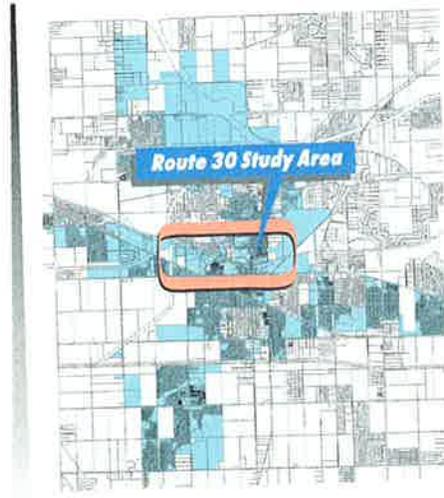




## Village of New Lenox



# **Final**

## **Route 30 Corridor Revitalization Plan**

Village of New Lenox, Illinois  
Prepared by McDonough Associates • URS Corporation  
May 2006

# Table of Contents

<b>INTRODUCTION .....</b>	<b>1</b>
PROJECT OVERVIEW AND BACKGROUND .....	2
<i>The Village of New Lenox and the U.S. Route 30 Corridor Area</i> .....	2
<i>Origin of the Planning Project</i> .....	2
U.S. ROUTE 30 PLANNING PROCESS .....	6
<b>SYNTHESIS REPORT .....</b>	<b>8</b>
INTRODUCTION .....	9
INVENTORY AND ANALYSIS .....	9
<i>Existing Land-Uses</i> .....	9
<i>Current Zoning</i> .....	12
COMMERCIAL DISTRICTS .....	12
INDUSTRIAL DISTRICTS .....	12
RESIDENTIAL DISTRICTS .....	13
<i>Physical Conditions</i> .....	13
STRUCTURAL CONDITIONS .....	13
VACANT PROPERTIES .....	13
SITES AND BUILDINGS .....	13
PEDESTRIAN AND BICYCLIST AMENITIES .....	14
RAILROAD CORRIDOR .....	14
HISTORIC FEATURES .....	14
<i>Traffic, Parking, and Public Transportation</i> .....	14
TRAFFIC CIRCULATION .....	14
PARKING .....	15
PUBLIC TRANSPORTATION .....	16
<i>Opportunity Sites</i> .....	18
CONCLUSIONS .....	20
<i>Role and Function of Route 30</i> .....	20
<i>New Commercial Development</i> .....	21
<i>Existing Sites and Buildings</i> .....	21
<i>Traffic Circulation</i> .....	21
<i>Parking</i> .....	22
<i>Public Transportation</i> .....	22
<i>Other Enhancements</i> .....	23
<i>Zoning and Development Controls</i> .....	23
<i>Process and Implementation</i> .....	23
<b>CORRIDOR REVITALIZATION PLAN .....</b>	<b>25</b>
INTRODUCTION .....	26
LAND DEVELOPMENT AND URBAN DESIGN .....	26
<i>Land Use Mix</i> .....	26
<i>Site Design</i> .....	27
<i>Landscaping</i> .....	28
<i>Signage</i> .....	28
<i>Buildings Design and Materials</i> .....	28
<i>Parking</i> .....	29
<i>Loading and Service Areas</i> .....	29
PUBLIC RIGHT-OF-WAY .....	30
<i>Entryways and Key Intersections</i> .....	30
<i>Landscaping</i> .....	31

<i>Infrastructure</i> .....	31
<i>Signage</i> .....	31
ACCESS, CIRCULATION, PARKING .....	32
<i>Access and Curb Cuts</i> .....	32
<i>Automobile Circulation</i> .....	33
<i>Pedestrian and Bicycle Circulation</i> .....	33
<i>Parking</i> .....	34
PHYSICAL CONSTRAINTS.....	34
FUNDING .....	35
ACTION PLAN.....	50
<b>APPENDIX 1 ADVISORY GROUP MEETING SUMMARY.....</b>	<b>54</b>
<b>APPENDIX 2 KEY PERSON INTERVIEWS SUMMARY.....</b>	<b>58</b>
<b>APPENDIX 3 EXISTING/PROPOSED CORRIDOR PHOTOGRAPHS .....</b>	<b>66</b>

## ***Table of Figures***

FIGURE 1 OVERVIEW OF THE ROUTE 30 CORRIDOR.....	4
FIGURE 2 SELECTED USES ALONG ROUTE 30 .....	5
FIGURE 3 EXISTING LAND USES .....	11
FIGURE 4 TRANSPORTATION.....	17
FIGURE 5 OPPORTUNITY SITES .....	19
FIGURE 6 LAND USE PLAN .....	37
FIGURE 7 IMPLEMENTATION RECOMMENDATIONS .....	38
FIGURE 8 EXISTING AERIAL .....	39
FIGURE 9 PROPOSED IMPROVEMENTS.....	43
FIGURE 10 INTERIM CURB CONSOLIDATIONS .....	47

## ***Table of Tables***

TABLE 1 IMPLEMENTATION ACTION PLAN .....	51
--	----

# ***Introduction***

## ***Project Overview and Background***

This section describes the Village of New Lenox and the U.S. Route 30 Corridor Study Area and highlights the U.S. Route 30 planning process.

### **The Village of New Lenox and the U.S. Route 30 Corridor Area**

The Village of New Lenox is a rapidly growing, predominantly residential community of approximately 23,500 people located in Will County, Illinois. Between the 1990 and 2000 U.S. Censuses, the Village experienced a population increase of 85 percent.

U.S. Route 30, or Lincoln Highway, runs along the north side of the historic central business district of the New Lenox community. U.S. Route 30 was recently designated a “Historic Byway”. However, over the years, U.S. Route 30 has evolved into a roadway with many curb cuts, lack of architectural character, few sidewalks, and a lack of pedestrian friendliness.

The New Lenox Commons, a town square with landscaped open space, public buildings, and planned commercial development, is now under construction just south of U.S. Route 30 in the heart of the community. Once the Village Hall joins the Public Library in the Commons, and the planned commercial spaces are occupied, the number of vehicles using U.S. Route 30 in this general vicinity will significantly increase.

The Metra commuter station, located along U.S. Route 30 near the Cedar Road intersection, also generates significant traffic and other activity on a daily basis. With the recent completion of the parking lot expansion project, there are now over 1,100 parking stalls in the Metra parking lot.

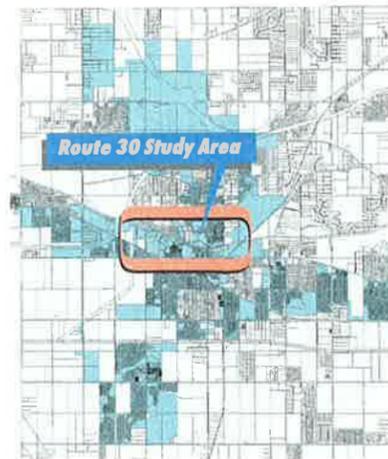
### **Origin of the Planning Project**

Because of these developments and other local issues and concerns, the Village of New Lenox identified the need for a *Corridor Revitalization Plan* (the “Plan”) to address present and future concerns along U.S. Route 30. The Village selected a Consultant Team with expertise in transportation planning, land planning, and urban design to work with the Village Board, the Plan Commission, the Economic Development Commission, the Chamber of Commerce, and Village Staff to develop a corridor improvement program.

As part of the *U.S. Route 30 Corridor Study: Revitalization Plan* (the “Project”), the Village will be reviewing the issue of consolidating curb cuts along Lincoln Highway, as well as assisting the local business community in the development of landscaping standards, parking lot standards, and facade designs. The goal is to create a more “pedestrian-friendly” environment along U.S. Route 30, while not impeding traffic flow along this major thoroughfare.

The Study Area for the Project encompasses the area from the I-80 interchange on the west to the Norfolk Southern Railroad Viaduct on the east, approximately 2.5 miles. An overview of the U.S. Route 30 Corridor is illustrated in *Figure 1*. Selected uses are shown in *Figure 2*.

**Location of the Study Area.** The Route 30 study area is located in the geographic heart of New Lenox, and has traditionally served as the "central business district" of the Village. It is located adjacent to the I-80 interchange and has excellent community and regional accessibility.



**A** - The Route 30 study area is located adjacent to the I-80 interchange, which provides excellent regional accessibility for the retail and service uses along the corridor.

**B** - Route 30 is a Strategic Regional Arterial with significant continuity within the Chicago metropolitan area. However, the roadway does experience congestion at certain time periods. Most commercial properties have individual access drives which hamper through traffic movements. There are few pedestrian amenities along the corridor and several blocks have no sidewalks.

**C** - The western end of the study area is characterized by newer commercial developments, such as Jewel/Osco. However, several of these newer properties could be further enhanced with additional landscaping, pedestrian amenities, and better linkages and connections to nearby uses.

**D** - Nelson Plaza, which contains Walgreens, Standard Bank, and other retail and service uses, is a major anchor within the western portion of the study area. However, the area is oriented to vehicular traffic, and it is not a pedestrian-friendly environment.

**E** - Lincoln Way Center is one of several existing commercial developments that have a "tired and dated" appearance. Much could be done to enhance this property, including improvements to parking lots, landscaping, signage, and building façades.

**F** - The eastern portion of the study area is characterized by older, smaller retail and service uses located on small lots. Many of these properties would benefit from site and building improvements, and certain sites may have potential for redevelopment.

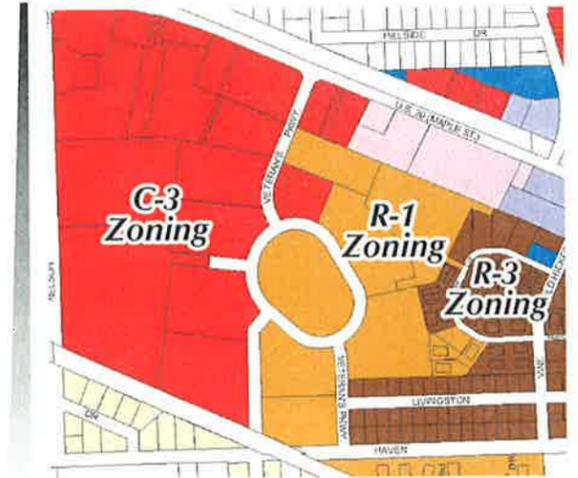
**G** - The Silver Cross Professional Building is an attractive new facility at the eastern end of the study area.

**H** - The Metra commuter station generates significant traffic and activity along the corridor, particularly during weekday periods. However, the station is not well connected to nearby retail and service uses.

**I** - The commercial uses along the north side of Route 30 are very small and several are in poor condition. Poorly maintained sites and buildings can detract from the overall image and perception of the corridor, and can also inhibit opportunities for new investment and development.

**J** - The New Lenox Commons, a new mixed-use "town center" area, is under development along the south side of the corridor. When completed, the Commons will become a major new focal point and activity area. Pedestrian linkages should connect the Commons to nearby uses.

**K** - The United Methodist Church, which includes an attractive open space area along the south side of Route 30, adds to the image and character of the study area.



**New Lenox Commons.** The New Lenox Commons, which was first articulated in the 1990 Comprehensive Plan, is currently under construction along the south side of Route 30. The Commons is intended to serve as a commercial, office, civic and open space "town center" area and it will become a major new focal point for commerce and a gathering place for community events and activities.



**Comprehensive Plan**  
The 2004 Comprehensive Plan recommends improvement and enhancement of existing commercial uses along Route 30, along with some new infill development. It also promotes improved traffic flow along Route 30, with consolidated access to commercial properties.

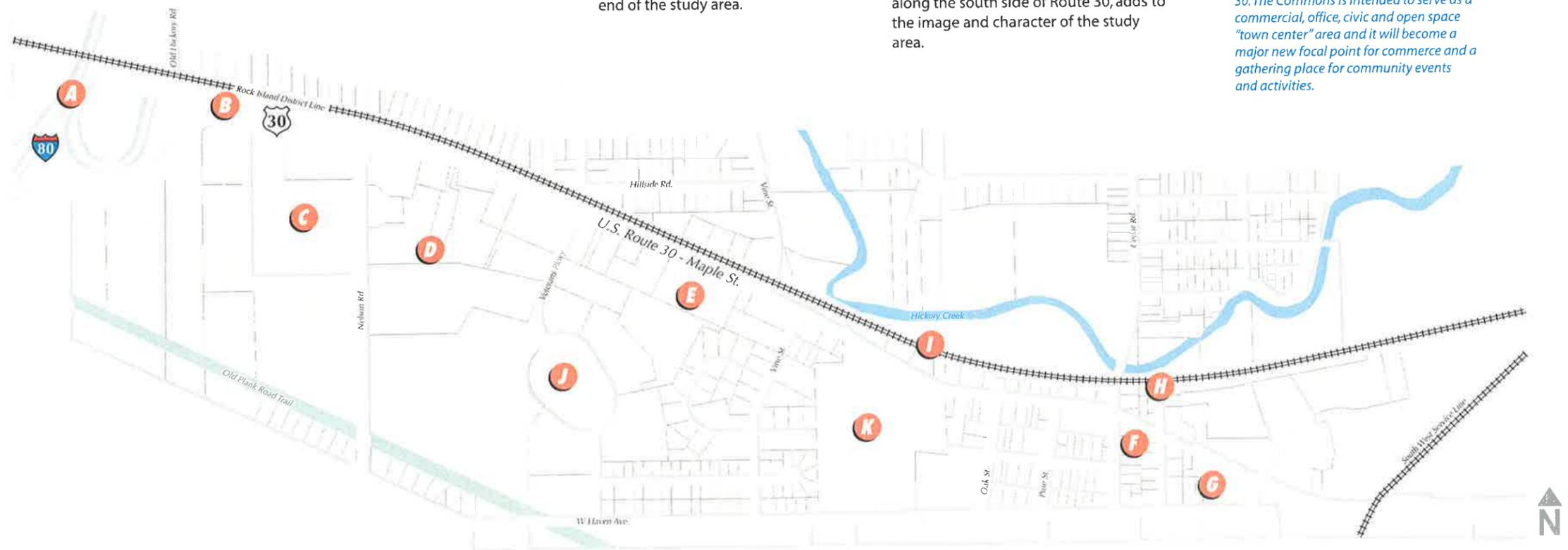


Figure 1: Overview of the Route 30 Corridor

# U.S. Route 30 Corridor Revitalization Plan

Village of New Lenox, Illinois • Prepared by McDonough Associates and URS Corporation • December 2005



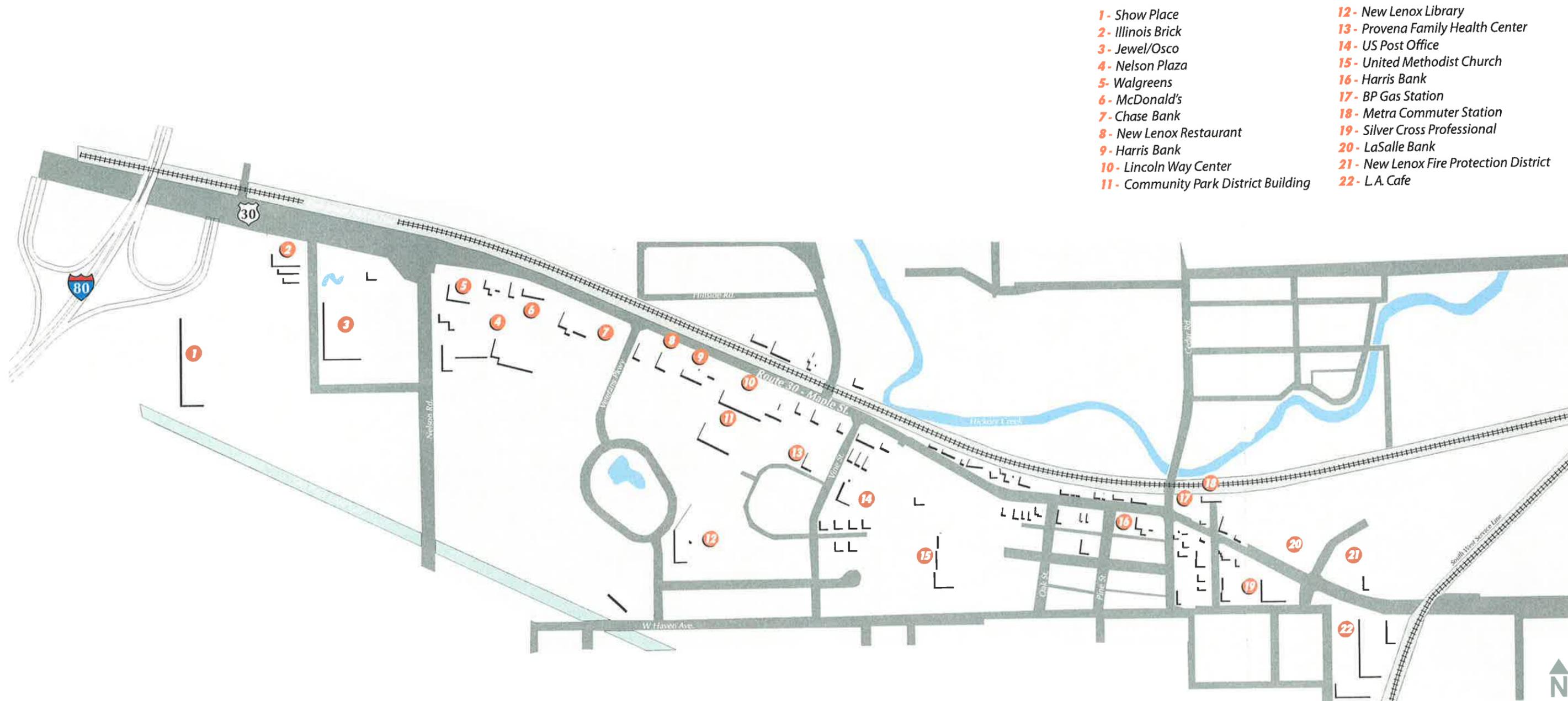


Figure 2: Selected Uses Along Route 30

# U.S. Route 30 Corridor Revitalization Plan

Village of New Lenox, Illinois • Prepared by McDonough Associates and URS Corporation • December 2005



## **U.S. Route 30 Planning Process**

A six-phase process was used to conduct the Project whose key work final product was the *U.S. Route 30 Corridor Revitalization Plan*. The planning process is summarized below and illustrated in Figure 3.

- **Phase 1: Project Initiation** entailed: a) working with Village Staff to establish the Project Advisory Committee to work with the Consultant Team throughout the project; and b) conducting initial meetings with Village staff and the Advisory Committee to discuss the planning process and review ideas and perceptions of the corridor.
- **Phase 2: Community Outreach Activities** provided opportunities to introduce the U.S. Route 30 planning process to the entire Village. Phase 2 included several activities designed to involve property owners, business persons, and residents in the planning program. Community Outreach activities included: a) Key Person Interviews; and b) Advisory Committee Meeting.
- **Phase 3: Inventory and Analysis** entailed the collection and analysis of a range of information about existing conditions and future potential within U.S. Route 30 Corridor, including existing land-use; zoning; the physical condition of sites and buildings; transportation, parking, and public transportation; and opportunity sites for improvement and new development.
- **Phase 4: Visioning Session** established an overall “vision” for the future of U.S. Route 30 Corridor to provide focus and direction for planning and redevelopment activities, and provided the “cornerstone” of the consensus-building process. Following the visioning session, the Consultant summarized the results of the group discussions, and prepared a preliminary “Vision Statement” for U.S. Route 30 Corridor that was distributed to Village staff and the Project Advisory Committee (“PAC”) for approval.
- **Phase 5: Improvement Scenarios** entailed the preparation and evaluation of preliminary improvement and development scenarios for the U.S. Route 30 Corridor. The scenarios were based on the issues and opportunities identified in Phases 2 and 3, and encompassed land-use; sites and buildings; redevelopment; traffic, transit and pedestrian circulation; parking; and urban design.
- **Phase 6: U.S. Route 30 Plan Report** entailed preparation of the draft and final versions of the *U.S. Route 30 Revitalization Plan* document. This phase entailed a refinement of all elements described in Phases 3, 4 and 5, including land-use, development and redevelopment, traffic, parking, transit, and urban design.

Phase 6 also included the preparation of an “action agenda” highlighting: a) the major projects and actions to be undertaken; b) the timing and priority of each project; c) the public and private sector responsibilities for participating in each project; and d) the funding sources and assistance programs that are potentially available for implementing key projects.

## ***Contents of the Report***

The final report for the Project is organized into two main sections, supplemented by three appendices.

- The ***Synthesis Report*** contains a summary of all existing conditions and analysis work conducted during Phases 1 through 4 as described above. This research provides the context and background for the project.
- The ***Corridor Revitalization Plan*** articulates the vision for the Route 30 Corridor, with specific recommendations and action steps that the Village can take to realize the vision.
- ***Appendix 1*** contains notes from the February 11, 2004 Advisory Committee Workshop.
- ***Appendix 2*** summarizes the findings from Key Person Interviews conducted in August 2004.
- ***Appendix 3*** provides photographs of existing conditions within the Route 30 corridor.

# ***Synthesis Report***

## **Introduction**

This Synthesis report summarizes the results of the first three phases of the U.S. Route 30 Planning Process, including Inventory and Analysis and Conclusions.

## **Inventory and Analysis**

This section describes and illustrates the analysis of a range of information about existing conditions and future potentials within the U.S. Route 30 Corridor, including:

- Existing Land-Uses,
- Current Zoning,
- Physical Conditions,
- Traffic, Parking and Public Transportation, and
- Opportunity Sites.

### **Existing Land-Uses**

U.S. Route 30 Corridor has a wide variety of retail uses, commercial services, offices, restaurants, public facilities, and auto-oriented services. Existing land-uses are highlighted below and are illustrated in *Figure 4*.

- ***Nelson Plaza Shopping Center*** is the primary shopping center along the U.S. Route 30 Corridor. It includes a number of uses including Chinese restaurant, nail salon, tobacco store, hair salon, physical therapy, Movie Gallery, cell phone dealer, dollar store and Goodyear. The large store at the west end of the Shopping Center, which previously served as Eagle Country Market has recently been remodeled for Fun in Motion and 2 other future tenants. An attractive Walgreens Drug Store is located north of Nelson Plaza.
- ***The Jewel/Osco Center***, with a Jewel Express Gas Station and Car Wash.
- ***Lincoln Way Shopping Center***, which includes a currency exchange, Ace Hardware, a liquor store, a florist, Leatherworks, Mail and Parcel, a video store, Voice and Data Solutions, a jewelry store, a chiropractor, Joy's Store, a pizzeria, a sandwich shop, a laundromat, Hair Design, a barber, and Lincoln Way Insurance.
- ***Two small strip centers just east of Vine Street***, which include a day spa, custom flooring, candy and nuts, sports wear, a Chinese restaurant, and a cleaners. The other shopping center includes Subway, a barber, Nextel, a nail salon, and a music shop.

- **A shopping center just east of the Railroad Overpass**, which includes a clinic, an animal hospital, a tattoo parlor, Angelino's Pizza, a gun shop, Plastic Sounds, a dry cleaner, Glass and Mirrors, and the LA Café.
- **Restaurants**, There are a number of restaurants along the U.S. Route 30 Corridor, including McDonald's, Burger King, New Lenox Restaurant, Kentucky Fried Chicken, Taco Bell/Long John Silver's, Pizza Hut, A.J.'s, Hot Dogs and Gyros, Aurelio's Pizza, Burrito Loco, T. J.'s Bar and Grill, Pit Stop Tavern, House of Hughes, and Pizza King. There are also restaurants in the shopping centers mentioned above.
- **Auto-Oriented Commercial Uses** including, BP Gas Station, Jewel Express Gas Station, two Speedway Gas Stations, an auto-repair shop on the south side of U.S. Route 30, and an auto repair shop just east of the Railroad Overpass.
- **Public and Semi-Public Uses**, which include the new Library, new open space areas in the Village Commons, and a new Village Hall currently under construction in the Commons.

Semi-public uses include the Methodist Church, surrounded by a very attractive wooded open space, The New Lenox Township Fire Protection District on the north side of U.S. Route 30, U.S. Post Office on Vine Street, and the Metra Commuter Station near Cedar Road.

- **Office and Service Uses** along U.S. Route 30 include the new LaSalle Bank, the new rehabbed NLSB Bank at Cedar Road, Standard Bank, Bank One, and NLSB Motor Bank, Provena Family Health Center, and the Silver Cross Professional Building.

Smaller office and service uses on the south side of U.S. Route 30 include law offices, a travel agency, a day spa, painting and decorating, Quick Print, title insurance company, American Family Insurance, White Hen Pantry, an insurance company, carpet store and a tool rental business.

On the north side of U.S. Route 30, office and service uses include ReMax Realty, an insurance office, law offices, the New Lenox Historical Society, a bike shop, two office buildings, a day spa, and an animal hospital.

There are also two professional office buildings across from Lincoln Way Shopping Center that include Smith Engineering, Financial Services, and Christopher Burke Engineering. At Vine Street there is a cell phone establishment, a car wash, and car care service

- **Industrial Use**. There is one industrial use on the south side of U.S. Route 30, just west of Jewel/Osco, which is Illinois Brick.
- **Residential Uses**. Single-family homes and multi-family structures are located adjacent to the U.S. Route 30 Corridor. These residential uses help to support the retail, service and office uses located along the corridor.

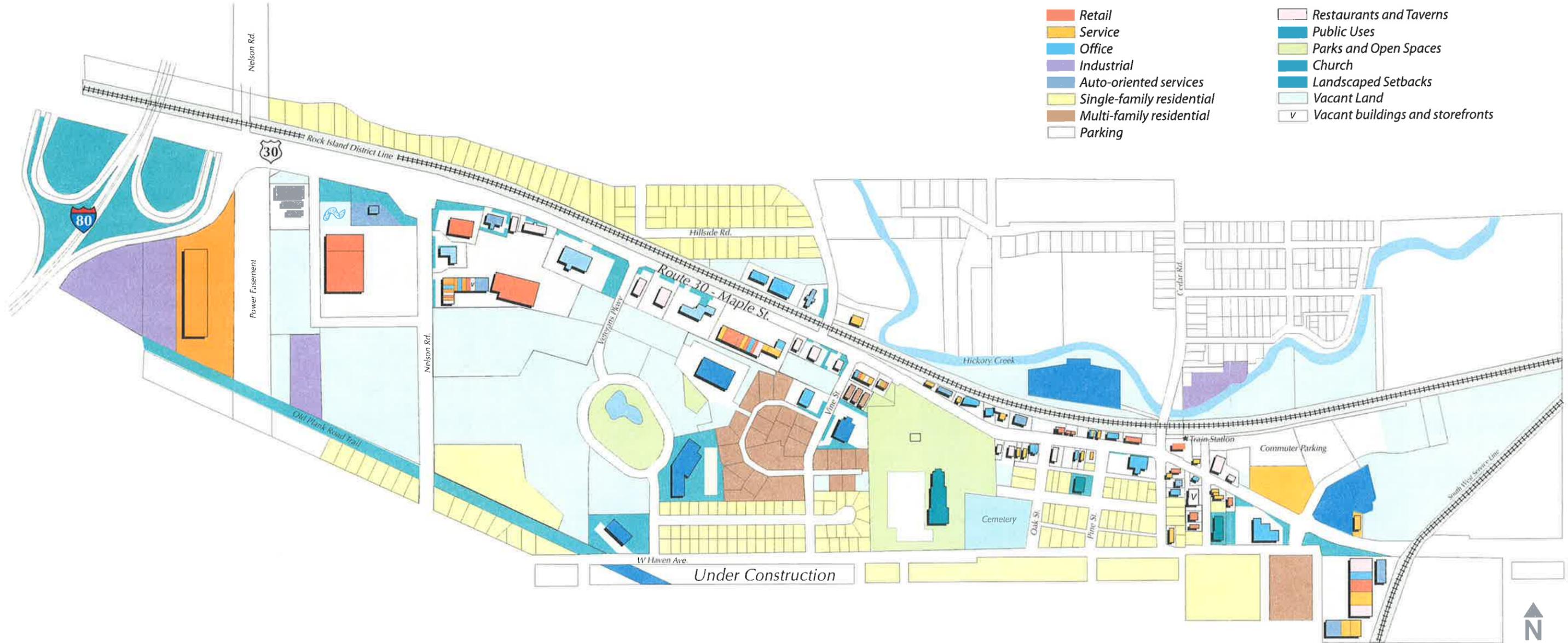


Figure 3: Existing Land-Use

# U.S. Route 30 Corridor Revitalization Plan

Village of New Lenox, Illinois • Prepared by McDonough Associates and URS Corporation • December 2005



## Current Zoning

Zoning is an important tool in implementing planning policy. It establishes the types of uses to be allowed on specific properties, and prescribes the overall character and intensity of development to be permitted.

Zoning districts within the U.S. Route 30 Corridor are described below. In general, the current zoning reflects the existing land-use pattern along the corridor. Zoning changes should be adopted as required to implement the Plan.

### Commercial Districts

- ***C-1 Neighborhood Shopping District.*** Intended to provide retail or service uses to supply convenience goods or personal services for the daily needs of the residents living in adjacent residential neighborhoods. The district is designed to encourage shopping centers with planned off-street parking and loading, and to provide for existing individual or small groups of local stores. Standards for bulk of buildings are compatible with low-density residential districts.
- ***C-2 Community Shopping District.*** Intended to provide the primary shopping district for the local area and nearby communities, permitting most types of businesses and commercial enterprises, offices and service establishments.
- ***C-3 General Business District.*** All types of retailing and service uses, certain wholesale and warehouse uses, and some limited industrial activities that are normally associated with industrial uses. The market area for the permitted uses extends to an area much larger than the local community. Automotive service types uses and automobile associated uses are normally located in this district to serve passerby traffic. This district is normally located along major thoroughfares, where adequately sized parcels of land allow for large setbacks, clear vision, and safe ingress and egress.
- ***C-4 Automotive Service District.*** Intended to provide for automotive service type use and automobile associated uses such as drive-ins. The district is intended to be located only along major thoroughfares where adequately-sized and properly-located parcels of land will allow for adequate setbacks, clear vision and safe ingress and egress. Frontage roads should be provided where possible.
- ***C-5 Office/Transitional District.*** The C-5 district should contain office, residential, institutional and support commercial facilities. The intent of this district is to act as a transitional zone between intensive business areas and residential neighborhoods.

### Industrial Districts

- ***I-1 Limited Industrial District.*** Intended to provide an environment suitable for wholesaling, warehousing, limited manufacturing activities, and other industrial activities that do not create

appreciable nuisances or hazards. Residential and other noncompatible uses are not allowed. The performance of industrial uses is regulated by standards for the external effects of noise, smoke, vibration, and other potential uses.

### Residential Districts

- ***R-1 Single Family Residence District.*** Quiet, low density areas of predominantly single-unit dwellings plus additional uses such as schools, parks, and certain public facilities which serve the residents living in the district.
- ***R-2 Single Family Residence District.*** Principally single-family uses; essentially the same uses as permitted in R-1 but at somewhat higher densities.
- ***R-3 Multi-Family Residence District.*** A compatible mix of single-family, two-family, and multi-family dwellings, plus certain additional uses such as schools, parks, churches, and certain public facilities which serve the residents living in the district.

### **Physical Conditions**

The U.S. Route 30 Corridor is generally a well-maintained area with an attractive small-town image and character. While the U.S. Route 30 Corridor is not characterized by severe deterioration, a number of low-grade features and conditions could inhibit opportunities to attract new investment and development in the future.

### Structural Conditions

While there are no severely deteriorated buildings within the Study Area, several commercial and residential properties are characterized by deferred maintenance and minor condition problems. While these conditions may not be significant at the present time, they do detract from the overall image and perception of U.S. Route 30 Corridor.

### Vacant Properties

While vacant buildings are not prominent within the Study Area, several are located on highly visible sites along the major roadways that pass through the area. These buildings should be considered for redevelopment if new uses cannot be identified.

### Sites and Buildings

Most commercial and business uses are located in small, one-story buildings. Except for a few shopping centers, most commercial buildings are freestanding structures. There is little coordination between adjacent commercial properties in terms of building placement and orientation, setbacks, access drives and parking areas, signage, and site landscaping. A number of existing commercial buildings have a tired and dated appearance.

The appearance of parking lots is also a concern. In addition to surfaces in poor condition, few lots are landscaped and there are no clearly defined pedestrian ways that traverse parking lots or connect the lots to nearby stores and businesses.

### Pedestrian and Bicyclist Amenities

Because of the diverse mix of residential and commercial uses and the presence of the commuter station, U.S. Route 30 should include trails and sidewalks that allow people to walk and bicycle between the various destinations.

However, it is currently difficult for residents and visitors to walk to nearby stores, shops, services, and public transportation. Sidewalks are not continuous, requiring pedestrians to walk in parkways or through parking lots in some areas. It is also difficult for pedestrians to cross the major streets. Pedestrian and bicycle crossings should be improved and enhanced.

Access to the commuter station from several areas is difficult. In particular, as new development and capital improvements are built, pedestrian and bicycle paths should be provided to the commuter station from surrounding residential and commercial areas.

### Railroad Corridor

Many people get their first impression of New Lenox as they pass through the area on the commuter train. Unfortunately, the railroad corridor is not attractively landscaped for most of its length within the Study Area. Additional landscaping and screening should be considered.

### Historic Features

While most buildings in the Study Area are older, there are only a few with true historical significance. The residential neighborhoods south of U.S. Route 30 have an attractive small-town image and character, and include several sites and structures with local cultural and historical interest.

## **Traffic, Parking, and Public Transportation**

This section describes traffic circulation, parking, and public transportation along the U.S. Route 30 Corridor, which is further depicted on Figure 5.

### Traffic Circulation

U.S. Route 30 has two through lanes of traffic in each direction. For most of the corridor, the through lanes are separated by a painted median of varying width. Near the major intersections, the median is 12 feet wide to provide left turn lanes. Just east of the Vine Street intersection, the median tapers down to 4 feet. Just east of Cedar Road, the typical section of the roadway widens again to provide a painted median that is 12-feet wide. There is no parking along U.S. Route 30.

Traffic volumes along the U.S. Route 30 Corridor are as follows:

- Western End – 25,100,
- Middle Portion of the Corridor – 22,700, and
- Eastern End – 14,000

Traffic signals exist at the following U.S. Route 30 intersections, as depicted in *Figure 5*:

- Two ramps at the interchange with I-80,
- Nelson Road,
- Vine Street, both north and south, and
- Cedar Road.

Side-street intersections within the Study Area are controlled with stop signs.

The western half of the Corridor is hampered tremendously by a large number of curb cuts in a small area. There are 21 curb cuts on the south side of U.S. Route 30 between Nelson Road and Vine Street. Not only does this create a very dangerous environment for turning vehicles, it also significantly decreases the capacity and level of service (LOS) of the roadway. During morning and evening peak hours, U.S. Route 30 is effectively reduced to one through lane in each direction due to turning vehicles blocking through lanes in certain directions. Illinois Department of Transportation records would probably confirm that this location is considered a High Accident Location, as compared to the acceptable statewide crash statistics, however, these records have not been reviewed.

While the same general conditions exist at the eastern end of the Corridor, lower turning volumes and fewer curb cuts make turning movements less dangerous than at the western end of the Corridor. However, other dangerous situations hamper traffic safety at the eastern end of the Corridor. Sight distance concerns exist on the north side of U.S. Route 30 just west of the railroad viaduct. Vehicles desiring to enter U.S. Route 30 in this location are unable to see far enough east in order to determine if it is safe to enter the highway, because views are blocked by the viaduct.

Additionally, access issues exist. Approximately 1,100 commuter parking spots exist north of U.S. Route 30, between Cedar Road and the railroad viaduct. During peak hours, many of these vehicles are rushing out of the commuter lot, trying to access U.S. Route 30. The New Lenox Fire Department also has access to U.S. Route 30 in this same location, and has the same access issues when trying to respond to an emergency. While traffic counts have not been performed, it is anticipated that peak hour counts along with the emergency vehicle concerns most likely warrant a traffic signal at the intersection of U.S. Route 30 and Prairie Street.

### Parking

There are several off-street parking lots serving the uses along U.S. Route 30, as shown on the *Figure 4: Existing Land-Use*. Several lots, which serve employees, are located behind buildings. Some of the parking lots along U.S. Route 30 have gravel surfaces and few have landscaping or decorative fencing. As

new development takes place along the corridor, the Village should promote more landscaping around the periphery of parking lots.

### **Public Transportation**

The Rock Island District Line serves the community, with a Metra commuter station located at the intersection of U.S. Route 30 and Cedar Road. Commuter parking (approximately total 1,100 spaces) is located south and east of the station. As new development takes place in and near New Lenox, additional parking for the station may be required. Parking structures should be considered to address the future parking needs within the Village.



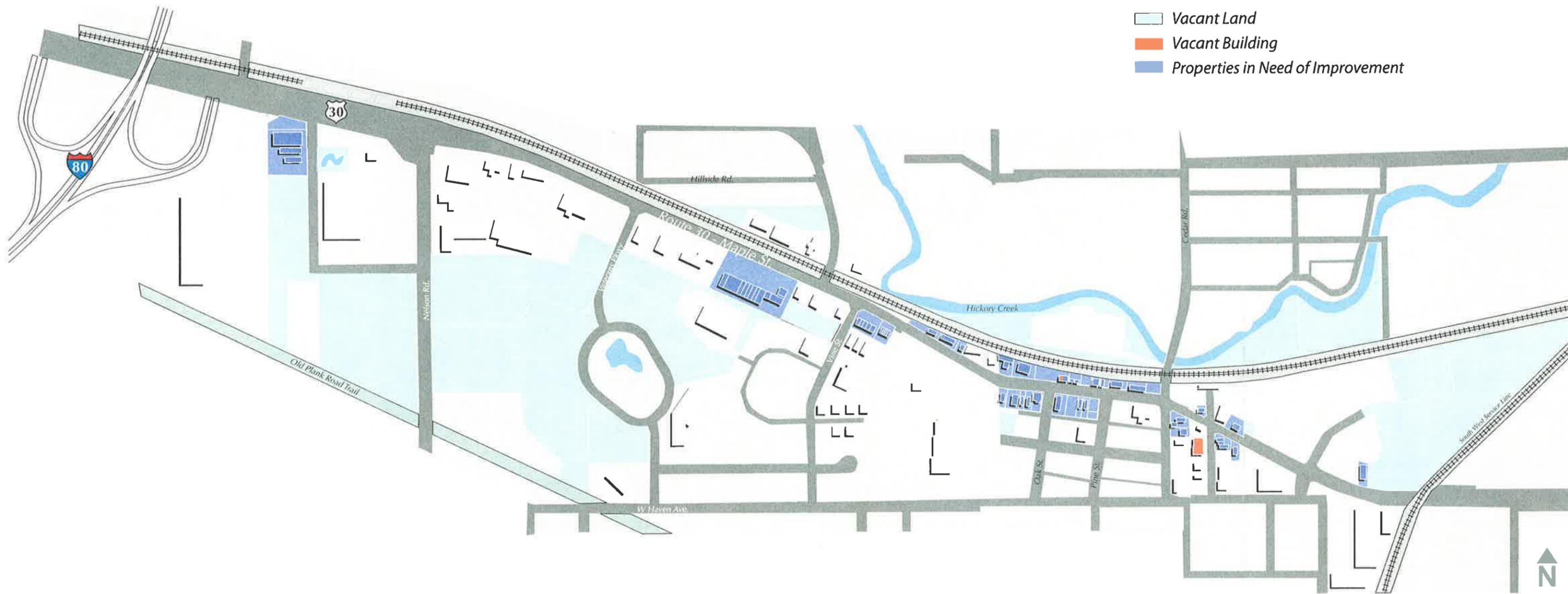
## **Opportunity Sites**

Even though the U.S. Route 30 Corridor is almost fully developed, and many existing uses are sound and viable, there will continue to be a market for and interest in new development and redevelopment along the corridor.

While development and redevelopment could conceivably occur anywhere within the Study Area, several properties appear to be more “susceptible” to change than others. These include vacant buildings, marginal and underutilized properties, and residential properties along major roadways.

Based on the presence of the properties described above, *Figure 6* highlights several “clusters” of properties within the Corridor that may represent opportunities for new commercial, residential, or mixed-use development. It should be emphasized that this identification of sites does not imply that redevelopment will occur, but simply that these properties may present opportunities for improvement or redevelopment.

Each of these areas is explored in more detail in the Plan.



**Figure 5: Opportunity Sites**

# U.S. Route 30 Corridor Revitalization Plan

Village of New Lenox, Illinois • Prepared by McDonough Associates and URS Corporation • December 2005



## Conclusions

Phases 1 through 4 of the Project involved developing an understanding of the U.S. Route 30 Corridor study area. Based on that work and the knowledge gathered from that research, a set of issues and opportunities were identified. These issues and opportunities were then synthesized into the guiding principles presented below, which became the focus of the final Phases of the Project, and shaped the *U.S. Route 30 Corridor Revitalization Plan*

### Role and Function of Route 30

- While the Plan should build upon and reflect past planning efforts for this portion of New Lenox, including the Village's *Comprehensive Plan* and *Open Space and Greenways Plan*, it should also establish a new long-range "vision" for U.S. Route 30; formulate up-to-date goals and objectives for the area; and offer new ideas and concepts for local review and consideration.
- The Plan should be based on the recognition that U.S. Route 30 is both an individual commercial district as well as integral and essential part of the larger New Lenox community and surrounding region. While the Plan should strive to enhance U.S. Route 30's distinguishing features and characteristics, and capture its opportunities and potentials, it should also reinforce linkages and connections to the larger community.
- The Plan should enhance U.S. Route 30 as a mixed-use commercial district. The area should continue to be characterized by a mix of retail uses that serve nearby neighborhoods and transit patrons, office and service uses that support the surrounding community and motorists that pass through the area, and a range of housing choices that offer close proximity to shopping and public transportation.
- The Plan should address the relationships between commercial areas and adjacent neighborhoods. Pedestrian and recreational trail linkages should be improved between the neighborhoods, shopping areas, and public transportation facilities. Screening and buffering should also be enhanced between different land-use areas. Traffic and parking should be adequately accommodated within the commercial areas so that these conditions do not adversely impact adjacent neighborhoods.
- The Plan should explore ways of establishing a positive image and identity for U.S. Route 30. This new identity should help distinguish the Corridor, and also contribute to the image and identity of the Village as a whole.
- The Plan should balance between the improvement of existing uses and new development. The Plan should identify specific sites for redevelopment and articulate the types of uses and character of development to be promoted at each site. The Plan should also establish guidelines for the improvement and enhancement of existing sites and buildings to remain.

## **New Commercial Development**

- Favorable demographics, coupled with a significant employee and residential population, create a very desirable market for new retail, office and service development. In addition, U.S. Route 30 has good vehicular accessibility, good visibility, and convenient public transportation.
- New commercial development along U.S. Route 30 should be designed to serve commuters going to and from the Metra station, and capture the markets created by nearby residential areas, employment uses, and passing motorists. The close proximity of stores and businesses to the station and the neighborhoods can create convenient opportunities that benefit both customers and merchants.
- The Plan should identify redevelopment sites capable of accommodating multiple stores and businesses within a single, coordinated development.

## **Existing Sites and Buildings**

- The Plan should provide policies and guidelines for improving and enhancing existing sites and buildings along the U.S. Route 30, including façade treatment, private signage, landscaping, and parking lot design.
- The Plan should provide design and development examples for new construction along U.S. Route 30. The purposes of the examples should be to foster a distinctive visual image and character for the corridor; promote quality new construction; coordinate public and private improvements; and ensure that all future developments are consistent with the Village's "vision" for this important part of the community.
- The Plan should provide examples for upgrading existing properties, including improvements to storefronts, signage, landscaping, parking lots, and other features. Many off-site improvements, such as additional pedestrian amenities, open spaces, and nearby parking facilities can also help support existing stores and businesses.
- The Plan should strive to unify and link together the full range of old and new developments along the U.S. Route 30 Corridor and create a cohesive and coordinated mixed-use environment within the study area.
- While redevelopment may take place in several locations, many existing sites and buildings will remain. The low vacancy rate suggests that the current development format offers cost effective space for many stores and businesses.

## **Traffic Circulation**

- The Plan should identify opportunities to improve traffic flow and traffic safety along U.S. Route 30. Since the right-of-way along U.S. Route 30 is limited, improvements will need to be made

without widening the roadway. U.S. Route 30 is a Strategic Regional Arterial (SRA) and coordination with the Illinois Department of Transportation (IDOT) will be required.

- The Plan should identify opportunities to enhance vehicular access, circulation and parking within the commercial properties along U.S. Route 30. This should include options and alternatives for the consolidation of access drives; new or relocated property access points to reduce turning movements to /from U.S. Route 30, cross-access between adjacent properties; improvement and consolidation of parking lots; and enhanced pedestrian connections between parking lots and commercial buildings.
- The Plan should examine alternatives for improving traffic access and circulation, particularly around the Metra commuter station and other activity generators. As mentioned above, traffic conditions within shopping and service areas should not adversely impact nearby residential neighborhoods.
- Opportunities for improving traffic signalization should also be explored, particularly in regard to pedestrian crossings and other aspects of pedestrian and bicycle safety throughout the U.S. Route 30 Corridor, as well as near the Metra Station.

## **Parking**

- Stores and businesses along U.S. Route 30 are served by numerous surface parking lots. Since many parking lots are located in front of buildings, they are among the most prominent visual features in the area. The Plan should establish guidelines for enhancing existing lots and for the design and placement of new parking facilities.
- Even though adequate parking will be essential, the Study Area should be improved and redeveloped in a manner that encourages safe and convenient pedestrian and bicycle access and circulation in order to reduce the reliance on automobile travel and reduce the need for “more and more” parking.

## **Public Transportation**

- The Metra commuter station should be an important focal point along U.S. Route 30. The station should have a positive impact on the surrounding neighborhoods and enhance opportunities for new development and redevelopment. It should also help improve the image and perception of U.S. Route 30 for residents, visitors, and passing commuters.
- The commuter station should be inviting and easy to use, particularly for pedestrians and bicyclists. Safe and convenient walkways should be provided to the station from nearby stores and businesses, residential areas, and parking facilities. Amenities such as seating areas, drinking fountains, and bicycle storage facilities should be provided within the station area.

## **Other Enhancements**

- The Plan should strive to create a more pedestrian-friendly environment along U.S. Route 30 and adjacent sites. This should include a range of options and alternatives for the location and design of sidewalks, crosswalks, open spaces and gathering places, and other pedestrian and bicycle amenities. Pedestrian connections should also be improved between the businesses along U.S. Route 30 and adjacent areas, particularly the New Lenox Commons, the Metra commuter station, and nearby residential neighborhoods.
- In addition to sidewalks and pedestrian amenities, the Plan should also explore other improvements and enhancements to the U.S. Route 30 right-of-way, including street trees and associated landscaping; public signage; street lighting; and the location and placement of utility lines and easements. Enhancement of the right-of-way would not only improve the image and appearance of the corridor, but would also help further differentiate New Lenox from the other communities along U.S. Route 30.
- While the Plan should focus on the improvement and enhancement of existing properties, it should also identify properties that may have potential for new development or redevelopment in the future, and establish policies and guidelines for how this new development should take place.
- Several major activity areas, including the New Lenox Commons and the Metra commuter station, are located along or near U.S. Route 30 but are not currently well connected to other uses and businesses along the corridor. The Plan should strive to improve linkages and relationships between these important activity areas and the corridor as a whole.

## **Zoning and Development Controls**

- Zoning should be reviewed as planning, design, and development recommendations are formulated for the U.S. Route 30 Corridor.
- While current zoning appears to be reasonable, refinements might be considered when the Plan is completed, including:
  - Rezoning of certain properties to reflect the land-use recommendations established in the Plan;
  - Using zoning to implement site and building design guidelines established in the Plan.

## **Process and Implementation**

- The Plan should be action-oriented, with a strong focus on implementation. It should identify key capital improvements, as well as high-priority projects and actions to be undertaken by both the public and the private sectors. The Plan should outline the timing, responsibilities, funding sources, and implementation techniques for carrying out these projects.

- Since U.S. Route 30 has traditionally served as the “central business district” for the New Lenox community, all residents should have the opportunity to participate in the Project. The Plan should be based on a process of public participation that generates and sustains enthusiasm and interest in the project, encourages public participation, and builds support and consensus for the Plan one step at a time.

# ***CORRIDOR REVITALIZATION PLAN***

## Introduction



New Lenox Commons  
Rendering

The *Corridor Revitalization Plan* (the “Plan”) provides guidelines and actions to improve and enhance the U.S. Route 30 Corridor. The Plan serves as a policy guide for physical improvement and development along the corridor. This Plan establishes “ground rules” from which the Village can review and evaluate private development. *Figure 7: Land Use Plan* illustrates the recommended future land use. *Figure 8: Improvement Recommendations* illustrates opportunity sites, right of way improvements, and property improvements.

## Land Development and Urban Design

This section details actions and improvements that relate to property development. These include land use, site design, landscaping, signage, building design and construction materials, parking, and loading and service areas. Additional images depicting existing conditions are located in Appendix 3.

### Land Use Mix

- Maintain the U.S. Route 30 Corridor as a community business and activity center. A range of shops and services should be connected with and complemented by public facilities and green spaces.
- Designate the New Lenox Commons as the “signature” open space area for the Village, serving as a comfortable oasis for gathering and passing through. The Village can help property owners/developers evaluate the potential for mixed-use buildings (residences, offices, parking, or terraces over shops). Mixed-use developments, particularly as part of a large or multi-parcel redevelopment or new construction, have the po-

### Example: Building Façade



Awnings and colonnade separate shoppers from parking area



Mixed-use building built close to the street creates street-wall at intersection



Facade fenestration and traditional materials improves look of large store



Awnings and box signs define image for shopping-center



Tradition design with focal point feature

tential to generate lively activity and attract a diverse user base.

- Work with local business organizations to promote additional businesses, such as family-style restaurants and commuter-oriented shops and services, to complement the current mix in the area.
- Encourage low-traffic office or service businesses, condominium or apartment units, and structured parking as upper-story uses.
- Consider recruiting a hotel to the area if traffic can be accommodated.

### Site Design

- Encourage additional green space in the form of landscaped setbacks or build-to lines, tree and flower islands, plantings to frame signs, etc., on all properties in the study area. Property improvement programs should be structured as to provide coordinated planning palette and to share cost between public and private sector.
- Allow flexibility in the development approval process to reflect the wide variation of site layouts and building designs that exist. In general, site layout should feature buildings that are oriented toward streets, with finished facades on each building face that is visible from a public way. Buildings with dual frontage can incorporate multiple entrances to improve access from adjacent sites.
- Require on-site pedestrian and bicycle amenities as part of new project plans. Amenities could include new pathways and connections between properties, landscaped seating areas, pedestrian-scale lighting, bicycle parking, and paving treatments, for example.
- Separate or differentiate pedestrian pathways from adjacent vehicle areas, through pavement type, for example. Sidewalks and bikeways should connect to the overall network that links the Commons area, other public facilities, businesses, and homes.



*Traditional design with unified awning height*



*Modern buildings with traditional façade features*

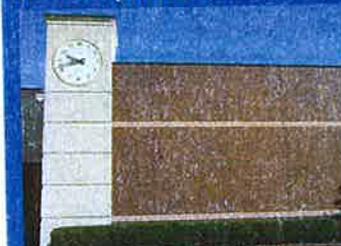


*Modern buildings with traditional façade features*

### **Examples: Gateway & Focal Point Features**



*Clock tower acts as focal point feature (historic)*



*Clock tower acts as focal point feature (modern)*

- Provide incentives for site improvements: landscaping, parking lot screening, curb cut consolidation or elimination, pedestrian and bicycle links amenities, etc. Promote coordination with amenities on nearby parcels.

### Landscaping

- Encourage visual continuity of landscaping features along the corridor, including private properties. Low-growing hedges, for example, would be compatible with the design of most property and building elements along the corridor, and could be used along buildings or parking areas. Seasonal color in the form of annuals or flowering trees could also be considered for widespread use in the Study Area.
- Identify specific locations for landscaping features and screening on corridor parcels

### Signage

- Ensure compatibility of new business sign structures with existing structures and other signs on the site.
- Create an improved corridor appearance through consistency in sign construction type and materials, lower sign heights, and external rather than internal sign illumination.
- Establish a preferred sign type (such as monument-style masonry sign structures shared by businesses within a development) and promote the use of this style throughout the corridor.
- Review current Village sign regulations to ensure that appropriate limitations are provided with regard to sign size, lighting, and motion. Continue an incentive provision for signage types such as low, masonry monument-style signs to encourage a cohesive, attractive appearance along the corridor.

### Buildings Design and Materials

- Consider additional design and architectural standards for new buildings developed along the Corridor. New buildings in the study area should continue to be constructed of masonry and



*Gateway plantings with flags*



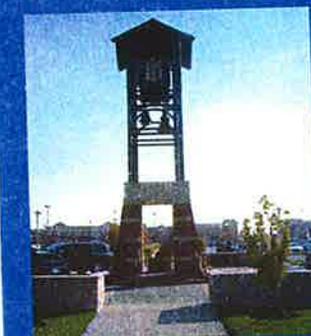
*Monument sign Gateway*



*Location signage*



*Gazebo acts as focal point for pedestrian streetscape*



*Focal feature between parking and buildings*

other high-quality building materials; vinyl siding and dry-vit finishes should be discouraged. Primary façade features should face U.S. Route 30.

- Review and amend Village incentives for building upgrades and façade improvements.

## Parking

- Separate parking lots from the right-of-way, screened by low plantings and/or decorative fencing.
- Adopt a standard treatment for parking lot edges along the Corridor, with property owners encouraged to incorporate these elements as redevelopment and improvement take place. Consistent use of a low ornamental fence in connection with neatly trimmed hedges or other perimeter plantings would tie the area together visually and reduce the aesthetic impact of surface parking lots. Large surface parking areas should be re-configured to accommodate interior trees and flower “islands”, pedestrian walkways, and downward-directed lighting.
- Require bicycle parking facilities in all parking areas.
- Encourage development of shared parking lots among adjacent land uses and buildings whenever possible (see the *Loading and Service Areas* section below), connected with driveways and walkways.
- Encourage the use of sustainable and environmentally-friendly porous pavement surfaces for parking lots.
- Consider utilizing the large surface parking lots along U.S. Route 30 in connection with a shuttle system for the occasional community events that draw growing numbers of people to the Village Commons area.

## Loading and Service Areas

- Ensure that service areas, including loading docks, garages, garbage disposal facilities, and material handling areas, are screened from off-site views in accordance with Village codes. In addition, service areas should be shared among adjacent



*Pedestrian scale Gateway feature*



*Public art focal point*

## Example: Parking Lot Features



*Wide landscaped setback between sidewalk and parking*



*Sidewalk incorporated into parking buffer and streetscaping*



*Attractive pedestrian circulation within parking lots*

businesses and buildings whenever possible. Consolidation of service areas, parking lots, and access drives can be facilitated in several ways:

- Provide a forum for discussion among property and business owners to encourage partnership arrangements.
- Recognize existing locations along the corridor where property access, parking, and service areas are successfully shared. Highlight benefits of reconfiguration, including potential for additional parking, site beautification, and improved access and circulation.
- Meet with property owners to evaluate parcel layout, function, and potential improvements. Consider ways to assist owners with the cost of preparing conceptual site re-design.

## **Public Right-of-Way**

This section details actions and improvements that relate to the public right-of-way (streets, sidewalks, and boulevards). These include entryways and key intersections, landscaping, infrastructure, and signage.

### **Entryways and Key Intersections**

- Designate the Metra Station, I-80 interchange, Cedar Road/U.S. Route 30 intersection, and railroad viaduct as high priority nodes for entryway improvements. All signalized intersections are important locations for landscaping, directional signs, and other features that add continuity to the appearance of the U.S. Route 30 corridor.
- Incorporate opportunities for new or enlarged landscaping areas when designing intersection improvements along U.S. Route 30. New features in gateway areas and other highly visible locations could include new “Welcome” signs, sculptural markers, and/or lighting.
- Work with the Park District, IDOT, and service organizations to develop and maintain a series of small, landscaped nodes at entryways, intersections, and intervals along the corridor.



*Attractive pedestrian circulation within parking lots*



*Coordinated lighting along sidewalk and within parking lot*



*Bollard and planter buffer sidewalk from parking lot*



*Low masonry wall and landscaping buffer*



*Low masonry wall and landscaping buffer*

## Landscaping

- Establish a series of coordinated landscaping areas, repeating colors and textures along the length of the corridor. The “chain” of planting areas should encompass both public and private land to have maximum impact.
- Landscape the median on US Route 30 at the I-80 interchange. This median is the first feature that motorists see when entering New Lenox and will establish the identity for the corridor.
- Establish a preferred palette or list of plant materials for highly visible locations along U.S. Route 30:
  - Plantings should include types found within the Park District, the Commons, and various other public facilities for aesthetic continuity.
  - The Illinois Department of Transportation identifies certain plant types considered compatible with high-traffic roadways in its jurisdiction.

## Infrastructure

- Program the capital improvements identified in this Plan into the Village’s Capital Improvement Plan. Include long-range projects (to be constructed in years beyond the CIP budget window), and for the recurring costs of infrastructure maintenance.
- Adopt and maintain standard street lighting types for the study area, including a pedestrian-oriented fixture type for sidewalks and trails.
- Look for opportunities to place overhead utilities below ground.

## Signage

- Work with Will County officials to improve directional signage just west of U.S. Route 30’s intersection with I-80.
- Support the Chamber of Commerce’s banner program.



*High fence and landscaping buffer*



*Entrance sign coordinates with building façade*



*Low profile parking sign*

## **Example: Streetscape**



*Small public space near commercial street*



*Streetscape features; bollard, bench, and planter*

- Look for opportunities to consolidate public signage and sign poles.

## Access, Circulation, Parking

This section details actions and improvement that relate to access, circulation and parking. These include automobile circulation, pedestrian and bicycle circulation, and parking.

### Access and Curb Cuts

Traffic improvements to the corridor include both short-term and long-term projects. Short-term improvements are both immediately feasible and inexpensive, yet still provide real benefits. The highest priority short-term improvement along the Corridor is curb consolidation. As discovered in the previous Phases of the Project, there are approximately 21 curb cuts on the south side of U.S. Route 30 between Nelson Road and Vine Street. This number of access points in such a small area creates a hazardous situation from contention between through traffic and vehicles trying to enter or exit businesses along the Corridor. Vehicles trying to access the businesses on the south side of Route 30 via right-turns effectively reduce eastbound U.S. Route 30 to one lane, which significantly reduces the Level of Service of the roadway. At the same time, vehicles exiting the businesses have to contend both with through traffic and with many different turning traffic movements, which makes for very unsafe traffic conditions.

Simple curb consolidations are very inexpensive and could greatly reduce the number of accidents in the Corridor. This would also increase the efficiency in which traffic flows through the corridor. *Figure 11* identifies recommended locations for curb consolidations along corridor. The Village should make their best effort to work with business and property owners in order to come up with a consolidation effort that benefits all parties involved.

The long-term solution to the curb cut situation is to provide rear access to the businesses along the U.S. Route 30 corridor. *Figure 8* shows a possible alignment of a rear access roadway that connects Nelson Road to Vine Street. This solution reduces the access points along U.S. Route 30 to three signalized intersections and would drastically reduce the potential for accidents in the Corridor while providing an efficient way of circulating traffic in the area.



Corner enhanced with public art, landscaping, and sidewalk treatment



Outdoor seating



Dual level street light, functions as both street light and pedestrian scale light



Decorative light fixture with banner

Future development could be encouraged to build closer to the roadway and provide parking in the rear. Framing the roadway with buildings would provide a more pedestrian-friendly environment in which residents and shoppers could park in one location and walk from business to business.

Establishment of a rear access circulating system may be accomplished through the establishment of interconnected rear property easements, or use of the condemnation powers of eminent domain. Use of eminent domain is a justifiable action since the improvement is for public good. In accord with the law, property owners will be compensated for their property at fair market appraisal values. It is important, however, that the Village have in place a funding strategy to not only construct a new rear access roadway, but also assist property owners with reconfiguration of their parking lots and curb cut configurations.

### **Automobile Circulation**

- Improve emergency access to all private and public development. Emergency vehicles need to be able to easily maneuver and negotiate private parking lots and entrances. An emergency access plan should be established for the corridor and all future development should be required to make improvements consistent with the emergency access plan.
- Provide additional access at rear of lots. As stated above, the long term solution to the congestion problems along US Route 30 is rear access to the businesses. New development should be encouraged to frame the US Route 30 right-of-way with buildings and establish rear parking lots with access via the signalized intersections along the corridor.
- Close and consolidate selected curb cuts. The Village should work with land owners to come up with a plan that continues to provide access to businesses along US Route 30 in the short term but also allows for the consolidation of the access points as shown in Figure 11. The curb consolidation recommendations shown in Figure 11 are based on a site by site analysis of existing traffic flow in relation to both US Route 30 as well as adjacent properties. The ultimate goal is to eliminate redundant or extra driveways in order to minimize the turning movements onto and off of US Route 30.
- Identify locations for medians or islands to restrict left turns or other undesirable traffic movements. Once the curb cuts are consolidated and motorists have to access the businesses along US Route 30 via the signalized intersections, median improvements should be made to US Route 30 to beautify the roadway and restrict undesirable traffic movements. These improvements will need to be coordinated with IDOT.

### **Pedestrian and Bicycle Circulation**

- Require bicycle parking to be provided as part of automobile parking facilities. The Village should establish development codes that require new development to install bicycle facilities that match and are consistent with the palette of streetscape elements chosen for the corridor.

- Coordinate installation of secure bike cover amenities at Metra Station. The Village should work with Metra to establish higher priority for bicycles, more consistent with newer Metra facilities.
- Establish a plan for a future pedestrian and bicycle bridge across U.S. Route 30. The Village should designate possible locations for the bridge and work with property owners to donate right-of-way necessary for the improvement. Future bridge should also be established as an ornamental entryway.



*Pedestrian Bridge in Frankfort, IL along Route 30*

### **Parking**

- Enforce requirements related to the condition of private parking lots. The beautification of the corridor hinges on the constant cooperation by private developers to maintain the private parking lots in a manner consistent with the Village code. New developers should also be required to provide lighting and furniture that is complimentary to the palette for the corridor.
- Determine incentives and time frame for compliance with parking lot design standards. A good way for the Village to make sure the condition of private parking lots remain in keeping with the design guidelines established for the corridor is to establish an incentive program for the private improvements. Possible funding sources are discussed in the next section, but the Village could propose to provide a match of some sort for the desired improvements.

### **Physical Constraints**

Listed above and shown in the exhibits are proposed improvements to public right-of-way. However, outside of possible funding issues (see funding sources below), listed below are some of the physical constraints that will come into play when the Village moves forward into the implementation stages of this revitalization plan:

- **Bicycle Path** – The improvement plan shows the bike path connection between the Metra Station and the west end of the corridor via the north side of US Route 30. Prior to constructing any bike path, right-of-way may be required, some private parking lots may need to be re-stripped and a building will need to be demolished. A possible alternative to the path alignment shown would be directly adjacent to the railroad right-of-way.
- **Roadway widening** – Any roadway widening along US Route 30 would be severely constrained by buildings and right-of-way on both sides of the road.
- **Rear Access Roadway** – The most obvious of constraints to the construction of a rear access roadway is property acquisition.
- **Re-Alignment of Vine Street** – In order to re-align Vine Street as shown in the proposed improvement plan, one or two existing businesses would need to be acquired and the buildings would need to be demolished.

## **Funding**

Below is a list of possible funding sources that the Village should aggressively pursue to be able to fund some of the improvements listed in this plan. The sources listed below have many sub-categories that allow communities to apply for funding for many different types of projects:

1. Congestion Mitigation and Air Quality (CMAQ) Improvement Program – CMAQ is a federally-funded program of surface transportation improvements designed to improve air quality and mitigate congestion. The CMAQ Program was created in 1991 as part of the Intermodal Surface Transportation Efficiency Act (ISTEA). Continuation of the program was authorized by the Transportation Equity Act for the 21st Century (TEA-21) in June 1998 and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in August 2005. Each year, the Chicago Area Transportation Study (CATS) solicits applications for CMAQ funding projects. Applicants need to show that the proposed improvements increase the air quality within the project corridor by decreasing the amount of vehicle emissions. CMAQ funds are 80% federal and require a 20% local match.

The US Route 30 corridor is a prime candidate for CMAQ funds due to the fact that it is a very heavily traveled roadway, thus making any improvements to traffic flow more significant. However, it is very important that the application highlight the emission improvements.

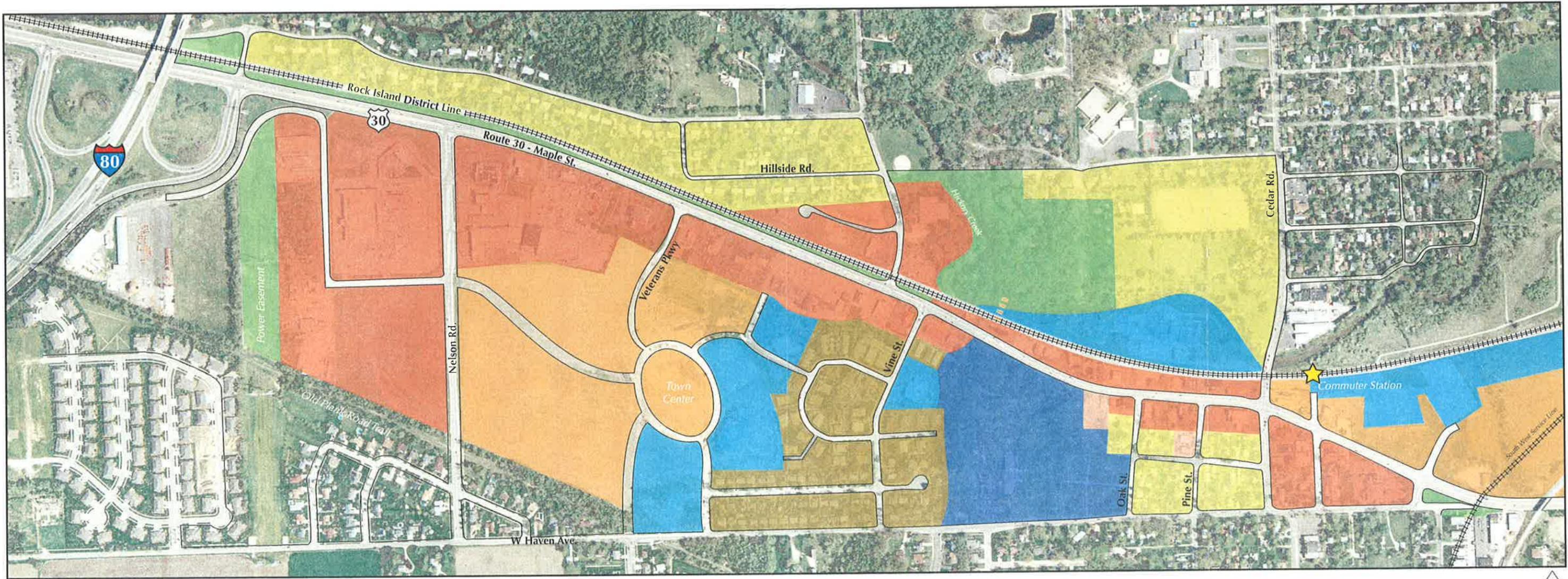
2. Enhancement Funds - The Illinois Transportation Enhancement Program (ITEP) is a reimbursable program that is funded by a 10% set aside of the Federal Surface Transportation Program. The ITEP provides funding for community based projects that expand travel choices and enhance the transportation experience by improving the cultural, historic, aesthetic and environmental aspects of our transportation infrastructure. Project sponsors may receive up to 80% reimbursement for project costs. The remaining 20% is the responsibility of the project sponsor. In order to qualify for funding, a project must qualify as one of the 12 eligible activities listed below and it must relate to surface transportation. Possible eligible activities for US Route 30 are pedestrian and bicycle facilities, landscaping and scenic beautification, outdoor advertising control and rails-to-trails corridor preservation.

3. TCSP Funds - The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify provide sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that improve the efficiency of the transportation system of the United States, Reduce environmental impacts of transportation, reduce the need for costly future public infrastructure investments, ensure efficient access to jobs, services, and centers of trade, examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals. TCSP funds do not typically require a local match.

TCSP funds for the US Route 30 corridor will need to be coordinated and lobbied for by the Village's local representatives in Congress.

4. Legislative “Set-Asides” – The Village of New Lenox should aggressively lobby their local State Representatives to get US Route 30 funding via the State Legislature.

5. Surface Transportation Program – The Surface Transportation Program is a federal program for roadway improvements that is managed by regional Councils throughout Illinois. The Will Council of Mayors is in charge of programming monies for any STP project in New Lenox. Applications for STP projects are submitted to the Will Council of Mayors and are then ranked and programmed for a 5 year period. The Will Council of Mayors funds projects at 80% (20% local match) for Phase II Engineering and 80% (20% local match) for Construction and Phase III Engineering. Roadway improvements to US Route 30 could be funded by the STP program, however, the Village would be responsible for funding Phase I Engineering.



**Future Land Use**

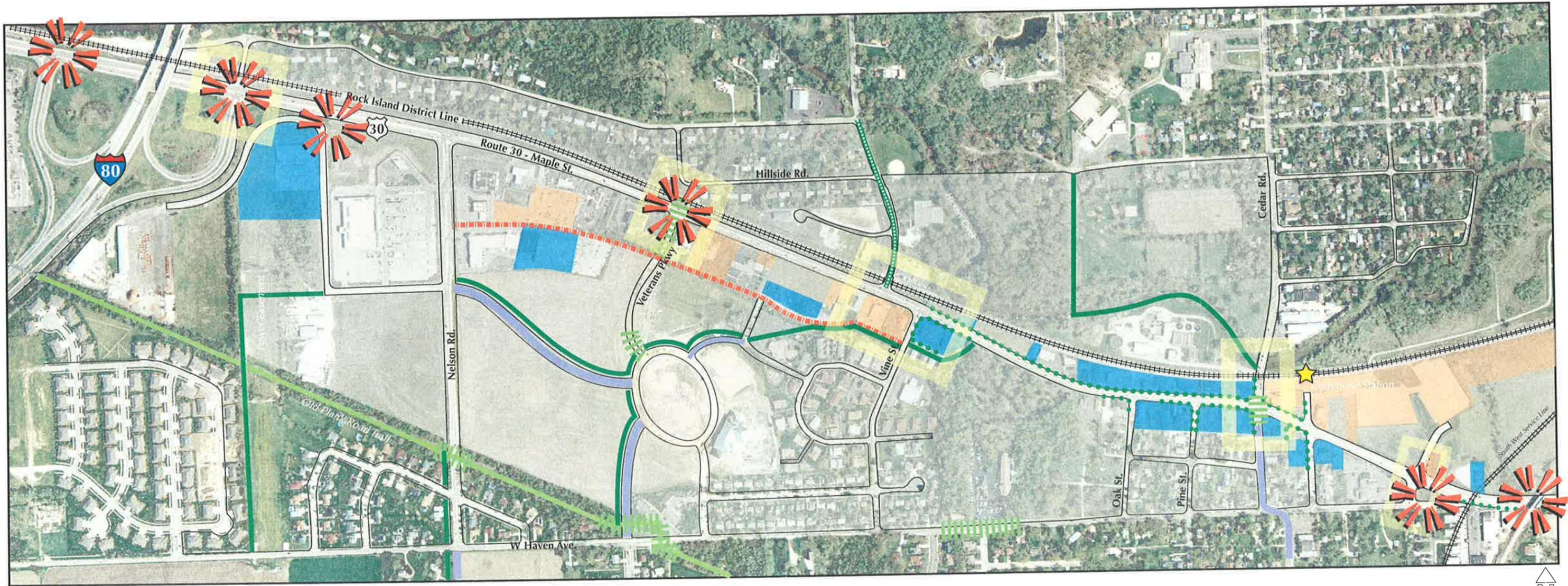
- Parks & Recreation
- Institutional
- Public/Semi-Public
- Low Density Residential
- Medium to High Density Residential
- Neighborhood Commercial
- Community Commercial
- Mixed Use
- Railroad

*Figure 6: Land Use Plan*

# U.S. Route 30 Corridor Revitalization Plan

Village of New Lenox, Illinois • Prepared by McDonough Associates and URS Corporation • December 2005





**Public and Private Property Improvements**

- Opportunity Sites
- Gateway Landscaping
- Improve Parking Lot Screening
- Upgrade Parking Lot
- Promote Access between Sites
- Improve Bicycle/Pedestrian Connection
- Existing Trail
- Proposed Off-Road Trail
- Proposed On-Road Trail
- Improve Intersection
- Roadway Extension/Realignment

*Figure 7: Improvement Recommendations*

# U.S. Route 30 Corridor Revitalization Plan

Village of New Lenox, Illinois • Prepared by McDonough Associates and URS Corporation • December 2005





**FIGURE 8a - EXISTING AERIAL**



N.T.S.

OLD HICKORY ROAD

ROCK ISLAND DISTRICT LINE

U.S. ROUTE 30

MCDONALDS

CHASE

TACO BELL

NEW LENOX RESTAURANT

HARRIS BANK

LINCOLN WAY CENTER

WALGREENS

NELSON ROAD

VETERANS PARKWAY

JEWEL/OSCO

**FIGURE 8b - EXISTING AERIAL**



N.T.S.



VINE STREET

HICKORY CREEK

ROCK ISLAND DISTRICT LINE

SPEEDWAY

LINCOLN WAY CENTER

KFC

PIZZA HUT

VINE STREET

U.S. ROUTE 30

OAK DRIVE

UNITED METHODIST CHURCH

**FIGURE 8c - EXISTING AERIAL**



N.T.S.



**METRA COMMUTER STATION**

**FIRE STATION**

**LASALLE BANK**

**BP AMOCO**

**U.S. ROUTE 30**

**WHITE HEN**

**HARRIS BANK**

**CEDAR ROAD**

**HICKORY CREEK**

**ROCK ISLAND DISTRICT LINE**

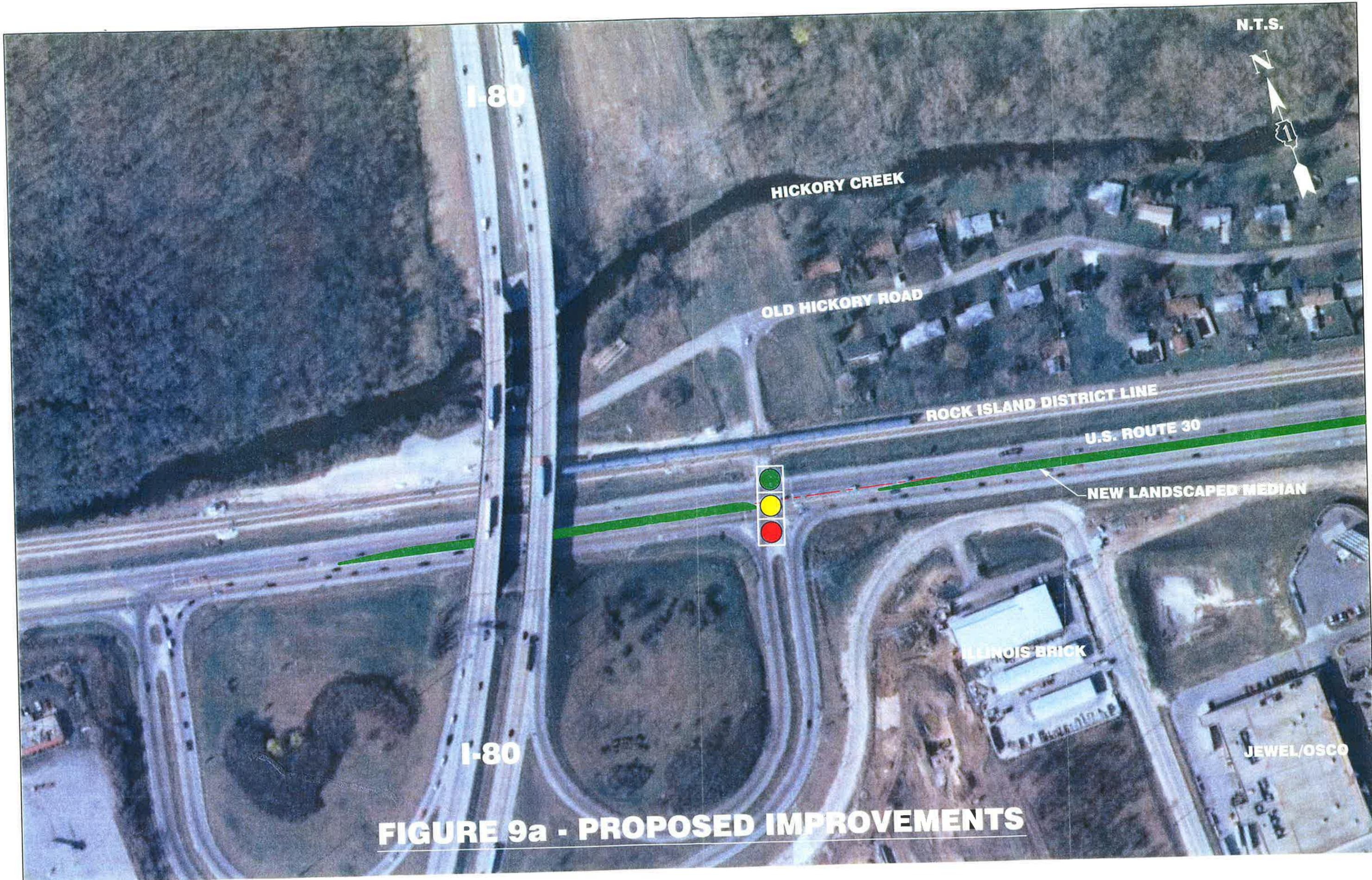
**PRAIRIE ROAD**

**SOUTH WEST SERVICE LINE**

**PINE STREET**

**HAVEN AVENUE**

**FIGURE 8d - EXISTING AERIAL**



**FIGURE 9a - PROPOSED IMPROVEMENTS**



**FIGURE 9b - PROPOSED IMPROVEMENTS**

N.T.S.



VINE STREET

HICKORY CREEK

PEDESTRIAN/BICYCLE ACCESS TO METRA STATION

ROCK ISLAND DISTRICT LINE

SPEEDWAY

LINCOLN WAY CENTER

U.S. ROUTE 30

VINE STREET

UNITED METHODIST CHURCH

OAK DRIVE

REALIGNED VINE STREET

**FIGURE 9c - PROPOSED IMPROVEMENTS**



**FIGURE 9d - PROPOSED IMPROVEMENTS**

N.T.S.



**LEGEND**

- x EXISTING ENTRANCE TO REMAIN
- x EXISTING ENTRANCE TO BE REMOVED
- o NEW ENTRANCE

OLD HICKORY ROAD

ROCK ISLAND DISTRICT LINE

U.S. ROUTE 30

NELSON ROAD

VETERANS PARKWAY

WALGREENS

MCDONALDS

CHASE

NEW LENOX RESTAURANT

HARRIS BANK

LINCOLN WAY CENTER

JEWEL/OSCO

**FIGURE 10a - INTERIM CURB CONSOLIDATION**



N.T.S.



**LEGEND**

- X EXISTING ENTRANCE TO REMAIN
- X EXISTING ENTRANCE TO BE REMOVED
- O NEW ENTRANCE



**LINCOLN WAY CENTER**

**VINE STREET**

**ROCK ISLAND DISTRICT LINE**

**HICKORY CREEK**

**VINE STREET**

**U.S. ROUTE 30**

**SPEEDWAY**

**OAK DRIVE**

**UNITED METHODIST CHURCH**

**FIGURE 10b - INTERIM CURB CONSOLIDATION**

## ***Action Plan***

The table on the following pages provides a detailed action agenda in matrix-form outlining: a) the individual major projects and actions to be undertaken; b) the timing and priority of each project; c) the public and private sector responsibilities for participating in each project; and d) the funding sources and assistance programs that might be available for implementing key projects.

**Table 1: Implementation Action Plan**

Item	Details/Estimated Quantities	Unit	Public or Private	Estimated Cost
<b>1 Establish corridor Design Standards and link to plan review process</b>				
	Address site planning, architectural design, automobiles, pedestrian & bicycle access & circulation, parking, lighting & signage		Public	\$50,000
<b>2 Create a program of incentives for implementing Design Standards</b>				
<b>3 Plan "Village Gateways"</b>				
	Landscaping, directional signs, & other features; new "Welcome" signs, sculptural markers, &/or lighting		Public	\$150,000
a. I-80 Interchange (west)			Public	\$150,000
b. I-80 Interchange (east)			Public	\$75,000
c. Derogate Road			Public	\$75,000
d. Cedar Road			Public	\$75,000
e. Metra Station			Public	\$75,000
f. Railroad Viaduct			Public	\$75,000
<b>4 Treatments at other Signalized Intersections</b>				
a. Nelson Road	Landscaping & urban design features		Public	\$35,000
b. Vine Street			Public	\$35,000
<b>5 Plan Streetscaping for Route 30 between Gateways (estimated at \$150 lf)</b>				
a. I-80 to Nelson Road		1,800 lf	Public	\$270,000
b. Nelson Road to Veterans Parkway		1,600 lf	Public	\$240,000
c. Veterans Parkway to Vine Street		1,700 lf	Public	\$255,000
d. Vine Street to Cedar Road		2,300 lf	Public	\$345,000
e. Cedar Road to Metra Station		380 lf	Public	\$57,000
f. Metra Station to Railroad Viaduct		1,500 lf	Public	\$225,000
<b>6 Intersection Improvements</b>				

**New Lenox Route 30 Corridor Study**  
Action Plan

Item	Details/Estimated Quantities		Unit	Public or Private		Estimated Cost
	Quantities	Estimated		Public	Private	
a. I-80 Interchange (east)	Landscaped median from westbound signal to Nelson Road.			Public		
b. Veterans Parkway	add signal			Public		\$150,000
c. Vine Street				Public		
d. Cedar Road				Public		
e. Prairie Road	add signal			Public		\$150,000
<b>7 Consolidate curb cuts / mid-block access</b>						
a. Between Nelson Road and Veterans Parkway						
Close		5	cuts	Public		\$12,500
Open		1	cuts	Public		\$5,000
b. Between Veterans Parkway and Vine Street						
Close		7	cuts	Public		\$17,500
Open		1	cuts	Public		\$5,000
c. East of Vine Street						
Close		1	cuts	Public		\$2,500
Open		0	cuts	Public		
<b>8 Provide rear access road to the businesses along the U.S. Route 30 corridor</b>						
a. Nelson Road to Veterans Parkway		1,400	lf	Public		\$700,000
b. Veterans Parkway to Stub		440	lf	Public		\$220,000
c. Stub Road to Vine Street		1,300	lf	Public		\$650,000
<b>9 Convert utilities from overhead to underground</b>						
<b>10 Upgrade Parking Lot Access &amp; Circulation, Surfacing, Landscaping &amp; Lighting</b>						
a. Nelson and Rt. 30		78,500	sf	Private		
b. Veterans Parkway and Rt. 30		81,000	sf	Private		
c. Stub Road and Rt. 30		6,400	sf	Private		
d. Between Stub Road and Rt. 30		15,000	sf	Private		
e. Vine Street and Rt. 30		62,000	sf	Private		
f. Metra Parking		319,800	sf	Public / Metra		
<b>11 Parking Lot Screening (estimated at \$75 lf)</b>						
a. SEC Vine Street and Rt. 30		400	lf	TBD		\$30,000
b. North side of Rt. 30 from Vine Street to Cedar Street		2,200	lf	TBD		\$165,000
c. SWC Oak Street and Rt. 30		370	lf	TBD		\$27,750

**New Lenox Route 30 Corridor Study**  
Action Plan

Item	Details/Estimated Quantities		Public or Private		Estimated Cost
	Unit	Quantities	Public	Private	
d. SWC and SEC Pine Street and Rt. 30	If	630	TBD		\$47,250
e. 4 corners at Cedar Road and Rt. 30	If	440	TBD		\$33,000
f. North side of Rt. 30 from Cedar Road to Church Street	If	350	TBD		\$26,250
g. SWC Church Street and Rt. 30 (2 parcels down)	If	500	TBD		\$37,500
h. South side of Rt. 30 from SW Line to Railroad Viaduct	If	500	TBD		\$37,500
<b>12 Improve Bicycle/Pedestrian Connection</b>					
a. Veterans Parkway and Rt. 30	If	300	Public		
b. Veterans Parkway and Town Center	If	150	Public		
c. Old Plank Road Trail and Nelson Road	If	250	Public		
d. Old Plank Road Trail and West Haven Avenue	If	1,832	Public		
e. West Haven Avenue and Warren Avenue	If	350	Public		
f. Cedar Road and Rt. 30	If	150	Public		
<b>13 Off-Road Bicycle/Pedestrian Trail (estimated at \$50 lf)</b>					
a. North side of Rt. 30 from Vine Street to Church Street	If	2,700	Public		\$135,000
b. Along power easement from West Haven Avenue from Independence Boulevard	If	2,300	Public		\$115,000
c. Nelson Road from Old Plank Road Trail south of West Haven Avenue	If	570	Public		\$28,500
d. Connect Independence Boulevard to Town Center (west segment)	If	1,300	Public		\$65,000
e. Connect Gear Drive to Town Center (south segment)	If	790	Public		\$39,500
f. Northeast segment from Town Center	If	420	Public		\$21,000
g. Connect Town Center (northeast leg) to Vine Street	If	1,000	Public		\$50,000
h. Vine Street to Rt. 30	If	420	Public		\$21,000
i. Connect Haines Avenue south, east to Rt. 30 and Cedar Road	If	2,300	Public		\$115,000
<b>14 On-Road Bicycle/Pedestrian Trail</b>					
a. Vine Street to Old Hickory Road	If	1,000	Public		
<b>15 Roadway Extension / Realignment</b>					
a. Realign south segment of Vine Street to meet north segment	If	500	Public		\$500,000
<b>TOTAL =</b>					<b>\$5,528,750</b>

***Appendix 1  
Advisory Group Meeting Summary***

# Advisory Committee Workshop

## Tuesday, February 11, 2004

7:00 p.m.  
New Lenox Village Hall  
701 West Haven Avenue

### Summary of Route 30 Corridor Discussion Questions & Answers:

(The number of similar or overlapping responses is noted in parentheses where relevant)

**Question 1: List three new private-sector projects, uses, or developments you would like to see undertaken within the Route 30 Corridor study area.**

#### **RESPONSES:**

- New business (11)
  - Additional restaurants (3)
  - Professional offices (2)
  - Hotel (2)
    - Conference center/banquet facility
  - Grocery store (2)
    - Large chain grocery
    - Trader Joe's
  - Bring businesses that we do not have
  - Coffee shops
  - Increase employment base – “light industry”
  - Gas station (including full car wash, diesel fuel)
  - CompUSA
  - Best Buy
- Continuity of business area appearance (5)
  - Coordinate improvements with New Lenox Commons
  - Façade continuity
  - Redevelopment of smaller parcels into cohesive development
  - Parking lot improvements
  - Redesign the retail outlet area to consolidate and coordinate “view”
- Traffic and circulation improvements
  - Provide better access between properties
  - Reduce the number of exit points to Route 30 from private properties (Ace, NLSB, etc.)
  - Develop a service road behind (on the south side of) Route 30 businesses
  - Divert any pedestrian traffic behind Route 30 businesses
- Improvement and (re)development of business sites
  - Revitalization/redevelopment of Ace Hardware center (façade improvements, parking lot landscaping)
  - New uses for “tired” structures that were originally single family residences
  - Development of land adjacent to Metra Station with residential and commercial uses
  - Redevelopment of Lincoln-Way Shopping Center – (potential mixed-use, multi-story development)

**Question 2: List three new public-sector projects or improvements you would like to see undertaken within the Route 30 Corridor study area.**

#### **RESPONSES:**

- Improved traffic access and circulation (14)

- Curb cut consolidation (4)
- Dedicated turn lanes (note space constraints due to railroad tracks)
- Inner drive/frontage road for retail establishments (2)
  - Connect Nelson Plaza, McDonald's, New Lenox Commons
- Realignment of offset intersections to enhance traffic flow (2)
  - Change the intersection of Vine and Route 30; move the north side east or the south side west (4)
- Traffic signals along Route 30
  - At entrance to New Lenox Village Commons (planned)
  - Near entrance to Taco Bell
  - At Prairie, for Metra traffic and emergency traffic from the fire station
  - At Route 30 and Veterans Parkway, if a service road is established along the south side of Route 30 businesses
- Concern about traffic on Nelson – new cinema coming
- Pedestrian-friendly access (5)
  - Streetscape improvements, brick paving (2)
  - Continuous sidewalks
    - Links to shopping, Commons, transit, other destinations
  - Pedestrian bridge
- Landscaping (2)
- Parking lot/deck (2)
  - Parking deck at Metra Station to facilitate more private development
- Lighting
- Parks/playgrounds
- Move the Metra Station east, to the Metra SW bridge
- Development of New Lenox Commons as community gathering place
- Façade improvement program
- 1997 Comprehensive Plan update

**Question 3: What would you not like to see take place in the Route 30 Corridor area in the future?**

**RESPONSES:**

- More traffic without additional traffic controls (4)
- More curb cuts (2)
- Methodist Church site development (2)
- Apartment buildings
- Auto dealerships
- Too many of the same kinds of stores
- More fast food restaurants or too many restaurants
- Low-end retail
- Buildings out of scale or incompatible with surroundings

**Question 4: Please list the three most important projects, improvements or new developments mentioned thus far.**

**RESPONSES:**

- Improve traffic operations (8)
  - Frontage road/alternative access to Route 30 businesses
  - Elimination of curb cuts
  - "Cross-access"
- Streetscape presence, landscaping, & architectural continuity/theme (6)
  - Tie-in with New Lenox Commons project

- Business potential (4)
  - Supporting existing businesses
  - Promoting new business investment
  - Mixed-use opportunities (e.g. coffee shop/retail uses on ground floor with residential above)
- Pedestrian facilities (2)
  - Continuous and inviting walkways
- Potential public transit connection (Pace bus is a possibility) connecting Metra Station, Commons area, shopping
- Playgrounds/parks
- Control growth

***Question 5: What problems, obstacles or concerns must be overcome before the Route 30 Corridor study area can reach its full potential?***

***RESPONSES:***

- Need for open-minded community support (7)
  - New ideas and concepts/input from community
  - NIMBY (“Not In My Back Yard”)
  - Resistance to mixed-use development
  - Overcome fear of change
  - Generate interest by businesspersons
- Funding (4)
  - To pay for land purchases, roadway and other infrastructure improvements, and construction equipment
  - To accommodate the needs of new development, such as incentives to encourage high quality and desired features
- Existing transportation infrastructure conditions (3)
  - Lack of street alignment
  - Number of curb cuts
  - Traffic signals/control devices
  - At-grade railroad crossings
- IDOT (Illinois Department of Transportation) limitations
- Current “hodge-podge” architectural appearance
- Coordination with/between private property owners (on cross-access, easements, landscaping, architectural theme)

***OTHER COMMENTS:***

- “Progress in time”
- The Route 30 corridor is restricted by the railroad tracks on one side, providing an opportunity for a more coordinated appearance.

# SUMMARY OF KEY PERSON INTERVIEWS

## August 2004

Eleven interviews with business owners, property owners, and local public safety officials were conducted over three days in August 2004. These interviews were an important source of community knowledge and insights that can only come from those who spend a great deal of time in the Study Area. A list of the persons interviewed and a comprehensive summary of questions and responses is provided here.

### **BUSINESS & PROPERTY OWNER INTERVIEWEES:**

- Kathy Miller – Route 30 Business Owner and Chamber of Commerce Board of Directors Member
- Doug Schlak – Local Attorney, Office is on Route 30.
- Harold Webb – Property along Route 30
- Ed Zak – Local Engineer. (Smith Engineering) Firm is located along Route 30.
- Dave Vandervelde (DV) – Local Engineer. (CBBE) Firm is located along Route 30.
- Richard Bruns – Route 30 Business Owner, Chamber of Commerce Member and is a member of the Economic Development Commission
- William Laughridge New Lenox Bank President, Economic Development Commission Member
- Karoly Mengyan Sr. – Local Restaurant Owner. Business is along Route 30 due east of Cedar Road and south of the commuter parking lot.

### **PUBLIC SAFETY EXPERT INTERVIEWEES:**

- Chief Butch Kaszubski – New Lenox Police Chief
- Chief Ken Hossack – New Lenox Fire District Chief
- Brad Veerman – Traffic and Parking Advisory Committee, Police Officer and New Lenox Fire District Commissioner

---

### **QUESTIONS FOR THE BUSINESS & PROPERTY OWNER INTERVIEWEES:**

---

- |  |   |
|--|---|
| <p>1. What impression do visitors have as they enter and travel through the study area?</p>  | <ul style="list-style-type: none"> <li>• A vibrant, congested business area</li> <li>• People don't realize that old Downtown New Lenox is hidden behind the uses fronting the corridor</li> <li>• The Metra station should be treated as an entryway</li> </ul>  |
| <p>2. What types of land uses should be encouraged along the corridor, and why?</p> <ul style="list-style-type: none"> <li>a. Commercial retail &amp; restaurant</li> <li>b. Office &amp; service</li> <li>c. Public uses</li> <li>d. Other</li> </ul> | <ul style="list-style-type: none"> <li>• Office and service uses would put less demand on the traffic system</li> <li>• Need restaurants. Casual, family-style restaurants (e.g. Chili's) are needed for more lunch and dinner choices.</li> <li>• More green space</li> <li>• Small retail and small professional office/services</li> <li>• Retail stores are the highest and best use for adjacent properties</li> <li>• Mixed-use developments should be considered</li> <li>• A hotel or motel complex would be a great draw, perhaps west of Nelson and south of the Theatre.</li> <li>• Office buildings in the Commons area are appropriate.</li> </ul> |
-

	<ul style="list-style-type: none"> <li>• The residential area south of businesses near Cedar and Route 30 should be rezoned and redeveloped for neighborhood convenience uses such as a coffee shop or dry cleaner.</li> <li>• No more municipal/tax-exempt uses should be developed along Route 30. The few remaining developable sites along the corridor should be encouraged for revenue-producing uses that add to the business mix.</li> <li>• Supportive uses such as coffee shops and restaurants could be located in the Old Downtown area if they were better linked to destinations such as the theatre</li> <li>• A coffee shop and commuter-oriented services would be nice near the train station</li> <li>•</li> </ul>
<p>3. What building and site features/patterns are most appropriate? Consider:</p> <ol style="list-style-type: none"> <li>a. Building materials</li> <li>b. Building scale:</li> <li>c. Building placement on site</li> <li>d. Access points for various travel modes – to public rights-of-way and adjacent properties</li> <li>e. Links to other areas</li> <li>f. Parking (cars, bicycles) provision and lot design</li> <li>g. Loading area placement, screening, consolidation, etc.</li> <li>h. Landscaping</li> <li>i. Lighting</li> <li>j. Signage</li> <li>k. Other</li> </ol>	<ul style="list-style-type: none"> <li>• Building setbacks are appropriate to help with visibility</li> <li>• Car parking seems adequate; need more bike parking</li> <li>• Loading areas are accommodated</li> <li>• Lighting along the corridor should be provided on adjacent (private) properties</li> <li>• Business landscaping should be included on every site</li> <li>• Small, freestanding monument signs for each development would add to a coordinated appearance. Several business signs are in need of updating.</li> </ul>
<p>4. Point out on the map and describe the primary problems/improvement needs with respect to:</p> <ol style="list-style-type: none"> <li>a. Traffic circulation (all modes)</li> <li>b. Access to and between properties</li> <li>c. Parking</li> </ol>	<ul style="list-style-type: none"> <li>• Need to consolidate curb cuts</li> <li>• A left turn lane is needed from eastbound Route 30 onto Old New Lenox (Hickory) Road, immediately east of the I-80/Maple St. interchange.</li> <li>• Links between properties only work when people are aware of them [NOTE: there used to be an access between the Park District &amp; Ace Hardware sites</li> <li>• Cedar Road should be realigned. [NOTE: The Village has purchased a house on the corner of Cedar and Haven, and has applied for grant funding under the STP and CMAQ programs)</li> <li>• Cherry Hill Industrial Park (about 1200 acres) is being built in several phases along Gougar Road near Laraway). This</li> </ul>

	<p>may add to truck traffic along Route 30.</p> <ul style="list-style-type: none"> <li>• Some trucks bypass a weigh station along I-80 by taking Route 30 between Maple Street and Route 45.</li> <li>• Vine Street and its intersection with Route 30 needs study. Future traffic south of Route 30 may decline when the Post Office eventually moves to larger quarters. If traffic is projected to increase along Vine, realignment should be considered.</li> <li>• Speeding is a problem</li> <li>• Rear access to properties along the south side of Route 30 is crucial</li> <li>• The alignment of Vine Street's crossing of Route 30 is not as important as the alignment of Cedar</li> <li>• Cedar gets very congested during a.m. and p.m. peak traffic times</li> <li>• The intersections of Pine/Route 30 and Cedar/Haven are high accident locations</li> </ul>
<p>5. Do people walk or bike to your business? Why or why not? How could the corridor study area be made more comfortable for pedestrians and for bicyclists?</p>	<ul style="list-style-type: none"> <li>• Add bikeways/walkways linking to Commons, comfort station with restrooms</li> <li>• There is an obvious need for bike parking</li> <li>• Sidewalks and crossings near Cedar and Route 30 are not adequately safe for pedestrians.</li> <li>• Need better links to/through the Village Commons and to the Old Plank Road Trail</li> <li>• Walking and bicycling modes of travel need to be supported</li> <li>• Pedestrian and bicycle crossings need to be made safer</li> <li>• Sidewalks should be upgraded</li> <li>• Plan for a bridge across Route 30</li> <li>• The Old Plank Road Trail is underutilized</li> </ul>
<p>6. What features of the public right-of-way most impact its appearance, and are they positive or negative? Why? Consider:</p> <ol style="list-style-type: none"> <li>a. Entryways (such as the I-80 interchange, Metra Station, Cedar Road and others)</li> <li>b. Roadway conditions</li> <li>c. Curbs and gutters</li> <li>d. Medians</li> <li>e. Sidewalk provision and condition</li> <li>f. Intersections and crosswalks</li> <li>g. Storm water drainage</li> <li>h. Street lighting</li> <li>i. Parkway appearance</li> </ol>	<ul style="list-style-type: none"> <li>• Most private and public signage is fine. County signage just west of the study area could be improved.</li> <li>• Infrastructure conditions are generally good.</li> <li>• The Village could address Lighting and signage; facades are less important.</li> <li>• Landscaping improvements like those undertaken at the bank should be encouraged on other properties. Many properties developed before landscaping requirements or before annexation by the Village.</li> <li>• Limits on signage (such as changing message board signs) are important to prevent visual overload along the corridor.</li> </ul>

<ul style="list-style-type: none"> <li>j. Trees and other landscaping</li> <li>k. Public signs</li> <li>l. Adjacent railroad right-of-way</li> </ul>	
<p>7. How important is the “continuity” of the corridor’s appearance?</p>	<ul style="list-style-type: none"> <li>• Appearance of the corridor varies greatly – a more cohesive look would be a big improvement.</li> <li>• The Chamber of Commerce has a banner program.</li> <li>• A “theme” for the corridor should be developed.</li> </ul>
<p>8. What are the most important features to achieve continuity and/or improved appearance of the corridor?</p>	<ul style="list-style-type: none"> <li>• Additional landscaping, including flower planting beds</li> <li>• Building façade upgrades, perhaps in connection with design guidelines and an architectural review committee, should be promoted.</li> <li>• Signage consistency.</li> <li>• “Elements of charm” such as ornamental lighting, masonry buildings, awnings, etc.</li> <li>• Nicer street lights would add a lot</li> <li>• Planting areas could tie the area together visually.</li> </ul>
<p>9. Which of the improvements you mentioned should be top priority?</p>	<ul style="list-style-type: none"> <li>• Continuous sidewalks should be provided, set back from the roadway. North-south links are also needed.</li> <li>• Completion of the street system at the Commons and the extension of Nelson Road southward.</li> <li>• Need incentives for property upgrades.</li> <li>• Property improvement awards/recognition should be considered.</li> <li>• Improve the visibility of Downtown.</li> </ul>
<p>10. What roles should be played (in carrying out these improvements) by:</p> <ul style="list-style-type: none"> <li>a. The Village?</li> <li>b. Property owners?</li> <li>c. Business owners?</li> <li>d. USDOT?</li> <li>e. Others</li> </ul>	<ul style="list-style-type: none"> <li>• How many years from now will 3 lanes in each direction be needed along Route 30? Should right-of-way acquisition be underway?</li> <li>• Involve absentee property owners as well as owner-occupants.</li> <li>• Village should document traffic count history/trends</li> <li>• Village should add vehicle bridges over RR and pedestrian bridge over Route 30/ railroad to a long-term capital improvements plan.</li> <li>• Service groups like Rotary and the Jaycees should be involved.</li> <li>• State Rep Renee Kosel and Lori Lindbergh of American Homes and Gardens Real Estate may be able to assist.</li> <li>• Mark Batson, President of the local Historical Society, should be involved.</li> </ul>

---

**SOME QUESTIONS FOR THE PUBLIC SAFETY EXPERT INTERVIEWEES:**

---

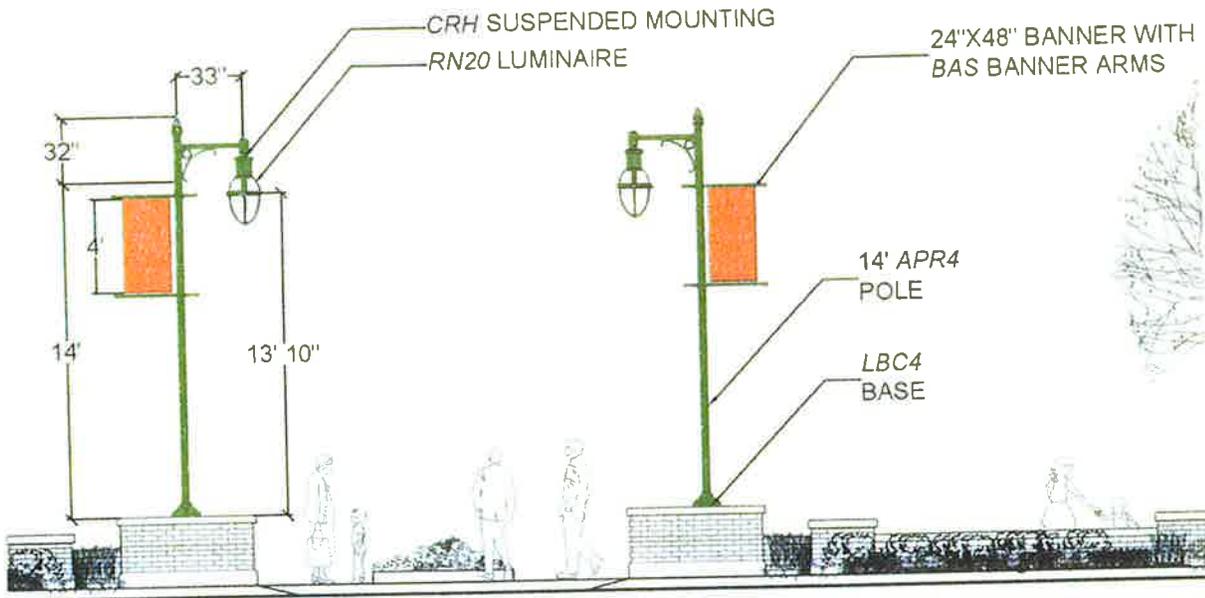
- |   |  |
|---|--|
| <p>11. How can the area be made safer and less intimidating for pedestrians and bicyclists? Where are their most frequent crossing points along the corridor? Which are of primary concern from a safety standpoint?</p>  | <ul style="list-style-type: none"> <li>• A grade-separated crossing (bridge or tunnel) is the only safe way for pedestrians and bicyclists to cross the corridor.</li> <li>• Need ped/bike bridge at Metra station for commuters</li> <li>• Another issues is that skateboarders use the Fire Department parking lot because they don't have a good place to go</li> <li>• A bridge is scheduled for construction across Route 30 east of the study area, near Lincolnway (?) High School</li> <li>• Pressed concrete crosswalks could be provided with a different color/texture than the rest of a roadway</li> </ul>  |
| <p>12. What traffic and access issues have you observed around major destinations (such as the Metra station?)?</p>   | <ul style="list-style-type: none"> <li>• The second (westernmost) entrance to the Metra Station should be closed or right-in/right-out only</li> <li>• Directional signs to the theatre are needed – no one can find it</li> <li>• Need directional signs to Village Commons</li> <li>• (See also #16)</li> </ul>  |
| <p>13. What capital and/or operational improvements should be considered to correct these problems and improve circulation? Consider short-term and longer-term projects. Elements for improvement could include:</p> <ol style="list-style-type: none"> <li>a. Traffic signs and signals</li> <li>b. Traffic regulations and enforcement</li> <li>c. Curb cuts/access points along Route 30</li> <li>d. Interchange with I-80</li> <li>e. Intersection alignment and adequate roadway separation/offset</li> <li>f. Roadway configuration</li> <li>g. Median design</li> <li>h. Turn lanes</li> <li>i. Crosswalks, sidewalks, and bikeways</li> <li>j. Street and trail connections</li> <li>k. Lighting</li> <li>l. Directional signs</li> <li>m. Provisions for ADA compliance/accessibility improvements</li> <li>n. Other infrastructure (e.g. storm water drainage facilities)</li> </ol> | <ul style="list-style-type: none"> <li>• There are about 21 curb cuts between Nelson and Vine, and several are only 10 feet apart. A large percentage of the vehicle accidents in the Village take place in this area. Many are rear-end collisions that take place as a vehicle on Route 30 slows before turning.<br/>[NOTE: IDOT maintains traffic accident data for Route 30; John Borman (SP?) manages traffic records for the Village]</li> <li>• Future signal at Route 30 and Veterans Pkwy will be important.             <ul style="list-style-type: none"> <li>• Combination of approaches should include right-in/right-out access to properties from Route 30 plus rear access and centralized/combined access points that funnel traffic to a signalized intersection.</li> <li>• Need protected turn lanes</li> <li>• Haven and Prairie is a confusing intersection</li> <li>• A solid median along Route 30 is needed to restrict left turns. Landscaping islands will also work if they are large enough</li> <li>• Route 30 between Cedar Road and I-80 does meet the criteria for a Strategic Regional Criteria (SRA), but no improvements are planned by IDOT.</li> </ul> </li> </ul> |
| <p>14. How easy is it to access, use, and cross between parking areas? How could existing</p>   | <ul style="list-style-type: none"> <li>• A frontage road is needed either north or south of the properties on the south side of Route 30.</li> </ul>   |
-

<p>and new parking areas be configured more efficiently? Where is new parking needed?</p>	<ul style="list-style-type: none"> <li>• The Speedway site is used as a cut-through</li> </ul>
<p>15. Are streets, parking, and loading areas sufficient to handle truck traffic?</p>	<ul style="list-style-type: none"> <li>• Some trucks bypass a weigh station along I-80 by taking Route 30 between Maple Street and Route 45. Cherry Hill Industrial Park (about 1200 acres) is being built in several phases along Gougar Road near Laraway). This may add to truck traffic along Route 30 – although most industrial traffic, coming from South Gougar Road, will enter I-80 at the west edge of the study area.</li> </ul>
<p>16. Which projects are most important for the public health, safety, and welfare of Village residents? Why?</p>	<ul style="list-style-type: none"> <li>• Fire trucks and engines have a difficult time exiting from the station onto Route 30 because there is no traffic light that could include a signal preemptor. The difficulty causes increases in response time. The railroad bridge blocks a clear view to/from cars on Route 30. The township Fire Department responds to all injury accidents.</li> <li>• Speed limit/traffic law enforcement is hindered when police vehicles need to turn across traffic other than at a signalized intersection. The signals do have emergency control features, but there are only a few cross-streets with traffic signals. Speeding is a major problem along the corridor.</li> <li>• The Old Plank Road Trail needs access for emergency vehicles, and needs to have an addressing system and names for the trail “spurs” (pathways that connect to the main trail)</li> <li>• An obstacle to slow riders along the trail is needed where it intersects with Cedar and other roadways – bicyclists can ride right out into traffic</li> </ul>
<p>17. How should private property owners participate in project implementation?</p>	<ul style="list-style-type: none"> <li>• Several parking lots need resurfacing [KLS NOTE: Remember to encourage porous pavement &amp; shared parking]</li> </ul>
<p>18. What areas need further study?</p>	<ul style="list-style-type: none"> <li>• [KLS NOTE: Nelson, when extended south of Haven, will connect with Manhattan and eventually become a major roadway. Design and operations of Nelson north of Haven should consider the long-term implications, as Will County rapidly develops]</li> <li>• Is there a need to realign and/or signalize Vine Street at Route 30 if the Post Office closes and traffic lessens along Vine? Could this intersection be eliminated? Pine, Oak, and Church may not all be needed in the future.</li> <li>• Traffic headed eastbound on Route 30 turning left onto northbound Cedar is already a safety problem – and will be much worse when 355 is extended</li> <li>• A shuttle system to bring people from remote parking areas to special events should be studied. Would people use it? Can large private parking lots be used for special event parking?</li> <li>• A Managed Access Plan should be developed to increase the likelihood of State funding for implementation</li> </ul>

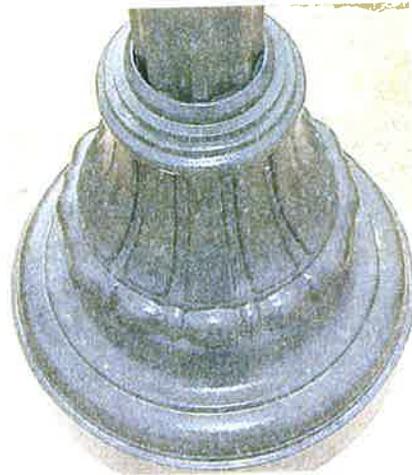
- 
19. Do you have opinions to share regarding land use and appearance of the study area? (See also questions for Property Reps group)
- Access points/curb cuts should be better-defined to increase visibility
  - Community demand for restaurants and office space
  - Potential in old New Lenox area for a B & B and/or specialty retail
  - Haven Street and the former central business area of New Lenox could be improved (with a character akin to that of Kansas Street in Frankfort) and better linked to the businesses west along Route 30. [NOTE: The intersection of Cedar and Haven was once the center point of the Village.]
  - Transportation enhancement funds can be used for lighting and similar corridor improvements.
-

**Appendix 3**  
**Existing/Proposed Corridor Photo-**  
**graphs**

# New Lenox Commons Streetscape



Elevation



Lighting

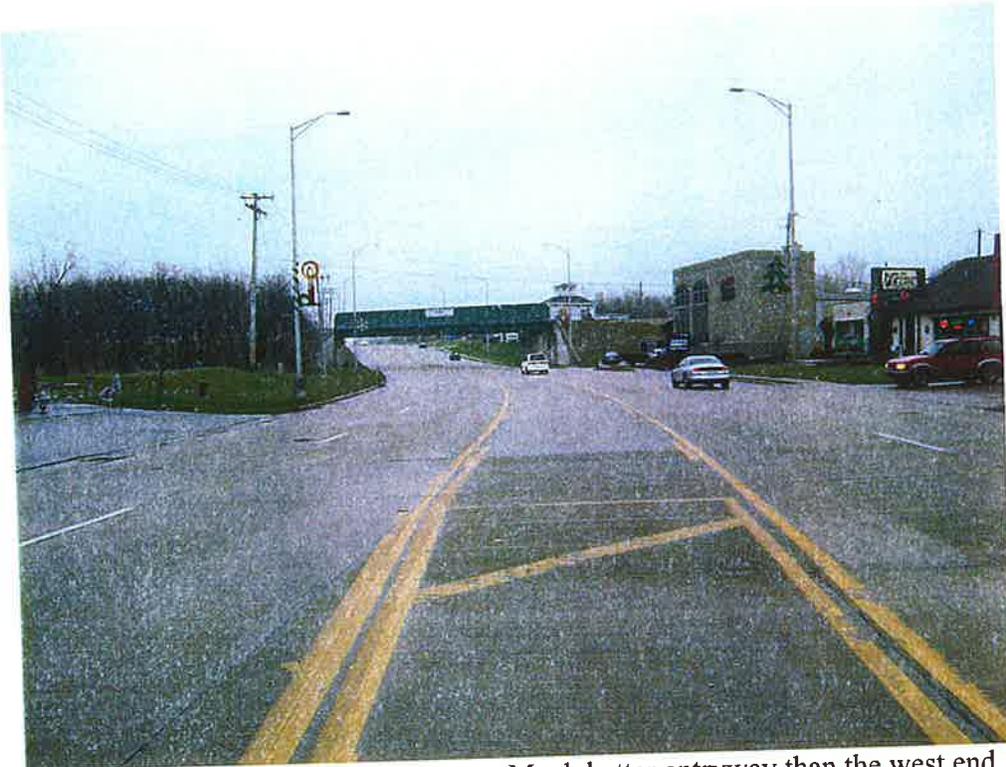
*Existing Streetscape*



Interstate 80 Viaduct – Looking West. Median overhaul needed.



Interstate 80 Viaduct – Looking east. This is the entryway into New Lenox from the west and should reflect the town's quality and character.



SWS Line RR Viaduct – Looking east. Much better entryway than the west end, however, a landscaped median and other minor improvements could enhance the entryways appearance.

