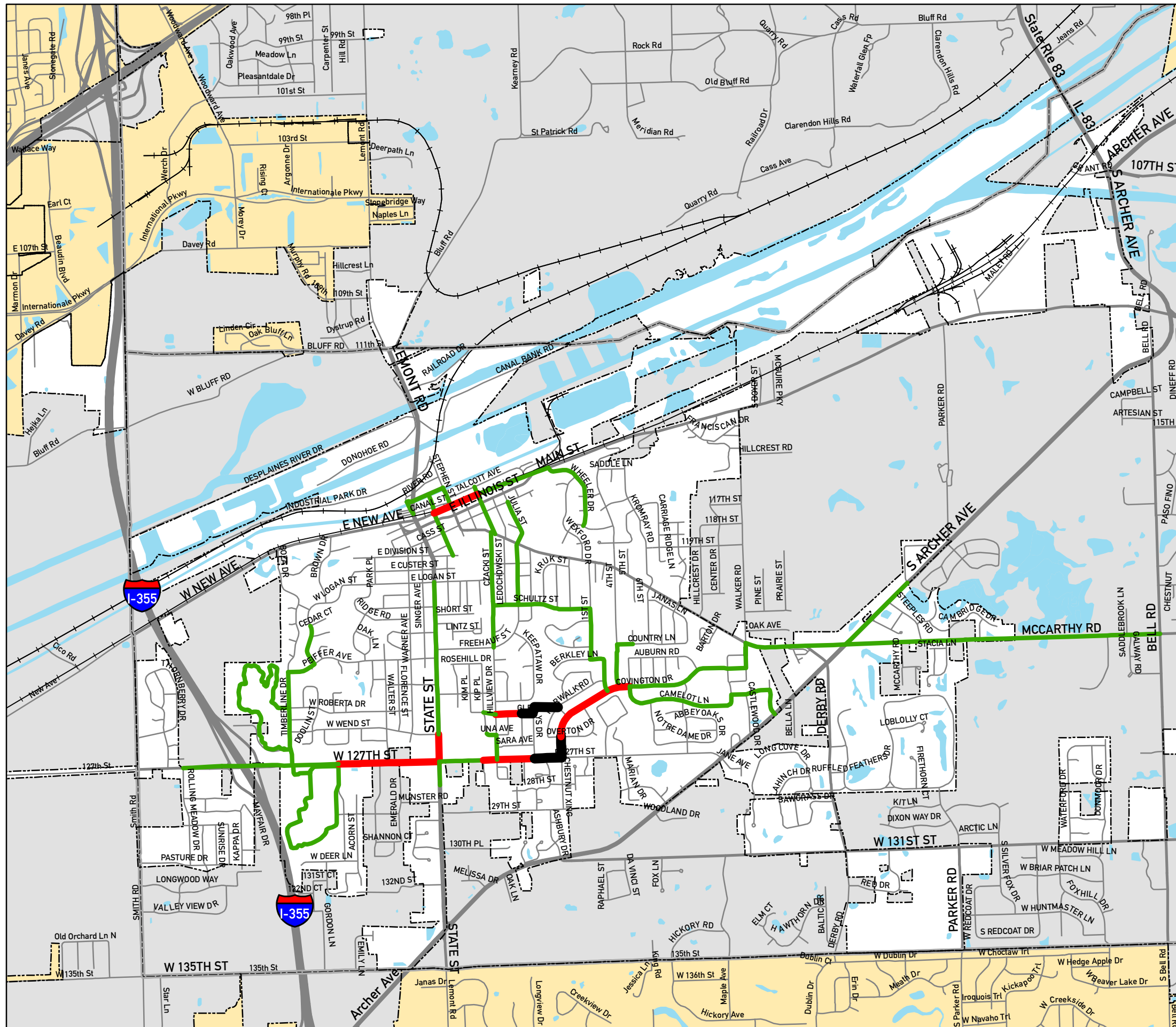
Prepared By: Active Transportation Alliance 10/25/2011  
Data Source: Active Transportation Alliance, Navteq & The Village of Lemont



# -Lemont- Complete Streets Workshop Recommended Ped Routes

Pedestrian Routes  
Tally Out of 3 Groups

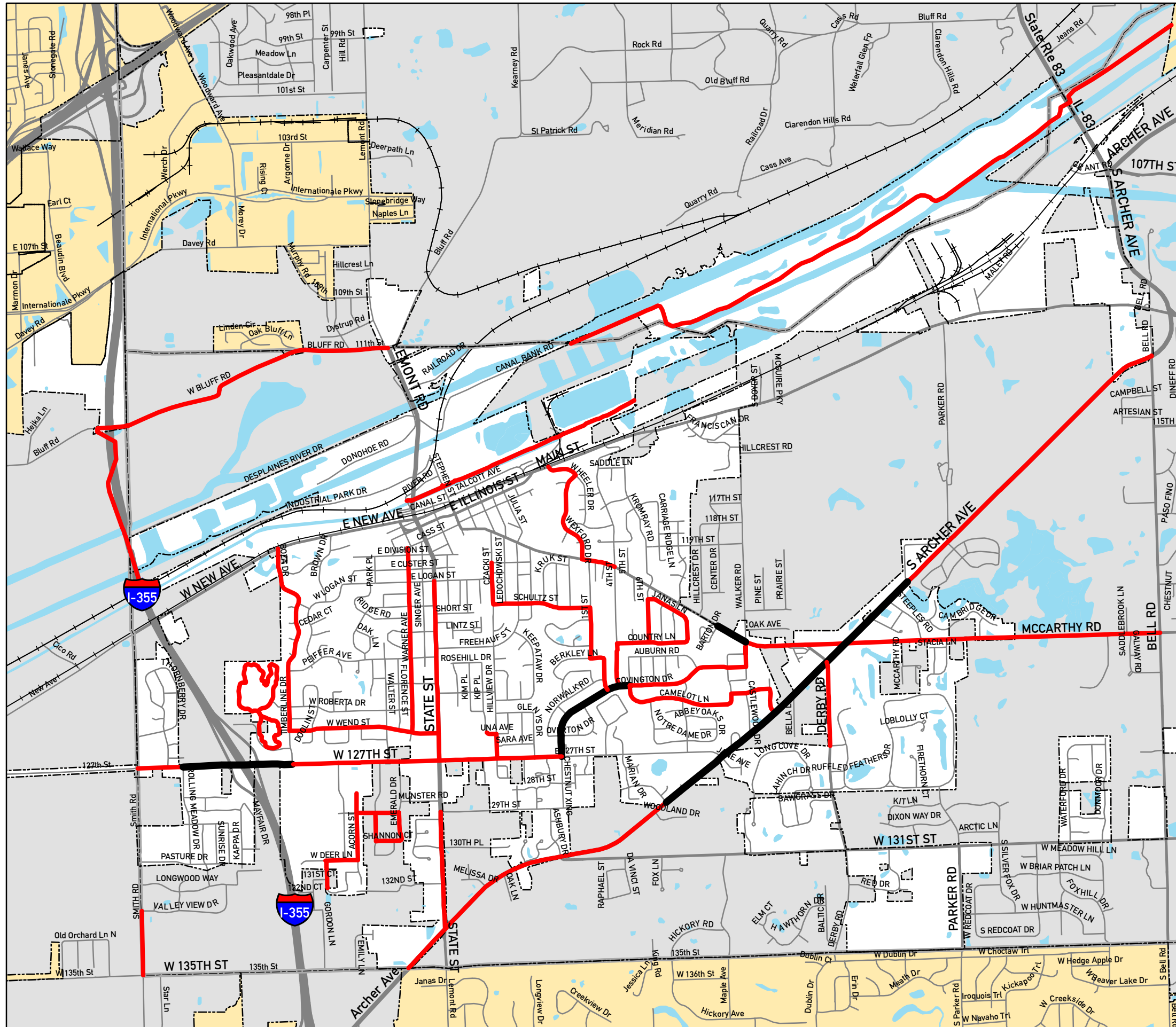
- 1
- 2
- 3



0 0.4 0.8 1.2 1.6 Miles

Prepared By: Active Transportation Alliance 10/25/2011  
Data Source: Active Transportation Alliance, Navteq & The Village of Lemont

# -Lemont- Complete Streets Workshop Recommended Bicycle Routes



Bicycle Routes  
Tally Out of 3 Groups

- 1
- 2

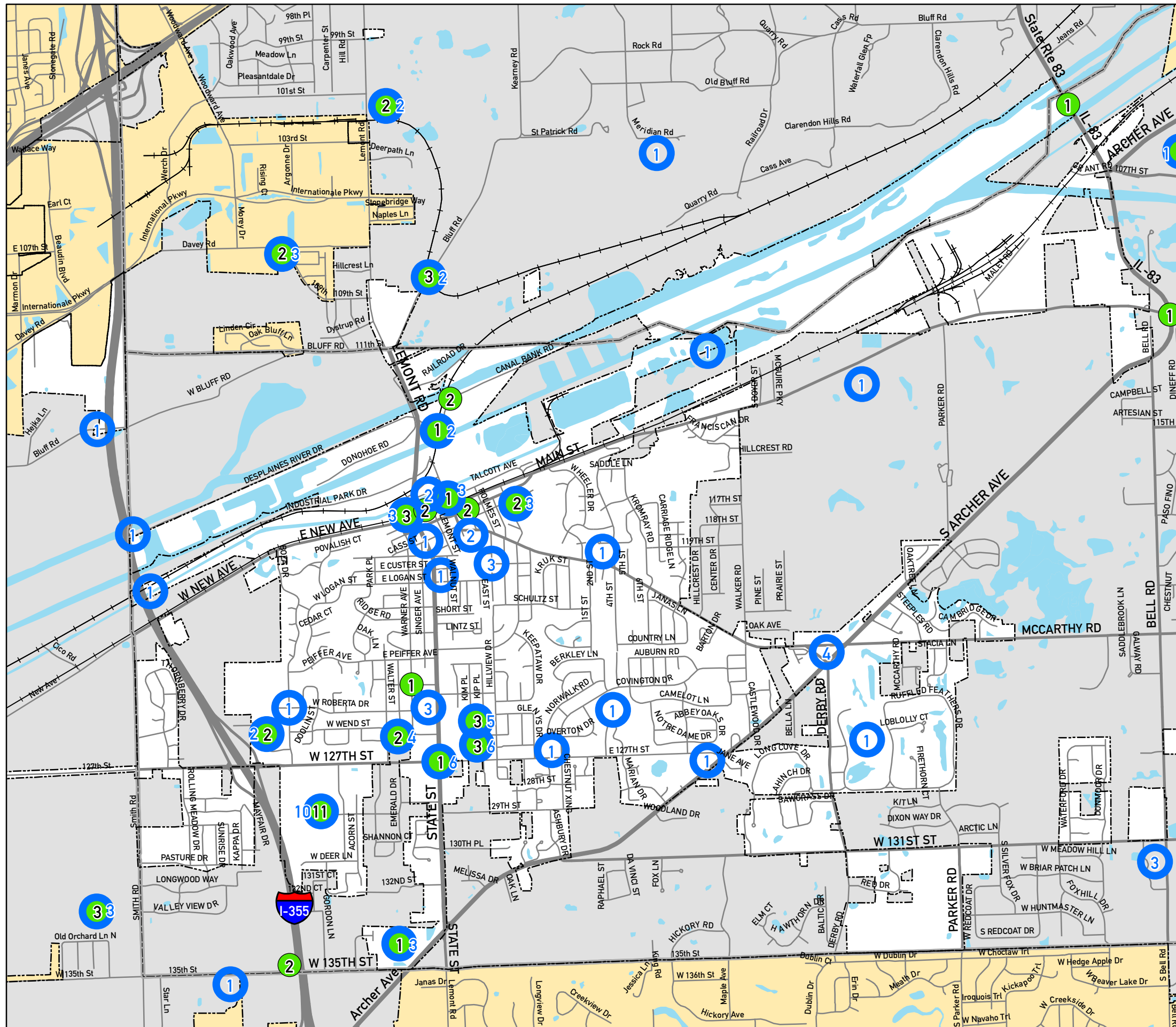


0 0.4 0.8 1.2 1.6 Miles

Prepared By: Active Transportation Alliance 10/25/2011  
Data Source: Active Transportation Alliance, Navteq  
& The Village of Lemont



# -Lemont- Open House Destinations



## Destinations

- Normal
- Priority

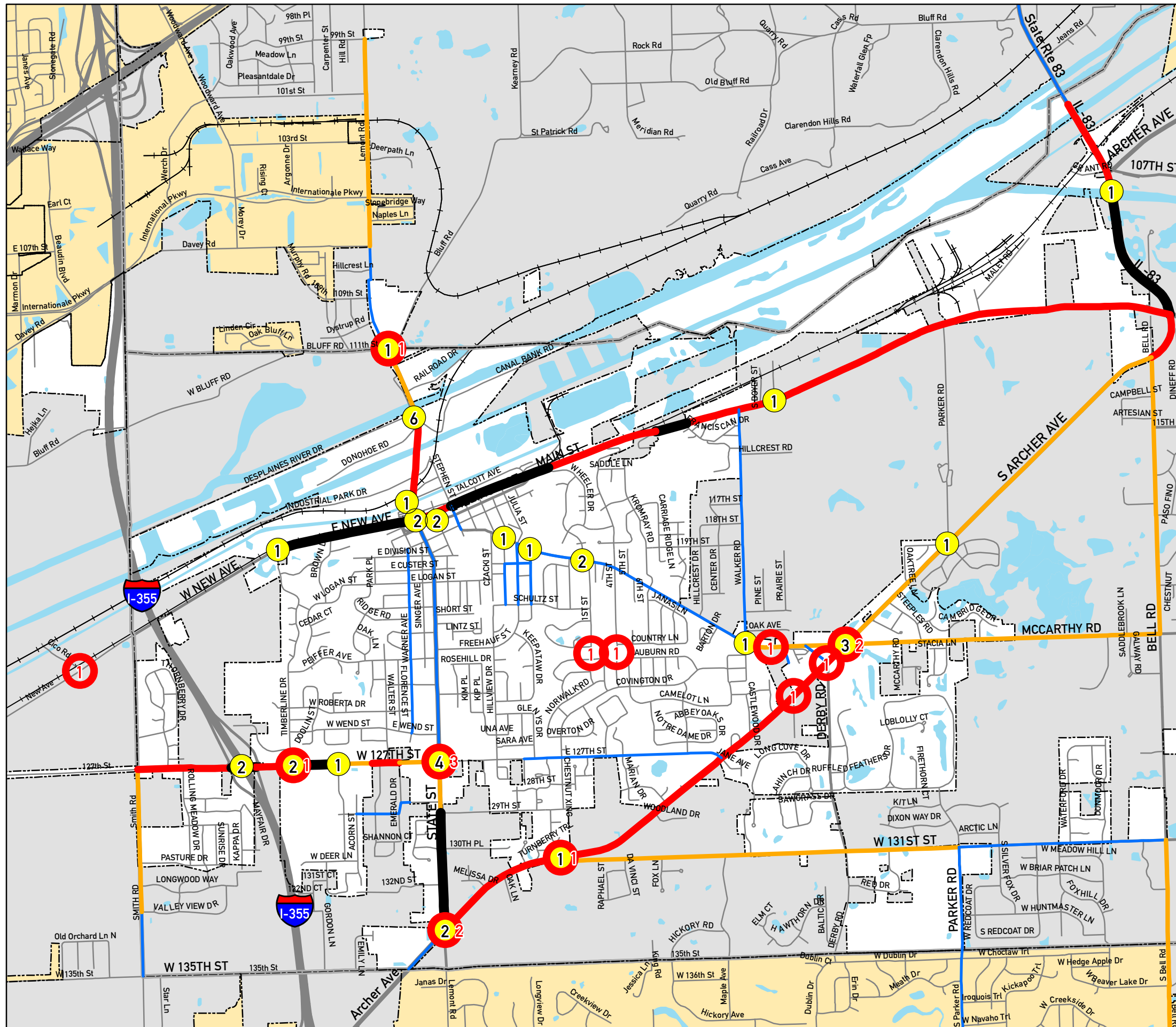
\*Normal destination is any destination that is marked by a group. Priority destinations are marked by individuals as their top priority. Number inside circle indicates number of times marked by group or by individuals.



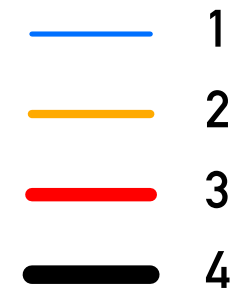
0 0.4 0.8 1.2 1.6 Miles

Prepared By: Active Transportation Alliance 10/25/2011  
Data Source: Active Transportation Alliance, Navteq & The Village of Lemont

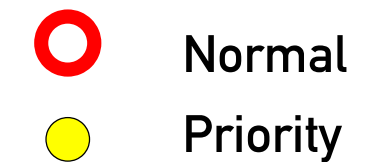
# -Lemont- Open House Hazards & Barriers



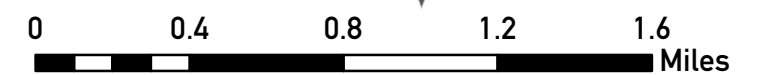
Hazard or Barrier  
Tally Out of 7 Groups



Hazard or Barriers



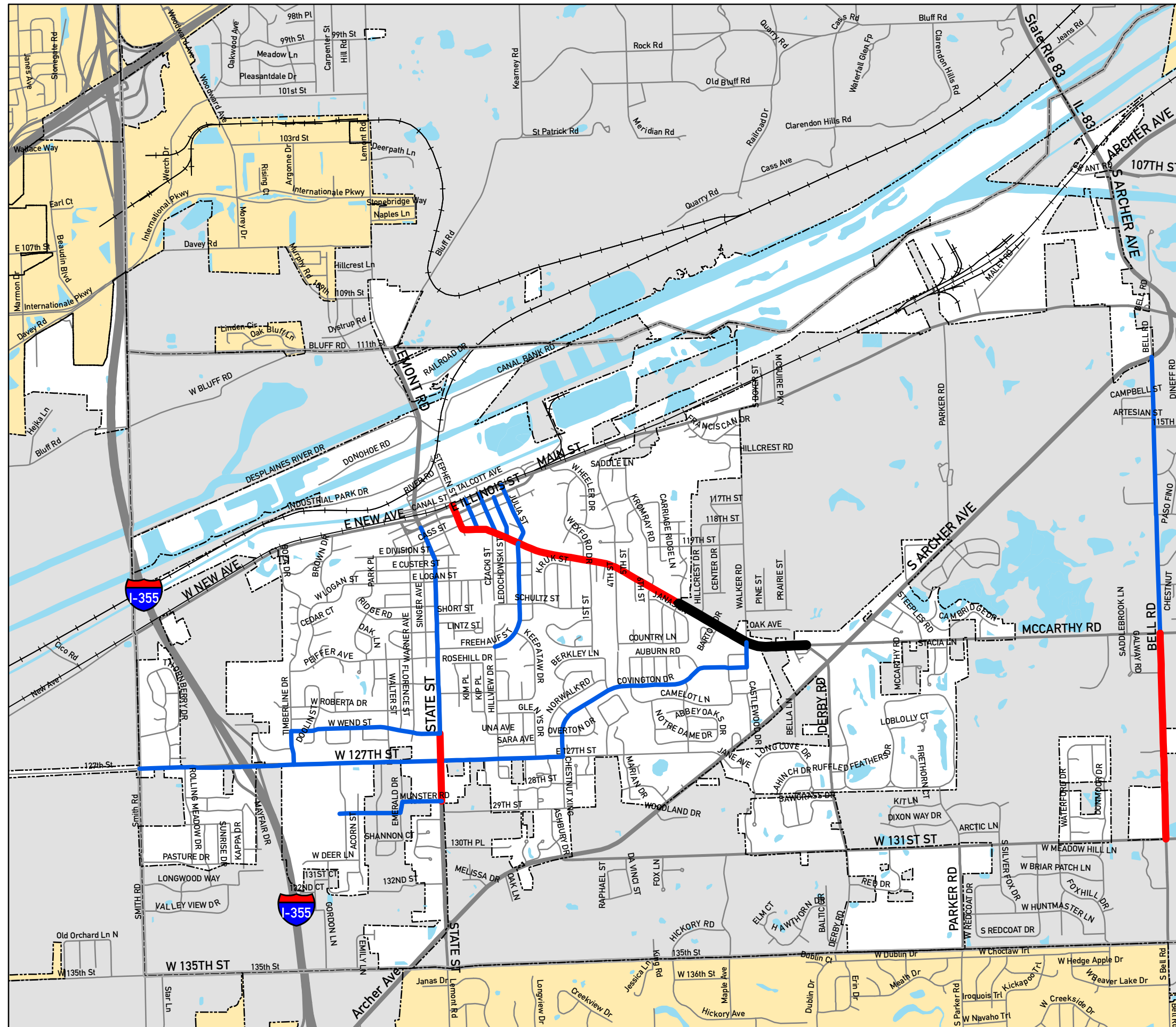
\*Normal hazard or barriers are any hazards that are marked by a group. Priority hazards are marked by individuals as their top priority. Number inside circle indicates number of times marked by group or by individuals.



Prepared By: Active Transportation Alliance 10/25/2011  
Data Source: Active Transportation Alliance, Navteq & The Village of Lemont

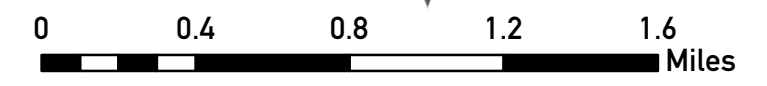


# -Lemont- Open House Recommended Ped Routes



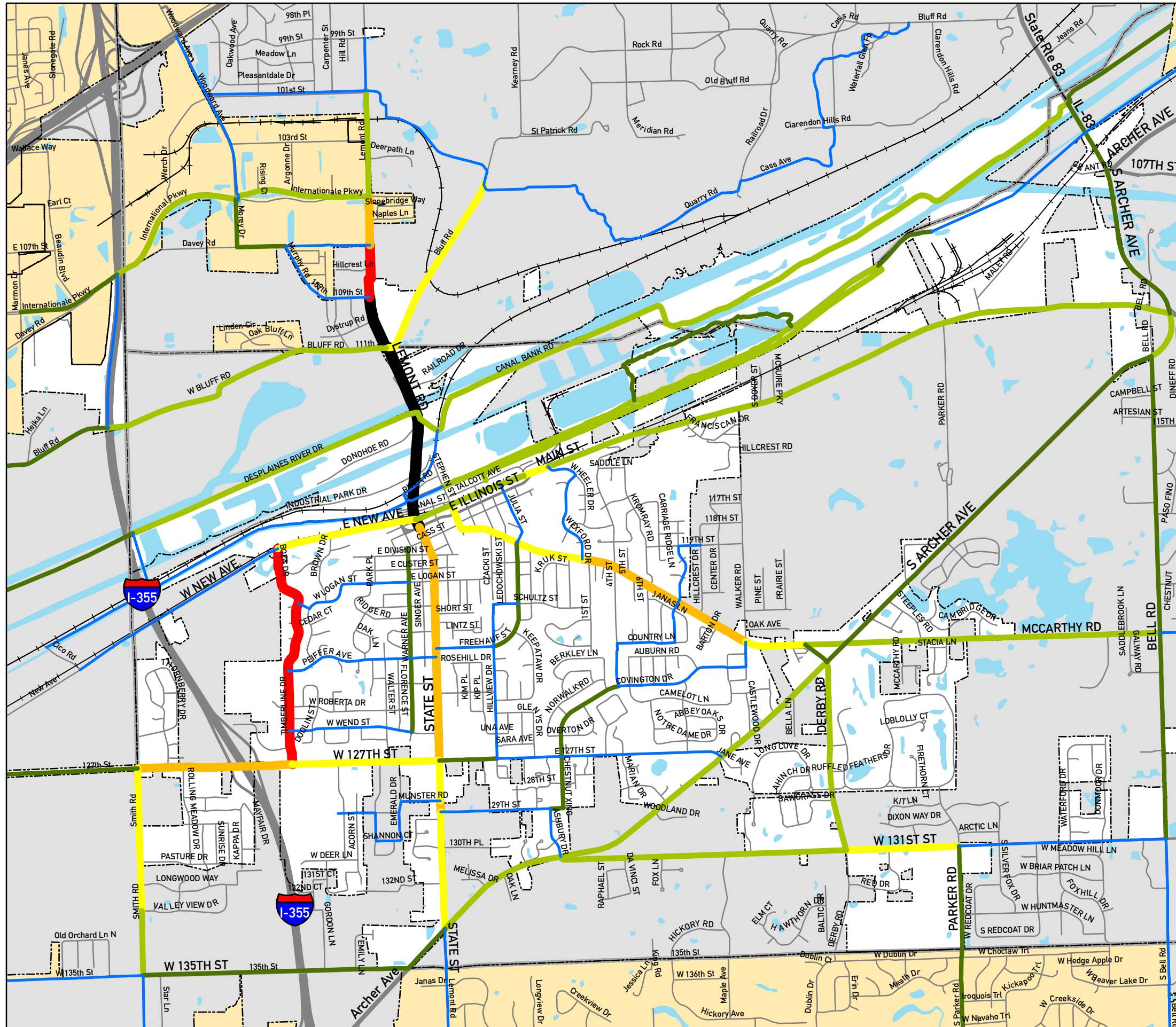
Recommended Pedestrian Routes  
Tally Out of 7 Groups

- 1
- 2
- 3



Prepared By: Active Transportation Alliance 10/25/2011  
Data Source: Active Transportation Alliance, Navteq  
& The Village of Lemont

# -Lemont- Open House Recommended Bicycle Routes



Recommended Bicycle Routes  
Tally Out of 7 Groups

- 1
- 2
- 3
- 4
- 5
- 6
- 7



0 0.4 0.8 1.2 1.6 Miles

Prepared By: Active Transportation Alliance 10/25/2011  
Data Source: Active Transportation Alliance, Navteq  
& The Village of Lemont

# ACTIVE TRANSPORTATION WISH LIST



ACTIVE TRANSPORTATION  
ALLIANCE

Directions: Use this table to record any streets or intersections that are particularly difficult for walking, biking, and transit.

## SECTION 1: WALKING

LOCATION	HAZARDS/CONCERNS	POSSIBLE SOLUTIONS
McCarthy Rd between Walkery Derby	No sidewalk	Construct sidewalk
Freehalf/McCarthy between State & McCarthy	No sidewalk	
Downtown/Illinois & Lemont	Busy street/ popular crossing	Painted crosswalks/improve stripes
Wend St.	Large group of kids walking six wide trampling lawns, strewing food	Community education in connection w/ village officials, schools, parents, police
State St. & 127 <sup>th</sup> St.	Crossing signals or faulty crossing is very hazardous	New crossing signals/countdowns/stripped lines

## SECTION 2: BIKING

LOCATION	HAZARDS/CONCERNS	POSSIBLE SOLUTIONS
Connections to trails – Centennial/waterfall	BUSY!! High speeds	Safe crossing across Lemont Rd, lower speed limits
State & Illinois	Getting over bridge safely	
N. State just over bridge	Turning left to get to trails	Bike lane/bumpout
Lemont Rd. Bridge	Shoulder/crosswalk	Ped bridge
Wend St.	Kids riding bikes on private property front yards & parkways	Education
Along Archer	Narrow roads with fast traffic on it	Widen road, fix shoulder & paint
Along Main	Narrow roads with fast cars	



### SECTION 3: TRANSIT






LOCATION	HAZARDS/CONCERNS	POSSIBLE SOLUTIONS
Downtown Lemont Train	No enough trains	More trains
Downtown Lemont	No bikes on trains	bikes
Need better schedule	Illinois, Main/New, Crossing	
State St.	Lack of bus stops	More accessible
School	Ditches	Fill in ditches/major pot holes

Notes: Write down or sketch any thoughts and ideas you may have on improving walking, biking and transit in your community.




- General meeting area for cyclists/runners, signage, maps, bathrooms
- Educate resident about places they do not have the right to walk or bike. Ie: private property (includes walking dogs)
- Pedestrian ramp above 127<sup>th</sup> St. to Quarry/Middle School & park district









**1. Except for getting into or out of a car, how often do you walk outside?**

		Response Percent	Response Count
Never		3.3%	4
A few times per year		7.5%	9
Monthly		11.7%	14
Weekly		38.3%	46
<b>Daily</b>		<b>39.2%</b>	<b>47</b>
<b>answered question</b>			<b>120</b>
<b>skipped question</b>			<b>0</b>


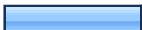



**2. Walkability is defined by how safe, convenient and accessible it is to walk to key places in your community. Please rate the walkability of Lemont.**

		Response Percent	Response Count
Very walkable		19.2%	23
<b>Moderately walkable</b>		<b>55.8%</b>	<b>67</b>
Not walkable		25.0%	30
<b>answered question</b>			<b>120</b>
<b>skipped question</b>			<b>0</b>




### 3. What is your top priority for improving the walking environment in Lemont?

		Response Percent	Response Count
Sidewalks		54.2%	65
Crossings and Intersections		17.5%	21
Lighting		5.0%	6
Benches, drinking fountains, trees, and plantings		3.3%	4
Motorist behavior		12.5%	15
Other (please specify)		7.5%	9
		<b>answered question</b>	<b>120</b>
		<b>skipped question</b>	<b>0</b>







### 4. How often do you ride a bicycle?

		Response Percent	Response Count
Never		13.3%	16
A few times per year		21.7%	26
Monthly		21.7%	26
<b>Weekly</b>		<b>34.2%</b>	<b>41</b>
Daily		9.2%	11
		<b>answered question</b>	<b>120</b>
		<b>skipped question</b>	<b>0</b>






**5. Bikeability is defined by how safe, convenient and accessible it is to bike to key places in your community. Please rate the bikeability of Lemont.**

		Response Percent	Response Count
Very bikeable		4.2%	5
<b>Moderately bikeable</b>		<b>54.2%</b>	<b>65</b>
Not bikeable		41.7%	50
<b>answered question</b>			<b>120</b>
<b>skipped question</b>			<b>0</b>


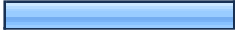

**6. What is your top priority for improving the biking conditions in Lemont?**

		Response Percent	Response Count
<b>Off-street trails and paths</b>		<b>40.0%</b>	<b>48</b>
On-street bike lanes		39.2%	47
Signage		0.8%	1
Bike parking		3.3%	4
Motorist behavior		11.7%	14
Other (please specify)		5.0%	6
<b>answered question</b>			<b>120</b>
<b>skipped question</b>			<b>0</b>

## 7. How often do you take the train?





		Response Percent	Response Count
Never		46.3%	44
A few times a year		40.0%	38
Monthly		3.2%	3
Weekly		3.2%	3
Daily		7.4%	7
<b>answered question</b>			<b>95</b>
<b>skipped question</b>			<b>25</b>

## 8. How easy is it to walk or bike to transit in Lemont?




		Response Percent	Response Count
Easy		7.6%	7
Average		37.0%	34
Difficult		55.4%	51
<b>answered question</b>			<b>92</b>
<b>skipped question</b>			<b>28</b>



### 9. What is your top priority for improving the level of access to transit in Lemont?

		Response Percent	Response Count
Bus stop design		8.5%	10
<b>Bicycle and pedestrian connections to transit</b>		<b>62.7%</b>	<b>74</b>
Bike parking at train stations or bus stops		8.5%	10
Other (please specify)		20.3%	24
<b>answered question</b>			<b>118</b>
<b>skipped question</b>			<b>2</b>

### 10. If you have school-aged children do they walk/bike to school?

		Response Percent	Response Count
Yes		25.8%	24
<b>No</b>		<b>47.3%</b>	<b>44</b>
N/A		26.9%	25
<b>answered question</b>			<b>93</b>
<b>skipped question</b>			<b>27</b>




**11. If you responded 'no' to the previous question, please select up to three reasons why from the list below.**

		Response Percent	Response Count
Distance		44.3%	31
Convenience of driving		10.0%	7
Speed of traffic along route		25.7%	18
Safety of intersections and crossings		31.4%	22
No designated route from them to travel		21.4%	15
Prefer riding on the school bus		12.9%	9
N/A		35.7%	25
<b>answered question</b>			<b>70</b>
<b>skipped question</b>			<b>50</b>

**12. How far does your school-aged child live from school?**

		Response Percent	Response Count
Less than 1/4 mile		3.4%	3
1/4 mile up to 1/2 mile		7.9%	7
1/2 mile up to 1 mile		11.2%	10
<b>1 mile up to 2 miles</b>		<b>30.3%</b>	<b>27</b>
More tan 2 miles		24.7%	22
Don't know		0.0%	0
N/A		22.5%	20
<b>answered question</b>			<b>89</b>
<b>skipped question</b>			<b>31</b>

**13. Has your child asked you for permission to walk or bike to/from school in the last year?**

		Response Percent	Response Count
Yes		44.9%	40
No		27.0%	24
N/A		28.1%	25
answered question			89
skipped question			31

**14. What are the major destinations in your community? Think about the places you go to on a daily or weekly basis. The plan will help improve walking and biking conditions to these areas.**

	Response Count
	99
answered question	99
skipped question	21

**15. What streets do you use to walk or bike to those destinations?**

	Response Count
	97
answered question	97
skipped question	23




**16. What intersections or streets are hazardous/cause a barrier to those destinations?**

	Response Count
	95
answered question	95
skipped question	25

**17. The Village of Lemont has received grant funding to install bike racks. What places you think bike racks are most needed? (please be specific by including place names)**

	Response Count
	76
answered question	76
skipped question	44

**18. Would you walk or bike more often if it was safer, easier, and more accessible in Lemont?**

		Response Percent	Response Count
Yes		77.0%	87
Maybe		19.5%	22
No		3.5%	4
	answered question		113
	skipped question		7



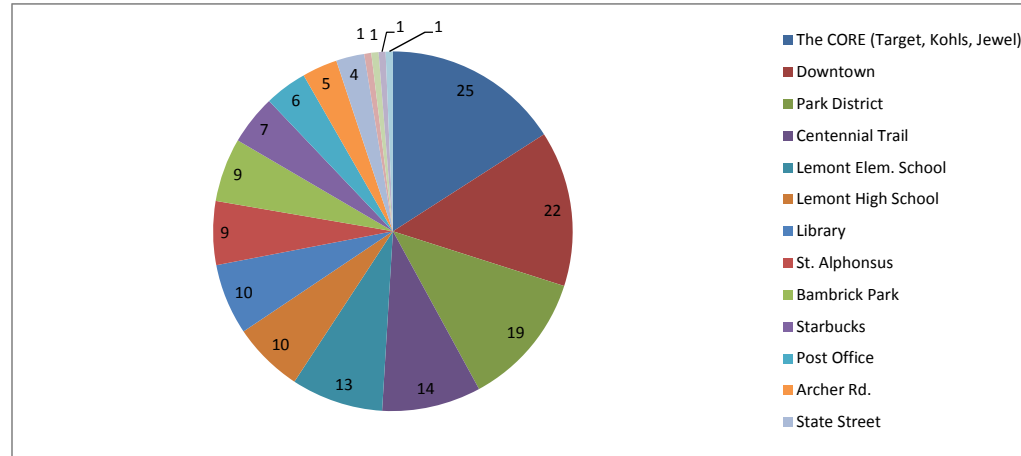
**19. Please fill out your contact information if you would like to stay involved with the development and implementation of Lemont's Active Transportation Plan.**

		Response Percent	Response Count
Name:		100.0%	48
ZIP:		100.0%	48
Email Address:		97.9%	47
		<b>answered question</b>	<b>48</b>
		<b>skipped question</b>	<b>72</b>

# Lemont Streets Top Results

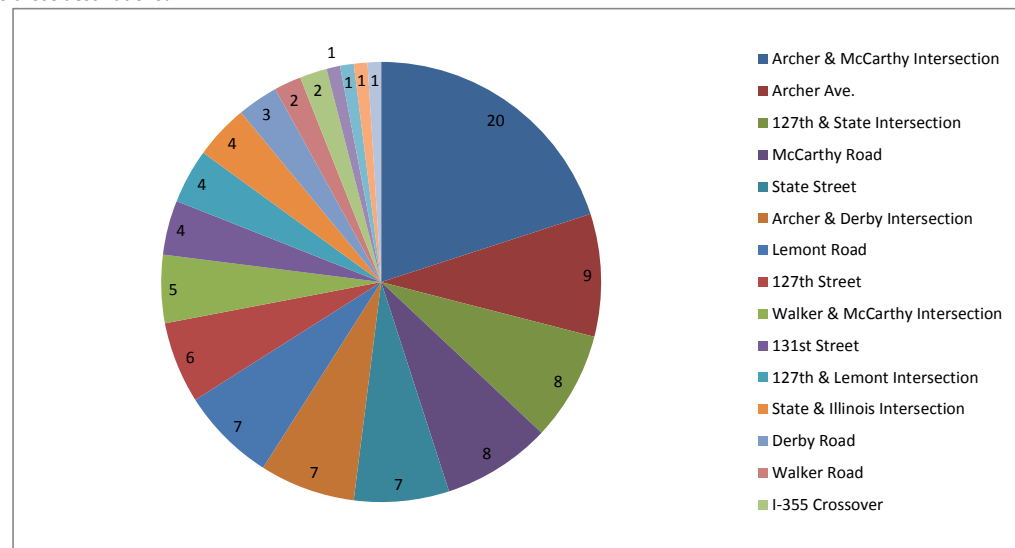
**Q: What are the major destinations in your community?**

<u>Hazard</u>	<u>Count</u>
The CORE (Target, Kohls, Jewel)	25
Downtown	22
Park District	19
Centennial Trail	14
Lemont Elem. School	13
Lemont High School	10
Library	10
St. Alphonsus	9
Bambrick Park	9
Starbucks	7
Post Office	6
Archer Rd.	5
State Street	4
Train Station	1
Plaza	1
Village Hall	1
The Gym	1



**Q: What intersections/streets are hazardous and barriers to those destinations?**

<u>Hazard</u>	<u>Count</u>
Archer & McCarthy Intersection	20
Archer Ave.	9
127th & State Intersection	8
McCarthy Road	8
State Street	7
Archer & Derby Intersection	7
Lemont Road	7
127th Street	6
Walker & McCarthy Intersection	5
131st Street	4
127th & Lemont Intersection	4
State & Illinois Intersection	4
Derby Road	3
Walker Road	2
I-355 Crossover	2
Bell Road	1
Warner Street	1
Main Street	1
4th Street (enter Covington Knolls)	1
Julia Street	1
Main & Illinois St.	1
Archer & State Intersection	1
Rivervalley & Oakwood Intersection	1
Hillview & Una Intersection	1
E. Logan/E. Custer & State Street	1
Walker & Main Street	1



# IMPROVE YOUR FAMILY'S HEALTH AND WELLNESS BY WALKING AND BIKING IN LEMONT!



Come share your experiences on walking, biking and transit in the community!

## FREE COMMUNITY WORKSHOP #1

Date: Tuesday, September 27, 2011

Time: 8:00 a.m. - 12 p.m.

Place: Lemont Village Hall,  
418 Main Street, Lemont, IL

## FREE COMMUNITY WORKSHOP #2

Date: Wednesday, October 19, 2011

Time: 6:30 p.m. - 8:30 p.m.

Place: Lemont Township Community Center,  
16300 Alba St. , Lemont , IL



Featuring National celebrity!  
National public health, planning  
and transportation consultant;  
PBS "America's Walking" Host:  
**MARK FENTON**



Featuring National and  
local celebrity!  
US Olympic and National  
Champion Cyclist:  
**JOHN VANDE VELDE**

## FILL OUT THE BICYCLE & PEDESTRIAN SURVEY

[www.surveymonkey.com/LemontActiveTransportationPlan](http://www.surveymonkey.com/LemontActiveTransportationPlan)

For more info contact: Steve Buchtel at [steve@activetrans.org](mailto:steve@activetrans.org) or 708.365.9365.

*The Active Transportation Alliance is working with the Village of Lemont, Lemont Park District and Lemont School Districts to develop an Active Transportation Plan. 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.*



ACTIVE TRANSPORTATION  
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## 5.2 Appendix B: Existing Conditions Maps

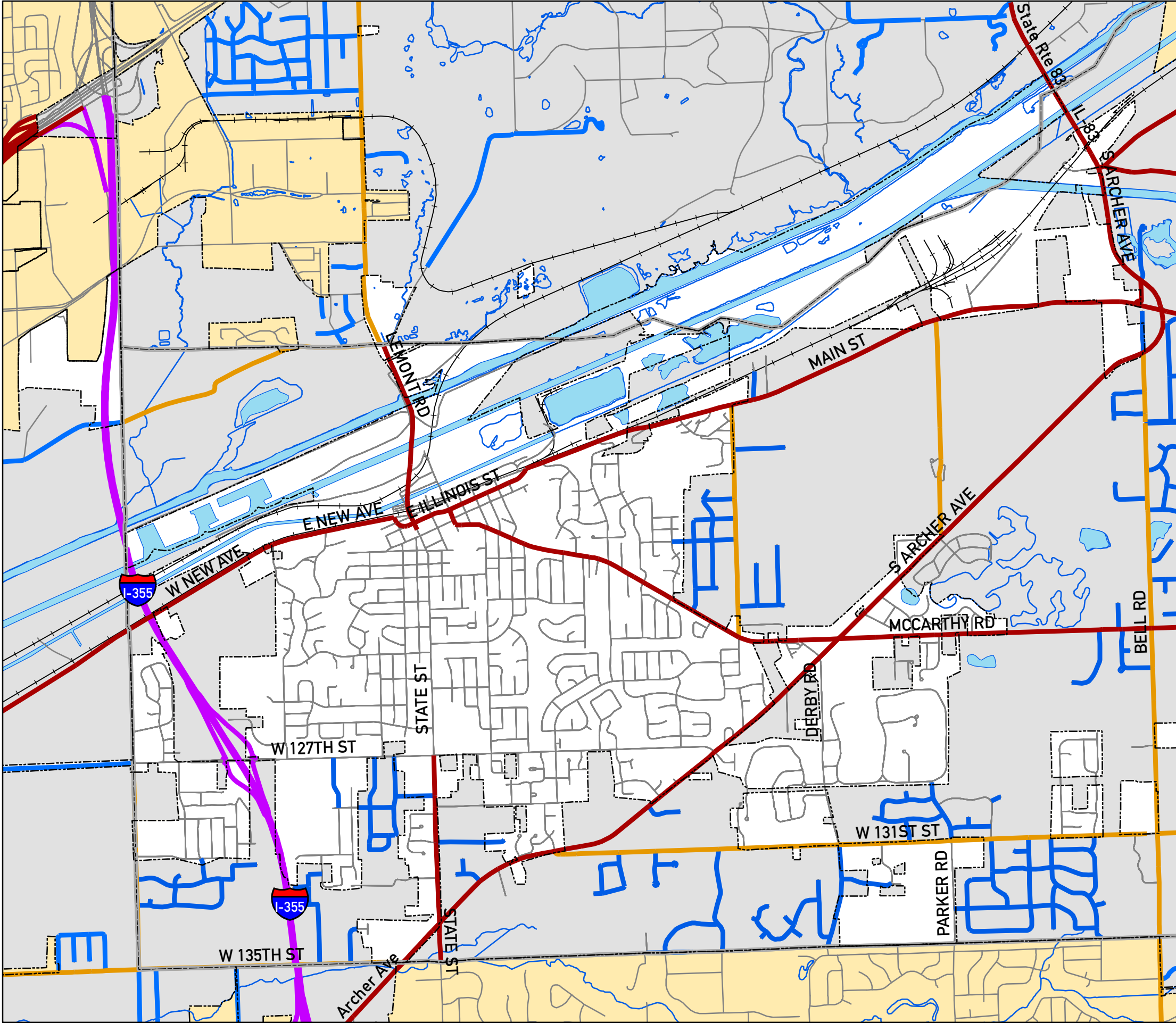
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The electronic version of this document includes the following maps that were created based on research conducted in Lemont.

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



# -Lemont- Jurisdiction

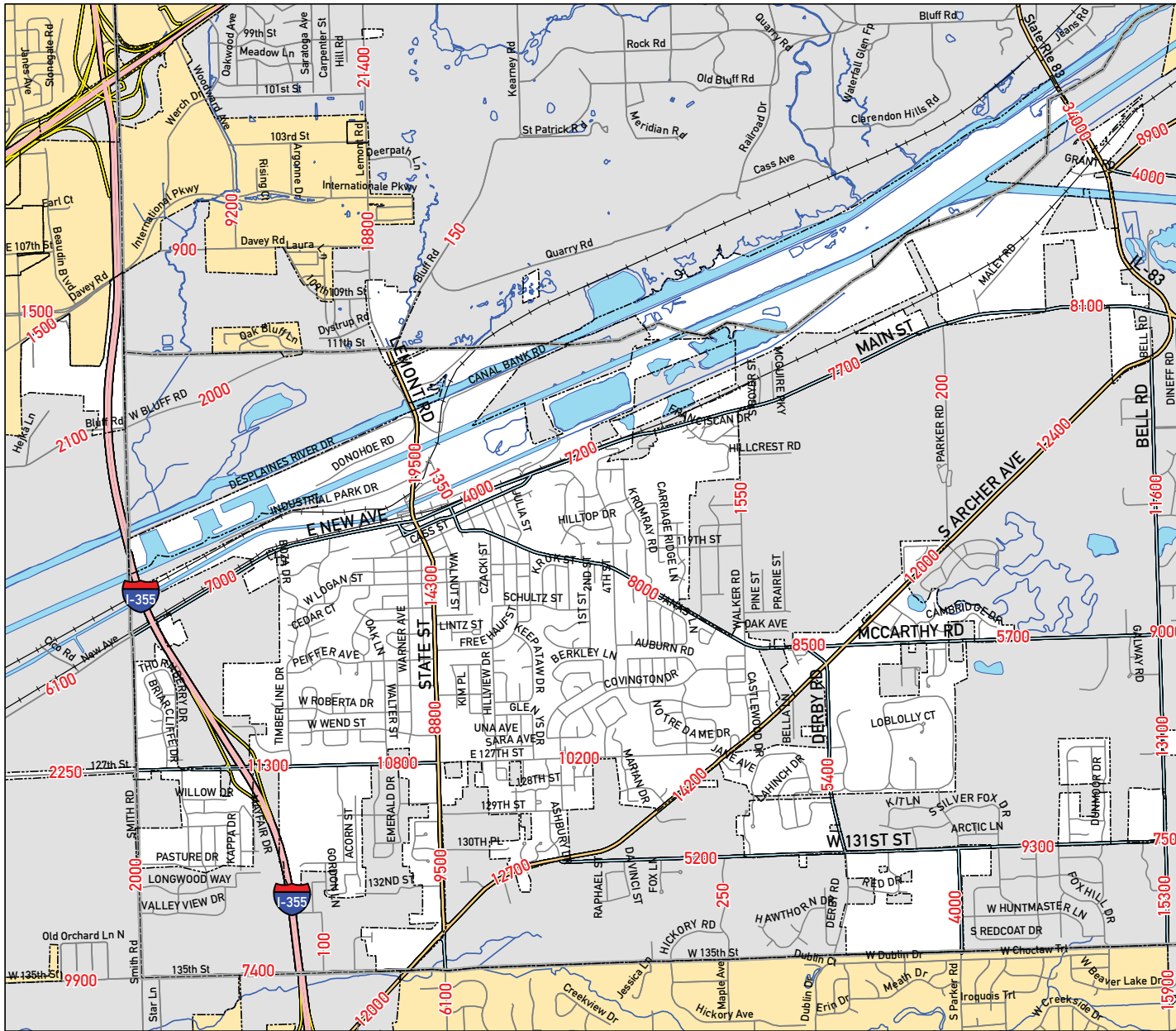


- Jurisdiction**
- IDOT
  - Private
  - County
  - Township
  - Local Road
- Borders**
- Municipality
  - County
  - Water









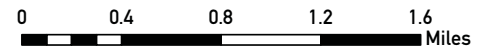
0 0.4 0.8 1.2 1.6 Miles  
 Prepared By: Active Transportation Alliance 2/3/2012  
 Data Source: Active Transportation Alliance, CMAP, IDOT & Navteq

# -Lemont- ADT



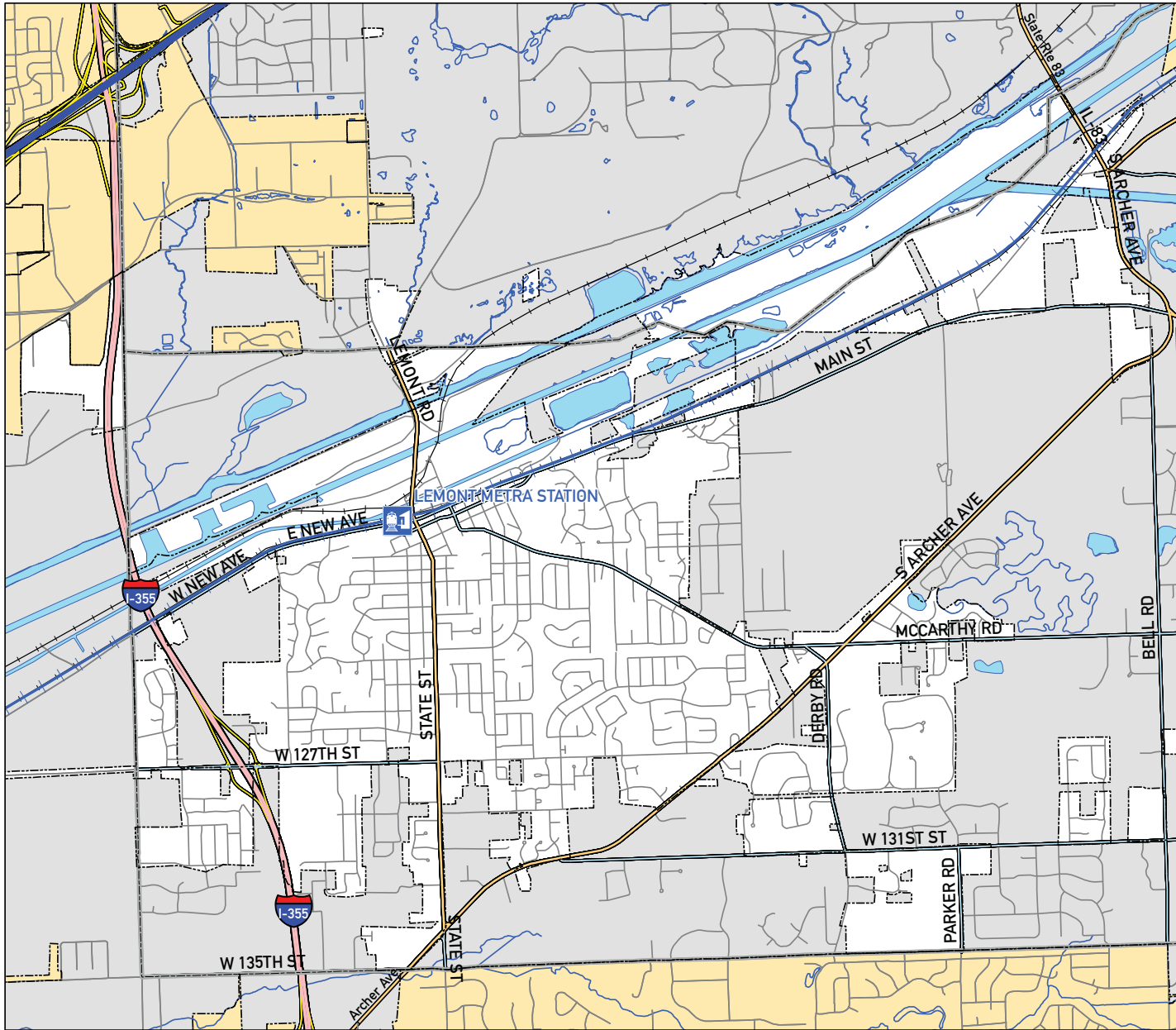
## Infrastructure

-  Highway
-  Ramp
-  Arterial
-  Collector
-  Street
-  Railroad









Prepared By: Active Transportation Alliance 9/12/2011  
 Data Source: Active Transportation Alliance, IDOT & Navteq.  
 ADT from IDOT @ [www.gettingaroundillinois.com](http://www.gettingaroundillinois.com)




# -Lemont- Transit

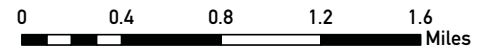


## Infrastructure

-  Highway
-  Ramp
-  Arterial
-  Collector
-  Street
-  Railroad

## Public Transportation

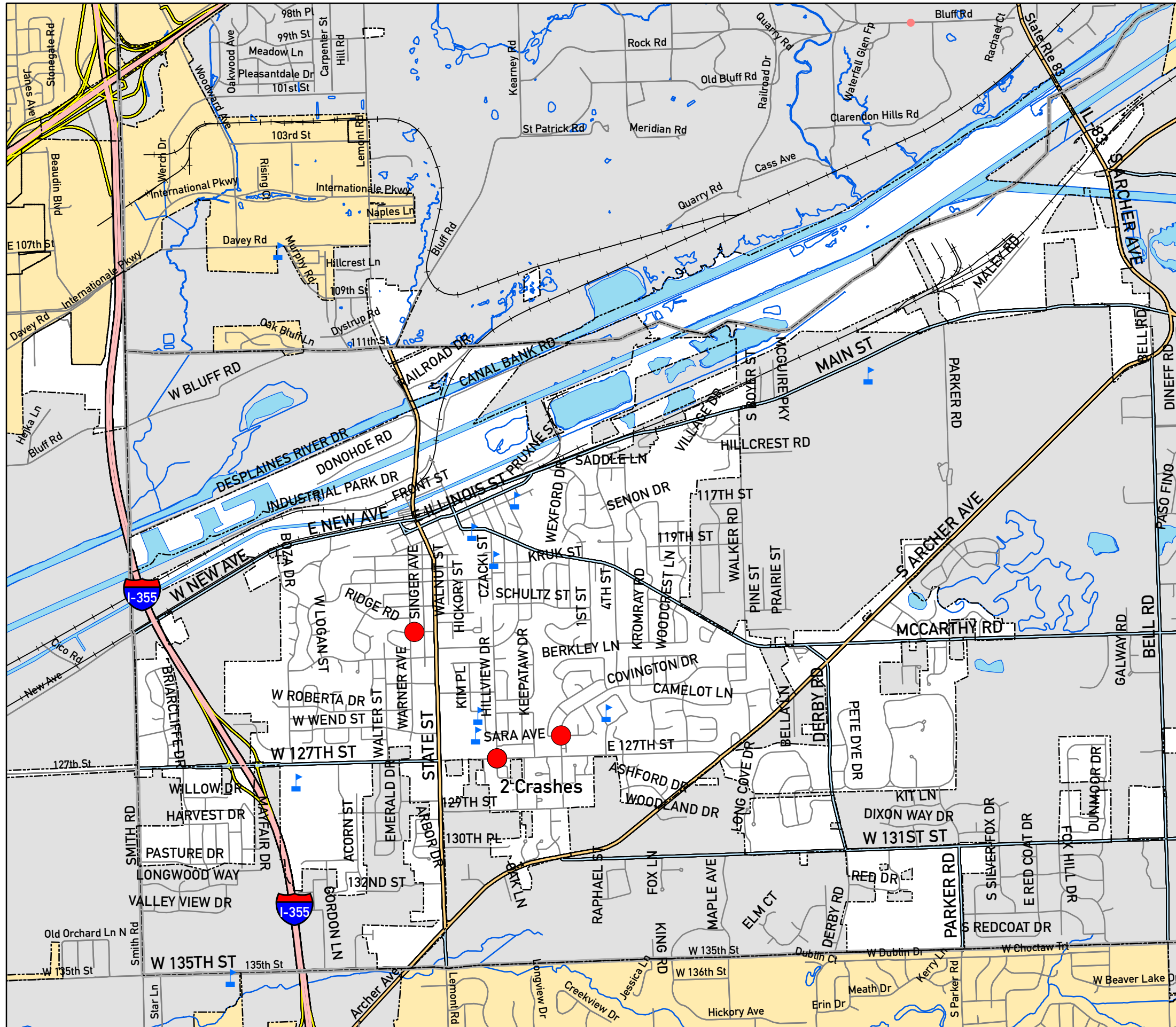
-  Metra Station
-  Metra Route
-  Pace Route



Prepared By: Active Transportation Alliance 9/12/2011  
 Data Source: Active Transportation Alliance, Navteq  
 & Pace



# -Lemont- Bicycle Crashes 2006 - 2010



- | Bicycle Crashes                                      |                        | Infrastructure |           |
|--|------------------------|----------------|-----------|
| <span style="color: red;">●</span>                   | Non-Incapacitating - 4 |                | Highway   |
| <span style="color: red; font-size: small;">●</span> | Neighboring Crashes    |                | Ramp      |
|  | Water                  |                | Arterial  |
|  | School                 |                | Collector |
|  |                        |                | Street    |
|  |                        |                | Railroad  |

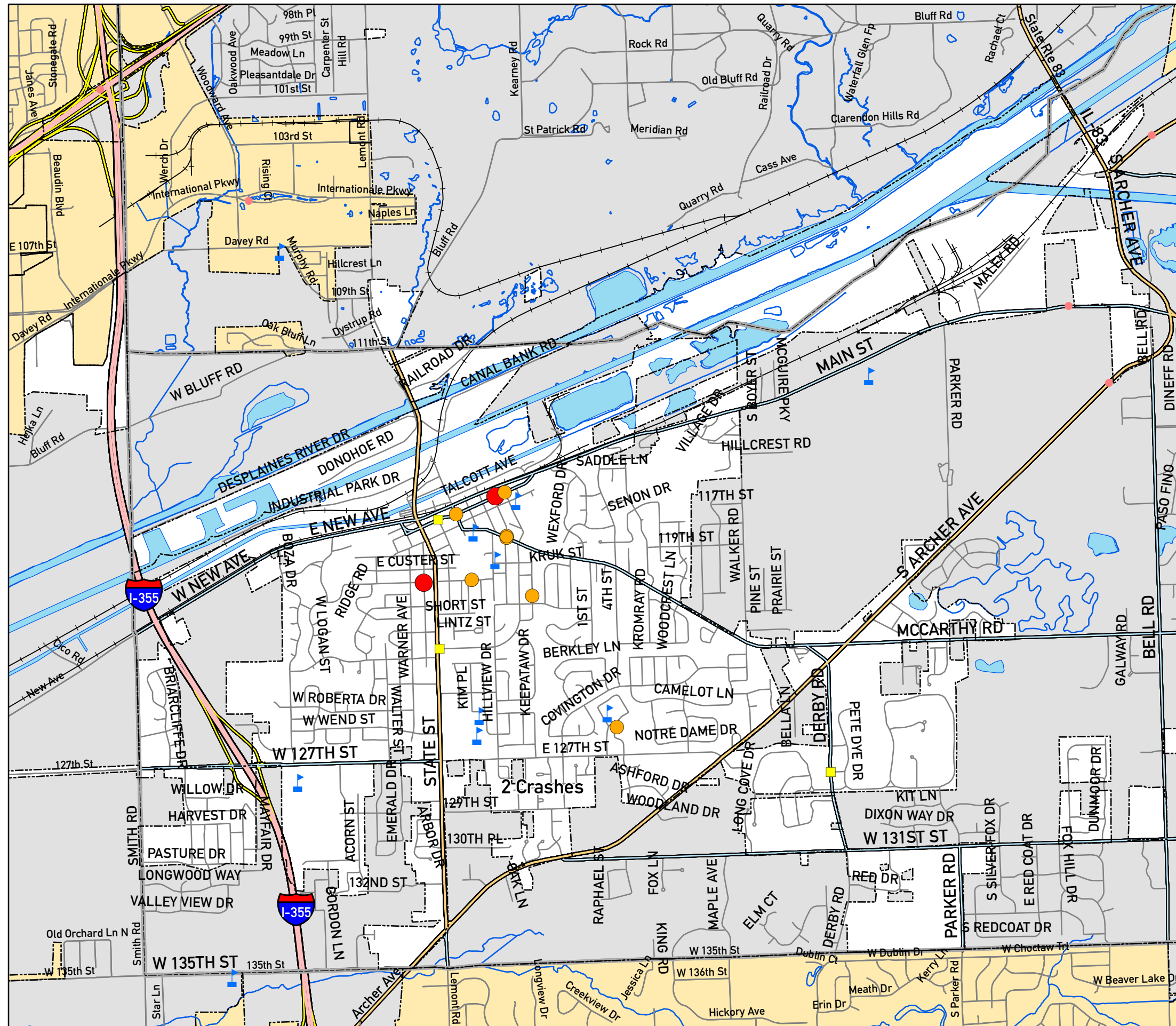


0 0.4 0.8 1.2 1.6 Miles

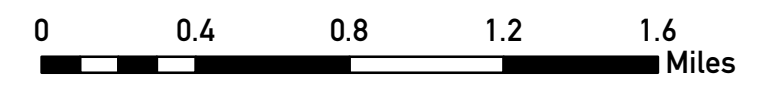
Prepared By: Active Transportation Alliance 2/3/2012  
Data Source: Active Transportation Alliance & Navteq



# -Lemont- Pedestrian Crashes 2006 - 2010



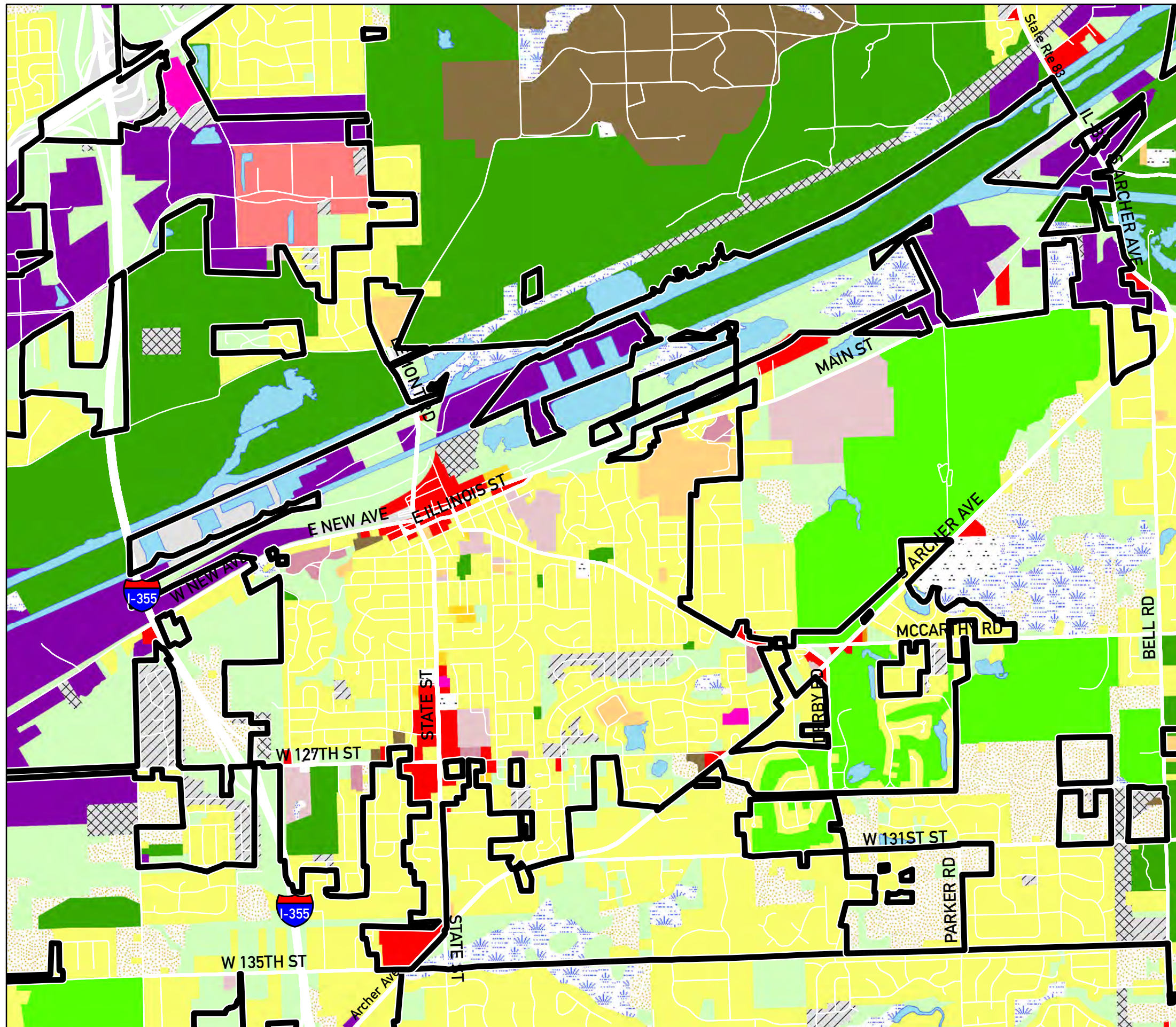
Pedestrian Crashes		Infrastructure	
Type of Injury			
<span style="color: yellow;">■</span>	Possible - 3		Highway
<span style="color: orange;">■</span>	Non-Incapacitating - 8		Ramp
<span style="color: red;">■</span>	Incapacitating - 2		Arterial
<span style="color: red;">●</span>	Neighboring Crashes		Collector
	Water		Street
	School		Railroad



Prepared By: Active Transportation Alliance 2/3/2012  
Data Source: Active Transportation Alliance & Navteq



# -Lemont- Land Use



## Land Use

- Single Family Housing
- Multi-Family Housing
- Hotel/Motel
- Office
- Retail
- Culture and Entertainment
- Medical and Health Care
- Education
- Government or Institution
- Religious Facility
- Cemetary
- Industrial
- Under Construction
- Communication and Utilities
- Agriculture
- Undeveloped Land
- Golf Course
- Public Open Space
- Water
- Wetland
- Municipality Border

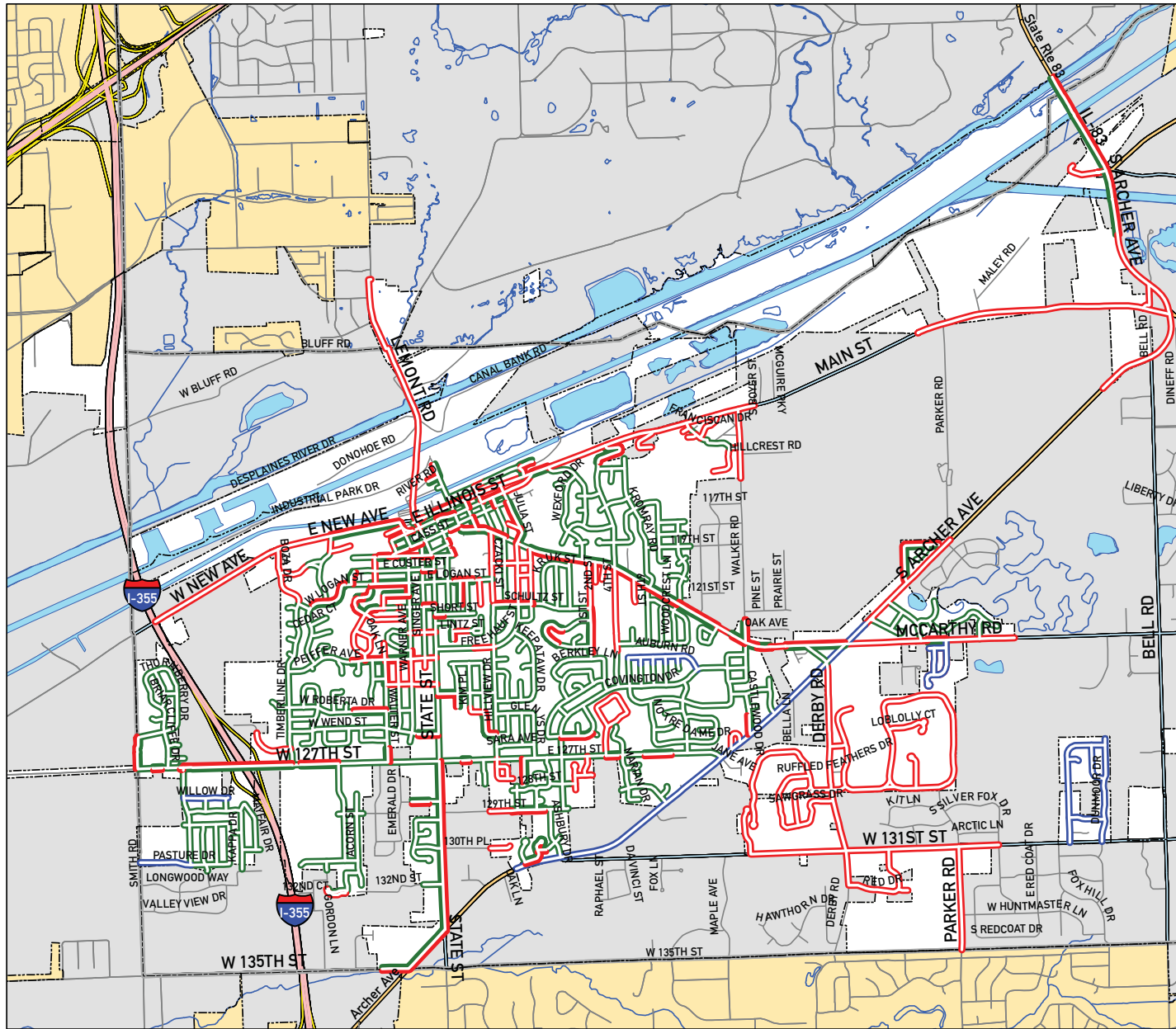


0 0.4 0.8 1.2 1.6 Miles

Prepared By: Active Transportation Alliance 2/6/2012  
 Data Source: Active Transportation Alliance, CMAP & Navteq  
 Land use layer based off of 2005 data



# -Lemont- Sidewalk Inventory



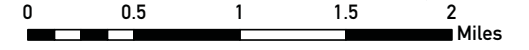
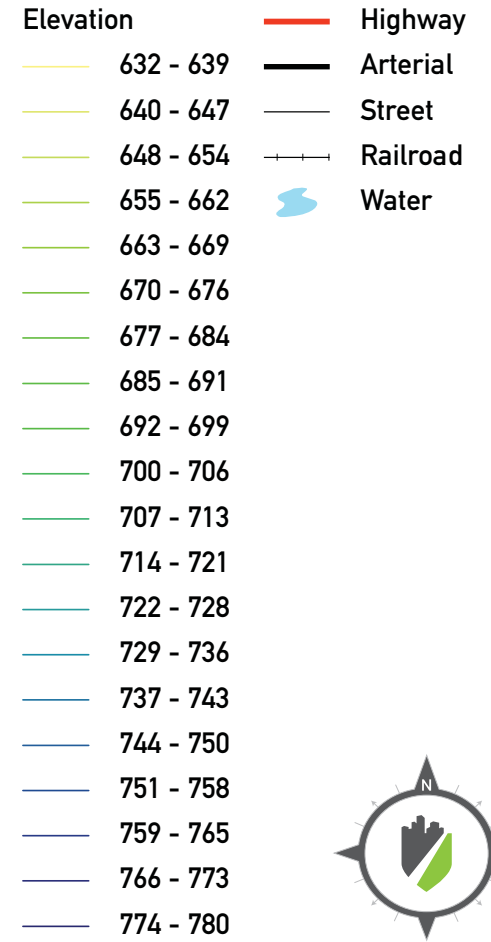
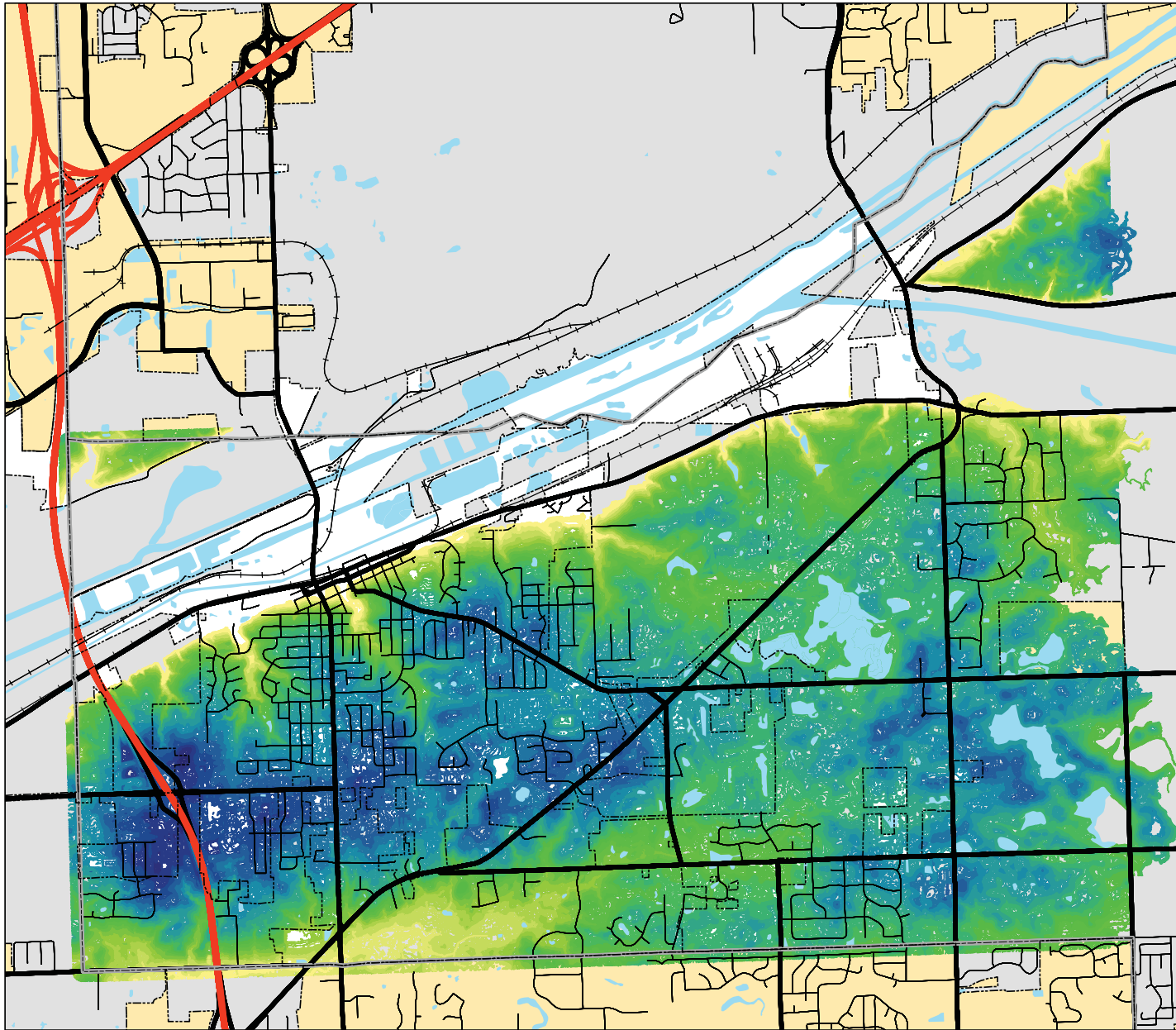
- | Sidewalk Inventory Condition | Infrastructure |
|------------------------------|----------------|
| Will be Developed            | Highway        |
| Existing                     | Ramp           |
| Missing                      | Arterial       |
| Existing on One Side         | Collector      |
|                              | Street         |



0 0.4 0.8 1.2 1.6 Miles

Prepared By: Active Transportation Alliance 9/12/2011  
 Data Source: Active Transportation Alliance, Navteq & The Village of Lemont

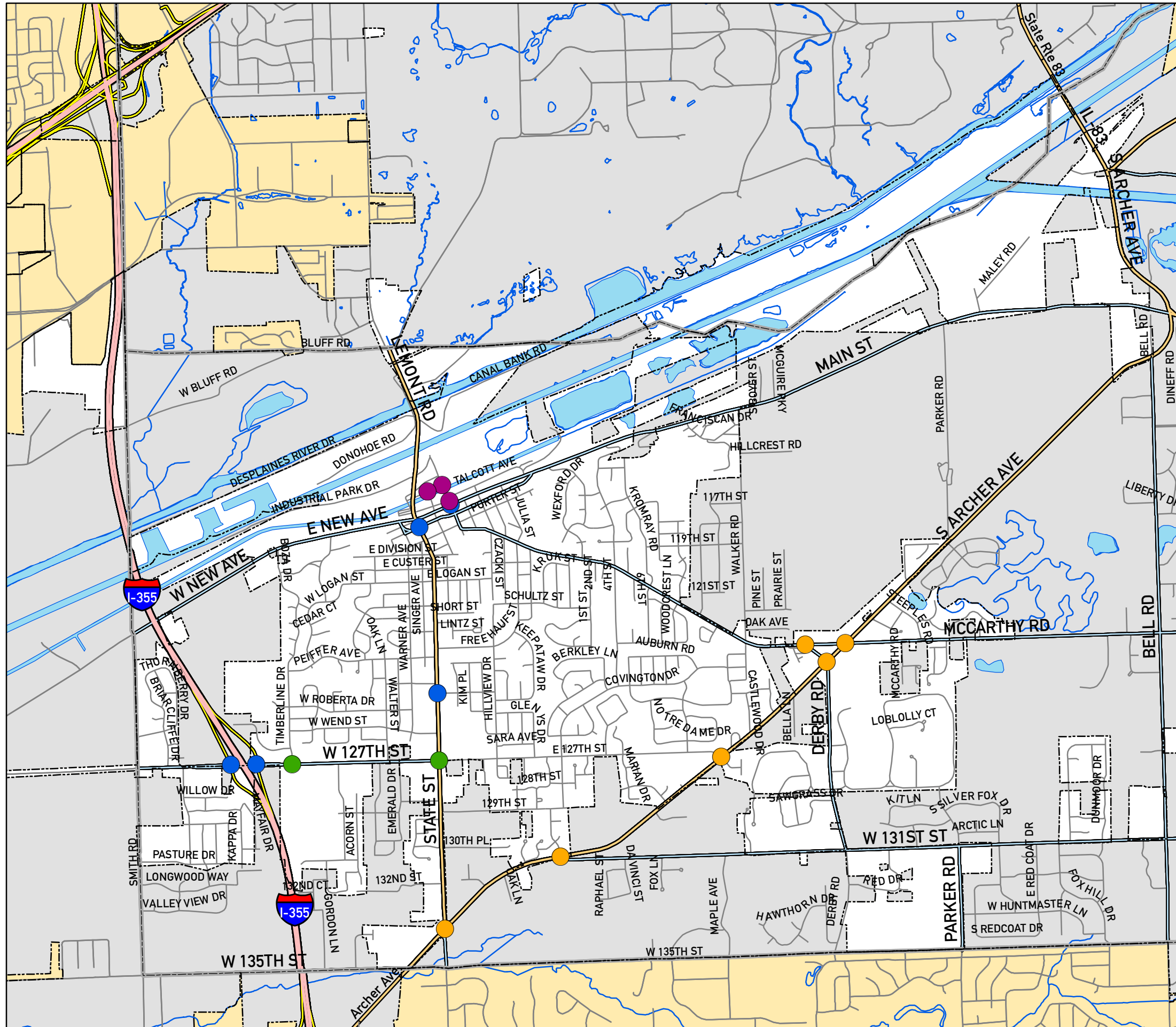
# -Lemont- Topography



Prepared By: Active Transportation Alliance 10/28/2011  
 Data Source: Active Transportation Alliance, Navteq  
 & The Village of Lemont



# -Lemont- Signal Inventory



## Signal Inventory

- Bulb Out
- Signal Only
- Signal w/Ped Head
- Signal w/Ped Head & Zebra Crosswalk

## Infrastructure

- Highway
- Ramp
- Arterial
- Collector
- Street



0 0.4 0.8 1.2 1.6 Miles

Prepared By: Active Transportation Alliance 2/3/2012  
 Data Source: Active Transportation Alliance, Navteq  
 & The Village of Lemont

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## 5.3 Appendix C: Pedestrian and Bicycle Facilities Guidance

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### 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](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](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
Program Purpose To foster cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure	To fund key transportation projects deemed important by elected officials (samarisks)	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?

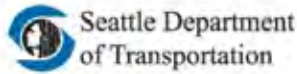
	Transportation Enhancements	Congestion Mitigation and Air Quality Improvement (CMAQ)	Surface Transportation Program	Safe Routes to Schools	Recreational Trails Program	Highway Safety Improvement Program (HSIP)	State and Community Safety Grant Program	National Highway System (Section 402)	Scenic Byways	Federal Lands Highway Program	Trans. and Community Program	State/Metropolitan Planning Funds	Access to Jobs/ Reverse Commute (ATJC)	Federal Transit Commute	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/fhwrtp1/> (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](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	
<b>Primary Design Features</b>									
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](http://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](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](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>

#### **3.1.2 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.

#### **3.1.2 Establish a Bike Lane Parking Ordinance-NPLAN Sample**

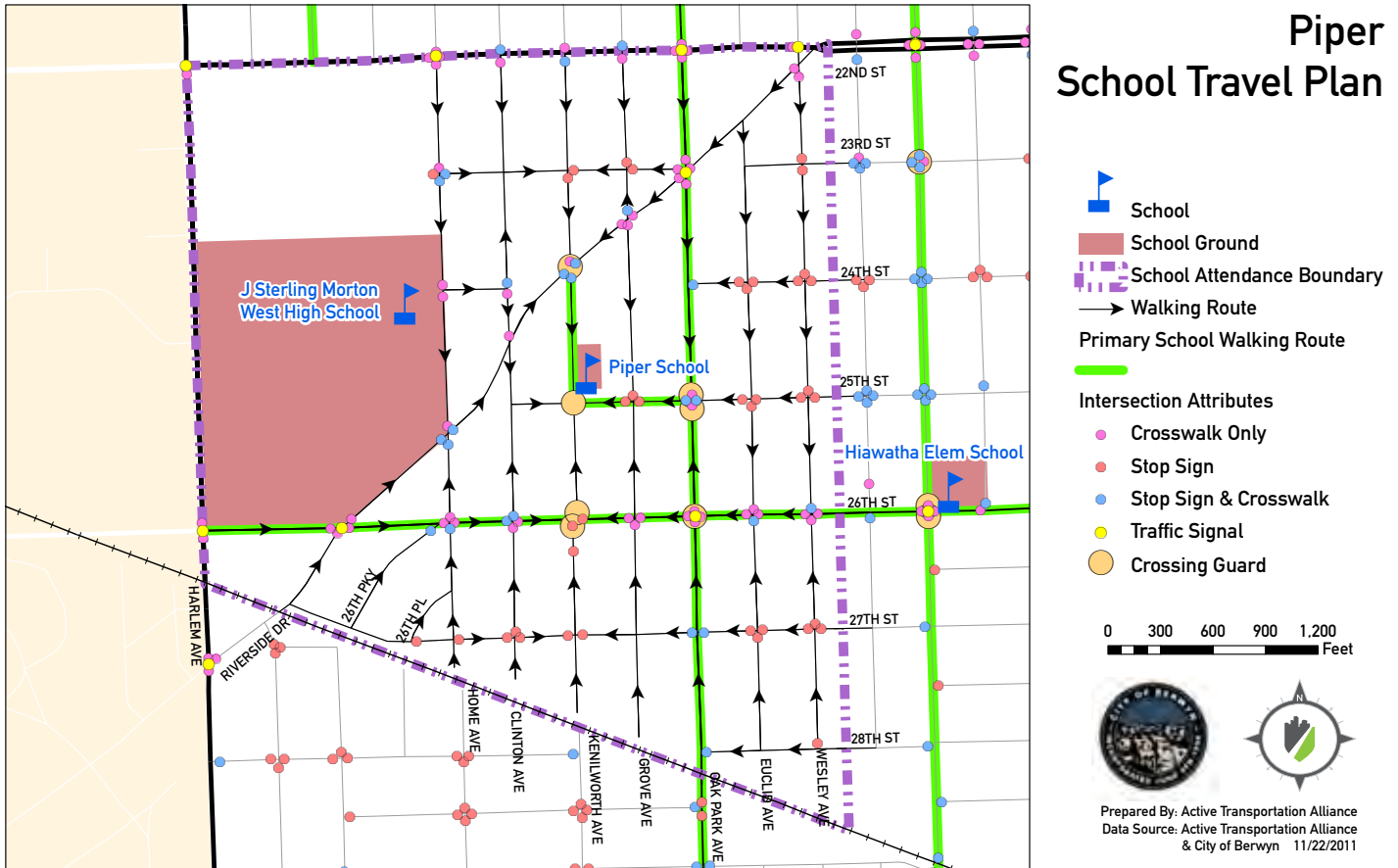
The National Policy & Legal Analysis Network (NPLAN) has developed a comprehensive model bicycle parking ordinance for municipalities pursuing this policy initiative. A downloadable fact sheet, and annotated versions of the model ordinance are available for free in multiple formats at the link below.

<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](http://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/bicyclefriendlyamerica/communities/getting\\_started.php](http://www.bikeleague.org/programs/bicyclefriendlyamerica/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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