

Village of Lemont Downtown Parking and Civic Space Study

Final Report

JUNE 2022



Chicago Metropolitan
Agency for Planning

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About This Project

Introduction

The Village of Lemont partnered with the Chicago Metropolitan Agency for Planning (CMAP) to develop a study that evaluated the utilization of civic spaces and parking facilities within Downtown Lemont. Through data collection and analysis, stakeholder interviews, and community engagement, the **Lemont Downtown Parking and Civic Space Study**:



Evaluated the parking supply and demand in Downtown Lemont and developed parking management strategies aimed at better using the existing parking facilities.



Identified near- and long-term strategies to advance safety and pedestrian friendliness through streetscape improvements and public placemaking.

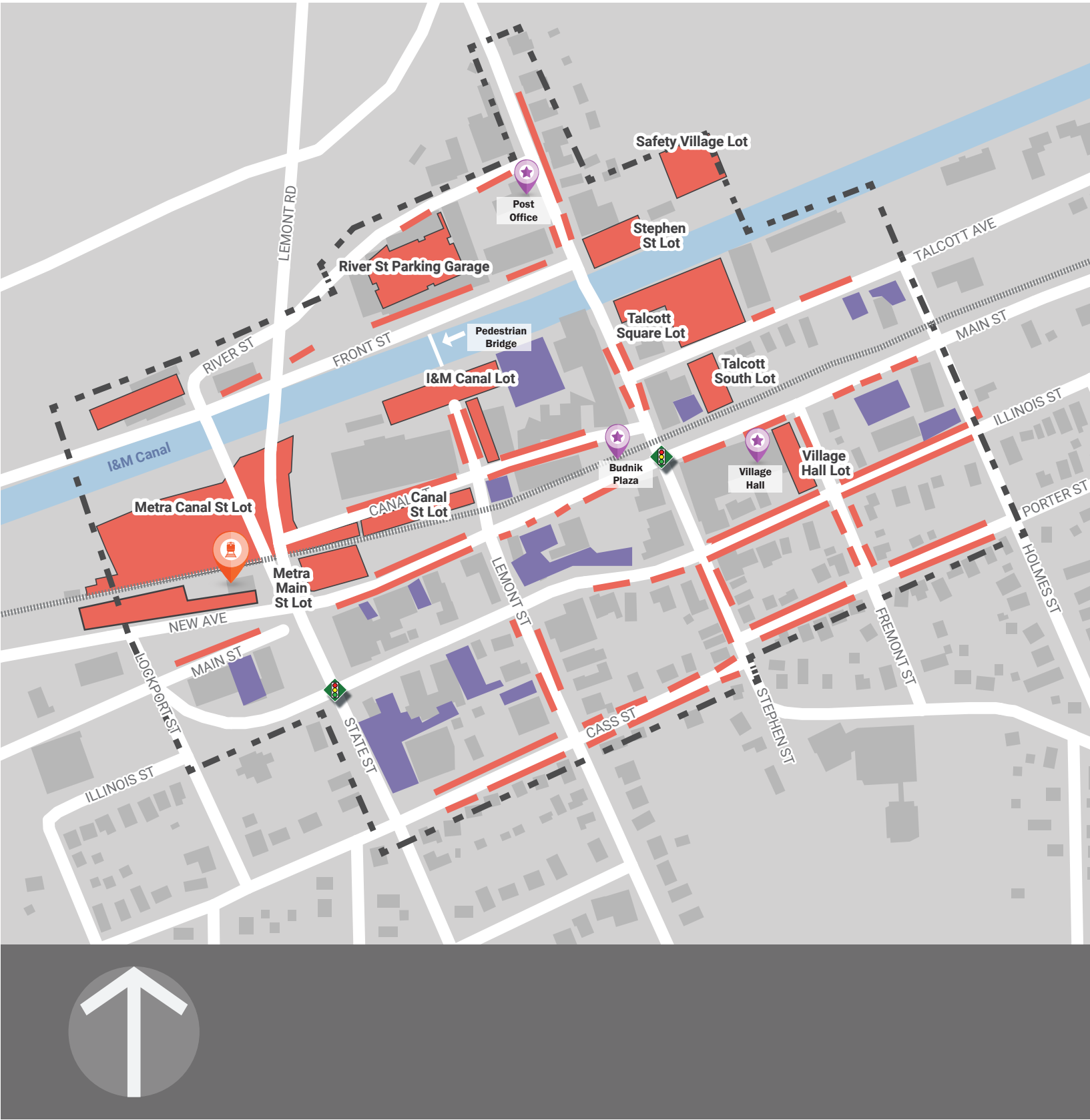


Explored opportunities to improve connectivity between the Metra station and downtown area and supported the development of a more compact and walkable community.

Established in 1836 and recognized as one of the oldest communities in northeastern Illinois, Downtown Lemont is characterized by limestone clad buildings and was listed on the National Register of Historic Places in 2016. Today, Lemont continues to thrive as a mixed-use downtown, including homes, shops, restaurants, businesses, a Metra station, and civic spaces. As Lemont continues to experience growth, the Downtown Parking and Civic Space Study was an opportunity to evaluate existing land uses, parking supply and management, access to transit, and opportunities for streetscape improvements and public placemaking.

The study area was generally bounded by River Street to the north, Lockport Street to the west, Cass Street to the south, and Holmes Street to the east, as shown on the following map.

Study Area



Previous Planning Efforts

Several plans have been conducted for the Village of Lemont in the past few years, ranging from comprehensive plans to parking studies. These plans and studies were reviewed to identify previously approved goals and strategies as it pertains to parking and civic space.

Previous Plans

Lemont 2030: Comprehensive Plan of the Village of Lemont (2015)



The Village’s Comprehensive Plan identifies that many of the Village’s shopping centers and commercial developments were approved as planned unit developments, which restricts the sites to specific designs and parking ratios.

Current codes hold a high set of standards for architectural and site design in new commercial developments, such as having requirements for paved parking lots.

Lemont Active Transportation Plan (2012)

The Lemont Active Transportation Plan sets out to build a connected active transportation network, and foster an environment that encourages development and active transportation. The

Plan highlights the need to build connections to Lemont’s Downtown, schools, parks, and shopping. Pertaining to the downtown area, the Plan outlines opportunities for bicycle parking including creating minimum bike parking standards and siting bike racks no more than 50-feet away from destinations. Additionally, the Plan addresses the Downtown district’s pedestrian-oriented use, which supports more pedestrian focused improvements such as wider sidewalks, ADA accessibility, and curb extensions at intersections.

Lemont Park District Comprehensive Parks and Recreation Master Plan (2015)

The Park District’s Comprehensive Plan works to enhance community members’ park experiences by providing safe and accessible facilities. Within its operational goals, the Plan sets to provide more community opportunities for outdoor recreation and expand walking paths and connections within park spaces. Additionally, the Plan identified the need to review the current ADA transition plan as it relates to Park District parks and facilities.

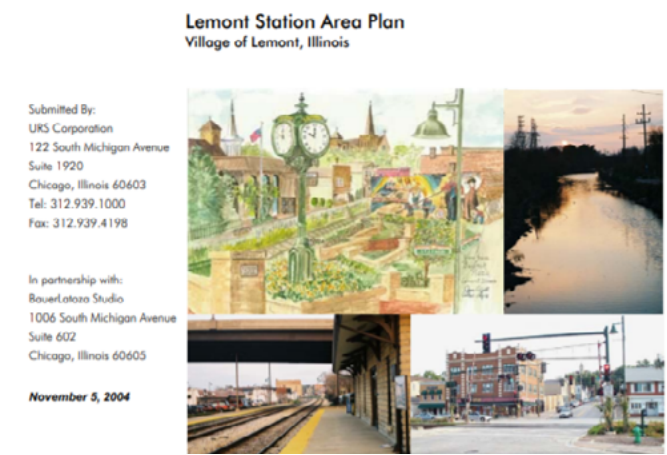
The Plan shares the results of a community survey in which 72% of respondents reported they visit Downtown Lemont at least once per month, with 60% of respondents visiting at least two times per month.

Lemont Developer Discussion Panel Summary Report (2015)

A Developer Discussion Panel was held in Lemont in October 2014 organized by the Regional Transportation Authority in partnership with the Village and the Urban Land Institute. A report was developed that summarized the discussion and the panel’s recommendations and suggested strategies. Several of the recommendations related to parking and civic space, and many have already been implemented.

Complementary Studies

Lemont Station Area Planning Study (2004)



The Lemont Station Area Planning Study assesses the balance and connections between Downtown and the Metra station. While this study was conducted nearly two decades ago, it is important to understand the previous study findings and assess if the opportunities are still applicable today. The Study identifies several opportunities for the downtown area including but not limited to:

- Improving parking through the enhancement of existing lots, with any new lots to be positioned behind buildings.
- Providing landscaping or screening around parking lots or outdoor storage areas.
- Improving pedestrian and bicycle access and amenities.
- Exploring valet parking services for downtown restaurants and taverns.

An Ordinance Amending Title 10 of the Lemont Municipal Code (2015)

In 2015, downtown businesses requested that the Village Board of Trustees change the municipal code relating to parking. The request suggested to amend the on-street parking time limits in

the downtown area from 2 hours to 4 hours. The ordinance amending Title 10 of the municipal code was adopted in October 2015.

Branding & Communication Study (2021)

In 2021, the Village completed a study to refresh the Downtown Lemont brand and improve strategic marketing communications about downtown attractions.

Ongoing Urban Design & Placemaking Projects

Peterson Redevelopment and Downtown Modeling

Visualizations and 3D modeling of a proposed mixed use redevelopment of the former Peterson Hardware property are currently being developed. It will help evaluate building mass, building orientation, parking organization and pedestrian connections between the project site and downtown area. Open space concepts evaluate public seating, flexible gathering, views to the I&M Canal and programmable placemaking opportunities.

Main Street Park

Placemaking and open space concepts for two parcels located on the south side of Main Street, west of Stephen Street are currently being developed. These concepts build upon tactical improvement by staff and local businesses, including holiday décor, food trucks, picnic tables and family games. Concepts evaluate passive and active open space improvements such as flexible public seating and nature based play. Opportunities for additional parking and pedestrian connectivity are also included in the site evaluations.

Engaging the Community

One of the main priorities for this study was to seek input from community members and stakeholders throughout the planning process. As such, a variety of virtual and in-person engagement opportunities took place over the course of the project. Ongoing outreach ensured a continuous feedback loop that informed the final plan recommendations and overall project goals and objectives.

Project Website

In July 2021, an interactive [project website](#) was developed and hosted through CMAP’s website platform. The project website served as the primary source of project updates and information for the community. The website included an online, interactive map which invited Lemont community members to identify challenges or opportunities for parking and navigating Downtown Lemont. Map inputs were organized as follows:

- Opportunity/idea
- Issue/concern
- Feature to preserve



Snapshot of the project website’s interactive map.



Focus Group & Stakeholder Interviews

In the Summer of 2021, two focus groups were conducted with Downtown Lemont Stakeholders. The Business Focus Group Meeting took place August 3, 2021. The Resident Focus Group Meeting took place August 12, 2021. In addition to these meetings, follow-up questions were sent to key stakeholders and interviews were conducted.

Parking

- Many employees tend to park on street, taking on-street parking away from potential customers.
- Some businesses, such as the dance school and events hall have unique parking and drop off needs.
- Developing a cohesive valet parking program in the downtown area should be considered.
- Parking management and enforcement need to be addressed.

Public Spaces

- Many street sections, such as portions of Stephen Street and Canal Street are comfortable outdoor spaces, however they lack good connectivity between them.
- Streets and public spaces feel disjointed due to physical barriers such as the Canal, railroad tracks, and Main Street.
- The pop-up park at Main Street has been used well and there seems to be an appetite for more pop-up interventions.
- There is an appreciation for Lemont’s historic charm but also an interest in contemporary placemaking features that reflect the current society.

Sunset Soiree

On August 5, 2021, the project team participated in Lemont’s Sunset Soiree event. The purpose of attending this event was to promote the project and to obtain early community feedback. The project team set up an idea booth with interactive input activities to invite community members and visitors to share their thoughts about parking and travel behaviors, as well as civic space issues and opportunities. Key takeaways are below.

Parking

- Street parking is preferred over parking lots and garage.
- Public lots, the Metra lots, and the River Street parking garage are underutilized and feel disconnected from Downtown.
- Parking management should be improved. Suggestions included improved signage.

Public Spaces

- Some Downtown destinations feel disconnected from the rest of Downtown. An example is Lemont Street.
- Desired public place activities include seasonal events, winter activities, picnicking, gardens, nature-based play, lawn space, and food trucks.
- Wider sidewalks and more outdoor dining options are also desired.
- Downtown is expanding to the south of Main Street. Better connectivity and parking improvements are needed in this area.

Sunset Soiree Community Engagement



Photos from the Sunset Soiree in August 2021

Steering Committee

Four Steering Committee meetings were held throughout the course of the study. The first Steering Committee Meeting took place on September 15, 2021. This meeting formally kicked off the project with the Stakeholder Committee. Three additional Steering Committee meetings were held in October 2021, December 2021, and April 2022 to discuss public space concepts, parking recommendations, and public poll results. The project team presented the project scope, study area, and timelines, as well as public outreach inputs gathered to date and initial observations and opportunities. The team also conducted an interactive activities and guided discussion. Key takeaways from the Committee meetings include:

Parking

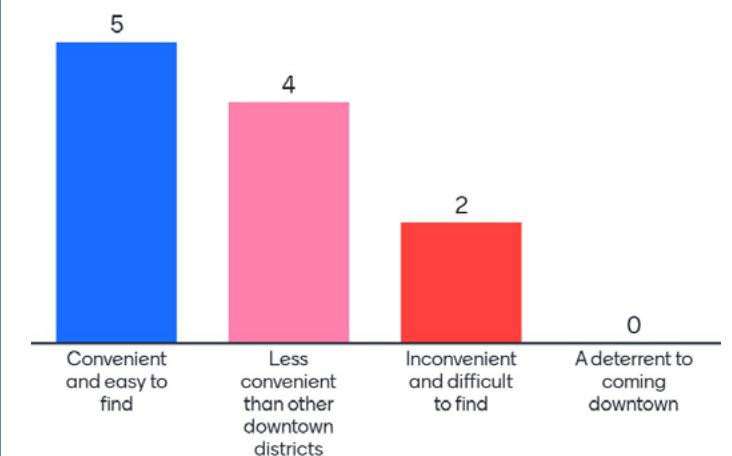
- The parking garage is underutilized and extremely disconnected from the rest of Downtown.
- The Metra lot is underutilized day-to-day. However, the lot is better utilized during large events.
- The existing parking permit system for residents and employees should be reviewed and optimized to improve parking options in the heart of Downtown for visitors and customers.

Public Spaces

- Since the onset of the pandemic, the downtown area has a greater appreciation and use for outdoor spaces and dining.
- There are multiple open space opportunities in the downtown area that could be designed to be used year-round and day and night.

Example of results from the interactive feedback exercise

Overall, how would you describe parking in Downtown? (Select one)



What types of special event public space activities would be most valuable to the Downtown?



Community Poll

Prior to the public meeting held in February 2022, an online community poll with image preference survey was conducted. The poll was open from December 2, 2021 to January 15, 2022. 627 people participated in the poll. The poll was distributed via the Village of Lemont's community newsletter, Village of Lemont website, steering committee distribution list and posters distributed throughout the downtown area.

Nearly all of the poll respondents (93%) were Lemont residents. And, the majority of respondents (59%) said they patronize local businesses. The ages of respondents varied over 25 years old:

- 34% were between the ages of 25 - 39 years;
- 36% were between the ages of 40 - 55 years;
- 29% were 56 years and over.

Key outcomes of the poll and image-based survey are below. Additional results from the community poll can be found in the **Appendix**.

Key Takeaways

- Lemont is a unique Canal Town surrounded by topography, trails, open spaces and charming historic architecture. These assets should continue to be protected and highlighted.
- Downtown public spaces should be welcoming and friendly to adults and families alike.
- Sidewalks, trails, and open spaces should prioritize pedestrian safety and comfort.
- Reinforce biking via bike racks and trails, including a connection to the Centennial Trail.
- Work with the RTA to improve access to transit, including more frequent Metra service.
- Work with the Railroad to quiet train horns.
- Develop public spaces that offer variety, flexibility, and seasonal activities.
- Provide more lighting throughout Downtown.
- Maintenance and cleanliness should be programmed into all Downtown enhancements.
- Take care not to overdevelop Downtown. Strategic, well-thought-out improvements should not overpower the features that already make Lemont special!

Generally, the community noted that they were not necessarily aware how to get from the parking facilities to key destinations and that connections between the parking garage and Metra lot to downtown were too long, uncomfortable, and unmarked.

Community Poll Amenities

When asked about amenities, the community poll respondents ranked the following amenities as most appealing. Visit the Appendix to view all amenity rankings.

Alleyway



Dining & overhead lighting

Under the Bridge



Lighting effects

Public Gathering Plaza



Flex spaces

Public Gathering Lawn



Flexible seating & amenities

Public Meeting

During the February 2022 public meeting, Downtown Parking and Civic Open Space concepts were presented. Following the presentation, approximately 25 meeting attendees participated in an online input activity. Outcomes of the activity follow below, with the full meeting presentation in the **Appendix**:

Walkability

When asked to rank improvements that would improve comfort and walkability in Downtown, the top three areas include the following:

- Lemont Street / Canal Street adjacent to the Peterson Hardware Site
- Illinois Street intersection crossings
- Metra Parking Lot area

River Street Garage

When asked how likely participants are to park in the River Street Garage if certain improvements were made, participants responded that the following improvements would improve usage of the River Street Garage:

- River Street Garage – lighting and signage
- River Street – lighting, signage, and landscaping
- Stephens Street (north of the post office) – lighting, signage, and landscaping

Main Street Park Concept

Participants were asked to review the Main Street Park concept and to prioritize the improvements that were most important. The top three improvements follow below:

- Casual seating
- Nature based play features (fallen logs, climbers)
- Overhead string lighting

Peterson Hardware Site Concept

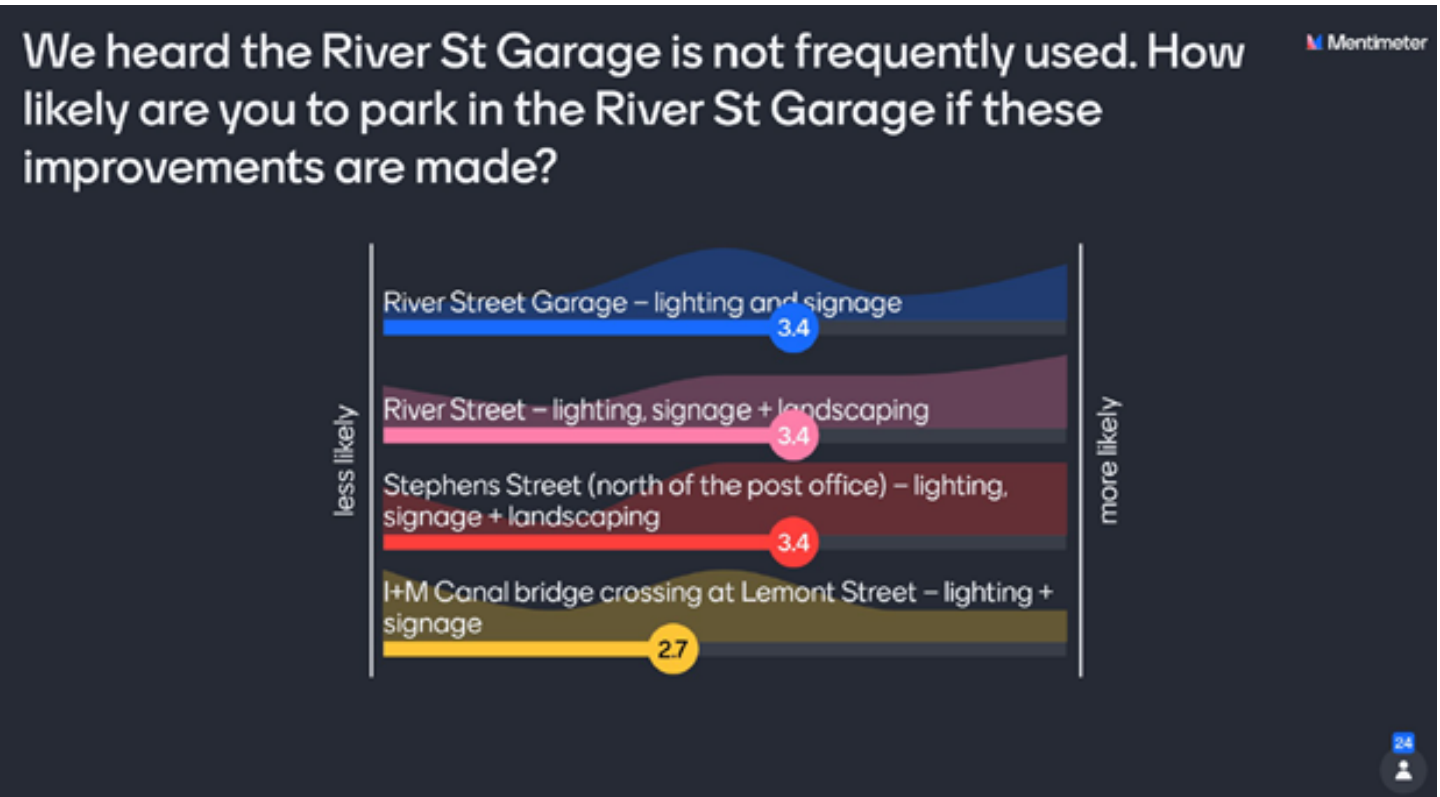
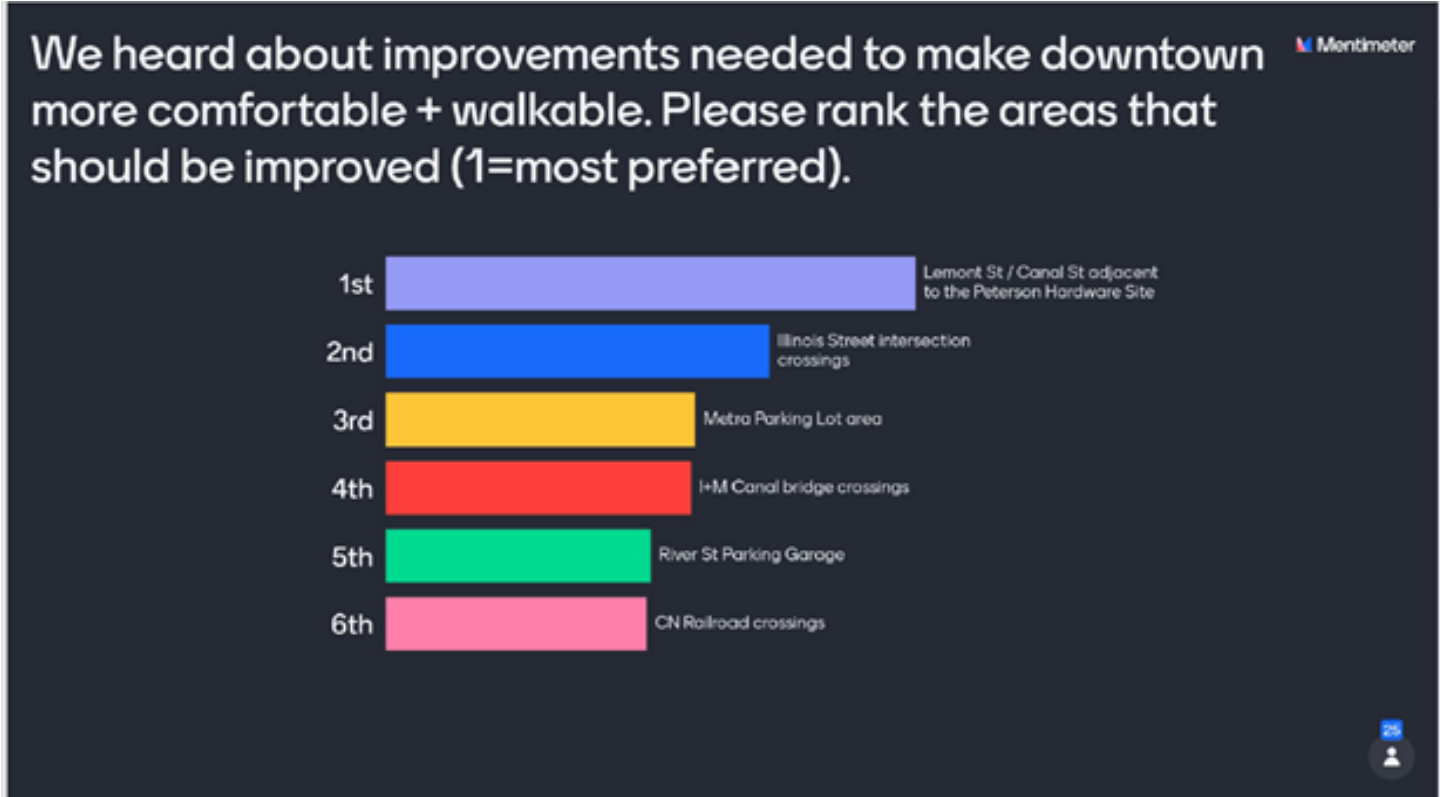
Participants were asked to review the Peterson Hardware Site concept and to prioritize the improvements that were most important. The top three improvements follow below:

- Lighting effects under the Lemont Road Bridge
- Flowering gardens and walkways
- I&M Canal overlook

General Fry’s Landing Concept

Participants were asked to review the General Fry’s Landing concept and to prioritize the improvements that were most important. The top three improvements follow below:

- Fountain Feature
- Lighting effects under Lemont Road Bridge
- Prairie plantings with interpretive trails

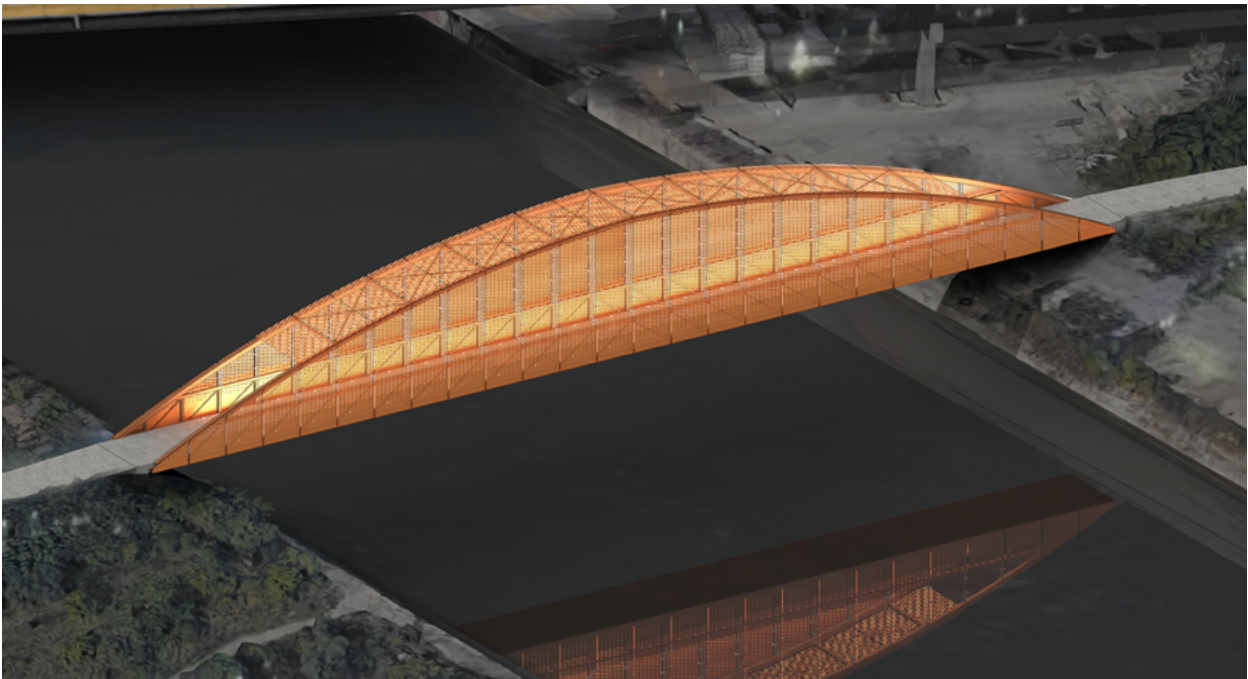


Recent & Upcoming Developments

The Village of Lemont continues to grow. The following recent and planned initiatives have been identified in or near the project study area, as shown on the following map:

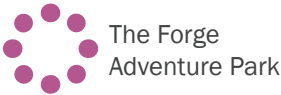
- **The Forge.** This adventure park located just east of Downtown Lemont, south of the Chicago Sanitary and Ship Canal, opened in July 2020. In 2021, it welcomed over 70,000 visitors to the Heritage Quarries Recreation Area. The park includes zip lines, paddle sports, BMX mountain biking, laser tag and other adventure sports. Special events include musical performances and a variety of races.
- **Stephen Street Trail Bridge, Trailhead and Lemont Downtown Park.** A State grant was obtained to build a bike and pedestrian bridge that will span the Chicago Sanitary and Ship Canal and connect downtown to hundreds of miles of off-street trails. The bridge and trail head will be immediately adjacent to a new community park being planned by the Lemont Park District in conjunction with a co-lessee arrangement between the Village of Lemont, Lemont Park District and the Metropolitan Water Reclamation District (MWRD). Both projects are going through preliminary engineering and planning with early phasing of the park expected in 2022 and the bridge in later years.
- **Peterson Redevelopment Site.** A developer is proposing a 5-story mixed use building located at the northwest corner of Lemont Street and Canal Street. The proposed building includes commercial space at the ground floor and residential units above. This is a planned unit development which is in the early stages of development.

These public and private initiatives include elements that can help promote pedestrian friendliness and the development of a more compact community.



Future Stephen Street Bike and Pedestrian Bridge (Source: John Ronan Architects)

Location of Developments



The Forge
Adventure Park



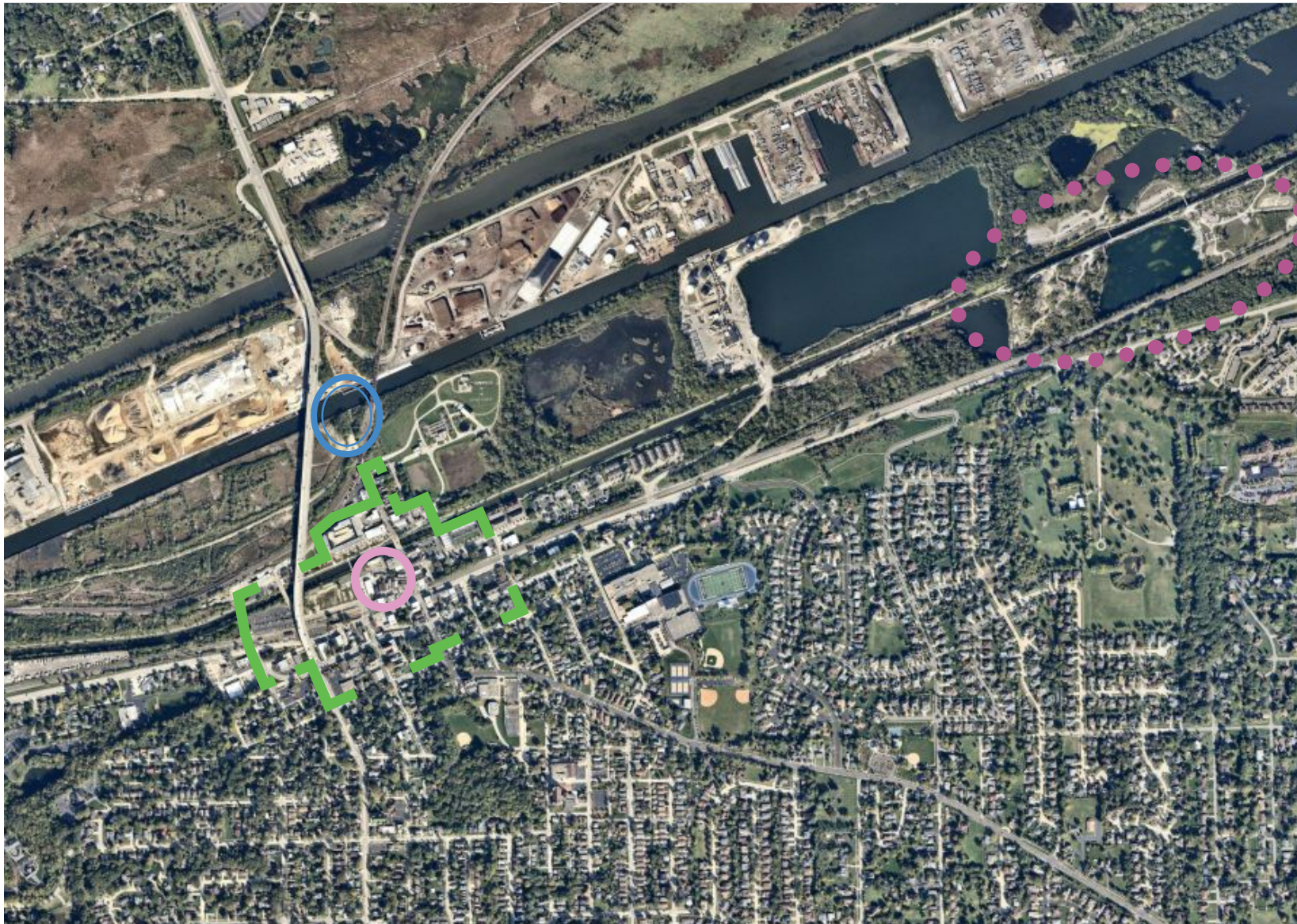
Petersen's
redevelopment site



Stephen St
Bike/Ped Bridge



Study
Area



Placemaking & Streetscape Design Initiatives

Beginning in the late 1990’s, Lemont redesigned key downtown streetscapes, including Main Street, Stephen Street, and Canal Street. This work was conducted over the course of multiple phases of streetscape installation. The streetscape was designed to recall Lemont’s unique historical and cultural heritage along the Sanitary and Ship Canal. Streetscape features such as limestone retaining and garden walls were sourced from a local quarry. The native limestone references historic building materials still present in Downtown, as well as Lemont’s geological characteristics. Other streetscape features include decorative lighting, unit pavers, benches, trash receptacles, and bike racks. The streetscape was developed to improve access to storefronts that are located at higher elevations than the street and sidewalk. Streetscape elements, such as ramps, stairs, retaining walls, and planters, were used to create those transitions.

The I&M Canal Trail was runs through Downtown Lemont. The I&M Canal Trail is a 96-mile trail system between LaSalle and Rockdale. The trail features historical and cultural elements that highlight the industrial past of the region. In addition, the trail winds through a variety of natural landscapes and wildlife habitats. Within Downtown Lemont, the trail includes a gravel multi-use trail, lighting, plantings, signage and historical artifacts. Artifacts associated with the I&M Canal operations are spaced throughout the trail for interpretation and appreciation by the public. The trail connects to the pedestrian bridge over the Canal which connects the north and south sections of Downtown Lemont.

Lemont has continued to enhance Downtown via multiple public place enhancements, including gateway and wayfinding signage and public art initiatives, such as building murals and mosaic art. Recently, the open space area located along the south side of Main Street, west of Stephen Street, known as Main Street Park, has been used informally for features such as holiday décor, seating, bean bag toss and food/coffee vending trucks. A portion of this site is privately controlled and the Village is working with the owner to formalize improvements to this property. Park functions under consideration include: food trucks, picnic seating and nature-based play.



Stephen Street



Main Street

The streetscape character in Downtown Lemont is comprised of four typologies:

Shopping and Dining Street

Stephen Street, portions of Canal Street and portions of Front Street are characterized by active storefronts, on-street parking and sidewalks with streetscape amenities. Amenities include decorative paving, limestone planters, seatwalls, decorative light poles, and site furnishings.



Front Street



Wooden Paddle, Stephen Street

Transitional Commercial Street

These streets include Talcott Avenue, River Street, Ed Bossert Street, Illinois Street, State Street and Lemont Street. These streets include a diverse mix of building types, including mixed use and higher density housing, commercial properties and residences. The streetscape treatments include a mix of lawn parkways and full depth sidewalks. Lemont’s decorative lighting standards, overhead utilities and davit arm light poles all exist in these locations.



River Street



Illinois Street

Railroad Commercial Street

Main Street, New Avenue and Canal Street are immediately parallel to the Heritage Corridor Metra Line and are influenced by the railroad. These streetscapes include a mix of commercial buildings fronting onto the street, some of which include on-street parking. Sidewalks are generally unit pavers or concrete. Lemont’s decorative lighting standards exist in these locations.



New Avenue



Main Street

Neighborhood Connector Street

Holmes, Illinois, Fremont, Porter and Cass Streets generally include single family residences. The streetscapes include concrete sidewalks, lawn parkways and shade trees. Overhead utilities and davit arm light poles are present in these locations.



Cass Street



Porter Street

Streetscape Character

- Point of Interest
- Metra Station
- Existing Traffic Signal
- Study Area
- Shopping and Dining Street
- Transitional Commercial Street
- Railroad Commercial Street
- Neighborhood Connector Street



A Multimodal Environment

Pedestrian & Bike Network

The Village of Lemont’s streetscape and public space enhancement initiatives through the years have positioned Lemont to be relatively accessible to both pedestrians and bicyclists.

Pedestrian activity is mostly concentrated in Downtown Lemont within an approximately two-block radius of Stephen Street’s intersection with Canal Street, where the streets are lined with shopping and dining options. Connections to nearby shared pedestrian and bicycle trails are a short walk away from the downtown area on either Stephen Street, Talcott Avenue, or Lemont Street (via the pedestrian bridge). Most crossings in the downtown area are marked, equipped with pedestrian ramps, and span approximately 45 feet. At the intersection of Illinois Street and State Street, crosswalks are generally faded and are approximately 75 feet long, making this intersection a barrier between the southwest section of the downtown area and the Metra station. Other pedestrian barriers between the Metra station and the Downtown include the absence of crossings across New Avenue and Main Street where the Legion Park pedestrian paths end, the missing pedestrian ramps at the mid-block crossing across Main Street in front of Barrel & Vine, the absence of sidewalk on the north side of Main Street between Lemont Street and Stephen Street, and the overall lack of marked pedestrian crossings within the Metra parking lot and at its main entrances along Ed Bossert Drive. These barriers make the connection between Downtown and the Metra station potentially hard to navigate for pedestrians, especially for those not familiar with the area.

Other pedestrian barriers in the downtown area include:

- The **at-grade train crossings** at Stephen Street, Lemont Street, and Holmes Street.
- The **absence of north-south crossings at the intersections** of Cass Street with State Street, Main Street with Holmes Street, Illinois Street with Lemont Street, and Illinois Street with Holmes Street.
- The **discontinuous sidewalk** on the north side of Illinois Street between Lemont Street and Stephen Street and between New Avenue and State Street.



Pedestrian bridge across the Canal



Missing crossing



The bicycle infrastructure in Lemont provides access to many regional trails and destinations such as:

- **Centennial Trail:** a 13-mile trail from Willow Springs to Romeoville, IL located between the Des Plaines River and the Chicago Sanitary and Ship Canal. Its southern limit provides connection to the Illinois & Michigan (I&M) Canal State Trail.
- **John Husar I&M Canal Trail:** a 9-mile-long trail located mostly on the north bank of the I&M Canal.
- **Waterfall Glen Main Trail:** a 10-mile loop around the Argonne National Laboratory with connections to popular hiking trails and destinations.
- **Cal-Sag Trail:** when fully completed, a 26-mile train from Sag Quarries in Lemont to the Burnham Greenway near the Indiana border, connecting 14 communities and providing access to other regional recreational trails.

A bikeshare program, Canal Bikeshare, was recently implemented in the summer of 2021 as a part of the I&M Canal Bike Share system. Currently, there are ten bikes available in Lemont at the I&M Canal Trail near the Safety Village at Stephen Street. Bike rentals are available for \$5/hour. Bicyclists can return the bike at any station along the trail, including neighboring Lockport, Channahon, Morris, and LaSalle.



Bike share station

Lemont is therefore well situated to access miles of bike trails and the local bike network in the Village has recently grown to include bike lanes along McCarthy Road and Stephen Street to connect residents west of the area to Downtown Lemont. Dedicated bike lanes, ranging four to six feet, were installed during the summer between Walker Road and Houston Street, and shared lane markings were installed from Houston Street to River Road. Shared lane markings are also present along Main Street, between State Street and Talcott Avenue in the northeastbound direction.



I&M Canal Trail

Bike Parking in Downtown Lemont

Bike racks are provided at a few locations throughout Downtown Lemont (see photos below). However, bike parking is limited and some of these locations only serve two to three bikes and would not accommodate a family or group of bicyclists. Therefore, there is an opportunity to provide additional and/or larger bike parking facilities in the future. Strategic locations for such facilities could include near the I&M Canal trailhead, to invite more trail users to explore the downtown area. Providing space for 10% of anticipated downtown traffic, with racks consolidated for family and group use, would be a good goal for the Village.



Stephen Street



Stephen Street



Metra Station



River Street Parking Garage



Legion Park

Access to Transit

Metra is the Commuter Rail Division of the Regional Transportation Authority (RTA) providing a total of eleven commuter rail lines throughout the Chicago metropolitan area. The Heritage Corridor (HC) line runs directly through Lemont, connecting daily commuters from Joliet to Chicago. A typical trip from Lemont to Chicago’s Union station takes approximately 45 minutes. In 2019, Metra’s HC line experienced between 400 to 500* daily passengers at the station during the morning and evening commuter peak periods on a typical weekday, as shown below. In 2020, ridership plummeted due to the COVID-19 pandemic and is steadily rebounding..

Lemont Station Boardings and Alightings by Time of Day (Fall 2018)

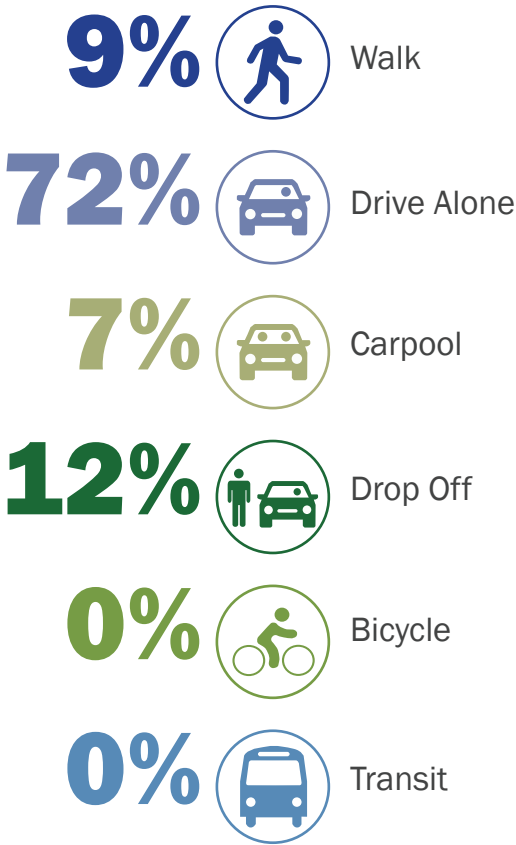
Time Period	Inbound Trains		Outbound Trains	
	Boarding	Alighting	Boarding	Alighting
Morning (6:00 AM - 9:00 AM)	455	2	-	-
Midday (9:00 AM - 4:00 PM)	-	-	-	24
Evening (4:00 PM - 7:00 PM)	-	-	-	408

Source: Regional Transportation Authority Mapping and Statistics - Metra Ridership by Station - Boarding & Alighting Survey by Direction and Time of Day

The Lemont Metra station is located just west of the downtown area, two blocks away from most of the restaurants and shops located on Stephen Street. The station is accessible by walking, biking, driving, or public transit. However, an origin-destination survey performed in 2016 found that 91% of train commuters reached the Metra station by car and 70% drove alone. Four public lots adjacent to the train station provide parking options for commuters accessing the

station by car. The detailed results of the survey are presented below.

2016 Modes of Access to Lemont Metra Station
Source: Metra, 2019



Pace, the suburban bus and regional paratransit division of RTA, provides Dial-A-Ride (DAR) service in Lemont for destinations within the Township boundaries. However, no fixed bus routes serve Lemont. The service, which requires advance reservation from the Township, is available between 9:00 AM and 3:30 PM on Mondays and Wednesdays, and between 9:00 AM and 1:00 PM on Fridays. Monday service is free of charge, while a fee of \$2.00 is applied for adults on Wednesdays. Seniors, students, and disabled residents have access to a reduced fare. Overall, DAR makes up three percent of Pace’s system-wide ridership.

* Source: Ridership Trends, Annual Report 2019, Metra, Page 2

Lemont Metra Station



Lemont Station



View of Metra parking lot from station



At-grade railroad crossing

Parking Infrastructure & Utilization

Parking Inventory and Designation

For a better understanding of Lemont’s parking system, a parking inventory survey was performed in June 2021. The inventory verified the number of available parking spaces in Downtown Lemont, as well as the designation of those spaces. In total, there are 1,4725 parking spaces available within the study area, of which 1,154 are public parking spaces and 271 are private parking spaces. Public parking spaces are available on-street, in surface lots, and in the River Street parking garage. With a few exceptions, most public off-street parking lots are located north of Main Street, and most private lots are located south of Main Street.

To further understand parking activities, the study area was divided into five zones, as shown in the figure below. Zone 1 contains the Lemont Metra station and its parking lots. Zone 2 is mostly composed of on-street parking and some private lots. Zones 3 and 4, at the heart of Downtown, are composed of a mix of public and private off-street, and on-street parking spaces. Lastly, Zone 5, which is separated from the other zones by the Illinois and Michigan Canal, contains the River Street parking garage.

Parking Zones



81%

of parking spaces within
Downtown are public

19%

of parking spaces within
Downtown are private

The following table breaks down the parking spaces in the downtown area by parking type, regulation, and location.

Lemont Downtown Area Parking Inventory

Category	Regulations	Downtown					
		Total Parking Spaces	Zone 1	Zone 2	Zone 3	Zone 4	Zone 5
Private Off-Street	Property Use	271	17	82	60	101	11
Public Off-Street*	4-Hour	488	19	-	113	56	300
	Daily	388	388	-	-	-	-
	Permit	-	-	-	-	-	-
	Subtotal	826	357	-	113	56	300
Public On-Street	15-Minute	28	-	-	18	-	10
	1-Hour	22	-	22	-	-	-
	2-Hour	53	-	41	12	-	-
	4-Hour	203	12	18	36	83	54
	Handicap	4	-	2	-	2	-
	No Posted Restriction	18	-	12	6	-	-
	Subtotal	328	12	95	72	85	64
Total		1,425					

*Includes Metra station parking lots

On-Street Parking

On-street parking makes up approximately 23% of the parking supply in the study area and is available throughout Downtown, with parking regulations varying by block and zones. Parking regulations include both short-term parking options for visitors/residents running quick errands in the area (15-minute and 1-hour regulations) and longer parking options ranging from two to four hours. On-street parking regulations are implemented on weekdays from 8:00 AM to 6:00 PM. There are currently 18 spaces without posted restrictions within the study area that were included in the utilization survey. Parking spaces with posted No Parking regulations on Cass Street between Lemont Street and State Street were not included in the utilization survey since these spaces are not available for parking. However, it should be noted that vehicles were observed to be illegally parked in those spaces during the survey.



On-street parking signage

Public Off-Street Parking

Public off-street parking makes up approximately 58% of the parking supply in the study area. Most public lots are regulated by a 4-hour parking regulation from 9:00 AM to 6:00 PM. Exceptions include the River Street parking garage where the 4-hour parking regulation is only applicable from 9:00 AM to 3:00 PM and some of the Metra

parking lots where daily parking options are offered. “Daily” passes can be purchased for a fee of \$1.50 and are available for both Metra riders and visitors. “4-Hour” parking spaces can be used free of charge within the posted time restriction. Parking is also free between 8:00 PM and 4:00 AM, Monday through Friday, and all weekend. Combined, parking associated with the Metra station accounts for approximately 22% of the total parking supply in the study area and 37% of the public off-street supply.

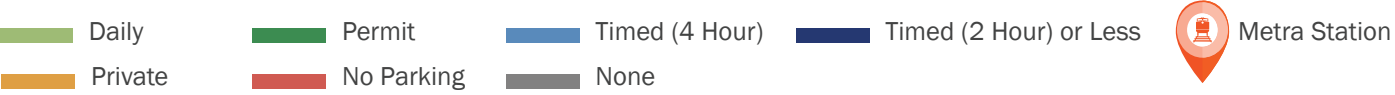


Example of off-street parking signage

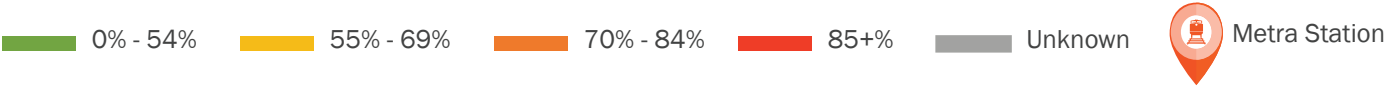
Private Off-Street Parking

Private off-street parking makes up approximately 19% of the parking supply in the study area. Although the private lots may allow customers and visitors to park free of charge, they are privately owned and designated to a corresponding business. Users may be required to return to their cars and park at another destination if they desire to remain Downtown after running an errand.

Parking Regulations



Parking Utilization



Parking Utilization

A parking capacity survey of the on-street and off-street parking facilities was conducted during a special event on June 17, 2021 from 4:00 PM to 6:00 PM to capture peak parking activity in the downtown area. At the time of the survey, approximately half of the downtown area on-street and off-street parking spaces were occupied. However, individual lots and areas of on-street parking reached or exceeded the functional capacity of 85% and Zone 4 (Central Downtown) was 85% full, as shown on the Parking Utilization figure. The survey also found that public on-street overall parking utilization reached 65%, public off-street overall parking utilization reached 43%, and private off-street parking utilization reached 44%.

The survey was conducted on the evening of a Sunset Soiree. The summer-long event series continued to be well attended while typical weekday demand declined during the COVID-19 pandemic. The tables below show that on-street parking spaces were overall more utilized than off-street parking

facilities at the time of the survey with an overall utilization of 65%. Public parking, whether on-street or off-street, with a 15-minute and 4-hour limit were the most utilized type of parking with just under 50% utilization.



Example of On-Street Public Parking

Parking Utilization by Parking Type

	# Spaces	Spaces Occupied	Utilization
Private Off-Street	271	120	44%
Public Off-Street*	826	352	43%
Public On-Street	328	214	65%
Total	1,425	686	48%

*Includes Metra station parking lots

Public Parking Utilization by Parking Regulation

	# Spaces	Spaces Occupied	Utilization
15 Min	28	22	79%
1 Hr	22	11	50%
2 Hr	53	12	23%
4 Hr	691	465	67%
Handicap	4	2	50%
No Restriction	18	6	33%
Daily	338	48	14%
Permit	--	--	--
Total	1,154	566	49%

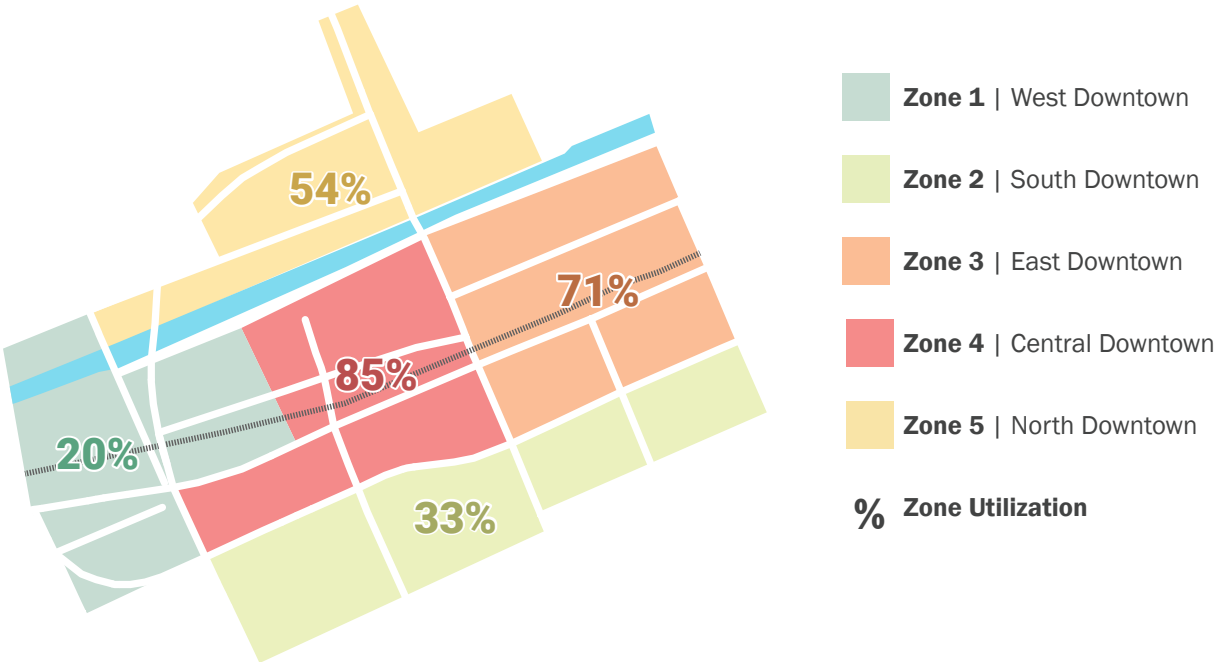
Parking utilization results were also summarized by parking zones:

- **Zone 1**, located to the west and encompassing the Metra station, had an overall utilization of 20%. Parked vehicles in Zone 1 were observed to be concentrated in the 4-hour limit parking lot located at the station frontage along Main Street and New Avenue.
- **Zone 2**, located south of Illinois Street, had an overall utilization of 33%. On-street parking along Lemont Street and Stephen Street, south of Illinois Street was mostly occupied. It should be noted that vehicles were also observed to be parked on the north side of Cass Street between Stephen and State Street where No Parking signage is present.
- **Zone 3**, located east of Stephen Street, had an overall utilization of 71%. Public off-street parking utilization reached 90%.
- **Zone 4**, located on either side of Main Street

and Canal Street, had an overall utilization of 85%. Public on-street and off-street parking in the zone reached 101% and 98%, respectively.

- **Zone 5**, located north of the canal, had an overall utilization of 54%. Public on-street parking utilization in Zone 5 was 84% whereas public off-street public parking was 50%.

Overall Parking Utilization by Zone



Off-Street Parking Requirements

The extent of the study area is located with the Downtown District (DD), established within the Lemont Zoning Ordinance to promote a compact, pedestrian-oriented village center with connected streets and blocks, destinations within close proximity to each other, and well configured open spaces and landscaped public areas. In an effort to collectively support commercial and residential uses in a compact and walkable manner, parking demand within the district is accommodated through a combination of on-street parking and centralized parking facilities. There is no minimum off-street parking requirement for land uses on lots one-half acre or less. For properties over one-half acre in size, the minimum off-street parking requirement is one parking space for every 1,000 square feet of leasable or saleable building area, and those spaces may be located either on-site or in any public parking facility within 500 feet.

Downtown Resident Permit

The Village requires Downtown residents to purchase a red hangtag permit to obtain an

exception to posted parking time restrictions. Vehicles displaying a valid hangtag may park in any non-reserved space on Levels 2 and up in the River Street parking garage. Permits are \$250 annually.

Downtown Business Permit

The purpose of a business parking program is to leverage existing parking resources and distribute demand by allowing business owners or employees to park for extended time periods in underutilized spaces. The Village has an employee parking permit program that identifies the following parking facilities where vehicles with a valid employee hangtag permit can park from 6:00 AM to 4:00 PM daily:

- River Street Parking Garage, 4th & 5th floors
- I&M Canal Parking
- South Talcott Lot

Downtown business parking permits are currently \$15 per year. To obtain a permit, proof of employment at a downtown business and the vehicle license plate number is required. In recent years, business parking permits have not been marketed or enforced.



On-street parking

Parking Signage

A hierarchy of parking sign types was noted in Downtown Lemont. Wayfinding signs are located along roadways throughout the downtown area at key decision points, directing visitors to main destinations and parking locations. Typically, wayfinding signs should limit the amount of sign copy to not more than three messages so as to maximize clarity and maintain a reasonable sign panel size.



Example of parking signage



Example of parking signage

Informational sign kiosks are two-sided sign structures with a cabinet that contains a changeable downtown map. This particular kiosk is located along the I&M trail.



Informational kiosk

Parking signs are generally located at each off-street parking lot entrance identifying the availability of public parking and regulatory information including time limits.



Example of parking signage

Enforcement

The Police Department oversees parking enforcement efforts within the downtown area, including managing enforcement staff. The department uses e-citation software called Quicket Solutions to record and track violations. Parking tickets are currently \$50. Enforcement is primarily used to create turnover and ensure parking spaces are regularly available to people entering Downtown; the Village does not view parking enforcement as a revenue source. Enforcement is generally reactionary in nature, with officers ticketing only if they receive a complaint.

Violation patterns to note:

- Frequent violations of the 4-hour time limits on Canal Street are noted. Stakeholders indicate anecdotally that employee parking abuse often accounts for violations.
- Residents of the Lofts often park in open public spaces instead of utilizing reserved parking spaces in the garage.
- Parking is prohibited on Village streets from 3:00-6:00 AM every Friday for street cleaning. During those times, downtown residents that usually use on-street parking alternatively park in lots restricted to 4-hour parking. Complaints are noted when tickets are issued to residents for a violation of the 4-hour limit.



Outdoor seating at Canal Street and Stephen Street

Concepts & Recommendations

The civic space concepts and mobility and parking recommendations summarized in the following pages were developed through community engagement and an analysis of existing conditions in the downtown area.

Civic Spaces

Downtown Lemont has long been recognized as the historic and cultural hub of the Village. With an enviable mix of shops, restaurants, homes, trails, open spaces, and transit, Downtown Lemont continues to be an active gathering place for the Village.

Lemont’s downtown streetscape is a well-established mix of lighting, paving, plantings, and site furnishings. The streetscape program continues to be well-maintained and expanded as budgets allow. Additionally, the Village has successfully incorporated wayfinding signage and public art in the form of murals, mosaics, and other materials.

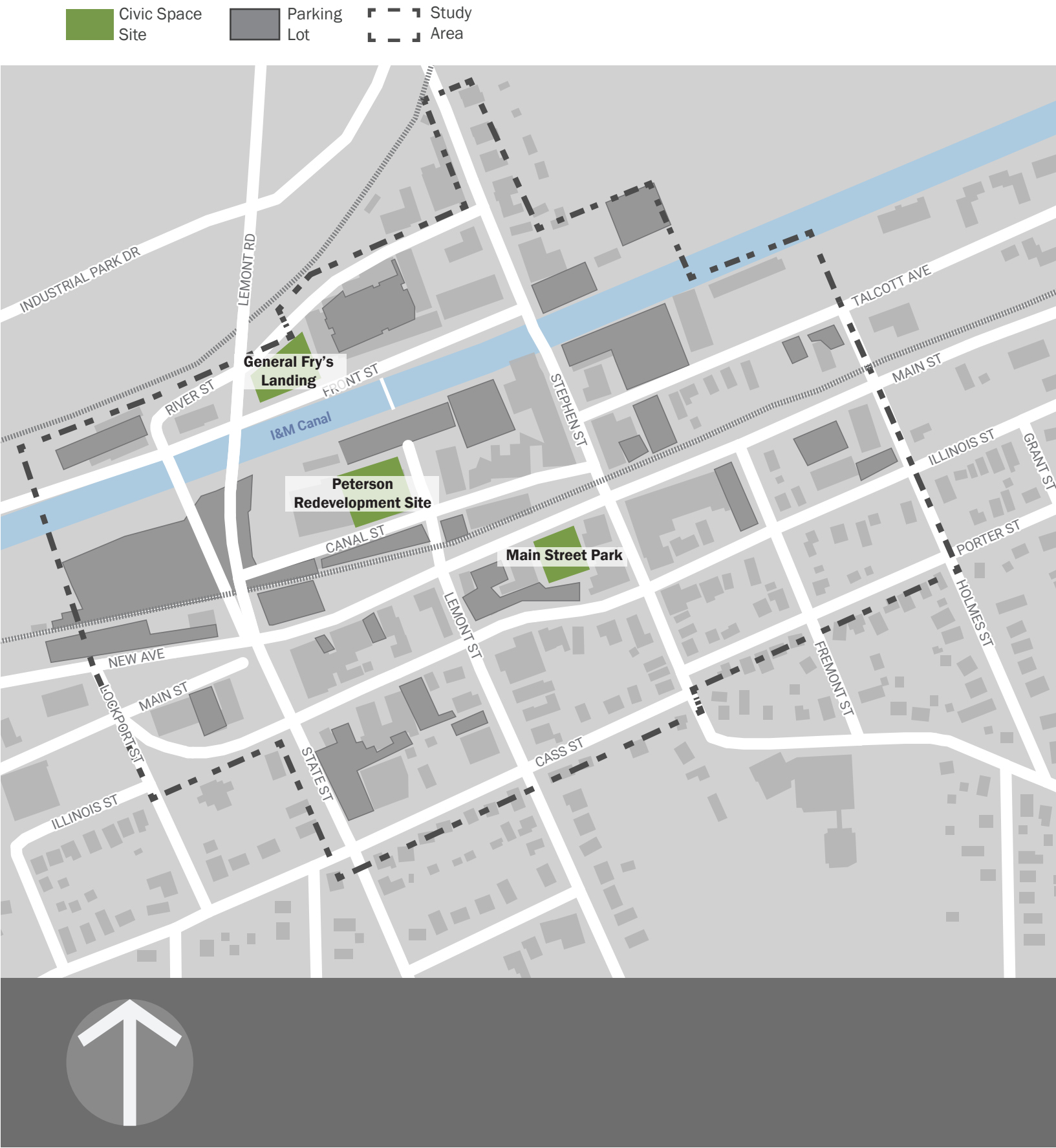
The purpose of the Civic Space concept plans is to further support Downtown with a series of functional, welcoming, and attractive public spaces that can draw more visitors into Downtown and encourage folks to extend their stay, and to provide places for people to gather and connect as a community.

The concept plans were developed in collaboration with Village staff and the Downtown Parking and Civic Space Study Steering Committee. Community engagement was gathered during pop up activities (Sunset Soiree, August 5, 2021); web-based activities (project website online mapping tool); and a successful image-based online community poll (December 2, 2021 – January 15, 2022). Additional information about those events and activities can be found in the ‘Engaging the Community’ section of this report.

Based on input gathered during the public outreach activities, three Civic Space Concepts were developed:

- 1. General Fry’s Landing
- 2. Peterson Hardware Redevelopment Site
- 3. Main Street Park

Placemaking Opportunities



General Fry’s Landing

This property is maintained by the Village and is located west of the Front Street Lofts. This open space is bounded by Front Street at the south, River Street at the north, and includes the Illinois Department of Transportation (IDOT) controlled space located beneath the Lemont Road bridge.

The I&M Canal Trail is located immediately south of Front Street and includes historic signage and artifacts. General Fry’s Landing is named for General Fry, who was the first boat captain to travel the I&M Canal. Historic interpretive signage has been located in and around this area as well.

Based on inputs gathered, the proposed program for this property includes an open space that supports flexible outdoor seating and dining, sustainable landscapes and historic interpretation about Lemont and the I&M Canal.

Open space features include the following:

- Flexible seating and gathering space that may accommodate day-to-day gathering and special events and activities. Components of this space include a variety of traditional and casual tables and chairs, overhead festoon lighting and fireplace feature.
- Lawn areas that may accommodate day-to-day use as well as light traffic special events and activities.
- Water feature constructed of native stones and invites water exploration and play.
- Bioswales and footbridges that interrupt surface runoff.
- Interpretive prairie path including educational signage and seating areas.
- Fitness Court beneath the Lemont Road Bridge, a current initiative by the Lemont Park District.
- Bridge uplighting which may include projected art.
- Historical interpretation in the form of a wood plank pathway and timeline; signage

and sculptures.

General Fry’s Landing is an opportunity to incorporate permanent and rotating public art exhibits. Examples of public art may include, and are not limited to:

- Sculptures located within native prairie plantings and bioswale areas.
- Rotating sculpture exhibits located within lawn areas.
- Projected art and lighting beneath the Lemont Rd Bridge.
- Interpretive silhouette sculptures in partnership with the I+M Canal Corridor.

The concept for General Fry’s Landing can be found on the following pages.



Fire pit



Seating and Gathering Plaza



Foot Bridge Over Bioswale



Seating and Gathering Plaza



Bioswale and interpretive signage



Historic signage



Natural landscaping



Under-bridge lighting



Natural play/art



Interactive art/play structure



Seating and Gathering Plaza



Interpretive signage



Meeting & gathering space



Stormwater mitigation



Seating and Gathering Plaza

General Fry's Landing Concept



- A** Prairie Plantings
- B** Exposed Limestone Blocks
- C** Lawn Area (Event Spaces)
- D** Limestone Block Seating
- E** Prairie Path w/ Interpretive Signage (Natural Habit Pre-Canal Development)
- F** Limestone Block Seating/Box Crates with Interpretive Signage (Quarrying/Movement of Goods)
- G** Limestone Block Water Feature
- H** Dry Limestone Bioswale Interpretive Sculptures along Bioswale Including Native Wildfowl (Herons,Ducks) and Small Animals (Deer, Foxes)
- I** Foot Bridge
- J** Hanging Bench/Swing
- K** Seating/Gathering Space with Movable Table/ Chairs, Fireplace, Overhead String Lighting
- L** Adirondack Chairs/Firepit
- M** CorTen Steel Pole w/ Overhead String Lights
- N** Bike Racks
- O** Wood Plank Pathway Historical Timeline of Canal Along Pathway or Engraved
- P** Bioswale Plantings
- Q** Gravel Path
- R** Bridge Uplighting
- S** Fitness Court

Main Street Park

Main Street Park is located south of Main Street and west of Stephen Street. It is bounded by the alley at the east, Main Street at the north and the Lemont National Bank at the west. The park area occupies two parcels. The west parcel is owned by the Village. The east parcel is privately owned.

The goal of the Main Street Park is to provide a family friendly open space that welcomes adults and children. During 2021 – 2022, the Village has tested some tactical urbanism design solutions in this property that have been well received by the community, including picnic tables, bags games and a food/coffee vending truck.

Based on feedback received from the community, features of Main Street Park include:

- *Alleyway Improvements* – the existing one way northbound alley is recommended to be reoriented to be a one way southbound alley. New diagonal parking spaces are recommended along the west side of the alley.
- *Pedestrian Alley* – a new landscaped and lighted pedestrian alley is recommended between the vehicular alley and Stephen Street.
- *Flexible Gathering Plaza* – Gathering plaza spaces are shown at the east parcel. Plaza amenities include food truck parking, container buildings for vending, picnic tables and overhead festoon lighting. Additional amenities include Adirondack chairs, a fire pit and bocce ball court.
- *Nature Play Area* – Nature based play features are shown at the west parcel. These features include a continuous perimeter path surrounding a variety of nature based play features, including a hammock lounge, log steppers, tunnels, balance beams and climbers.

Main Street Park - Ice Skating Ribbon Alternate

In response to community desires for winter activities and events, an alternate plan for the Nature Play Area considers a wider concrete path around the perimeter of the park area. This concrete path can be constructed with a curb to be converted to an ice rink during winter months.



Repurposed materials



Signature seating & gathering space



Repurposed materials



Lawn games



Lawn games



Natural playscape



Natural playscape



Outdoor gathering space



Food trucks & outdoor seating



Natural Playspace



Outdoor gathering space



Activating vacant pass-through space



Natural Playspace

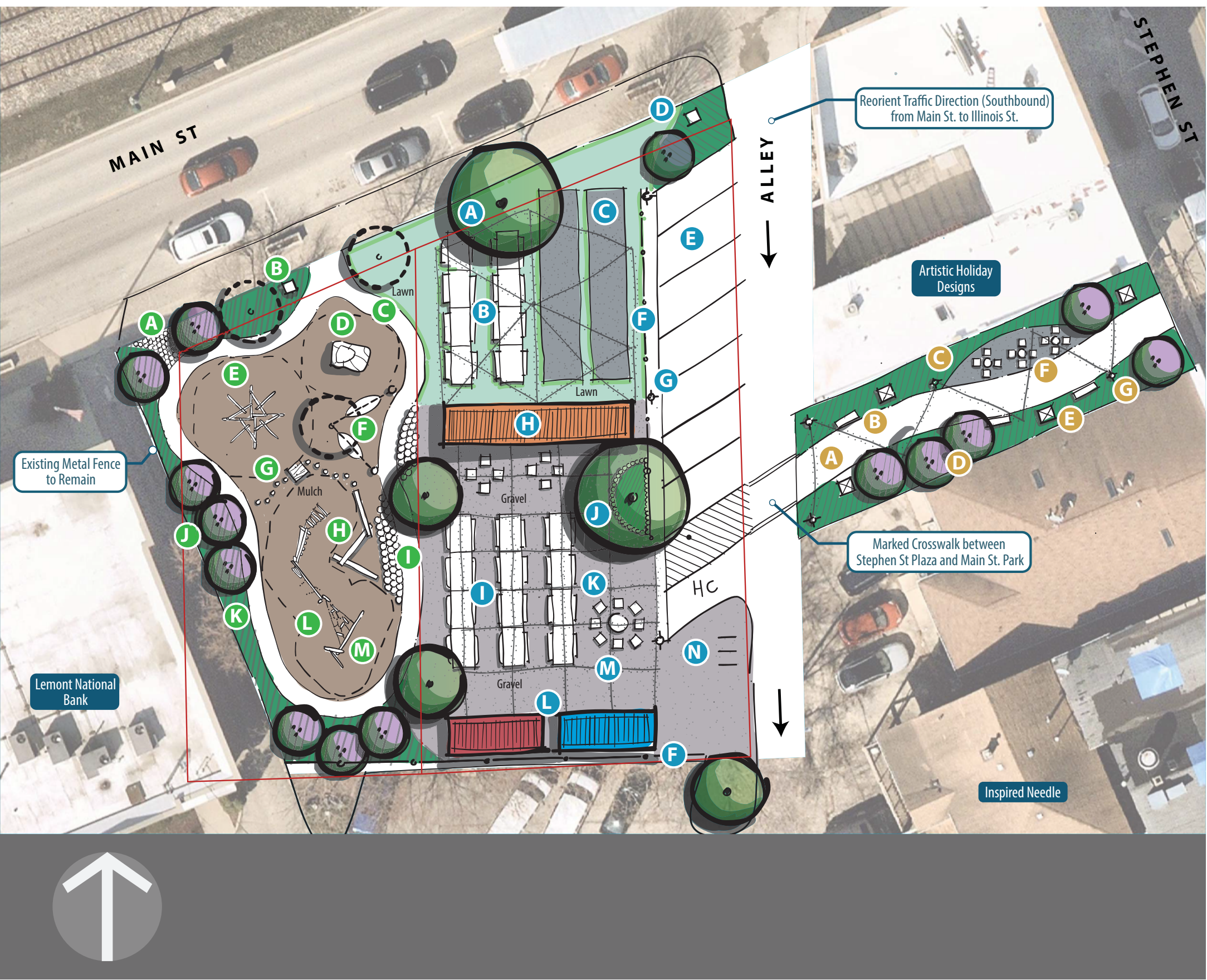


Ice rink



Nature-inspired gathering space

Main Street Park Concept



Nature Play Area

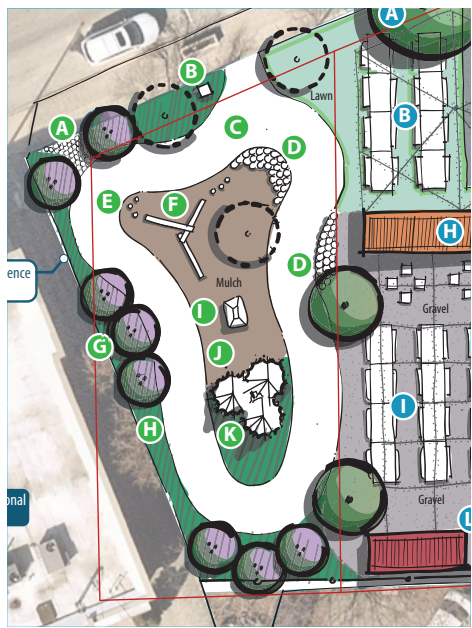
- | | | |
|-----------------------------|-----------------------------------|---------------------------------|
| A Flush Log Steppers | G Log Steppers/ Log Tunnel | L Parkour Climber |
| B Park Entrance Sign | H Log Balance Beam | M Mulch Safety Surfacing |
| C 4' Concrete Path | I Log Steppers/ Seats | |
| D Large Rock Climber | J Ornamental Trees | |
| E Crawling Pyramid | K Shrubs/ Perennials | |
| F Hammock Lounge | | |

Gathering Space/ Food Lot/ Parking

- | | | |
|--------------------------------------|---|--|
| A Specimen Shade Tree | G Parking Light (4) | L Repurposed Shipping Containers: Food and Beverage/ Food Truck Parking |
| B Picnic Tables (8) | H Repurposed Shipping Container Shelter (Seating Inside) | |
| C Bocce Ball Courts (2) | I Picnic Tables (12) | M Overhead String Lights |
| D Parking Sign | J Log Seat Wall/ Planter | N Bike Racks |
| E Diagonal Parking Spaces (9) | K Adirondack Chairs/ Firepit | |
| F Board on Board Fence | | |

Stephen Street Plaza

- | | |
|-----------------------------|---|
| A 8' Wide Walkway | E Sculpture Opportunities |
| B Bench Seating | F Table/ Chairs |
| C Shrubs/ Perennials | G Light Pole with Overhead String Lights |
| D Ornamental Trees | |



Alternate design: Widen the path around the playground so that it can function as an ice skating ribbon in winter weather.

Peterson Hardware Redevelopment Site

This property is controlled by a private owner. A future redevelopment, including commercial uses, residences, parking, and open space is anticipated for this site. The site is bounded by the I&M Canal at the north, Lemont Street at the east, Canal Street at the south and the Lemont Road Bridge at the west.

The Concept Plan evaluates how a new development and open spaces can be integrated into the surrounding Downtown area. Key elements of this concept follow below:

- *Lemont Street* – Lemont Street is a narrow street with an 8’ wide sidewalk. When the site is developed, the streetscape should be designed to be as welcoming as possible. A wider sidewalk is required to accommodate plantings. This can be achieved by or reallocating on-street parking spaces to wider sidewalks. Lemont Street should be a decorative streetscape with appropriate lighting that provides good visibility and connectivity to and from the I&M Canal pedestrian bridge.
- *Canal Street* – Canal Street should be treated as an extension of Canal Street east of Lemont Street, including decorative streetscape treatments and lighting. A welcoming sidewalk should be provided that links the Metra station area to the Downtown.
- *Shared parking east of Lemont Street* – The rear parking areas for businesses are under private ownership. With owner participation, the parking area can be reconfigured to provide the same amount of parking with landscaped medians, presenting a more welcoming appearance to the rears of downtown buildings.
- *Pedestrian pathways and passages* – The Village is planning to construct an ADA accessible ramp to the I&M Canal pedestrian bridge. Pedestrian alleys, such as the break in the two existing buildings along Stephen

Street immediately south of the I&M Canal may be enhanced with pavements and overhead string lights to reinforce this as a pedestrian route. Additionally, walking paths associated with the redevelopment site should maximize views and access to the I&M Canal.

- *Community open space* – The community open space should be situated in a location that maximizes visual and physical access between Downtown and the open space.

Based on community feedback, features of the Community Open Space follow below:

- *Great lawn* – the great lawn is an elliptical shape lawn that allows for casual and flexible outdoor seating, gathering and play.
- *Perimeter treatments* – Pergola structures, benches, native plantings and walking paths provide interest and reinforce people spaces around the perimeter of the great lawn area.
- *Sidewalk café frontage* – flexible outdoor seating and dining should be situated adjacent to any future food and beverage use that may be associated with this development. Sidewalk café should have frontage onto Canal Street and access to the Great Lawn area.
- *Overlook* – A landscaped overlook feature with stepped bench seating is oriented to the I&M Canal to allow for individual and small group seating.



An example of perimeter treatments around a Great Lawn.



Corner Seating Areas



Corner dining area (Canal/Stephen)



Painted pavement treatment



Outdoor gathering space



Walkway through parking lot



Landscaped parking lot



Community event space



Alleyway improvement

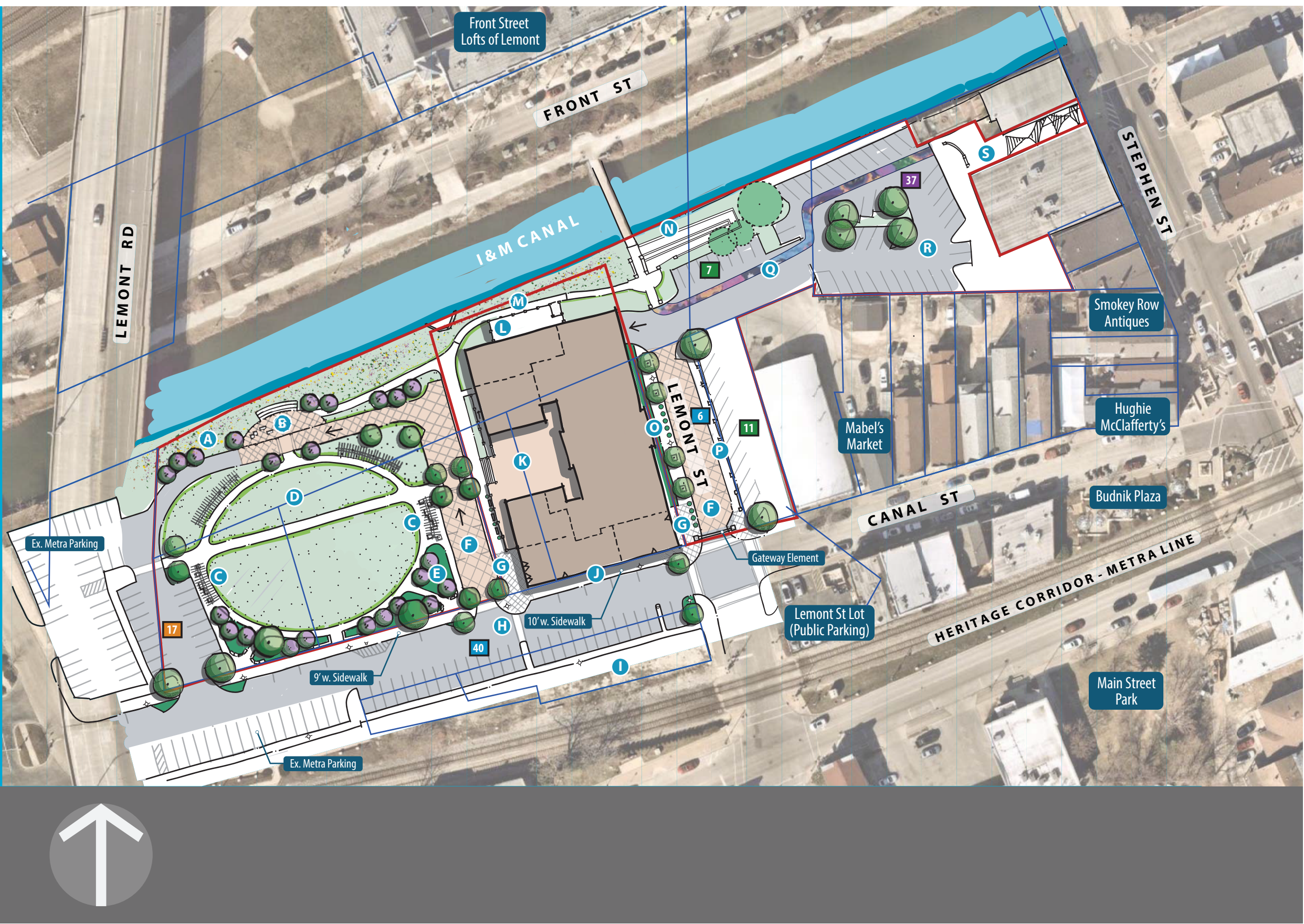


Outcropping walls/seating



Open lawn space

Peterson Hardware Redevelopment Site Concept



- Study Area
 - Parcel Lines
- Parking**
- Existing Public Off-Street Parking
 - Reconfigured Private Off-Street Parking
 - New/Reconfigured Public On-Street Parking
 - New Public Off-Street Parking
- A Top of Slope to Canal Native Prairie Plantings
 - B Overlook Opportunity
 - C Great Lawn
 - D Perimeter Landscaping
 - E Drainage Outlet
 - F Residential Courtyard
 - G Canal Streetscape (8' sidewalk) Option: Remove Parking Increase Sidewalk to 17' Width)
 - H Crosswalk / Loading Zone
 - I Potential Dog Park
 - J Lemont Streetscape (8' sidewalk)
 - K Lemont Streetscape (5' sidewalk)
 - L Ramp to Access Pedestrian Bridge
 - M Reorganized Parking Lot
 - N Alleyway Improvements

Connectivity

One of the most valuable aspects of a downtown is that residents, visitors, employees, and commuters are able to complete a variety of tasks within a single area. Strengthening pedestrian connections also encourages a “Park Once” environment that allows people to complete tasks quickly, conveniently, and in a lively, safe environment, while encouraging walking and social interaction.

Strengthen alleyway connections

- Several important alleyway pedestrian connections are shown in the civic space concepts:
- The existing alleyway south of the Sanitary and Ship canal just off Stephen Street could be improved to include ADA accessibility, lighting, murals, seating, and landscaping.
 - The vacant lots on Stephen Street are shown as a pedestrian connection between Main Street Park and Stephen Street, including lighting, sculptures, seating, and landscaping.
 - A pedestrian connection is shown between the pedestrian bridge south of the Sanitary and Ship canal to Ed Bossert Street, including seating areas and/or pedestrian overlooks near the canal.

Enhance pedestrian access to the Metra Station

In additional to the pathway shown connecting to Ed Bossert Street, high-visibility crosswalks could be marked at the Metra parking lot access drives along Ed Bossert Street and at Canal Street to further strengthen the pedestrian connections between the Metra Station and Downtown. Providing marked pedestrian crosswalks, including bump-outs or a pedestrian refuge island, across Main Street and New Street would better connect pedestrians directly with the Metra Station through Legion Park, as well as enhancing the existing midblock crosswalk on Main Street at New Street with bump-outs or a refuge island, curb ramps, and signage.

Improve pedestrian connections and crossings on Illinois Street

A study exploring sidewalk and crossing improvements on Illinois Street should be pursued in coordination with the Illinois Department of Transportation (IDOT), who has jurisdiction of the street and would need to approve plans. Marked pedestrian crossings should be studied at the intersections of Illinois Street with Lemont Street and Holmes Street, including high-visibility crosswalks, bump-outs, and warning signage per IDOT’s uncontrolled pedestrian crossing guidance. Bump-out improvements at the existing pedestrian crossings at Stephen Street should also be studied to calm traffic and shorten pedestrian crossing distances. A sidewalk connection on the north side of Illinois Street between Lemont and Stephen Street and on New Avenue should be considered connecting to State Street/Illinois Street. Intersection improvements to make pedestrians feel more comfortable crossing at the intersection of Illinois Street with State Street could include high-visibility crosswalks and reduced corner curb radii and right turn on red restrictions.

Improve intersection crossings at railroad tracks

In addition to strengthening pedestrian connections as shown within the civic space concepts, the Village should focus on improving pedestrian crossing barriers at the at-grade track locations including improving the intersections of Main Street with Stephen Street and Lemont Street with high-visibility crosswalks and bump-outs. Bollards can be installed across the tracks by the railroad to better delineate pedestrian space. Installing sidewalk and pedestrian ramps across the tracks at the intersection of Main Street with Holmes Street should also be considered.

Stephen Street sidewalk

Planning for the future Stephen Street bike and pedestrian and bridge should include a continuous accessible sidewalk along Stephen Street connecting downtown to the new bridge.

Pedestrian Barriers



Pedestrian-scale signage

Providing dedicated pedestrian-scale signage at key decision points, including average walk times to reinforce the idea that destinations and parking facilities are within a 5-minute walk to the core of Downtown.

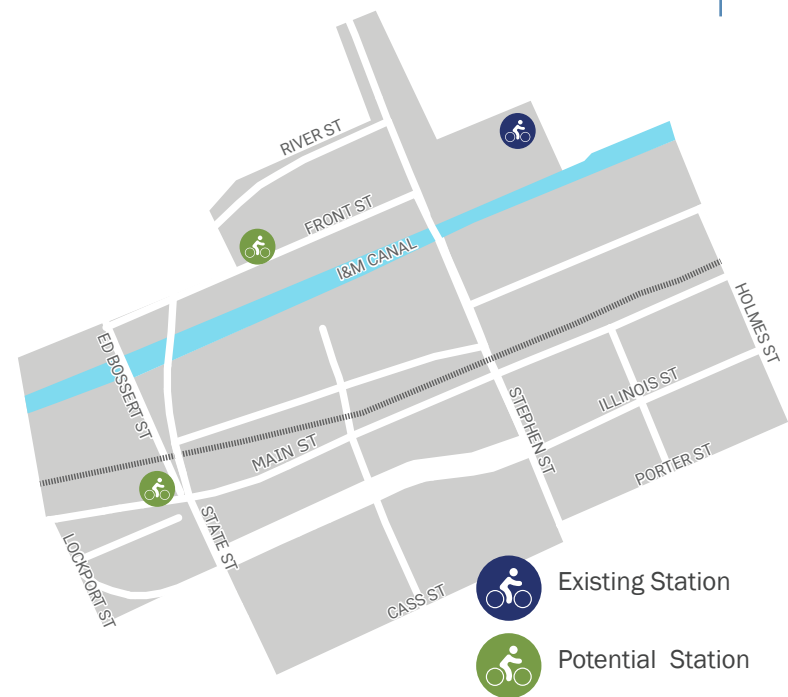
Enhance Bicycle Parking

New civic spaces should incorporate bike parking in the plans. Bike parking options in the downtown area should also be expanded to accommodate a family or group of bicyclists, particularly near the I&M Canal trailhead, to invite more trail users to explore the downtown area.



Bike Corral. Image courtesy CycleSafe.com

Bike Share Proposed Station Network



Enhance Bikeshare Provision

As support and funding allows, I&M bikeshare stations should be added at high activity locations, including the Metra station, General Fry’s Landing, and the Forge.



Existing Bike Share Station

Support Metra Ridership

Work with Metra to study expanding Metra weekday service and implementing Saturday service. Continue to partner with Metra on supporting initiative to boost ridership such as Rails, Trails, and Ales.

Parking

Parking management strategies, such as balancing supply and demand through regulation, is crucial for the continued health and vibrancy of a downtown. Parking management strategies work to “right-size” the parking system and efficiently distribute the parking demand across all available facilities.

Restart Employee Permit Program

Community feedback indicates that many employees avoid parking in the more peripheral lots, like the Metra lots, River Street parking garage, and the Safety Village lot, in favor of more central facilities, such as the Talcott Avenue lot or Village Hall lot. To increase the availability of parking options for visitors and customers, the existing parking permit system for employees should be evaluated and optimized.

- Increase communication and outreach about employee parking permits. Partner with the Downtown Merchants, as well as employers to encourage integration into new employee orientation.
- Instead of limiting applicable hours, expand the hours of potential enforcement to be at all times.
- Offer employees parking permits for free on a first come first serve basis. Require license plate registration.
- Add new designated lots for employee parking, including Village Hall lot
- Increase enforcement of employee-owned vehicles in high-demand areas.
- Eliminate the use of the Talcott South Lot by employees and convert it to a resident permit lot option.

Since locating employee parking on the periphery of downtown would require some to walk further

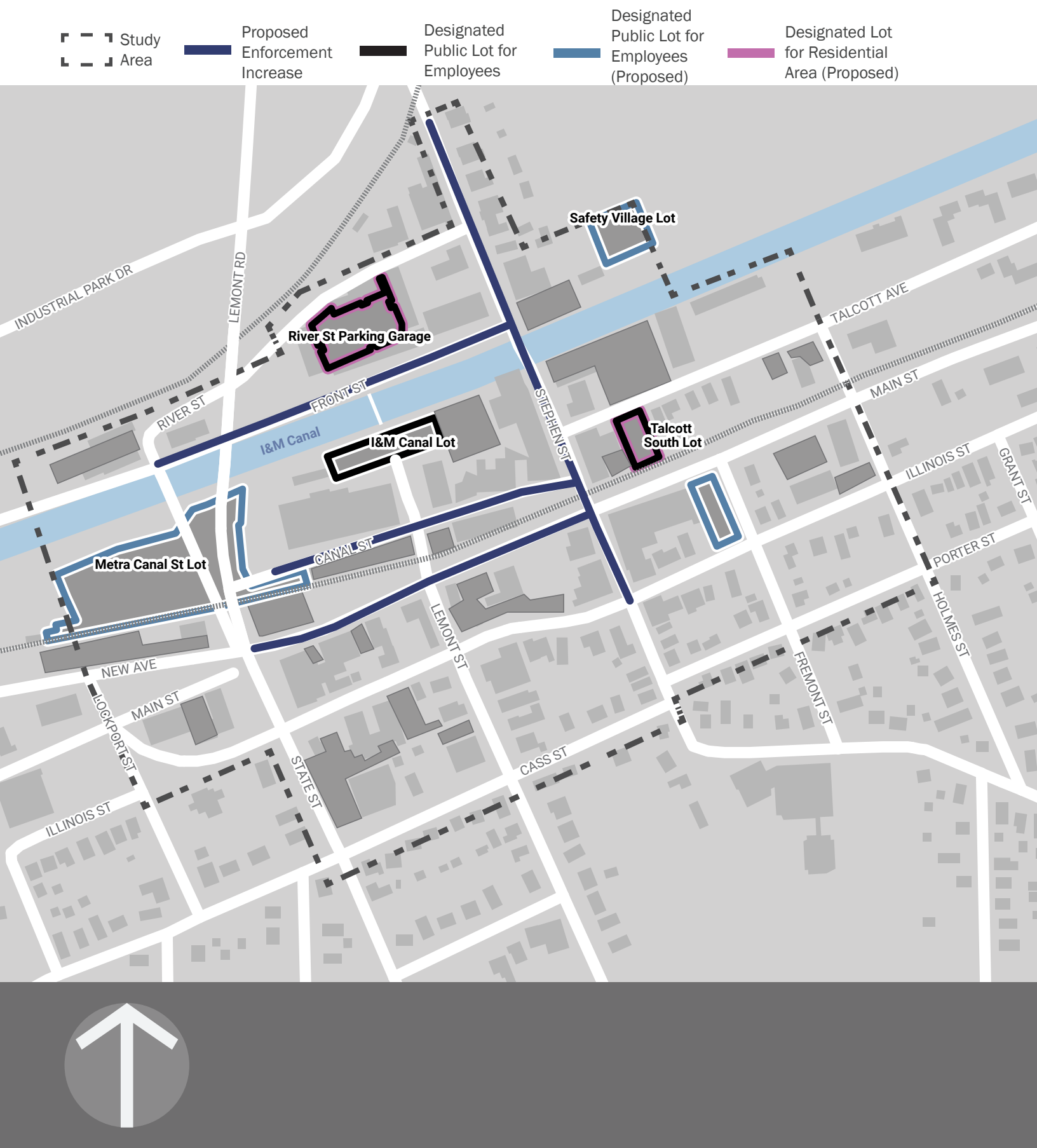
later at night, enforcement of the employee permits can be postponed until other pedestrian improvements are made such as increased lighting and development projects.

Expand Downtown Resident Parking

Residents living in the downtown area are frustrated by the lack of available overnight parking options near their residences. The resident parking permit program should be expanded to include the following:

- In addition to continuing to allow resident permit holders to park in the River Street Garage, allow residents to park overnight in the Talcott South Lot.
- Enforce no overnight parking in the Village Hall lot to discourage resident parking; this compliments the recommendation that Village Hall lot should be a new designated lot for employee parking.
- Modify permit applications to require a contact phone number and an email address.
- Allow downtown residents to obtain a free permit with proof of address within a Downtown boundary (e.g. lease).
- Consider designating an on-street parking area where overnight street cleaning occurs on a different day of the week than the rest of Downtown.
- Increase communication and outreach about resident parking permits. Consider issuing warning letters instead of citations on the first offense that include instructions to obtain a hang tag.

Employee/Resident Permit Parking



Improve Parking Signage

Off-street parking facilities available to the public are not easily identified by those unfamiliar with Lemont, despite the presence of parking signage throughout the downtown area. The Village should revisit its wayfinding signage and explore ways to simplify, separate, and enlarge parking signs to improve readability. To best direct drivers, signage should focus on the largest and least visible parking locations such as the River Street Garage and Metra Lot. Signage should be posted informing the public that parking is free in the Metra lots on weekdays after 10AM and on weekends.



Easy to read parking signage



Signage that could be simplified

Maximum Parking Utilization

To maximize the utilization of existing parking resources, the Village should generally aim to identify shared parking opportunities before creating new lots and garages. As future demand necessitates, a valet program could be used during times of high demand (such as events and busy weekend evenings). Enforcement and time limit modifications may also be needed in the future to increase parking turnover for high demand on-street parking. Metra is open to the public using their lots on weekdays after the AM peak period and on weekends if Metra commuters are prioritized in these lots. Any new shared parking arrangements in the commuter lots will need to be coordinated with Metra.

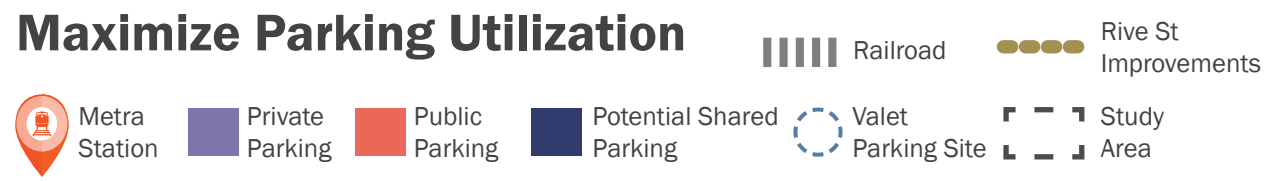
River Street Corridor and Garage

In addition to strengthening pedestrian connections as shown within the civic space concepts, the public reported that the River Street Garage would get more use if increased lighting, signage and parkway landscaping were welcoming the way along River Street as the only entrance from both Ed Bossert Street and Stephen Street.

It is noted that portions of River Street may be controlled by the railroad, in which case lighting and streetscape improvements will need to be permitted. Bridge uplighting would also help the area feel more active and vibrant and would need to be approved by IDOT.

Interior lighting within the garage should be prioritized, as well as directional signage for those leaving the garage on foot. Village staff should also continue working with the Front Street Lofts HOA to improve parking management and coordination between public and privately designated parking to address the many residents that are occupying public parking instead of their reserved spaces. Enhancements within the garage would also improve utilization.

Maximize Parking Utilization



Implementation

The matrix on the following pages summarizes specific projects or recommended initiatives and organizes them into themes, further identifying potential partners and time frame. The Village should initially lead all efforts while building relationships and partnerships to see the recommendations to fruition.

	Project/ Initiative	Description	Potential Partners	Time Frame
Transform underutilized public spaces into public placemaking opportunities.	Main Street Park	Family-friendly open space and approximately 9 parking spaces on alley	Village and privately owned property Alley Village controlled Coordinate with adjacent property owners The Forge	0-3 years
	Peterson Hardware Site	Redevelopment parcel with open space	Developer / property owners	0-3 years
	General Fry's Landing Park	Open space	Privately owned property	5-10 years
Continue to implement streetscape initiatives within Downtown.	Canal Street Streetscape: Lemont St to Metra	Decorative paving, wider sidewalks, improved crossings, furnishings, and landscaping	Village controlled right of way	0-3 years
	Lemont Street Streetscape: railroad to the Sanitary and Ship Canal.	Shared street streetscape	Village controlled right of way Coordinate with adjacent property owners	0-3 years
Continue to implement streetscape initiatives within Downtown.	Alleyway connections	Various alleyway cut-through	Adjacent property owners	3-5 years
	Illinois Street crosswalk and sidewalk improvements	Phase 1 Engineering Study	Engineering Consultant IDOT	3-5 years
	Metra Station access and Canal St parking lot improvements	Crossing improvements on walking routes to station and within lot	Village controlled right of way / lot Coordinate with Metra	0-3 years
	At-grade railroad crossing/intersection improvements	Crossing improvements on Main at Lemont and Stephen Streets	Village and railroad controlled right of way Coordinate with adjacent property owners	5-10 years

Continue to implement street-scape initiatives within Downtown.	Stephen Street, north of River Street to bike and pedestrian bridge	Sidewalk, lighting and signage	Village and railroad controlled right of way Coordinate with adjacent property owners	3-5 years
Improve lighting to increase activity and utilization of River Street garage.	Lemont Road bridge under-lighting	Lighting as placemaking	Lighting designer IDOT	0-3 years
	River Street Streetscape: Ed Bossert St to Stephen St	Sidewalk/parkway improvements, lighting, signage	Possible railroad controlled right of way Coordinate with adjacent property owners	3-5 years
Maximize utilization of existing parking system.	Increase bike parking		Village controlled right of way Property owners	0-3 years
	Add bikeshare station at General Fry's Landing and the Metra Station and The Forge		Canal Corridor Association , Metra, The Forge	3-5 years
	Restart employee parking permit program		Downtown employers	3-5 years
	Modify parking designations within River Street garage		Front Street Lofts HOA	0-3 years
	Explore expanded downtown resident permit parking		Property owners Public Works	0-3 years
	Simplify parking wayfinding signage in coordination with new branding		Signage consultant	3-5 years
	Continue to identify shared parking opportunities		Downtown property owners	3-5 years
	Explore valet parking program for peak times		Downtown business owners, Metra	0-3 years

A list of priority projects was developed for budgeting purposes in the implementation process. The table below shows high-level conceptual cost estimates.

Priority Projects	Conceptual Costs	Notes
Lemont Street Streetscape	\$850,000 - \$1,250,000	Shared street streetscape, 500 L.F.
Canal Street Streetscape	\$325,000 - \$400,000	Streetscape improvements, 175 L.F.
Lemont Road bridge under-lighting	\$15,000	Lighting design and consultant fee
Alleyways	\$175,000 - \$250,000	Pedestrian alleyway cut thrus
Illinois Street	\$120,000	Phase 1 Engineering study
Main Street	\$100,000 - \$125,000	Crossing improvements at Lemont and Stephen Streets
Canal St Metra lot and access improvements	\$80,000 - \$100,000	Crossing improvements on walking routes to station and within lot
River Street	\$700,000 - \$1,500,000	Sidewalk/parkway improvements, lighting, signage, 1,000 L.F.
Stephen Street	\$450,000 - \$600,000	Sidewalk, lighting and signage, north of River Street to bike and pedestrian bridge, 550 L.F.
Main Street Park	\$335,000 (budgeted)	Construction of 9 parking spaces along alley

Appendix

A. Community Poll Results

B. February 2022 Public Event Presentation

