Americans with Disabilities Act Transition Plan for Public Sidewalks

Prepared for:

Chicago Metropolitan Agency for Planning

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Community:

VILLAGE OF LEMONT

Village of Lemont
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Oates Project Number: 223030.003

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OATES ASSOCIATES

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Executive Summary

This Americans with Disability Act (ADA) Transition Plan has been prepared in accordance with ADA, which requires a transition plan be completed by all public agencies with more than fifty (50) employees that have barriers to access. This planning document is focused on the village's evaluation of its pedestrian facilities, pedestrian traffic signals, and other infrastructure on public rights-of-way and develop long range plans for making those facilities accessible for all people. This Plan focuses on administrative documents prepared and maintained by the Village of Lemont and accessible facilities within public rights-of-way. The public was offered the opportunity to comment throughout the Plan's development on what accessibility challenges they face in the village, see **Chapter 3**.

The village currently maintains approximately 134 miles of sidewalks, curb ramps, crosswalks, and pedestrian traffic signals throughout the village. Of the 134 miles of sidewalk 24 miles of sidewalk was determined to be significantly compliant, 18%, while 6 miles of sidewalk was found to have the highest impact on pedestrian usability. The plan documented 2,105 curb ramps of which 425 curb ramps were determined to be significantly compliant, 20%. 180 curb ramps were found to have the highest impact on pedestrian usability. These numbers are in line with national averages.

The remainder of the sidewalks and curb ramps fall into the category of not technically compliant but also functionally usable. The plan calls for these areas to be addressed in later years of plan execution or should grievance ever be received regarding these locations. See **Exhibit 4** for potential projects based on plan results.

<u>Administrative Documents</u>
Several key administrative requirements were completed as part of the development of the transition plan. A Notice to the Public, **Exhibit 1,** was developed and approved stating someone's rights under the ADA in regard to all programs and services offered by the village. A formal grievance procedure, **Exhibit 2,** was developed and approved providing a mechanism for individuals who feel discriminated against to document their concerns to the village and for the village to document the complaint and develop a response. The Human Resource Manager has been identified as the "ADA Coordinator" and will serve as the primary contact, record keeper, and responsible employee regarding the long-term execution of the Plan.

All programs and services related to improvements on public rights-of-way were evaluated to determine the level of ADA compliance, specifically the village design standards and documents prepared and maintained by the village. A brief synopsis of the results of this evaluation and the proposed changes is discussed further in **Chapter 5 and Exhibit 3** includes the recommendations to increase accessibility.

Sidewalks, Curb Ramps & Pedestrian Signals

The self-evaluation of pedestrian facilities within public rights-of-way included the inventory and assessment of all village sidewalks, curb ramps, crosswalks, and pedestrian traffic signals. The self-evaluation determined not only whether the elements of the pedestrian route meet the minimum standards for accessibility but collected additional information to allow the village to quantify the level of non-compliant sections. This data allows the village to prioritize future improvements that have the greatest impact on accessibility. This was completed through the development of a comprehensive GIS database that will be used by village staff for future planning.

A scoring system was developed to identify those barriers that have the greatest impact on pedestrians. This scoring system is based on two parts: physical condition of the pedestrian asset (Physical Condition Score) and the likelihood of high pedestrian traffic (Prioritization Heatmap). The physical condition score places a numerical value on each barrier, placing a higher priority on those barriers that have a greater impact on usability. For example, a sidewalk with a vertical difference between sidewalk slabs of 2 inches is a higher priority than a sidewalk with a vertical difference between sidewalk slabs of ½ inch, even though both sidewalk segments are non-compliant. The prioritization heatmap uses pedestrian traffic generators, e.g., schools, parks, and commercial developments, to identify assets that are likely to be heavily used by the public. The highest priority locations are those that are near several different pedestrian traffic generators. See **Chapter 6** and **Appendix A** for additional information regarding the development of the prioritization system. See **Chapter 8** for recommendations and potential challenges including potential seed projects.

1.0 Regulatory Requirements

The ADA Transition Plan, (referred to as "the Plan") documents the Village of Lemont's (referred to as "the village") pedestrian facilities and develops objectives for making those facilities accessible for all people including those with disabilities. This plan focuses on public pedestrian facilities, including sidewalks and curb ramps located on public rights-of-way or within public parks. The Plan has been prepared in accordance with to ADA, which requires a transition plan to be completed by all public agencies with more than fifty (50) employees.

1.1 Americans with Disabilities Act

The ADA enacted on July 26, 1990, is a comprehensive civil rights act that prohibits discrimination based on disability. As listed below, the act is divided into five separate titles that cover specific applications. The ADA is meant to complement the minimum guidelines presented in Section 504 of the Rehabilitation Act of 1973. While Lemont covers the five requirements of the ADA because it has more than 50 employees, this plan focuses on **Title II** of the ADA as the village is a public entity and specifically those programs, services or activities that impact public rights-of-way.

- Title I – Employment: This title is designed to remove barriers that would deny qualified individuals with disabilities access to the same employment opportunities and benefits available to others without disabilities. Employers must reasonably accommodate the disabilities of qualified applicants or employees.
- **Title II - Public Services: This title prohibits discrimination by public entities based on disability. The public entity is required to provide access to programs, services and activities provided by the state or local government.**
- Title III - Public Accommodations: This title prohibits discrimination based on disability by private entities in places of public accommodation. Examples include hotels, restaurants, golf courses, etc.
- Title IV – Telecommunications: This title requires telephone companies to have developed interstate and intrastate telephone relay services in every state.
- Title V - Miscellaneous Provisions: This title has a variety of provisions relating to the ADA, including its relationship with other laws and its impact on insurance benefits.

This plan focuses on public pedestrian facilities, including sidewalks and curb ramps located on public rights-of-way

1.2 Definitions in Title II of the ADA

Title II of the ADA addresses discrimination in relation to public services including "public entities." The ADA definition of a "public entity" includes any state or local government. Title II of the ADA requires that no person shall by reason of such disability be excluded from participation in or denied the benefits of services, programs, or activities of a public entity, or

be subjected to discrimination by any such entity. Sidewalks and curb ramps are considered a "program" per Title II of the ADA and therefore must meet the requirements of ADA. According to Sec. 12102 of Chapter 126 of Title 42 of the United States Code (Americans with Disabilities Act of 1990) the term "disability" means, with respect to an individual:

(a) A physical or mental impairment that substantially limits one or more major life activities of such individuals.
(b) A record of such an impairment; or
(c) Being regarded as having such impairment.

The ADA does not specifically name all the impairments that are covered but describes in detail the conditions that are included or excluded as disabilities under the ADA. An example of an excluded disability is a transitory impairment; an impairment with an actual or expected duration of 6 months or less.

1.3 ADA Requirements of the Village

The ADA presents specific items that the village or any "public entity" must perform to achieve compliance. The NCHRP 20-7 (232) – *ADA Transition Plans: A Guide to Best Management Practices* was developed to provide guidance in achieving ADA compliance and was used to create this Plan. These steps include:

- Perform a self-evaluation (village to inventory existing conditions of sidewalks, etc.)
- Develop a grievance procedure
- Provide notice about the ADA requirements
- Designate an individual to oversee Title II compliance (ADA Coordinator)
- Develop a transition plan if structural changes are necessary for achieving program accessibility
- Retain all grievances (complaints) and ADA compliance checklists for a minimum of three years

The Plan lays out the steps and actions to ensure compliance with the above listed steps and achieving ADA compliance.

<u>Administrative Requirements</u>

The village is responsible for ensuring all-inclusive access for all properties, services, and programs offered by the village. In addition to sidewalks, curb ramps, and village owned buildings and facilities for which additional information is listed below, the village also maintains a website for other programs and services offered by various village departments. The village must have a notice to the public stating the public's rights related to village properties, services, and programs offered by the village. Additionally, the village must have a process in which the public can file a complaint on ADA accessibility. While it will take time for the village to bring

The village must have a process in which the public can file a complaint on ADA accessibility.

the entirety of their buildings and facilities into compliance, the village has an obligation to modify existing programs to accommodate all users. This plan focuses on the programs, services or activities maintained by the Public Works Department.

Sidewalk, Obstruction, Curb Ramp & Pedestrian Signals Inventory Requirements
The sidewalks, obstructions, curb ramps and pedestrian signals inventory must be available for inspection online through the village's website as well as at Village Hall and are also available in alternative format (e.g. flash drive, large print, Braille) by request. This inventory identifies physical barriers in public rights-of-way under the jurisdiction of the village. This inventory will serve as a guide to help schedule repairs that have a higher priority and greater impact on the public. **See Appendix A** for the respective inventories.

1.4 Priority Locations for the Village

A criteria system was developed to recognize the data gathered by both the physical condition of pedestrian facilities and the proximity these facilities are to pedestrian traffic generators. The combination of physical condition and the proximity to generators will identify two key elements in determining locations needing improvement. The details of the condition and proximity criteria are described in **Chapter 6**. Identifying the locations of the greatest need based on criteria, along with public input, will bring to light the priorities of projects that would provide the most benefit to the community. By listing the priorities of these projects in the Plan, the village will be able to have a clear vision on how to expand transportation networks within the village's infrastructure. The projects will provide a blueprint for the community that will encourage leaders to actively engage in implementation, as well as provide an action plan that outlines next steps. Having a priority list that considers short term, and long-term projects will help the village to plan, develop, fund, monitor, and maintain the village's infrastructure within its right-of-way.

2.0 Steps to a Compliant Transition Plan

The following steps were taken to meet the requirements of the ADA Transition Plan identified in Chapter 1.

2.1 Designating an ADA Coordinator

The village has identified the Human Resources Manager as the ADA Title II Coordinator, and they will be the primary point of contact on all issues related to ADA accessibility within the Village of Lemont. They will also oversee the requirements outlined in the ADA notice to the public and in the grievance procedure. The ADA Title II Coordinator is available to answer questions from both the public and village employees about accommodating people with disabilities and Title II of the ADA. All written requests should be sent to:

Stacy Patrianakos, Human Resources Manager
418 Main St.
Lemont, IL 60439
Email: spatrianakos@lemont.il.us

2.2 Providing Notice to the Public about ADA Requirements

The public participation process involved specific efforts to include people with disabilities, as well as the outreach groups that represent them. Because of their sensitivity to pedestrian travel, this group has specific concerns that differ from the general population. The public participation process also included village officials and the public. See **Chapter 3** for documentation of the village's public outreach effort. A notice to the public about ADA requirements has been developed and approved by the village. This notice was posted at all village buildings and on the village website. A copy of the notice is included in **Exhibit 1**.

The public participation process involved specific efforts to include people with disabilities

2.3 Establishing a Grievance Procedure

The ADA Coordinator is responsible for ensuring the grievance procedure is followed and that records are kept for at least 3 years. A grievance procedure has previously been developed and approved by the village. A copy of the grievance form is provided in **Exhibit 2**.

2.4 Developing Internal Design Standards, Specifications & Details

The village establishes standards for sidewalk construction in Title 17 – Unified Development Ordinances of the Lemont, Illinois Code of Ordinances. The codes were reviewed, and it was determined that references the 2010 ADA Standards for Accessible Design and the Illinois Accessibility Code, most current version, shall be added to the codes.

2.5 Assigning Personnel for the Development of the Plan and Collecting Data

Oates Associates (Oates) was contracted by Chicago Metropolitan Agency of Planning (CMAP) to inventory all of Lemont's existing facilities including curb ramps and sidewalks within village rights-of-way, identify ADA deficiencies, and develop procedures for implementing and scheduling work to provide an ADA compliant system.

The inventory for sidewalks and curb ramps was completed by Oates using a system to capture and record the observed deficiencies on the sidewalks and curb ramps on a block-by-block basis. This information was recorded using a mobile global positioning satellite (GPS) unit. All the information collected was stored within a Geographic Information system (GIS) database. The GIS database developed for this project will be integrated into the GIS system that the

village already implements. The database will be periodically updated as improvements are made throughout the village.

2.6 Approving a Schedule and Budget for the Plan

By adopting this plan, the village has developed an implementation procedure to identify the sidewalk sections or curb ramp locations that are the most critical. While this Plan does include a prioritization for pedestrian facility improvements throughout the village, projects will be logically grouped together for construction efficiency and cost savings. Additionally, should projects be identified that are eligible for federal or state funds, these projects shall be pursued regardless of the prioritization rank given. The implementation procedure will help the village identify specific sidewalk and ramp projects that could be incorporated into other transportation improvement projects throughout the village.

The final budget for sidewalk and curb ramp improvements within a given year will be determined by the council.

The village currently provides funding for sidewalk improvements through its Infrastructure Fund with line items for the Public Works Department and the Public Works Capital Department as well as in the Motor Fuel Tax Fund with line items for the Public Works Department. Various state and federal funding sources are also available to fund specific roadway projects throughout the village (e.g., Surface Transportation Program). The final budget for sidewalk and curb ramp improvements within a given year will be determined by the Council during the development of the fiscal budget. See **Chapter 8** and **Exhibit 4** for the schedule, priorities and budget for improvements identified in this Plan.

2.7 Monitoring Progress on the Implementation of the Plan

The village is responsible for monitoring the progress of the Plan. The Plan shall be updated as projects are completed and changes to ADA requirements are enacted. The ADA Coordinator will be responsible for assigning staff to monitor the various components of the Plan, with the expectation that the Director of the Public Works Department will be responsible for ensuring compliance associated with improvements within public rights-of-way. See **Chapter 8** for additional information on monitoring the progress of the plan.

3.0 Public Outreach

The ADA states that public entities are required to make information regarding the formation of the Plan available to all applicants, participants, residents, and other interested parties. A primary goal of the Plan was to actively seek input from all interested parties, including those with disabilities and the groups that represent them. Village staff offered various opportunities engage the public. They established a project website (Lemont's Plan for Accessible Streets and Sidewalks | Engage with CMAP). Events were advertised on the Village's website, Facebook and Instagram, and flyers were prominently displayed in local gathering areas around

Lemont. Invitations were also sent to representatives of the disability community, churches, school districts and parks and recreation centers to encourage them to reach out to their constituents to engage in the process. It was important to reach as many residents as possible so that every person felt their voice was heard and that the village was listening and actively pursuing ways to improve the infrastructure of Lemont. A few of the events the village hosted were:

- Kickoff public meeting
- community survey
- four steering committee meetings (offered in-person and virtually)
- in-person interviews with key stakeholders and interested parties(offered in-person and virtually)
- open house meeting
- public review and comment

3.1 Public Meeting

A project kick-off public meeting was held on October 23, 2024, at the Centennial Community Center from 4-6 p.m. The public was introduced to the concept of the ADA Plan and why the village was pursuing the Plan. They were offered opportunities to provide feedback to the project team and village staff both in person and on comment forms. Maps of the village were provided so that the attendees could identify the specific locations where they were experiencing challenges. Sixteen residents attended the meeting, and 5 comment forms were completed that gave insight into the obstacles residents were facing in the village. A copy of the documents provided at the public meeting are included in **Exhibit 5a.**



A project wrap-up public meeting was held on October 15, 2025, at The Core Fitness and Aquatic Complex from 5–7 p.m. Village staff, CMAP and Oates re-introduced the ADA Plan through the data they had found and represented on maps. One map showed the areas most likely to have pedestrians and the other map ranked the condition of every sidewalk in the village on public right-of-way. The project team offered attendees opportunities to provide feedback in person and through comment forms. Fifteen people including a few steering committee members attended the meeting. **Exhibit 5a** includes copies of the documents provided and copies of the comments received.

3.2 Community Survey

A very successful mechanism to obtain input that was developed and actively distributed was a Community Survey. The survey was launched on the Village of Lemont's home website page in January 2025 and closed in June 2025. The survey included several questions describing different scenarios where elements of faulty sidewalk (trip hazards, steep slopes, lack of sidewalk, etc.) could be a barrier for pedestrians around the village and asked for input for specific locations around the village. Four hundred and ninety-eight people completed the survey which provided vital information for the team to determine where the village's focus should be.

Of the 498 people surveyed, 90% are residents of Lemont, 60% are between the ages of 36-65 years old, and 67% either have a disability or care for a person with a disability. Forty-three percent of those with a disability need some sort of assistance while getting around the village. The devices most used are:

- power wheelchairs
- electric scooters
- rolling walkers
- walkers or canes

Most people get around town in a personal vehicle (95%). But, the second most preferred method is walking. Where people walk in the village is varied. The most common places are:

- church
- library
- downtown
- parks
- Jewel
- post office
- Pete's Market
- in their neighborhood
- The Core
- Metra station
- Walgreen's
- trails
- schools



There was a question about the challenges getting around the village. When asked whether there were places that could not be accessed, leaving people to walk in the street, there were many locations:

- Logan Street
- Valley Drive
- Division Street
- McCarthy Road
- Florence Street & Roberta Street
- Archer Avenue
- 1-300 blocks of Freehauf Street
- 127th Street
- Short Street & State Street
- downtown
- The Creamery
- Czaki Street

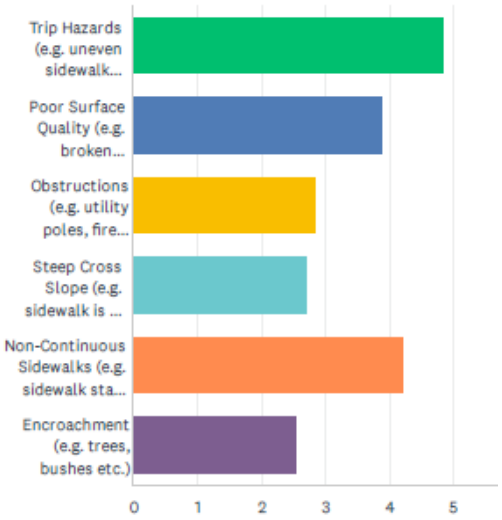
- Main Street
- Warner Street
- Ledochowski Street
- Fremont Street

The reasons were mainly due to:

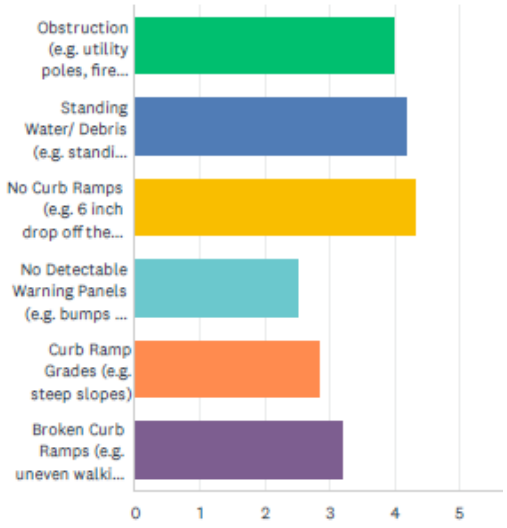
- gaps in sidewalk
- stairs
- trip hazards
- narrow sidewalk
- steep sidewalk
- missing or debris-filled ramps
- cars in driveways blocking sidewalks
- tree or bush encroachment

Given the specific examples of what impacts walking or rolling and ramp use, the survey taker was asked to rank the examples from most to least important. Trip hazards and sidewalk gaps were the most common obstacles for walking or rolling around, and lack of curb ramps and standing water or debris were the most common for utilizing ramps.

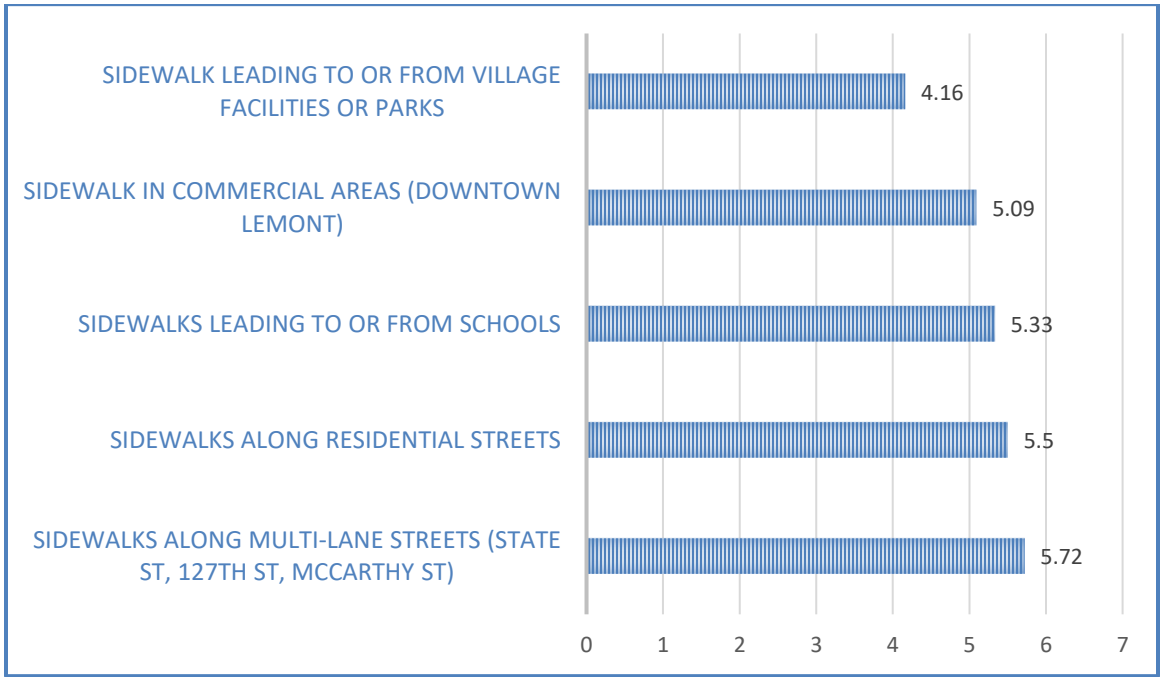
Walking or rolling around:



Ramp difficulties:



The takeaway from the survey was that sidewalk gaps and steep grades requiring stairs are keeping people from finding direct paths to their destination. When asked what type of priorities the village should focus on improving first, the following data was captured:



The Community Survey is included in **Exhibit 5b**.

3.3 Formation and Role of Steering Committee

The people who live in the community know firsthand where the challenges lie in their community. In order to receive thorough feedback as the plan develops, a Steering Committee was formed by inviting a cross section of the community to better investigate the problems and potential solutions of the sidewalk network. Members were invited to join the committee through the village's website, at the public meeting, and when the survey was launched, as well as by reaching out to schools, advocacy groups, and word of mouth (asking contacts received for recommendations). Four meetings were held over a six-month period and anywhere from 10-12 committee members were present at each. Although no people with disabilities were a part of the committee, many advocates and caregivers participated. Agendas were presented to keep on track with what investigation was required. It was a collaborative effort by the citizens whose knowledge and experience were paramount in resolving the issues of the sidewalk network of Lemont. Minutes of these meetings are included in **Exhibit 5c**.



3.4 Individual Interviews

The project team met with nine (9) residents who had expressed an interest in providing their input and experience traveling around the village. Each meeting lasted between 30 minutes and

one hour. Participants were offered the opportunity to meet virtually or in-person based on their availability and desires. Attendees came from throughout the village and represented a variety of community organizations, geography around the village, and representatives from the disability community.

These discussions allowed the project team to dive deeply into the personal experience of one village resident and learn about the challenges and opportunities that they see in the village. These meetings are anonymous to encourage honest dialog. These meetings helped the project team gain an invaluable perspective for what a certain individual with disabilities (or a caregiver for such a person) struggles with day to day while navigating the sidewalk network of Lemont.

The common themes that we heard during individual interviews were the overall walkability of the village and the community feeling within the village. The walkability was in reference to the existing network that is present but barriers to access limit the ability for people with disabilities to travel freely around the village. Other concerns that consistently came up during our conversations were the challenge associated with crossing State, 127th, and McCarthy Street. A desire to eliminate gaps in the sidewalk network and specific locations were vertical displacement impact usability. Another common refrain is the lack of accessible parking in downtown Lemont. Downtown Lemont hosts a variety of community events that draw heavy crowds throughout the year and parking is a common challenge. The lack of accessible parking makes these events inaccessible to people with disabilities. The residents we interviewed stated that coordination with village staff can be improved, specifically in reporting were barriers to access were present.

3.5 Public Review and Comment Period

The ADA requires public entities to make the Plan available for public review during a citizen review period. The village offered a 30-day review period after completing the ADA Transition Plan, allowing residents to submit comments on any issues they felt needed attention. Although the public comment period has ended, any resident or visitor who wishes to provide feedback on pedestrian accessibility in the village can contact the ADA Coordinator or Community Development Department at any time.

4.0 ADA Design Standards

4.1 Incorporation into Village of Lemont Standards

See **Appendix A.1** for a list of definitions used through the Plan.

The following statutes, codes, guidelines, and standards were used in the development of this plan. Should other new statutes, codes or standards become applicable after the adoption of the plan, such new codes or standards shall be incorporated into this plan if they are more restrictive or exceed the existing standards.

(a) Proposed Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), was published by the U.S. Access Board on August 8, 2023. They are now considered the federal standards for accessibility compliance on public right-of-way. These guidelines were used as the guiding federal standards for the plan.

(b) Revision 228 - Complete Highway Standards published by the Illinois Department of Transportation effective January 1, 2025. The standard plans represent the most current state standards.

(c) Municipal Code – Village of Lemont, codified through Ordinance No. O-54-24, adopted December 9, 2024 (Supp. No. 19)

The ADA Codes and Standards described in this section are intended to apply to all construction undertaken within village rights-of-way after the final approval and adoption of the Plan. This is meant to include all new construction, both private and public, as well as all construction undertaken as part of the Plan.

Pedestrian Facilities

The ADA Design Standards for sidewalk evaluation for pedestrian facilities on public rights- of-way within the village have been developed as a result of a review process to determine the most stringent standards from federal, state, and local guidelines and codes as they relate to various accessibility issues throughout the village. The standards developed to collect inventory data as part of this plan were determined by comparing village standards to both IDOT standard plans and federal guidelines.

See **Exhibit 3** for a memorandum summarizing the findings in the village's standards.

4.2 Implementation of ADA Design & Construction Standards

New Construction on New Alignment

All areas of newly designed and constructed facilities located on village property or right-of-way shall comply with all applicable ADA standards. Pedestrian facilities constructed on state right-of-way within the village shall meet the requirements of the IDOT standard plans.

(There is) "Too much disconnection amongst Lemont's sidewalks. We need a plan to connect Lemont's existing sidewalks from residential areas to other residential areas and downtown businesses." - excerpt from community engagement

New Construction on Existing Alignment

Each addition on village property or right-of-way shall comply with all applicable ADA standards except as modified below.

Alterations to Existing Facilities on Existing Alignment

When existing elements located on village property or right-of-way are altered, each altered element shall comply with all applicable ADA standards including PROWAG and other standards listed in **Section 4.1** except as modified below:

(a) Exception: In alterations, where compliance with applicable provisions is technically infeasible, the alterations shall comply with the standards to the maximum extent possible without placing an undue burden on the village.

(b) Exception: When a new sidewalk is tying into an existing element that does not meet ADA standards at a project terminus, all sidewalk panels except the sidewalk panel directly adjacent to the existing elements shall comply with all applicable ADA standards. The sidewalk panel from existing to new shall not result in reduced accessibility. Examples of reduced accessibility include cross or running slopes that exceed the slopes of either the new or existing sidewalk panels.

(c) Prohibited Reduction in Access: An alteration that decreases accessibility for the general public on public right-of-way, site arrival points to the buildings or other facilities adjacent to the proposed adjustments on public right-of-way or to a room within a building and which are below the requirements for new construction at the time of the alteration will be prohibited.

Approval Procedures for Exceptions and Technically Infeasible Conditions

The village shall require a written request to the applicable village department to make all determinations of exceptions and technical feasibility. Upon determination of the status of an exception and technical infeasibility, such determination of the applicable village department shall be final, except that any member of the public can appeal a determination, according to the procedures laid out in the Grievance Procedures under the ADA.

Dimension and Grades Tolerances

"I have tripped on the uneven sidewalks, breaking a wrist. When using a wheelchair, we will often use the street because sidewalks are in bad shape" -excerpt from community engagement survey

All dimensions and numerical requirements contained in these standards and any applicable local, state, and federal codes or statutes are absolute, and requirements have been derived considering construction practices and constraints, and no dimensional or slope tolerances beyond the stated maximum or minimum are allowed. The person responsible for the construction operations will be responsible for ensuring that all equipment is calibrated properly. For contracted work, the village reserves the right to have any construction that is not built to the standards listed, removed and reconstructed at no cost to the village.

5.0 Administrative Documents

5.1 Inventory Methodology

All programs and services that are provided by the Public Works Department were evaluated to determine the current level of ADA compliance. These documents were reviewed for any reference to ADA standards, reasonable accommodation that is available upon request, and when necessary, identifying locations where current ADA standards are not referenced.

5.2 Village Documents

Village documents associated with services provided by the Public Works Department were evaluated to determine if any modifications were necessary to provide a higher level of ADA compliance to employees, citizens, or visitors to Lemont. Additional village documents were evaluated to determine if the current design standards for new construction require developers to construct all proposed improvements to current ADA standards. See **Exhibit 3** for proposed changes to village documents.

5.3 Alterations and Undue Burden

Alterations to programs and services that do not cause an undue burden shall occur as soon as feasible. An example of alterations that do not cause an undue burden is relocating a program to a handicap accessible meeting room. If alterations are deemed necessary, the village is not required to undertake action if it alters the program or would create a hazardous situation or represent an undue burden to the village.

5.4 Recommendations for Document Incorporation

The village should develop language and adopt the proposed recommendations to various village documents as listed in **Exhibit 3**. The village shall ensure that all staff are prepared to accommodate individuals with disabilities and provide the services needed to the fullest extent possible. The village shall also provide all employees with reminders about the ADA requirements and any information on changes to ADA law.

6.0 Sidewalk Transition Plan

6.1 Inventory Methodology

Self-inventory of pedestrian facilities is one of the requirements for any public entity according to the ADA. The village has created a comprehensive GIS database from the inventory information gathered that will be used by the village staff for future planning. All pedestrian

facilities located on village-owned public rights-of-way and within parks maintained by the village were inventoried.

Collection procedures for sidewalk segments, obstructions, and curb ramps were done by walking every block of pedestrian accommodation within the village. Data was obtained through visual inspections and measurements and collected using a mobile GIS data collection unit. The unit had customized forms for Oates staff to insert data that they collected related to sidewalks, obstructions, and curb ramps. The staff were trained to use the current ADA guidelines and field procedures. The information collected was then analyzed using a scoring system. The scoring was modified as necessary to reflect the goals determined by the village in prioritizing repairs.

6.2 Sidewalk Data Collected

The sidewalk inventory was conducted in segments based on village blocks. A sidewalk segment is considered a continuous length of sidewalk between two termini; with termini points set at either intersecting roadways or at approximately 200' intervals. The several aspects of data taken are defined in **Appendix A.1 for Definitions** and **Appendix A.2.(a)** provides the types of **Sidewalk Data Collected**.

6.3 Curb Ramp Data Collected

Because there are comprehensive ADA requirements specifically for curb ramps detailed measurements were taken at each curb ramp. **See Appendix A.2(b)** for the types of **Curb Ramp Data Collected.**

6.4 Pedestrian Signal Data Collected

There are comprehensive ADA requirements specifically for pedestrian signals as well. Detailed measurements were taken at each pedestrian signal. **See Appendix A.2(c)** for the types of **Pedestrian Signal Data Collected.**

6.5 Obstruction Data Collected

An obstruction is any permanent or temporary obstacle or condition that affects the ability of a pedestrian to travel along a pedestrian access route. Obstructions were recorded where encountered along the sidewalk section. There could be several obstructions taken within a sidewalk segment and vertical displacements (elevation difference) were grouped together within a sidewalk segment. Obstructions were broken into three unique groups to further aid



the village in identifying potential projects. See **Appendix A.2(d)** for the types of **Driveway Obstructions** collected. See **Appendix A.2(e)** for the types of **Displacement Obstructions** collected. See **Appendix A.2(f)** for the types of **Obstructions** collected.

6.6 Scoring and Ranking

A criteria system was developed to prioritize the ADA compliance by both physical condition and proximity to pedestrian traffic generators. Location is a factor because the *Department of Justice Title II Technical Assistance Manual* points to the fact that a public entity's programs related to sidewalk and curb ramps may be prioritized with respect to the location of a particular sidewalk or curb ramp. The value of each component (what components were considered more important than others) was established based on technical knowledge with input from the Steering Committee members and village staff.

Village-Wide Prioritization Map

The proximity to traffic generators was evaluated as the first part of the two-part scoring system. The village-wide prioritization map developed was a heat map to identify locations within the village that have the highest likelihood of having a high amount of pedestrian traffic. The village-wide prioritization map considers these pedestrian traffic generators and predicts the likelihood of pedestrian usage based on eight distinct categories. For this plan, K-12 schools, parks, government buildings, Metra rail stops, commercial districts, traffic signals, enhanced crosswalks, and crossing guards are considered the highest priority locations. The village-wide prioritization map sums up the activity scores for comparison throughout the village.

Village-Wide Prioritization Map (Between 0 AND 65)

For visual clarity the prioritization map is broken into five groups. The highest priority locations, shown in red, and the lowest priority area are shown in yellow. The highest priority locations are those in close proximity to a multitude of pedestrian traffic generators. While a low priority activity factor represents a segment that is near few if any pedestrian traffic generators.

See **Appendix A.3** for a detailed description of the activity scores of traffic generators within the village as well as the Village-Wide Prioritization Map.

Accessibility Score

To evaluate the physical condition of a given sidewalk segment, or curb ramp, a scoring system was developed to assist in prioritizing the severity of sidewalk segments and curb ramps. Each component of the ADA compliance criteria that was gathered during the sidewalk and curb ramp inventory was assigned a score based on overall impedance and the severity of obstructions within the route.



Sidewalk Score

Sidewalk Accessibility Score

The sidewalk segment accessibility score is a combination of two different factors that affect the usability of a given sidewalk segment. The first half of the sidewalk segment accessibility score is the overall condition of the sidewalk segment. These components include sidewalk width, cross slope and running slope and are each assigned a different value based on the level of priority based on each factor.

Sidewalk Accessibility Score (Between 1 AND 20)

Sidewalk Obstruction Score

The second half of the sidewalk segment accessibility score is the number of severities of point obstructions located within a sidewalk segment. Obstructions are point obstacles like utility poles or driveway cross slopes that also impact the functionality of sidewalk and curb ramps. Obstructions located within a curb ramp are included in the curb ramp Accessibility Score. Similarly, a point value was placed on each point obstruction which is then applied to the sidewalk segment that the point obstruction exists within.

Sidewalk Segments Score (Between 1 AND 30)

Sidewalk Score = (Sidewalk Accessibility *Score + Sidewalk Obstruction Score)*

After the scores were calculated, each location was categorized into a grouping of sidewalks with similar physical deficiency levels. The six groups are:

(1) **Sidewalk Gap**
(2) **1st Tier Priorities**
(3) **2nd Tier Priorities**
(4) **3rd Tier Priorities**
(5) **Long-Term Priorities**
(6) **No Sidewalk Present**

Curb Ramp Accessibility Score

The accessibility score for curb ramps was established by assigning a value for each component of a curb ramp that can affect overall compliance. An example of the assigned value is that a 3’ wide curb ramp has a higher priority than a curb ramp that lacks detectable warning panels. The total value for each component of curb ramp compliance is summed together to get the curb ramp accessibility score.

Curb Ramps Score (Between 1 AND 48)
Curb Ramp Score = Curb Ramp Accessibility *Score*

After the scores were calculated, each location was categorized into a grouping of sidewalks with similar physical deficiency levels. The six groups are:

(1) **No Curb Ramp**
(2) **Obstruction Present**
(3) **1st Tier Priorities**
(4) **2nd Tier Priorities**
(5) **3rd Tier Priorities**
(6) **Long-Term Priorities**

Pedestrian Signal Accessibility Score

The accessibility score for pedestrian signals was established by assigning either "compliant" or "non-compliant" for each component of the pedestrian signal as the improvement would most likely not be addressed until a full signal upgrade was planned.

Pedestrian Signals Score (Compliant or non-compliant)

See **Appendix A.4** for a detailed description of the accessibility scores of sidewalks, curb ramps and pedestrian signals within the village.

6.7 External Agency Coordination

Executing the plan will require Lemont officials to look for opportunities to team with external agencies to leverage available funding. These outside agencies have a vested interest in the success of the plan, specifically in regards to their facilities.

CMAP was the initial agency to be contacted as CMAP provided the funding opportunity for the Plan. CMAP has been instrumental in providing consistent guidance to the village so that the Plan can be effective while adhering to ADA law.

Lemont should continue coordination with County and State agencies as well as adjacent cities that border their limits, to manage any projects planned for roadways where jurisdiction and maintenance are shared. Park Districts and School Districts will also be coordinated regularly so that they could stay up to date on the progress of the Plan and provide feedback they are hearing from their constituents.

IDOT will continue to be coordinated with regarding increasing accessibility along their routes throughout the village. IDOT has jurisdiction over the following routes within the village limits:

- New Ave
- Lockport St
- Illinois St from Lockport St to Main St

- State St from just south of E 127th St to the southern village limits and from just south of Illinois St to the northern village limits
- Main St east of Illinois St to the eastern village limits
- McCarthy Rd throughout village limits
- IL 171 within the village limits

Cook County will continue to be coordinated with since they have jurisdiction over the following routes within the village limits:

- Walker Rd from McCarthy St to Main St.
- 131st St within the village limits

DuPage and Will Counties border Lemont as well, but do not have jurisdiction over any routes in the village limits.

6.8 Prioritization Methodology

Due to the scale associated with bringing all existing pedestrian facilities within the village into compliance and the ever-changing nature of the physical condition of sidewalk and curb ramps, the village has developed a methodology to prioritize pedestrian assets based on the Accessibility Score and Prioritization Map to prioritize improvements. The methodology initially focuses on the physical condition of the sidewalks and curb ramps. The pedestrian assets that have the greatest impact on accessibility, 1st Tier Priorities, are those that have multiple elements that create barriers to access. For example, a sidewalk segment with a 5% cross slope and multiple vertical displacements greater than 1 ½" has a higher priority Accessibility Score than a sidewalk segment with a 2.8% cross slope and a singular vertical displacement of 1". Both segments do not meet ADA standards and throughout the totality of the execution of the plan will be addressed but the first sidewalk segment is a higher priority. Additional high priority locations are curb ramps where a vertical curb separates the sidewalk from the adjacent roadway and gaps in the existing sidewalk network.

These priorities were overlayed with the Prioritization Map described in **Chapter 6.6.** The highest priority Accessibility Score located in the highest priority locations of the Prioritization Map were grouped together into logical projects. These projects are described in **Exhibit 4.** Additionally, the Plan has identified four (4) potential projects to increase accessibility throughout the village. These projects focus on those pedestrian assets that are high priority deficiencies located in areas with high levels of pedestrian traffic. Additionally, should projects be identified that are eligible for either federal, state or developer funds these projects shall be pursued regardless of the prioritization rank of these given segments or curb ramps.

<u>Cost of Obstructions</u>

Cost estimates were developed to remove barriers identified. The cost estimates reflect planning level estimates at the time of assessment. Actual costs can only be firmly determined via standard design and construction process. The Village of Lemont reserves the right to

modify priorities to allow flexibility in accommodating community requests, petitions for reasonable modifications from people with disabilities, changes in Village programs, ongoing evaluation and funding constraints and opportunities. The estimates of cost are located within the village's GIS database.

6.9 Potential Funding Sources and Programming

Village of Lemont Budget

The village currently provides funding for sidewalk improvements through its Infrastructure Fund with line items for the Public Works Department and the Public Works Capital Department as well as in the Motor Fuel Tax Fund with line items for the Public Works Department. Currently, approximately $60,000 to $80,000 is budgeted yearly for sidewalk repair and the village is committed to proposing that range in the future. Additionally, the village will continue to incorporate sidewalk improvements into other transportation improvement projects. The final budget for sidewalk and curb ramp improvements within a given year will be determined by the Council during the development of the annual budget.

Local, Federal, and State Programs

There are several local, state and federal funding sources available to assist municipalities with capital improvement projects. Most of these programs are competitive and have individual restrictions that must be reviewed for compliance with the proposed project. Below are descriptions of a few funding sources that may be applicable to the implementation of the Plan.

This is not an all-encompassing list of the available state and federal programs. Funding sources shall be monitored and sought as situations arise to complete the goals and objectives of the village and the Plan.

- Surface Transportation Plan (STP): The STP program provides flexible funding for local agencies to improve public roads and bridges, transit capital projects, and improvements to transit terminals and facilities. STP funding is a viable option for eligible roadways within the village. Eligible roadways are functionally classified by CMAP. A map showing the functionally classified roadways within the village can be found at IROADS - Illinois Roadway Analysis Database System. "Transportation enhancements" including historic preservation, alternative non-motorized transportation, and landscaping are also funded using STP funds. STP funds can be used for a wide variety of improvements including road improvements with accompanying pedestrian accommodation as well as new construction and reconstruction of sidewalk and curb ramps. CMAP currently administers STP funds for the Chicago area.

- Congestion Mitigation and Air Quality Improvement Program (CMAQ): The CMAQ program provides funds to help mitigate congestion and improve air quality. CMAQ projects commonly include intersection improvements and reconstruction. CMAQ

funding is a viable option for eligible roadways within the village. Eligible roadways are functionally classified by CMAP. A map showing the functionally classified roadways within the village can be found at IROADS - Illinois Roadway Analysis Database System. Pedestrian accommodations including accessible pedestrian signals can be included with CMAQ projects to improve pedestrian safety at the intersection. CMAP currently administers CMAQ funds for the Chicago area.

- Transportation Alternatives Program (TAP): The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill combined multiple funding sources that fund pedestrian projects including Safe Routes to Schools (SRTS) and Recreational Trails Program (RTP). Money is still allocated for projects that were previously under these funding sources through the Transportation Alternative Program (TAP). CMAP currently administers TAP funds for the Chicago area.

- Illinois Transportation Enhancement Program (ITEP): The Illinois Department of Transportation administers ITEP funds as part of a competitive statewide program. ITEP projects include pedestrian and bicycle facilities including on-road and off-road facilities and sidewalks, rails to trails, and streetscapes.

The village and other partners have already pursued federal funding for several projects in the immediate future that will incorporate pedestrian elements. These projects are:

- Main Street at Lemont Street, Stephen Street, and Holmes Street Rail Crossing
  - Proposed rail crossing safety improvements at the respective streets.
- Main Street at Illinois Street Intersection and Pruxne Street Rail Crossing
  - Intersection reconstruction to realign Main Street, Illinois Street, and Pruxne Street to safely accommodate all modes of transportation.
- Illinois Street ADA Sidewalk Project – Phase 1
  - Remove and replace existing sidewalk (as well as excavation for new sidewalk) on the north side of Illinois Street between State Street and Main Street.
- State Street Resurfacing
  - Resurfacing project including ADA compliant sidewalk crossings.
- Walker Road Extension Project
  - Extend Walker Road north over the Illinois Central Railroad including new multi-use path accommodation.
- Main Street Shared-use Path from Walker Road to IL 83/171
  - The new shared-use path connecting the I&M Canal Trail near Walker Road and continuing east along Main Street to meet the shared-use path just west of the IL83/171 intersection.
- Illinois 171 (Archer Avenue) Road Maintenance from IL 83 to Will County Line
  - Designed overlay with ADA improvements.
- McCarthy Road Shared-Use Path from Walker Road to Bell Road

    - New shared-use path from Walked Road to just east of IL 171 (Archer Avenue) and transition to on-road bike lanes continuing east to meet proposed shared use-path facilities at Bell Road.
- Bell Road Shared-use Path from Beaver Lake Drive to IL 171 (Archer Avenue)
    - New shared-use path connecting the existing shared use path at Beaver lake Drive to IL 171.
- 131st Street Shared-Use Path from Derby Road to Bell Road
    - New shared-use path on 131st Street from Derby Road to Bell Road and along Derby Road from 131st Street to Sawgrass Court.
- Intersection Safety and Shared-Use Path Improvements, Lemont Street at Bluff Road and Old Lemont Road
    - Intersection safety improvements including a shared-use path from the Centennial Trail (at the south end of the Old Lemont Road bridge) to trail systems at Waterfall Glen (DuPage County).

The village has also received a grant from Cook County to construct crosswalks across 127th Street at the intersections of 127th Street and Covington Drive and between Briarcliff Drive and Rolling Meadows Drive. Additionally, plans are in progress to add a new traffic signal at Derby Road and 131st Street.

These projects represent a continuation of investment the village and other partners have made to increase accessibility and pedestrian connectivity throughout the village.

Private Developers

Private development can have a direct impact on the adjacent public right-of-way. Village ordinances shall be amended to require sidewalk construction along public right-of-way with the issuance of building permits. The Village Ordinances shall be updated as detailed in **Exhibit 3** to provide further clarification for the construction of pedestrian facilities on public rights-of-way. On larger projects that may include the construction of new intersections with traffic signals, the developer could be required to include pedestrian accommodation including but not limited to curb ramps, marked crosswalks, pedestrian signals, and accessible pedestrian devices.

7.0 On-Street Parking Assessment

7.1 Existing Conditions

On-street parking is allowed on all streets within the village except as signed. While most streets allow on-street parking, signed and striped on-street parking is present along 23 blocks in and around Downtown Lemont. In addition to on-street parking the village offers multiple municipal parking lots and a 260-space parking garage with access along River Street, see Image 1. For the ADA Transition Plan only the on-street ADA parking spaces were evaluated for

compliance and identification of where additional parking spaces may be warranted. Village owned parking lots and parking garages have their own unique ADA requirements and the village shall assess these facilities to determine if modifications are required to meet applicable standards.

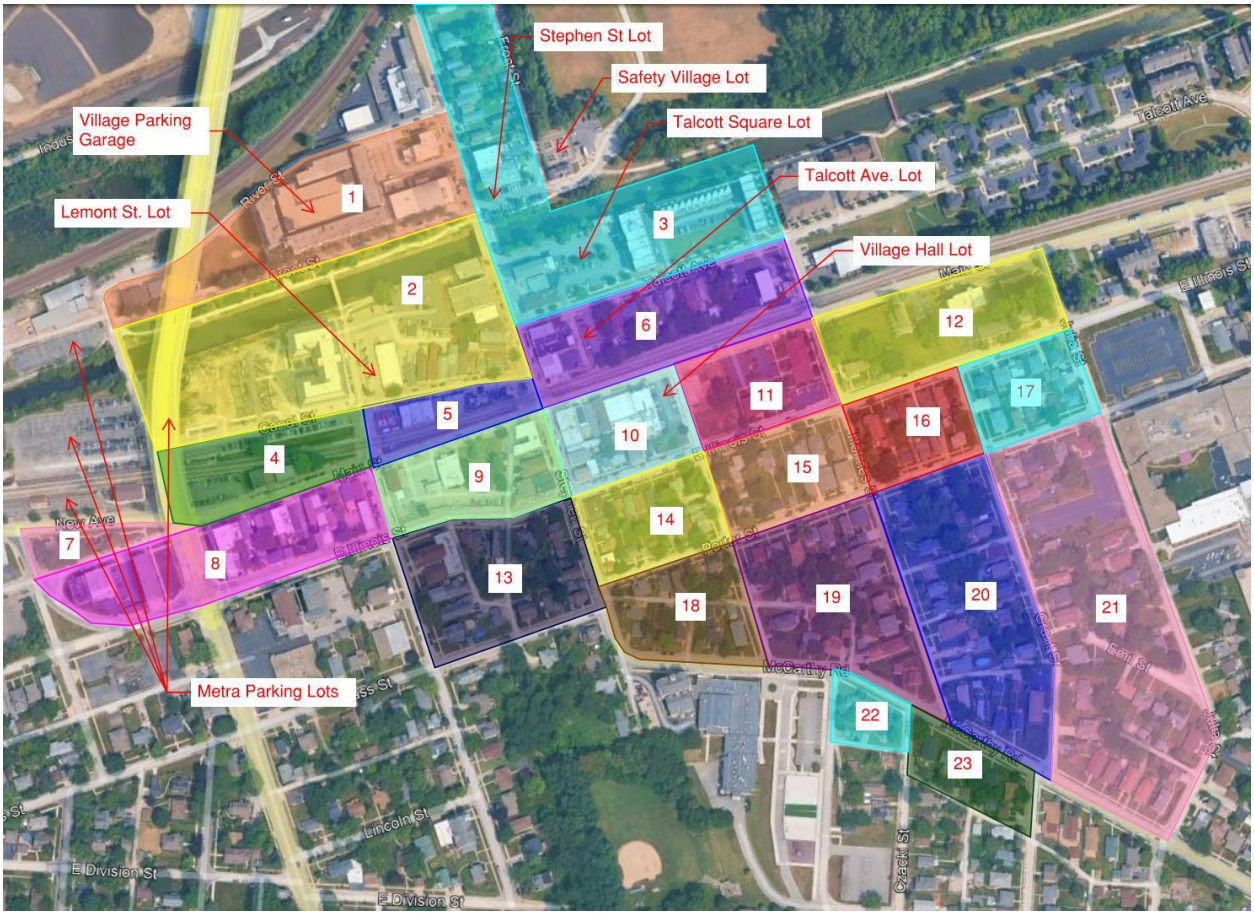


Image 1: Existing Street Block in Downtown Lemont

7.2 Requirements Regarding On-Street Parking

ADA requirements for on-street parking are triggered when on-street parking is provided and is either metered or designated with signs or pavement markings. The exceptions to these requirements are:

(a) On-street parking spaces designated exclusively as residential parking shall not be counted for the purpose of determining the required number of parking spaces.

(b) On- street parking spaces designed exclusively for commercial, or law enforcement vehicles shall not be counted for the purpose of determining the required number of parking spaces.

During our field visits we did not observe any dedicated residential, commercial, or law

enforcement on-street parking so no exceptions were used in determining parking requirements.

On-street ADA parking is determined based on the number of parking spaces provided on a block perimeter, see Figure 1.

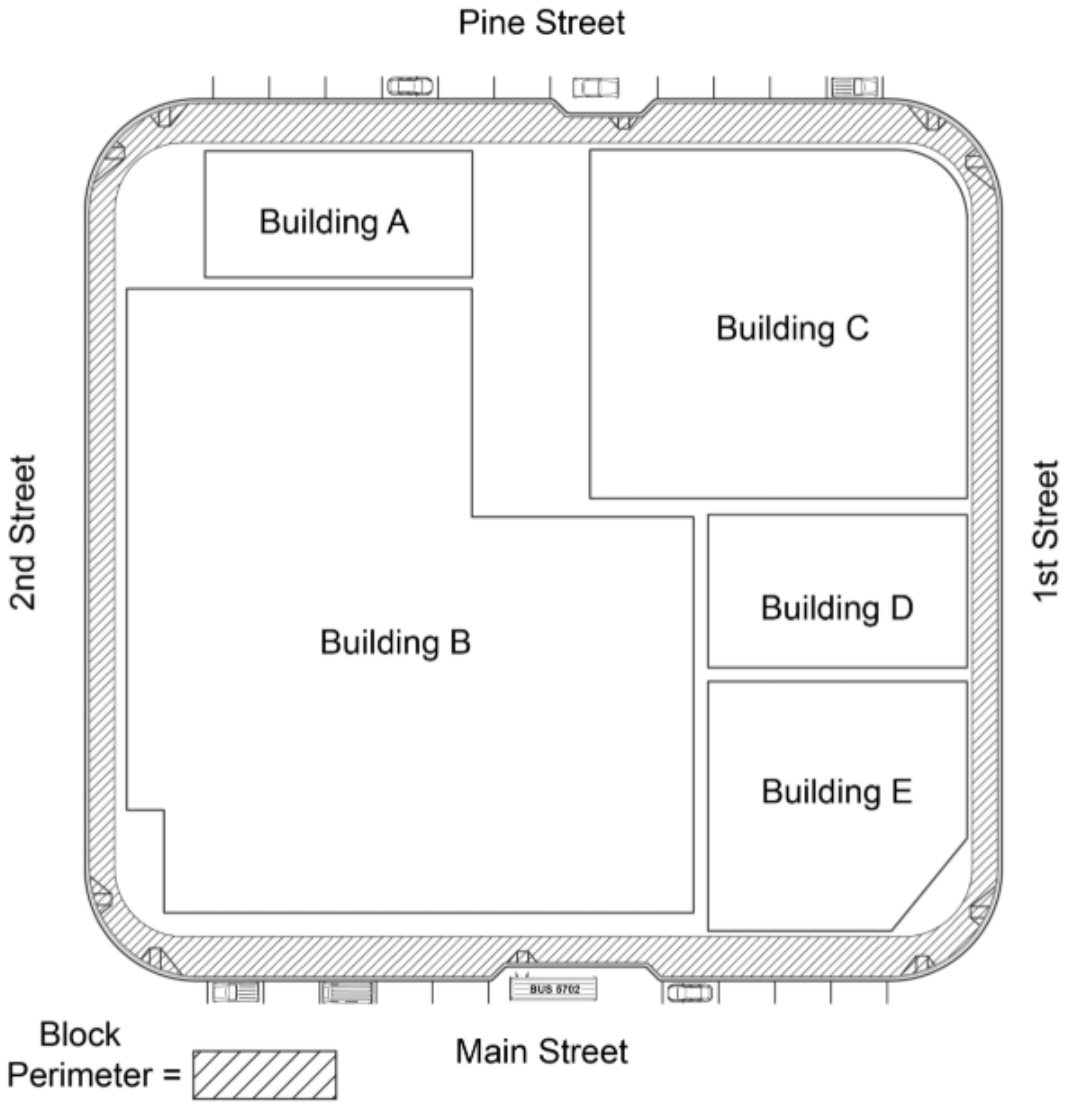


Figure 1: Figure R211.1 Parking on block perimeter of the PROWAG

The number of parking spaces along the block perimeter are added up to determine the applicable number of accessible parking spaces that need to be provided. When individual parking spaces are not striped, each 20 feet of street where parking is designated shall be counted as one parking space. Table R211 of the 2024 PROWAG standards, see Figure 2, provides the number of accessible parking spaces based on the total number of spaces along the block perimeter.

Total Number of Metered or Designated Parking Spaces	Minimum Required Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4 percent of total

Figure 2: Table R211 On-Street Parking Spaces

7.3 Block-by-Block Analysis

The following block numbers are based on the naming convention shown in Image 1 in Section 7.1. There are several blocks where it is not feasible to connect new on-street parking spaces to the public sidewalk due to significant obstructions, see Image 2. These locations are noted in the block-by-block analysis and as curb ramps and sidewalks are upgraded at these locations on-street accessible parking shall be provided in conjunction with these improvements.

At each block the parking that was considered in the parking analysis, metered or designated with signage or striping, is indicated by a red line. Additional parking along the block perimeter that does not meet the threshold for requiring accessible parking was not considered in the analysis. Where existing curb ramps do not provide access to the adjacent public sidewalk a red star is placed to assist the village in planning for future accessible parking spaces. **See Appendix A.5 for a Block Specific Parking Analysis.**



Image 2: Existing pedestrian access route at the intersection of Illinois St and Fremont St

8.0 Priority Recommendations for Improvement

8.1 Prioritization of Projects

A Priority Implementation Schedule was developed for the next five years and is included as **Exhibit 4**. This implementation schedule is based on addressing barriers to access throughout the village and developed based on village goals as identified during the planning process. These goals were:

- Fill in gaps of sidewalk
- Eliminate tripping hazards throughout the village
- Connect new subdivisions to the existing sidewalk network
- Provide safer crossings along 127th Street, State Street, and McCarthy Street

These priorities were developed based on need and there may be challenges, see Section 8.2, that may impact the feasibility of constructing these improvements. Where implementing these projects is technically infeasible the village should pursue alternate projects that accomplish the same overarching goals.

An example of the priority projects identified in the plan is provided below. These projects are based on the Scoring and Ranking criteria gathered, the following priority projects are recommended for implementation. They are as follows:

- **Julia Street** from Illinois St to McCarthy Rd (potential candidate for SRTS funding) – removal and replacement of existing sidewalk and curb ramps to meet ADA standards on the north and east side of the Julia Street; cost: **$575,000 (2025 dollars)**
- **Stephen Street** from Cass St to McCarthy Rd (potential candidate for SRTS or TAP funding) – Construct bump-out intersection at the intersection of Stephen Street and Cass Street to improve pedestrian visibility and construct compliant curb ramps. Install enhanced crosswalk across Stephen Street at Porter Street to alert motorists to the presence of pedestrians. improve crossing across Porter St; improve crossing across Cass St, reconstruct 125 ft elevated sidewalk on west side of Stephen St. that is currently accessed by stairs to an ADA accessible shared use path; cost: **$140,000 (2025 dollars)**
- **Timberline Road** from Copper Ridge Dr to New Ave (local funding only) – 1520 ft of new ADA sidewalk along Timberline Rd; cost: **$260,000 (2025 dollars)**
- **Logan Street** from Chestnut Street to Czacki Street (potential candidate for SRTS funding) – filling gaps with sidewalk on north side, creating ADA accessible route from Chestnut Street to Czacki Street by improving crossings; cost **$95,000 (2025 dollars)**

8.2 Challenges of Implementation

Although all municipalities have their challenges, Lemont has a few unique challenges that keep the process of connecting sidewalks more complicated. First, the downtown area is known for its steep grades, therefore it will be difficult to find reasonable solutions for accessible accommodation in all areas. Combined with the street network that has been established since the village's inception, finding locations in which to provide the space necessary for accessibility will be problematic. The village may find itself having to sacrifice elements of the downtown grid as it sits today to find some innovative solutions.

Another aspect which has proven to be problematic is that many properties, especially in the neighborhoods close to downtown, own the land to the center of the road rather than the conventional configuration. Usually, a municipality owns and maintains a given roadway and a buffer area on either side of the roadway's edge. By not already owning the land, the village has to negotiate with each property owner along a route to allow sidewalk on their property or buy the land outright. This is why there are so many gaps in the sidewalk along the older neighborhoods in the village. This work would not only be cumbersome but costly for the village. However, by the Plan prioritizing locations where gaps in sidewalk could provide a vital connection, this will help the village focus its efforts.



Another challenge to providing accessible connections is the steep driveway slopes. These pose issues since many times the sidewalk needs to be kept at a flatter slope than the driveway has. It can produce a step effect which could help the pedestrian but then cause the driver to have trouble using their driveway.

Lastly, the immovable obstacles, one element of data collected, if determined necessary to be relocated, then becomes the issue of where to relocate the object. The most impactful and costly obstacles that may require relocation are utilities, most notably utility poles.

8.3 Continuation of the Monitoring of the Plan

All curb ramps and sidewalks constructed on village-owned right-of-way or future right-of-way shall be inspected by the village's Public Works Department or the ADA Coordinator prior to acceptance. New sidewalks shall be logged into the GIS system either by village staff during an on-site assessment or based on information provided by the Contractor or Developer. All data collected shall be in the same format as the existing inventory to maintain consistent data and integration of the scoring system. If construction replaces an existing sidewalk or curb ramp, the new data shall be stored over the existing data to provide an up-to-date look at the status of the Plan. If the project includes an expansion to the existing pedestrian network, the data shall be added to the existing GIS system by village staff.

As part of the development of this plan every mile of sidewalk currently under maintenance by the village was assessed. This assessment represents only a snapshot in time, Fall 2024, and sidewalks and curb ramps that comply today will be out of compliance tomorrow. As part of the village's on-going commitment to accessibility a schedule will be developed to assess every mile of sidewalk in the village at a minimum of a six-year rotation. With a current sidewalk mileage of approximately 132 miles of sidewalk, 22 miles of sidewalk will be assessed within a calendar year. This can be accomplished by a two-man crew collecting data for 40-hours and will be completed as trained staff is available. It is recommended that future sidewalk assessments begin in 2028 and recently completed sidewalk improvements and developments shall start assessments within 6 years of final acceptance by city staff.

Priority projects identified within the plan are intended to provide directions for village staff as they continue the village's long-term effort to improve accessibility throughout the village. As projects are completed new projects should be added to the list. This plan also acknowledges that the reality of accessibility within public right-of-way is a long-term commitment. Additionally, there are existing pedestrian facilities within Lemont that are technically infeasible to ever meet accessibility standards. In these locations alternative routes will be upgraded to serve the residents of Lemont. Elimination of the barriers identified in the plan is expected to take 20 years to complete and within those 20 years compliant pedestrian facilities will have barriers to access that need to be eliminated.

8.4 Formal Adoption of ADA Transition Plan

It is anticipated that the ADA Transition Plan will be formally adopted by the Village of Lemont in December 2025. The resolution for this adoption will be added as **Exhibit 7** with the Plan.

Exhibit 1

Notice Under the Americans with Disabilities Act

Village of Lemont, Illinois
Notice Under the Americans with Disabilities Act

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Village of Lemont will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities.

Employment: The Village of Lemont does not discriminate on the basis of disability in its hiring or employment practices and complies with the regulations promulgated by the U.S. Equal Employment Opportunity Commission under Title I of the ADA.

Effective Communication: The Village of Lemont will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in Village of Lemont's programs, services, and activities, including qualified sign language interpreters, documents in Braille, and other ways of making information and communications accessible to people who have speech, hearing, or vision impairments.

Modification of Policies and Procedures: The Village of Lemont will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all of its programs, services, and activities. For example, individuals with service animals are welcome in the Village of Lemont offices, even when pets are generally prohibited.

Anyone who requires auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of the Village of Lemont, should contact Stacy Patrianakos, Human Resources Manager, (630) 257-1552, spatrianakos@lemont.il.us as soon as possible but no later than 2 business days before the scheduled event.

The ADA does not require the Village of Lemont to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden to the Village.

Complaints that a program, service, or activity of the Village of Lemont is not accessible to persons with disabilities should be directed to Stacy Patrianakos, Human Resources Manager, (630) 257-1552, spatrianakos@lemont.il.us

The Village of Lemont will not place a surcharge on a particular individual with a disability or any group of individuals with disabilities to cover the cost of providing auxiliary aids/services or reasonable modifications of policies, such as retrieving items from locations that are open to the public but are not accessible to persons who use wheelchairs.

Exhibit 2

ADA Grievance Form

Village of Lemont
Grievance Procedures Under
The Americans with Disabilities Act

This Grievance Procedure is established to meet the requirements of the American with Disabilities Act of 1990 ("ADA"). It may be used by anyone who wishes to file a complaint alleging discrimination on the basis of disability in the provision of services, activities, programs, or benefits by the Village of Lemont. The Village's Personnel Policy governs employment related complaints of disability discrimination.

The complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made for persons with disabilities upon request.

The complaint should be submitted by the complainant and/or his/her designee to the ADA Coordinator as soon as possible but no later than 60 calendar days after the alleged violation to. The ADA Coordinator for the Village of Lemont is:

Stacy Patrianakos, Human Resources Manager
418 Main St.
Lemont, IL 60439
Email: spatrianakos@lemont.il.us

Within 15 calendar days after receipt of the complaint, the ADA Coordinator or his/her designee will meet with the complainant to discuss the complaint and the possible resolutions. Within 15 calendar days of the meeting, ADA Coordinator or his/her designee will respond in writing, and where reasonable accommodations are requested, in a format accessible to the complainant, such as large print, Braille, or audio tape. The response will explain the position of the Village of Lemont and offer options for substantive resolution of the complaint.

If the response by the ADA Coordinator or his/her designee does not satisfactorily resolve the issue, the complainant and/or his/her designee may appeal the decision within 15 calendar days after receipt of the response to the Village Administrator or his/her designee.

Within 15 calendar days after receipt of the appeal, the Village Administrator or his/her designee will meet with the complainant to discuss the complaint and possible resolutions. Within 15 calendar days after the meeting, the Village Administrator or his/her designee will respond in writing, and, where appropriate, in a format accessible to the complainant, with a final resolution of the complaint.

All written complaints received by the ADA Coordinator or his/her designee, appeals to the Village Administrator or his/her designee, and responses from these two offices will be retained by the Village of Lemont for at least three years.

Village of Lemont
ADA Grievance Form

Name: _____ Date of Occurrence: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: (____) _____ Email: _____

Please provide a <u>complete</u> description of your grievance:

_____

_____

_____

Please specify the location of your grievance:

_____

_____

_____

Please state what you think should be done to resolve the grievance:

_____

_____

_____

Please attach additional pages or photo(s) as needed.

Signature: _____ Date: _____

Please return to:
Stacy Patrianakos, ADA Coordinator, 418 Main St., Lemont, IL 60439
Email: spatrianakos@lemont.il.us

Upon request, reasonable accommodations will be provided in completing this form.
Contact Stacy Patrianakos, ADA Coordinator, 418 Main St., Lemont, IL 60439
Phone: (630) 257-1552
Email: spatrianakos@lemont.il.us

Exhibit 3

Memorandum on Review of City Documents for ADA Inclusion

OATES ASSOCIATES

Collinsville
100 Lanter Court, Suite 1
Collinsville, IL 62234
618.345.2200

St. Louis
720 Olive, Suite 700
St. Louis, MO 63101
314.588.8381

Belleville
20 East Main Street
Belleville, IL 62200
618.416.4688

St. Charles
330 North Main, Suite 201
St. Charles, MO 63301
636.493.6277

MEMORANDUM

Date: 7/3/2025 **Project #:** 223030.003
Time:

To: Jason Berry, CEcD, AICP, Economic & Community Development Director
Jamie Tate, AICP, Consulting Planner
From: Travis Helmkamp, PE ADAC
Subject: ADA Transition Plan – Review of Code of Ordinances, Permit Applications

The following documents were reviewed as part of the Americans with Disabilities Act (ADA) Sidewalk Evaluation and Transition Plan being prepared for the Village of Lemont by Oates Associates, Inc. The documents were reviewed for ADA inclusion and this memorandum will serve as a summary of our findings in addition to recommendations to the various village documents. The documents reviewed, and all other permits, applications, and any other printed materials offered by the village should be available upon request in alternative formats (e.g. large print and Braille). Potential language that could be added to all permits, forms, and other documents that require filling out is "Document is available in alternative format (e.g., large print, Braille, etc.) including assistance with completing the document. Please contact Village staff for any accommodations."

This review is limited to documents related to construction of pedestrian assets within the public rights-of-way including sidewalk, curb ramps, pedestrian traffic signals, crosswalks as well as roadways and driveways. Additionally permit documents were reviewed for their relation to accessibility. The following documents were reviewed, and revisions are suggested for ADA inclusion:

- Lemont 2030 Comprehensive Plan
- Active Transportation Plan (2012)
- Lemont, Illinois – Code of Ordinances
- Building Permit Applications
    - Commercial Construction Permit
    - Driveway Permit
    - Residential permit
    - Sidewalk permit
    - Sign permit

The following recommendations are not meant to represent proposed verbiage for insertion into any village documents but rather represent portions of existing ordinances or other various village documents where additional language pertaining to accessibility may be desired.

MEMORANDUM

Lemont 2030 Comprehensive Plan

The Comprehensive Plan was reviewed to identify whether any ADA and PROWAG guidelines were referenced, and they were not. This plan could be enhanced by adding more inclusive language regarding people with disabilities. When discussing mobility, although connecting trails and sidewalks are discussed, it is recommended to suggest implementing trails and sidewalks accessible to all and following ADA and PROWAG guidelines to achieve this. Also, antiquated language such as "handicapped" should be replaced with "disabled" or "people with disabilities."

Active Transportation Plan (2012)

A section on specific ADA requirements for curb ramps and sidewalks could be included, as well as including other modes of transportation such as wheelchairs in the plan and survey.

Lemont Code of Ordinances

The Standard Specifications (specs) were reviewed to identify discrepancies between the specs and either the federal ADA guidelines, PROWAG, or City code but also identify potential additions to the specifications to provide additional guidance to increase accessibility throughout the city. In some cases, recommendations are to add or remove language from the specs to increase accessibility.

CHAPTER 5.16 – SIDEWALK DISPLAYS

- Include a note that sidewalk displays should not obstruct a minimum ADA clear width and other specific requirements

CHAPTER 10.16 - PARKING

- Include a section pertaining to accessible parking stating: "The space shall be indicated by an upright sign whether on a pole or attached to a building upon which shall be inscribed the international symbol of accessibility (ADAAG 703.7.2.1) to indicate that the space is reserved for the exclusive use of vehicles which display a distinguishing license plate or card" or similar.

CHAPTER 12.20.080 – Temporary sidewalks to be provided

- Replace "If any sidewalk is blocked by any such work, a temporary sidewalk shall be constructed or provided which shall be safe for travel and convenient for users" with "If any sidewalk is blocked by any such work, a temporary sidewalk *built to ADA or PROWAG Standards* shall be constructed or provided which shall be safe for travel and convenient for users"

CHAPTER 12.24.010 – Definitions

- Revise statement to read: *Permissible encroachment* means any existing awning, marquee, advertising sign or similar overhanging structure supported from a building immediately adjacent to the limits of the platted street where there is a sidewalk

extending to the building line, and which does not impair the free and safe flow of traffic on the highway *or the pedestrian access route (PAR) as defined by ADA and/or PROWAG standards*; the permissive retention of overhanging signs is not to be construed as being applicable to those signs supported from poles constructed outside the project right-of-way line and not confirmed by adjacent buildings.

CHAPTER 12.30.140 – Traffic Control

- Include ADA design specifications for traffic control devices.

CHAPTER 12.30.150 – Location of facilities

- Include ADA requirements for utility obstructions

CHAPTER 12.30.170 – Vegetation control

- Add a requirement to control or remove any vegetation that interferes with ADA requirements, such as obstructing the clear width of a public sidewalk.

CHAPTER 15.00.110 – (g)3, 4, and 5 – Certificate of occupancy

- Revise statement to read: "(3) All public and private sidewalks on and adjacent to the lot shall be completed *according to ADA and/or PROWAG standards*."
- Revise statement to read: "(4)Driveway and approach paving shall be completed *according to ADA and/or PROWAG standards*."
- Revise statement to read: "(5) Any replacement or repair to damaged curbs and gutters, streets, sidewalk, driveway or street lighting shall be completed *according to ADA and/or PROWAG standards."*

CHAPTER 17.02 - Definitions

- The definition for "Disability" should be provided in the Code of Ordinances and should align with the federal definition defined by the Americans with Disabilities Act. Potential language includes "a disability is a physical or mental impairment that substantially limits one or more major life activities."
- The definition of a Group Home should be revised to read: "A dwelling or facility used to provide a socially dependent family environment for *people with physical, intellectual or mental health disabilities*. For purposes of this ordinance, this definition shall not include "halfway houses," uses for the recovering chemically dependent, prison work release programs, or any use that does not house solely people with *physical, intellectual or mental health disabilities*.

CHAPTER 17.11- Signs

- Add a statement that no sign shall become a protruding object as defined in Section R402 of the Public Right-of-Way Accessibility Guidelines (PROWAG).

MEMORANDUM

CHAPTER 17.26 – STREETS, ALLEYS, DRIVEWAYS, AND RIGHTS-OF-WAY

- Add a statement at the beginning of chapter stating "On-street parking on public right-of-way shall be designed and constructed in accordance with Section R310 of the Public Right-of-Way Accessibility Guidelines (PROWAG). All other parking shall be designed and constructed in accordance with Section 402 of the 2010 ADA Standards for Accessible Design."

CHAPTER 17.26.110 – CURB, GUTTER, AND SIDEWALK

- Section B-2 – Revise to read "The back of curb shall be depressed at all sidewalk ADA-accessible ramp locations *and built according to ADA and/or PROWAG specifications*."
- Section D - Add specific ADA requirements as it pertains to sidewalk construction (slope, width, etc)
- Section C – Revise to read: "Depressed curb shall be provided at all sidewalk ~~*(handicapped)*~~ ramp locations and at all driveways whose locations are known at the time of curb installation."

CHAPTER 17.26.130 – PEDESTRIAN WAYS AND BIKE PATHS

- Add specific ADA/PROWAG requirements as it pertains to sidewalk construction (slope, width, etc)

Building Permit Applications

COMMERCIAL CONSTRUCTION PERMIT

- Add ADA/PROWAG verbiage to *Construction requirements, Item 1. Plans/Drawings, etc.* when pertaining to sidewalk construction in front of property or through a driveway (slope, width, etc)
- Revise verbiage in *Construction requirements, Grading Plan*, when referencing sidewalk and/or sidewalk through driveway construction, to adhere to the ADA/PROWAG standards.

DRIVEWAY PERMIT APPLICATION

- Add a note to the Typical Residential Lot illustration stating that sidewalk is to be built according to ADA/PROWAG standards.
- When discussing details pertaining to sidewalk construction through a driveway (slope, width, etc), mention these are to follow ADA/PROWAG standards.

RESIDENTIAL PERMIT

- Revise any verbiage referencing sidewalk and/or sidewalk through driveway construction, to adhere to the ADA/PROWAG standards.

MEMORANDUM

SIDEWALK PERMIT

- Revise any verbiage referencing sidewalk and/or sidewalk through driveway construction, to adhere to the ADA/PROWAG standards.

SIGN PERMIT

- Revise any verbiage referencing the placement of signs on a sidewalk to adhere to the ADA/PROWAG clearance standards.

Exhibit 4
Priority Implementation Schedule

EXHIBIT 4 - PRIORITY IMPLEMENTATION SCHEDULE

The following projects were identified based on the priorities estalbished in the ADA Transition Plan. Where possibilities exist to pursue federal funds to construct the identified improvements these are highlighted in gray. The timeline and order these projects are completed in will be determined by village staff and available village funding. As projects are completed, new projects will be added to the list until the entirety of the village is in compliance. Improvement previously identified as achieving federal funds are shown in red on the schedule. Projects should be removed from the schedule as future funding is secured.

Project Name	Project Location	Project Termini	Scope of Work	Accessibility Score Prioritization	Prioritization Map Prioritization
Removal and Reconstruction of Existing Sidewalks	Stephen Street	Illinois Street to I&M Canal	600 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	High
Reconstruction of Existing Curb Ramps	Illinois Street	State Street to Main Street	Removal and replacement of 10 curb ramps	High	High
Construction of New Sidewalks	Illinois Street	State Street to Main Street	700 feet of new sidewalk to eliminate gaps in the system	High	High
Removal and Reconstruction of Existing Sidewalks	Illinois Street	State Street to Main Street	1,600 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	High
Reconstruction of Existing Curb Ramps	Intersection of Main Street and State Street	All Quadrant	Removal and replacement of 3 curb ramps	High	High
Reconstruction of Existing Curb Ramps	Residential streets in eastern Lemont bounded by Porter Street, Julia Street, and McCarthy Road	Various Locations	Removal and replacement of 24 curb ramps	High	Medium
Construction of New Sidewalks	Residential streets in eastern Lemont bounded by Porter Street, Julia Street, and McCarthy Road	Various Locations	1,800 feet of new sidewalk to eliminate gaps in the system	High	Medium
Removal and Reconstruction of Existing Sidewalks	Residential streets in eastern Lemont bounded by Porter Street, Julia Street, and McCarthy Road	Various Locations	2,800 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	Medium
Reconstruction of Existing Curb Ramps	Residential streets in eastern Lemont bounded by Logan Street, State Street, Illinois Street, and McCarthy Road	Various Locations	Removal and replacement of 30 curb ramps	High	Medium
Construction of New Sidewalks	Residential streets in eastern Lemont bounded by Logan Street, State Street, Illinois Street, and McCarthy Road	Various Locations	2,000 feet of new sidewalk to eliminate gaps in the system	High	Medium
Removal and Reconstruction of Existing Sidewalks	Residential streets in eastern Lemont bounded by Logan Street, State Street, Illinois Street, and McCarthy Road	Various Locations	1,000 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	Medium
Reconstruction of Existing Curb Ramps	Residential streets in eastern Lemont bounded by Logan Street, State Street, 127th Street, and Keepataw Drive	Various Locations	Removal and replacement of 10 curb ramps	High	Medium
Construction of New Sidewalks	Residential streets in eastern Lemont bounded by Logan Street, State Street, 127th Street, and Keepataw Drive	Various Locations	3,400 feet of new sidewalk to eliminate gaps in the system	High	Medium

Removal and Reconstruction of Existing Sidewalks	Residential streets in eastern Lemont bounded by Logan Street, State Street, 127th Street, and Keepataw Drive	Various Locations	5,300 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	Medium
Reconstruction of Existing Curb Ramps	Residential streets in western Lemont bounded by New Avenue, Joliet Street, Cass Street, and State Street	Various Locations	Removal and replacement of 10 curb ramps	High	Medium
Construction of New Sidewalks	Residential streets in western Lemont bounded by New Avenue, Joliet Street, Cass Street, and State Street	Various Locations	1,600 feet of new sidewalk to eliminate gaps in the system	High	Medium
Removal and Reconstruction of Existing Sidewalks	Residential streets in western Lemont bounded by New Avenue, Joliet Street, Cass Street, and State Street	Various Locations	1,600 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	Medium
Reconstruction of Existing Curb Ramps	State Street	Cass Street to 127th Street	Removal and replacement of 6 curb ramps	High	Medium
Removal and Reconstruction of Existing Sidewalks	State Street	Illinois Street to Cass Street	300 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	Medium
Construction of New Sidewalks	127th Street	Timberline Drive to Archer Avenue	2,200 feet of new sidewalk along 127th Street to eliminate gaps in the system	High	Medium
Construction of New Sidewalks	Archer Avenue	McCarthy Road to Ashford Drive	2,000 feet of new sidewalk along Archer Avenue to eliminate gaps in the system	High	Medium
Construction of New Sidewalks	McCarthy Road	4th Street to Archer Avenue	2,600 feet of new sidewalk along McCarthy Road to eliminate gaps in the system	High	Medium
Reconstruction of Existing Curb Ramps	Residential streets in western Lemont bounded by 127th Street, Timberline Drive, Custer Street, and State Street	Various Locations	Removal and replacement of 30 curb ramps	High	Medium
Construction of New Sidewalks	Residential streets in western Lemont bounded by 127th Street, Timberline Drive, Custer Street, and State Street	Various Locations	7,400 feet of new sidewalk to eliminate gaps in the system	High	Medium
Removal and Reconstruction of Existing Sidewalks	Residential streets in western Lemont bounded by 127th Street, Timberline Drive, Custer Street, and State Street	Various Locations	7,700 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	Medium
Construction of New Sidewalks	Timberline Drive	New Avenue to Evergreen Drive	1,500 feet of new sidewalk along Timberline Drive to eliminate gaps in the system	High	Medium
Reconstruction of Existing Curb Ramps	Briarcliff Estates and Rolling Meadows Drive	Various Locations	Removal and replacement of 6 curb ramps.	High	Low
Reconstruction of Existing Curb Ramps	Covington Knolls	Various Locations	Removal and replacement of 17 curb ramps	High	Low
Reconstruction of Existing Curb Ramps	Eaglecrest Estates	Various Locations	Removal and replacement of 3 curb ramps	High	Low

Removal and Reconstruction of Existing Sidewalks	Eaglecrest Estates	Various Locations	4,400 feet of new sidewalk to eliminate sidewalk segments with significant barriers	High	Low
Reconstruction of Existing Curb Ramps	Ravine Drive, Turnberry Trail, 129th Street, Ashbury Drive, 128th Street, Chestnut Crossing, and Saint Andrews Court	Various Locations	Removal and replacement of 14 curb ramps	High	Low
Construction of New Sidewalks	Ravine Drive, Turnberry Trail, 129th Street, Ashbury Drive, 128th Street, Chestnut Crossing, and Saint Andrews Court	Various Locations	1,000 feet of new sidewalk to eliminate gaps in the system	High	Low
Reconstruction of Existing Curb Ramps	Intersection of 131st Street and Parker Road	SW Quadrant of intersection	Removal and replacement of 1 curb ramp	High	Low
Reconstruction of Existing Curb Ramps	Archer Avenue between McCarthy Road and Steepleview Lane	Various Locations	Removal and replacement of 2 curb ramps	High	Low
Construction of New Sidewalks	Woodcrest and Old Derby Estates	Various Locations	2,800 feet of new sidewalk to eliminate gaps in the system	High	Low
Reconstruction of Existing Curb Ramps	Woodcrest and Old Derby Estates	Various Locations	Removal and replacement of 7 curb ramps	High	Low
Construction of New Sidewalks	Saddlebrook Lane	Fairmont Lane to McCarthy Road	700 feet of new sidewalk connecting existing pedestrian facilities to planned SUP along McCarthy Road	High	Low
Construction of New Sidewalks	Kettering Way	131st Street to existing sidewalk on west side of roadway	200 feet of new sidewalk connecting existing pedestrian facilities to planned SUP along 131st Street	High	Low

Exhibit 5

Public Involvement

Exhibit 5A

Public Meetings

Chicago Metropolitan Agency for Planning

VILLAGE OF LEMONT

ADA Transition Plan
Frequently Asked Questions

Kick-off Informational Meeting
Wednesday, October 23rd, 2024, 4:00 to 6:00 PM

Welcome to the kick-off meeting for the ADA Transition Plan. This meeting is the first in a series of community engagement events to gather information about the challenges faced when walking/wheeling around the communities, where residents want to walk/wheel to, and help establish a vision for the future of pedestrian travel around the village.

In this open house format, there will be no formal presentations. Exhibits are available to allow attendees to identify existing barriers to access and identify pedestrian destinations. Representatives from the engineering consultant, Oates Associates, Chicago Metropolitan Agency for Planning (CMAP), and village staff are available to discuss the planning process with you.

Why?

Many areas of the village's public right-of-way are not accessible to people with disabilities and do not comply with state and federal requirements. Accessible sidewalks not only improve the quality of life for residents with disabilities but improve the useability for all users including those with strollers, children, senior citizens, and all residents. Due to the challenge of bringing the entirety of the village's pedestrian network into compliance the Plan will help prioritize and schedule future improvements. The transition plan serves as a tool to assist the village to build upon the long-standing commitment to improving accessibility throughout the village.



How can you help with the planning process?

- Share your challenges as you travel around the village
- Share your thoughts on priority areas and your destinations throughout the village
- Attend meetings and visit us at local events
- Join the steering committee – Be part of the entire planning project and help guide the final Plan. If you are interested, please email lemontada@oatesassociates.com.



Timeline

The anticipated schedule for this planning process is to complete the assessment of the public right-of-way in Winter 2025, develop priorities in Spring 2025, and present the final plan to the public in Summer 2025.

Thank you for attending! If you would like to join the e-mail list to get notifications related to the ADA Transition Plan, please e-mail lemontada@oatesassociates.com.

Chicago Metropolitan Agency for Planning

ADA Transition Plan
Kick-off Event
Wednesday, October 23rd, 2024, 4:00-6:00 PM
Centennial Community Center

VILLAGE OF LEMONT

NAME	ADDRESS	PHONE OR EMAIL ADDRESS	CHECK TO RECEIVE FUTURE EMAILS	INTERESTED IN STEERING COMMITTEE?
Matt Corso	4500 Belmont Rd. Downers Grove	mcorso@seaspar.org	X	
MaryBeth NUnzio	Lemont Township	marybeth-n@lemonttownship.org		
Barbara Geesman	Lemont Bromberek 113A	bgeesman@sd113a.org	X	
Colleen Leahy	62 Deborah Dr	CMLeahy@SPGLOBAL.net	X	?
DAVE LEAHY	62 DEBORAH DR	DPLEAHY62@gmail.com	X	X
Jessica Hoag	800 Porter Street	jhoag@lhs210.net	X	?
Margie Pilarski	800 Porter Street	mpilarski@lhs210.net	X	?
Pat Crowley	1449 BAILEYS RIDGE DR	bailysbuilders concast.net	X	
Bonnie Larson	864 Woodglen	belarson3@yahoo.com		
Vita Annarino	1262 Acorn St. Lemont	vita.annarino@gmail.com	✓	✓
Louise Egofske	Lemont Park District	Legofske@Lemontparks.org	✓	✓
Jerry Hernandez	Lemont Park District	Jhernandez@lemontparks.org		
JoAnn Costa	1008 Florence. Lemont	jceagle1AK@AOL.com		
Bruno Riscatti	126 Emerald Drive, Lemont	brunolawrence@yahoo.com	✓	
Guy Mancuso	14509 Albany Ave	gmg659@gmail.com		✓
Mike Klimek	317 CANAL ST	7089974852 mike@pillarrealtor.com	✓	

VILLAGE OF LEMONT ADA TRANSITION PLAN
PUBLIC COMMENT FORM
OCTOBER 23, 2024

We encourage you to express your comments and concerns about the accessibility of public spaces around the Village of Lemont to aid in our preparation of an ADA Transition Plan. This plan will help Lemont's Community Development Department prioritize areas in the city for improvements facilitating more accessibility. This plan will be completed in Summer of 2025 and we are looking for your input to guide the process

You can either leave the form with us today or send it to us at one of the addresses provided below. Please send your comments within one week of this meeting to allow for timely consideration.

Mr. Jason Berry, Community Development Director
Village of Lemont
418 Main Street
Lemont, IL 60439
(630) 257-1595
jberry@lemont.il.us

Mr. Travis Helmkamp, Project Manager
Oates Associates
100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

Please print

Name: Guy Manisco

Address: 14504 Albany Ave

City: Lemont Zip Code: 60439

Telephone Number: 630-880-1126

My comments are:

8 – Fencing on the Bridge + Guard Rails
12 – Longer Walking Paths to Park + Downtown
9 – Need Walkway or Bridge to Covington Park
10 – Longer Walking Path to 127th to Stores + Park –

More path access downtown + Parks + Stores

Please use the back of the sheet if more space is needed.

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Village of Lemont
418 Main Street
Lemont, IL 60439
(630) 257-1595
jberry@lemont.il.us

Mr. Travis Helmkamp, Project Manager
Oates Associates
100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

Please print

7

Name: Mike Klimek
Address: 317 CANAL ST
City: LEMONT Zip Code: 60439
Telephone Number: 708-997-4852

My comments are:

Looking for sidewalk ramp on the north side of CANAL ST. 3 buildings have landings that are about 12" above the sidewalk. All three owners are on board for some type of ramping.

Please use the back of the sheet if more space is needed.

VILLAGE OF LEMONT ADA TRANSITION PLAN
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Mr. Travis Helmkamp, Project Manager
Oates Associates
100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

Please print

Name: PATRICIA CROWLEY

Address: 1448 BAILEY'S CROSS DR.

City: LEMONT, IL Zip Code: 60439

Telephone Number: 630-243-1765

My comments are:

ARE YOU PLANNING ON INCREASING THE "FREE" BUS PROGRAM?
EVEN SIDEWALKS ARE STILL DIFFICULT TO MANEUVER IF YOU
HAVE A WALKER. SOME PLACES ARE JUST TOO FAR.
NEED MORE PARKING IN DOWNTOWN LEMONT.

Please use the back of the sheet if more space is needed.

VILLAGE OF LEMONT ADA TRANSITION PLAN
PUBLIC COMMENT FORM
OCTOBER 23, 2024

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jberry@lemont.il.us

Mr. Travis Helmkamp, Project Manager
Oates Associates
100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

Please print

Name: Bonnie LARSON

Address: 864 Woodglen Ln

City: Lemont Zip Code: 60439

Telephone Number: 847-924-9639

My comments are:

Glad this is being addressed! We need more handicapped parking, in addition to regular parking too.

Many sidewalks are hard to walk on due to variations in elevation, chips etc.

Entrances to restaurants & shops need ramps for wheelchairs.

As the new Athens Park is being built & visitors are encouraged to come downtown after a visit to the Forge, I wonder if some brick & mortar Public restrooms would be appropriate.

We need a city bus as Lemont continues to grow. PACE

Please use the back of the sheet if more space is needed.

VILLAGE OF LEMONT ADA TRANSITION PLAN
PUBLIC COMMENT FORM
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Mr. Travis Helmkamp, Project Manager
Oates Associates
100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

Please print

Name: Vita Annarino

Address: 1262 Acorn St

City: Lemont Zip Code: 60439

Telephone Number: 630-267-2557

My comments are:

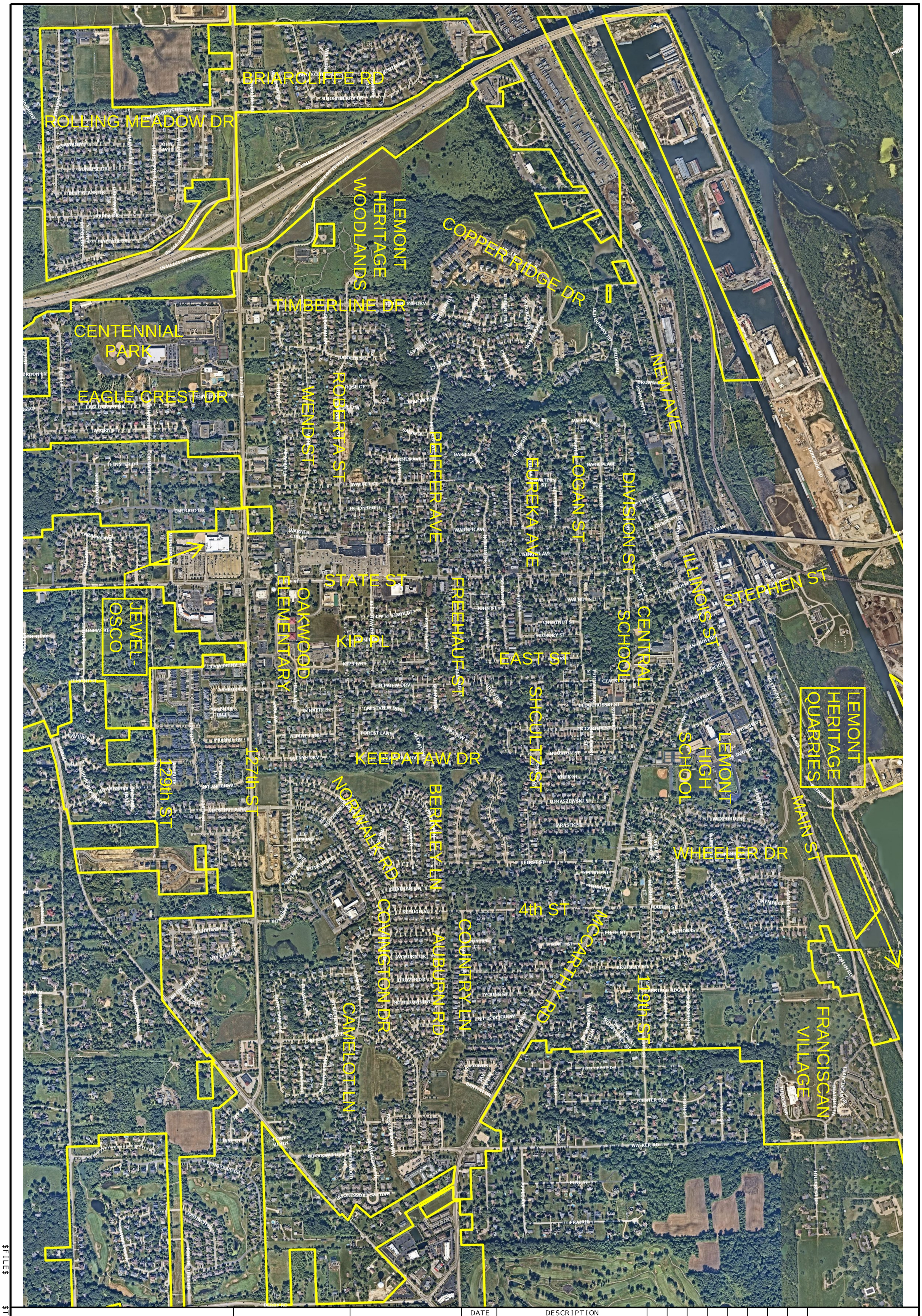
1. Insufficient accessibility in downtown Lemont. Businesses such as "The Bridge" has no designated handicapped spots in front of business. We need more.
2. Zero handicapped spots (in Lemont) Actually not enough.
3. Sidewalks have it flushed @ end of block - but this is so challenging when you have to walk, ride in a w/c even further + not closer to businesses.
4. During events: (esp. downtown Lemont) no designated spots or room to navigate w/c, etc... I had suggested to have golf carts available to transport physically challenged attendees.

Please use the back of the sheet if more space is needed. →

I would like to be on steering committee for ADA transition planning.
I have the time + energy!

Thank-you!

Vita



VILLAGE OF LEMONT AREA MAP

VILLAGE OF LEMONT
PUBLIC WORKS DEPARTMENT
16680 NEW AVENUE
LEMONT, IL
tel 630-257-2532

OATES ASSOCIATES
100 LANTER COURT
SUITE 1
COLLINSVILLE, IL
tel 618-345-2200

DATE	DESCRIPTION

BRIDGE NO.

PROJECT NO.

OA JOB NO. 223030.002

ROUTE

COUNTY COOK

DISTRICT

SHEET NO.

STATE IL

DATE PREPARED

$FILE$

$TIME$

$DATE$

REV.

Chicago Metropolitan Agency for Planning

VILLAGE OF LEMONT

ACCESSIBILITY

Sidewalks, curb ramps, crosswalks, and bus stops

JOIN US FOR A COMMUNITY MEETING

The Village of Lemont is seeking public comment on the Plan for Accessible Streets and Sidewalks. This plan will help the Village provide access to public amenities for people of all abilities and improve compliance with the Americans with Disabilities Act (ADA).

The Core Fitness & Aquatic Complex
Lemont Park District
16050 W 127th St, Lemont, IL 60439
Wednesday, October 15th from 5pm to 7pm

Scan for Details:

Email questions to: lemontada@oatesassociates.com
Visit http://bit.ly/4pxNesx to learn more.

Chicago Metropolitan Agency for Planning

ADA Transition Plan
Public Open House Meeting
Wednesday, October 15th, 2025, 5:00-7:00 PM
The Core, Kensington Room

VILLAGE OF LEMONT

NAME	ADDRESS	PHONE OR EMAIL ADDRESS
Becky + Terry Smith	11 S. 484 99th St	630 207 4943 stardust ster 1014 @ gmail
Bettye Quarles	1230 Hillview Dr	630-257-5484
Amanda Hill	1230 Hillview Drive	630 862 0013
Lorraine Reid	72 Timberline Drive	Lorrainereid12@hotmail.com
Jason Burry	418 Main St.	630. 605. 9176
Anna Glasow	12034 Holly Ct	773-393-2939
Matt Glasow	12034 Holly Court	763-647-9204
Vita Annarino	1262 Acorn St	630-267-2557

Chicago Metropolitan Agency for Planning

ADA Transition Plan
Public Open House Meeting
Wednesday, October 15th, 2025, 5:00-7:00 PM
The Core, Kensington Room

VILLAGE OF LEMONT

NAME	ADDRESS	PHONE OR EMAIL ADDRESS
Bonnie LARSON	864 Woodglen	bclarson3@yahoo.com
Matt Corso	4500 Belmont Rd. DG. IL 60515	mcorso@seaspar.org
NICOLE KMIECIAK	1264 Janas Ln	njklawson@gmail.com
DAN GANZER	1236 EAGLE CREST DR LEMONT IL 60439	JCGANZER@COMCAST.NET
Tim Stieber	2 Timberline Ct, Lemont IL	tfstieber@il[redacted]gmail.com
KATHY EGGERS	16 NORTON AVE, LEMONT IL 60439	Keggers@sbcglobal.net

ADA Transition Plan
Frequently Asked Questions
Public Open House Meeting
Wednesday, October 15th, 2025, 5:00 to 7:00 PM

Thank you for joining us this evening to discuss Lemont's ADA Transition Plan. This meeting is one of the final community engagement events of the planning process, which began in October 2024. Over the past year, we've gathered input on the challenges residents face when walking or wheeling through Lemont, the destinations people want better access to, and ideas for shaping a long-term vision for safe, accessible travel throughout the village.

Around the room, you'll find exhibits that highlight existing pedestrian destinations and barriers to access that the team has identified. Representatives from the engineering consultant, Oates Associates, the Chicago Metropolitan Agency for Planning (CMAP), and village staff are available to discuss the planning process with you.

Why this plan matters

Typical of almost every community, Lemont has areas in the public right-of-way that are not fully accessible and do not comply with state and federal requirements. Accessible sidewalks and crosswalks benefit not only people with disabilities but also families with strollers, older adults, children, and anyone who walks and wheels through the village.



Because bringing the entire pedestrian network into compliance is a large task, this transition plan will serve as a roadmap to help prioritize and schedule improvements over time, building on Lemont's long-standing commitment to improving accessibility throughout the village.

How you can help us

- Look at the pedestrian destinations and barriers to access that the team has identified and let us know if they match your own experience.
- Tell us if there are any pedestrian destinations or barriers to access that we have missed.

Timeline

- 30-day comment period opens – October 2025
- Finalize Plan based on community comments – November 2025
- Village Board formally adopts the plan – December 2025



Thank you for attending! If you would like to join the e-mail list to get notifications related to the ADA Transition Plan, please e-mail lemontada@oatesassociates.com.

VILLAGE OF LEMONT ADA TRANSITION PLAN
PUBLIC COMMENT FORM
OCTOBER 15, 2025

We encourage you to express your comments and concerns about the accessibility of public spaces around the Village of Lemont to aid in our preparation of an ADA Transition Plan. This plan will help Lemont's Community Development Department (CDD) prioritize areas in the city for improvements to facilitate more accessibility. This plan will be completed in Winter of 2025, and we are looking for your input to guide the process

You can either leave the form with us today or send it to us at one of the addresses provided below. Please send your comments within one week of this meeting to allow for timely consideration.

Mr. Jason Berry, CDD Director
Village of Lemont
418 Main Street
Lemont, IL 60439
(630) 257-1595
jberry@lemont.il.us

Mr. Travis Helmkamp, Project Manager
Oates Associates
100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

Please print

Name: Amanda Curry Hill
Address: 1230 Hillview Drive
City: Lemont Zip Code: 60439
Telephone Number: 630 862 0013

My comments are:

Lemont as a whole especially downtown is in need of more handicap accessible parking. I walk with a prothsetic leg and my senior mother walks with a walker and it is difficult for us to attend events, downtown Lemont or support downtown businesses because of the lack of parking. Specific events are the Car Show, farmers Market. People with disabilities should not feel unwelcome to events in our own community just because there is not enough available accessible parking.

Please use the back of the sheet if more space is needed.

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OCTOBER 15, 2025

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Oates Associates
100 Lanter Court, Suite 1
Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

Please print

Name: Bettye Curry Bettye.curry2@yahoo.com
Address: 1230 Hillview Dr
City: Lemont Zip Code: 60439
Telephone Number: 630 257 5984

My comments are:

Parking Downtown Lemont - Can't go to Restaurants because I have no place to park.

I have talked about this before, No results at all.

Why Did Village take away Handicap pkg on Canal & give to Matts patio ??

Car Shows & Farmers Market - no handicap parking there either

Please use the back of the sheet if more space is needed.

VILLAGE OF LEMONT ADA TRANSITION PLAN
PUBLIC COMMENT FORM
OCTOBER 15, 2025

Travis Please Call me (:

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Collinsville, IL 62234
(618) 345-2200
travis.helmkamp@oatesassociates.com

Please print

Name: Becky Smith
Address: 11 S. 484 9eth St
City: Lemont Zip Code: 60439
Telephone Number: 630 207 4943

My comments are:

1. Handicap Parking During Temporary Events
2. Sidewalks in downtown Lemont, Sidewalks taken by tables, Light Poles. no where to Drive my Son's Powerchair to drive Except in the street,
3. Railroad tracks on Stephens street down town very bumpy + my Son's @ wheels get stuck Between Slats.
4. No handicap parking on Front Street and minimal handicap parking every where else down town.

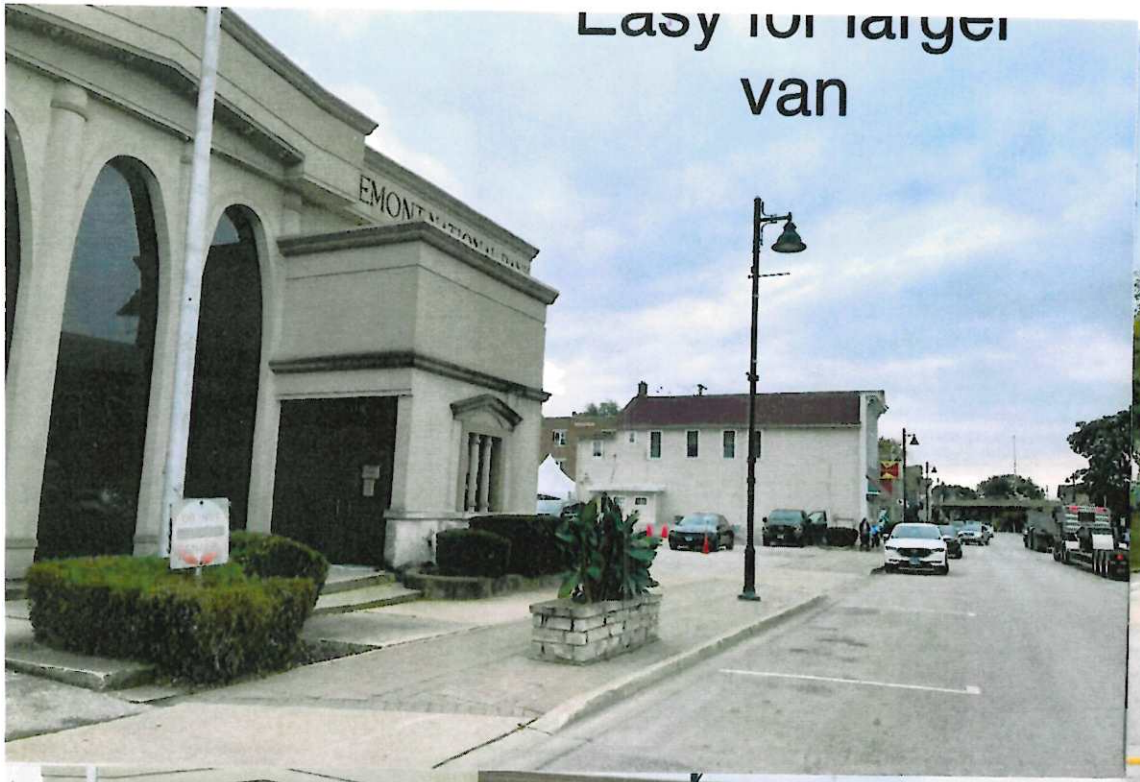
Please use the back of the sheet if more space is needed.


Excellent

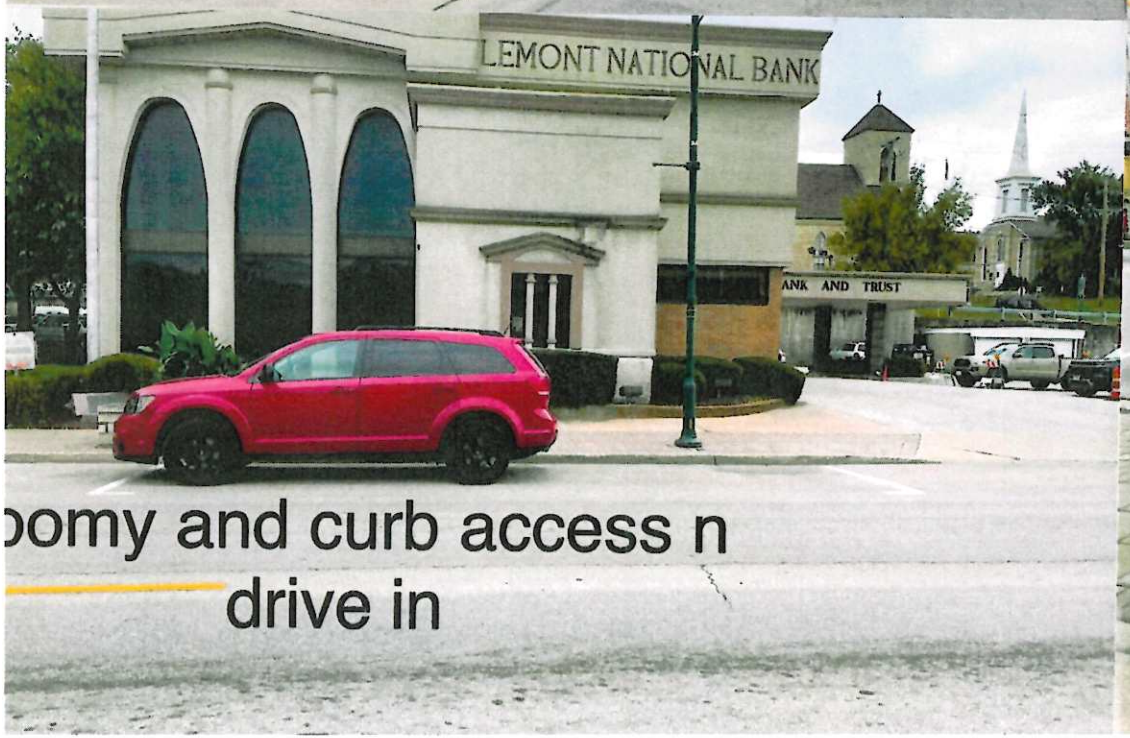

Missing handicap: used to be here


Excellent


No handicapp
PRIVATE PARKING


Easy for larger
van


was a
handicapped
spot. Easy in
easy out
LEMONT NATIONAL BAN


LEMONT NATIONAL BANK
ANK AND TRUST
oomy and curb access n
drive in


From curb
side view

Nearby but is sloped
Perfect! On Main Street going west. What i want back by the bank going east


ADA TRANSITION PLAN

Village-Wide Prioritization Map - Anticipated Likelihood of Pedestrian Traffic

VILLAGE OF LEMONT

Chicago Metropolitan Agency for Planning





VILLAGE OF LEMONT

Chicago Metropolitan Agency for Planning

OATES ASSOCIATES

ADA Transition Plan

Village-Wide Prioritization Map - Physical Condition of Sidewalk Segments and Curb Ramps

2025

N

0 0.5 1 Mi

0 0.75 1.5 Km

Exhibit 5B

Community Survey

Chicago Metropolitan Agency for Planning

VILLAGE OF LEMONT

HELP IMPROVE

OUR COMMUNITY

The Village of Lemont is in the process of creating an Americans with Disabilities Act (ADA) Transition Plan for public sidewalks throughout the village. A critical element of the planning process is gathering feedback on the pedestrian routes and travel habits of our residents. Please fill out this short public engagement survey to tell us about your experiences walking around the village.

Scan for Survey Details:

https://www.surveymonkey.com/r/LemontADA



Email questions to: lemontada@oatesassociates.com

Public Engagement Survey

The Village of Lemont is in the process of creating an Americans with Disabilities Act (ADA) Transition Plan related to sidewalk and curb ramp facilities along roadways and streets throughout the village. The plan is mandated by Title II of the ADA passed into law on July 26, 1990, for every public entity with over fifty (50) employees. The plan will provide guidance on future construction needs to make the Village accessible to all residents. The Public Engagement Survey is intended to get public input on the pedestrian routes and travel habits of our residents and visitors. Please answer based on your experiences and challenges you face when traveling around the village. The data generated by this survey will be used to identify priority routes and gain a better understanding of what barriers to access impact users' ability to walk/roll around the village.

Please complete the form and either drop it off at Village Hall or mail to:

Village Hall
418 Main Street
Village of Lemont, IL 60439
Phone: (630) 257-1550
. Email: lemontada@oatesassociates.com

1. Which of the following statements apply to you? (Select all that apply and mark with an X)

   _____ I am a resident in the Village of Lemont
   _____ I am a property owner in the Village of Lemont
   _____ I work in the Village of Lemont
   _____ I frequently visit Village of Lemont businesses for entertainment, goods or services
   _____ I frequently visit Lemont for recreational use (local parks, Forest Preserves)

2. What is your age? (Select one and mark with an X)

   _____ Under 18 years
   _____ 18 to 35 years
   _____ 36 to 65 years
   _____ 66 to 80 years
   _____ 80+ years

Public Engagement Survey Continued

3. Do you or does any person living in your home have any of the following disabilities that affect traveling on sidewalks? (Select all that apply and mark with an X)

   _____ Physical disability (e.g., mobility impairment, use of cane)
   _____ Limb loss/difference
   _____ Visual impairment (e.g., blindness, low vision)
   _____ Hearing impairment (e.g., deafness, hard of hearing)
   _____ Cognitive or learning disability (e.g., dyslexia, ADHD)
   _____ Mental health condition (e.g., anxiety, depression, PTSD)
   _____ Speech or communication difficulty
   _____ Chronic illness (e.g., diabetes, multiple sclerosis, cardio-pulmonary)
   _____ Developmental disability (e.g., Down syndrome, cerebral palsy)
   _____ None
   _____ Other (please specify) _____

4. Are you a caregiver for anyone who has one or another of the following disabilities that affect traveling on sidewalks? (Select all that apply and mark with an X)

   _____ Physical disability (e.g., mobility impairment, use of cane)
   _____ Limb loss/difference
   _____ Visual impairment (e.g., blindness, low vision)
   _____ Hearing impairment (e.g., deafness, hard of hearing)
   _____ Cognitive or learning disability (e.g., dyslexia, ADHD)
   _____ Mental health condition (e.g., anxiety, depression, PTSD)
   _____ Speech or communication difficulty
   _____ Chronic illness (e.g., diabetes, multiple sclerosis, cardio-pulmonary)
   _____ Developmental disability (e.g., Down syndrome, cerebral palsy)
   _____ None
   _____ Other (please specify) _____

5. If you use a device or the assistance of a caregiver to get around, please tell us what that device is and/or what the caregiver does to assist you:

   _____

6. What is your primary mode of transportation? (Select one and mark with an X)

   _____ Personal Vehicle (Car / Van)
   _____ Public Transportation (Pace bus / Metra / Township bus service)
   _____ Uber / Rideshare
   _____ Bicycle
   _____ Walking/ Wheeling

Public Engagement Survey Continued

7. What is your secondary mode of transportation? (Select one and mark with an X)

    ____ Personal Vehicle (Car / Van)
    ____ Public Transportation (Pace bus / Metra / Township bus service)
    ____ Uber / Rideshare
    ____ Bicycle
    ____ Walking/ Wheeling

8. How often do you use Village sidewalks? (Select one and mark with an X)

    ____ Daily
    ____ A few times a week
    ____ Weekly
    ____ Monthly
    ____ Never

9. Which of the following best describes the primary reason that you use Village sidewalks? (Select all that apply and mark with an X)

    ____ To access public transportation (Metra)
    ____ For recreation
    ____ To access Pace Dial-a-Ride and township bus service
    ____ For exercise / health / pleasure
    ____ To access entertainment, goods or services (groceries, errands, etc.)
    ____ Travel to school / church / public facilities (Village Hall, libraries, etc.)
    ____ Travel to work
    ____ To socialize with friends or family
    ____ To obtain medical care
    ____ Other (please specify) _____

10. Does someone in your household use the sidewalk system to travel to and from school (including using the sidewalk to get to the school bus stop)?

    ____ Yes

    ____ No

If yes, please list the school that you / your child attends: _____

Public Engagement Survey Continued

11. Prioritize the following types / locations of the village sidewalks that should be improved first (Rank in order from 1-8 with 1 being the highest priority for future improvements)

    ____ Sidewalks along multi-lane streets (State Street, 127th Street, McCarthy Street)

    ____ Sidewalks along residential streets

    ____ Sidewalk leading to or from schools

    ____ Sidewalk in commercial areas (Downtown Lemont)

    ____ Sidewalk leading to or from village facilities or parks

    ____ Sidewalks leading to Metra station

    ____ Intersections (curb ramps and crosswalks)

    ____ Pedestrian traffic signals at intersections

12. Where do you frequently walk to within the village (e.g., Village Hall, library, Downtown Lemont, Northview Park, Centennial Community Center, Pete's Fresh Market)? Please list three of them that apply. (If you need additional space, please provide additional information on Question 17)

    1. _____

    2. _____

    3. _____

Public Engagement Survey Continued

13. Do you ever travel in a street because the sidewalk is difficult or impossible to use? If so, please describe three locations where you have that problem. (If you need additional space, please provide additional information on Queston 17)

    1. _____

    2. _____

    3. _____

14. What conditions along Village streets / sidewalks affect your walking habits?

    (Rank in order from 1-5 with 1 having the greatest impact on your willingness to walk)

    ____ Proximity to motor vehicles / drivers

    ____ Difficult / unsafe street crossings

    ____ Sidewalks in poor condition

    ____ Missing or difficult curb ramps

    ____ Obstructions

Public Engagement Survey Continued

15. Please complete the following photographic sidewalk evaluation survey. Rank the following obstacles/barriers to access 1 through 6 in order of how the barrier impacts your ability to walk/roll around the village (1 being the barrier that poses the greatest challenge to using the sidewalk network and 6 the least impact on the usability of the sidewalk network). Photographic examples provided below.



_____ Trip Hazards (e.g. uneven sidewalk panels)



_____ Poor Surface Quality (e.g. broken sidewalks)



_____ Obstructions (e.g. utility poles, stairs, etc.)



_____ Steep Cross Slope (e.g. sidewalk is not flat)



_____ Non-Continuous Sidewalks (e.g. sidewalk starts and stops)



_____ Encroachment (e.g. trees, bushes etc.)

Public Engagement Survey Continued

16. Please complete the following photographic curb ramp evaluation survey. Rank the following obstacles/barriers to access 1 through 6 in order of how the barrier impacts your ability to use the curb ramp (1 being the barrier that poses the greatest challenge to using the sidewalk network and 6 the least impact to using the network). Photographic examples provided below.



_____ Obstruction (e.g. utility poles, fire hydrants etc.)



_____ Standing Water/ Debris (e.g. standing water, ice accumulates in winter)



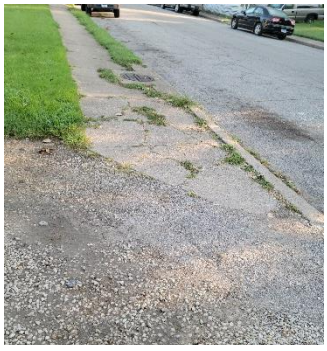
_____ No Curb Ramps (e.g. 6 inch drop off the sidewalk)



_____ No Detectable Warning Panels (e.g. bumps at the bottom of the curb ramp)



_____ Curb Ramp Grades / Stairs



_____ Broken curb ramp (e.g. uneven walking surface)

Public Engagement Survey Continued

17. Please identify any specific difficulties or constraints along the routes you normally take:

18. If you have a disability or travel with someone who has a disability, what accessibility problems have you experienced along the Village's sidewalk and pedestrian facilities?

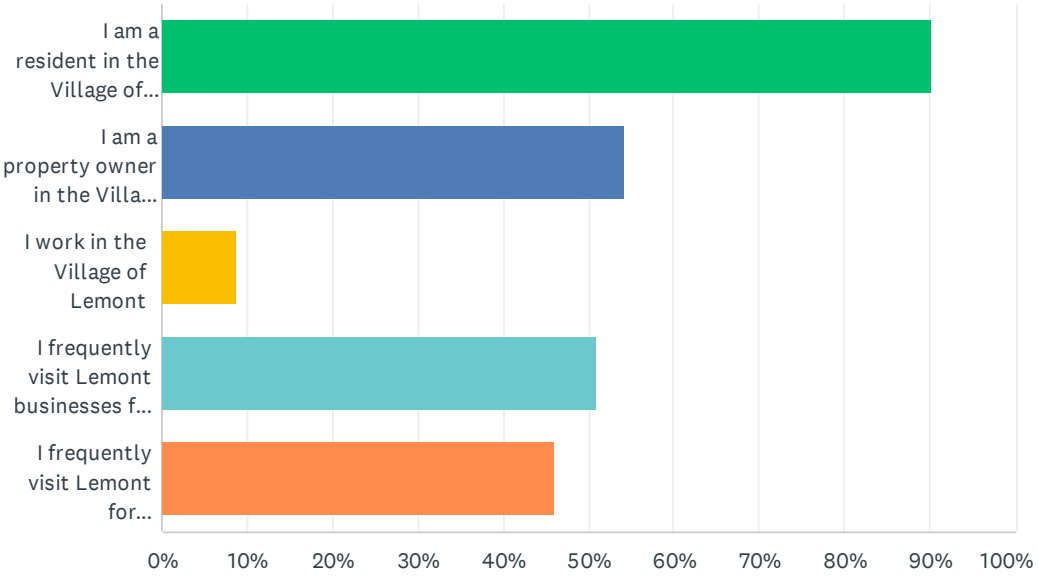
Thank you for your participation!

For more information, contact Jason Berry, Economic & Community Development Director at:
E-mail: JBerry@lemont.il.us
Phone: (630) 257-1550

For assistance filling out the survey, contact Travis Helmkamp, project manager at:
E-mail: travis.helmkamp@oatesassociates.com
Phone: (618)-345-2200

Q1 Which of the following statements apply to you? (Select all that apply)

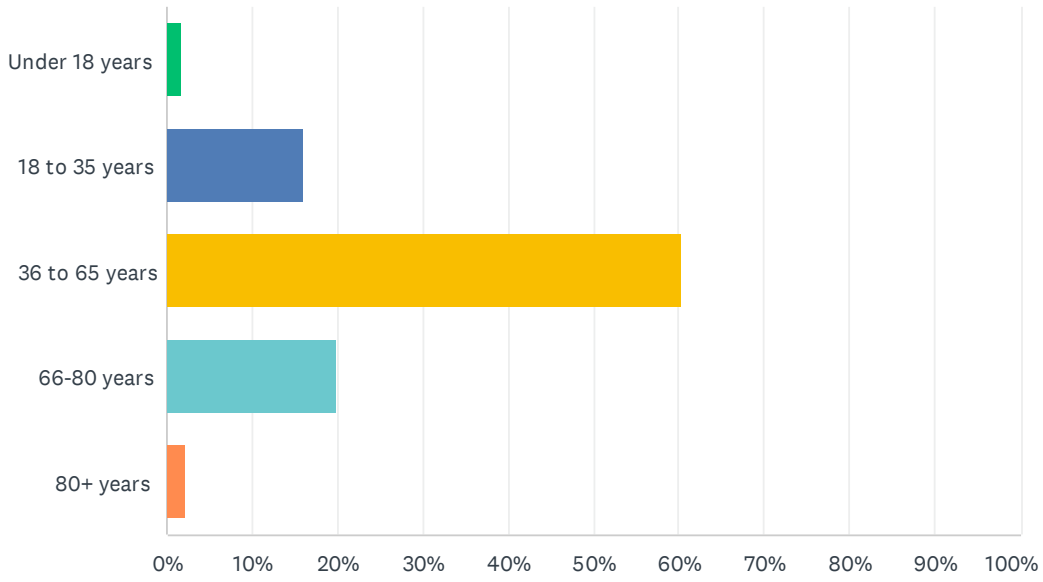
Answered: 501 Skipped: 1



ANSWER CHOICES	RESPONSES	
I am a resident in the Village of Lemont	90.22%	452
I am a property owner in the Village of Lemont	54.09%	271
I work in the Village of Lemont	8.78%	44
I frequently visit Lemont businesses for entertainment, goods or services	50.90%	255
I frequently visit Lemont for recreational use (local parks, Forest Preserves)	46.11%	231
Total Respondents: 501		

Q2 What is your age? (Select One)

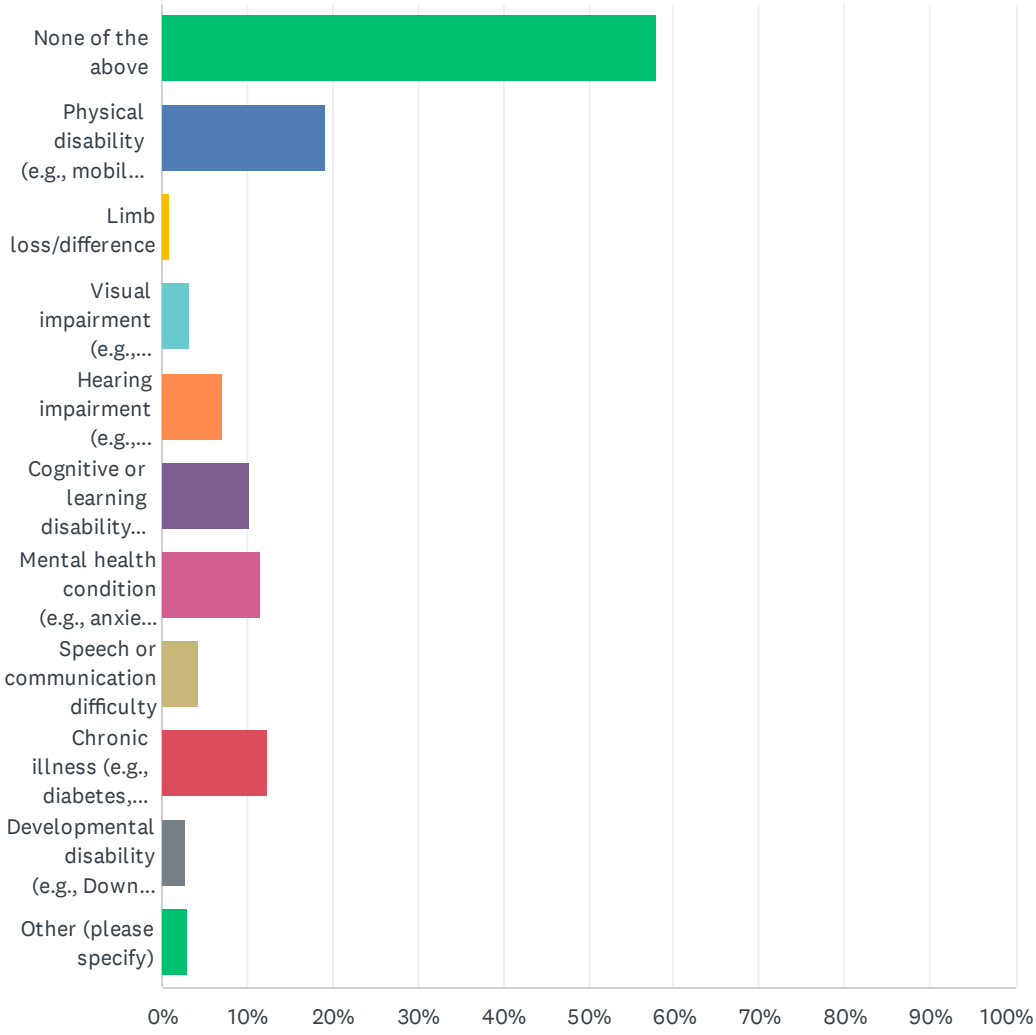
Answered: 501 Skipped: 1



ANSWER CHOICES	RESPONSES	
Under 18 years	1.80%	9
18 to 35 years	15.97%	80
36 to 65 years	60.28%	302
66-80 years	19.76%	99
80+ years	2.20%	11
TOTAL		501

Q3 Do you or does any person living in your home have any of the following disabilities that affect traveling on sidewalks? (Select all that apply)

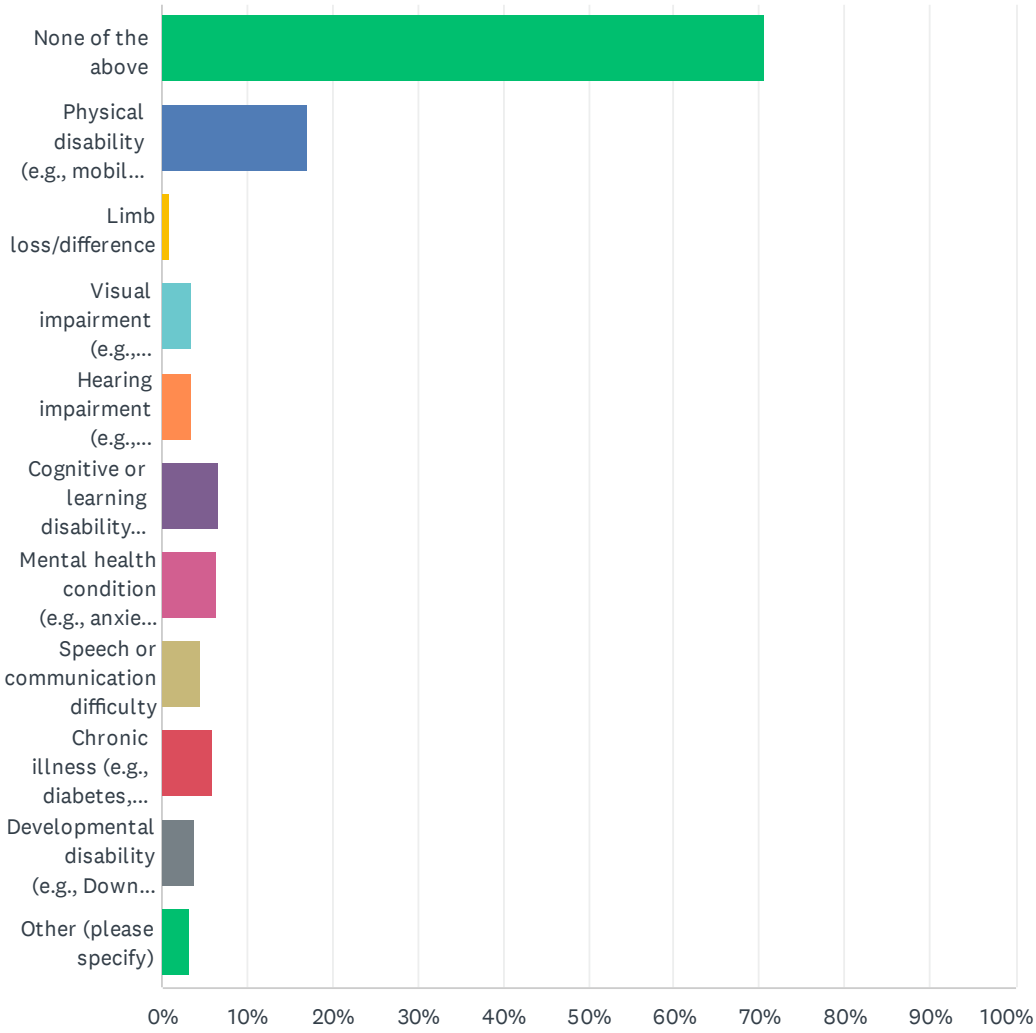
Answered: 486 Skipped: 16



ANSWER CHOICES	RESPONSES	
None of the above	58.02%	282
Physical disability (e.g., mobility impairment, use of cane)	19.14%	93
Limb loss/difference	0.82%	4
Visual impairment (e.g., blindness, low vision)	3.29%	16
Hearing impairment (e.g., deafness, hard of hearing)	7.00%	34
Cognitive or learning disability (e.g., dyslexia, ADHD)	10.29%	50
Mental health condition (e.g., anxiety, depression, PTSD)	11.52%	56
Speech or communication difficulty	4.32%	21
Chronic illness (e.g., diabetes, multiple sclerosis, COPD)	12.35%	60
Developmental disability (e.g., Down syndrome, cerebral palsy)	2.67%	13
Other (please specify)	3.09%	15
Total Respondents: 486		

Q4 Are you a caregiver for anyone who has one or another of the following disabilities that affect traveling on sidewalks? (Select all that apply)

Answered: 461 Skipped: 41



ANSWER CHOICES	RESPONSES	
None of the above	70.50%	325
Physical disability (e.g., mobility impairment, use of cane)	17.14%	79
Limb loss/difference	0.87%	4
Visual impairment (e.g., blindness, low vision)	3.47%	16
Hearing impairment (e.g., deafness, hard of hearing)	3.47%	16
Cognitive or learning disability (e.g., dyslexia, ADHD)	6.51%	30
Mental health condition (e.g., anxiety, depression, PTSD)	6.29%	29
Speech or communication difficulty	4.56%	21
Chronic illness (e.g., diabetes, multiple sclerosis, COPD)	6.07%	28
Developmental disability (e.g., Down syndrome, cerebral palsy)	3.90%	18
Other (please specify)	3.25%	15
Total Respondents: 461		

Q5 If you use a device or the assistance of a caregiver to get around, please tell us what that device is and/or what the caregiver does to assist you:

Answered: 87 Skipped: 415

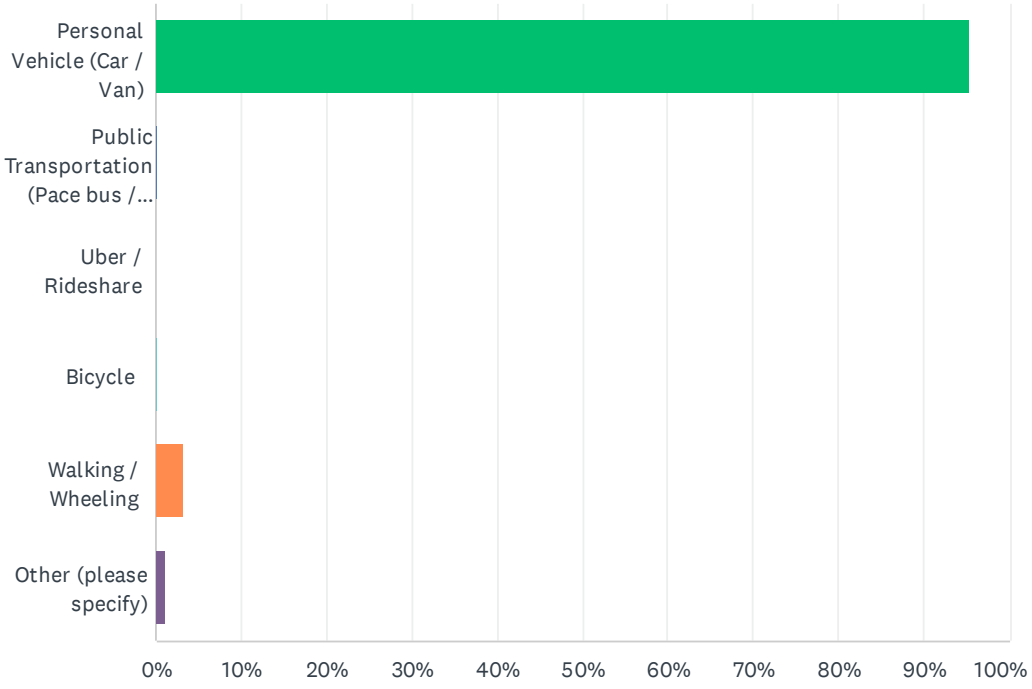
#	RESPONSES	DATE
1	mobile medical scooter	6/20/2025 2:05 PM
2	electric scooter and cane	6/7/2025 6:57 PM
3	mobility scooter and cane	6/1/2025 10:11 AM
4	Power wheelchair/caregiver helps me drive it and drives me	5/30/2025 8:43 AM
5	I use a walker with a ramp entrance to my home. I am unable to take a one step up or down a step without a physical structure to get up or down a step. A "helping hand" cannot support the effort it takes to get up one step.	5/30/2025 1:41 AM
6	I cared for my husband before he passed and it was very difficult getting a handicap spot or a wheelchair around down town Lemont. Now I am unstable walking and it is hard to get around too.	5/29/2025 10:19 PM
7	N/A	5/29/2025 5:41 PM
8	I use anything from a walker, cane or a wheelchair. I also have a rolling medical backpack.	5/28/2025 8:33 AM
9	Wheel chair	5/27/2025 8:28 PM
10	Use a cane to walk. Pushing a baby stroller.	5/27/2025 8:05 PM
11	Cane	5/27/2025 4:14 PM
12	My mom uses a walker or cane.	5/27/2025 3:27 PM
13	Aac	5/27/2025 10:38 AM
14	Walker	5/27/2025 9:08 AM
15	Cane occasionally	5/23/2025 9:42 PM
16	I use a walker/rollator	5/22/2025 8:14 PM
17	walker	5/22/2025 5:11 PM
18	Rolling walker	5/18/2025 12:15 AM
19	Wheelchair	5/16/2025 8:26 AM
20	Walker Someone to assist with walking up and down steps, spotting so individual does not fall, positioning walker so it is available when he gets off the steps or helping if person is walking on uneven surface.	5/8/2025 11:22 PM
21	Cane Walker Wheelchair	5/8/2025 10:19 PM
22	Stroller	5/6/2025 1:50 AM
23	N/A	5/2/2025 3:15 PM
24	Hello	5/1/2025 8:23 PM
25	cane, rolling walker, hearing aid, eye glasses	5/1/2025 6:01 PM
26	n/a	4/30/2025 10:22 AM
27	NA	4/28/2025 11:37 PM

28	Wheelchair. Caregiver Helps transition into wheelchair and then pushes the chair	4/28/2025 2:43 PM
29	Cane, Walker, Rolling Wheel Walker one with chair, one without	4/28/2025 2:02 PM
30	N/A	4/28/2025 12:44 PM
31	wheelchair	4/27/2025 9:11 PM
32	None	4/27/2025 8:16 PM
33	Accessible van	4/27/2025 8:07 PM
34	A wheelchair or arm crutches to get around	4/27/2025 6:32 PM
35	I hold onto her so I don’t fall	4/27/2025 6:16 PM
36	No	4/27/2025 6:09 PM
37	Verbalize instructions, provide comfort in certain situations.	4/27/2025 6:05 PM
38	Wheelchair	4/27/2025 5:48 PM
39	NA	4/27/2025 5:39 PM
40	N/A	4/27/2025 7:54 AM
41	Walker and oxygen tanks	4/27/2025 6:21 AM
42	Cane	4/26/2025 5:53 PM
43	Cane use for my mother	4/26/2025 5:33 PM
44	Rollator /walker	4/26/2025 4:26 PM
45	Crutches	4/26/2025 7:59 AM
46	Waiker	4/25/2025 4:42 PM
47	Push a wheelchair	4/25/2025 8:07 AM
48	Not applicable	4/25/2025 7:59 AM
49	Special leg braces due to nerve damage in legs	4/25/2025 4:02 AM
50	Stroller	4/24/2025 11:02 PM
51	Strollers and bikes/scooters for babies and kids who can't walk safely on their own!	4/24/2025 9:48 PM
52	N/A	4/24/2025 9:02 PM
53	Hearing aid	4/24/2025 8:35 PM
54	Cane/walker	4/24/2025 7:04 PM
55	I use a walker after a stroke. My daughter lost a limb after cancer at 14.	4/24/2025 6:51 PM
56	n/a	4/24/2025 1:16 PM
57	I use a cane due to being legally blind.	4/24/2025 11:42 AM
58	Wheelchair/ mobility van	4/24/2025 11:20 AM
59	Hearing aids	4/24/2025 11:00 AM
60	Rolling walker with seat	4/24/2025 10:29 AM
61	N/A	4/24/2025 10:08 AM
62	Stroller	4/24/2025 9:42 AM
63	Wheelchair	4/24/2025 9:15 AM
64	N/A	4/24/2025 7:33 AM
65	Stretcher	4/24/2025 5:23 AM

66	Cane, walker, wheel chair	4/23/2025 10:02 PM
67	walker, cane, wheelchair	4/7/2025 8:30 PM
68	Wheel chair & ramp	4/4/2025 5:12 PM
69	Power wheelchair	4/3/2025 6:35 PM
70	Baby in stroller	4/3/2025 12:21 PM
71	I use a stroller to transport our children who don't yet speak	4/3/2025 11:36 AM
72	I as the caregiver helped disabled person walk, stand, and prevented them from falling.	4/3/2025 9:17 AM
73	Wheelchair	4/3/2025 6:42 AM
74	Electric wheel chair	4/2/2025 10:10 PM
75	Wheelchair	4/2/2025 7:18 PM
76	None	4/2/2025 6:49 PM
77	Wheelchair	4/2/2025 6:35 PM
78	Microphone/Cochlear Implant	3/7/2025 3:09 PM
79	cane	3/6/2025 2:10 PM
80	Walker	3/6/2025 1:24 PM
81	Wheelchair	3/6/2025 7:22 AM
82	NA	3/6/2025 6:09 AM
83	I use a cane and manual wheelchair. My caregiver will assist with an arm for stability when I am using a cane or push the wheelchair as sidewalks are often uneven or slanted.	3/5/2025 10:48 PM
84	Walker	3/5/2025 7:52 PM
85	My dad used a power wheelchair. My daughter has autoimmune diseases they sometimes impacts her mobility. When necessary she parks in handicap parking and uses a cane.	3/5/2025 7:33 PM
86	Cane or walker	3/5/2025 6:57 PM
87	wheelchair	2/25/2025 2:07 PM

Q6 What is your primary mode of transportation? (Select One)

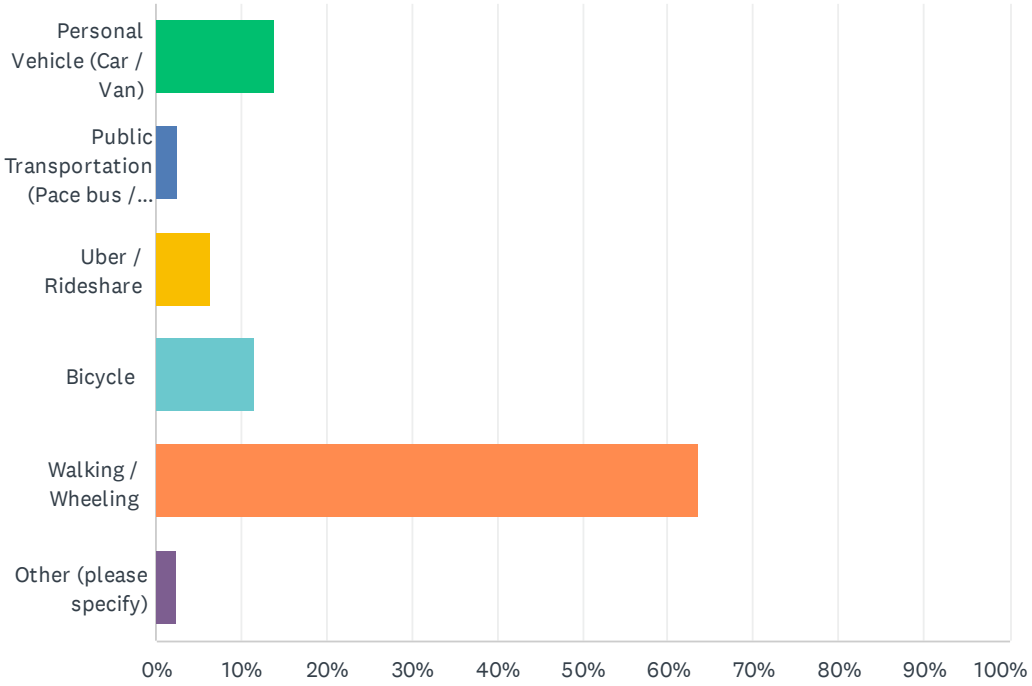
Answered: 491 Skipped: 11



ANSWER CHOICES	RESPONSES	
Personal Vehicle (Car / Van)	95.32%	468
Public Transportation (Pace bus / Metra / Township bus service)	0.20%	1
Uber / Rideshare	0.00%	0
Bicycle	0.20%	1
Walking / Wheeling	3.26%	16
Other (please specify)	1.02%	5
TOTAL		491

Q7 What is your secondary mode of transportation? (Select One)

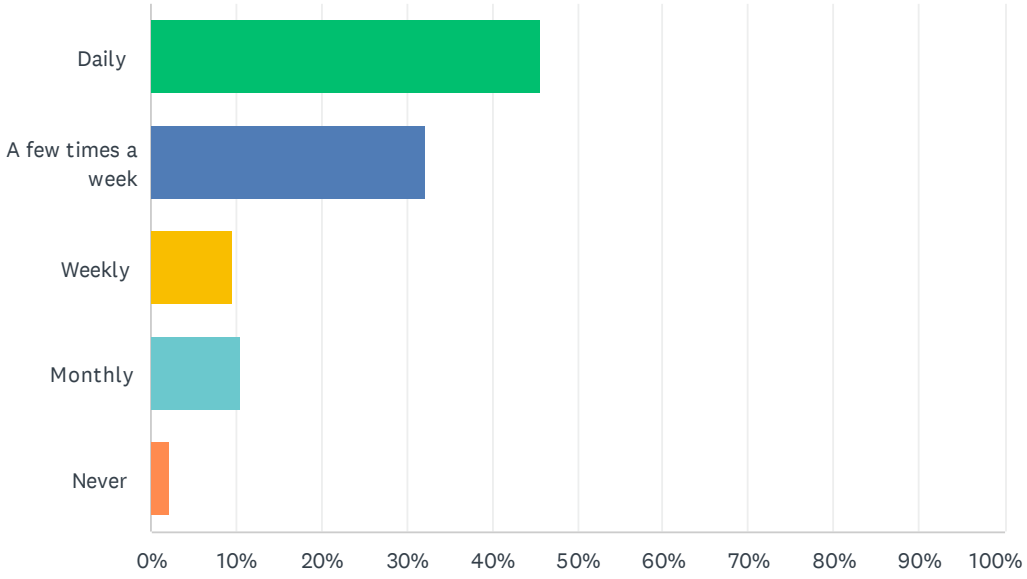
Answered: 476 Skipped: 26



ANSWER CHOICES	RESPONSES	
Personal Vehicle (Car / Van)	13.87%	66
Public Transportation (Pace bus / Metra / Township bus service)	2.52%	12
Uber / Rideshare	6.30%	30
Bicycle	11.55%	55
Walking / Wheeling	63.45%	302
Other (please specify)	2.31%	11
TOTAL		476

Q8 How often do you use city sidewalks? (Select One)

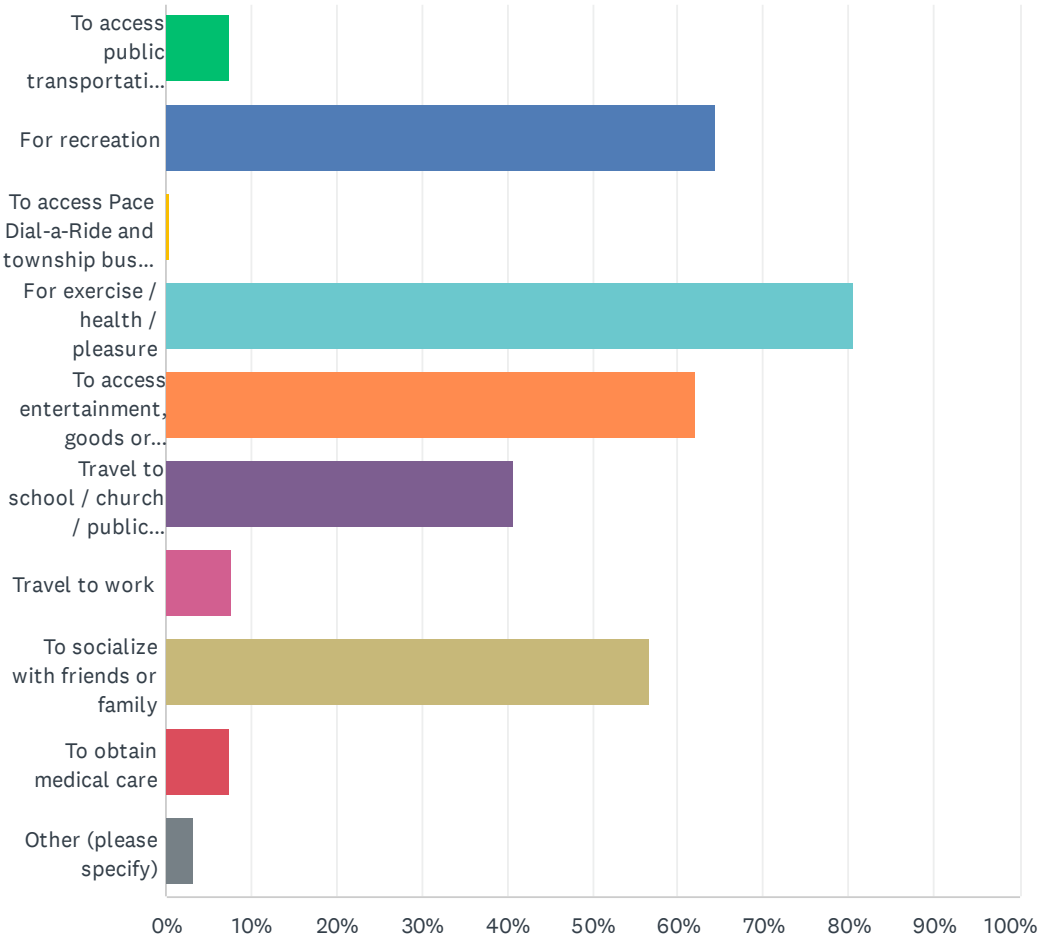
Answered: 375 Skipped: 127



ANSWER CHOICES	RESPONSES	
Daily	45.60%	171
A few times a week	32.27%	121
Weekly	9.60%	36
Monthly	10.40%	39
Never	2.13%	8
TOTAL		375

Q9 Which of the following best describes the primary reason that you use Village sidewalks? (Select all that apply)

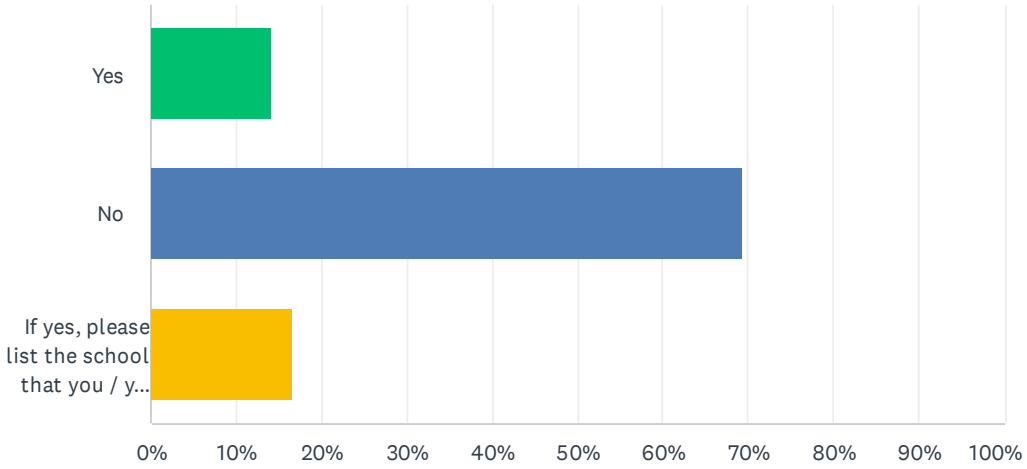
Answered: 376 Skipped: 126



ANSWER CHOICES	RESPONSES	
To access public transportation (Metra)	7.45%	28
For recreation	64.36%	242
To access Pace Dial-a-Ride and township bus service	0.53%	2
For exercise / health / pleasure	80.59%	303
To access entertainment, goods or services (groceries, errands, etc.)	61.97%	233
Travel to school / church / public facilities (Village Hall, libraries, etc.)	40.69%	153
Travel to work	7.71%	29
To socialize with friends or family	56.65%	213
To obtain medical care	7.45%	28
Other (please specify)	3.19%	12
Total Respondents: 376		

Q10 Does someone in your household use the sidewalk system to travel to and from school (including using the sidewalk to get to the school bus stop)?

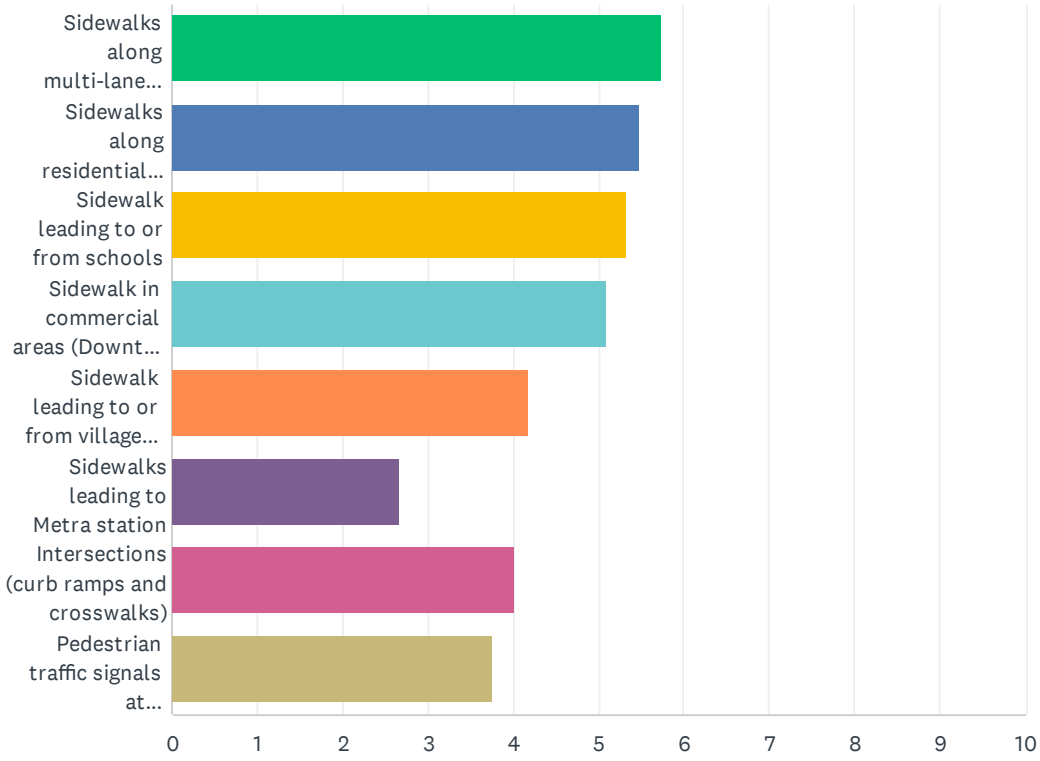
Answered: 375 Skipped: 127



ANSWER CHOICES	RESPONSES	
Yes	14.13%	53
No	69.33%	260
If yes, please list the school that you / your child attends:	16.53%	62
TOTAL		375

Q11 Prioritize the following types / locations of the village sidewalks that should be improved first (Rank in order from 1-8 with 1 being the highest priority for future improvements.)

Answered: 373 Skipped: 129



	1	2	3	4	5	6	7	8	TOTAL	SCORE
Sidewalks along multi-lane streets (State Street, 127th Street, McCarthy Street)	29.17% 105	21.67% 78	11.67% 42	10.56% 38	6.67% 24	6.11% 22	5.83% 21	8.33% 30	360	5.73
Sidewalks along residential streets	26.92% 98	14.84% 54	14.29% 52	12.36% 45	8.52% 31	8.79% 32	5.49% 20	8.79% 32	364	5.47
Sidewalk leading to or from schools	15.60% 56	19.22% 69	19.78% 71	13.93% 50	11.14% 40	6.69% 24	8.08% 29	5.57% 20	359	5.34
Sidewalk in commercial areas (Downtown Lemont)	15.70% 57	11.02% 40	17.91% 65	18.18% 66	13.77% 50	9.92% 36	10.19% 37	3.31% 12	363	5.10
Sidewalk leading to or from village facilities or parks	2.50% 9	9.17% 33	11.11% 40	17.78% 64	22.22% 80	21.11% 76	10.00% 36	6.11% 22	360	4.18
Sidewalks leading to Metra station	0.83% 3	2.77% 10	4.99% 18	6.37% 23	10.53% 38	20.50% 74	21.33% 77	32.69% 118	361	2.67
Intersections (curb ramps and crosswalks)	4.96% 18	13.22% 48	9.92% 36	10.19% 37	14.05% 51	15.70% 57	23.14% 84	8.82% 32	363	4.01
Pedestrian traffic signals at intersections	6.91% 25	9.12% 33	11.05% 40	11.33% 41	11.88% 43	10.50% 38	14.64% 53	24.59% 89	362	3.75

Q12 Where do you frequently walk to within the village (e.g., Village Hall, library, Downtown Lemont, Northview Park, Centennial Community Center, Pete's Fresh Market)? Please list three of them that apply. (If you need additional space, please provide additional information on Question 17.)

Answered: 330 Skipped: 172

ANSWER CHOICES	RESPONSES	
1.	100.00%	330
2.	90.00%	297
3.	76.97%	254

#	1.	DATE
1	Downtown	10/16/2025 2:42 PM
2	Wooden paddle intersection	10/16/2025 7:14 AM
3	Downtown Lemont	10/15/2025 3:03 PM
4	Downtown Lemont	9/27/2025 8:25 PM
5	Main	6/24/2025 3:49 PM
6	united methodist church	6/20/2025 2:10 PM
7	United Methodist Church	6/7/2025 7:01 PM
8	library	6/1/2025 4:15 PM
9	library	6/1/2025 10:15 AM
10	Petes	5/31/2025 10:02 PM
11	Centennial community center	5/30/2025 10:15 AM
12	downtown	5/30/2025 6:43 AM
13	When I was able to walk... I would walk to Church	5/30/2025 2:33 AM
14	Downtown	5/30/2025 12:12 AM
15	Downtown	5/29/2025 10:23 PM
16	Freehauf Street between State and Hillview needs to be a priority!	5/29/2025 5:55 PM
17	Downtown Lemont	5/29/2025 5:44 PM
18	Residential neighborhood	5/28/2025 7:28 PM
19	My neighborhood	5/28/2025 3:01 PM
20	Park District	5/28/2025 12:48 PM
21	Saint Patrick's church	5/28/2025 11:43 AM
22	Downtown	5/28/2025 8:40 AM
23	Library	5/28/2025 6:15 AM
24	Downtown Lemont	5/28/2025 6:05 AM
25	Downtown Lemont	5/27/2025 10:59 PM

26	Near schools	5/27/2025 10:40 PM
27	Downtown	5/27/2025 9:57 PM
28	Pete’s	5/27/2025 9:33 PM
29	Downtown Lemont	5/27/2025 9:09 PM
30	On Freehauf street	5/27/2025 9:05 PM
31	Downtown Lemont	5/27/2025 8:35 PM
32	Post office	5/27/2025 8:15 PM
33	Downtown lemont	5/27/2025 8:01 PM
34	Centennial/ 127th	5/27/2025 7:54 PM
35	Downtown	5/27/2025 6:23 PM
36	Short Street X State Street	5/27/2025 4:16 PM
37	Walgreens	5/27/2025 4:08 PM
38	Northview Park	5/27/2025 4:00 PM
39	Pete's Fresh Market	5/27/2025 3:29 PM
40	113a and 210 Schools	5/27/2025 12:25 PM
41	Downtown ,	5/27/2025 10:37 AM
42	Downtown Lemont	5/27/2025 10:17 AM
43	northview park	5/27/2025 10:01 AM
44	Northview Park	5/27/2025 9:41 AM
45	Walgreens	5/25/2025 8:11 AM
46	N/A	5/25/2025 7:50 AM
47	Downtown Lemont	5/24/2025 8:41 PM
48	Downtown lemont	5/23/2025 9:50 PM
49	Downtown Lemont	5/23/2025 8:11 PM
50	To / From Pete’s walking Down Keepataw	5/23/2025 6:09 PM
51	Pete’s	5/23/2025 5:27 PM
52	Downtown	5/23/2025 7:42 AM
53	Downtown Lemont	5/22/2025 8:17 PM
54	200 and 300 block of Freehauf St. in Lemont	5/21/2025 2:36 PM
55	Pete's Fresh Market	5/16/2025 8:32 AM
56	Along Freehauf street from State street to McCarthy.	5/16/2025 12:12 AM
57	Downtown Lemont	5/15/2025 9:36 PM
58	Pete's	5/14/2025 5:01 PM
59	St. Al’s Church	5/12/2025 3:54 PM
60	The Core	5/11/2025 6:55 PM
61	Library	5/8/2025 10:24 PM
62	127st west of archer	5/8/2025 6:05 PM
63	Park District/Fitness Center	5/8/2025 5:44 PM

64	Center	5/8/2025 5:09 PM
65	downtown Lemont	5/8/2025 2:46 PM
66	jewel	5/6/2025 12:16 PM
67	Downtown	5/6/2025 5:14 AM
68	Downtown Lemont	5/6/2025 1:58 AM
69	Downtown Lemont	5/5/2025 1:07 PM
70	Pete's Fresh Market	5/5/2025 12:10 PM
71	Downtown	5/4/2025 11:41 PM
72	Downtown Lemont	5/4/2025 11:14 PM
73	Centennial Community Center	5/4/2025 10:40 AM
74	Downtown Lemont	5/3/2025 8:21 AM
75	Downtown Lemont	5/2/2025 3:25 PM
76	Library	5/2/2025 12:54 PM
77	Downtown Lemont	5/2/2025 8:03 AM
78	Virginia Reed Park	5/1/2025 10:53 PM
79	Downtown Lemont	5/1/2025 9:52 PM
80	Downtown	5/1/2025 8:31 PM
81	Around my house/block	5/1/2025 6:25 PM
82	Jewel	5/1/2025 6:08 PM
83	The Core	5/1/2025 5:23 PM
84	Downtown	5/1/2025 5:19 PM
85	Centenial Community Center	4/30/2025 1:44 PM
86	TLE Lemont	4/30/2025 12:57 PM
87	downtown area - Canal, Stephen, Main St	4/30/2025 10:48 AM
88	walgreens	4/30/2025 9:55 AM
89	From 127th to Downtown Lemont	4/29/2025 9:19 PM
90	Northview park	4/29/2025 12:17 PM
91	Downtown Lemont	4/29/2025 11:38 AM
92	On residential streets	4/29/2025 9:05 AM
93	Downtown Lemont	4/29/2025 8:37 AM
94	127th St.	4/29/2025 8:23 AM
95	Post office	4/29/2025 8:12 AM
96	Downtown	4/29/2025 7:45 AM
97	Oakwood School	4/28/2025 11:50 PM
98	The Core	4/28/2025 8:31 PM
99	Virginia Reed Park	4/28/2025 7:56 PM
100	Downtown	4/28/2025 6:59 PM
101	Downtown Lemont	4/28/2025 5:02 PM

102	Downtown Lemont	4/28/2025 2:55 PM
103	Library	4/28/2025 2:50 PM
104	Jewel/Pete's Market	4/28/2025 2:10 PM
105	Downtown Lemont	4/28/2025 12:53 PM
106	Downtown	4/28/2025 12:47 PM
107	Subdivision- rolling meadows	4/28/2025 12:05 PM
108	Train Park	4/28/2025 11:06 AM
109	Downtown	4/28/2025 10:09 AM
110	Downtown Lemont	4/28/2025 10:03 AM
111	Cenntennial Community Center	4/28/2025 9:49 AM
112	downtown area	4/28/2025 9:42 AM
113	Library	4/28/2025 8:42 AM
114	downtown	4/28/2025 8:21 AM
115	Downtown Lemont	4/28/2025 8:21 AM
116	Neighborhood across from St alphonsus	4/28/2025 8:17 AM
117	Metra Station	4/28/2025 8:12 AM
118	Centennial	4/28/2025 7:42 AM
119	Starbucks	4/28/2025 7:29 AM
120	Downtown Lemont	4/28/2025 7:26 AM
121	Downtown lemont	4/28/2025 7:09 AM
122	Core	4/28/2025 6:33 AM
123	Downtown	4/28/2025 5:57 AM
124	Celinas	4/28/2025 5:10 AM
125	Centennial Park	4/28/2025 1:47 AM
126	Pete’s	4/27/2025 10:07 PM
127	Neighborhood	4/27/2025 9:31 PM
128	Downtown Lemont	4/27/2025 9:15 PM
129	Centennial campus	4/27/2025 9:08 PM
130	Park District Facilities	4/27/2025 9:05 PM
131	Centennial Park	4/27/2025 8:42 PM
132	downtown lemont	4/27/2025 8:37 PM
133	Downtown Lemont	4/27/2025 8:34 PM
134	library	4/27/2025 8:34 PM
135	Library	4/27/2025 8:25 PM
136	Library	4/27/2025 8:22 PM
137	core	4/27/2025 8:11 PM
138	Downtown Lemont for car shows & park district activity	4/27/2025 7:45 PM
139	Library	4/27/2025 7:37 PM

140	Library	4/27/2025 7:30 PM
141	Lemont park core	4/27/2025 7:26 PM
142	Subdivision	4/27/2025 6:55 PM
143	Downtown lemont	4/27/2025 6:55 PM
144	ACE HARDWARE STORE	4/27/2025 6:48 PM
145	Pete’s/jewel	4/27/2025 6:44 PM
146	Need to eliminate light poles in middle of sidewalks by chase bank	4/27/2025 6:44 PM
147	Petes Fresh Market	4/27/2025 6:43 PM
148	Library	4/27/2025 6:42 PM
149	Downtown	4/27/2025 6:42 PM
150	Centennial Community Center	4/27/2025 6:39 PM
151	Downtown Lemont	4/27/2025 6:31 PM
152	Downtown	4/27/2025 6:29 PM
153	Downtown lemont	4/27/2025 6:25 PM
154	Jewel	4/27/2025 6:21 PM
155	Neighbor hood for walking - 127th street	4/27/2025 6:15 PM
156	Downtown	4/27/2025 6:12 PM
157	The Core	4/27/2025 6:10 PM
158	Downtown Lemont	4/27/2025 5:58 PM
159	Northview park	4/27/2025 5:56 PM
160	Centennial	4/27/2025 5:56 PM
161	Along 127th st	4/27/2025 5:44 PM
162	downtown Lemont	4/27/2025 5:42 PM
163	Downtown Lemont	4/27/2025 5:39 PM
164	Library	4/27/2025 5:37 PM
165	Downtown Lemont	4/27/2025 8:48 AM
166	Parks	4/27/2025 7:58 AM
167	Downtown Lemont	4/27/2025 7:25 AM
168	Village Hall	4/27/2025 6:26 AM
169	Covington Knolls and surrounding for exercise	4/26/2025 12:59 PM
170	Downtown Lemont	4/26/2025 9:11 AM
171	Centennial community center	4/26/2025 8:06 AM
172	Lemont down town	4/25/2025 6:38 PM
173	Library	4/25/2025 6:19 PM
174	I walk subdivision for daily exercise	4/25/2025 5:40 PM
175	Pete's Fresh Market	4/25/2025 5:27 PM
176	Downtown Lemont	4/25/2025 4:54 PM
177	Village Hall	4/25/2025 4:48 PM

178	library	4/25/2025 3:18 PM
179	Downtown lemont	4/25/2025 2:41 PM
180	Downtown Lemont	4/25/2025 2:34 PM
181	Downtown Lemont	4/25/2025 1:30 PM
182	Library	4/25/2025 11:41 AM
183	Downtown lemont	4/25/2025 8:26 AM
184	Aldi	4/25/2025 6:57 AM
185	Downtown	4/25/2025 4:12 AM
186	Magic nails	4/24/2025 11:07 PM
187	Creamery	4/24/2025 11:06 PM
188	Rolling Meadow Park	4/24/2025 9:55 PM
189	Downtown lemont	4/24/2025 9:25 PM
190	Downtown Lemont	4/24/2025 9:07 PM
191	Township Community centet	4/24/2025 9:07 PM
192	Centennial community center	4/24/2025 8:36 PM
193	community center	4/24/2025 8:24 PM
194	Downtown Lemont	4/24/2025 8:12 PM
195	Downtown	4/24/2025 7:08 PM
196	Downtown Lemont	4/24/2025 6:58 PM
197	Around my neighborhood	4/24/2025 6:31 PM
198	Park district	4/24/2025 6:21 PM
199	Downtown Lemont	4/24/2025 3:16 PM
200	Downtown	4/24/2025 2:48 PM
201	Library	4/24/2025 1:25 PM
202	Library	4/24/2025 11:53 AM
203	Northview Park	4/24/2025 11:49 AM
204	Downtown Lemont	4/24/2025 11:49 AM
205	West of State Street	4/24/2025 11:42 AM
206	Downtown lemont	4/24/2025 11:39 AM
207	All	4/24/2025 11:34 AM
208	Downtown lemont	4/24/2025 11:20 AM
209	Downtown area	4/24/2025 11:07 AM
210	Downtown Lemont	4/24/2025 11:02 AM
211	Downtown lemont	4/24/2025 10:48 AM
212	Downtown Lemont	4/24/2025 10:37 AM
213	Downtown Lemont	4/24/2025 10:33 AM
214	Metra Station	4/24/2025 10:20 AM
215	Downtown Lemont	4/24/2025 10:17 AM

216	Gleneagles Park	4/24/2025 10:12 AM
217	Library	4/24/2025 9:52 AM
218	Park district	4/24/2025 9:28 AM
219	Homer Glen shopping	4/24/2025 8:33 AM
220	Central school	4/24/2025 8:10 AM
221	Downtown areas	4/24/2025 7:52 AM
222	Northview Park	4/24/2025 7:49 AM
223	Around the schools	4/24/2025 7:35 AM
224	Downtown	4/24/2025 7:30 AM
225	School	4/24/2025 7:05 AM
226	Centennial Community Center	4/24/2025 5:31 AM
227	Diwntown	4/24/2025 5:27 AM
228	Village Hall	4/24/2025 5:08 AM
229	Library	4/24/2025 4:49 AM
230	AIdi	4/23/2025 11:59 PM
231	Library	4/23/2025 11:54 PM
232	Library	4/23/2025 11:43 PM
233	Downtown Lemont	4/23/2025 11:06 PM
234	Between oakwood and central	4/23/2025 11:05 PM
235	Petes	4/23/2025 10:47 PM
236	Downtown	4/23/2025 10:46 PM
237	Park district	4/23/2025 10:30 PM
238	Library	4/23/2025 10:16 PM
239	Downtown Lemont	4/23/2025 10:12 PM
240	Downtown Lemont	4/23/2025 10:11 PM
241	Downtown Lemont	4/23/2025 10:10 PM
242	Virginia Reed Park	4/23/2025 10:09 PM
243	Downtown Lemont	4/23/2025 10:07 PM
244	Wooden Paddle	4/23/2025 10:05 PM
245	North view park	4/23/2025 10:03 PM
246	Centennial	4/23/2025 10:03 PM
247	In my neighborhood	4/23/2025 10:01 PM
248	Downtown to the trials	4/23/2025 9:58 PM
249	Library	4/17/2025 7:39 AM
250	residential	4/7/2025 8:34 PM
251	Downtown Lemont	4/6/2025 5:45 PM
252	Downtown lemont	4/6/2025 5:43 PM
253	Downtown	4/6/2025 10:41 AM

254	Pete’s Fresh Market (and everything in that plaza)	4/6/2025 10:12 AM
255	East of McCarthy	4/5/2025 1:07 PM
256	Downtown Lemont	4/3/2025 9:15 PM
257	Downtown restaurants	4/3/2025 4:15 PM
258	Virginia reed park	4/3/2025 12:45 PM
259	Downtown Lemont	4/3/2025 11:42 AM
260	Downtown Lemont	4/3/2025 9:23 AM
261	The plaza with Ace Hardware and Petes	4/3/2025 7:20 AM
262	Downtown Lemont, Aldi’s plaza	4/3/2025 6:52 AM
263	River valley	4/3/2025 4:22 AM
264	Downtown Lemont	4/3/2025 12:04 AM
265	Perimeter of village but there aren’t always sidewalks	4/2/2025 10:17 PM
266	Downtown lemont	4/2/2025 9:44 PM
267	Downtown	4/2/2025 9:41 PM
268	Downtown Lemont Businesses via the centennial trail	4/2/2025 8:34 PM
269	Library	4/2/2025 8:13 PM
270	Around the neighborhoods	4/2/2025 8:11 PM
271	Bambrick Park	4/2/2025 8:10 PM
272	Jewel	4/2/2025 7:33 PM
273	Northview Park	4/2/2025 7:30 PM
274	Downtown Lemont	4/2/2025 7:22 PM
275	127th street	4/2/2025 7:19 PM
276	The CORE	4/2/2025 7:12 PM
277	Downtown Lemont	4/2/2025 6:57 PM
278	Centennial	4/2/2025 6:56 PM
279	Library	4/2/2025 6:40 PM
280	High school	4/2/2025 6:37 PM
281	Hillview dr	4/2/2025 6:33 PM
282	Downtown Lemont	3/18/2025 2:19 PM
283	Core	3/11/2025 7:48 PM
284	The Core	3/11/2025 1:28 PM
285	Down Warner to Cass to Lockport to New Ave/ Main St.	3/11/2025 9:25 AM
286	Along 127th street to old quarry and the core	3/10/2025 10:54 PM
287	River Valley school	3/10/2025 9:09 PM
288	Rustic knead	3/10/2025 8:50 PM
289	Centennial community center	3/10/2025 2:59 PM
290	Downtown Lemont	3/10/2025 1:51 PM
291	Downtown Lemont	3/10/2025 12:20 PM

292	Schools	3/10/2025 12:04 PM
293	Downtown lemont	3/7/2025 4:38 PM
294	Lemont High School	3/7/2025 10:40 AM
295	Library	3/6/2025 8:11 PM
296	Downtown Lemont	3/6/2025 2:13 PM
297	127th - Archer to Park District	3/6/2025 1:42 PM
298	Downtown Lemont	3/6/2025 1:30 PM
299	Northview park	3/6/2025 1:24 PM
300	Playgrounds/parks	3/6/2025 12:54 PM
301	Pete's Fresh Market	3/6/2025 12:48 PM
302	Community center	3/6/2025 9:40 AM
303	centennial/core	3/6/2025 8:16 AM
304	North view park	3/6/2025 8:04 AM
305	Library	3/6/2025 7:25 AM
306	From East Street to Oakwood School (we don’t qualify for bus service)	3/6/2025 6:23 AM
307	Library	3/5/2025 11:07 PM
308	Downtown Lemont	3/5/2025 9:16 PM
309	Downtown Lemont	3/5/2025 8:57 PM
310	Around Lemont High School	3/5/2025 8:54 PM
311	aldi and tap house strip mall	3/5/2025 8:28 PM
312	Neighborhoods	3/5/2025 8:27 PM
313	Lemont HS	3/5/2025 8:16 PM
314	Home (Wexford Dr) to North view Park	3/5/2025 8:08 PM
315	From my home to downtown Lemont	3/5/2025 7:47 PM
316	Pete's Fresh Market	3/5/2025 7:37 PM
317	Starbucks	3/5/2025 7:15 PM
318	Library	3/5/2025 7:06 PM
319	Library	3/5/2025 7:05 PM
320	Pete’s	3/5/2025 7:02 PM
321	Downtown	3/5/2025 7:02 PM
322	The high school	3/5/2025 6:47 PM
323	Downtown	3/5/2025 6:45 PM
324	Downtown Lemont	3/5/2025 6:41 PM
325	Library	3/5/2025 6:36 PM
326	My own street (McCarthy St)	3/5/2025 9:40 AM
327	Northview park	3/5/2025 9:29 AM
328	Downtown Lemont	3/3/2025 6:19 PM
329	to/from Abbey Oaks Park	3/3/2025 2:33 PM

330	Downtown	3/3/2025 2:02 PM
#	**2.**	**DATE**
1	Canal street	10/16/2025 7:14 AM
2	Northview park	10/15/2025 3:03 PM
3	To and from local park	9/27/2025 8:25 PM
4	Stephen	6/24/2025 3:49 PM
5	library	6/20/2025 2:10 PM
6	Downtown Lemont	6/7/2025 7:01 PM
7	Pete's	6/1/2025 4:15 PM
8	methodist church/happy hands	6/1/2025 10:15 AM
9	IBG	5/31/2025 10:02 PM
10	Pete’s fresh market	5/30/2025 10:15 AM
11	copper ridge	5/30/2025 6:43 AM
12	Library	5/30/2025 2:33 AM
13	My neighborhood	5/29/2025 10:23 PM
14	Downtown Lemont	5/29/2025 5:55 PM
15	McCarthy Rd.	5/29/2025 5:44 PM
16	127th Street	5/28/2025 3:01 PM
17	Library	5/28/2025 12:48 PM
18	Train station	5/28/2025 11:43 AM
19	Grocery stores	5/28/2025 8:40 AM
20	Petes	5/28/2025 6:15 AM
21	Centennial Park	5/28/2025 6:05 AM
22	Pete's	5/27/2025 10:59 PM
23	North view park	5/27/2025 10:40 PM
24	Library	5/27/2025 9:57 PM
25	Library	5/27/2025 9:33 PM
26	Northview park	5/27/2025 9:09 PM
27	Downtown	5/27/2025 9:05 PM
28	Community Center	5/27/2025 8:35 PM
29	Village playgrounds/parks	5/27/2025 8:15 PM
30	Neighborhood around downtown lemont	5/27/2025 8:01 PM
31	Pete’s	5/27/2025 7:54 PM
32	Northview Park	5/27/2025 6:23 PM
33	Starbucks	5/27/2025 4:08 PM
34	Downtown	5/27/2025 4:00 PM
35	Celina's	5/27/2025 3:29 PM
36	Downtown	5/27/2025 12:25 PM

37	Church	5/27/2025 10:37 AM
38	Metra Station	5/27/2025 10:17 AM
39	downtown lemont	5/27/2025 10:01 AM
40	Covington Knolls	5/27/2025 9:41 AM
41	Covington park	5/25/2025 8:11 AM
42	N/A	5/25/2025 7:50 AM
43	All food stores in Lemont	5/24/2025 8:41 PM
44	Surrounding residential streets	5/23/2025 9:50 PM
45	Downtown Lemont Stephen street	5/23/2025 6:09 PM
46	Library	5/23/2025 5:27 PM
47	Centennial	5/23/2025 7:42 AM
48	Village buildings, parks etc	5/22/2025 8:17 PM
49	Library	5/21/2025 2:36 PM
50	Jewel	5/16/2025 8:32 AM
51	Hillview to State Street to shopping plazas	5/16/2025 12:12 AM
52	127th/State St areas	5/15/2025 9:36 PM
53	Ace	5/14/2025 5:01 PM
54	Library	5/12/2025 3:54 PM
55	Jewel	5/11/2025 6:55 PM
56	Pete’s and local businesses near Petes	5/8/2025 10:24 PM
57	Downtown	5/8/2025 6:05 PM
58	Jewel/Osco	5/8/2025 5:44 PM
59	Pete	5/8/2025 5:09 PM
60	centenial park	5/6/2025 12:16 PM
61	Main inn	5/6/2025 5:14 AM
62	Lemont High School	5/6/2025 1:58 AM
63	Pete's	5/5/2025 1:07 PM
64	Lemon Tree	5/5/2025 12:10 PM
65	Street	5/4/2025 11:41 PM
66	Village Hall	5/4/2025 11:14 PM
67	Pete’s Fresh Market	5/4/2025 10:40 AM
68	My neighborhood	5/3/2025 8:21 AM
69	Lemont Park District	5/2/2025 3:25 PM
70	Jewel	5/2/2025 12:54 PM
71	Lemont Area Historical Society	5/2/2025 8:03 AM
72	Library	5/1/2025 9:52 PM
73	Pete’s	5/1/2025 8:31 PM
74	Pete’s	5/1/2025 6:25 PM

75	Pete's Market & entire mall area	5/1/2025 6:08 PM
76	Through the neighborhood	5/1/2025 5:23 PM
77	Parks	5/1/2025 5:19 PM
78	Pete's Fresh Market	4/30/2025 1:44 PM
79	Jewel	4/30/2025 12:57 PM
80	plaza - Pete's, Ace	4/30/2025 10:48 AM
81	petes	4/30/2025 9:55 AM
82	Pete's	4/29/2025 9:19 PM
83	Park district	4/29/2025 12:17 PM
84	The Forge	4/29/2025 11:38 AM
85	At the Core	4/29/2025 9:05 AM
86	Centennial community center	4/29/2025 8:37 AM
87	Downtown Lemont	4/29/2025 8:23 AM
88	Restaurant	4/29/2025 8:12 AM
89	Residential area walking my dog	4/29/2025 7:45 AM
90	Downtown Lemont	4/28/2025 11:50 PM
91	Downtown Lemont	4/28/2025 8:31 PM
92	Downtown Lemont from our house on Ridge Rd	4/28/2025 7:56 PM
93	Neighborhood	4/28/2025 6:59 PM
94	Northview Park	4/28/2025 5:02 PM
95	Pete’s Fresh Market	4/28/2025 2:55 PM
96	centennial community center	4/28/2025 2:50 PM
97	Library	4/28/2025 2:10 PM
98	Virginia Reed Park	4/28/2025 12:53 PM
99	Centennial	4/28/2025 12:47 PM
100	Downtown	4/28/2025 12:05 PM
101	127th area	4/28/2025 11:06 AM
102	Library- Pete’s shopping area	4/28/2025 10:09 AM
103	St Al’s and St Pats churches	4/28/2025 10:03 AM
104	Pete's Fresh Market Plaza	4/28/2025 9:49 AM
105	residential area	4/28/2025 9:42 AM
106	Pete's grocery area	4/28/2025 8:42 AM
107	Abbey Oaks/Covington Subdivisions	4/28/2025 8:21 AM
108	Downtown	4/28/2025 8:17 AM
109	Library	4/28/2025 8:12 AM
110	Jewel Osco	4/28/2025 7:42 AM
111	Target	4/28/2025 7:29 AM
112	Northview Park	4/28/2025 7:26 AM

113	Northview park	4/28/2025 7:09 AM
114	Jewel	4/28/2025 6:33 AM
115	Petes	4/28/2025 5:57 AM
116	Three Corners	4/28/2025 5:10 AM
117	My neighborhood	4/28/2025 1:47 AM
118	Virginia Reed Park	4/27/2025 10:07 PM
119	Walgreens	4/27/2025 9:31 PM
120	To church	4/27/2025 9:15 PM
121	Woodland parl	4/27/2025 8:42 PM
122	Metra Station	4/27/2025 8:34 PM
123	The Core	4/27/2025 8:25 PM
124	Centennial	4/27/2025 8:22 PM
125	community center	4/27/2025 8:11 PM
126	Pete’s market	4/27/2025 7:45 PM
127	Oakwood RV	4/27/2025 7:37 PM
128	Park District	4/27/2025 7:30 PM
129	Jewel and Pete’s shopping center	4/27/2025 7:26 PM
130	Downtown	4/27/2025 6:55 PM
131	Around parks	4/27/2025 6:55 PM
132	Library	4/27/2025 6:44 PM
133	Need to fix sidewalk by creamery	4/27/2025 6:44 PM
134	library	4/27/2025 6:43 PM
135	Core	4/27/2025 6:42 PM
136	Jewels	4/27/2025 6:42 PM
137	Pete's Fresh Market	4/27/2025 6:31 PM
138	Schools Oakwood and Central	4/27/2025 6:29 PM
139	Outdoor walking path at the core	4/27/2025 6:25 PM
140	Downtown	4/27/2025 6:21 PM
141	Park District	4/27/2025 6:12 PM
142	Library	4/27/2025 6:10 PM
143	Pete’s Fresh Market	4/27/2025 5:58 PM
144	Lemont Downtown	4/27/2025 5:56 PM
145	Neighborhood side streets	4/27/2025 5:44 PM
146	Pete's Market	4/27/2025 5:42 PM
147	Jewel	4/27/2025 5:37 PM
148	Rustic Kneed	4/27/2025 8:48 AM
149	Neighbors houses	4/27/2025 7:58 AM
150	Downtown Lemont	4/27/2025 6:26 AM

151	McCarthy Road between LHS and Archer	4/26/2025 12:59 PM
152	Bowl Park	4/26/2025 9:11 AM
153	The Core	4/26/2025 8:06 AM
154	Pete’s market	4/25/2025 6:38 PM
155	Village Hall	4/25/2025 6:19 PM
156	Heritage Quarry Park	4/25/2025 5:27 PM
157	North view Park	4/25/2025 4:54 PM
158	Hughes Pub	4/25/2025 4:48 PM
159	downtown	4/25/2025 3:18 PM
160	Around the quarry near forge	4/25/2025 2:41 PM
161	Entering/Exiting Centennial Trail at Lemont Rd.	4/25/2025 2:34 PM
162	Pete's Fresh Market	4/25/2025 1:30 PM
163	Pete’s Market	4/25/2025 11:41 AM
164	Library	4/25/2025 8:26 AM
165	Centennial	4/25/2025 6:57 AM
166	Neighborhoods around house	4/25/2025 4:12 AM
167	Library	4/24/2025 11:07 PM
168	Restaurants	4/24/2025 11:06 PM
169	Mayfair Park	4/24/2025 9:55 PM
170	Virginia Reed Park	4/24/2025 9:07 PM
171	Library	4/24/2025 9:07 PM
172	127th st	4/24/2025 8:36 PM
173	library	4/24/2025 8:24 PM
174	Library, via residential sidewalks	4/24/2025 8:12 PM
175	Ashbury Place streets	4/24/2025 7:08 PM
176	Library	4/24/2025 6:58 PM
177	To access businesses downtown	4/24/2025 6:31 PM
178	Downtown	4/24/2025 6:21 PM
179	Residential area by Warner pfieffer and eureka	4/24/2025 3:16 PM
180	Petes freshmarket	4/24/2025 1:25 PM
181	Pete's and surrounding shopping center	4/24/2025 11:53 AM
182	Downtown Lemont	4/24/2025 11:49 AM
183	Neighborhoods (Covington)	4/24/2025 11:49 AM
184	Downtown Lemont	4/24/2025 11:42 AM
185	North view park	4/24/2025 11:39 AM
186	Library	4/24/2025 11:20 AM
187	High School	4/24/2025 11:02 AM
188	Pete’s	4/24/2025 10:48 AM

189	Centennial Community Center	4/24/2025 10:37 AM
190	Pete’s Market shopping center	4/24/2025 10:33 AM
191	Downtown Lemont	4/24/2025 10:20 AM
192	Virginia reed park	4/24/2025 9:52 AM
193	Sunset soiree	4/24/2025 9:28 AM
194	Downtown	4/24/2025 8:33 AM
195	Northview park	4/24/2025 8:10 AM
196	NorthView park	4/24/2025 7:52 AM
197	Central School	4/24/2025 7:49 AM
198	By Pete’s	4/24/2025 7:35 AM
199	Pete’s plaza	4/24/2025 7:30 AM
200	Downtown area	4/24/2025 7:05 AM
201	Pete Fresh market	4/24/2025 5:31 AM
202	Residential	4/24/2025 5:27 AM
203	Downtown	4/24/2025 5:08 AM
204	Petes	4/24/2025 4:49 AM
205	Library	4/23/2025 11:59 PM
206	Downtown	4/23/2025 11:54 PM
207	Downtown Lemont	4/23/2025 11:43 PM
208	Park District	4/23/2025 11:06 PM
209	Downtown lemont	4/23/2025 11:05 PM
210	Dollar tree state st	4/23/2025 10:47 PM
211	State Street	4/23/2025 10:46 PM
212	Library	4/23/2025 10:30 PM
213	Park district	4/23/2025 10:16 PM
214	The Forge	4/23/2025 10:12 PM
215	Virginia Reed Park	4/23/2025 10:11 PM
216	Core	4/23/2025 10:10 PM
217	Pete’s Fresh Market	4/23/2025 10:09 PM
218	Library	4/23/2025 10:07 PM
219	Tom's	4/23/2025 10:05 PM
220	Downtown	4/23/2025 10:03 PM
221	Walking path near the dog park	4/23/2025 10:01 PM
222	Soon to be Athens park	4/23/2025 9:58 PM
223	Downtown	4/17/2025 7:39 AM
224	core complex	4/7/2025 8:34 PM
225	In my neighborhood near st Cyril’s	4/6/2025 5:45 PM
226	Pete’s/ace	4/6/2025 5:43 PM

227	Northview park	4/6/2025 10:41 AM
228	Library	4/6/2025 10:12 AM
229	Centennial	4/5/2025 1:07 PM
230	Northview Park	4/3/2025 9:15 PM
231	Library	4/3/2025 12:45 PM
232	Village Hall	4/3/2025 11:42 AM
233	Pete’s Fresh Market	4/3/2025 9:23 AM
234	The park district	4/3/2025 7:20 AM
235	Daughters house on Ledowchowski St	4/3/2025 6:52 AM
236	127th street lacks sidewalks all throughout	4/3/2025 4:22 AM
237	Historic Lemont neighborhood	4/3/2025 12:04 AM
238	Centenial park	4/2/2025 10:17 PM
239	Centennial Park	4/2/2025 9:41 PM
240	Dollar tree	4/2/2025 8:13 PM
241	Centennial Trail	4/2/2025 8:10 PM
242	Walgreens	4/2/2025 7:33 PM
243	Old Downtown	4/2/2025 7:30 PM
244	McCarthy to downtown. Lemont	4/2/2025 7:19 PM
245	Along 127th street all the way from archer to Smith rd	4/2/2025 7:12 PM
246	Northview park	4/2/2025 6:57 PM
247	Downtown lemont	4/2/2025 6:56 PM
248	Downtown	4/2/2025 6:40 PM
249	Petes	4/2/2025 6:37 PM
250	Keepataw dr	4/2/2025 6:33 PM
251	The Core	3/18/2025 2:19 PM
252	community center	3/11/2025 7:48 PM
253	Northview park	3/11/2025 1:28 PM
254	Lemont High School	3/11/2025 9:25 AM
255	Oakwood	3/10/2025 9:09 PM
256	Core	3/10/2025 8:50 PM
257	Library	3/10/2025 2:59 PM
258	Starbucks Plaza	3/10/2025 1:51 PM
259	Schools	3/10/2025 12:20 PM
260	Library	3/10/2025 12:04 PM
261	Library	3/7/2025 4:38 PM
262	Three Corners	3/7/2025 10:40 AM
263	Downtown	3/6/2025 8:11 PM
264	Centennial Community Center	3/6/2025 2:13 PM

265	Downtown	3/6/2025 1:42 PM
266	Lemont High School	3/6/2025 1:30 PM
267	Downtown Lemont	3/6/2025 1:24 PM
268	Downtown Lemont	3/6/2025 12:54 PM
269	Lemont High School	3/6/2025 12:48 PM
270	Library	3/6/2025 9:40 AM
271	from kensington estates to downtown lemont (no sidewalks)	3/6/2025 8:16 AM
272	Pete's fresh market	3/6/2025 8:04 AM
273	Downtown	3/6/2025 7:25 AM
274	Downtown Lemont	3/6/2025 6:23 AM
275	Pete's fresh market	3/5/2025 11:07 PM
276	127th Street	3/5/2025 9:16 PM
277	Lemon Tree	3/5/2025 8:57 PM
278	Downtown Lemont	3/5/2025 8:54 PM
279	to and from bambrick and the new athens park	3/5/2025 8:28 PM
280	Covington Knolls	3/5/2025 8:16 PM
281	Home to SS Cyril & Methodius Church	3/5/2025 8:08 PM
282	From my home to Lemont high school	3/5/2025 7:47 PM
283	Downtown Lemont	3/5/2025 7:37 PM
284	Lemont library	3/5/2025 7:15 PM
285	Downtown	3/5/2025 7:06 PM
286	Pete’s	3/5/2025 7:05 PM
287	Community center	3/5/2025 7:02 PM
288	Centennial Park	3/5/2025 7:02 PM
289	Central School	3/5/2025 6:47 PM
290	Village hall	3/5/2025 6:45 PM
291	Northview Park	3/5/2025 6:41 PM
292	Parks	3/5/2025 6:36 PM
293	Streets leading up to St Cyril church and school	3/5/2025 9:40 AM
294	Hilltop park	3/5/2025 9:29 AM
295	Library	3/3/2025 6:19 PM
296	Centennial/Core Campus	3/3/2025 2:33 PM
297	Library	3/3/2025 2:02 PM
#	**3.**	**DATE**
1	The park district	10/16/2025 7:14 AM
2	Churches/playgrounds	10/15/2025 3:03 PM
3	To church	9/27/2025 8:25 PM
4	Tolcot	6/24/2025 3:49 PM

5	community center	6/20/2025 2:10 PM
6	Library	6/7/2025 7:01 PM
7	other businesses	6/1/2025 4:15 PM
8	virginia reed park	6/1/2025 10:15 AM
9	Jewel	5/31/2025 10:02 PM
10	Main Street	5/30/2025 10:15 AM
11	Downtown shopping	5/30/2025 2:33 AM
12	Stores	5/29/2025 10:23 PM
13	Areas in and around St Cyrils and St Als	5/29/2025 5:55 PM
14	Village Hall	5/29/2025 5:44 PM
15	Downtown Lemont	5/28/2025 3:01 PM
16	Downtown Lemont	5/28/2025 12:48 PM
17	Northview park	5/28/2025 11:43 AM
18	Downtown Lemont	5/28/2025 6:15 AM
19	Jewel	5/28/2025 6:05 AM
20	Jewel	5/27/2025 10:59 PM
21	Virginia reed park	5/27/2025 10:40 PM
22	Pete’s	5/27/2025 9:57 PM
23	Park district	5/27/2025 9:05 PM
24	The Core	5/27/2025 8:35 PM
25	Downtown Lemont	5/27/2025 7:54 PM
26	Park district	5/27/2025 6:23 PM
27	Wooden Paddle	5/27/2025 3:29 PM
28	Library	5/27/2025 12:25 PM
29	Petes Market place	5/27/2025 10:37 AM
30	Pete’s	5/27/2025 10:17 AM
31	Downtown Lemont	5/27/2025 9:41 AM
32	Derby road	5/25/2025 8:11 AM
33	N/A	5/25/2025 7:50 AM
34	Subdivision sidewalks in Lemont	5/24/2025 8:41 PM
35	North and south along state street	5/23/2025 6:09 PM
36	Ace	5/23/2025 5:27 PM
37	Library	5/23/2025 7:42 AM
38	Pete's Fresh Market	5/21/2025 2:36 PM
39	Library	5/16/2025 8:32 AM
40	127th to the park/ school	5/16/2025 12:12 AM
41	Derby/McCarthy area	5/15/2025 9:36 PM
42	Downtown Lemont	5/14/2025 5:01 PM

43	Downtown Lemont	5/12/2025 3:54 PM
44	Aldi	5/11/2025 6:55 PM
45	Aldis, hair salon near Aldis	5/8/2025 10:24 PM
46	Community center	5/8/2025 6:05 PM
47	Library	5/8/2025 5:44 PM
48	Library	5/8/2025 5:09 PM
49	library	5/6/2025 12:16 PM
50	Bottles	5/6/2025 5:14 AM
51	Lemont Train Station	5/6/2025 1:58 AM
52	Library	5/5/2025 1:07 PM
53	Walgreens	5/5/2025 12:10 PM
54	Mccarthy rd	5/4/2025 11:41 PM
55	Library	5/4/2025 11:14 PM
56	Downtown Lemont	5/4/2025 10:40 AM
57	127th Street	5/3/2025 8:21 AM
58	Village Hall	5/2/2025 3:25 PM
59	Post office	5/2/2025 12:54 PM
60	Front Street	5/2/2025 8:03 AM
61	127th street	5/1/2025 9:52 PM
62	Library	5/1/2025 8:31 PM
63	Downtown	5/1/2025 6:25 PM
64	my neighborhood	5/1/2025 6:08 PM
65	Jewel	5/1/2025 5:23 PM
66	The Core	5/1/2025 5:19 PM
67	Downtown Lemont	4/30/2025 1:44 PM
68	The Library	4/30/2025 12:57 PM
69	police station	4/30/2025 9:55 AM
70	Centennial Community Center	4/29/2025 9:19 PM
71	Lemont High School	4/29/2025 11:38 AM
72	Pete’s fresh market	4/29/2025 8:37 AM
73	Centennial park	4/29/2025 8:23 AM
74	Store	4/29/2025 8:12 AM
75	Getting to Lithuanian World Center	4/29/2025 7:45 AM
76	Starbucks	4/28/2025 11:50 PM
77	Target	4/28/2025 8:31 PM
78	Lemont Library from our house on ridge rd	4/28/2025 7:56 PM
79	Community center area	4/28/2025 6:59 PM
80	just neighborhood	4/28/2025 5:02 PM

81	The Core	4/28/2025 2:55 PM
82	Petes	4/28/2025 2:50 PM
83	Church	4/28/2025 2:10 PM
84	Pete's Fresh Market	4/28/2025 12:53 PM
85	Central School	4/28/2025 12:47 PM
86	Park district	4/28/2025 12:05 PM
87	Downtown lemont	4/28/2025 11:06 AM
88	To heritage preservation- wend. Lots of foot traffic	4/28/2025 10:09 AM
89	Petes Fresh Market	4/28/2025 10:03 AM
90	Jewel	4/28/2025 9:49 AM
91	downtown restaurants and bars	4/28/2025 8:42 AM
92	Oakwood/River Valley	4/28/2025 8:21 AM
93	Park district	4/28/2025 8:17 AM
94	Pete's	4/28/2025 8:12 AM
95	Downtown Lemont	4/28/2025 7:42 AM
96	Downtown Lemont	4/28/2025 7:29 AM
97	Northview Park	4/28/2025 7:26 AM
98	Mama Ds	4/28/2025 6:33 AM
99	Community Center	4/28/2025 5:57 AM
100	Hamiltons	4/28/2025 5:10 AM
101	Downtown	4/28/2025 1:47 AM
102	Library	4/27/2025 10:07 PM
103	The Core	4/27/2025 9:31 PM
104	Library	4/27/2025 9:15 PM
105	library	4/27/2025 8:42 PM
106	The Core	4/27/2025 8:34 PM
107	St Alphonsus	4/27/2025 8:25 PM
108	Downtown	4/27/2025 8:22 PM
109	jewel	4/27/2025 8:11 PM
110	Library & Park District	4/27/2025 7:45 PM
111	Jewel/Petes	4/27/2025 7:37 PM
112	Jewel/Starbucks/Aldi/Rustic Knead	4/27/2025 7:30 PM
113	Neighborhood (McCarthy, walker, Woodcrest)	4/27/2025 7:26 PM
114	Around centennial park	4/27/2025 6:55 PM
115	Target/Kohls/HomeGoods	4/27/2025 6:55 PM
116	The Core	4/27/2025 6:44 PM
117	Centennial Park	4/27/2025 6:43 PM
118	Downtown Lemont	4/27/2025 6:42 PM

119	Park	4/27/2025 6:42 PM
120	Centennial Community Center	4/27/2025 6:31 PM
121	State Street	4/27/2025 6:29 PM
122	In my subdivision	4/27/2025 6:25 PM
123	Core fitness	4/27/2025 6:21 PM
124	Shopping	4/27/2025 6:12 PM
125	Pete’s	4/27/2025 6:10 PM
126	Centennial Community Center	4/27/2025 5:58 PM
127	Library	4/27/2025 5:56 PM
128	Library	4/27/2025 5:44 PM
129	Jewel/Osco	4/27/2025 5:42 PM
130	Downtown	4/27/2025 5:37 PM
131	Tap House	4/27/2025 8:48 AM
132	Downtown	4/27/2025 7:58 AM
133	Metra Station	4/26/2025 9:11 AM
134	Library	4/26/2025 8:06 AM
135	Lemont Libaray	4/25/2025 6:38 PM
136	Downtown Lemont	4/25/2025 6:19 PM
137	Public Library	4/25/2025 5:27 PM
138	Community center	4/25/2025 4:54 PM
139	Silver Cross Medical Building on 127th	4/25/2025 4:48 PM
140	State St	4/25/2025 3:18 PM
141	Downtown lemont but slightly south (by creamery!)	4/25/2025 2:41 PM
142	library	4/25/2025 1:30 PM
143	Neighborhood Pieffer	4/25/2025 11:41 AM
144	Dollar tree store	4/25/2025 8:26 AM
145	Library	4/25/2025 6:57 AM
146	Pete’s fresh market	4/25/2025 4:12 AM
147	Dog park	4/24/2025 11:07 PM
148	River	4/24/2025 11:06 PM
149	Lemont Park District	4/24/2025 9:55 PM
150	Community Center	4/24/2025 9:07 PM
151	St. Al’s Church	4/24/2025 8:12 PM
152	Shopping	4/24/2025 7:08 PM
153	Centennial Park	4/24/2025 6:58 PM
154	To access parks and recreation	4/24/2025 6:31 PM
155	Plaza	4/24/2025 6:21 PM
156	Park district	4/24/2025 3:16 PM

157	Prairie	4/24/2025 1:25 PM
158	Downtown (Folklore Coffee)	4/24/2025 11:53 AM
159	N/A	4/24/2025 11:49 AM
160	Centennial Park district	4/24/2025 11:42 AM
161	Library	4/24/2025 11:39 AM
162	Around the neighborhood	4/24/2025 11:20 AM
163	Library	4/24/2025 11:02 AM
164	Heroes west	4/24/2025 10:48 AM
165	Near the quarries on paths or by the Forge	4/24/2025 10:33 AM
166	Durby Retail	4/24/2025 10:20 AM
167	Brown park	4/24/2025 9:52 AM
168	Dollar tree	4/24/2025 9:28 AM
169	Pete's Fresh Market	4/24/2025 8:33 AM
170	Downtown lemont	4/24/2025 8:10 AM
171	Library	4/24/2025 7:52 AM
172	Downtown Lemont	4/24/2025 7:49 AM
173	Downtown	4/24/2025 7:35 AM
174	Library	4/24/2025 7:30 AM
175	Parks	4/24/2025 7:05 AM
176	Through neighborhood	4/24/2025 5:31 AM
177	Commercial	4/24/2025 5:27 AM
178	Core	4/24/2025 4:49 AM
179	Pete’s	4/23/2025 11:59 PM
180	Petes	4/23/2025 11:54 PM
181	Goodwill	4/23/2025 11:43 PM
182	Plaza by Petes	4/23/2025 11:06 PM
183	McCarthy St.	4/23/2025 11:05 PM
184	McCarthy Road	4/23/2025 10:46 PM
185	Starbucks	4/23/2025 10:30 PM
186	The forge	4/23/2025 10:11 PM
187	Downtown	4/23/2025 10:09 PM
188	Jewel	4/23/2025 10:07 PM
189	The Forge	4/23/2025 10:05 PM
190	Metra	4/23/2025 10:03 PM
191	I frequently walk across Illinois and it would be nice to have a pedestrian button like St Alphonsus has so us families can walk across easily	4/23/2025 9:58 PM
192	Community center	4/17/2025 7:39 AM
193	downtown & church	4/7/2025 8:34 PM
194	Trails	4/6/2025 5:43 PM

195	Central park	4/6/2025 10:41 AM
196	Downtown Lemont	4/6/2025 10:12 AM
197	Notthview	4/5/2025 1:07 PM
198	Connemara Park	4/3/2025 9:15 PM
199	Community center	4/3/2025 12:45 PM
200	Kettering Estates	4/3/2025 11:42 AM
201	The Forge	4/3/2025 9:23 AM
202	Downtown Area	4/3/2025 7:20 AM
203	To bus stop on corner of Emerald and Munster	4/3/2025 6:52 AM
204	Pool	4/3/2025 4:22 AM
205	Archer avenue	4/2/2025 10:17 PM
206	Walgreens	4/2/2025 8:13 PM
207	CORE and Old Quarry campus	4/2/2025 8:10 PM
208	Park district	4/2/2025 7:33 PM
209	Subdivisions off McCarthy	4/2/2025 7:30 PM
210	Lemont st	4/2/2025 7:12 PM
211	Library	4/2/2025 6:57 PM
212	Aldi	4/2/2025 6:40 PM
213	Downtown	4/2/2025 6:37 PM
214	Lemont st	4/2/2025 6:33 PM
215	dog park	3/11/2025 7:48 PM
216	Folklore & Downtown Stores	3/11/2025 1:28 PM
217	Lemont Public Library	3/11/2025 9:25 AM
218	Pete’s Fresh Market	3/10/2025 9:09 PM
219	Park	3/10/2025 8:50 PM
220	Rolling meadows park	3/10/2025 2:59 PM
221	Pete's Market Plaza	3/10/2025 1:51 PM
222	Northview Park	3/10/2025 12:20 PM
223	Aldi	3/10/2025 12:04 PM
224	Dollar tree store	3/7/2025 4:38 PM
225	Yellow park in abbey oaks	3/6/2025 8:11 PM
226	Neighborhood	3/6/2025 2:13 PM
227	Around local parks	3/6/2025 1:42 PM
228	Quarries	3/6/2025 1:30 PM
229	Neighborhoods	3/6/2025 1:24 PM
230	Around the neighborhood	3/6/2025 12:54 PM
231	Downtown Lemont	3/6/2025 12:48 PM
232	downtown lemont	3/6/2025 8:16 AM

233	Fordham hills	3/6/2025 8:04 AM
234	Park District	3/6/2025 7:25 AM
235	Virginia Reed Park	3/6/2025 6:23 AM
236	Covington & Abbey Oaks	3/5/2025 9:16 PM
237	The Core	3/5/2025 8:57 PM
238	Lemont Park District	3/5/2025 8:54 PM
239	downtown	3/5/2025 8:28 PM
240	Home to Wayne's barbershop or post office	3/5/2025 8:08 PM
241	Parks	3/5/2025 7:47 PM
242	Virginia Reed Park	3/5/2025 7:37 PM
243	Lemont High School	3/5/2025 7:15 PM
244	Methodist Church	3/5/2025 7:06 PM
245	Dollar Store	3/5/2025 7:05 PM
246	Downtown lemont	3/5/2025 7:02 PM
247	State Street	3/5/2025 7:02 PM
248	Library	3/5/2025 6:47 PM
249	Grocery Store	3/5/2025 6:36 PM
250	Streets to parks by McCarthy St	3/5/2025 9:40 AM
251	LHS	3/5/2025 9:29 AM
252	Pete's Fresh Market	3/3/2025 6:19 PM
253	downtown Lemont	3/3/2025 2:33 PM
254	Schools	3/3/2025 2:02 PM

Q13 Do you ever travel in a street because the sidewalk is difficult or impossible to use? If so, please describe three locations where you have that problem. (If you need additional space, please provide additional information on Queston 17.)

Answered: 230 Skipped: 272

ANSWER CHOICES	RESPONSES	
1	100.00%	230
2	59.57%	137
3	34.78%	80

#	1	DATE
1	Curve between McCarthy and Stephen	10/16/2025 2:42 PM
2	Stephen and illinois	10/16/2025 7:14 AM
3	West Along McCarthy from Steeples/Kensington subdivision towards Archer	10/15/2025 3:03 PM
4	Tolcot	6/24/2025 3:49 PM
5	There is no sidewalk or crossing at Valley Drive in front of the Lemont United Methodist church, the sidewalk ends abrubtly with a bush and makes me go onto the busy road to enter the parking lot. I would like to see a continued sidewalk connecting 600 Valley Dr and 9 W Custer St.	6/20/2025 2:10 PM
6	Between 34 E Logan and 2 E Logan St	6/7/2025 7:01 PM
7	to get to Happy Hands Preschool you must walk in the street due to non-continuous sidewalks on Valley Dr and also Division St	6/1/2025 10:15 AM
8	Florence and Roberta	5/31/2025 10:02 PM
9	Yes, no sidewalk on archer to connect oak tree subdivision to businesses and park so I walk in the street	5/30/2025 10:15 AM
10	Yes. Downtown is uneven, large concrete steps if at all. Ramps never close	5/30/2025 8:48 AM
11	Freehauf Street between State and Hillview needs to be a priority!	5/29/2025 5:55 PM
12	No.	5/29/2025 5:44 PM
13	McCarthy Rd	5/28/2025 7:28 PM
14	Jane Court	5/28/2025 3:01 PM
15	Freehauf	5/28/2025 12:48 PM
16	Creamery	5/28/2025 11:43 AM
17	Downtown	5/28/2025 8:40 AM
18	127th street across from park district	5/28/2025 6:15 AM
19	Fox hill estates- no sidewalks at all	5/28/2025 6:05 AM
20	127th street near cemetery	5/27/2025 10:59 PM
21	Lemont high school area	5/27/2025 10:40 PM
22	1st st	5/27/2025 9:09 PM

23	Freehauf	5/27/2025 9:05 PM
24	The Creamery	5/27/2025 8:15 PM
25	Freehauf st - busy street and connects to other streets with no consistent side walk	5/27/2025 8:01 PM
26	McCarthy Road	5/27/2025 7:54 PM
27	1st.Street	5/27/2025 6:23 PM
28	Short Street X State Street	5/27/2025 4:16 PM
29	127th St - South side from Chestnut crossing to State St	5/27/2025 4:08 PM
30	1st Street next to cemetery	5/27/2025 4:00 PM
31	1-300 Block Freehauf	5/27/2025 12:25 PM
32	Covington Knolls due to low hanging tree branches	5/27/2025 9:41 AM
33	On 127th street near the church	5/25/2025 8:11 AM
34	N/A	5/25/2025 7:50 AM
35	None on my routes	5/24/2025 8:41 PM
36	Sometimes downtown Lemont when crowded outdoor eating makes it difficult to walk on walk on sidewalk	5/23/2025 6:09 PM
37	1000 Block on Florence	5/23/2025 5:27 PM
38	200 and 300 Block of Freehauf St.	5/21/2025 2:36 PM
39	Local sidewalks due to very uneven sidewalks	5/16/2025 8:32 AM
40	Freehauf street east of State Street needs a sidewalk	5/16/2025 12:12 AM
41	Along 127th	5/15/2025 9:36 PM
42	Singer	5/14/2025 5:01 PM
43	Warner Ave	5/11/2025 6:55 PM
44	127 st has sections with no sidewalks	5/8/2025 6:05 PM
45	yes- downtown Lemont in snow	5/8/2025 2:46 PM
46	129th street	5/6/2025 12:16 PM
47	The stairs located on Lemont st & E Illinois st	5/6/2025 1:58 AM
48	residential	5/5/2025 1:07 PM
49	Vehicle Blocks Driveway @ 297 Keepataw -	5/5/2025 12:10 PM
50	Crossing tracks from Talcot to Maine Street on Holmes	5/4/2025 11:14 PM
51	Yes, on 127th street close to State Street	5/3/2025 8:21 AM
52	Areas that don't have sidewalks, or sidewalks cut off near the library.	5/2/2025 3:25 PM
53	Lemont Street	5/2/2025 8:03 AM
54	127th and Marion St	5/1/2025 9:52 PM
55	Outside of Barrel and Vine	5/1/2025 8:31 PM
56	127 from Timberline to Eagle Crest St - no sidwalk	5/1/2025 5:23 PM
57	127th Street at I-355	4/30/2025 1:44 PM
58	Getting from Covington Knolls to TLE Lemont	4/30/2025 12:57 PM
59	Julia St near Lemont High School	4/30/2025 10:48 AM
60	127th St where sidewalk ends	4/30/2025 9:55 AM

61	127th between Ashbury Place and Prairie Lane	4/29/2025 9:19 PM
62	McCarthy Road	4/29/2025 11:38 AM
63	Sidewalk leading to Oakwood school from the north needs enhancement.	4/29/2025 8:37 AM
64	Southside 127th & east of State st	4/29/2025 8:23 AM
65	Downtown to get around people on narrow or non existing sidewalks	4/29/2025 8:12 AM
66	YES!!! Freehauf Street (old section off State Street) is missing long stretches of sidewalk. My kids and I must walk in the street to get to school. It gets very dangerous with cars speeding by in the morning.	4/28/2025 11:50 PM
67	Yes we have this problem on the west side of Warner between Ridge and Eureka	4/28/2025 7:56 PM
68	Yes in downtown there are several areas we cannot access with my daughters wheelchair	4/28/2025 6:59 PM
69	On Stephen St, at the intersection with Illinois St, on the Wooden Paddle side	4/28/2025 2:55 PM
70	Area of Lemont I live does not have sidewalks, must walk in street	4/28/2025 2:10 PM
71	Walking to Downtown Lemont from our house, the locations are Walnut Street, East Division Street, and Lemont Street towards east East Illinois Street.	4/28/2025 12:53 PM
72	Yes. The intersection by the creamery in Lemont has needed ADA updates for years. No ramp and even if you walk further east, the sidewalks are NOT ADA accessible.	4/28/2025 12:05 PM
73	We do not have sidewalks past a certain area on Eureka and I live on Oak Court so my children are always in the street	4/28/2025 11:06 AM
74	Czaki	4/28/2025 10:03 AM
75	none	4/28/2025 9:42 AM
76	along Peiffer the sidewalks aren't continuous	4/28/2025 8:42 AM
77	houston st	4/28/2025 8:21 AM
78	The south side of 127th St. The sidewalk is not continuous.	4/28/2025 8:21 AM
79	Near division and singer (to get downtown)	4/28/2025 8:17 AM
80	Walker St	4/28/2025 8:12 AM
81	McCarthy and First street	4/28/2025 7:09 AM
82	Paso Fino in Equestrian Estates	4/28/2025 6:33 AM
83	Near Stephen Street where there are stairs	4/28/2025 1:47 AM
84	bell road	4/27/2025 11:27 PM
85	Warner from Eureka to Wend	4/27/2025 10:07 PM
86	New home construction areas don't have continuous sidewalks	4/27/2025 9:08 PM
87	Some of the streets east of State St have no sidewalks	4/27/2025 8:42 PM
88	127th Street	4/27/2025 8:37 PM
89	Intersection of New Ave and Lockport St. by VFW	4/27/2025 8:34 PM
90	Weimer	4/27/2025 8:34 PM
91	Yes we walk downtown from St. Cyril neighborhood and we have to walk at night to cross the street because stroller does not go on sidewalks with stairs, dangerous after hours and car show	4/27/2025 7:45 PM
92	Kim/Kip/Cherokee/Keepataw	4/27/2025 7:37 PM
93	No specific place, but some of the sidewalks are narrow or full of cracks so I need to walk with the stroller in the street	4/27/2025 7:30 PM

94	119 Hillcrest	4/27/2025 7:26 PM
95	In front of wooden paddle on Illinois. Their tables make it impossible to walk.	4/27/2025 6:55 PM
96	Pfeiffer inconsistent sidewalks	4/27/2025 6:43 PM
97	Along Derby Rd	4/27/2025 6:42 PM
98	Downtown	4/27/2025 6:37 PM
99	Weimer Ave	4/27/2025 6:31 PM
100	127th after the police station. No sidewalk	4/27/2025 6:29 PM
101	Local streets that do not sidewalks	4/27/2025 6:25 PM
102	McCarthy	4/27/2025 6:20 PM
103	127th street has areas where there are no sidewalks	4/27/2025 6:15 PM
104	Cemetery on 127th	4/27/2025 6:10 PM
105	Weimer Ave - Walter to State St.	4/27/2025 5:56 PM
106	Ruffled feathers	4/27/2025 5:45 PM
107	127th street in front of lithuanian center it's usually flooded	4/27/2025 5:44 PM
108	no	4/27/2025 5:42 PM
109	Freehauf	4/27/2025 8:48 AM
110	St Brendan’s ct - bumpy	4/27/2025 7:58 AM
111	Sometimes or I use the street	4/27/2025 6:26 AM
112	Stephen street and Illinois intersection is dangerous! Wooden paddle dining tables force pedestrians to walk in the street. I have witnessed families with children walking in the street with strollers to get around the wooden paddle tables. So dangerous. Pedestrians have been hit at this corner	4/26/2025 12:59 PM
113	Southside of Cass Street	4/26/2025 9:11 AM
114	127th street at cemetery	4/26/2025 8:06 AM
115	Pieter from State to Eureka	4/25/2025 6:38 PM
116	Old derby subdivision	4/25/2025 5:40 PM
117	There is no sidewalk on parts of Warner Street, Florence Street, Pfeiffer Street, which I use to walk to the public library.	4/25/2025 5:27 PM
118	occasionally but don't remember where	4/25/2025 3:18 PM
119	Yes. We have a baby and with the stroller, its impossible to cross some curbs so we have to use the street. (Creamery corner is the worst)	4/25/2025 2:41 PM
120	Entering/Exiting Centennial Trail at Lemont Rd.	4/25/2025 2:34 PM
121	Residential streets	4/25/2025 1:30 PM
122	No sidewalks leading to Aldi south 127th	4/25/2025 6:57 AM
123	Around 1000 block of Warner Ave	4/25/2025 4:12 AM
124	The streets by the catholic church on the hill	4/24/2025 11:07 PM
125	The corners that have stairs	4/24/2025 11:06 PM
126	Near the Virginia Reed park	4/24/2025 9:55 PM
127	Fremont (almost been hit by a car for needing to walk in street)	4/24/2025 9:25 PM
128	No	4/24/2025 9:07 PM

129	Anywhere downtown- no handicap parking close	4/24/2025 9:07 PM
130	127th Street from Timberline to Centennial Center	4/24/2025 6:58 PM
131	No	4/24/2025 6:31 PM
132	Ridge rd - no sidewalks in some portions	4/24/2025 3:16 PM
133	Illinois Street	4/24/2025 2:48 PM
134	Warner Ave	4/24/2025 1:25 PM
135	Around the CORE (127th Street and near OQ Middle School)	4/24/2025 11:53 AM
136	Eureka/Ridge/Oak Ln.	4/24/2025 11:42 AM
137	Around cemetery on McCarthy to get to the park	4/24/2025 11:39 AM
138	Yes especially downtown lemont	4/24/2025 11:34 AM
139	Czaki road	4/24/2025 11:20 AM
140	With strollers any hills/ stairs	4/24/2025 11:02 AM
141	Along peiffer between Warner and state	4/24/2025 10:48 AM
142	Overall downtown - curbs not having accessible spots to get up on sidewalks	4/24/2025 10:33 AM
143	East/West on McCarthy to and from Stephen St.	4/24/2025 10:20 AM
144	Only downtown lemont	4/24/2025 10:17 AM
145	McCarthy - specifically between Bell and Archer (no sidewalks)	4/24/2025 10:12 AM
146	Walking from 600 valley Dr to 19 w Custer st, you have to go into the street because the side walk is impossible to use/blocked	4/24/2025 9:52 AM
147	Everywhere downtown Lemont with a stroller	4/24/2025 9:28 AM
148	Derby Road heading towards 131st	4/24/2025 8:33 AM
149	Lintz	4/24/2025 8:10 AM
150	Downtown area has uneven sidewalks especially by the parking garage	4/24/2025 7:52 AM
151	Crossing McCarthy not at crossing guard	4/24/2025 7:49 AM
152	Yes, downtown	4/24/2025 7:35 AM
153	Dips in neighborhood sidewalk on wend	4/24/2025 7:30 AM
154	Crossing to Northview Park	4/24/2025 7:05 AM
155	Along Roberta, Wend and surround streets where they're too skinny for a family to walk together	4/24/2025 5:31 AM
156	Freehauf street	4/24/2025 4:49 AM
157	Walter street	4/23/2025 11:43 PM
158	yeah, why do the sidewalks randomly end all across Lemont?	4/23/2025 11:35 PM
159	Czacki street- hard with a stroller, steps on both sides	4/23/2025 11:05 PM
160	North side Keepataw between Cherokee and Kim	4/23/2025 10:47 PM
161	Along State Street it is difficult to travel due to no sidewalk south of Starbucks. Also difficult to cross the street there	4/23/2025 10:30 PM
162	127th st areas	4/23/2025 10:16 PM
163	Many intersections along Illinois St have stairs only, and are not accessible for any type of transportation with wheels (stroller, wagon, wheelchair, etc.)	4/23/2025 10:11 PM
164	On short street just east of state street	4/23/2025 10:09 PM

165	4th street	4/23/2025 10:03 PM
166	Yes. While walking down Holmes and Fremont you have to jet out to street and streets are narrow	4/23/2025 9:58 PM
167	702 ridge road	4/17/2025 7:39 AM
168	along 123/McCarthy	4/7/2025 8:34 PM
169	719 Ledochowski	4/6/2025 5:45 PM
170	719 ledochowski st	4/6/2025 5:43 PM
171	McCarthy at Stephen(stairs, no stroller access)	4/6/2025 10:41 AM
172	State Street (heading into downtown) —can’t navigate stairs with the stroller	4/6/2025 10:12 AM
173	East of mccarthy	4/5/2025 1:07 PM
174	131st street	4/3/2025 9:15 PM
175	Where McCarthy turns into Stephen street	4/3/2025 4:15 PM
176	Warner ave & eureka to get to Virginia reed park. The sidewalks near there are very bumpy and the ramp is too shifted/bumpy to go over with a stroller	4/3/2025 12:45 PM
177	Some areas of downtown where sidewalks are too uneven	4/3/2025 11:42 AM
178	The Forge	4/3/2025 9:23 AM
179	There a many sidewalks with cracks or uneven gaps	4/3/2025 7:20 AM
180	On Emerald St to bus stop, no sidewalks	4/3/2025 6:52 AM
181	127th/across from hillview	4/3/2025 4:22 AM
182	Yes .. also, my sister fell pretty severely in downtown Lemont on 2 separate occasions due to uneven steps/sidewalks	4/3/2025 12:04 AM
183	North of Lemont bridge on the way to waterfall Glen to bike	4/2/2025 10:17 PM
184	Downtown lemont	4/2/2025 9:44 PM
185	Along 127th south side east of state street	4/2/2025 9:41 PM
186	Trying to get to downtown lemont via bike on the centennial trail requires you to cross over the Lemont bridge	4/2/2025 8:34 PM
187	Peiffer avenue from state to warner has no sidewalk	4/2/2025 8:13 PM
188	Covington	4/2/2025 8:11 PM
189	Yes, on I walk,run,cycle on 135th street because there is no sidewalk. I do this in between Archer and Centennial Trail at Schneiders Passage	4/2/2025 8:10 PM
190	135th St	4/2/2025 7:33 PM
191	McCarthy rd	4/2/2025 7:30 PM
192	The sidewalk by the Lithuanian center entrance often covered with wster	4/2/2025 7:19 PM
193	Lemont st	4/2/2025 7:12 PM
194	Crossing the street from Illinois Street	4/2/2025 6:40 PM
195	Keepataw dr	4/2/2025 6:33 PM
196	Locations near downtown with stairs	3/18/2025 2:19 PM
197	Timberline	3/11/2025 7:48 PM
198	Julia street by high school (sidewalk is narrow for stroller)	3/11/2025 1:28 PM
199	With stroller down steep hills, there are only stairs at the intersection	3/11/2025 9:25 AM

200	Freehauf	3/10/2025 9:09 PM
201	119th and Carriage Ridge Lane	3/10/2025 12:20 PM
202	Archer Avenue	3/7/2025 10:40 AM
203	127th - Marian Dr to Krystyna Pl	3/6/2025 1:42 PM
204	Lemont St and Illinois	3/6/2025 1:30 PM
205	Warner/Singer Avenue (close to Pete's but also closer to downtown)	3/6/2025 12:54 PM
206	Singer Ave	3/6/2025 12:48 PM
207	Old quarry to library	3/6/2025 9:40 AM
208	McCarthy/Between Bell/Archer	3/6/2025 9:13 AM
209	Leaving Kensington Estates there is no sidewalk to get towards downtown. McCarthy entrance and Archer entrance	3/6/2025 8:16 AM
210	Fordham hills/ North view park	3/6/2025 8:04 AM
211	Freehauf-the sidewalk just randomly stops	3/6/2025 7:25 AM
212	Freehauf Street (my children have to walk in the street to get to Oakwood)	3/6/2025 6:23 AM
213	Residential streets with no sidewalks between Logan and Wend. I am unable to travel in this area because of missing and broken sidewalks.	3/5/2025 11:07 PM
214	Yes, along 127th Street	3/5/2025 9:16 PM
215	First Street	3/5/2025 8:54 PM
216	Eureka	3/5/2025 8:27 PM
217	Covington Knolls	3/5/2025 8:16 PM
218	State street	3/5/2025 7:47 PM
219	Use of stroller to get to downtown (stairs impede use)	3/5/2025 7:37 PM
220	Neighborhood streets leading to Lemont High School	3/5/2025 7:15 PM
221	division Street	3/5/2025 7:06 PM
222	Walter Street near Roberta St	3/5/2025 7:05 PM
223	Florence st and Wiemer ave	3/5/2025 7:02 PM
224	State Street	3/5/2025 7:02 PM
225	sections along Warner where there is no sidewalk at all	3/5/2025 6:47 PM
226	State street	3/5/2025 6:41 PM
227	My street McCarthy St does not have sidewalks at all	3/5/2025 9:40 AM
228	From our house to hilltop park	3/5/2025 9:29 AM
229	Houston Street between McCarthy Rd and Schultz	3/3/2025 6:19 PM
230	there's a section of 127th near the park district/OQ that doesn't have sidewalks which is odd given the # of middle schoolers that walk there	3/3/2025 2:33 PM

#	2	DATE
1	Sidewalk near st Cyril	10/16/2025 2:42 PM
2	North along Archer from McCarthy intersection to Steeples subdivision	10/15/2025 3:03 PM
3	15 E Eureka Dr and 21 E Eureka Dr are missing sidewalks, I am unable to drive my medical scooter through the grass.	6/20/2025 2:10 PM
4	In between 600 Valley Dr and 19 W Custer St	6/7/2025 7:01 PM

5	702 Ridge due to non-continuous sidewalk	6/1/2025 10:15 AM
6	Most businesses do not have buttons to open doors for wheelchair bound	5/30/2025 8:48 AM
7	Division to Walnut - there are no sidewalks on the north side of division	5/29/2025 5:55 PM
8	Archer Ave	5/28/2025 7:28 PM
9	Smith Road	5/28/2025 12:48 PM
10	Stores / restaurants on Stephen street	5/28/2025 11:43 AM
11	Ledochowski st	5/28/2025 8:40 AM
12	The creamery-the steps are so big	5/28/2025 6:05 AM
13	North of Lemont Street bridge	5/27/2025 10:59 PM
14	Downtown Lemont raised cement brick	5/27/2025 10:40 PM
15	McCarthy	5/27/2025 9:09 PM
16	Main street	5/27/2025 9:05 PM
17	Main st and lemont st corner stairs to downtown	5/27/2025 8:01 PM
18	Sidewalk of 807 State Street	5/27/2025 4:16 PM
19	127th St - South side leading to Dollar Store	5/27/2025 4:08 PM
20	Harasek/McCarthy- Both sidewalks lead you into street- No crossing McCarthy	5/27/2025 4:00 PM
21	1st Street near cemetery	5/27/2025 12:25 PM
22	127th between Covington Dr and State St because of uneven sidewalks and low hanging tree branches	5/27/2025 9:41 AM
23	Many residents block sidewalks when parking in their driveways.	5/23/2025 6:09 PM
24	1000 Block Walter	5/23/2025 5:27 PM
25	Local sidewalks due to very low hanging tree branches	5/16/2025 8:32 AM
26	McCarthy Street to McCarthy Road	5/16/2025 12:12 AM
27	Pfeifer	5/14/2025 5:01 PM
28	127th St south side east of state St near athletics	5/11/2025 6:55 PM
29	munster road	5/6/2025 12:16 PM
30	Basically anytime there are stairs	5/6/2025 1:58 AM
31	Vehicle Blocks Driveway @ 1237 Hillview Ave	5/5/2025 12:10 PM
32	Walking down Julia Street between Illinois Street and Main Street	5/4/2025 11:14 PM
33	Sidewalks in Downtown Lemont that are not level, making it difficult on my knees/joints.	5/2/2025 3:25 PM
34	Outside LaDolce	5/1/2025 8:31 PM
35	Smith Road - no sidewalk to get to Bromberek	5/1/2025 5:23 PM
36	127th Street and Smith Rd	4/30/2025 1:44 PM
37	McCarthy Street south of McCarthy Rd	4/30/2025 10:48 AM
38	127th between St. Andrew's Ct and State St.	4/29/2025 9:19 PM
39	Archer Avenue	4/29/2025 11:38 AM
40	Lintz Street is missing sidewalk and my child has to walk that way daily to get to her bus stop on State Street & Wells Street. I hate that she has to walk in the street due to missing sidewalks.	4/28/2025 11:50 PM
41	On Ridge road east of Eureka	4/28/2025 7:56 PM

42	The creamery area	4/28/2025 6:59 PM
43	The sidewalk on Hickory Street is all broken and uneven and my son falls constantly.	4/28/2025 12:53 PM
44	Ledochowski	4/28/2025 10:03 AM
45	along streets to library like Florence there are no sidewalks	4/28/2025 8:42 AM
46	McCarthy St., Houston, and 1st St. have no sidewalks.	4/28/2025 8:21 AM
47	eureka between state and singer (while walking dogs)	4/28/2025 8:17 AM
48	First street north of mcarthy	4/28/2025 7:09 AM
49	Horseshoe Lane in Equestrian Estates	4/28/2025 6:33 AM
50	Near St Al's church where there are stairs	4/28/2025 1:47 AM
51	mc carthy rd	4/27/2025 11:27 PM
52	Most residential streets in the neighborhood behind Pete's	4/27/2025 10:07 PM
53	East Division St. and Cass St.	4/27/2025 8:34 PM
54	Florence	4/27/2025 8:34 PM
55	Improvement on Grant street around the south end of the street from McCarthy to cross onto Ledochowski	4/27/2025 7:45 PM
56	State/127th	4/27/2025 7:37 PM
57	There is always shards of glass on the south side of 127th between the Park District and Jewel- Usually in front of the Advocate building. My dog get injured from glass shards all the time	4/27/2025 7:30 PM
58	Walker road main to McCarthy	4/27/2025 7:26 PM
59	Warner inconsistent sidewalks towards downtown	4/27/2025 6:43 PM
60	Along Adeline Ct	4/27/2025 6:42 PM
61	Peiffer intermittent between State and Walter	4/27/2025 6:31 PM
62	By 355	4/27/2025 6:10 PM
63	Archer to McCarthy Rd	4/27/2025 5:56 PM
64	127th street	4/27/2025 5:45 PM
65	Just alot of areas have uneven sidewalks with a couple inches ledge	4/27/2025 5:44 PM
66	Logan	4/27/2025 8:48 AM
67	Ridge Road	4/25/2025 6:38 PM
68	My mother cannot walk on the sidewalk to the Metra train because the steep stairs have no railing. It is on Warner and I think Cass.	4/25/2025 5:27 PM
69	Weimer ave	4/25/2025 4:12 AM
70	Downtown Lemont with hills/stairs	4/24/2025 9:55 PM
71	Illinois street, no ramp for handicaps	4/24/2025 9:25 PM
72	Eureka- no sidewalks in some portions	4/24/2025 3:16 PM
73	The path along Old Quarry Middle school leading to the Core	4/24/2025 1:25 PM
74	On the way Downtown (from home in Timberline subdivision)	4/24/2025 11:53 AM
75	Pieffer/Norton Ave./Warner	4/24/2025 11:42 AM
76	McCarthy street north of the High school.	4/24/2025 11:20 AM
77	No sidewalks in some residential areas	4/24/2025 11:02 AM

78	Overall downtown - sidewalks blocked for events or construction	4/24/2025 10:33 AM
79	No sidewalk in front of 603 valley drive, making you walking into the street at a curve that has limited view for a driver. Specially when walking at 24 w Custer the sidewalk abruptly ends and there is no where to go except walking in someone's grass which is not possible with a stroller or to walk in the street where cars will not be able to see you around the curve	4/24/2025 9:52 AM
80	On 127th street in several spots there's no sidewalk	4/24/2025 9:28 AM
81	Archer Ave	4/24/2025 8:33 AM
82	Logan	4/24/2025 8:10 AM
83	Near Pete's	4/24/2025 7:35 AM
84	Walking to Downtown along McCarthy	4/24/2025 7:05 AM
85	Warner and Florence where sections don't have any sidewalk yet	4/24/2025 5:31 AM
86	Walks by st Als	4/24/2025 4:49 AM
87	McCarthy Rd. To downtown lemont. Have to use the bike lane with a stroller.	4/23/2025 11:05 PM
88	127 and east side Hillview going North	4/23/2025 10:47 PM
89	127th street where there are no sidewalks	4/23/2025 10:30 PM
90	State st	4/23/2025 10:16 PM
91	The walking route from Lemont High School to Virginia Reed Park	4/23/2025 10:11 PM
92	5th street	4/23/2025 10:03 PM
93	The corner of Illinois and Stephen is a nightmare	4/23/2025 9:58 PM
94	711 ridge road	4/17/2025 7:39 AM
95	along Walker	4/7/2025 8:34 PM
96	All along Ledochowski	4/6/2025 5:45 PM
97	McCarty by the old highschool	4/6/2025 5:43 PM
98	Porter and Fremont (stairs)	4/6/2025 10:41 AM
99	Lemont St & E Illinois St — stairs	4/6/2025 10:12 AM
100	Bell Road	4/3/2025 9:15 PM
101	The intersection of Stephen and main	4/3/2025 4:15 PM
102	There is no sidewalk to cross 48 w Logan to eureka street to get to the community center	4/3/2025 12:45 PM
103	Along 131st	4/3/2025 11:42 AM
104	Downtown Lemont	4/3/2025 9:23 AM
105	Downtown Lemont, parking for handicapped is nonexistent.	4/3/2025 6:52 AM
106	Archer/by 127th	4/3/2025 4:22 AM
107	North of lemont rd bridge to connect to trail by international parkeay	4/2/2025 10:17 PM
108	Side streets near at Cyril	4/2/2025 9:44 PM
109	Residential streets from warner to library	4/2/2025 8:13 PM
110	Smith. I walk,run,cycle on Smith because there is no sidewalk.	4/2/2025 8:10 PM
111	Smith Road	4/2/2025 7:33 PM
112	Walker rd to Main	4/2/2025 7:30 PM
113	Need sidewalks on both sides of McCarthy-in front of cemetery	4/2/2025 7:19 PM

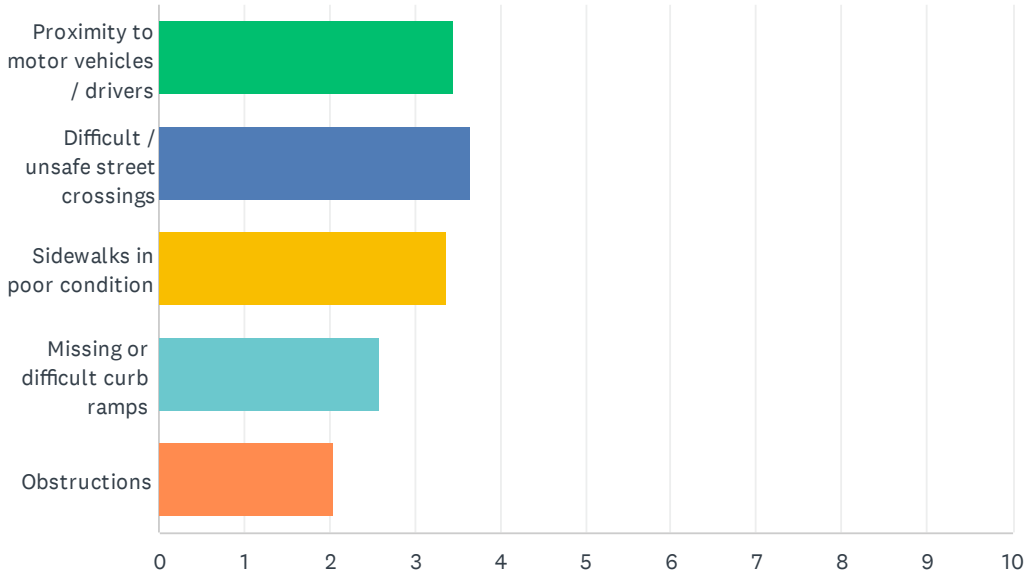
114	Eagle Crest Drive	4/2/2025 7:12 PM
115	On Stephen Street	4/2/2025 6:40 PM
116	131st Street Near Parker	3/18/2025 2:19 PM
117	Freehauf east of State (sidewalk stops/starts)	3/11/2025 1:28 PM
118	Some residential areas don't have sidewalks	3/11/2025 9:25 AM
119	127th and state by AT&T	3/10/2025 9:09 PM
120	Along Kromray	3/10/2025 12:20 PM
121	State Street	3/7/2025 10:40 AM
122	127th - large sidewalk breaks State - Archer on south side	3/6/2025 1:42 PM
123	Various Locations in Downtown Lemont (ex. near Cornerstone)	3/6/2025 1:30 PM
124	Park Place; Valley Drive	3/6/2025 12:54 PM
125	Old quarry to walkway towards Dunkin or Walgreens	3/6/2025 9:40 AM
126	4th Street, Lemont il	3/6/2025 8:04 AM
127	McCarthy	3/6/2025 7:25 AM
128	Lintz Street (my child has to walk in the street to get to her bus stop on State Street)	3/6/2025 6:23 AM
129	Students unable to walk to any school without having to walk in the street in the old section of town.	3/5/2025 11:07 PM
130	McCarthy Road near the high school	3/5/2025 8:54 PM
131	Ridge Rd	3/5/2025 8:27 PM
132	Centennial Park	3/5/2025 8:16 PM
133	Lack of sidewalks in older parts of Lemont	3/5/2025 7:37 PM
134	occasionally going downhill on Cass from Stephen Street when it's icy (very steep and have fallen multiple times)	3/5/2025 6:47 PM
135	The streets leading to my kids school St Cyril do not have sidewalks	3/5/2025 9:40 AM
136	From our house to LHS	3/5/2025 9:29 AM
137	McCarthy Street between McCarthy Rd and Schultz	3/3/2025 6:19 PM
#	**3**	**DATE**
1	New Eagle Ridge subdivision west on McCarthy towards archer/Derby plaza	10/15/2025 3:03 PM
2	Need for a better ramp on sidewalk in front of Virginia Reed Park at the corner	6/20/2025 2:10 PM
3	Block of 700 Ridge Rd	6/7/2025 7:01 PM
4	802 Warner Ave due to bad sidewalk conditions	6/1/2025 10:15 AM
5	Lintz St between John St and East Ave. really only the west part of that, the older part of the street	5/29/2025 5:55 PM
6	Archer Ave	5/28/2025 12:48 PM
7	Metra station	5/28/2025 11:43 AM
8	Peiffer in random areas	5/27/2025 10:59 PM
9	Stairs on the sidewalks to downtown area	5/27/2025 10:40 PM
10	Logan and walnut stairs by st Al’s	5/27/2025 8:01 PM
11	Along Short Street	5/27/2025 4:16 PM
12	McCarthy St, Houston, etc near Cyrils	5/27/2025 12:25 PM

13	Bushes blocking sidewalks	5/23/2025 6:09 PM
14	Warner	5/14/2025 5:01 PM
15	Singer Ave	5/11/2025 6:55 PM
16	west connacht road	5/6/2025 12:16 PM
17	Downtown Businesses - seating outside blocks sidewalks	5/5/2025 12:10 PM
18	Crossing from the train station to get to Singer Ave is a challenge.	5/4/2025 11:14 PM
19	Post office	5/1/2025 8:31 PM
20	Timberline Dr at New Avenue	4/30/2025 1:44 PM
21	Keepataw Dr between Cherokee Pl and State St.	4/29/2025 9:19 PM
22	State Street	4/29/2025 11:38 AM
23	Downtown Lemont is difficult to push a stroller without having to walk in the street.	4/28/2025 11:50 PM
24	On Warner between Weimer Ave & Peiffer	4/28/2025 7:56 PM
25	Where Cass Street meets Stephen Street, and Stephen street down to the intersection by Wooden Paddle	4/28/2025 12:53 PM
26	Streets between Mcarthy Rd and the train tracks	4/28/2025 10:03 AM
27	North side 127th St. by Lithuanian Center entrance floods.	4/28/2025 8:21 AM
28	florence street between roberta and peiffer (to get to library)	4/28/2025 8:17 AM
29	Anywhere in Equestrian Estates	4/28/2025 6:33 AM
30	rt 171	4/27/2025 11:27 PM
31	Ridge Road has no sidewalks	4/27/2025 10:07 PM
32	Warner Ave.	4/27/2025 8:34 PM
33	Warner	4/27/2025 8:34 PM
34	McCarthy- Stephen Street transition sidewalks have only stairs, very dangerous blind spot for strollers and bikes to use to get to/from downtown	4/27/2025 7:45 PM
35	Central School/LHS/Surrounding	4/27/2025 7:37 PM
36	The cross walk by the Park District Pool across 127th is horrible. No one ever stops and I'm always terrified of crossing in the stroller w my son. I really wish there was the flashing lights like there is near St Pats. With so many kids crossing there, someone is going to get killed.	4/27/2025 7:30 PM
37	Smith road between 127th and Park	4/27/2025 7:26 PM
38	Weimer no sidewalk	4/27/2025 6:43 PM
39	Warner intermittent between Peiffer and Weimer	4/27/2025 6:31 PM
40	127th to Park District/school- sidewalk ends way before lights	4/27/2025 5:56 PM
41	Holmes	4/27/2025 8:48 AM
42	Walter street	4/25/2025 6:38 PM
43	There are also steep stairs without a railing on Logan.	4/25/2025 5:27 PM
44	Downtown Lemont- not stroller/ wheelchair friendly sidewalks with ramps and curbs	4/24/2025 3:16 PM
45	Wherever theres no sidewalks.	4/24/2025 1:25 PM
46	On Wend near State Street (near McDonald's)	4/24/2025 11:53 AM
47	Division	4/24/2025 11:42 AM
48	Ledochowski	4/24/2025 11:20 AM

49	802 Warner avenue the sidewalk is very damaged	4/24/2025 9:52 AM
50	Freehauf	4/24/2025 8:10 AM
51	Walking to the Oakwood /River Valley campus in winter along 127th St.	4/24/2025 7:05 AM
52	The street to access the walking path that leads to the forge (off Illinois/Main)	4/23/2025 10:11 PM
53	Corner of Holmes and Illinois. Holmes is a thoroughfare to east side of downtown and direct route to new bridge across canal	4/23/2025 9:58 PM
54	713 ridge road	4/17/2025 7:39 AM
55	Along 119	4/7/2025 8:34 PM
56	Walking to hilltop park	4/6/2025 5:45 PM
57	Corner by wooden paddle down to Polly Anna - not stroller friendlh	4/6/2025 5:43 PM
58	Illinois street on north side between Stphen and state	4/6/2025 10:41 AM
59	McCarthy Street — no sidewalks	4/6/2025 10:12 AM
60	Derby Road	4/3/2025 9:15 PM
61	Gap in sidewalk on 702 ridge rd that forces kids/bikes/strollers to walk on the street near a curve that has low visibility for cars.	4/3/2025 12:45 PM
62	Fox Hills development	4/3/2025 11:42 AM
63	127th Street by Briarcliffe Estates -sidewalk not complete	4/3/2025 9:23 AM
64	Alpine lane very bumpy sidewalks	4/3/2025 4:22 AM
65	Archer avenue between McCarthy and 127th	4/2/2025 10:17 PM
66	Residential streets have no consistent sidewalk it comes and goes making it impossible to stay on a sidewalk	4/2/2025 8:13 PM
67	127th street. The overpass at 355 is dangerous because there are two spots that do not have guardrails and a child could fall down the hill and roll onto 355.	4/2/2025 8:10 PM
68	Archer Ave	4/2/2025 7:33 PM
69	Archer	4/2/2025 7:30 PM
70	On McCarthy towards 3 corners	4/2/2025 7:19 PM
71	127 st	4/2/2025 7:12 PM
72	Walker north of McCarthy (no sidewalk or bike path)	3/11/2025 1:28 PM
73	Illinois doesn't have sidewalks on both sides of the street	3/11/2025 9:25 AM
74	Eureka drive	3/6/2025 12:54 PM
75	Downtown Lemont (not stroller accessible)	3/6/2025 6:23 AM
76	Downtown area almost cutoff from anyone with a disability. No parking is available within a reasonable distance. Many sidewalks are not wheelchair friendly.	3/5/2025 11:07 PM
77	Oak Lane	3/5/2025 8:27 PM
78	When I still used a stroller, FREQUENTLY ended up in the step going down Stephen past what is now Wooden Paddle and Aster Gardens	3/5/2025 6:47 PM
79	From our house to north view park	3/5/2025 9:29 AM
80	Ledochowski Street between McCarthy Road and Schultz	3/3/2025 6:19 PM

Q14 What conditions along Village streets / sidewalks affect your walking habits? (Rank in order from 1-5, with 1 being the most critical)

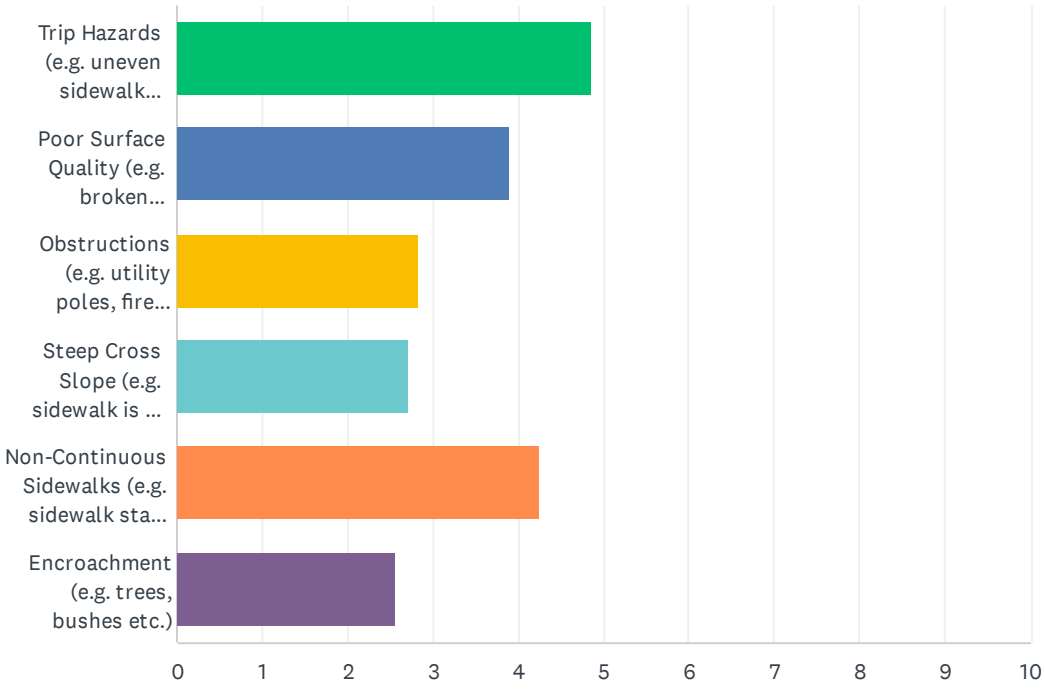
Answered: 343 Skipped: 159



	1	2	3	4	5	TOTAL	SCORE
Proximity to motor vehicles / drivers	30.91% 102	24.85% 82	17.58% 58	12.73% 42	13.94% 46	330	3.46
Difficult / unsafe street crossings	24.70% 83	36.61% 123	20.54% 69	13.99% 47	4.17% 14	336	3.64
Sidewalks in poor condition	27.25% 91	18.56% 62	27.25% 91	17.07% 57	9.88% 33	334	3.36
Missing or difficult curb ramps	11.82% 39	12.73% 42	19.09% 63	33.94% 112	22.42% 74	330	2.58
Obstructions	7.88% 26	7.27% 24	15.15% 50	20.91% 69	48.79% 161	330	2.05

Q15 Please complete the following photographic sidewalk evaluation survey. Rank the following obstacles/barriers to access 1 through 6 in order of how the barrier impacts your ability to walk/roll around the village (1 being the barrier that poses the greatest challenge to using the sidewalk network and 6 the least impact on the usability of the sidewalk network). Photographic examples provided below.

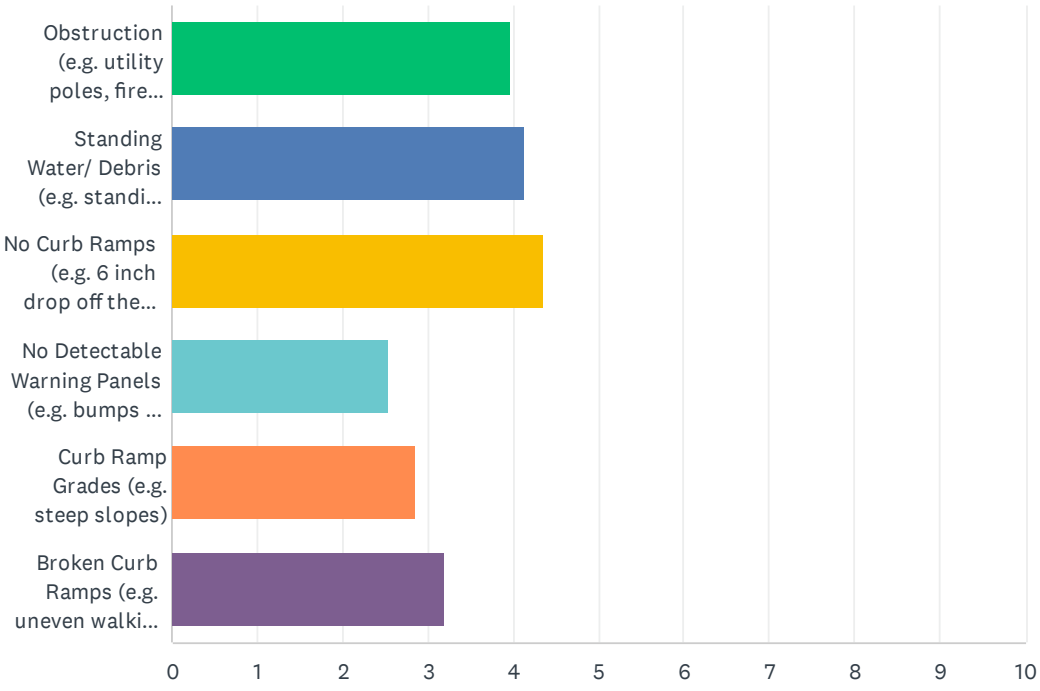
Answered: 315 Skipped: 187



	1	2	3	4	5	6	TOTAL	SCORE
Trip Hazards (e.g. uneven sidewalk panels)	41.16% 128	28.62% 89	16.08% 50	6.11% 19	5.47% 17	2.57% 8	311	4.86
Poor Surface Quality (e.g. broken sidewalks)	12.09% 37	27.78% 85	24.18% 74	18.30% 56	10.13% 31	7.52% 23	306	3.91
Obstructions (e.g. utility poles, fire hydrants etc.)	3.96% 12	7.26% 22	17.49% 53	28.71% 87	25.41% 77	17.16% 52	303	2.84
Steep Cross Slope (e.g. sidewalk is not flat)	3.00% 9	10.67% 32	16.67% 50	18.33% 55	26.67% 80	24.67% 74	300	2.71
Non-Continuous Sidewalks (e.g. sidewalk starts and stops)	37.58% 115	14.38% 44	12.75% 39	13.07% 40	13.73% 42	8.50% 26	306	4.24
Encroachment (e.g. trees, bushes etc.)	3.95% 12	12.17% 37	13.16% 40	14.80% 45	17.43% 53	38.49% 117	304	2.55

Q16 Please complete the following photographic curb ramp evaluation survey. Rank the following obstacles/barriers to access 1 through 6 in order of how the barrier impacts your ability to use the curb ramp (1 being the barrier that poses the greatest challenge to using the sidewalk network and 6 the least impact to using the network). Photographic examples provided below.

Answered: 282 Skipped: 220



	1	2	3	4	5	6	TOTAL	SCORE
Obstruction (e.g. utility poles, fire hydrants etc.)	26.74% 73	20.51% 56	15.38% 42	10.99% 30	13.55% 37	12.82% 35	273	3.97
Standing Water/ Debris (e.g. standing water, ice accumulates in winter)	26.45% 73	24.64% 68	16.67% 46	9.78% 27	13.77% 38	8.70% 24	276	4.14
No Curb Ramps (e.g. 6 inch drop off the sidewalk)	29.03% 81	20.43% 57	22.58% 63	15.05% 42	9.32% 26	3.58% 10	279	4.34
No Detectable Warning Panels (e.g. bumps at the bottom of the curb ramp)	2.54% 7	4.71% 13	14.49% 40	29.71% 82	18.12% 50	30.43% 84	276	2.53
Curb Ramp Grades (e.g. steep slopes)	3.97% 11	11.19% 31	16.25% 45	19.86% 55	32.85% 91	15.88% 44	277	2.86
Broken Curb Ramps (e.g. uneven walking surface)	12.54% 35	17.92% 50	14.70% 41	13.98% 39	12.54% 35	28.32% 79	279	3.19

Q17 Please identify any specific difficulties or constraints along the routes you normally take:

Answered: 198 Skipped: 304

#	RESPONSES	DATE
1	The Steeples/Kensington subdivisions as well as the new Eagle Ridge subdivision are isolated from being able to walk towards downtown Lemont by not having any sidewalks along either McCarthy or Archer. It would be great if we could continue the sidewalks from the McCarthy/Archer intersection north and east along both streets to connect to these subdivisions.	10/15/2025 3:08 PM
2	The slopes of streets are often too steep or are uneven. Broken or crumbling portions of sidewalks cause an interruption to walking and require me to either walk on the street or walk on the grass.	9/27/2025 8:33 PM
3	Ridge Road needs continuous sidewalks as well as Eureka Ave and Oak Ln.	6/20/2025 2:12 PM
4	1 E Division St, 5 E Division St and so on going east has missing sidewalks. Also missing sidewalk naer the 21 W Eureka Ave block. Missing sidewalk near 1036 Warner Ave prevents me from going to the library easily by myself.	6/7/2025 7:07 PM
5	The sidewalk along 804 Warner Ave and 810 Warner Avenue crosses an alley which does not have curb ramp Would like to have a crosswalk and curb ramp to cross the street from 48 W Logan to 49 Evergreen Dr Would like cross walk and continued sidewalk when crossing from 1000 Hermes to Eureka Ave No sidewalks from 23 W - 47 W Eureka Ave and entire Oak Ln- would like to have sidewalks there to avoid walking in the street Non continuous sidewalk along 711 Ridge Rd and 713 Ridge Rd Sidewalk ends at 25 W Peiffer Ave and needs a crosswalk and flat curb ramps to cross the street to get to another sidewalk Need for continued sidewalk on E Pieffer Ave Need ADA accesible sidewalk ramps near Singer Ave and Cass Please add sidewalks to Park Pl to avoid walking in the street Would like to see ramp at crosswalk near 50E Eureka Dr, currently only stairs exist which is not accessible with mobility scooter Need sidewalk in front of 1000 Warner Ave and 1020-1026 Warner Ave in order to get to the library without having to keep going into the street Need sidewalks along Weimer Ave Need continued sidewalk at 313 E Logan St	6/1/2025 10:42 AM
6	Too much disconnection amongst lemonts sidewalks. We need a plan to connect lemont’s existing sidewalks from residential areas to other residential areas and downtown businesses. Specifically on archer	5/30/2025 10:17 AM
7	Lack of businesses access for wheelchair bound. No “push buttons to open doors”. Not enough handicap spots near sidewalk ramps, uneven sidewalks, dangerous to walk or wheel.	5/30/2025 8:53 AM
8	new ave from timberline downtown steven st	5/30/2025 6:46 AM
9	Stairs	5/29/2025 10:26 PM
10	I walk my dogs a lot, pretty much every day. We have different routes between downtown Lemont, east of State, north of 127 and west of 1st St. There are some major differences between some of the older neighborhoods, when sidewalks may not have been required, and the newer neighborhoods. There are some places that don't have any sidewalks, there are some where the sidewalks are perfectly fine and then others where the sidewalks are there but in terrible condition. If there is anywhere specific you are looking for it would be east of state, north of freehauf west of east ave and south of mc carthy.	5/29/2025 6:36 PM
11	People do not trim the low-hanging tree branches on their property or. . It's difficult to walk or ride a bike on a sidewalk if you will be hit in the head by a low/non-trimmed branch. (ie. Illinois St. by the yellow house on the corner of Illinois/Fremont and that whole block).	5/29/2025 5:50 PM
12	No sidewalks on sections of McCarthy Rd and Archer Ave. Big drop off from sidewalk to street on certain streets (Ledochowski for example)	5/28/2025 7:37 PM
13	No continuous sidewalk at 127th and Jane Avenue and Archer.	5/28/2025 3:09 PM

14	Biggest challenge is walking into the village of Lemont with a stroller or younger children on bikes. There are no ramps on some of the sidewalks. So you have to get on the busy street which is dangerous because there is a steep him and a busy intersection once you walk past the school. If you do take the sidewalk , you have to lift the stroller down a flight of stairs which can be difficult to do.	5/28/2025 11:50 AM
15	Missing areas of sidewalk	5/27/2025 11:03 PM
16	The ramps in the crosswalks were recently fixed in the areas I walk most. Before that, we walked on the street, my stroller has been affected from deep slopes, broken sidewalks, and raised concrete. I rolled my ankle in downtown Lemont walking on the raised sewer.	5/27/2025 10:46 PM
17	No continuous sidewalks on Freehauf to get to bus stops.	5/27/2025 9:07 PM
18	McCarthy Rd should have sidewalks on both sides from Illinois to Archer	5/27/2025 7:57 PM
19	1st. Street is getting busy as it is a through street - there are no sidewalks by the cemetery and it's very dangerous to walk there especially when cars are going both ways.	5/27/2025 6:27 PM
20	The sidewalk on beginning of Short Street is very old and incomplete, starting from State Street.	5/27/2025 4:19 PM
21	A flashing light for pedestrian crossing (similar to the one at St Al's on State St) should be installed at the crossing on Illinois St and Lemont St. Very dangerous especially during downtown errands. Another dangerous corner is at the right turn of BTB Wine across from VFW. Many times vehicles take that turn very fast, -scary-.	5/27/2025 4:12 PM
22	Wexford - Hilltop Dr, very close calls of being hit on crosswalks. Hilltop Dr - Wheeler stop sign being disobeyed especially after H.S. lets out. Hilltop Ct property owner has basketball stand in sidewalk. Senon east of 4th St, property owner works on vehicles blocking sidewalk. Harasek- cars/trucks parked across sidewalk.	5/27/2025 4:05 PM
23	The start/stop of sidewalks makes Lemont far less walkable than it should be. Even if the sidewalk is just at the curb, having a consistent pathway would help.	5/27/2025 12:28 PM
24	Is there any plan or funding allocated for a stoplight at Bluff and Lemont Road? Traffic has been increasing significantly with new businesses and the addition of Athens Park, and it’s becoming a real safety concern. Thank you!	5/27/2025 10:40 AM
25	Low hanging tree branches and uneven sidewalks.	5/27/2025 9:44 AM
26	Cars that DO NOT STOP and allow you to cross over to other side of street. That is a major concern in the Covington Knolls and Abbey Oaks area. Cars fly down the streets in these subdivisions and race down Covington at any time of the day	5/25/2025 8:20 AM
27	Flower boxes	5/25/2025 7:58 AM
28	Trip hazards here and there. Ice and standing water in various locations.	5/24/2025 8:50 PM
29	It is very hard to cross Illinois st where it meets Lemont st near the historic society, the cars come fast and there is no stop sign. Also the stairs on the corner are very steep and can be difficult to manage.	5/23/2025 9:56 PM
30	East side state street. By church. Sidewalk has stairs at street crosswalk. Should be a ramp down to street level Residents Aldo park in driveways and block the sidewalk	5/23/2025 6:09 PM
31	No sidewalks	5/23/2025 5:34 PM
32	I have lived on the original 200/300 block of Freehauf St. for more than 40 years and the non-continuous sidewalks on both sides of the street have never been addressed. When I go for a walk, I am forced to walk in the street with speeding cars along side of me. I have witnessed mothers with baby strollers in the same situation.	5/21/2025 2:45 PM
33	Uneven sidewalks, low hanging tree branches, parked vehicle blocking sidewalk	5/16/2025 8:38 AM
34	Freehauf street has no sidewalks and it is extremely dangerous to walk in the street.	5/16/2025 12:20 AM
35	Inconsistent Sidewalk connections	5/14/2025 5:02 PM
36	Over grown bushes hanging over the sidewalk.	5/12/2025 3:58 PM

37	The newly cut curb at 127th and Rolling Meadows was not cut all the way to grade. I see that being a difficult curb to get up if in a wheelchair.	5/11/2025 6:59 PM
38	Steps by Lemont Historical need replacement.	5/8/2025 5:12 PM
39	debris on bike paths- especially the centennial bike path under Lemont road bridge. It's a matter of time before there is a major accident there and it's as simple as a street cleaner to fix.	5/8/2025 2:50 PM
40	lack of sidewalks to centennial park	5/6/2025 12:18 PM
41	The main issue we face as a family is all the stairs and poles taking up room on the sidewalk. We have a small child who relys on a stroller so it makes it hard to get around.	5/6/2025 2:03 AM
42	general bad shape, uneven, slopes that have come from freezing and thawing	5/5/2025 1:11 PM
43	Cars illegally parked in driveways and blocking the public sidewalk.	5/5/2025 12:16 PM
44	None	5/4/2025 11:41 PM
45	Motorists do not always stop for pedestrians crossing Steven street at Talcott. Sidewalks not continuous in many areas force to cross streets. Motorists on McCarthy do not stop for pedestrians crossing at Holmes.	5/4/2025 11:28 PM
46	Missing sidewalks from Ashbury Woods along 127th street to State Street and no cross walk to get across 127th to the sidewalks on the other side near the school entrance.	5/3/2025 8:25 AM
47	Uneven side walks that put stress on my joints and back. A lot of the side walks Downtown are angled, making it hard for me and my senior age parents to walk around Downtown Lemont and hesitant to walk to a business.	5/2/2025 3:31 PM
48	Uneven sidewalks	5/2/2025 12:57 PM
49	Stairway from Lemont Street to sidewalk in front of Lemont Historical Society.old uneven curbs.	5/2/2025 8:10 AM
50	Southeast corner at Eureka &Warner does not have ramps. We constantly see parents trying to get strollers down the stairs and people on bikes doing the same thing.	5/1/2025 11:00 PM
51	Missing side walk areas thus need to use the street.	5/1/2025 9:55 PM
52	-the sidewalk between 804 and 810 Warner ave is not well accessible due to the curbs near the alley and the car at 804 Warner is always blocking the sidewalk -non continuous sidewalk at 702 ridge rd -cracked crumbled sidewalk at 16 w division and 10 w division -sidewalk ends and there is no crosswalk or continued sidewalk at 25 w pieffer -missing sidewalk going from pieffer to eureka	5/1/2025 9:32 PM
53	The older parts of town have the worst sidewalks. It’s difficult to walk because of the uneven, chipped, and otherwise poor conditions.	5/1/2025 6:34 PM
54	On First St & McCarthy, road narrows & there is no sidewalk (around the cemetery). Lots of traffic on First St as people need to drive to their respective subdivisions of Woodglen & Covington. Even more dangerous on garbage pick up days when garbage cans are in the streets & often not pick up until people return home from work.	5/1/2025 6:17 PM
55	No sidewalk from Timberline dr to eagle Crest dr on 127th	5/1/2025 5:26 PM
56	non-continued sidewalk and/or obstructions	4/30/2025 1:48 PM
57	Crossing the street at 127th and Covington Knolls is difficult and cars do not stop for pedestrians at the crosswalk. Also I wish there was a sidewalk from that intersection to 127th and state street so I could walk to TLE Lemont without crossing someone's property.	4/30/2025 1:00 PM
58	sidewalks start and stop along 127Th st	4/30/2025 9:58 AM
59	The intersection of 127th , Ashbury PL and Hillview Dr. is so difficult to cross. A traffic light is a good idea, but at the very least, a flashing pedestrian crosswalk would be so helpful. Cars rarely stop when I try to cross the street. This intersection is also SO busy at school start/ end times!! Dangerous.	4/29/2025 9:24 PM
60	127th St. Southside between St. Andrew's CT. & State st.	4/29/2025 8:27 AM

61	Blocked or narrow sidewalks	4/29/2025 8:14 AM
62	Missing sidewalks on Freehauf Street and on Lintz Street are my two biggest issues. I'd feel much safer walking my kids to school if we had sidewalks instead of having to walk in the street.	4/29/2025 12:02 AM
63	too many sidewalks aren't continuous. We can't walk anywhere and continuously have a side walk.	4/28/2025 8:00 PM
64	Some of the curve In the neighborhood are Difficult with the wheelchair	4/28/2025 7:02 PM
65	No sidewalks at or uneven pavement on sidewalks	4/28/2025 4:37 PM
66	127th St needs more crosswalks.	4/28/2025 2:59 PM
67	Ramps hard for me to walk up on. Curbs present difficulty lifting myself onto to sidewalk.	4/28/2025 2:20 PM
68	Heading to Downtown Lemont I walk my son down Lemont Street to East Illinois Street and I really wish there was a designated crosswalk with lights and warnings for drivers that would make them stop to give pedestrians the right of way. I have to run across the street with him and its very nerve-wrecking when drivers go so fast on East Illinois Street from both directions.	4/28/2025 12:58 PM
69	Walking along McCarthy from Central School down toward where the Creamery and Wooden Paddle are.	4/28/2025 12:49 PM
70	When I walk daily in rolling meadow there are no current constraints. However DT Lemont and surrounding areas have tons of constraints to address. I am glad the village is taking action!	4/28/2025 12:07 PM
71	Non continuous and old sidewalks primarily in the neighborhood near the Catholic churches, North of Freehauf / East of State and between Mc Carthy Rd and Downtown	4/28/2025 10:17 AM
72	I like to walk and typically will walk in the street because of trip hazards on sidewalks. If you are not paying full attention it is so easy to miss an uneven sidewalk. Just not willing to take that chance and find neighorhood streets safer to walk on.	4/28/2025 9:58 AM
73	none	4/28/2025 9:44 AM
74	Downtown Lemont - broken/uneven sidewalks	4/28/2025 8:54 AM
75	None other than those already listed	4/28/2025 8:26 AM
76	I do not like when the sidewalk randomly stops and I have to walk across someone's lawn to get to more sidewalk.	4/28/2025 8:21 AM
77	No side along first south of mcarthy by cemetery. No crosswalk to get to northview park	4/28/2025 7:13 AM
78	Please put sidewalks in Equestrian Estates	4/28/2025 6:36 AM
79	None	4/28/2025 5:10 AM
80	not enough sidewalks on mc carthy rd and bell road	4/27/2025 11:32 PM
81	Sidewalks randomly end, they are in very poor quality, it's difficult to push strollers in some areas (I could imagine having mobility issues and living in this neighborhood)	4/27/2025 10:12 PM
82	Going up and down curbs with a cane, this is a hilly town. Some places have 2 or 3 steps to get up on the sidewalk.	4/27/2025 9:01 PM
83	New Ave. and Lockports st. has an unsafe intersection and traffic does not yield to pedestrians.	4/27/2025 8:36 PM
84	lack of sidewalk Street is not busy when I walk so no problem	4/27/2025 8:36 PM
85	Stairs along Stephen street not accessible for strollers and bikes for families Grant Street Sidewalk stops abruptly before McCarthy Road	4/27/2025 7:47 PM
86	Drivers around our neighborhood are aggressive and fast driving especially around school hours. We walk to school daily and it is difficult to avoid traffic. Similar traffic and visibility issues with fencing on state by the cemetery by lemon tree for example. In the winter, ice snow and water pile up. All our sidewalks were not repaired that needed it. We love how close our house is to everything but parking lots, walkways, larger street crossings, and neighborhoods need more safe pedestrian and bike rider options as well as traffic enforcement.	4/27/2025 7:43 PM

87	We walk over the 355 bridge along 127th. In the spring, there are tons of rocks and pebbles along the bridge sidewalk. My dog has so much difficulty and we have to carry him. Also, it is hard to push the stroller. The same is true for west of 355, down the hill. It is very challenging as the snow plows found chucks of asphalt onto the sidewalk.	4/27/2025 7:33 PM
88	Broken and uneven sidewalks in Woodcrest lane between 119 and McCarthy	4/27/2025 7:28 PM
89	The tables at wooden paddle make it impossible to walk to the retail next to it. You are forced to the curb and the traffic is busy with trucks and feels very unsafe.	4/27/2025 7:00 PM
90	It's very hard cross 127 Street	4/27/2025 6:53 PM
91	Light poles in sidewalks	4/27/2025 6:45 PM
92	Sidewalk squares that don't align causing tripping hazards all over the place. I see kids crash on bikes and scooters all the time when they hit some of these bumps which can sometimes be 1-2 inches different.	4/27/2025 6:35 PM
93	Sidewalks in Covington are in need of repair	4/27/2025 6:32 PM
94	Street have stopped sidewalks and uneven sidewalks	4/27/2025 6:28 PM
95	Missing sidewalks along 127th street from state st to Archer avenue. Broken uneven sidewalks	4/27/2025 6:25 PM
96	Sidewalks ending	4/27/2025 6:13 PM
97	Non-continuos sidewalks, no or steep ramps	4/27/2025 6:01 PM
98	none	4/27/2025 5:45 PM
99	In Hillview Estates neighborhood, there are several sidewalk sections that have giant cracks in them (Sara Avenue)	4/27/2025 5:41 PM
100	Lack of continuous sidewalks	4/27/2025 8:51 AM
101	Uneven or broken sidewalks	4/27/2025 6:42 AM
102	Stephen and Illinois intersection is unsafe for pedestrians, especially around Wooden Paddle where dining tables block use of sidewalk and force pedestrians into the street. Sidewalks here are very close to the street. The Creamery sidewalk enhancements are nice! Do similar at the other 3 corners	4/26/2025 1:03 PM
103	Missing sidewalks. Access from residential areas to the south and uphill to downtown.	4/26/2025 9:17 AM
104	Walking on streets without sidewalks.	4/25/2025 6:46 PM
105	Just uneven sidewalks - and people need to trim their trees! I am not tall, but we even I have to duck sometimes!	4/25/2025 5:43 PM
106	There is no safe way to cross to the Metra by the VFW. I would love at least a painted crosswalk. But a light would be better.	4/25/2025 5:30 PM
107	Some restaurant outdoor tables and chairs	4/25/2025 5:02 PM
108	Just feel unsafe walking into wooden paddle	4/25/2025 4:58 PM
109	Curbs at Creamery corner	4/25/2025 2:50 PM
110	There's no safe way to get on/off the Centennial Trail - you're driving alongside semi trucks and then trying to cross Lemont Rd. where there are no sidewalks and no good place to cross.	4/25/2025 2:36 PM
111	broken sidewalks, curb drop-offs, ice/standing water	4/25/2025 1:36 PM
112	No sidewalks or sidewalks stop 1/2 down the street.	4/25/2025 12:21 PM
113	No sidewalk from ATI to State Street. No sidewalk from the childcare center to Aldi	4/25/2025 7:00 AM
114	walking around the neighborhood around my house gets difficult because only some streets have sidewalks. And some are really old and town up.	4/25/2025 4:15 AM
115	When attending events we have to park far and it’s very difficult getting to the main streets with a stroller. The steepness and stairs in some crossings,	4/24/2025 11:10 PM

116	The sidewalks end	4/24/2025 11:09 PM
117	Freemont and Illinois street has no handicap ramp, we have almost been hit by a car multiple times having to go in the street since our wheelchair can't go down stairs	4/24/2025 9:28 PM
118	Not enough handicap parking downtown. Took away the one that was by Matt's BBQ. I can't park at next Mex and walk with a walker to Canal St.	4/24/2025 9:08 PM
119	Sidewalks end	4/24/2025 8:37 PM
120	Cars not stopping/refusing to stop at cross walks, such as the cross walk at Logan and State St.	4/24/2025 8:15 PM
121	Broken and uneven sidewalks, standing water or debris in the course or drainage	4/24/2025 6:33 PM
122	No sidewalk and uneven	4/24/2025 6:23 PM
123	Non continuous sidewalks, no curb ramps	4/24/2025 3:18 PM
124	Warner Ave suddenly stops when my brother and I go on walk and the cars sometimes come close to hitting us.	4/24/2025 1:36 PM
125	Obstructions from tree/bush overgrowth are frequently a problem. Uneven sidewalks are a major trip hazard.	4/24/2025 12:01 PM
126	Biggest problem is lack of sidewalk, or sidewalk start and stop. Second would be narrow or slanted sidewalks.	4/24/2025 11:47 AM
127	Why was so much sidewalk space given to businesses! It's ridiculous	4/24/2025 11:35 AM
128	Overall narrow sidewalks in downtown, make it difficult to pass people or obstructions with a rolling walker. Overall, outside of intersections, there are limited or no ramps to get up onto the sidewalk. There is also limited accessible parking that is not just handicap, which makes it difficult to visit. Entrances in and out of businesses Are also difficult to navigate or are inaccessible.	4/24/2025 10:40 AM
129	I live off of McCarthy, and wish I could walk down the road to get to the local park in Gleneagles. It's a very busy road and there are no sidewalks. I do not find it safe to walk alongside the road, so it forces me to drive.	4/24/2025 10:17 AM
130	When the sidewalk stops and you are forced among traffic and drivers.	4/24/2025 8:36 AM
131	Freehauf, Logan, and Lintz are all issues for our family and don't provide a safe route for either of my kids to walk to school, or take the bus.	4/24/2025 8:11 AM
132	Water and uneven sidewalks	4/24/2025 7:37 AM
133	Mostly safety and people related - kids not paying attention , drivers not slowing or stopping . There are sidewalks that look ok especially in neighborhoods but then are uneven , so trip hazard .	4/24/2025 7:36 AM
134	sidewalks are sinking (multiple calls to the village and they say "it's fine" even though people trip over it DAILY), trip hazards, sidewalks just randomly end, poor upkeep from the village	4/23/2025 11:39 PM
135	It's hard navigating a stroller so it makes me concerned about those in a wheelchair.	4/23/2025 11:09 PM
136	Cars parked in driveways and blocking sidewalks Corner house east side of hillview at 127th street. Always blocks driveway with 2 vehicles	4/23/2025 10:51 PM
137	Lack of continuous sidewalks and lack of pedestrian crosswalks/ especially on State street and 127th	4/23/2025 10:32 PM
138	Issues with clear pedestrian walkways. Need more blinking lights for motor vehicles to see. Sidewalk access along 127th and state streets. The railroad crossings downtown for pedestrians needs more restraints and more safety efforts	4/23/2025 10:22 PM
139	Stairs vs ramps/slopes	4/23/2025 10:14 PM
140	South sidewalk on Illinois street in between Stephen and State is a little treacherous. Something needs to be done about Stephen St and Illinois St intersection. With the Creamery and Wooden Paddle, there are a lot of pedestrians. Vehicles often drive through this	4/23/2025 10:10 PM

	intersection without stopping at 5-25 mph. Its a hazard to able bodied and disabled pedestrians. Something bad is bound to happen there someday within the crosswalks.	
141	Handicap ramps should be at every corner	4/23/2025 10:07 PM
142	Flooding on sidewalk after heavy rains on McCarthy/5th street. Unable to use sidewalk when it happens.	4/23/2025 10:05 PM
143	Uneven sidewalks, (sinking)	4/23/2025 10:04 PM
144	We always have a stroller or wagon so it’s not easy to walk across the safer intersection at Illinois and Stephen so we choose to walk across Illinois at Fremont but there are blind spots and drivers don’t respect the speed limit.	4/23/2025 10:03 PM
145	The sidewalk is not continuous. It’s hard to navigate with a stroller and can be dangerous at night when you have no other option but to walk in the street.	4/17/2025 7:42 AM
146	Woodcrest Lane has some uneven sidewalks due to tree roots, 123rd/McCarthy has sidewalks that just stop. McCarthy has some encroaching tree growth	4/7/2025 8:38 PM
147	There is a very big drop off on Ledochowski	4/6/2025 5:48 PM
148	719 ledochowski st is right in front of my house. It’s a major safety issue and is over 40 years old. It’s been falling apart for years and is 3 FEET tall. People don’t park close to it which has led to a bottleneck for church getting out. I’ve witnessed a half dozen accidents in the last 2 years	4/6/2025 5:45 PM
149	Stairs, side walks missing altogether. Often using a stroller or wagon and need to walk in the street near downtown.	4/6/2025 10:43 AM
150	No sidewalks east side of McCarthy. VERY DANGEROUS	4/5/2025 1:09 PM
151	No sidewalks on 131st to walk or bike safely or crosswalks to get across to parks and other neighborhoods. Need more connections between neighborhoods so you can stay off main roads	4/3/2025 9:20 PM
152	There is a sidewalk in our neighborhood that is easily a 3 ft drop to the street and is incredibly unsafe for children walking down the sidewalk. On Ledochowski st	4/3/2025 4:17 PM
153	Gap in sidewalk on 702 ridge rd Gap in sidewalk 711/713 ridge rd No sidewalks on eureka ave and oak ln Gap on sidewalk on 25 w peiffer ave No sidewalk to cross from 1000 w peiffer ave to eureka ave Damaged sidewalk on 802 Warner ave No curved curb on 810 Warner to walk passed the alleyway Gap in sidewalk 1000 Warner ave and going south along Warner many gaps	4/3/2025 12:53 PM
154	Standing water on sidewalk. No ramps built in on corner lots sidewalks	4/3/2025 9:30 AM
155	Noting major.	4/3/2025 8:57 AM
156	There is no sidewalk along Derby Road from Archer to 131st. Also the pedestrian sign at eagle crest and 127 needs an additional sign letting cars know they need to stop for people	4/3/2025 7:24 AM
157	No accessible handicapped parking that is close to businesses. Esp downtown Lemont, none by the Bridge in front. (Example)	4/3/2025 6:57 AM
158	Uneven steps .. sidewalks stop.. too close to the roadway	4/3/2025 12:05 AM
159	It’s very difficult and unsafe when the sidewalk ends at north end of lemont rd bridge	4/2/2025 10:21 PM
160	I would like additional safety measures when children walking from rolling meadows subvision to old quarry crossing the dangerous highway. Also, please add stoplight with crosswalk valley view Dr and smith.	4/2/2025 9:48 PM
161	You cannot use strollers on sidewalks near downtown lemont. There are so many steps we have to go in the street constantly. There are no rampa	4/2/2025 9:46 PM
162	Lack of consistent sidewalk	4/2/2025 8:15 PM
163	As a recreational athlete, I often have to plan out my routes or are restricted to certain routes because of the poor sidewalks and lack there of in Lemont. As the son of a father who is disabled, my dad has limited access to most of Lemont because he cannot access them due to lack there sidewalks that connect and because of uneven surfaces.	4/2/2025 8:14 PM

164	The sidewalks in Covington are uneven in places and make it hard to walk or ride bikes on.	4/2/2025 8:13 PM
165	Talcott parking lot has a sidewalk ramp to the Bottles/Pollyanna with a hatched parking space, but the hatching isn't adjacent to an ADA parking space. Several times, we have had to ask local patrons who parked in the hatched area blocking the only ramp up to the sidewalk. The parking lot has 2 ADA parking spaces, but located towards La Dolce. Suggest making space near hatching at sidewalk an ADA space and turning the one of the other ADA spaces into standard parking spaces. Other concern is ramp at Legion Park is adjacent to a normal parking space- usually blocked by a car.	4/2/2025 7:30 PM
166	Sidewalk is not contiguous on south side of 127th St. Sidewalk in front of briarcliff estates has tree overgrowth. Curb cut on 127th and rolling meadows is not down to grade on both sides. Getting a wheelchair or stroller over those bumps will be less than easy. Sidewalk in front of 1232 eagle Crest Drive slopes toward the street significantly. No one stops at crosswalk on 127th and eagle Crest. Sidewalk along south side of 127th between state and eagle Crest has a lot of overgrowth. No sidewalks along Mccarthy street or many of the other streets in that neighborhood. Sidewalk between rod road and rolling meadows is never cleared in the winter and is currently covered in rocks and gravel from the snowplows pushing all the snow and slush up there all winter.	4/2/2025 7:25 PM
167	Need sidewalk on both sides of McCarthy and 127th	4/2/2025 7:22 PM
168	Cars parked in sidewalk along Keepataw drive. Car parked at corner of Keepataw drive and Keepataw lane. High school cars parked along McCarthy road is very dangerous! Especially at McCarthy Street, line of vision is horrible and you need to manage high school student parking along Mc Carthy road.	4/2/2025 6:39 PM
169	Stairs on sidewalks making it difficult to use a stroller	3/19/2025 10:31 AM
170	Sidewalks directly next to busy streets; narrow sidewalks that don't accommodate strollers or multiple users; no sidewalks or sidewalks that stop and start; no shade (will opt for a route with tree coverage if possible)	3/11/2025 1:35 PM
171	State street is difficult to cross and my children need to cross it to walk to the high school. It is a dangerous road, and the intersection at State and Illinois is not great either. Multiple people have been hit crossing at St. Al/ St. Pats on state street. Also multiple issues with train crossings more cars than pedestrians there, but a pedestrian was hit and killed last summer.	3/11/2025 9:28 AM
172	I feel that 127th St. is dangerous for kids to walk to school due to no sign usage or signals for pedestrians to walk	3/10/2025 10:57 PM
173	Overgrown bushes near Walgreens block the driver view to turn on 127th Street	3/10/2025 9:12 PM
174	I am concerned with the fact that we still allow some businesses to have outdoor tables on a sidewalk that pedestrians use (eg.Wooden Paddle). There have already been multiple pedestrians hit in that intersection (I personally know of 2) and watched a family with a stroller have to make their small children walk on the street because there wasn't enough room on the sidewalk.	3/10/2025 1:56 PM
175	127th is traveled/walked/a running path by many people and students. Crossing with no lights/intersections is nearly impossible, and the missing sidewalks make it a nightmare if kids are close to the road, walking bikes or trying to run across to get to the side with a sidewalk.	3/6/2025 1:48 PM
176	Poor condition railings along walkways	3/6/2025 1:37 PM
177	Sidewalks ending	3/6/2025 1:28 PM
178	During COVID-19, I had my first child and needed to walk the neighborhood with a stroller. There were SO many unsafe drop-off areas, only had stairs, had no ramps, had entire drop-offs, had no sidewalks at all, had stone from YEARS ago, were covered with obstructions like bushes and trees overgrown. Definitely have pictures and videos of these areas and I couldn't believe how bad it was in some parts of the neighborhood with the high tax prices. Thank you so much for your attention to this project, as it will make a huge difference!	3/6/2025 1:02 PM
179	Singer Ave into downtown is horrible with the stairs, especially when using a stroller!	3/6/2025 12:51 PM
180	Leaving Limestone of Lemont to try and get to any bike paths.	3/6/2025 9:16 AM
181	out of kensington estates there are no sidewalks to use to allow for families to walk or bike ride	3/6/2025 8:24 AM

	to other neighborhoods/parks. There are so many families with young kids that want to enjoy outdoor family time but can't go on walks or bike rides because it is not safe (no sidewalks).	
182	The sidewalks that are incomplete-Freehauf- that's been that way for decades	3/6/2025 7:28 AM
183	My children and I must walk in the street on Freehauf because there is no side walk in large sections. It is very dangerous with speeding cars and impossible for us to safely walk to school, bus stop, push a stroller, or ride a bike without constantly moving into the grass.	3/6/2025 6:43 AM
184	Missing sidewalks are a major concern. Also the existing sidewalks in the historic section of town are in horrible condition.	3/5/2025 11:07 PM
185	My kids ride/walk to school on 1st street. The side walk ends towards McCarthy Rosd. They have to ride/walk on a narrow road to and from school	3/5/2025 8:59 PM
186	While riding my bike, I can have difficulty turning left getting off first street onto McCarthy.	3/5/2025 8:57 PM
187	The biggest issue is many homes never installed sidewalks, so you are forced to walk on the street. Or the sidewalk is too narrow for 2 people to walk side by side.	3/5/2025 8:31 PM
188	getting into the community center at the core for voting was difficult.	3/5/2025 8:31 PM
189	Generally I think the village sidewalks are in good shape. If there was a way to eliminate steps at intersections, that would be nice. Like at intersection of Stephen and Illinois St, or in State St.	3/5/2025 8:11 PM
190	All along state street is terrible. There are steep stairs and no way for wheelchairs, bikes or strollers to go except the busy street. There are sections without any sidewalks and there are obstructions that you have to navigate around.	3/5/2025 7:51 PM
191	Steps instead of ramps for stroller use	3/5/2025 7:39 PM
192	First Street- no sidewalks to bike on plus narrow roads	3/5/2025 7:21 PM
193	Riding bike on sidewalks. Sidewalks sharp turns around fire hydrant or trees. 127th State street. Stairs. Can’t ride bike.	3/5/2025 7:06 PM
194	Very dangerous intersection on state by Turnabout. So many near misses of pedestrians and vehicles due to blind spots. NEEDS A TRAFFIC LIGHT!	3/5/2025 6:44 PM
195	Obstructions, bushes, etc.	3/5/2025 6:39 PM
196	I have young kids , my oldest has autism so I worry about their safety on my street . There are no sidewalks and cars can get really close to them when they are outside	3/5/2025 9:46 AM
197	The streets Houston St, McCarthy Street, and Ledochowski all do not have sidewalks to go from McCarthy Road to Schultz (north/south). It makes it difficult to walk downtown or to central school without fearing for safety from the speeders down those streets. You have to walk in the street to go to central school or downtown.	3/3/2025 6:22 PM
198	There are certain corners where the sidewalks are narrow so it gives the feeling like there isn't a lot of space between pedestrians and cars (ie the downtown corner where Pollyanna Social is). Not much to be done about that, but it's where I always end up holding onto my kids tightly. In that same area, traveling south up toward Wooden Paddle, the stairs/slope are tough to navigate, even in the best weather.	3/3/2025 2:38 PM

Q18 If you have a disability or travel with someone who has a disability, what accessibility problems have you experienced along the Village's sidewalk and pedestrian facilities?

Answered: 109 Skipped: 393

#	RESPONSES	DATE
1	Sidewalks with steps in them	10/16/2025 2:43 PM
2	I personally don't have a disability, but a family member who lives in my home does. He uses a cane. The sidewalk in front of the house isn't an issue, but water and debris at the end of the sidewalk makes walking difficult and dangerous. In the winter the standing water freezes and is potential risk for injury.	9/27/2025 8:33 PM
3	non-continuous sidewalks forcing one to go through grass or into the street	6/20/2025 2:12 PM
4	non-continuous sidewalks	6/1/2025 10:42 AM
5	Lack of sidewalk	5/30/2025 10:17 AM
6	Lack of being able to go downtown more often. Not wheelchair accessible at all. Sad to miss out in many events	5/30/2025 8:53 AM
7	Handicap spots not being available or too far.	5/29/2025 10:26 PM
8	There isn't anyone I travel with that has a disability but strollers and wagons are hard to navigate with stairs. Personally, I enjoy the stairs and understand that in most places they are the only option, but they are hard to navigate at times.	5/29/2025 6:36 PM
9	Sidewalks with stairs to get down. There are no ramps on certain locations in the village. You would need to lift the wheel chair down if you were walking from McCarthy towards Stephen street.	5/28/2025 11:50 AM
10	Uneven sidewalks and large steps	5/28/2025 6:08 AM
11	N/A	5/27/2025 11:03 PM
12	Steep stairs leading to cross the street.	5/27/2025 8:22 PM
13	Don’t have a disability but am a new mom just trying to walk with my baby in a stroller to local parks and downtown area	5/27/2025 8:03 PM
14	I have to walk on uneven broken stone sidewalk, incomplete sidewalk so we have to walk on the grass at the East one third.	5/27/2025 4:19 PM
15	Stairs to get to front door.	5/27/2025 3:32 PM
16	No	5/27/2025 9:44 AM
17	The stairs in town are difficult to manage with someone with a walker or has parkinsons	5/25/2025 8:20 AM
18	N/A. Not the best survey	5/25/2025 7:58 AM
19	Cannot tell where handicapped parking is in the downtown area. Markings are not clear on the street. They are always taken but have no placard. People probably don’t realize it is handicap parking because the markings are not clear.	5/23/2025 5:34 PM
20	Would like more accessible access to the Forge and better ADA access for events: Fourth of July Fireworks; Music nights in Downtown Lemont, etc	5/22/2025 8:22 PM
21	The horrific safety situation of non-continuous sidewalks on the 200/300 block of Freehauf St. MUST be addressed. It is a safety hazard for everyone.	5/21/2025 2:45 PM
22	I am trying to get back to my former mobility and my husband and I were distressed not to be able to find a walking path that has benches placed every so often to rest if I have too. Not at	5/18/2025 12:39 AM

	the park district, not at Brambrick park, not near the forge, couldn't find anything. What we did find is Bethany cemetery and would like to share that with others. Paved path, slight inclines, benches literally no traffic.	
23	Uneven sidewalks, pitch of sidewalk, low hanging branches, vehicle blocking sidewalk	5/16/2025 8:38 AM
24	n/a	5/14/2025 5:02 PM
25	Over grown bushes.	5/12/2025 3:58 PM
26	Handicap parking places not cleaned of I've, snow, other debris. Not enough handicap parking places	5/8/2025 10:27 PM
27	curbs- sidewalks not big enough	5/8/2025 2:50 PM
28	n/a	5/6/2025 12:18 PM
29	same as above	5/5/2025 1:11 PM
30	East side state street by Church, Stairs at the corner heading north - my grandson rode his bicycle and didn't realize there were stairs - he was injured as he fell down the stairs.... They need to be changed to a ramp - not unmarked stairs.	5/5/2025 12:16 PM
31	No continuous sidewalk on Holmes crossing the RR tracks to Maine Street. Ice in front of businesses on Steven Street and Canal Street force walking in street to get to train station in winter.	5/4/2025 11:28 PM
32	n/a	5/3/2025 8:25 AM
33	Uneven side walks that put stress on my joints and back. A lot of the side walks Downtown are angled, making it hard for me and my senior age parents to walk around Downtown Lemont and hesitant to walk to a business.	5/2/2025 3:31 PM
34	Uneven curbs and old uneven stairways.	5/2/2025 8:10 AM
35	No railings	5/1/2025 11:00 PM
36	Missing side walk areas thus need to use the street.	5/1/2025 9:55 PM
37	Non continuous sidewalks	5/1/2025 9:32 PM
38	Broken sidewalks, pitched sideways sloping, broken sidewalks.	5/1/2025 8:34 PM
39	The lack of handicapped parking frequently stops my friends and I from going downtown.	5/1/2025 6:34 PM
40	uneven sidewalks	5/1/2025 6:17 PM
41	unexisting sidewalk and uneven / trip hazard conditions	4/30/2025 1:48 PM
42	A lack of proper curb ramps is the primary issue for my family member - even using a cane, it is difficult to step up and down curbs.	4/30/2025 10:51 AM
43	NA	4/29/2025 9:24 PM
44	NA	4/29/2025 8:14 AM
45	All I want is sidewalk on Freehauf! Please???	4/29/2025 12:02 AM
46	Downtown is always difficult to walk around with my daughter, wheelchair van parking is very limited as well	4/28/2025 7:02 PM
47	N/A	4/28/2025 4:37 PM
48	Lack of access for wheelchair… curbs.Uneven sidewalks	4/28/2025 2:52 PM
49	The new community center has great accessibility. I don't go frequently, but when I do I am glad that I can breeze on in. When I voted, I had to go to Lemon High School. I realize that mostly young people use that building, but I'm sure that anyone handicapped my have some problems being able to navigate the curbs outside and the stairs within. Does that shcool have an elevator?	4/28/2025 2:20 PM
50	No	4/28/2025 12:07 PM

51	As a physical therapist, I always see the Crumbling or or older bump strips at intersections can be more problematic than a standard graded cement crossing. Is there another product or can the cement be roughened rather than those bump strips?	4/28/2025 10:17 AM
52	N/A	4/28/2025 9:58 AM
53	none	4/28/2025 9:44 AM
54	No disabilities, though when my daughter was little the stroller was a big problem. Also, when she rides her bike uneven sidewalks/crossings cause her to tip over.	4/28/2025 8:21 AM
55	Stairs, have to go on street, large curbs to adjust to	4/27/2025 7:47 PM
56	Downtowns sidewalks, stairs, and parking make it difficult, but we are more likely to utilize pedestrian areas uptown by the schools and then LHS/central school second. The township move makes it much further from us, and we wish the trip to park district etc was safer as well. State and Keepataw is very dangerous to cross and drivers are aggressive near the school.	4/27/2025 7:43 PM
57	No disability, but a son in a stroller. There are a lot of bumps and cracks in the sidewalks that sometimes make it not fun to use so we chose the street	4/27/2025 7:33 PM
58	The stairs in front of the creamery.	4/27/2025 7:00 PM
59	No ramps to get on sidewalks or the ramps are not useable.	4/27/2025 6:40 PM
60	N/A	4/27/2025 6:28 PM
61	Uneven pavement	4/27/2025 6:13 PM
62	Sidewalks end, no ramp, steep drop	4/27/2025 6:01 PM
63	no sidewalk at all and had to walk in the street. Broken sidewalk causing tripping hazard	4/27/2025 5:45 PM
64	Lack of disability parking spots. Uneven or broken sidewalks	4/27/2025 6:42 AM
65	Sidewalks with paths wide enough without obstructions to handle a wheelchair.	4/26/2025 9:17 AM
66	Sidewalk blocked by some restaurant outdoor tables and chairs.	4/25/2025 5:02 PM
67	Stairs and no ramps especially on Illinois street	4/24/2025 9:28 PM
68	My daughter and I can’t go downtown for anything because of walking and parking situation. Ask a handicap person about those curbs with the red cobblestones. Hard to walk and use a wheelchair.	4/24/2025 9:08 PM
69	No curb ramps	4/24/2025 3:18 PM
70	when the sidewalk suddenly stop so my brother and I have to walk in the streets and he suddenly wonders in the middle of the street when I'm not looking.	4/24/2025 1:36 PM
71	Downtown (and leading downtown) the sidewalks have steps that appear with no warning. Warning panels and handrails would be very helpful.	4/24/2025 12:01 PM
72	Separate from the rolling walker accessibility, our household has an individual with cardiac problems that needs to sit after a certain amount of time standing or walking. Right now there are not very many benches throughout downtown Lemont and the ones that are there tend to be clustered together, which makes it difficult to walk around all of downtown if we’re limiting to areas with seating. There are things like planters to sit on, but depending on the height or the season that is not possible. A good local example of making more seating is downtown Geneva. They have a variety of seating options outside of businesses and on the sidewalks that are a combination of metal benches and stonework. That’s also service seating. It’s also helpful that the seating spaces are spaced out very intentionally along the shopping area so that the maximum between seats is maybe 3 to 5 businesses. Another good example that’s farther away is downtown Lake Geneva that has a similar set up of intentionally spaced seating areas throughout the main shopping area	4/24/2025 10:40 AM
73	In downtown specifically, there are extremely steep steps at intersections, which makes it difficult or impossible for some with disabilities to get around.	4/24/2025 10:17 AM
74	N/a	4/24/2025 8:36 AM

75	Uneven sidewalks and uneven crosswalks	4/24/2025 7:37 AM
76	Uneven surfaces , not enough time to get across streets , but that’s a stop light issue . And crosswalks that aren’t marked real well and people don’t stop .	4/24/2025 7:36 AM
77	Lack of accessibility downtown; steep steps, no handicap curbs at intersections	4/24/2025 12:02 AM
78	sinking sidewalks, trip hazards, sidewalks randomly ending. It's really sad that it has taken this long for the village to realize they need to make serious changes. Other towns have done this YEARS ago.	4/23/2025 11:39 PM
79	N/a	4/23/2025 11:09 PM
80	Bushes too big at intersections. Have to walk into street to look for cars	4/23/2025 10:51 PM
81	Pushing a stroller Down state street is nearly impossible especially next to wooden paddle	4/23/2025 10:22 PM
82	I use a stroller and wagon, and I have to take specific routes that avoid the intersections that only have stairs	4/23/2025 10:14 PM
83	Not enough crossing locations along busy streets. Along state, there is one single crosswalk between downtown and the stoplight at Lemon Tree. This compounded with the fact that that area has such a significant hill makes it difficult to travel safely from my house on Hickory to the nearest walkable park (Virginia Reed).	4/23/2025 10:14 PM
84	The hills make it so difficult. I've definitely struggled and have been nervous walking around with my eighty year old relatives. Good luck with your study!	4/23/2025 10:10 PM
85	Handicap ramps need to be at every corner	4/23/2025 10:07 PM
86	Uneven sidewalks — tripping hazard	4/23/2025 10:05 PM
87	broken/uneven sidewalks	4/7/2025 8:38 PM
88	Very rough surface on Ledochowski	4/6/2025 5:48 PM
89	The gravel at The Forge is QUITE difficult with a wheelchair. Also, the slope near fire pits at The Forge is difficult while pushing a wheelchair also. Downtown Lemont needs more handicap spots and room to get your wheelchair out. The west side of Briarcliffe Estates “in woody part by park” hard to push wheelchair up the steep muddy walkway after any rain. Wheelchair gets stuck in ground. Unacceptable for people with disabilities. Please fix!	4/3/2025 9:30 AM
90	NA	4/3/2025 8:57 AM
91	See # 17. Curbs are too high in front of downtown businesses. NO handicapped parking.	4/3/2025 6:57 AM
92	It’s not consistently accessible	4/2/2025 10:21 PM
93	My father was in a wheelchair and getting him around his place on Talcott was difficult due to the tree roots making the sidewalk uneven. The new doors at jewel now have a more significant lip that will make entry and exit more cumbersome.	4/2/2025 7:25 PM
94	Problems for children in strollers/ young families. My son has hearing loss and has to cross State street to walk to the high school. I am worried about him walking to the High School from Warner Ave area.	3/11/2025 9:28 AM
95	Crossing 127th and State is dangerous.	3/10/2025 9:12 PM
96	Sidewalk along 127th is very close to traffic and cars do not always abide by crosswalk at 355 ramp	3/10/2025 3:01 PM
97	n/a	3/6/2025 1:28 PM
98	Uneven sidewalks/ one is higher than the rest	3/6/2025 8:05 AM
99	The discontinued sidewalk	3/6/2025 7:28 AM
100	Missing stretches of sidewalk is the #1 biggest issue. It’s dangerous with a disability to be forced to walk in the street because there is no sidewalk. The #2 biggest issue is the buckled sidewalks. My parents are in their 70’s and love to walk daily for exercise, but I worry about the tripping and falling. *Please add the missing sections of sidewalk on Freehauf Street and	3/6/2025 6:43 AM

	Lintz Street so I don’t have to worry about my children walking in the street to get to their schools or bus stops.	
101	I have tripped on the uneven sidewalks, breaking a wrist. When using a wheelchair we will often use the street because sidewalks are in bad shape in the historic section of town.	3/5/2025 11:07 PM
102	Tripping on uneven or slanted sidewalks.	3/5/2025 9:01 PM
103	same as above. other issues are not having auto doors. a person with a walker can’t open and door and use the walker properly at the same time.	3/5/2025 8:31 PM
104	Cannot use many sidewalks with a power chair. Around the grocery stores the access is better but the rest of town is terrible.	3/5/2025 7:51 PM
105	Steep slopes, the warning panels are hard with walkers, crossing the street on illinois st hard with all the cars going fast semis etc and having to walk out into street to see if cars are coming due to the cars being parked. Same with downtown lemont especially by nicks barrel and vine etc. At 127th and state corner to close for the kids at right up at the street	3/5/2025 6:52 PM
106	Lack of continuous sidewalks, narrow sidewalks.	3/5/2025 6:39 PM
107	I have 3 young children , my oldest has autism and I worry about them traveling / playing because McCarthy st does not have sidewalks	3/5/2025 9:46 AM
108	No sidewalks or uneven sidewalks.	3/3/2025 6:22 PM
109	See above re: intersections that don't offer much space between pedestrians and cars. Things like this pose a challenge as my son can struggle with elopement.	3/3/2025 2:38 PM

Exhibit 5C

Steering Committee Meeting Minutes

OATES ASSOCIATES

Collinsville
St. Louis
Belleville
St. Charles

Meeting Minutes

Date: January 7, 2025 **OA Project #:** 223030.003
Time: 5PM
Location: Virtual
Project: Village of Lemont ADA Transition Plan
Subject: Kick-off meeting for Steering Committee
Attendees:

Jason Berry – Village of Lemont
Jamie Tate – Village of Lemont
Kim Hayes – Steering Committee Member – Director of Transportation for Lemont Bromberek School District 113A
Brent Gagnon – Steering Committee Member – Assistant Principal of Lemont High School
Louise Egofske – Steering Committee Member – Executive Director of Lemont Park District
Matt Corso – Steering Committee Member – Director of SEA-SPAR
Bonnie Larson - Steering Committee Member – Community Member
David Leahy - Steering Committee Member – Community Member
Vita Annarino – Steering Committee Member – Community Member
Travis Helmkamp – Oates Associates
Karen Geldert – Oates Associates
Chris Zimmermann – Oates Associates

Discussion:

The Village of Lemont and Oates thanked all the steering committee members for their willingness to provide their feedback and expertise to assist in developing the ADA Transition Plan. The steering committee will serve as a sounding board and resource to assist the village in developing the best possible plan. Open but civil discussion is encouraged especially if anyone has a concern that the plan is not considering important factors.

Discussion items from the meeting are in bold.

Agenda:

- Overview of the project
  - Goals of the ADA Transition Plan
    - Inventory existing pedestrian facilities along streets and roadways
      - **Oates is approximately 95% completed with the assessment of existing pedestrian facilities**
    - Establish a prioritization system to help guide future improvements
      - **A future public engagement survey will be used to help guide the development of the prioritization system.**
    - Assign value to features that do not meet ADA standards
      - Are there barriers to access that have a greater impact on traveling around the village?
        - **The steering committee provided several locations throughout the village where pedestrian challenges exist:**

        - **Pedestrian crossings across State Street pose a general challenge**
            - **Specifically at the intersections of State Street and 127th St and E Logan St**
        - **New Avenue near the State St Bridge**
        - **The lack of pedestrian facilities along Timberline Avenue between New Avenue and Copper Ridge Drive**
        - **Pedestrian crossings across 127th St west of the I-355 Interchange**
        - **Stephen St through downtown including confusion on pedestrian route on westside of Stephen Street**
        - **Lack of sidewalks along 1st St at Bethany Cemetery**
        - **Pedestrian access to Virginia Reed Park requires navigating stairs**
        - **Lack of accessible parking in downtown Lemont**
        - **Lack of accessible pedestrian route at Wooden Paddle**
    - Assign greater value to more significant obstructions
    - Prioritize routes used by the public near community assets (pedestrian traffic generators)
        - Examples of pedestrian traffic generators
            - Schools
                - **Lemont High School**
                    - **The school district only busses students outside of a 1.5-mile radius from the high school**
                - **District 113A**
                    - **Bus service is a complex combination of distance from the school, hazardous roadways, and other factors that impact bus service.**
                    - **Oates will schedule a meeting with 113A to learn more about bus routes.**
            - Parks
                - **The park district has a summer concert series downtown**
            - Transit stops
            - Local Government offices
            - Library
            - Commercial districts
            - What pedestrian traffic generators are we missing?
                - **SEA-SPAR runs a day camp at the Canal Center. Attendees frequently walk to many activities around downtown.**
        - Plan future improvements throughout the village
            - **The Park District has a master plan, which includes a new park north of downtown and a planned pedestrian bridge from the park in the future.**
- Public engagement survey
    - Review questions
        - **The draft survey was reviewed, and the following modifications will be made:**

- **In the opening paragraph add language indicating that the survey taker should answer questions based on their experiences travelling around the village.**
- **Questions #6 and #7 – Language will be revised to use wording of "Personal Vehicle" and "Public Transportation" rather than "Car/Van" or "Bus" and include "Uber/Rideshare" as an answer.**
- **Questions #6 and #7 – Provide examples of public transportation.**
- **Question #9 - Add "recreation" to reasons for using the sidewalk.**

        - **Change the wording of "paratransit" to be more easily understood**
        - **Include McCarthy Rd in the list of heavily traveled routes**
    - Timing of rollout
        - **Plan will be rolled out in early February.**
    - Strategies to maximize outreach
        - **SurveyMonkey will be used as the online platform for the survey.**
        - **Information about the survey will be sent to senior living facilities.**
        - **Lemont HS will reach out directly to students they think will have valuable input**
        - **Lemont HS and 113A will send out survey links to parents**
        - **Parks District will send out survey links in their communication**
        - **SEA-SPAR will send out survey links in their communication with Lemont families.**
    - Location of hard copies
        - **Village Hall**
        - **Library**
        - **Centennial Community Center**
        - **Township Community Center**
        - **Oates will coordinate with all partners to develop a methodology of accepting hard copies.**

- Open discussion on accessibility throughout the village
    - **Incorporated into other comments**

- Future meetings

    - **Next meeting will be in Mid-February**
    - **Virtual meetings work well for the group. If an in-person meeting may provide value Oates will coordinate with the steering committee.**
    - **It is understood that not everyone will be able to make future meetings. Meeting minutes will be sent out to steering committee members and Oates is always available for follow-up discussions.**

Recorded by: Chris Zimmermann – Oates Associates

Follow Up Actions:

- Reach out to Parks District for their Master Plan and 2022 ADA evaluation
- Coordinate with Lemont High School to identify bus stops
- Meet with 113A to get a better understanding of bussing practices

Attachments: Revised Public Engagement Survey

OATES ASSOCIATES

Collinsville
St. Louis
Belleville
St. Charles

Meeting Minutes

Date: April 22, 2025, 4PM **OA Project #:** 223030.003
Time: Virtual
Location: Village of Lemont ADA Transition Plan
Project: Meeting #2 for Steering Committee
Subject:
Attendees:

Jason Berry – Village of Lemont
Jamie Tate – Village of Lemont
Kim Hayes – Steering Committee Member – Director of Transportation for Lemont Bromberek School District 113A
Brent Gagnon – Steering Committee Member – Assistant Principal of Lemont High School
Louise Egofske – Steering Committee Member – Executive Director of Lemont Park District
Matt Corso – Steering Committee Member – Director of SEA-SPAR
Bonnie Larson - Steering Committee Member – Community Member
David Leahy - Steering Committee Member – Community Member
Mike Klimek - Steering Committee Member – Community Member
Patty Mangano – CMAP
Travis Helmkamp – Oates Associates
Karen Geldert – Oates Associates
Chris Zimmermann – Oates Associates

Discussion:

The Village of Lemont and Oates thanked all the steering committee members for their willingness to provide their feedback and expertise to assist in developing the ADA Transition Plan. The steering committee will serve as a sounding board and resource to assist the village in developing the best possible plan. Open but civil discussion is encouraged especially if anyone has a concern that the plan is not considering important factors.

Discussion items from the meeting are in bold.

Agenda:

- Status Update
  - Public engagement survey has been rolled out
  - Data collection has been completed
  - Draft pedestrian generators

- Interim public engagement survey results
  - Review of results to date
    - **120 total responses**
    - **42% were from people who identified themselves as having a disability**
    - **Trip hazards have been identified as having the greatest impact on usability for sidewalks**

        - **Standing water and no curb ramp present have been identified as significant barriers at curb ramps**
        - **There have been a lot of mentions in the survey about the gravel pathways to The Forge**
            - **The gravel pathway is a mix of village-maintained facilities and private facilities. Oates will coordinate with the village to determine ownership.**
    - Strategies to increase involvement
        - Additional ways to share survey
            - **Village and community partners will reshare information about the survey**
            - **Oates will provide the steering committee with a pdf of the flyer and sample language for their use**
        - Upcoming community events
            - **Oates and CMAP are looking for community events to attend and gain insight from the community**
                - **#ELLIESTRONG Lemont Hometown Pet-Palooza will be held downtown on May 18th**
                - **Quarryman Challenge 5k & 10-mile race downtown on May 10th**
                    - **Possibility of setting up at the post-race party**
                - **Oates and CMAP will investigate other opportunities to reach the community**

- Draft data collection results
    - Review of draft sidewalk and curb ramp assessment
        - **The assessment of sidewalks, curb ramps, crosswalks, and pedestrian traffic signals have been completed**
        - **The focus of the next steering committee meeting will be these draft results**

- Draft pedestrian generators
    - Review of pedestrian generator types
        - Schools
            - **Hyde Park Day School and Everest Academy are located on the outer edges of the village and do not have pedestrian access back to the village**
            - **Lemont High School and Lemont Bromberek School District bus students who live on the west side of I-355**
                - **General pedestrian traffic across 355 is very low**
            - **Students at Old Quarry Middle School utilize 127th to get to Dunkin' Donuts, McDonalds, and other businesses around the intersection of 127th Street and State Street**
            - **Lemont High School students who walk to school and need to cross State Street are more likely to cross at Logan Street due to the high traffic volumes at the intersection of State Street and Illinois Street**
            - **A crossing guard is located at the intersection of 127th Street and Timberline Drive**
                - **Timberline Drive is heavily used by students**
                - **When asked the school district recommends Roberta Street and Wend Street as east-west routes to get from Timberline Drive and to adjacent residential neighborhoods**

        - Parks
            - **The adult day camp at the Safety Village will walk around the downtown area and on the gravel trails for activities but do not go much further on foot**
            - **Residents cross 127th Street to utilize the parks north of 127th Street off Covington Drive**
        - Government buildings
            - **The police station does not generate much traffic, and will not be prioritized**
            - **Lemont Fire Station does not generate much traffic, and will not be prioritized**
        - Commercial districts
            - **The commercial area at Derby Rd and Archer Ave is primarily accessed by motor vehicle but there is pedestrian access available from Covington Knolls and will be classified as a minor commercial area**
            - **Events downtown lead to a lot of on-street parking nearby, people then walk to the event**
                - **The street on the edge of downtown Lemont will be classified as a minor commercial area**
        - Public transportation
            - **The Metra station is serviced by 3 trains each direction each day. While still a pedestrian traffic generator the importance of the Metra station will be lessened**
- Open discussion on accessibility throughout the village
    - Traffic signals and crossing guards
        - **We discussed the locations of school crossing guards that funnel kids towards schools**
            - **127th and Timberline (Old Quarry)**
            - **Kip Place and Keepataw Drive (Oakwood and River Valley)**
            - **McCarthy Road and Holmes St (Central School)**
            - **McCarthy Road and Julia Street (police office at intersection)**
            - **Enhance pedestrian crossing (signage only) at 127th Street and Eagle Crest Drive (Centennial Park)**
        - **Upcoming village improvements**
            - **Improved pedestrian crossing at 127th Street at Covington Drive**
            - **Improved pedestrian crossing between Briarcliff and Rolling Meadows**
        - **The plan will investigate potential options to provide a pedestrian crossing across McCarthy Road between 1st Street and 4th Street**
            - **This has been investigated in the part and it was noted that there is limited sight distance (visibility) in this area**
        - **The plan will investigate options to provide a pedestrian connection between Timberline Drive and New Avenue (downtown Lemont)**
            - **New Avenue is used by pedestrians**
- Future meetings
    - **Next meeting in late May to review draft priorities and will be virtual**

Recorded by: Chris Zimmermann – Oates Associates

Follow Up Actions:

Attachments:

OATES ASSOCIATES

Collinsville
St. Louis
Belleville
St. Charles

Meeting Minutes

Date: May 19, 2025 **OA Project #:** 223030.003
Time: 5:00 PM
Location: Virtual Meeting #2
Project: Village of Lemont ADA Transition plan
Subject: Steering Committee Meeting #3
Attendees:

Jason Berry – Village of Lemont
Jamie Tate – Village of Lemont
Brent Gagnon – Steering Committee Member – Assistant Principal of Lemont High School
Bonnie Larson - Steering Committee Member – Community Member
Patty Mangano – CMAP
Travis Helmkamp – Oates Associates
Karen Geldert – Oates Associates
Chris Zimmermann – Oates Associates

Discussion:

The Village of Lemont and Oates thanked all the steering committee members for their willingness to provide their feedback and expertise to assist in developing the ADA Transition Plan. The steering committee will serve as a sounding board and resource to assist the village in developing the best possible plan. Open but civil discussion is encouraged especially if anyone has a concern that the plan is not considering important factors.

Discussion items from the meeting are in bold.

Agenda:

- Status update
  - Public engagement survey has been rolled out
    - **We have received ~430 responses**
    - **Survey will close in mid-late June**
  - Data collection has been completed
  - Pedestrian generators have been revised
  - Draft prioritization has been developed
- Revised pedestrian generators
  - Review pedestrian generators based on steering committee feedback
    - **The secondary commercial area downtown will be enlarged**
      - **People will often park at the High School and walk downtown for large public events, area will be extended to Julia St to reflect this**
      - **The area will be extended to include the area to the north of McCarthy Rd and west of Holmes St**
    - **There are generators out in the newly constructed areas in town further from the downtown center**
      - **These areas have been surveyed and will be considered, however they most likely will not have a sizable impact on**

the final prioritization

- Draft prioritization
  - Review of the prioritization map
    - **The highest priority areas are downtown, the area near Centennial Park, and on State St near the shopping center**
    - Thoughts based on first look
  - Discuss impact of priorities
  - Potential modification to priorities
  - Discuss functionality of prioritization map
    - Does this provide a clear vision?
- Preliminary survey results
  - **Over 150 people who identify as having a disability answered**
  - **~140 people who responded answered that they use the sidewalks daily**
  - **~100 respondents said that someone in their household walks to school**
  - **Walking was identified as a majority of people's secondary mode of transportation**
  - Review of survey responses to date
    - **There was an even split between people who believed that busy streets should be prioritized vs. residential streets**
    - **Downtown and Pete's Market were popular answers for walking destinations**
    - **Trip hazards were identified as the highest priority condition issues, non-continuous sidewalks were 2nd**
    - **Curb ramps with obstructions near them were identified as high priority, as well as locations with missing curb ramps**
- Open discussion on accessibility throughout the village
  - **The addition of Accessible Pedestrian Signals were discussed**
    - **These are difficult to retrofit but will be recommended for all future new traffic signals**
  - **We discussed the assessments made of traffic signal timing to determine if there was adequate time given to pedestrian crossing**
  - **The state of ADA accessible parking, particularly in downtown, is being considered**
- Future meetings
  - Next meeting in late June to review final priorities
  - **We will begin thinking of ways to attract people to come to the meeting to fully launch the plan**

Recorded by: Chris Zimmermann – Oates Associates

Follow Up Actions:

Attachments:

Meeting Agenda

Date: October 8th, 2025 **OA Project #:** 223030.003
Time: 4:00 PM
Location: Virtual
Project: Village of Lemont ADA Transition Plan
Subject: Steering Committee Meeting #4

Attendees:

Committee Member	Present
Brent Gagnon	
Kim Hayes	
Louise Egofske	X
Matt Corso	X
Vita Annarino	
Bonnie Larson	X
Dave Leahy	
Colleen Leahy	
Nafia Khan	
Guy Maniscalo	
Mike Klimek	
Jason Berry (Village of Lemont)	
Jamie Tate (Village of Lemont)	X
Jaemi Jackson (CMAP)	
Travis Helmkamp (Oates Associates)	X
Karen Geldert (Oates Associates)	X

Discussion:
The Village of Lemont, CMAP, and Oates thanks all the steering committee members for their willingness to provide their feedback and expertise to assist in developing the ADA Transition Plan. The steering committee will serve as a sounding board and resource to assist the village in developing the best possible plan. Open but civil discussion is encouraged especially if anyone has a concern that the plan is not considering important factors.

Agenda:

- Review findings and draft priorities – **This is an update since we last met: we have findings and draft priorities to show today the form of heat maps, and we are presenting them to you today before presenting them to the public. We would like you to comment on whether the data looks accurate.**

- Next steps
  - Recap on presentation to Community of the Whole – **presented draft plan to the Board to make sure they were up to speed on where we were in the process.**

- Community Meeting – October 15th – **will be held from 5-7 pm at the Kensington Room at the Core, and it will be a chance for the public to come out see the plan and provide feedback. Anything presented at the meeting will be available online after the meeting and will have a chance to comment online as well. You will be getting an invitation to this meeting, and you are encouraged to share the information to anyone you think would be interested.**
- Public Comment Period – **30 day comment period after we finalize the plan based on community meeting input**
- Final Board Approval – **following 30-day public comment period, we incorporate any input from the comments, have the village take one last look before presenting to Board for approval.**

- Open discussion on accessibility throughout the village
  - **Presented the heat map from the last meeting, with updates, and explained the aspects to refresh everyone's memory. Red indicates areas where pedestrian travel is highest, with orange, purple, blue and green indicating lesser levels of pedestrian traffic. Looking at sidewalk first:**
    - **Red occurred in the downtown area and at 127th at Timberline.**
    - **The current data shows orange and purple east of Timberline on 127th, but it was determined in the meeting that 127th should be a higher priority to State Street since there isn't a sidewalk on one side of the road that is consistent throughout. Lots of kids are seen walking along 127th towards State, and if there were continuous sidewalk on at least one side, it would open up a great network.**
    - **State Street is considered high priority from 127 to Weimer and then downtown. Is that accurate – do you see much ped traffic in between? No, so what is currently shown that way, so the data is consistent with what committee experiences.**
    - **The area by the Chrystal Ballroom, Senior Living Center, restaurants (McCarthy and Archer), should that be higher priority than how it's represented now? It was determined that there isn't a lot of pedestrian traffic in this area; it is more car traffic. So committee agreed it should stay as is.**
    - **Confirmed that some areas showing high priority have already been addressed by the village.**
  - **The next map discussed was the condition map.**
    - **Not every street missing a sidewalk needs a sidewalk. There is a difference between no sidewalk and gaps in sidewalk. We recommend gaps get filled in to complete a system.**
    - **Took a look at Wood Glen neighborhood and explained that some of the sidewalks are slightly out of compliance, but could be fixed fairly easily, and most of the sidewalk is in good shape.**
    - **Applied the same color system to curb ramps to show conditions. Many factors considered – detectible warning panels, slopes, vertical offset.**
    - **Julia St south of McCarthy, as an example has 13 obstructions, displacements, driveways are not in good shape. That's a recommended priority area.**

        - **There are some areas where access won't be able to be achieved because of the elevation differentials in Lemont. But the plan will help the village find areas where continuous access can be achieved by avoiding the areas where elevation is an issue (steps.)**
        - **Shout out to the village for their vigilance in pursuing federal funds for improvements. Although it may take a couple of years before you see it, it is coming. Illinois St. is one area. There will be bike improvements on the west edge of the village (bike accessibility is pedestrian accessibility)**
        - **At the community meeting, there were a lot of people requesting a sidewalk down Timberline to get people to New Ave. That is a good example of a long term priority for the village.**
    - **The village brought up an issue in which a developer is constructing a house on the southwest quadrant of Czacki and Logan. Lemont code requires sidewalk. There is an elevation difference where the engineer says sidewalk can be placed but ADA ramps cannot be constructed and is proposing steps at the end of the sidewalk. The village was curious what the committee's thoughts were on this. Travis offered that the village could challenge the determination, to see if they agree with the solution. Jamie from the village agreed. It was also a consensus that sidewalk and stairs are better than no sidewalk at all, and this particular parcel, when sidewalk is provided, will help fill a gap to sidewalk network that will help a lot of people. Also suggested by Matt is to document everything and keep in on file in case this comes up in the future. Jamie appreciated the input.**
    - **Virginia Reed Park at Warner was discussed. Louise was curious if there was a solution for the stairs to the playground. Travis shared that we had investigated this but the only solution was if the ramps were put in then the elevation difference would be inside the park, which would not be any better – it'd just be moving the problem. Louise offered that the park district recently completed an ADA sidewalk to reach the other playground nearby on Custer so that people would have an option to a park close by if they couldn't access Virginia Reed because of the stairs. Travis offered that this was a good solution to the issue. Lemont in general is very proactive in trying to find solutions for pedestrians throughout the village.**
    - **Travis thanked everyone for their time and commitment to this plan and the process. It has been invaluable.**

- Future meetings
    - Meeting in November to discuss community feedback and final comments

Recorded by:

Follow up Actions:

If you require accommodations to participate in the meeting, please contact Travis Helmkamp, project manager at Oates Associates at travis.helmkamp@oatesassociates.com or (618) 975-9133 prior to the meeting so reasonable accommodations can be discussed.

Exhibit 5D

Individual Interviews Summary

OATES ASSOCIATES

Collinsville
100 Lanter Court, Suite 1
Collinsville, IL 62234
618.345.2200

St. Louis
720 Olive, Suite 700
St. Louis, MO 63101
314.588.8381

Belleville
20 East Main Street
Belleville, IL 62200
618.416.4688

St. Charles
820 South Main, Suite 309
St. Charles, MO 63301
636.493.6277

MEMORANDUM

Date: 10/21/2025 **Project #:** 223030.003
Time:

To: Jaemi Jackson – CMAP, Jason Berry – Village of Lemont
From: Travis Helmkamp
Subject: Findings from in-person interviews

As part of the development of the ADA Transition Plan for Public Sidewalks, in-person interviews were sought to provide a citizen's perspective of the quality of existing sidewalks as well as to identify locations that may require sidewalk connections to increase accessibility throughout the city. These interviews were held with 8 different individuals, but their identities and comments by a particular individual will be kept confidential.

Generally, the interviews were similar in that the people were asked variations of the following questions:

1. **Where do you walk?**
2. **What issues have you noticed?**
3. **Have you ever contacted City staff?**
4. **If yes, how was the responsiveness?**
5. **Where do you notice heavy pedestrian traffic?**
6. **Any suggestions for improvements?**

Item 1/Item 5: Generally, the interviewees walked where generators were predicted to be: around schools, parks, in their neighborhoods. Specific locations mentioned were Stephens between PollyAnna Social and the Wooden Paddle, 127th St, State St, West of I-355, Main St, Logan St, McCarthy St, Czaki St and Ledochowski St., 800 block of Porter St, State St & Illinois St intersection, State & Division intersection, Holmes St., Timberline and 127th.

Item 2: challenges discussed were getting to the Post Office (Stephens & River), crossing 127th at Briarcliff to Rolling Meadows, railroad crossings, sidewalks downtown, lack of buffer on downtown sidewalks, stairs downtown, safety in crossing busier streets, lack of direct routes due to sidewalk gaps.

Item 3/Item 4: Most of the interviewees had not reached out to the city for specific issues, although one stated that when he reached out about an issue, they were responsive.

Item 6; The interviewees had several suggestions such as improve pedestrian access into downtown buildings, would like to see more parks with fences since her child elopes, provide more bus pads at bus stops, add more accessible parking downtown, walking options could be expanded to schools if gaps were filled along Logan Street, around Covington Knolls, and at Lemont St and Cass St.

Exhibit 5E

Public Review and Comment Feedback

Public comments on Lemont's Plan for Accessible Streets and Sidewalks

SURVEY RESPONSE REPORT
16 October 2019 - 01 December 2025

PROJECT NAME:
Lemont's Plan for Accessible Streets and Sidewalks

GRANICUS

SURVEY QUESTIONS

Q1 Do you have any feedback on how the village should prioritize ADA improvements?

Anonymous
11/17/2025 02:33 PM

In downtown on Canal Street, the south side of Canal street seems to have sidewalks that ramp up to the building entrances. However, on the north side of Canal street there are three building (313, 315, and 317) that have step ups. Will village fix this?

Anonymous
11/17/2025 09:44 PM

They should not, the village over spends and continues to raise taxes. Not everything can be a priority.

Anonymous
11/28/2025 01:01 PM

Some curb improvements in downtown, must add more parking, more handicapped / accessible parking downtown. Put more accessible parking spots on each end of Canal St. Use the parking lot currently being used as a picnic patio for more parking.

Anonymous
12/01/2025 05:14 PM

Increase the number of handicapped spaces on Canal, Stephen and Talcott and Front Street and add handicapped spaces to the Talcot parking lots. t

Optional question (4 response(s), 0 skipped)
Question type: Single Line Question

Q2 Do you want to share anything else with the project team about accessibility throughout the village?

Anonymous 11/17/2025 09:44 PM	Please be more fiscally responsible
Anonymous 11/28/2025 01:01 PM	Use or reclaim areas not being used for parking now. The lot on Canal street and Lemont St., some areas near Talcott and the old bank location are prime spots to use for parking and handicapped parking.
Anonymous 12/01/2025 05:14 PM	People with physical challenges getting around have limited options in downtown Lemont to easily access businesses. Without more accessible parking and more parking in general it will continue to get more challenging.

Optional question (3 response(s), 1 skipped)
Question type: Single Line Question

Exhibit 6

Transition Plan Audit Checklist

ATTACHMENT TWO: Transition Plan Audit Checklist

The following items must be addressed/included in ADA Self-Evaluation and Transition Plan Projects

	Questions
General Information	
1	Entity Name Village of Lemont
2	State Illinois
3	Date of the most recent plan/update October 2025
4	First plan or revision First Plan
5	Years of previous plans n/a
6	Was the transition plan done by a consultant? (consultant company logo/name appears on the document or is described) Yes; company name and logo appear on document
Public Participation Opportunities	
7	Is the transition plan available for public inspection? Yes
8	Is the transition plan available on the agency's website? Yes
9	What was the webpage URL? To be determined
10	If not available on website, how was the plan acquired? To be determined
11	Is the website where the transition plan was found accessible to individuals with vision impairments? To be determined
12	Is the transition plan document itself accessible? See: https://helpx.adobe.com/acrobat/using/create-verify-pdf-accessibility.html Yes
13	Were multiple outreach methods used to engage the public as part of the transition planning process? Multiple would be different types of methods (facebook and twitter is one type (social media). NOTE- website can be outreach method, but if used to tell people about the process, not just putting final plan on the website Yes, see Chapter 3, Public Outreach, for the effort put forth.
14	Were targeted methods used to engage people with disability to become involved in the transition planning process? Note - if there was involvement in TP, may be able to infer public outreach Yes
15	Which outreach methods were used? Website, flyers, survey, steering committee, community events
16	Were people with disabilities and other interested individuals and organizations provided an opportunity to review and comment on the transition plan? Yes
17	How were people with disabilities and other interested individuals and organizations involved? (See Ch 3)
Inventory	
18	Was an inventory of PROW completed? Yes
19	Was a description of the inventory procedures included? Yes
20	What kind of sampling was used for the inventory? (How much of the community (city, county etc.) was assessed?) NOTE - may be useful to check maps All PROW was inventoried within the village limits
21	Did the inventory assess whether pedestrian facilities were present (curb-cut is present or not)? Yes
22	Did the inventory assess the compliance of pedestrian facilities that were present using ADA guidelines for PROW? Yes
23	How was compliance of pedestrian facilities assessed? (Mark all that were described) based on PROWAG
24	Which pedestrian facilities were assessed as part of the inventory and transition plan? all facilities on PROW

25	Does the transition plan list the physical barriers that limit the accessibility of services to individuals with disabilities? (results of the evaluation) Yes
26	Which features of the PROW does it list? Sidewalks, curb ramps, cross-walks, traffic signals etc.
27	**Sidewalk** barriers Yes
28	**Curb Ramp** barriers Yes
29	**Cross-walk** barriers (NOTE: May be same as Intersections) Yes
30	**Traffic Signal** barriers (NOTE: may be called pedestrian signals Yes
31	**Other** barriers (if any other's listed - driveways, parking etc.) Yes
Methods and Schedule	
32	Does the plan include a description of the methods to be used to remove PROW barriers and make the facility accessible? It includes priorities for projects that would remove barriers, yes.
33	Does the plan include a schedule of improvements to upgrade accessibility following the plan for each year of the transition period? Yes
34	Does the plan include a schedule for other areas of the PROW beyond curbcuts, such as sidewalks, crosswalks, pedestrian signals? Yes
35	For which areas of the PROW is there a schedule? Where the data showed there is the greatest need
36	Are dates attached to each barrier removal? (note - If any description or table with dates of barrier removal mark yes) There are dates attached to projects that will remove barriers in a specified area.
37	Until what year is barrier removal planned for? There are projects projected out 30 years +
38	Is a description of the prioritization for barrier removal present? Yes
39	What factors were used for prioritization? Several; refer to Ch 6 of the Plan where factors are identified.
40	Which factor were given the highest weight? See Appendix A
41	Were funding sources identified? Yes
42	Will barrier removal be integrated into regular PROW work? (i.e. Is it integrated into the annual budget for public works? Or the Capital Improvement Plan (CIP)) Yes
43	Which **potential** funding sources were identified? city budget, MPO STP & CMAQ , TAP, ITEP
44	Which **actual** funding sources were identified? (actual meaning they list a source that has been designated for barrier removal and funds allocated for it)
45	Is a separate pool of funds identified and set aside?
46	If included in the transition plan, what was the amount of the estimated construction cost for the improvements needed to the PROW?
Who will Implement?	
47	Does the transition plan name an official responsible for the plan's implementation? Yes
48	Is the official in a position of authority? (i.e. was it someone who can be held accountable? some examples are a department head, mayor, lead engineer etc.) The plan has been adopted by the village, so Mayor is responsible
49	What is the responsible official's department and title? Mayor
50	Was an ADA coordinator designated? Yes
51	Was the name and contact information of the ADA coordinator listed in the transition plan? Yes
Monitoring Progress	
52	Does the plan mention how monitoring of progress will take place, such as performance measures/regular reporting measures? For instance does the plan describe the the what, when, who will be involved. Monitoring is suggested, and Public Works and the ADA Coordinator are responsible for performance/reporting measures.

53	How will monitoring take place? Use a 6 year rotation to inventory/repair sidewalk throughout village
54	Does the plan specify how often the plan will be updated (every two years, for example)? NOTE - updated may be different than reviewed. Revised schedule or inventory is considered an 'update' Yes
55	How often the plan will be updated (every two years, for example)? Every 6 years is recommended
56	If there is a plan update, does it demonstrate and evidence progress that has been made in order to reflect good faith efforts to comply with the requirements? Yes
57	How does it demonstrate and evidence progress that has been made in order to reflect good faith efforts to comply with the requirements? To Be Determined
58	Does the plan explain how the LPA will address ongoing citizen requests for PROW improvements? (specifically non-grievances) A Grievance procedure has been implemented as part of the plan
59	Describe how the LPA will address ongoing citizen requests for PROW improvements Grievance procedure
60	Does the plan explain how the public can become involved in ongoing PROW issues for planning, prioritization and policy decisions? (NOTE- beyond public comment period, more actively attempted to engage public) Interactive map to inform village of concerns will continue
61	Describe the ongoing public involvement opportunities? To Be Determined
Other	
62	Was a set of accessibility guidelines for pedestrian facilities adopted by the LPA? Yes
63	Which guidelines have they adopted? 2023 PROWAG and IDOT Highway Standards eff. Jan 1, 2025.
64	Is the guideline updated for the 2010 ADAAG or PROWAG? Yes - PROWAG
65	Is there any evidence the transition plan was put into operation by signature, ordinance or other means of adoption? Yes, the Plan was adopted and the resolution is an exhibit in the Plan.
66	Does the Transition Plan describe how the efforts and priorities listed will be incorporated into other pedestrian and transportation planning? Yes
67	If yes, how are the efforts and priorities listed incorporated into other pedestrian and transportation planning? Yes
68	Is the document a scan? No
69	Was the plan intended to assess facilities? No

Exhibit 7

Resolution for ADA Transition Plan Adoption

APPENDIX A

Appendix A.1

Definitions for Appendix

A.1 Definitions

The following list of definitions used throughout the entirety of this Appendix:

Accessible Pedestrian Signal (APS, or Audible Pedestrian Signal): A mounted device that communicates information to pedestrians in both visual and non-visual formats (i.e. audible tones and vibrotactile surfaces) related to the pedestrian walk interval.

Clear Width: The effective width of a sidewalk or curb ramp; the actual distance that a pedestrian must navigate around an obstacle, as opposed to the full width of a sidewalk or curb ramp section.

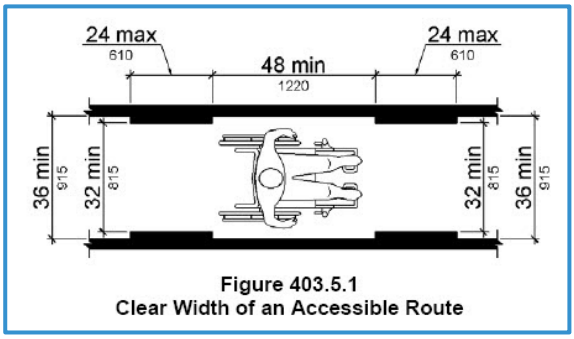


Figure 403.5.1
Clear Width of an Accessible Route

Condition: A subjective analysis of the usability of a sidewalk or curb ramp based on cracking, spalling, or other visual deficiencies.

Cross Slope: The slope that is perpendicular to the direction of pedestrian travel.

Curb: A vertical or rolled transition that serves as a separation between the roadway or gutter and the sidewalk or green space.

Curb Line: A line at the face of the curb that marks the transition from the roadway or gutter to a sidewalk or green space.


Curb Ramp

Curb Ramp: A short ramp cutting through a curb that provides access between the sidewalk and the adjacent roadway surface.

Curb Type: The transition provided between the roadway or gutter and the sidewalk or green space (e.g. greater than 4”, less than 4”, etc.)

Detectable Warning Panel: A tactile, raised, surface feature built in or applied to walking surfaces or other elements to warn visually impaired people of hazards on the circulation path.

Diagonal Curb Ramp: A singular ramp that is diagonal to the pedestrian user’s path of travel as well as oncoming vehicular traffic.

Driveway: Pavement that provides access for a motorized vehicle to access a single parcel of private property.

Driveway Slope through Sidewalk: The cross slope of a sidewalk segment at a location where the driveway crosses the sidewalk.

Encroachment: An obstruction that limits the clear width of a sidewalk or curb ramp that can be removed through minimal work (e.g. parked vehicles, tree limbs, or bushes).

Fixed Obstruction: An obstruction that limits the clear width of a sidewalk or curb ramp that cannot be easily removed (e.g., drainage inlet, manhole, driveway slope, utility pole)


Fixed Obstruction

Flare Slope: The sloped sides of a perpendicular or parallel curb ramp where a pedestrian circulation path crosses the curb ramp.

Flush Transition: The transition between a curb ramp and either a landing at the top of a curb ramp or the gutter pan at the bottom of the curb ramp.

Grade Break: The intersection of two surfaces at different grades (slopes).

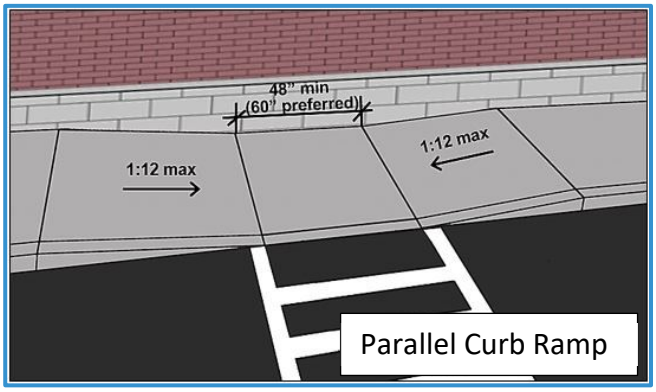
Green Space: The portion of the public right-of-way, usually grass, located between the sidewalk and the curb line or edge of roadway.

Impedance: A characteristic of a sidewalk or curb ramp that inhibits accessibility for pedestrian access.

Landing: The sidewalk panel located at the top of a curb ramp.

Landing Slope: The slope of the landing measured both directions, cross and running slope.

Operating Force: The amount of force necessary to activate the pedestrian push button.



Parallel Curb Ramp

Parallel Curb Ramp: A system of two ramps that run parallel to existing curb lines to a lower landing that matches the elevation of the adjacent street.

Pedestrian Circulation Path: The predominant path that a pedestrian can be reasonably expected to utilize to travel from one destination to another (e.g. sidewalk).

Pedestrian Push Button: Electronic buttons that signal that a pedestrian is at a crosswalk and activates the walk interval.

Pedestrian Signal: A traffic signal that alerts pedestrians that the walk interval is active.

Perpendicular Curb Ramp: A system of two ramps with the main slope perpendicular to the curb line that directs traffic perpendicular to vehicular traffic.

Public Rights-of-Way: Land or property that is owned by a public entity and usually is acquired or devoted to transportation and/or pedestrian purposes.

Ramp Type: The design of ramp used to connect the pedestrian circulation path to the adjacent roadway (e.g., perpendicular curb ramp, diagonal curb ramp, or parallel curb ramp.)

Running Slope: The slope that is parallel to the direction of pedestrian travel.

Sidewalk: Any pedestrian accommodation that is located between the curb line or edge of roadway and the adjacent property line.

Surface: The existing material the sidewalk is constructed of (e.g., concrete, asphalt, brick).

Technical Infeasibility: An alteration to an existing element that has little likelihood of being accomplished due to existing constraints that cannot be overcome without placing an undue burden on the Village.

Undue Burden: A requirement that can be achieved only at a significant difficulty or expense to the Village or other property owner.

Vertical Displacement: A vertical difference of greater than ¼" along the pedestrian circulation path that can result in a trip hazard.

Walk Interval: The phase of a pedestrian traffic signal during which a pedestrian is to begin crossing a roadway.



Vertical Displacement

Appendix A.2

Data Collected

A.2 Data Collected

A.2.(a) Sidewalk

At each end of the sidewalk segment the following measurements and data were collected:

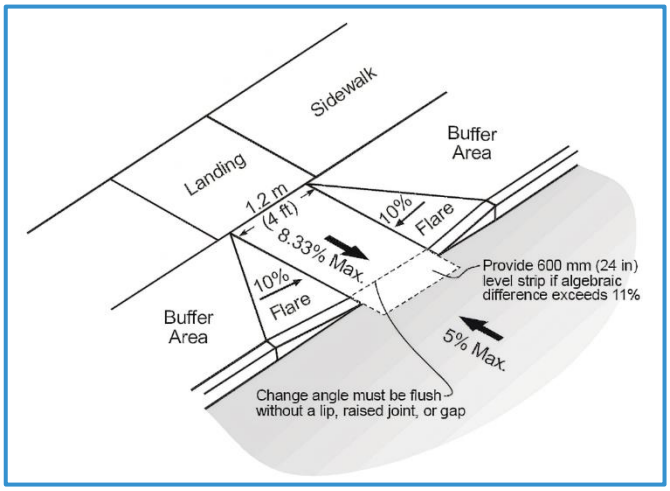


(a) Sidewalk Surface: The type of surface present; including an option for no sidewalk present.
(b) Width of Sidewalk: The width of the sidewalk measured perpendicularly to the direction of pedestrian travel.
(c) Green Space: Identify whether a green space is present, and if present, note the distance between the curb line and sidewalk.
(d) Cross Slope: The slope of the sidewalk is perpendicular to the direction of pedestrian travel.
(e) Running Slope: The slope of the sidewalk parallel to the direction of pedestrian travel and whether the running slope varies from the running slope of the adjacent roadway.
(f) Surface Condition: An overall assessment of the current condition of the sidewalk.

A.2(b) Curb Ramps

The following measurements and data were recorded at each curb ramp:

(a) Ramp Type: The type of curb ramp present, including an option for no ramp present.
(b) Surface Condition: An overall assessment of the current condition of the curb ramp.
(c) Surface Material: The type of surface present, including an option for no surface present.



(d)Ramp Width: The width of the ramp at its narrowest location.
(e)Ramp Length: The length of the ramp at the midpoint of the curb ramp.
(f) Cross Slope: The slope of the ramp perpendicular to the direction of pedestrian travel.

(g) Running Slope: The slope of the curb ramp parallel to the direction of pedestrian travel.
(h) Constrained Landing: Denotes whether the landing at the top of the curb ramp has a building, retaining wall, or other permanent structure along the back edge of the landing.
(i) Dimensions of Landing: The dimensions of the sidewalk panel located at the top of the curb ramp.
(j) Landing Slope: The slope of the landing in all directions.
(k) Counter slope at Street: The slope of the gutter pan or street, when no gutter is present, parallel to the direction of travel.
(l) Gutter Slope: The slope of the curb measured parallel to the direction of travel.
(m) Protruding object: The presence of any obstruction either fixed or an encroachment that limits the clear width of a curb ramp less than 4 feet.
(n) Vertical Offsets: Indicates the vertical displacement between the ramp and the landing or the ramp and the curb.
(o) Flare Slope: The slope of the flare when the curb ramp is in the pedestrian circulation path, including an option for flare slopes outside of pedestrian circulation path.



(p) Marked Crosswalk: While ADA obligations exist regardless of whether the crosswalk is striped or not, notes if the crosswalk is marked or not
(q) Within Crosswalk Marking: Indicates whether the marked crosswalk leads a pedestrian to a curb ramp on the opposite side of the roadway.
(r) Detectable Warning Surface (DWS) Present: Denotes whether a detectable warning surface is present where the pedestrian access route crosses a street.
(s) DWS Depth: The depth of the detectable warning surface as measured from the front face of the detectable warning surface.
(t) DWS Coverage of Ramp Width: The width of the curb ramp that is covered by the detectable warning surface
(u) DWS Material: The type of detectable warning panel present.
(v) DWS Color: The color of the detectable warning surface.
(w) Constructability Constraints: Factors that will complicate reconstruction of the curb ramps to meet accessibility standards.
(x) Pathway Connection: Denotes whether the curb ramp connects to a walking route.
(y) Curb Ramp Obstruction: Denotes whether there is an obstruction in the curb ramp.

A.2.(c) Pedestrian Signals

The following measurements and data were recorded at each pedestrian traffic signal:

(a) Clear Space - Dimensions: The width of the landing for the pedestrian push button.



(b) Clear Space - Slopes: The slope of the landing for the pedestrian push button in all directions.

(c) Operating Force: The amount of force necessary to activate the pedestrian push button.

(d) Obstructions: Are their attributes that limit access to the pedestrian push button.

(e) Reach Range - Height: The height of the pedestrian push button from the adjacent sidewalk pavement to the center of the pedestrian push button.

(f) Reach Range - Side: Proximity to other pedestrian push buttons.

(g) Location – Curb Ramp: The proximity of the pedestrian push button to the crosswalk that the pedestrian push button services.

(h) Location - Curbline: Horizontal distance pedestrian the pedestrian push button and the curb line.

(i) Location - Pushbutton: The proximity of the pedestrian push buttons to each other.

(j) APS: Indicates the presence of non-visual methods to alert pedestrians to a pedestrian push button or some other method to activate the walk interval.

(k) Parallel to Crosswalk: Is the pushbutton, APS, or other activators parallel to the crosswalk.

A.2(d) Driveways Obstruction

The following measurements and data were recorded as driveways, where motor vehicle access not part of the public right-of-way is present along the sidewalk section:

(a) Driveway Type: Denotes whether the driveway services a residential or commercial property.

(b) Driveway Slope: Indicates that driveway cross slopes greater than 2% is present.

(c) Ramp Slope: Indicates a running slope parallel to the sidewalk at the location when the pedestrian route ramps down at a residential or commercial driveway.



A.2(e) Displacement Obstructions

The following measurements and data were recorded as obstructions were encountered along the sidewalk section:



(a) Horizontal: Displacements that are greater than ¼" horizontal displacement along the pedestrian access route. The following widths were cataloged
   a. ¼" – ½"
   b. ½" – 1"
   c. 1" – 2"
   d. Greater than 2"

(b) Vertical: Displacements that are greater than ¼" vertical along the pedestrian access route. The following widths were cataloged
   a. ¼" – ½"
   b. ½" – 1"
   c. 1" – 2"
   d. Greater than 2"

(c) Number of Broken: Number of broken sidewalk panels encountered.

(d) Number of Grass: Number of grass locations encountered.

A.2(f) Obstructions

The following measurements and data were recorded as obstructions were encountered along the sidewalk section:

(d) Vertical Clearance: Obstructions that limit the vertical clearance of the pedestrian access route (hanging tree limbs, street signs, etc).

(e) Protruding: Obstructions that impede the horizontal clearance of the pedestrian access route. They may limit the route to less than 4 feet in width or may present an obstruction due to their presence in the route.

(f) Immovable: Obstructions that limit the clear width of the pedestrian access route to less than 4 feet and will require adjustment or relocation to bring into compliance.

(g) Modifiable: Obstructions that limit the clear width of the pedestrian access route to less than 4 feet but will not require adjustment or relocation to bring into compliance.

Appendix A.3

Activity Score

A.3 Activity Scores

The following activity scores were used in the generation of the prioritization map. These activity scores were used around various village assets, locations, and development to indicate where pedestrian activity may be likely to be heavier. Radial areas were drawn around each pedestrian traffic generator at varying scores to place a higher value on assets that were identified by the village, steering committee, or public engagement survey as high priority locations throughout the village. The prioritization map is intended to help guide future village projects by providing locations throughout the village where improvements are most likely to positively impact the highest number of users.

A.3.(a) Schools



Accessible sidewalks and curb ramps not only provide safe access to students who currently travel to school but encourage more parents and students to travel to school by foot. The schools included in the prioritization map include:

Lemont-Bromberek School District 113A	
School Name	**Address**
Oakwood School	1130 Kim Place Lemont, IL 60439
River Valley School	15425 127th St. Lemont, IL 60439
Old Quarry Middle School	16100 W. 127th Lemont, IL 60439
Central School	410 McCarthy Rd, Lemont, IL 60439

High schools and higher education included in this activity score are:

Lemont High School District 210	
School Name	**Address**
Lemont High School	800 Porter Street, Lemont, IL 60439

Private schools added for calculating activity scores are:

School Name	Address
SS. Cyril & Methodius	607 Sobieski Street, Lemont, IL 60439
St. Alphonsus/St. Patrick School	20W145 Davey Road Lemont, IL 60439

This activity score is assigned based on a radial distance to these destinations.

Proximity to Schools	Point Value
Within the walk zone and < 1/10 mile	10
Within the walk zone and between 1/10 mile and ¼ mile	5
Within the walk zone and between ¼ mile and ½ mile	3
Outside the walk zone or > ½ mile	0

Table A3a: School Activity Score

A.3.(b) Parks

The Village of Lemont has numerous parks and other recreational facilities. Most parks in the village are operated by the Lemont Park District but others are trails that provide routes for bicyclists and pedestrians alike. Parks provide opportunities for residents to reconnect with nature in addition to leisure activities, sports fields, and playgrounds. The following parks were included in the activity score:



Park Name	Address
Abbey Oaks Park	1347 St. Vincents Drive, Lemont, IL 60439
Amberwood Park	1230 Walker Road, Lemont, IL 60439
Ashbury Park	1400 W. 128th Street, Lemont, IL 60439
Bambrick Park	1330 Smith Road, Lemont, IL 60439
Briarcliffe Park	12440 Briarcliffe Drive, Lemont, IL 60439
Brown Park	20 E. Custer Street, Lemont, IL 60439
Carriage Park	1039 Blacksmith Lane, Lemont, IL 60439
Centennial Community Center	16028 127th Street, Lemont, IL 60439
Centennial Park	16028 127th Street, Lemont, IL 60439

Connemara Park	12815 Waterford, Lemont, IL 60439
Copper Ridge Park	12145 Copper Ridge Drive, Lemont, IL 60439
CORE Fitness & Aquatic Complex	16050 127th Street, Lemont, IL 60439
CORE Train Station	Front Street, Lemont, IL 60439
Covington Knolls Park	1003 Covington Drive, Lemont, IL 60439
Covington North Park	1257 Covington Drive, Lemont, IL 60439
Derby Park	1248 Country Lane, Lemont, IL 60439
Heritage Woodland Sanctuary	W Roberta St, Lemont, IL 60439
Hilltop Park	700 Kruk Street, Lemont, IL 60439
Jaycee Park	1125 Glenys Drive, Lemont, IL 60439
Kensington Park	13608 Cambridge Drive, Lemont, IL 60439
Kettering Park	13948 Anne Drive, Lemont, IL 60439
Legion Park	111 Main Street, Lemont, IL 60439
Lemont Heritage Quarries Recreation Area	1001 Main St, Lemont, IL 60439
Lions Park	60 W. Roberta Street, Lemont, IL 60439
Mayfair Park	16421 Christopher, Lemont, IL 60439
Northview Park	1115 McCarthy Road, Lemont, IL 60439
Rolling Meadow Park	16526 Pasture, Lemont, IL 60439
The Forge Adventure Park & Ziplines	227 Heritage Quarries Dr, Lemont, IL 60439
Virginia Reed Park	51 Eureka Avenue, Lemont, IL 60439
I &MC Trail	Follows along IL and MI Canal
Centennial Trail	Follows along Chicago Sanitary and Ship Canal

This activity score is assigned based on the radial distance to these properties.

Proximity to Parks	**Point Value**
< 1/10 mile	10
1/10 mile – ¼ mile	5
> ¼ mile	0

Table A3b: Parks Activity Score

A.3.(c) Government Buildings

Government buildings provide critical services to Village residents and businesses. Government buildings include those operated by the Village of Lemont as well as state and federal government facilities that offer services to citizens of Lemont. The ADA emphasizes the importance of "walkways serving local government offices and facilities" as government buildings are a critical element of the civic experience. This activity score is assigned based on the radial distance to these buildings. The following government buildings were included in the activity score:

Building	Address
Village Hall	418 Main Street, Lemont, IL 60439
Lemont Public Library District	50 E. Wend Street, Lemont, IL 60439
Lemont Park District	16028 127th Street, Lemont, IL 60439
Lemont Township Offices	16300 Alba St, Lemont, IL 60439
US Post Office - Lemont Carrier Annex	15871 W 127th St. Lemont, IL 60439
US Post Office - Lemont	42 Stephen St, Lemont, IL 60439

Proximity to Government Buildings	Point Value
< 1/10 mile	10
1/10 mile – ¼ mile	5
> ¼ mile	0

Table A3c. Government Building Activity Score



A.3.(d) Rail Stops (Metra)

The Regional Transportation Authority operates a rail system that provides dependable, accessible transportation to locations throughout and near the Village of Lemont. This transportation is especially important to the elderly and people with disabilities that rely on the bus system to get to work and be active members of the community. This activity score is based on its proximity to these rail stops. The rail routes can be found at https://ridertools.metrarail.com/maps-schedules.

Proximity to Metra Stops	Point Value
< 1/10 mile	5
1/10 mile – ¼ mile	3
> ¼ mile	0

Table A3d: Rail Stop Activity Score

A.3.(e) Commercial Districts



Commercial Districts include areas in which employment centers and retail centers reside within the village. Employment centers can be a heavy concentration of business or a significant standalone entity. Removing the physical barriers to these traffic generators allows all residents to fully participate in all aspects of civic life. The traffic generators in the Village of Lemont are:

Development Name	Location
Downtown Lemont	State Street, Illinois Street, Holmes Street, River St
127th Street	127th Street from State Street to Hillview Drive
State Street and 127th Street (Pete's Market	127th Street from Emerald Drive to State Street State Street from Munster Road to Peiffer Avenue
Target / Kohls	13460 Archer Avenue, Lemont, IL 60439

This activity score is assigned based on the radial distance to the traffic generators.

Proximity to Commercial Districts	Point Value
Within commercial area	10
Within - 1/10 mile	5
1/10 mile - ¼ mile	3
> ¼ mile	0

Table A3e: Commercial District Activity Score

Outside of the primary commercial districts throughout the village are secondary commercial areas that draw pedestrians but may be located on the outer edges of the village or serve as parking areas for the Downtown corridor. These areas were calculated as secondary commercial districts. These traffic generators in the Village of Lemont are:

Development Name	Location
Downtown Lemont Extended	2 block area outside of Downtown Lemont
Derby Plaza	McCarthy Road and Archer Avenue

This activity score is assigned based on the radial distance to the traffic generators.

Proximity to Commercial Districts	Point Value
Within secondary commercial district	5

Table A3e (2): Commercial District Activity Score

A.3.(f) Traffic Signals

Traffic signals serve as key locations along busy roadway corridors providing dedicated locations for pedestrians to cross major roadways. The traffic signals within the Village of Lemont are:



Locations	
State St & E Illinois St	Archer Ave & Derby Rd
Stephen St & Main St	Archer Ave & McCarthy Rd
Timberline Dr & W 127th St	Archer Ave & 111th St
State St & Keepataw Dr	West of I-355 & W 127th St
State St & E 127th St	East of I-355 & W 127th St
Walker Rd & McCarthy Rd	Archer Ave & 127th St

This activity score is assigned based on the radial distance to the traffic generators.

Proximity to Traffic Signals	Point Value
< 1/10 mile	10
1/10 mile – ¼ mile	5
> ¼ mile	0

Table A3f: Traffic Signals Activity Score

A.3.(g) Enhanced Crosswalks

Enhanced crosswalks serve as key locations along busy roadway corridors providing dedicated locations for pedestrians to cross major roadways. While not providing dedicated walking patterns for pedestrians looking to cross major roadways they do provide enhance signage to alert motorists to the possible presence of pedestrian traffic. The enhanced crosswalks within the Village of Lemont are:

Crossing Locations
Rolling Meadow Dr & W 127th St (Planned)
Eagle Crest Dr & W 127th St
Covington Dr & 127th St (Planned)
State St & E Logan St
Stephen St & Porter St
McCarthy Rd & Grant St
McCarthy Rd & Houston St

This activity score is assigned based on the radial distance to the traffic generators.

Proximity to Crosswalks	**Point Value**
< 1/10 mile	5
1/10 mile – ¼ mile	3
> ¼ mile	0

Table A3g: Crosswalk Activity Score

A.3.(h) Crossing Guards



As part of a larger effort to encourage students to walk to and from schools dedicated crossing guards are positioned at critical intersections throughout the village. These crossing guards are only present at the beginning and ending of school, but their presence encourages pedestrian activity. Crossing guards are posted in the village at:

Crossing Locations
Timberline Dr & W 127th St
Kip Place & Keepataw Dr
McCarthy Rd & Fremont St
Julia St & McCarthy Rd (Police vehicle posted at the intersection)

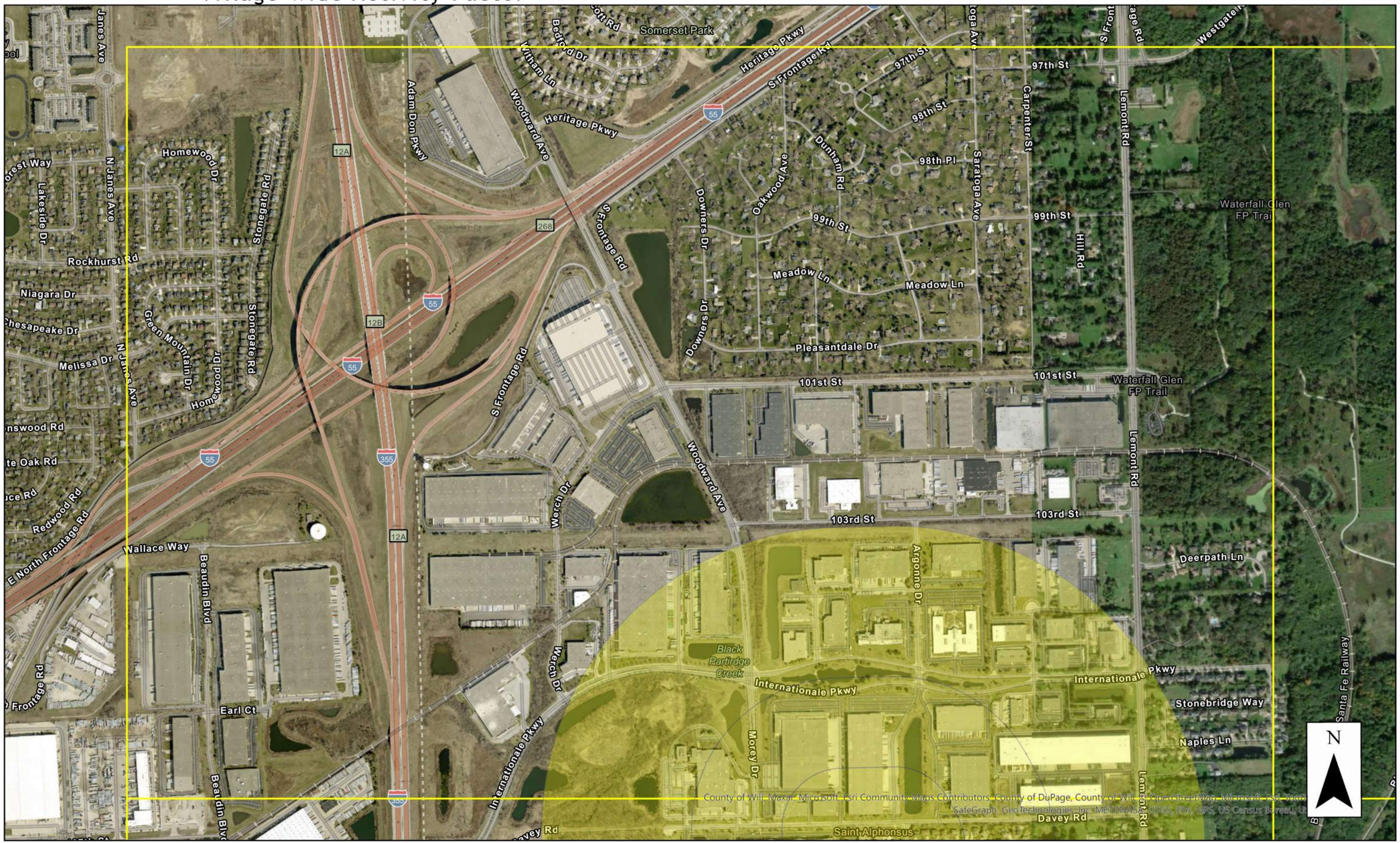
Proximity to Crossing Guards	Point Value
< 1/10 mile	5
1/10 mile – ¼ mile	3
> ¼ mile	0

Table A3h: Crossing Guard Activity Score

Village-Wide Prioritization Map

ADA Transition Plan

Village-wide Activity Factor



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Village-wide Activity Factor

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Village-wide Activity Factor

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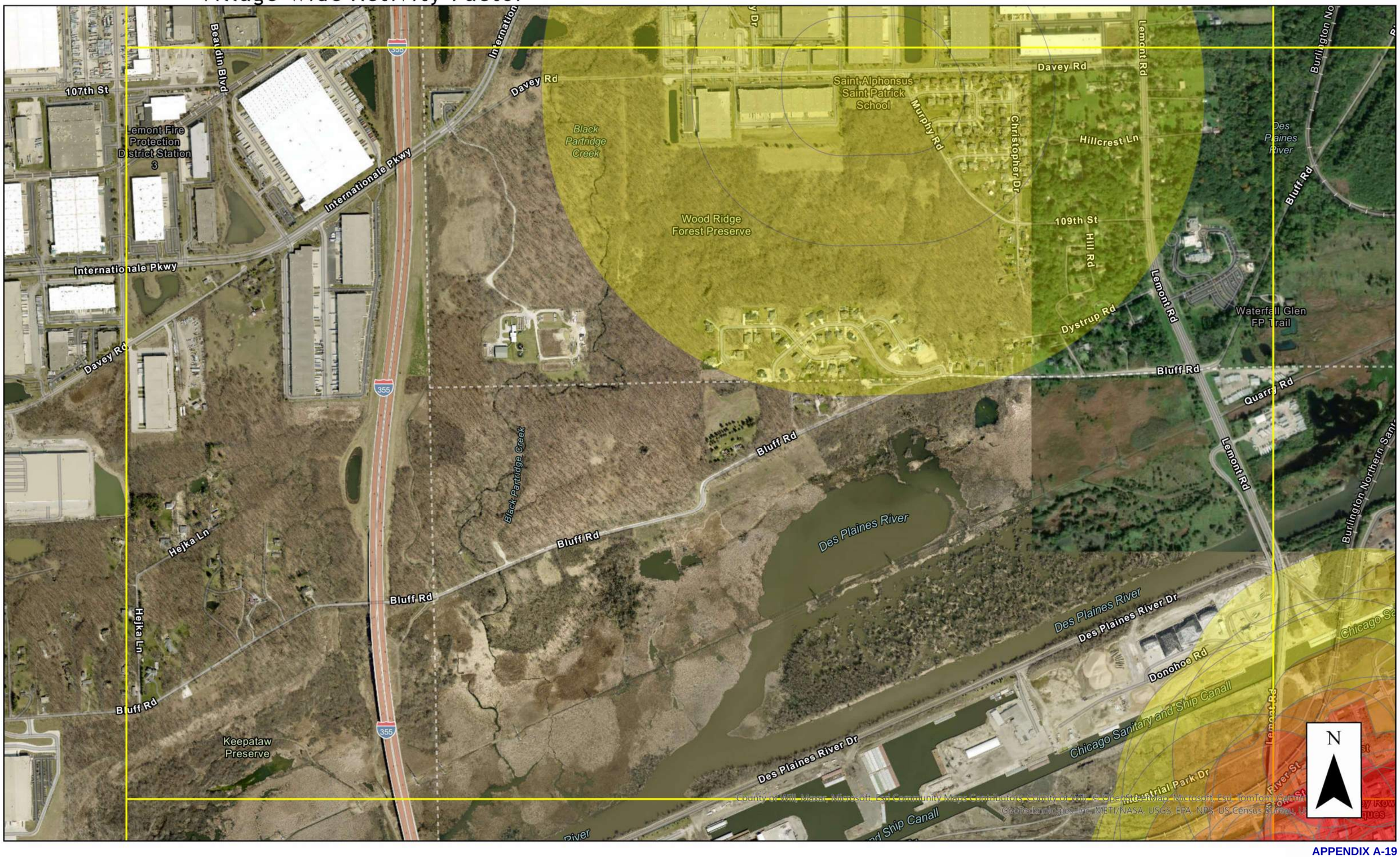
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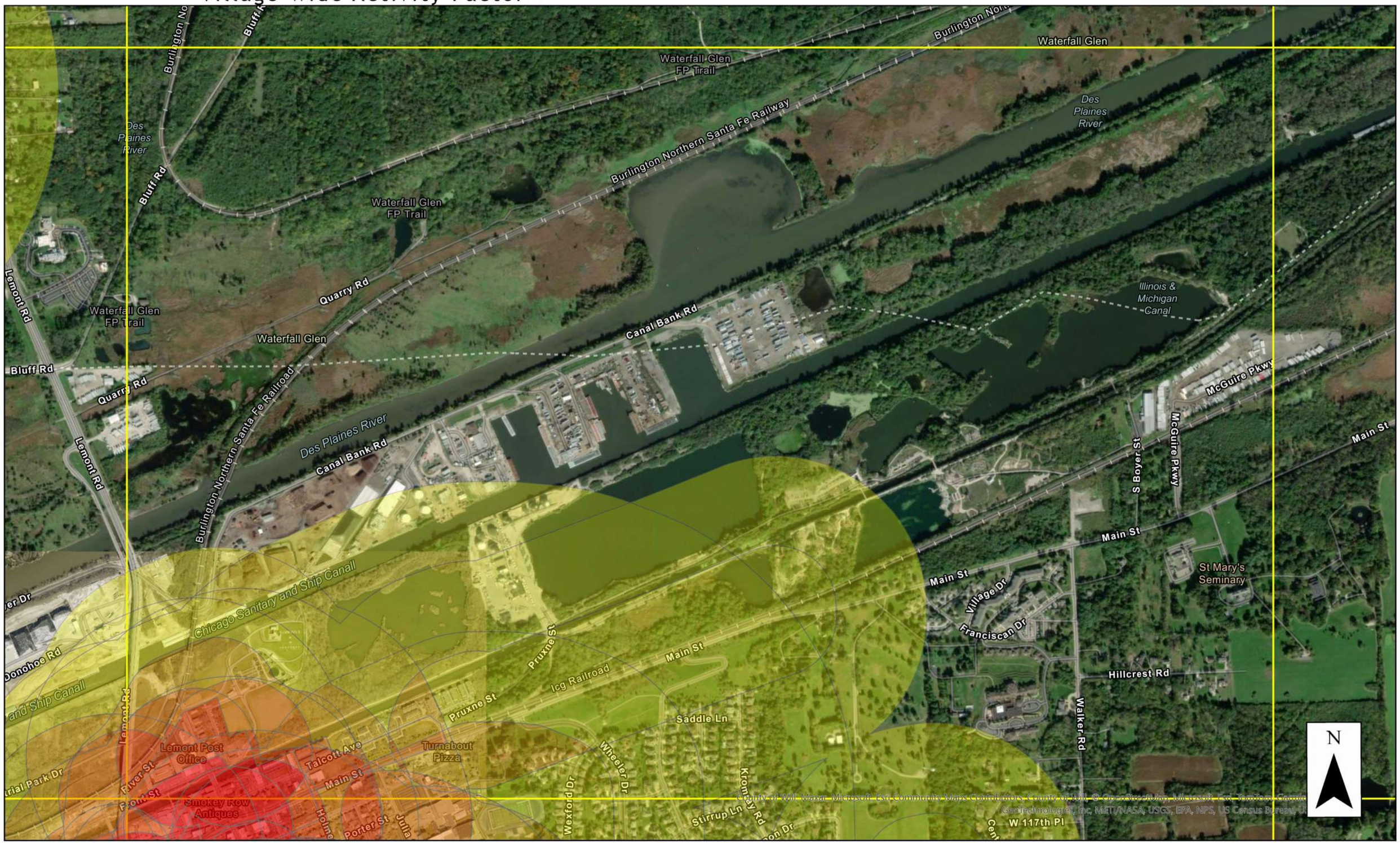
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Village-wide Activity Factor



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Village-wide Activity Factor



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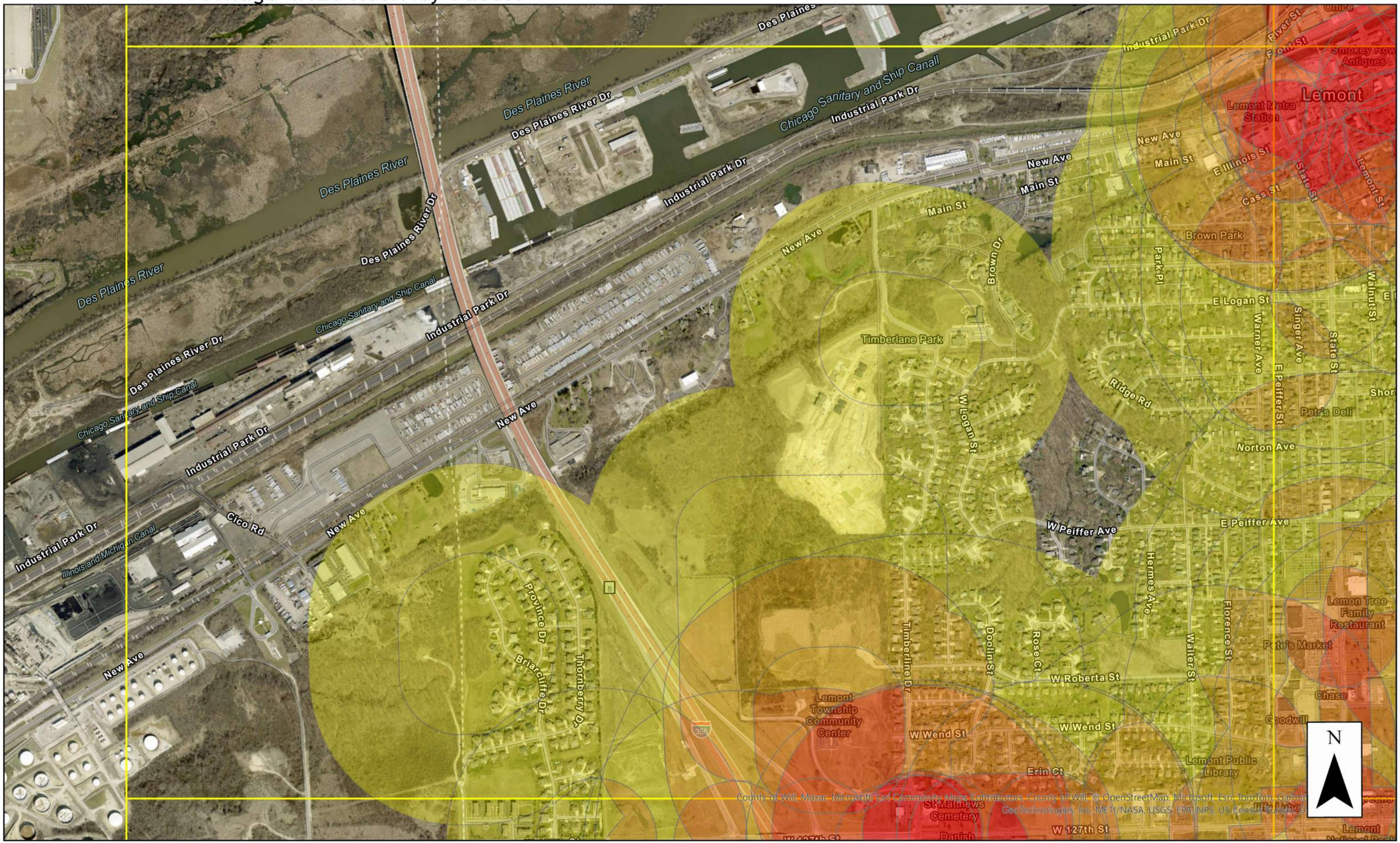
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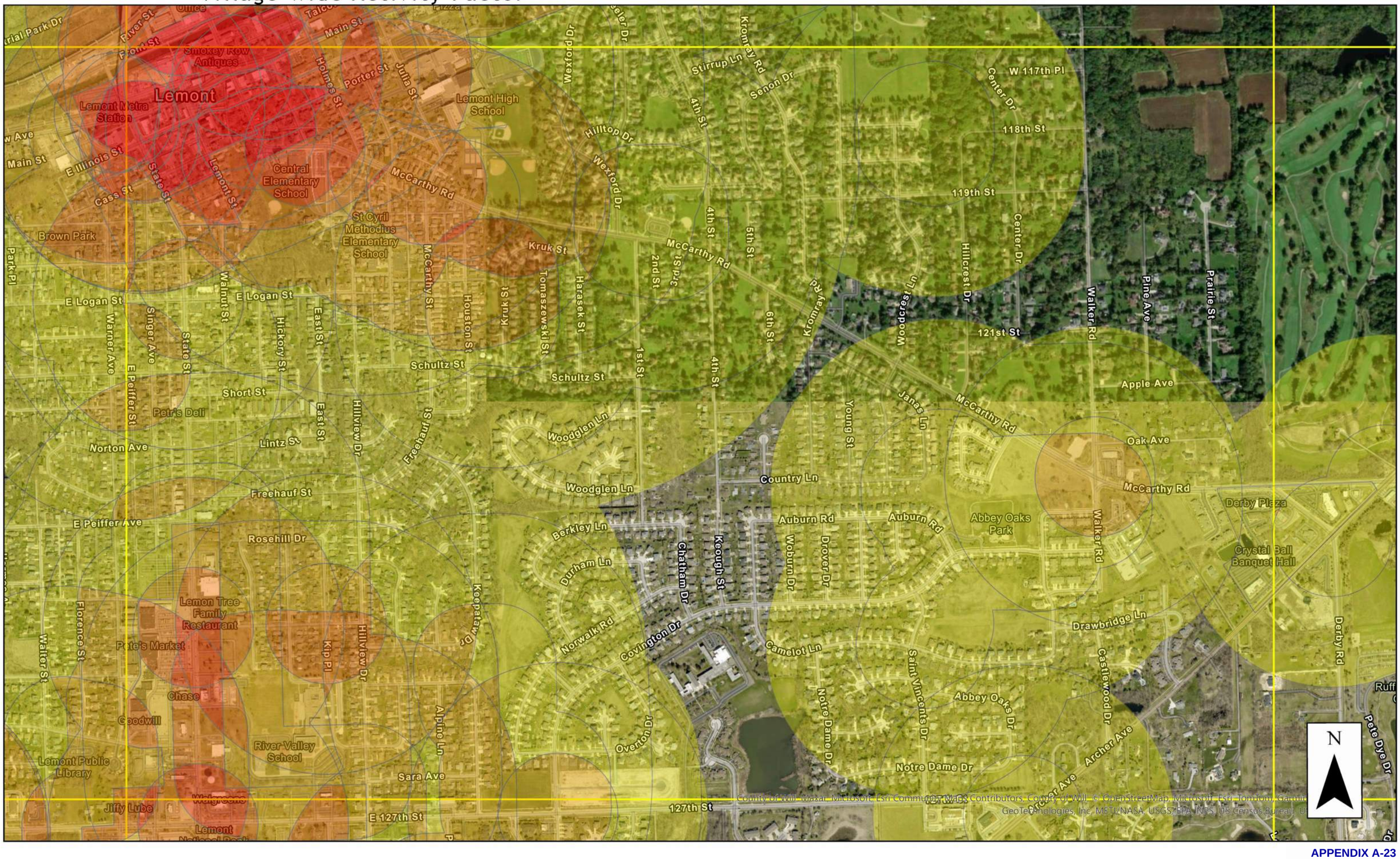
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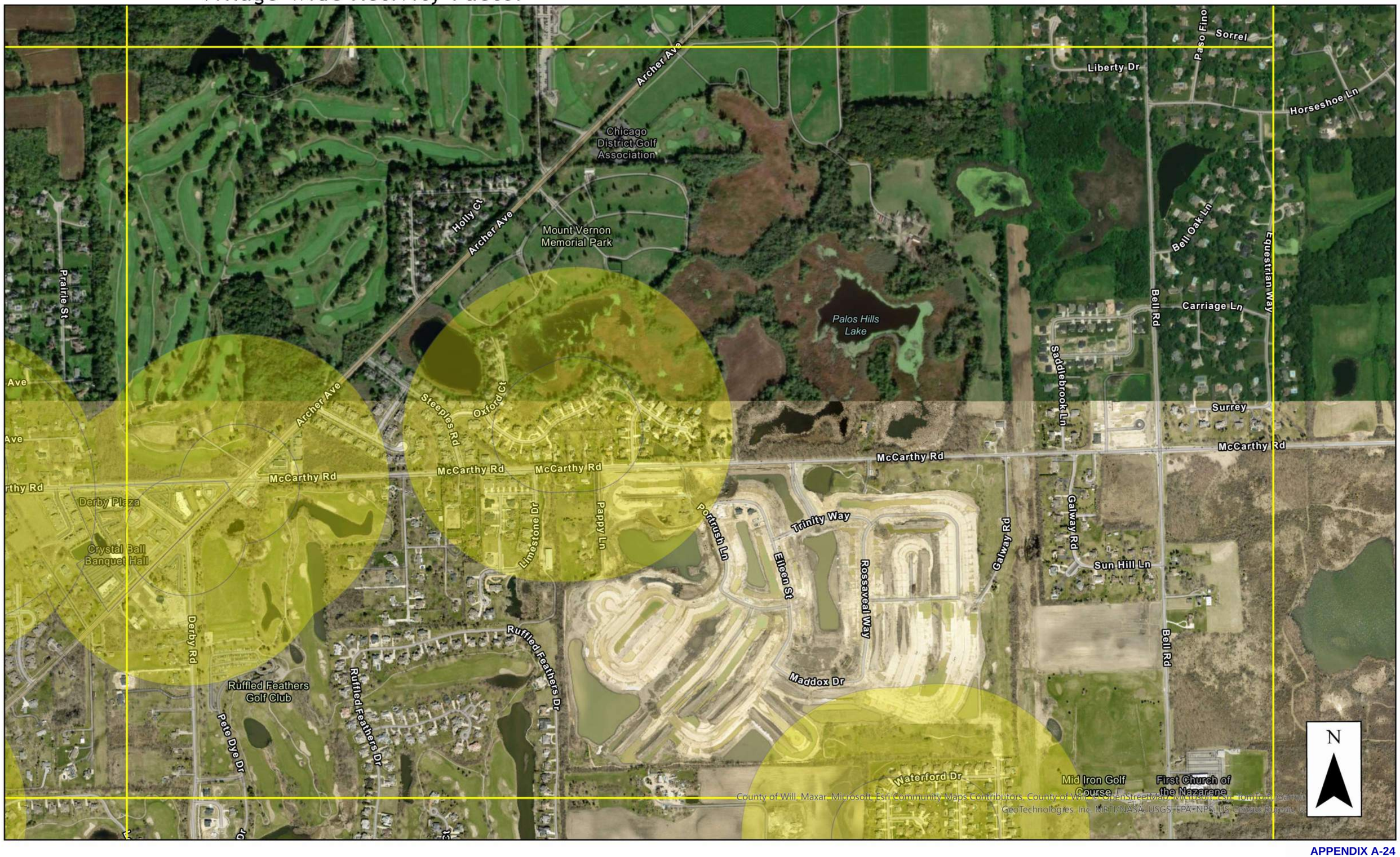
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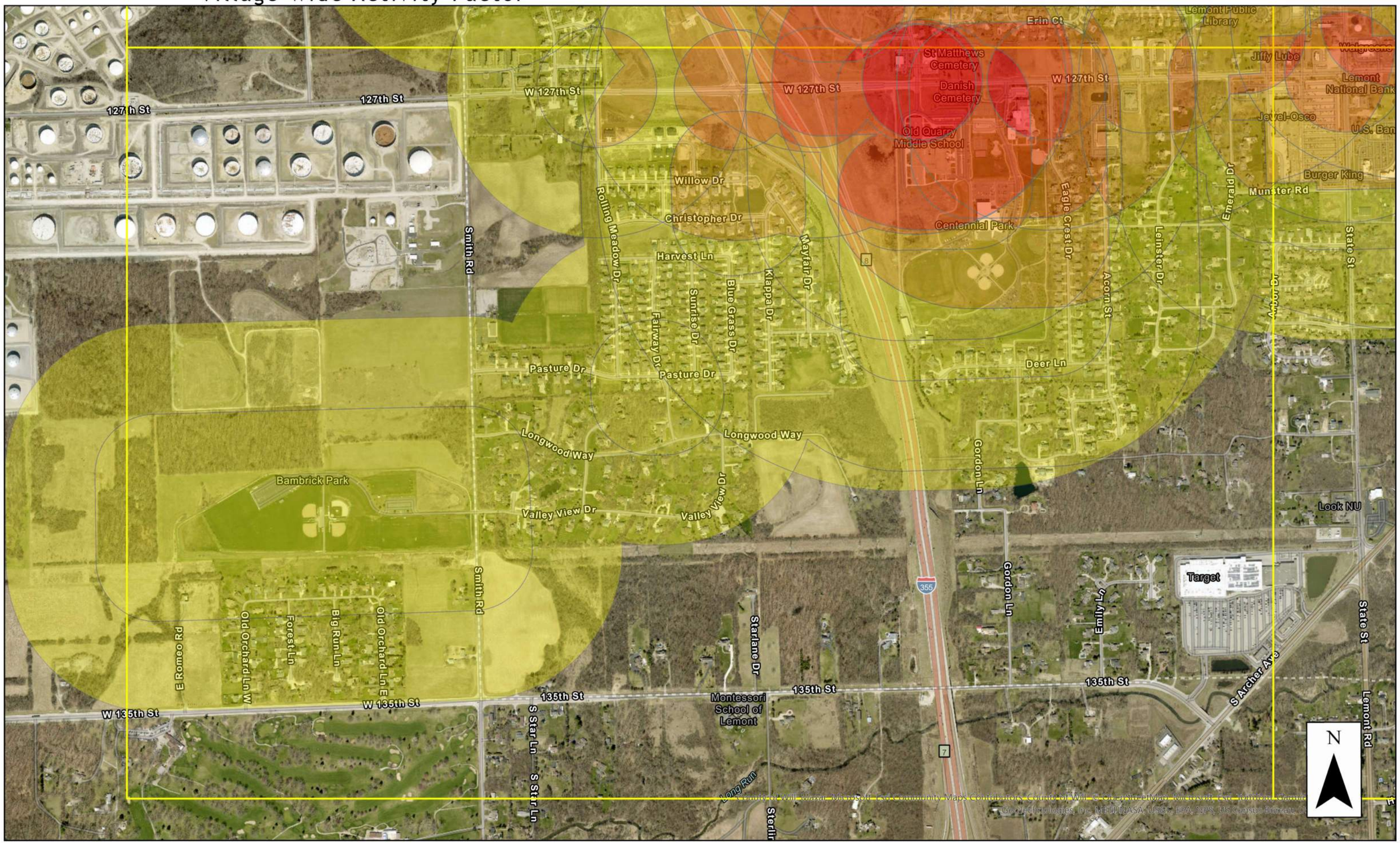
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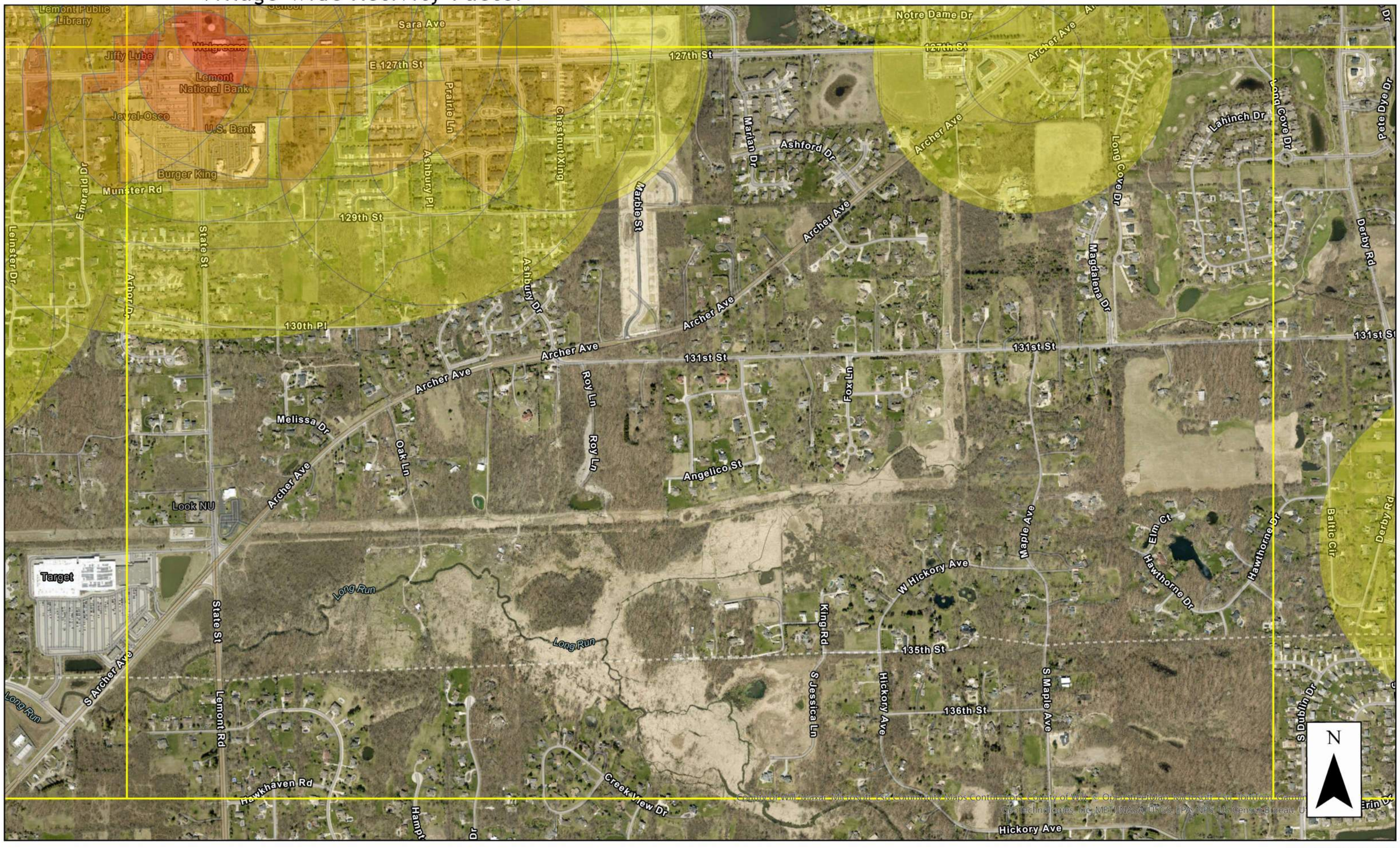
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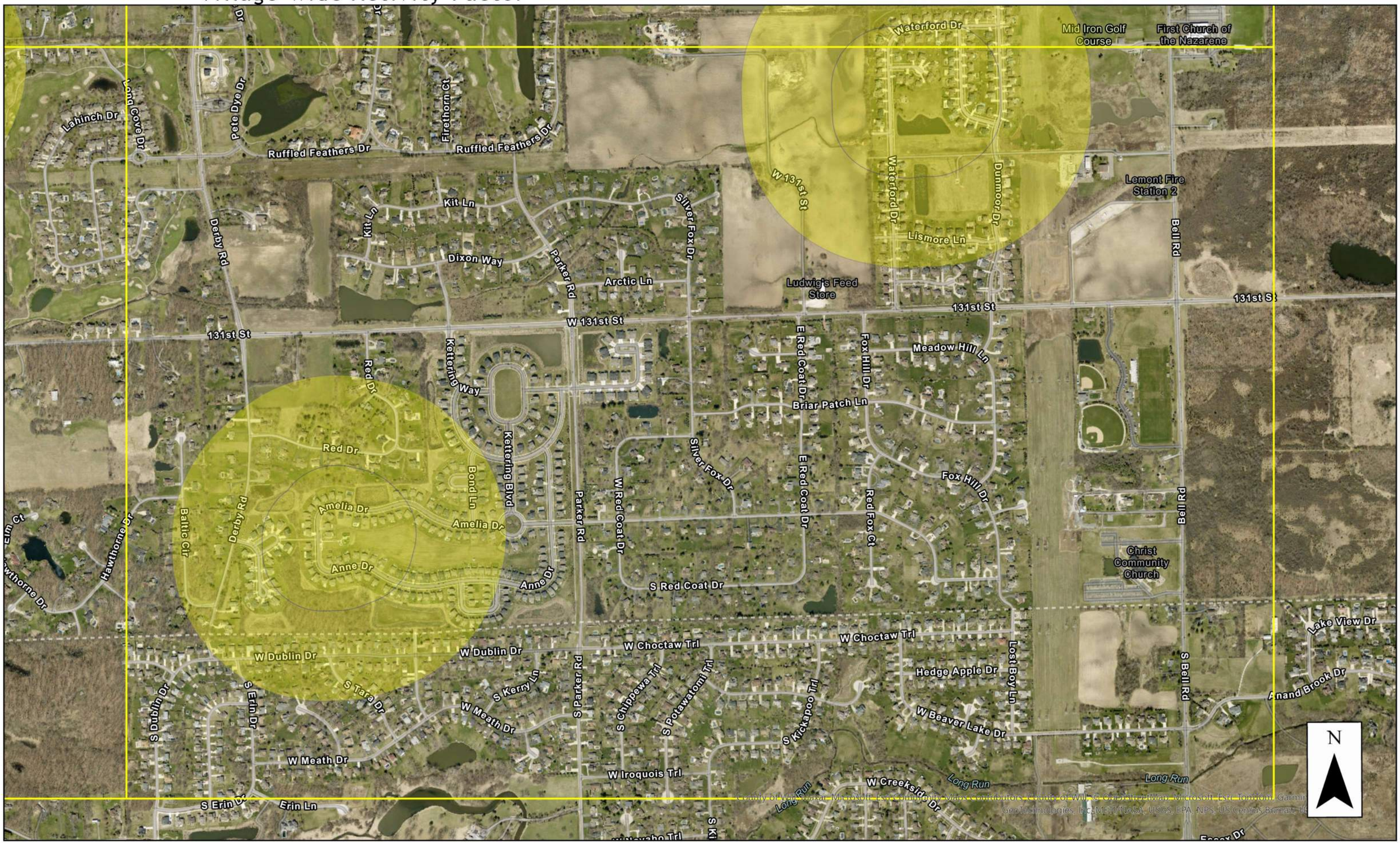
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Appendix A.4

Accessibility Score

A.4 Accessibility Score

The following accessibility scores were collected based on the physical condition of a given sidewalk segment, or curb ramp by measuring each component of the ADA compliance criteria. The score was then based on overall impedance and the severity of obstructions within the route.

A.4.(a) Sidewalk Accessibility Score

The following 4 criteria were collected at each sidewalk segment. The point values for each unique deficiency are listed below and used in the equation list in **Section 6.6**. The lower the point value the greater the impact on pedestrian traffic.

A.4.(a)1 Surface

Surface is the existing wearing material of the sidewalk. When sidewalk is not present, pedestrians are forced to either travel in the travel lanes of the adjacent roadway or walk in the grass. This can lead to hazardous pedestrian motor vehicle interactions as well as uneven walking surfaces.

When no surface is present it is almost impossible for someone with a mobility disability to safely travel. The ADA does not require sidewalks in any condition, but where sidewalks are provided there is an obligation for them to be accessible for all users. Sidewalk pavement not being present becomes non-compliant when gaps in the sidewalk network limit the usability of the network. For this plan a gap is defined as less than a block in length (e.g., block long gaps in the pedestrian network are not considered as not meeting the Village's obligation as ramps can be provided at side streets to direct pedestrians to other pedestrian routes.

Surface	Point Value
None Present	1
Asphalt	For Information Only
Brick	For Information Only
Wood	For Information Only
Concrete	For Information Only

Table A4a1: Sidewalk Surface Score

A.4.(a)2 Sidewalk Width

Narrow sidewalks limit the mobility of pedestrians on the pedestrian circulation path. This can lead to dangerous passing, especially when wheelchairs or walkers are involved. Sidewalk width requirements vary based on the presence of a green space between the roadway and the sidewalk so point values were assigned based on the clearance between the sidewalk and the adjacent roadway.

Sidewalk Width (w/ greenspace greater than 2 feet)	Point Value
< 4’	1
48”	3
4’ – 5’	8
5’ - 6’	8
>6’	8

Sidewalk Width (w/ greenspace less than 2 feet)	Point Value
< 4’	1
48”	1
4’ – 5’	1
5’ - 6’	8
>6’	8

Sidewalk Width (w/o greenspace)	Point Value
< 4’	1
48”	1
4’ – 5’	1
5’ - 6’	10
>6’	10

Table A4a2: Sidewalk Width Activity Score

A.4(a)3 Cross Slope

Cross slope is the slope measured perpendicular to the direction of travel. A cross slope of greater than 2% can make it difficult for wheelchairs to maintain lateral balance, especially in downhill conditions.

Cross Slope	Point Value
> 5%	1
3% - 5%	3
2% - 3%	5
<2.2%	8

Table A4a3: Sidewalk Cross Slope Activity Score

A.4(a)4 Running Slope

The running slope of a sidewalk is the slope parallel to the direction of travel. According to PROWAG standards the running slope can match the running slope of the adjacent roadway, however if the sidewalk running slope does not match the adjacent roadway

running slope the slope can be a maximum of 5%. A steep running slope can cause wheelchairs to become unstable and difficult to control.

Running Slope	Point Value
>5%	1
<5%	4
Running slope matches road grade	4

Table A4a4: Sidewalk Running Slope Activity Score

A.4.(b) Sidewalk Obstruction Score

The following 10 criteria were assigned to each obstruction observed in the field to describe the limiting factor of the various obstructions. These criteria are based on three unique feature classes that are ultimately combined to generate the Sidewalk Obstruction Score. Those feature classes are A.2.(d) Driveway Obstructions, A.2.(e) Displacement Obstructions, and A.2.(f) Obstructions.

The point values for each unique deficiency are listed below and used in the equation list in **Section 6.6**. The higher the point value the greater the impact on pedestrian traffic. This scoring is opposite the scoring provided in A.4.(a), A.4.(c), and A.4.(d). This is related to the scoring of the sidewalk obstruction score which provides upper and lower bumpers to allow balancing the presence of obstructions throughout the Village. The scoring system starts with a maximum score of 30 points (no obstruction found) to 0 points (significant obstructions found). Zero points does not represent the singular worse condition but the lowest quartile of sidewalk segments where usability is most impacted.

A.4.(b)1 Driveway Slope

While the cross slope of a sidewalk segment may meet the standards of ADA compliance at the endpoints, often where a driveway crosses a sidewalk the cross slope of the sidewalk follows the driveway slope. A cross slope of greater than 2% can make it difficult for wheelchairs to maintain lateral balance and sudden changes in cross slope may be difficult for the elderly and the visual disabled.

Driveway Slope	Point Value
>8%	10
5% - 8%	7
3% - 5%	4
2% - 3%	1

Table A4b1: Driveway Slope Obstruction Score

A.4.(b)2 Ramp Slope

Where the sidewalk has to slope down for a driveway the running slope of the sidewalk varies from the running slope of the roadway. A running slope on a driveway ramp of greater than 8% can make it difficult for wheelchair users to safely stop if a motor vehicle is in the driveway, while a driveway ramp of greater than 8% can make it difficult for a wheelchair user to navigate the uphill grade with significant exertion.

Ramp Slope	Point Value
>15%	5
12% - 15%	3
10% - 12%	2
8% - 10%	1

Table A4b2: Ramp Slope Obstruction Score

A.4.(b)3 Horizontal Displacement

Horizontal displacements are gaps between two adjacent sidewalk panels. These changes are often caused by sidewalk settling and wide construction joints. Horizontal Displacements are tripping hazards and especially dangerous to those in wheelchairs, walkers, and the elderly.

Horizontal Displacement	Point Value
>2”	8
1” – 2”	5
½” – 1”	3
¼” – ½”	1

Table A4b3: Horizontal Displacement Obstruction Score

A.4.(b)4 Vertical Displacement

Vertical displacements are the abrupt grade changes between two adjacent sidewalk panels. These changes are often caused by sidewalk settling and tree roots. Vertical Displacements are tripping hazards and especially dangerous to those in wheelchairs, walkers, and the elderly.

Vertical Displacement	Point Value
>2”	8
1” – 2”	5
½” – 1”	3
¼” – ½”	1

Table A4b4: Vertical Displacement Obstruction Score

A.4.(b)5 Broken Sidewalk

Broken sidewalk panels impact the usability of the sidewalk segment and can cause minor tripping hazards for a variety of sidewalk users. Broken sidewalks with vertical displacements greater than ¼" were cataloged as both Vertical Displacements and Broken Sidewalk obstructions.

Broken Sidewalk	Point Value
# of Broken Sidewalk Panels	1

Table A4b5: Broken Sidewalk Obstruction Score

A.4.(b)6 Grass

A common issue is grass growing between sidewalk joints. Where grass is present within the pedestrian access route it impacts usability, specifically for wheelchair users.

Grass	Point Value
# of Grass joints	1

Table A4b6: Grass Obstruction Score

A.4.(b)7 Vertical Obstructions

Vertical obstructions within the pedestrian access route create hazards in the vertical plane specifically for the low-vision community. These obstructions extend into the pedestrian access route and do not include an indicator less than 27 inches above the finished grade.

Vertical Obstruction	Point Value
Building	5
Signs	3
Foliage	1

Table A4b7: Vertical Obstructions Score

A.4.(b)8 Protruding Obstructions

Protruding obstructions within the pedestrian access route create hazards in the horizontal plane specifically for the low-vision community. These obstructions extend into the pedestrian access route and do not include an indicator less than 27 inches above the finished grade.

Protruding Obstruction	Point Value
Signs	3

Table A4b8: Protruding Obstructions Score

A.4.(b)9 Immovable Obstructions

Immovable obstructions are permanent obstructions that limit the clear width of the sidewalk to less than 4 feet in width. There are a variety of immovable obstructions that will each take an additional effort outside of removal and replacement of the existing sidewalk to bring the route into compliance.

Immovable Obstruction	Point Value
Utility Poles	10
Utility Box	10
Parking Meter	10
Stairs	5
Retaining Walls	5
Inlets	5
Manholes	3
Handholes	3

Table A4b9: Immovable Obstructions Score

A.4.(b)10 Modifiable Obstructions

Modifiable obstructions encroach and limit the clear width of the sidewalk to less than 4 feet in width. There are a variety of modifiable obstructions that can be addressed through enforcement and maintenance without requiring modifications to the existing sidewalk.

Modifiable Obstruction	Point Value
Trees	2
Bushes	1
Trash	For Information Only
Parking	For Information Only
Handholes	3

Table A4b10: Modifiable Obstructions Score

A.4(c) Curb Ramp Accessibility Score

The following 10 criteria were collected at each curb ramp. The point values for each unique deficiency is listed below and used in the equation list in **Section 6.6**. The lower the point value the greater the impact on pedestrian traffic.

A.4(c)1 Curb Ramp Type

When a sidewalk intersects with a curb a curb cut should be provided per ADA regulations. When a curb cut is not provided to provide access from the sidewalk to the adjacent roadway corridor, pedestrians are discriminated against, and this is considered the highest priority for improvements. No ramp present was also used in situations where navigating stairs was required to travel from the sidewalk to the adjacent roadway.

When no sidewalk is present, there is no obligation for a curb ramp to be present, and these locations were not included in the assessment. **The Curb Ramp Score at this location will be scored as a 1 (the worst possible condition).**

Curb Ramp Type	Point Value
No Ramp Present (supercedes)	1
All Other Ramp Types	For Information Only

Table A4c1: Curb Ramp Type Score

A.4(c)2 Fixed Obstructions

Fixed obstructions range from utility poles and fire hydrants to wide street signs and curb inlets. Fixed Obstructions limit the clear width of a curb ramp as well as being hazardous to visually impaired pedestrians. A clear width of less than 4' is considered hazardous. Other fixed obstructions including vertical displacement and broken sidewalks that do not limit the curb ramp to a clear width of less than 4 feet are classified under other deficiencies within the Curb Ramp Accessibility Score. **The Curb Ramp Score at this location will be scored as a 2 (the second-worst possible condition).**

Fixed Obstructions	Point Value
Present – Fixed Obstruction	2
Present – Encroachment	For Information Only

Table A4c2: Curb Ramp Fixed Obstructions Score

A.4(c)3 Running Slope

The running slope is the slope parallel to the direction of travel. A steep running slope can cause a wheelchair to lose control or cause the wheels to get stuck at the bottom of the ramp due to the gradient change.

Running Slope	Point Value
>15%	1
12% - 15%	2
8% - 12%	3
<8%	5

Table A4c3: Curb Ramp Running Slope Score

A.4.(c)4 Cross Slope

The cross slope is the slope perpendicular to the direction of travel. On a curb ramp a steep cross slope can cause the user to lose balance.

Cross Slope	Point Value
>5%	1
3% - 5%	2
2% - 3%	3
<2.2%	5

Table A4c4: Curb Ramp Cross Slope Score

A.4.(c)5 Flare Slope

The flare slope is the slope between the curb ramp and the sidewalk panel or green space besides the curb ramp. If this slope is in the pedestrian circulation path the slope must be less than 10%. Slopes greater than 10% can be a challenge to navigate and can lead to loss of balance. It is possible for the flare slope of a curb ramp to be outside the pedestrian circulation path and therefore the slopes are of no consequence.

Flare Slope	Point Value
> 10%	1
</= 10%	3
Outside of Pedestrian Circulation Path	3

Table A4c5: Curb Ramp Flare Slope Score

A.4.(c)6 Curb Ramp Width

Narrow curb ramps limit the mobility of pedestrians and can lead to a dangerous passing especially when wheelchairs or walkers are involved.

Curb Ramp Width	Point Value
<4’	1
>4’	5

Table A4c6: Curb Ramp Width Score

A.4.(c)7 Gutter Slope

The transition between the gutter slope and the counter slope of the roadway, or gutter pan for curb and gutter sections, leads to a sharp transition from the curb ramp to the pavement. This can lead to wheelchair and walker wheels catching as well as a generally uncomfortable walking situation.

Gutter Slope	Counter slope at Street	Point Value
>8%	>8%	1
5% - 8%	>8%	1
>8%	5% - 8%	1
5% - 8%	<5%	3
<5%	5% - 8%	3
5% - 8%	5% - 8%	3
<5%	<5%	5

Table A4c7: Gutter Slope Score

A.4.(c)8 Detectable Warning Surface (DWS)

DWS inform the visually impaired that they are approaching a dangerous condition and hazard is warranted. On perpendicular and parallel curb ramps, they also guide the visually impaired as to the direction of the opposing curb ramp across the roadway.

DWS Presence	DWS Depth	DWS Color	Point Value
No			1
Yes	>2’	Matches	3
Yes	<2’	Red	5
Yes	>2’	Red	10

Table A4c8: Curb Ramp Detectable Warning Panels Score

A.4.(c)9 Vertical Displacements

The transition between the curb ramp and gutter pan and the curb ramp and the landing needs to be flush due to the potential for tripping hazards. Due to the steep slopes common on curb ramps it is more likely that the pedestrian can lose his/her balance and fall.

Vertical Displacements	Point Value
>1”	1
½” – 1”	4
¼” – ½”	7
<¼”	10

Table A4c9: Curb Ramp Vertical Displacements Score

A.4.(c)10 Landing

Landings at the top of curb ramps provide a safe location for a pedestrian to change direction and prepare to navigate the roadway. The landing at the bottom of the curb ramp provides protection for the pedestrian from motorists.

Landing Dimensions	Landing Cross Slope	Point Value
>/= 4' in each direction	>5%	1
< 4' in each direction	>5%	1
4' x 4'	>5%	1
>/= 4' in each direction	3% -5%	3
< 4' in each direction	3% -5%	3
4' x 4'	3% -5%	3
>/= 4' in each direction	2% -3%	3
< 4' in each direction	3% -2%	2
4' x 4'	2% -3%	3
>/= 4' in each direction	<2.2%	5
< 4' in each direction	<2.2%	3
4' x 4'	<2.2%	5

Table A4c10: Curb Ramp Landing Score

A.4.(d) Pedestrian Signal Accessibility Score

The following 11 criteria were collected at each pedestrian signal. The pedestrian signals are classified as either compliant or non-compliant since the most likely scenario is that pedestrian signals will be updated during future signal improvements. Projects to correct a single non-compliant pedestrian traffic signal are not only an inefficient use of available funds but have a high likelihood of creating more barriers to access as part of retrofitting the upgrade into the existing built environment. When signal upgrades are planned, every pedestrian traffic signal at an intersection should be upgraded to meet requirements. Additionally, curb ramps should be brought into compliance due to the likely disruption associated with the construction of new pedestrian push buttons and pedestrian signal heads.

A.4.(d)1 Clear Space - Dimensions

The width of the landing for the pedestrian pushbutton. A landing of less than 4 feet by 4 feet does not provide adequate space for someone in a wheelchair to activate the pedestrian push button.

Clear space widths	Compliance Level
Less than 4 feet by 4 feet	Non-compliant
4 feet by 4 feet to 5 feet by 5 feet	Compliant
Greater than 5 feet by 5 feet	Compliant

Table A4d1: Pedestrian Signal – Clear Space - Dimensions

A.4.(d)2 Clear Space - Slopes

The slope of the landing for the pedestrian pushbutton in all directions. Steep slopes in either direction could cause a wheelchair to lose balance and affect the stability of all pedestrians, especially the elderly.

Clear space slopes	Compliance Level
(Yes) Less than or equal to 2 percent	Compliant
(No) Greater than 2 percent	Non-compliant

Table A4d2: Pedestrian Signal – Clear Space - Slopes

A.4.(d)3 Operating Force

The amount of force necessary to activate the pedestrian push button. When the operating force is too heavy it can be difficult for some pedestrians to activate the pedestrian signal.

Operating force	Compliance Level
Less than 5 pounds	Compliant
Greater than 5 pounds	Non-compliant

Table A4d3: Pedestrian Signal – Operating Force

A.4.(d)4 Obstructions

Obstructions located in the landing, adjacent to the pedestrian push button, and between the pedestrian push button and the landing can limit access and result in a compliant physical space being non-compliant due to lack of access.

Obstruction	Compliance Level
Multiple options based on the Obstructions Accessibility Score	Non-Compliant

Table A4d4: Pedestrian Signal – Obstructions

A.4.(d)5 Reach Range - Height

The height of the pedestrian push button from the adjacent sidewalk pavement to the center of the pedestrian push button. When a pedestrian push button is mounted either too high or too low it can be difficult to access for certain users including pedestrians in a wheelchair.

Pedestrian push button height	Compliance Level
<15”	Non-compliant
15” – 42”	Non-compliant
42” – 48”	Compliant
>48”	Non-compliant

Table A4d5: Pedestrian Signal – Reach Range - Height

A.4.(d)6 Reach Range - Side

Pedestrian pushbuttons shall be in close proximity to the landing intended for the pedestrian to be located in to activate the pushbutton. When pushbuttons are significant distances away from the landing it requires pedestrians to reach and can impact balance.

Clear space slopes	Compliance Level
<10”	Compliant
>10”	Non-compliant

Table A4d6: Pedestrian Signal – Reach Range - Side

A.4(d)7 Location – Curb Ramp

The proximity of the pedestrian push button to the crosswalk that the pedestrian push button services. When a pedestrian push button is too far away from the crosswalk it can be a challenge for a pedestrian with limited mobility to travel from the pedestrian push button to the crosswalk in time to safely travel across the street.

Distance from the pedestrian push button to the crosswalk	Compliance Level
Less than 5 feet	Compliant
Greater than 5 feet	Non-compliant

Table A4d7: Pedestrian Signal – Location – Curb Ramp

A.4.(d)8 Location – Curbline

The horizontal distance between the pedestrian push button and the curb line. When the pedestrian push button is closer than 1.5 feet from the curb line there is a potential conflict between motorists and pedestrians.

Distance from curb line	Compliance Level
Less than 1.5 feet from curb line	Non-compliant
1.5 feet to 6 feet from curb line	Compliant
6 feet to 10 feet from curb line	Compliant
Greater than 10 feet from curb line	Non-compliant

Table A4d8: Pedestrian Signal – Location - Curbline

A.4.(d)9 Location – Pushbutton

The proximity of the pedestrian push button to each other. When pedestrian push buttons are near each other audible tones or other non-visual aids are required to different pedestrian push buttons from other push buttons that may be activated and near.

Pedestrian push button proximity	Compliance Level
One button	Compliant
Less than 10 feet	Non-compliant
Greater than 10 feet	Compliant

Table A4d9: Pedestrian Signal – Location - Pushbutton

A.4.(d)10 APS

Indicates the presence of a non-visual method to alert pedestrians to the presence of a pedestrian push button or some other method to activate the walk interval. A non-visual aid provides guidance to pedestrians who are either low vision or blind.

Non-visual aids	Compliance Level
Audible tones	Compliant
Vibrating surfaces	Compliant
Tone	Compliant
Tactile	Compliant
None present	Non-compliant

Table A4d10: Pedestrian Signal – APS

A.4.(d)11 Parallel to Crosswalk

Pedestrian push buttons shall be parallel to the crosswalk they are indicating for. When pedestrian push buttons are not parallel to the crosswalk it confuses pedestrians and can lead to pedestrians not using the curb ramp as intended.

Alternative name format	Compliance Level
Yes	Compliant
No	Non-compliant

***Table A4d11: Pedestrian Signal* – Parallel to Crosswalk**

Appendix A.5

Block Specific Parking Analysis

A.5 Block Specific Parking Analysis

The following block numbers are based on the naming convention as discussed in Section 7.1 and as shown below in Image 1.

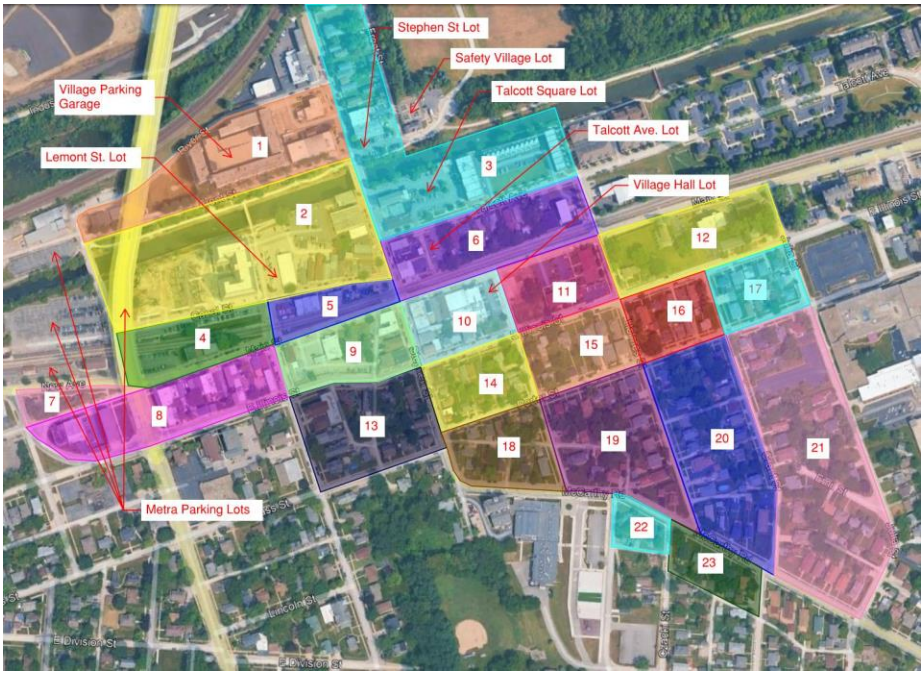


Image 1: Existing Street Block in Downtown Lemont

There are several blocks where it is not feasible to connect new on-street parking spaces to the public sidewalk due to significant obstructions, see Image 2. These locations are noted in the block specific analysis below and as curb ramps and sidewalks are upgraded at these locations on-street accessible parking should be provided in conjunction with these improvements.



Image 2: Inaccessible curb ramp access to pedestrian route

At each block the parking that was considered in the parking analysis, metered or designated with signage or striping, is indicated by a red line. Additional parking along the block perimeter that does not meet the threshold for requiring accessible parking was not considered in the analysis. Where existing curb ramps do not provide access to the adjacent public sidewalk a red star is placed to assist the village in planning for future accessible parking spaces. The

recommended locations for the accessible parking spaces that need to be added are shown with a blue star in the images. They were chosen based on the nearest, functional curb ramps and located to provide access to the pedestrian traffic generators within the block.

Block 1



Image 3: Google Earth image of Block 1

Block 1 is bound by River Street to the north, Stephen Street to the east, Front Street to the south and Ed Bossert Street to the west. There are 7 dedicated parking spaces along River Street in front of the Post Office and 332 River Street. 9 dedicated parking spaces along Stephen Street, including 3 parallel and 6 angled parking spaces, along with 28 dedicated parking spaces along Front Street.

BLOCK 1	
River Street – north face	7 spaces
Stephen Street – east face	9 spaces
Front Street – south face	28 spaces
Ed Bossert Street – west face	N/A
Total number of spaces	44 spaces
Number of accessible parking spaces required	2
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	2

Figure 1: Parking requirements along Block 1

Block 2

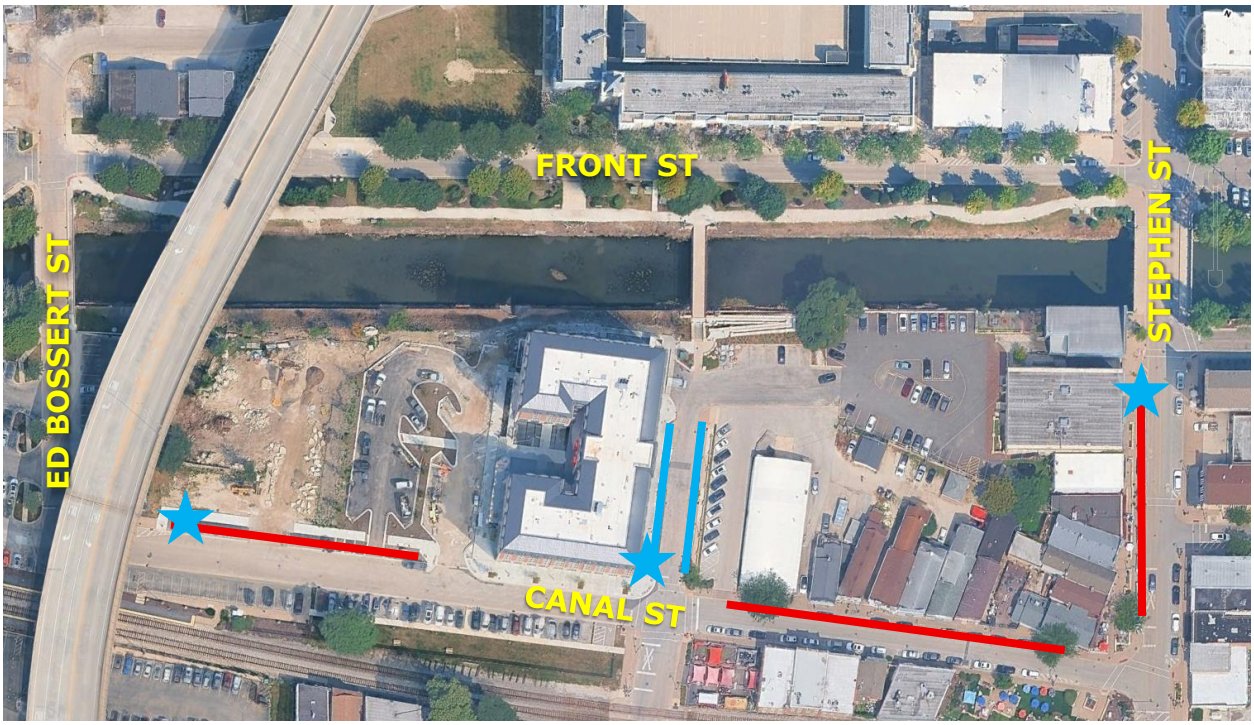


Image 4: Google Earth image of Block 2

Block 2 is bound by Front Street to the north, Stephen Street to the east, Canal Street to the south and Ed Bossert Street to the west. There are 9 dedicated parking spaces along Stephen Street and 19 dedicated parking spaces along Canal Street. In the middle of the block off Canal Street is an access road that connects to the village and privately owned parking lots. The access road has 12 dedicated parking spaces.

BLOCK 2	
Front Street – north face	N/A
Stephen Street – east face	9 spaces
Canal Street – south face	19 spaces
Ed Bossert Street – west face	N/A
Total number of spaces	28 spaces
Number of accessible parking spaces required	2
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	2

Figure 2: Parking requirements along Block 2

BLOCK 2 – Mid-block Parking	
Lemont Street access – east face	6 spaces
Lemont Street access – west face	6 spaces

Total number of spaces	12 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 3: Parking requirements along Block 2 – Mid-block Parking

Block 3



Image 5: Google Earth image of Block 4

Block 3 is bound by the Des Plaines River to the north, Holmes Street was extended to the east, Talcott Avenue to the south and Stephen Street to the west. There are 10 dedicated parking spaces along Talcott Avenue and 14 dedicated parking spaces along Stephen Street.

BLOCK 3	
Des Plaines River	N/A
Holmes Street (extended) – east face	N/A
Talcott Avenue – south face	10 spaces
Stephen Street – west face	14 spaces

Total number of spaces	24 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 4: Parking requirements along Block 3

Block 4



Image 6: Google Earth image of Block 4

Block 4 is bound by Canal Street to the north, Lemont Street to the east, Main Street to the south and Ed Bossert Street to the west. There are 11 dedicated parking spaces along Main Street including 2 accessible parking spaces. There are also 53 dedicated parking spaces along Canal Street including 1 accessible parking space. For this study the 53 parking spaces on the eastside of the perimeter along Canal Street, the remainder of the parking spaces serve the Metra station and are assumed to be included in the parking count for the various Metra lots.

BLOCK 4	
Canal Street – north face	53 spaces
Lemont Street – east face	N/A
Main Street – south face	11 spaces
Ed Bossert – west face	N/A
Total number of spaces	64 spaces

Number of accessible parking spaces required	3
Number of existing accessible parking spaces	3
Number of accessible parking spaces to be added	0

Figure 5: Parking requirements along Block 4

Block 5



Image 7: Google Earth image of Block 5

Block 5 is bound by Canal Street to the north, Stephen Street to the east, Main Street to the south and Lemont Street to the west. There are 14 dedicated parking spaces along Canal Street.

BLOCK 5	
Canal Street – north face	14 spaces
Stephen Street – east face	N/A
Main Street – south face	N/A
Lemont Street – west face	N/A
Total number of spaces	14 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 6: Parking requirements along Block 5

Block 6



Image 8: Google Earth image of Block 6

Block 6 is bound by Talcott Avenue to the north, Holmes Street to the east, Main Street to the south and Stephen Street to the west. There are 4 dedicated parking spaces along Stephen Street.

BLOCK 6	
Talcott Avenue – north face	N/A
Holmes Street – east face	N/A
Main Street – south face	N/A
Stephen Street – west face	4 spaces
Total number of spaces	4 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 7: Parking requirements along Block 6

Block 7



Image 9: Google Earth image of Block 7

Block 7 is bound by New Avenue to the north, Main Street to the south, and Lockport Street to the west. There are 11 dedicated parking spaces along Main Street.

BLOCK 7	
New Avenue – north face	N/A
Main Street – south face	11 spaces
Lockport Street – west face	N/A
Total number of spaces	11 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 8: Parking requirements along Block 7

Block 8



Image 10: Google Earth image of Block 8

Block 8 is bound by Main Street to the north, Lemont Street to the east, Illinois Street to the south and Lockport Street to the west. There are 10 dedicated parking spaces along Main Street and 5 dedicated parking spaces along Lemont Street.

BLOCK 8	
Main Street – north face	10 spaces
Lemont Street – east face	5 spaces
Illinois Street – south face	N/A
Lockport Street – west face	N/A
Total number of spaces	15 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 9: Parking requirements along Block 8

Block 9



Image 11: Google Earth image of Block 9

Block 9 is bound by Main Street to the north, Stephen Street to the east, Illinois Street to the south and Lemont Street to the west. There are 8 dedicated parking spaces along Main Street and 4 spaces along Stephens Street.

BLOCK 9	
Main Street – north face	8 spaces
Stephen Street – east face	4 spaces
Illinois Street – south face	N/A
Lemont Street – west face	N/A
Total number of spaces	12 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 10: Parking requirements along Block 9

Block 10



Image 12: Google Earth image of Block 10

Block 10 is bound by Main Street to the north, Fremont Street to the east, Illinois Street to the south and Stephen Street to the west. There are 240 feet of striped parking spaces along Illinois Street, 6 dedicated parking spaces along Fremont Street, 9 dedicated parking spaces along Main Street, and 6 dedicated spaces along Stephens Street.

BLOCK 10	
Main Street – north face	9 spaces
Fremont Street – east face	6 spaces
Illinois Street – south face	240 feet or 12 spaces
Stephen Street – west face	6 spaces
Total number of spaces	33 spaces
Number of accessible parking spaces required	2
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	2

Figure 11: Parking requirements along Block 10

Block 11

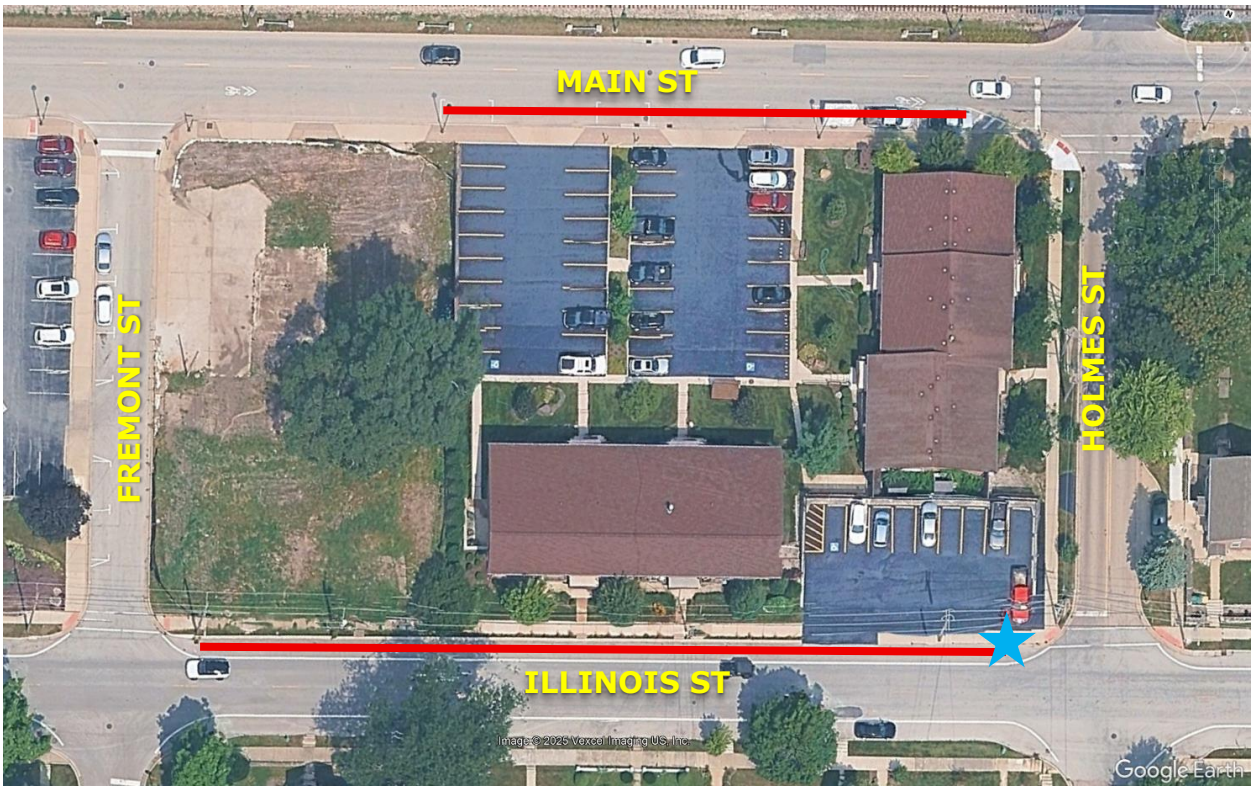


Image 13: Google Earth image of Block 11

Block 11 is bound by Main Street to the north, Holmes Street to the east, Illinois Street to the south and Fremont Street to the west. There are 320 feet of striped parking spaces along Illinois Street and 6 dedicated parking spaces along Main Street.

BLOCK 11	
Main Street – north face	6 spaces
Holmes Street – east face	N/A
Illinois Street – south face	320 feet or 16 spaces
Fremont Street – west face	N/A
Total number of spaces	22 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 12: Parking requirements along Block 11

Block 12



Image 14: Google Earth image of Block 12

Block 12 is bound by Main Street to the north, Julia Street to the east, Illinois Street to the south and Holmes Street to the west. There are 540 feet of striped parking spaces along Illinois Street.

BLOCK 12	
Main Street – north face	N/A
Julia Street – east face	N/A
Illinois Street – south face	540 feet or 27 spaces
Holmes Street – east face	N/A
Total number of spaces	27 spaces
Number of accessible parking spaces required	2
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	2

Figure 13: Parking requirements along Block 12

Block 13

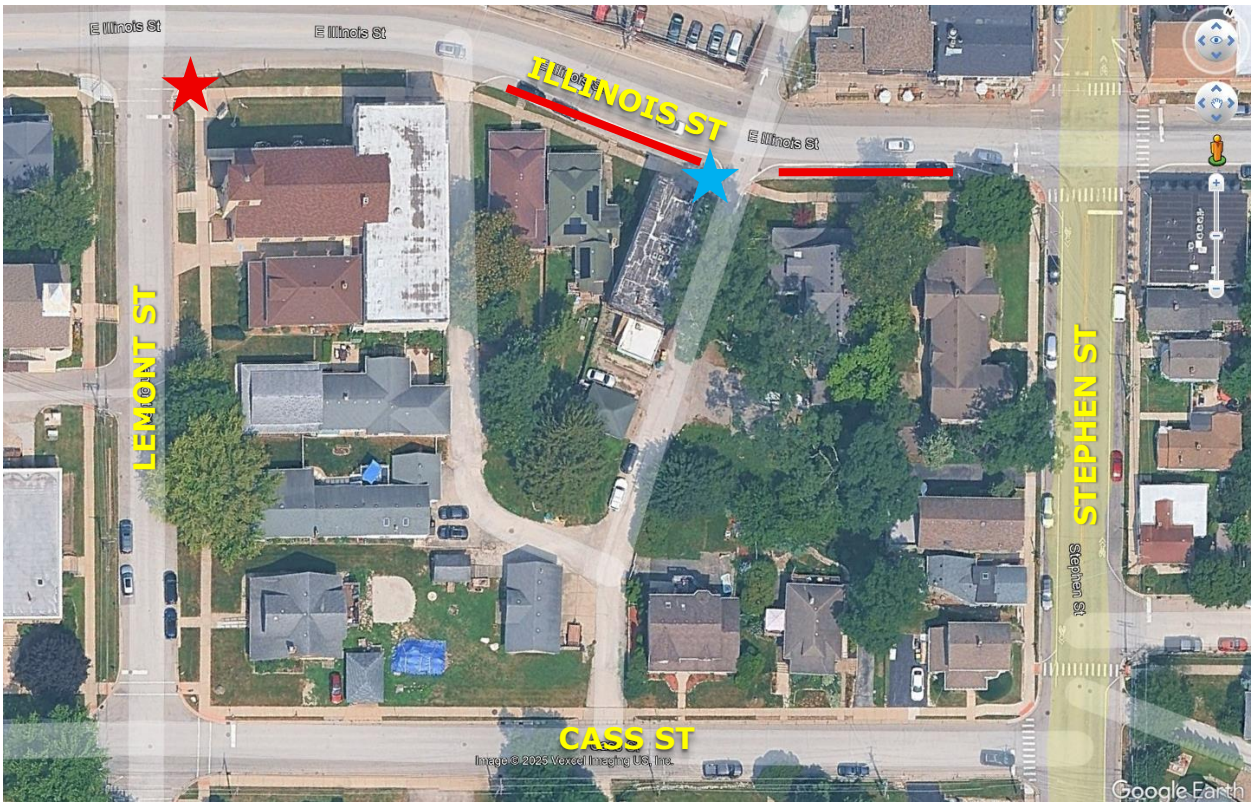


Image 15: Google Earth image of Block 13

Block 13 is bound by Illinois Street to the north, Stephen Street to the east, Cass Street to the south and Lemont Street to the west. There are 200 feet of striped parking spaces along Illinois Street.

BLOCK 13	
Illinois Street – north face	200 feet or 10 spaces
Stephen Street – east face	N/A
Cass Street – south face	N/A
Lemont Street – west face	N/A
Total number of spaces	10 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 14: Parking requirements along Block 13

Block 14

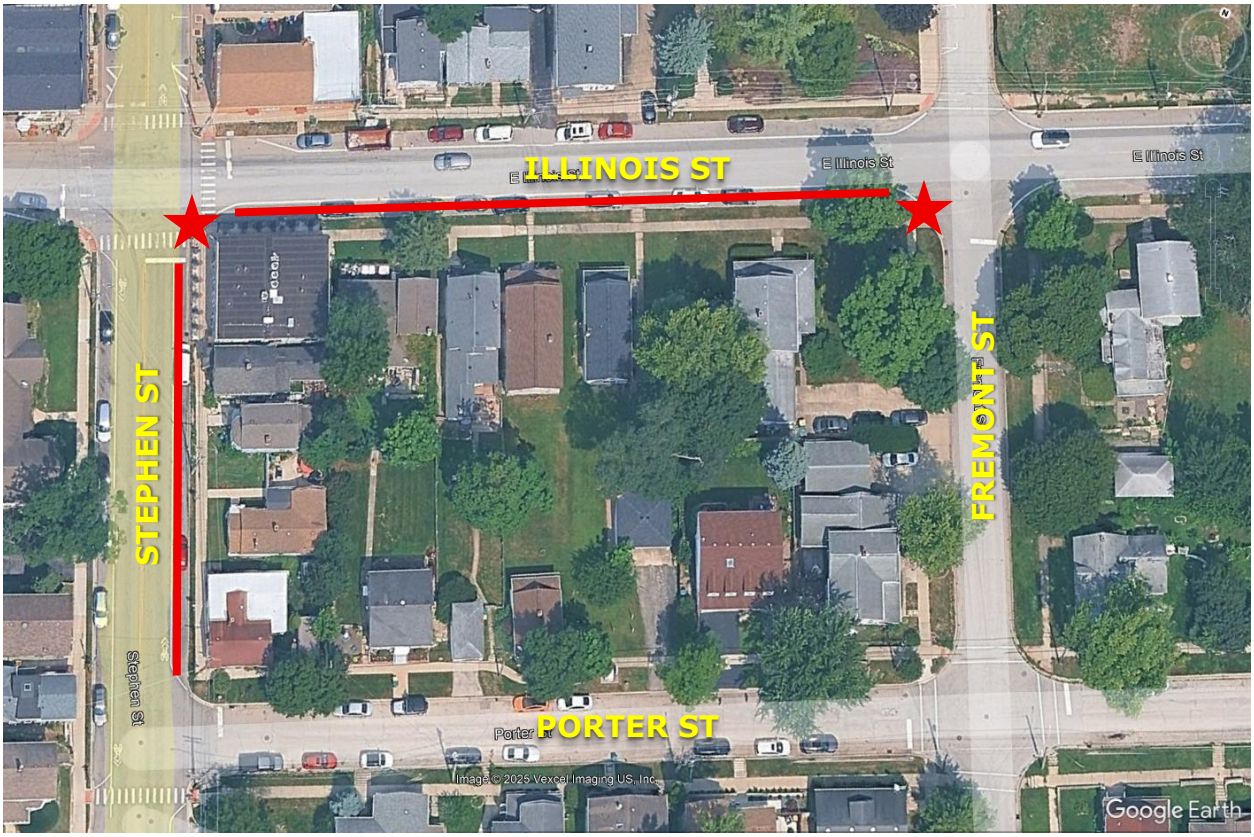


Image 16: Google Earth image of Block 14

Block 14 is bound by Illinois Street to the north, Fremont Street to the east, Porter Street to the south and Stephen Street to the west. There are 260 feet of striped parking spaces along Illinois Street and 160 feet of striped parking spaces along Stephen Street.

BLOCK 14	
Illinois Street – north face	260 feet or 13 spaces
Fremont Street – east face	N/A
Porter Street – south face	N/A
Stephen Street – west face	160 feet of 8 space
Total number of spaces	21 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 15: Parking requirements along Block 14

Both curb ramps that serve the accessible parking along Illinois Street have stairs that limit access to the adjacent sidewalk. An accessible parking space should be added in conjunction with future pedestrian improvements to the adjacent curb ramps.

Block 15

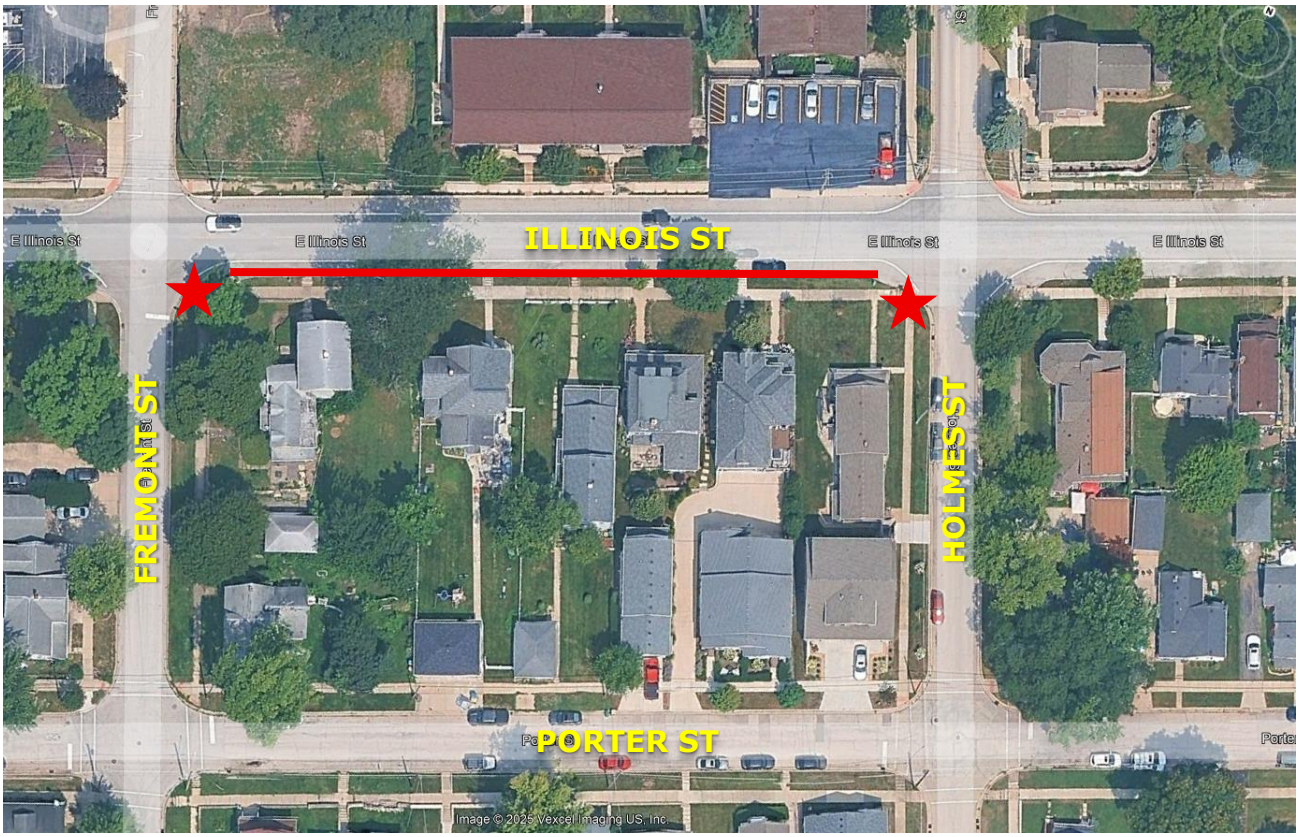


Image 17: Google Earth image of Block 15

Block 15 is bound by Illinois Street to the north, Holmes Street to the east, Porter Street to the south and Fremont Street to the west. There are 320 feet of striped parking spaces along Illinois Street.

BLOCK 15	
Illinois Street – north face	320 feet or 16 spaces
Holmes Street – east face	N/A
Porter Street – south face	N/A
Fremont Street – west face	N/A
Total number of spaces	16 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 16: Parking requirements along Block 15

Both curb ramps that serve the accessible parking along Illinois Street have stairs that limit access to the adjacent sidewalk. An accessible parking space should be added in conjunction with future pedestrian improvements to the adjacent curb ramps.

Block 16

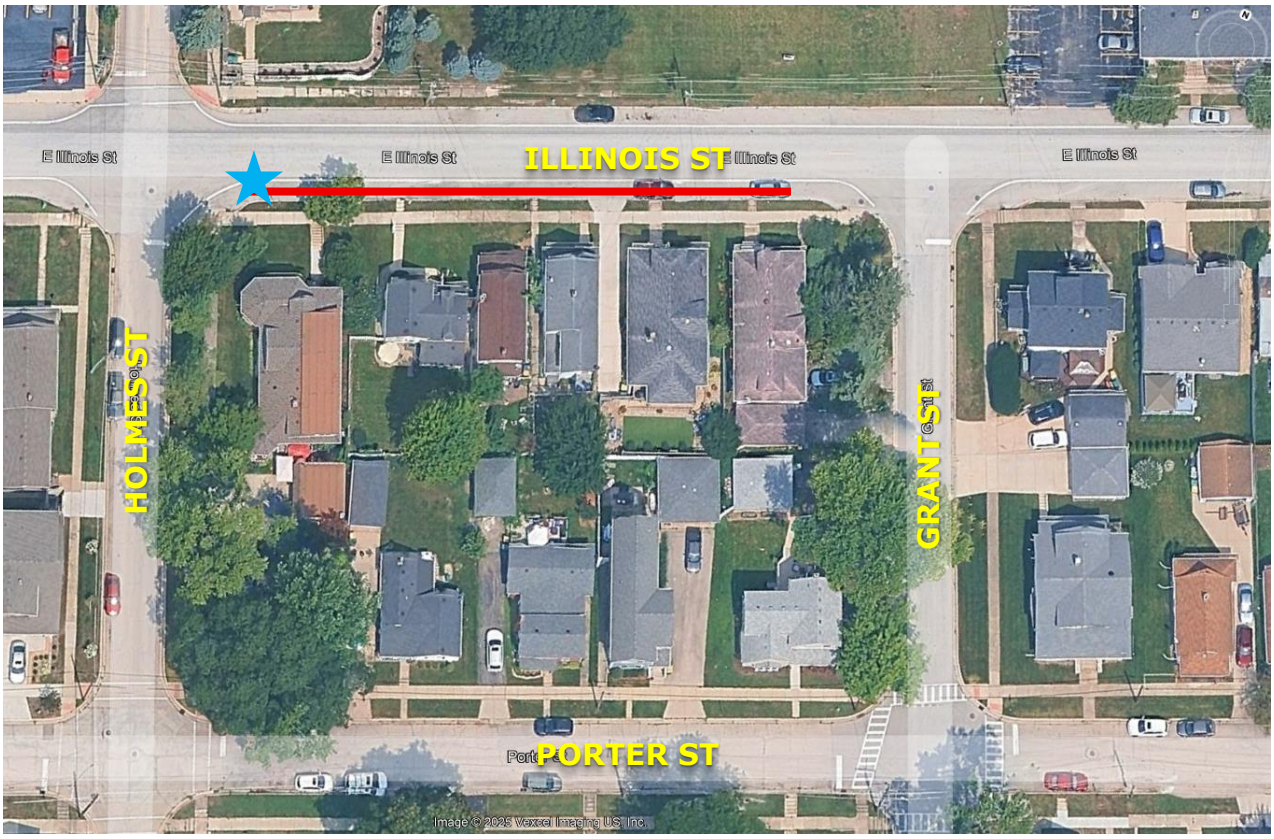


Image 18: Google Earth image of Block 16

Block 16 is bound by Illinois Street to the north, Grant Street to the east, Porter Street to the south and Holmes Street to the west. There are 220 feet of striped parking spaces along Illinois Street.

BLOCK 16	
Illinois Street – north face	220 feet or 11 spaces
Grant Street – east face	N/A
Porter Street – south face	N/A
Holmes Street – west face	N/A
Total number of spaces	11 spaces
Number of accessible parking spaces required	1

Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 17: Parking requirements along Block 16

Block 17

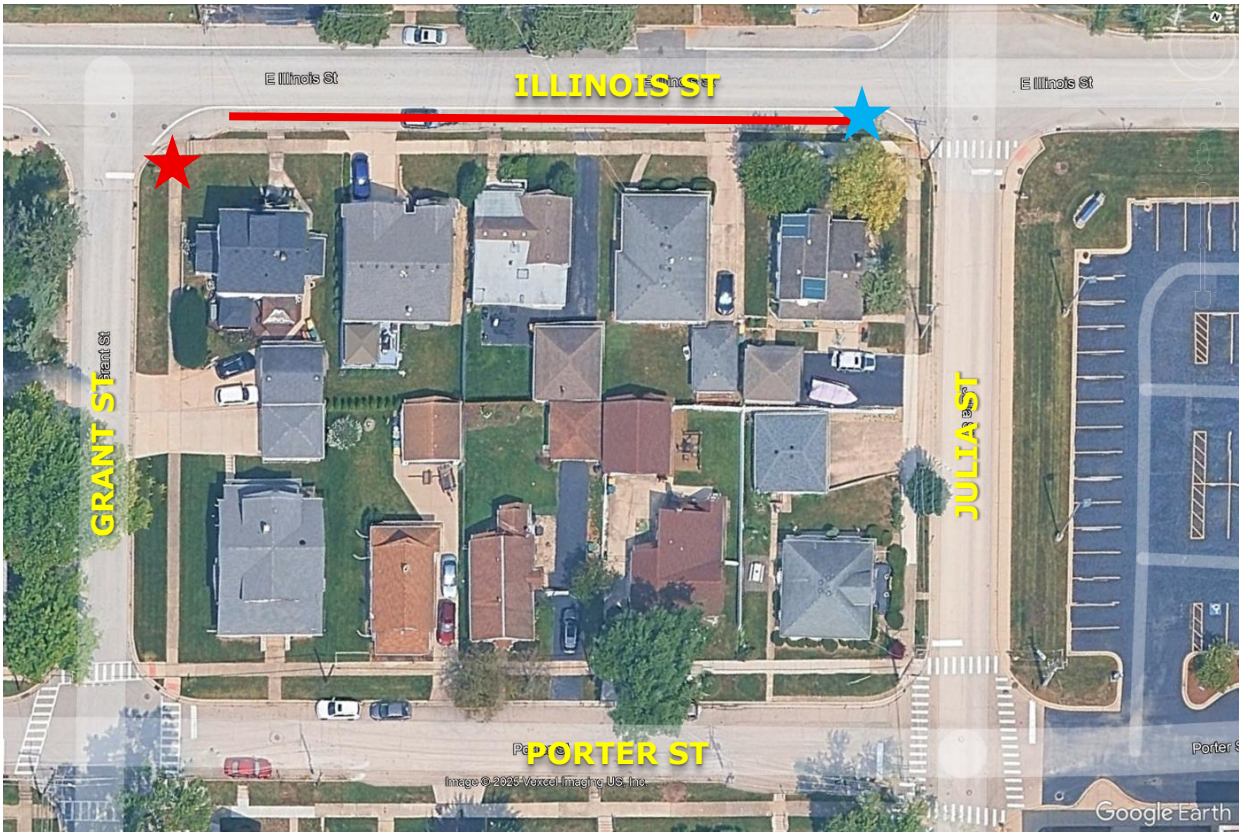


Image 19: Google Earth image of Block 17

Block 17 is bound by Illinois Street to the north, Julia Street to the east, Porter Street to the south and Grant Street to the west. There are 240 feet of striped parking spaces along Illinois Street.

BLOCK 17	
Illinois Street – north face	240 feet or 12 spaces
Julia Street – east face	N/A
Porter Street – south face	N/A
Grant Street – west face	N/A
Total number of spaces	12 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 18: Parking requirements along Block 17

Block 18



Image 20: Google Earth image of Block 18

Block 18 is bound by Porter Street to the north, Fremont Street to the east, and McCarthy Road to the south and west. There are 420 feet of striped parking spaces along McCarthy Road.

BLOCK 18	
Porter Street – north face	N/A
Fremont Street – east face	N/A
McCarthy Road – south/west face	420 feet or 21 spaces
Total number of spaces	21 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 19: Parking requirements along Block 18

Block 19

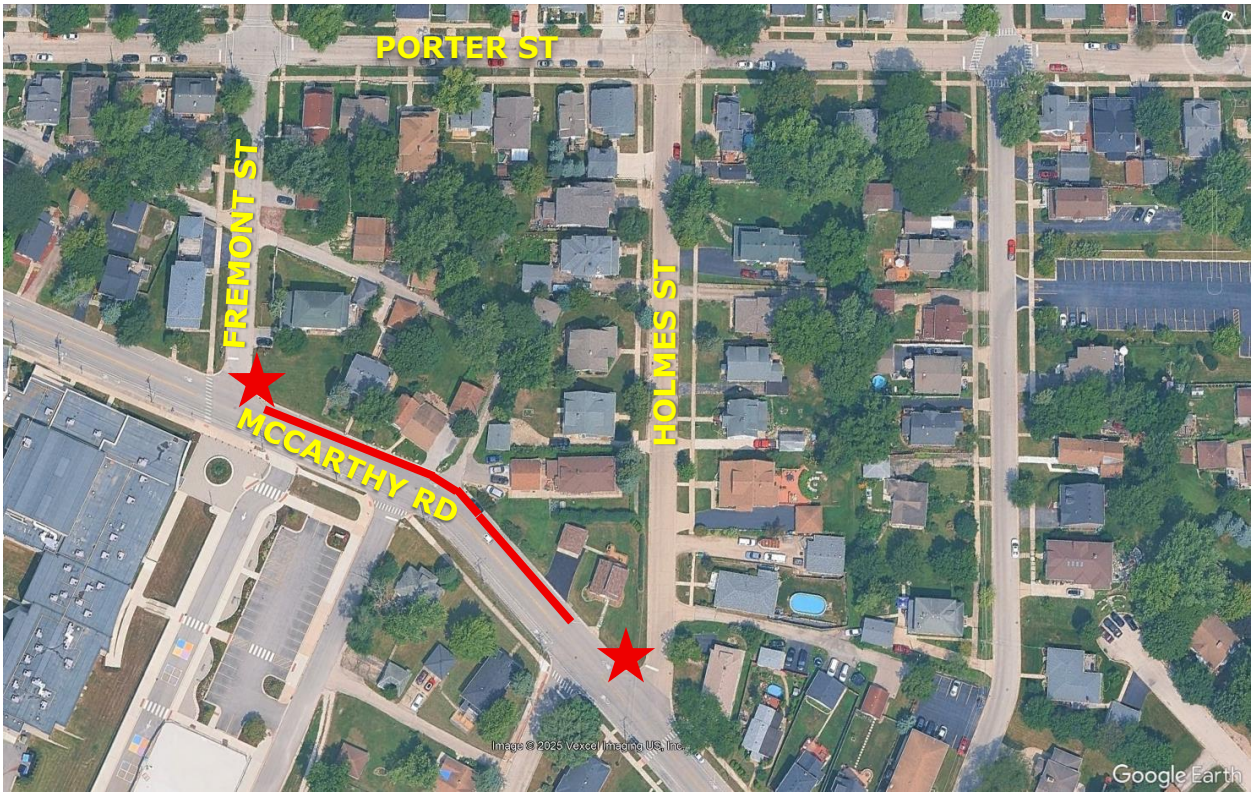


Image 21: Google Earth image of Block 19

Block 19 is bound by Porter Street to the north, Holmes Street to the east, McCarthy Road to the south, and Fremont Street to the west. There are 340 feet of striped parking spaces along McCarthy Road.

BLOCK 19	
Porter Street – north face	N/A
Holmes Street – east face	N/A
McCarthy Road – south face	340 feet or 17 spaces
Fremont Street – west face	N/A
Total number of spaces	17 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 20: Parking requirements along Block 19

There are currently no curb ramps and sidewalks that serve the accessible parking along McCarthy Road. An accessible parking space should be added in conjunction with future pedestrian improvements to the adjacent pedestrian facilities.

Block 20

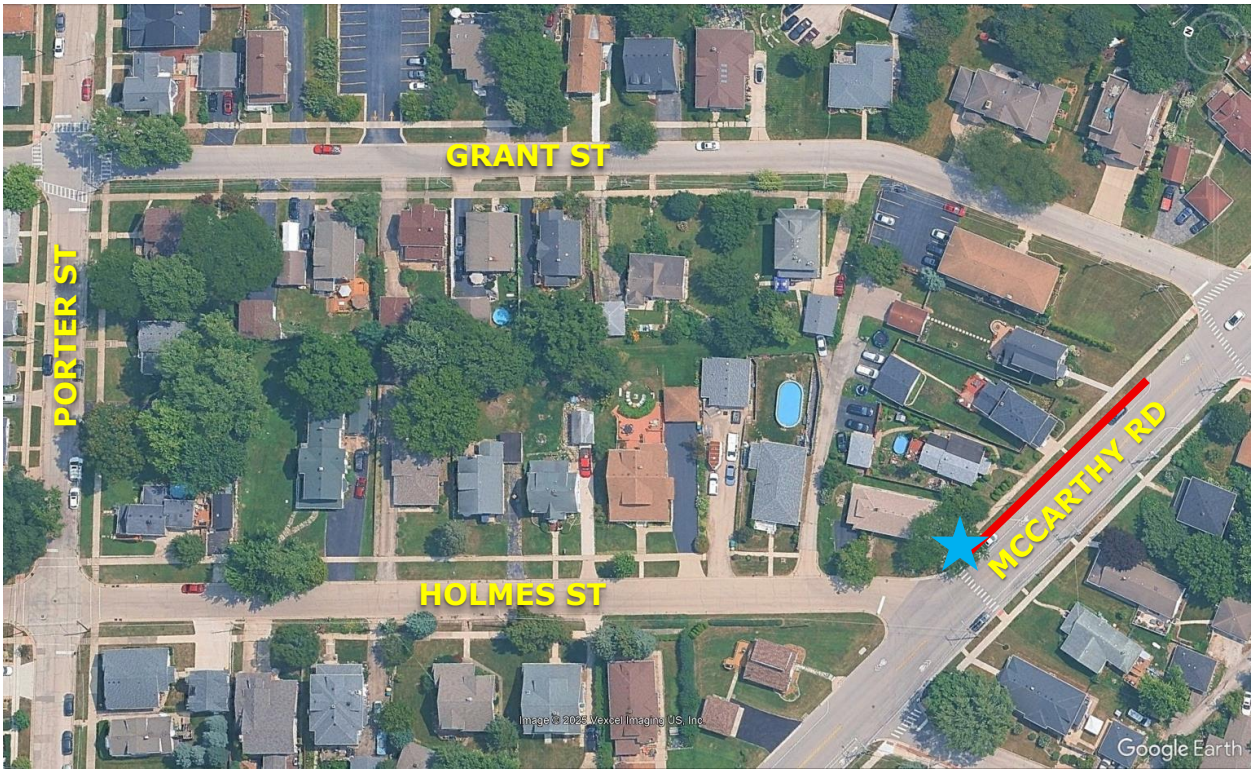


Image 22: Google Earth image of Block 20

Block 20 is bound by Porter Street to the north, Grant Street to the east, McCarthy Road to the south, and Holmes Street to the west. There are 160 feet of striped parking spaces along McCarthy Road.

BLOCK 20	
Porter Street – north face	N/A
Grant Street – east face	N/A
McCarthy Road – south face	160 feet or 8 spaces
Holmes Street – west face	N/A
Total number of spaces	8 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 21: Parking requirements along Block 20

Block 21



Image 23: Google Earth image of Block 21

Block 21 is bound by Porter Street to the north, Julia Street to the east, McCarthy Road to the south, and Grant Street to the west. There are 220 feet of striped parking spaces along McCarthy Road.

BLOCK 21	
Porter Street – north face	N/A
Julia Street – east face	N/A
McCarthy Road – south face	220 feet or 11 spaces
Grant Street – west face	N/A
Total number of spaces	11 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 22: Parking requirements along Block 21

Block 22 and 23

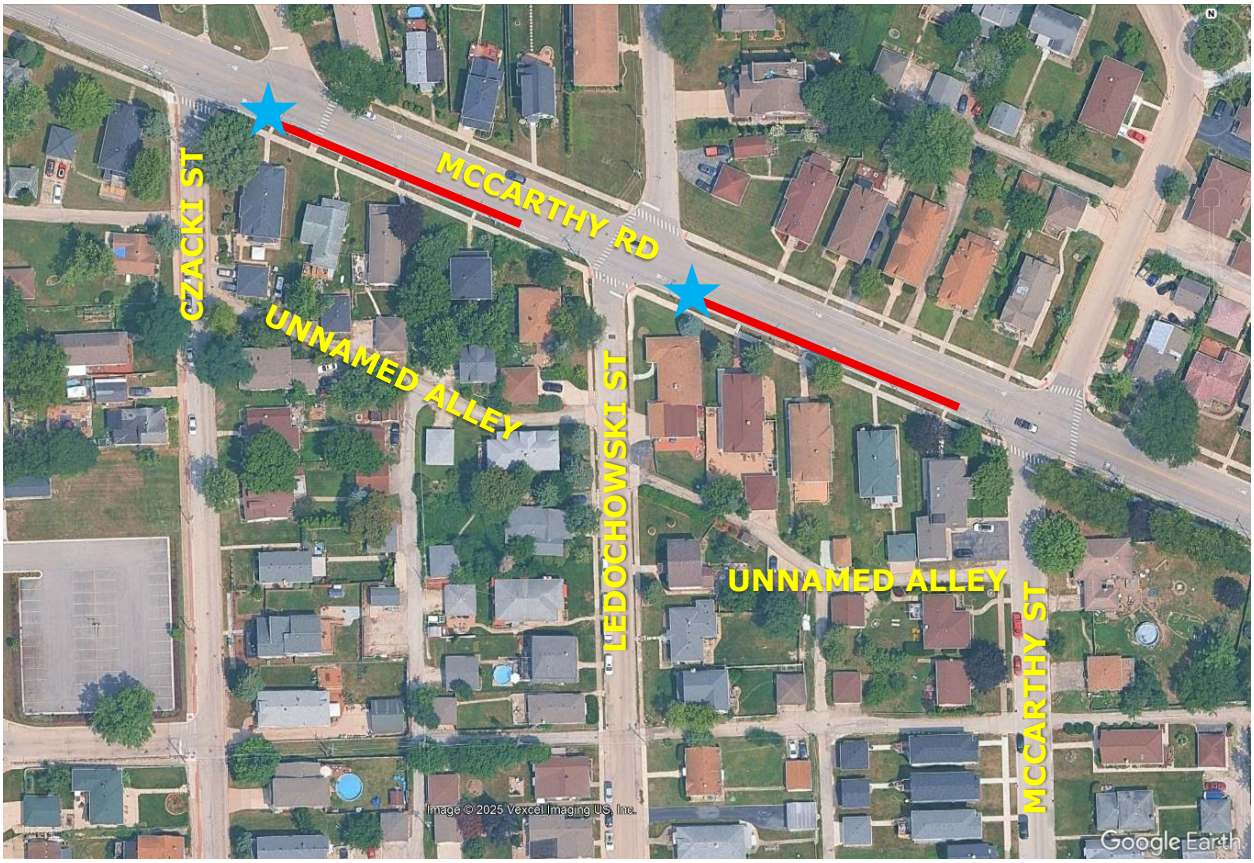


Image 24: Google Earth image of Block 22

Block 22 is bound by McCarthy Road to the north, Ledochowski Street to the east, the unnamed alley to the south, and Czacki Street to the west. There are 200 feet of striped parking spaces along McCarthy Road.

BLOCK 22	
McCarthy Road – north face	200 feet or 10 spaces
Ledochowski Street – east face	N/A
Unnamed Alley – south face	N/A
Czacki Street – west face	N/A
Total number of spaces	10 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 23: Parking requirements along Block 22

Block 23 is bound by McCarthy Road to the north, McCarthy Street to the east, the unnamed alley to the south, and Ledochowski Street to the west. There are 200 feet of striped parking spaces along McCarthy Road.

BLOCK 23	
McCarthy Road – north face	200 feet or 10 spaces
McCarthy Street – east face	N/A
Unnamed Alley – south face	N/A
Ledochowski Street – west face	N/A
Total number of spaces	10 spaces
Number of accessible parking spaces required	1
Number of existing accessible parking spaces	0
Number of accessible parking spaces to be added	1

Figure 24: Parking requirements along Block 23

Appendix A.6

Aerial Exhibits for Sidewalk and Segments and Curb Ramps

A.6 Aerial Exhibits for Sidewalk Segments and Curb Ramps

The following sheets, Appendix A-67 to Appendix A-75, visualize the existing sidewalk segments and curb ramps under village maintenance on public rights-of-way. The Village-Wide Prioritization Map is also provided to assist village staff in identifying potential projects that will have the greatest impact on pedestrians. The sidewalk segments and curb ramps were prioritized based on the Accessibility Score described in **Chapter 6.8** based on the prioritization described in **Appendix A.4**. The data is shown in varying colors to assist readers in quickly identifying sidewalk segments and curb ramps that are high priorities. The colors for curb ramps represent:

- RED – No curb ramp present (where a curb ramp is required)
- BLUE – A curb ramp where is obstruction is present and impacts the usability of the curb ramp
- PURPLE – 1st Tier Priorities
- YELLOW – 2nd Tier Priorities
- ORANGE – 3rd Tier Priorities
- GREEN – Long-Term Priorities

The colors for sidewalk segments represent:

- PURPLE – 1st Tier Priorities
- YELLOW – 2nd Tier Priorities
- ORANGE – 3rd Tier Priorities
- PINK – Future planned improvements
- GREEN – Long-Term Priorities
- BLACK – No sidewalk present (and no obligation under the ADA to add sidewalk)
- RED – No sidewalk present (and an obligation under the ADA to add sidewalk)

Appendix A-76 to Appendix A-84 focuses on the curb ramps and sidewalk segments were no facilities are provided and an obligation under the ADA exists to provide access.

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Prioritization Map



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Prioritization Map

VILLAGE OF LEMONT

Chicago Metropolitan Agency for Planning

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Prioritization Map

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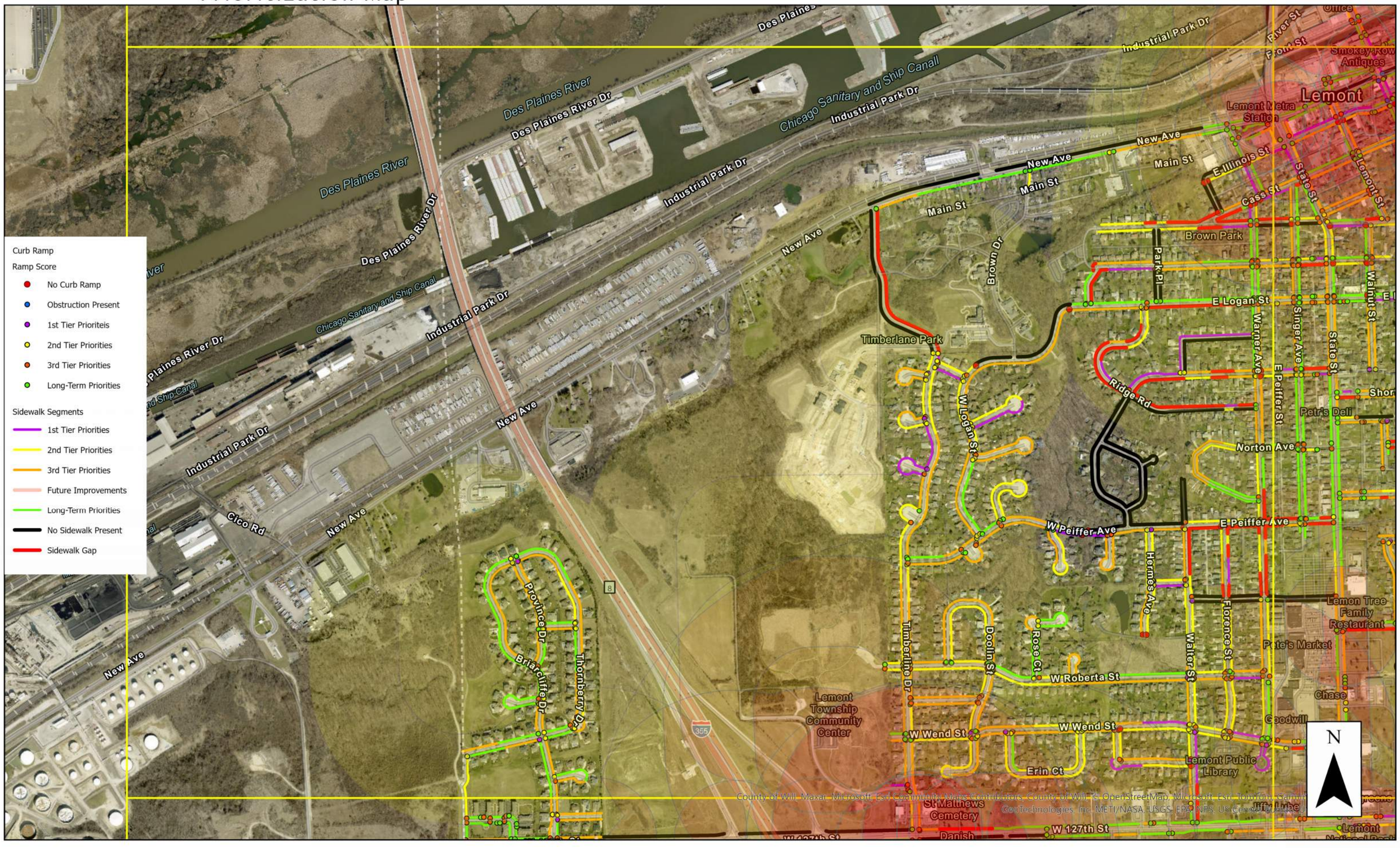
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Prioritization Map

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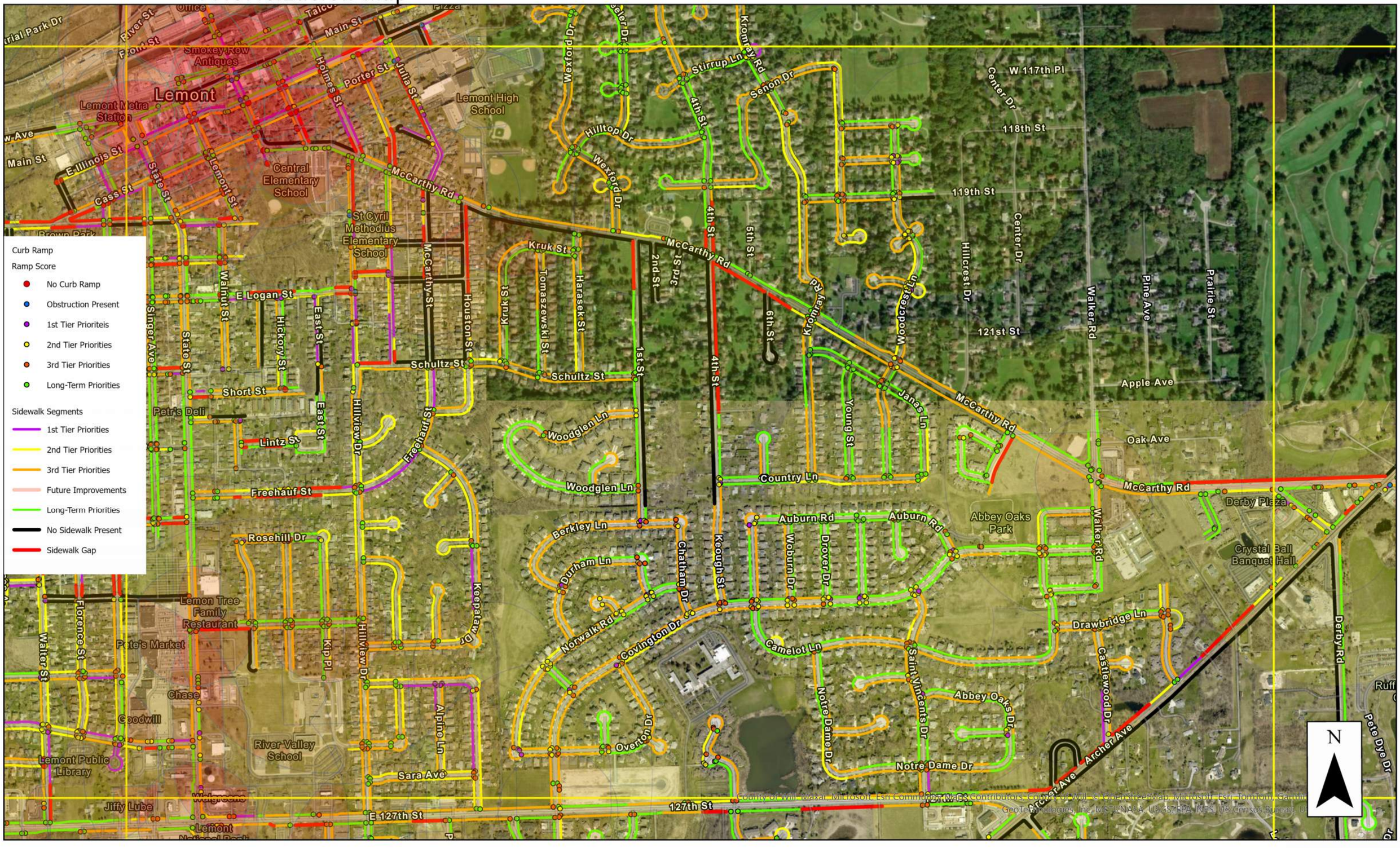
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Prioritization Map

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Prioritization Map

Curb Ramp

Ramp Score

- No Curb Ramp
- Obstruction Present
- 1st Tier Prioriteis
- 2nd Tier Priorities
- 3rd Tier Priorities
- Long-Term Priorities

Sidewalk Segments

- 1st Tier Priorities
- 2nd Tier Priorities
- 3rd Tier Priorities
- Future Improvements
- Long-Term Priorities
- No Sidewalk Present
- Sidewalk Gap

Archer Ave
Chicago District Golf Association
Holly Ct
Archer Ave
Mount Vernon Memorial Park
Palos Hills Lake
Liberty Dr
Paso Fino
Sorrel
Horseshoe Ln
Bell Oak Ln
Equestrian Way
Bell Rd
Carriage Ln
Saddlebrook Ln
Surrey
McCarthy Rd
Steeples Rd
Oxford Ct
Archer Ave
McCarthy Rd
McCarthy Rd
McCarthy Rd
McCarthy Rd
Limestone Dr
Pappy Ln
Portrush Ln
Trinity Way
Eileen St
Rosseveal Way
Galway Rd
Galway Rd
Sun Hill Ln
Bell Rd
Derby Rd
Ruffled Feathers Golf Club
Ruffled Feathers Dr
Ruffled Feathers Dr
Pete Dye Dr
Maddox Dr
Waterford Dr
Mid Iron Golf Course
First Church of the Nazarene

N

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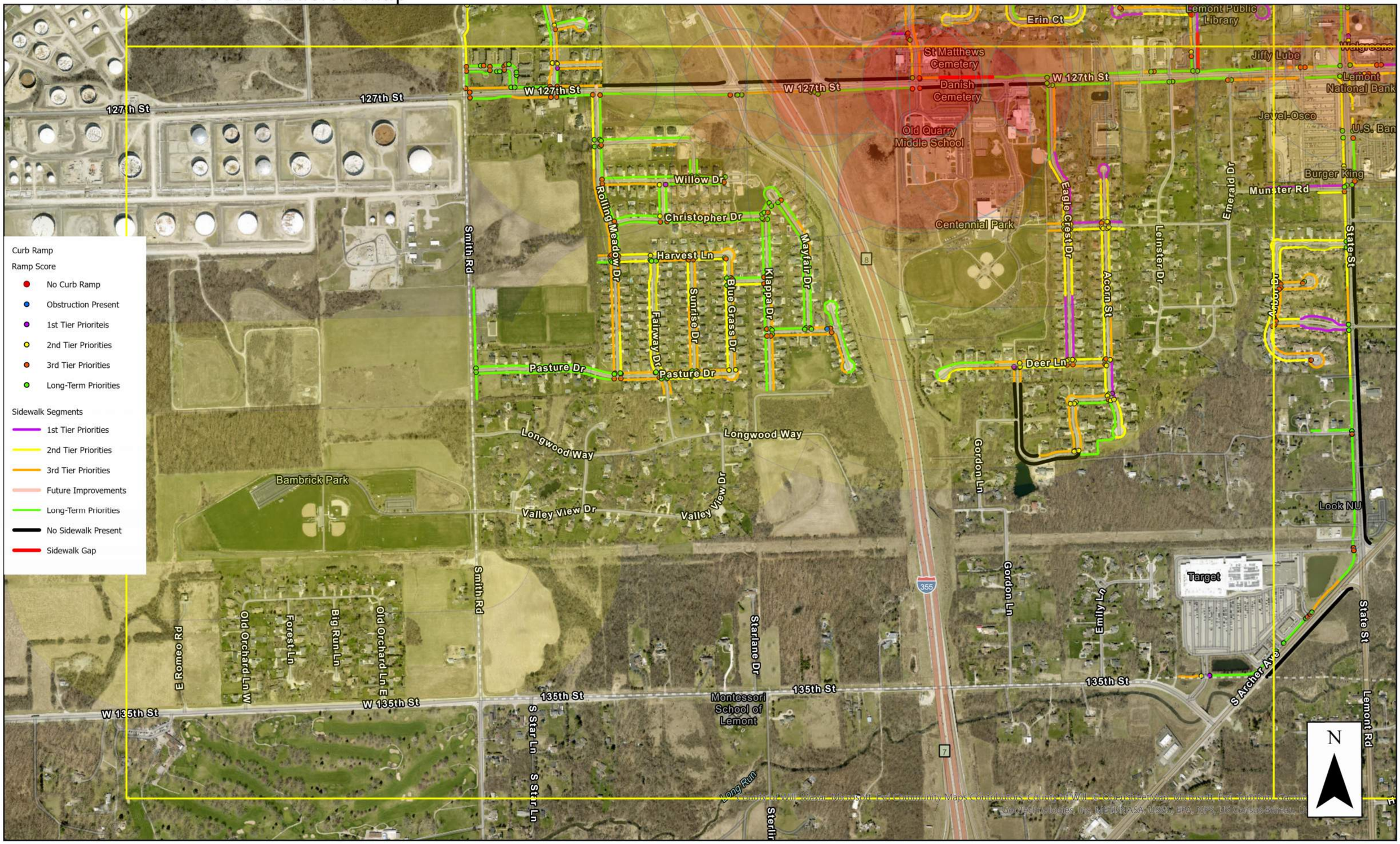
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Prioritization Map

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Prioritization Map

Curb Ramp

Ramp Score

- No Curb Ramp
- Obstruction Present
- 1st Tier Prioriteis
- 2nd Tier Priorities
- 3rd Tier Priorities
- Long-Term Priorities

Sidewalk Segments

- 1st Tier Priorities
- 2nd Tier Priorities
- 3rd Tier Priorities
- Future Improvements
- Long-Term Priorities
- No Sidewalk Present
- Sidewalk Gap

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Prioritization Map

Curb Ramp

Ramp Score

- No Curb Ramp
- Obstruction Present
- 1st Tier Prioriteis
- 2nd Tier Priorities
- 3rd Tier Priorities
- Long-Term Priorities

Sidewalk Segments

- 1st Tier Priorities
- 2nd Tier Priorities
- 3rd Tier Priorities
- Future Improvements
- Long-Term Priorities
- No Sidewalk Present
- Sidewalk Gap

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Aerial Exhibits for Sidewalk Gaps and No Curb Ramps

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Prioritization Map - No Curb Ramp and Sidewalk Gap



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Prioritization Map - No Curb Ramp and Sidewalk Gap



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Prioritization Map - No Curb Ramp and Sidewalk Gap



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Prioritization Map - No Curb Ramp and Sidewalk Gap



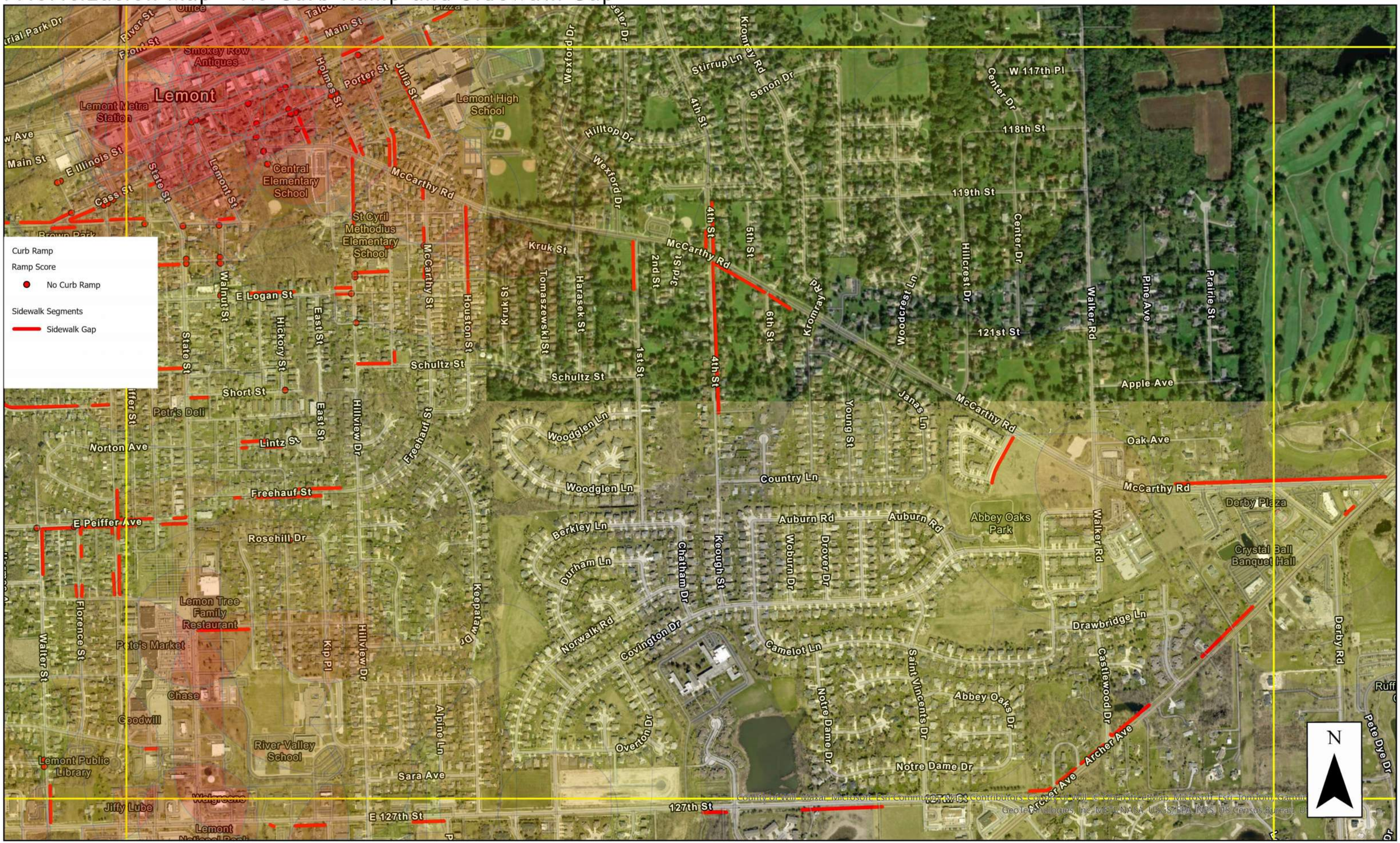
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Prioritization Map - No Curb Ramp and Sidewalk Gap

Village of Lemont

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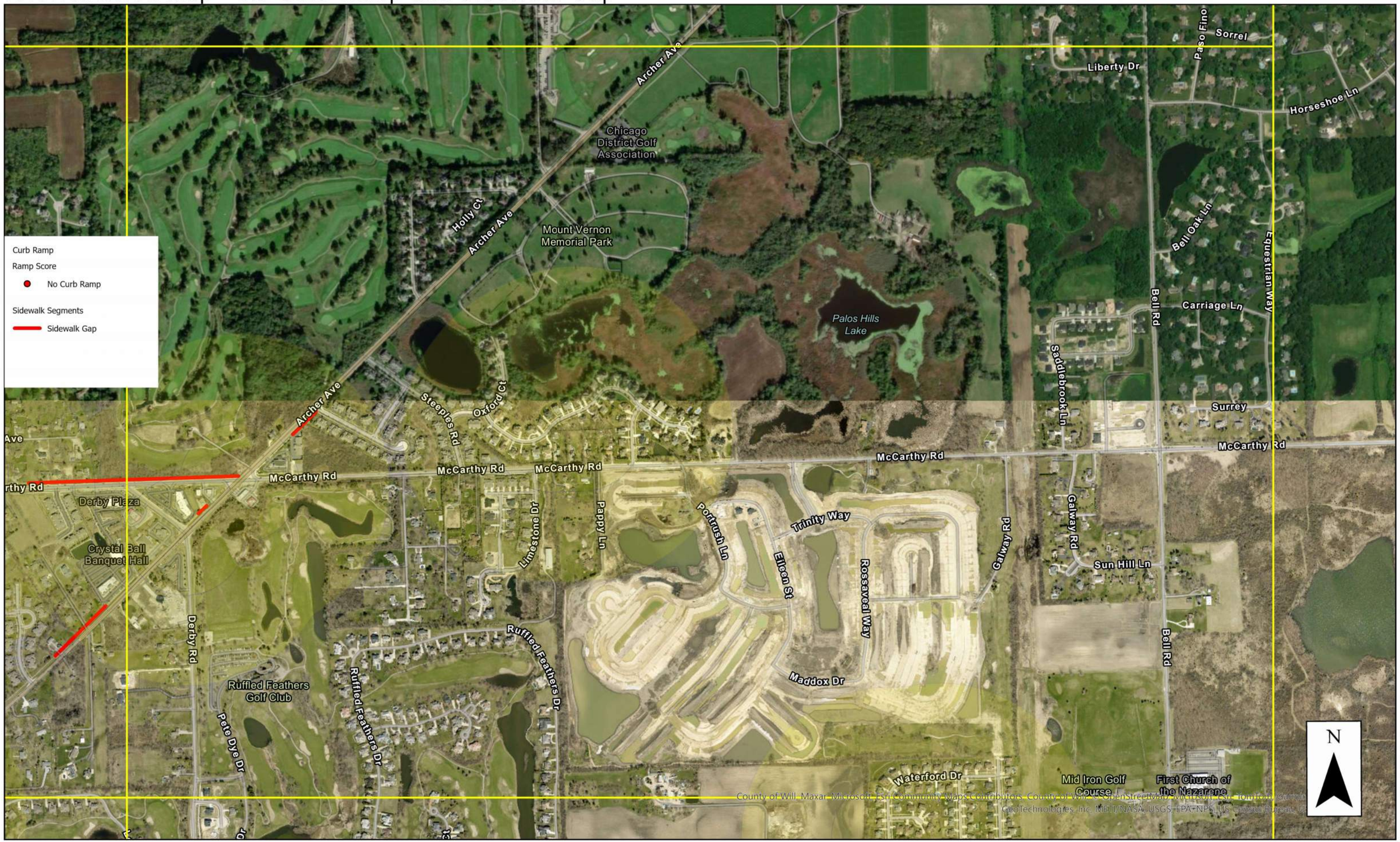
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Prioritization Map - No Curb Ramp and Sidewalk Gap

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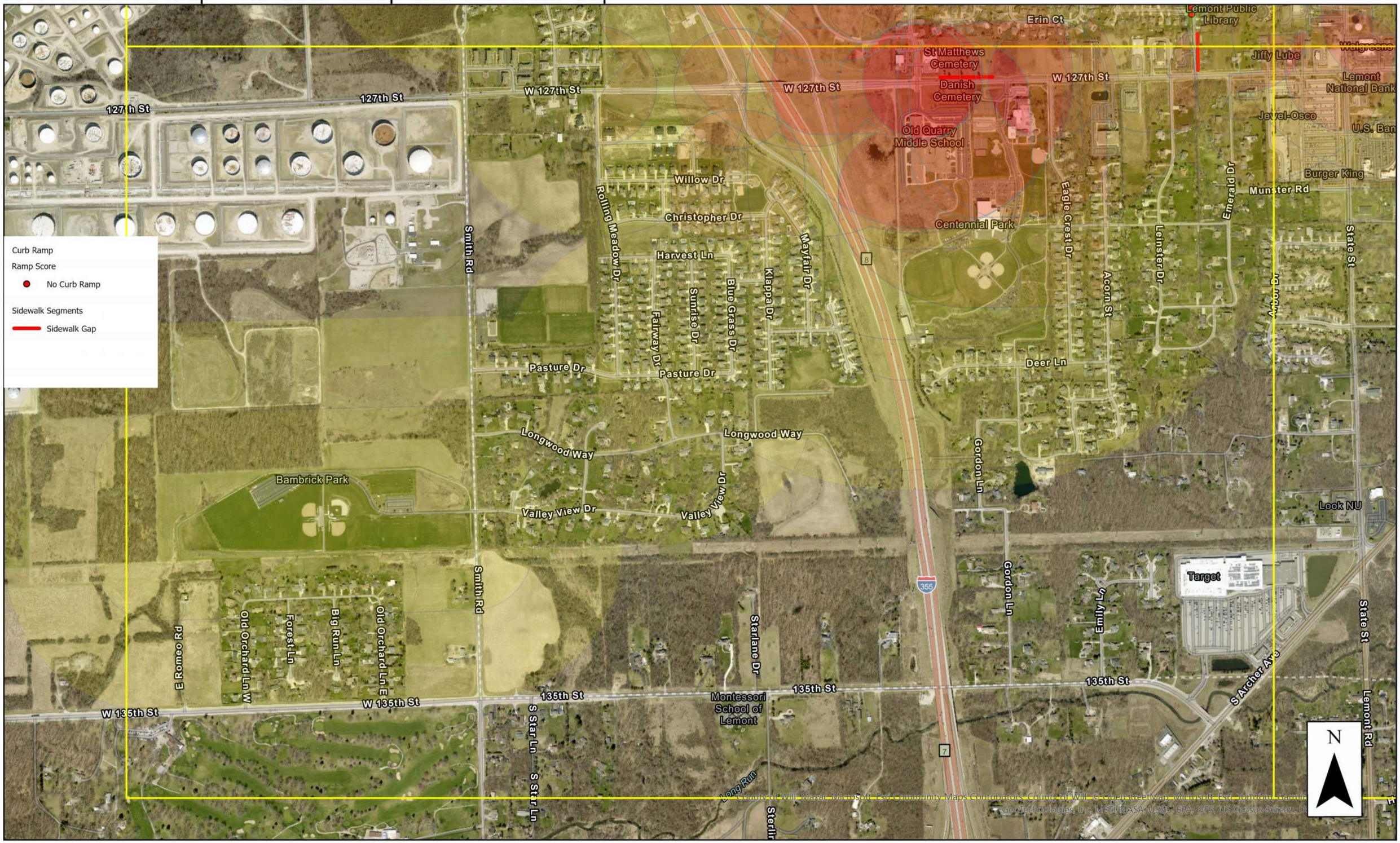
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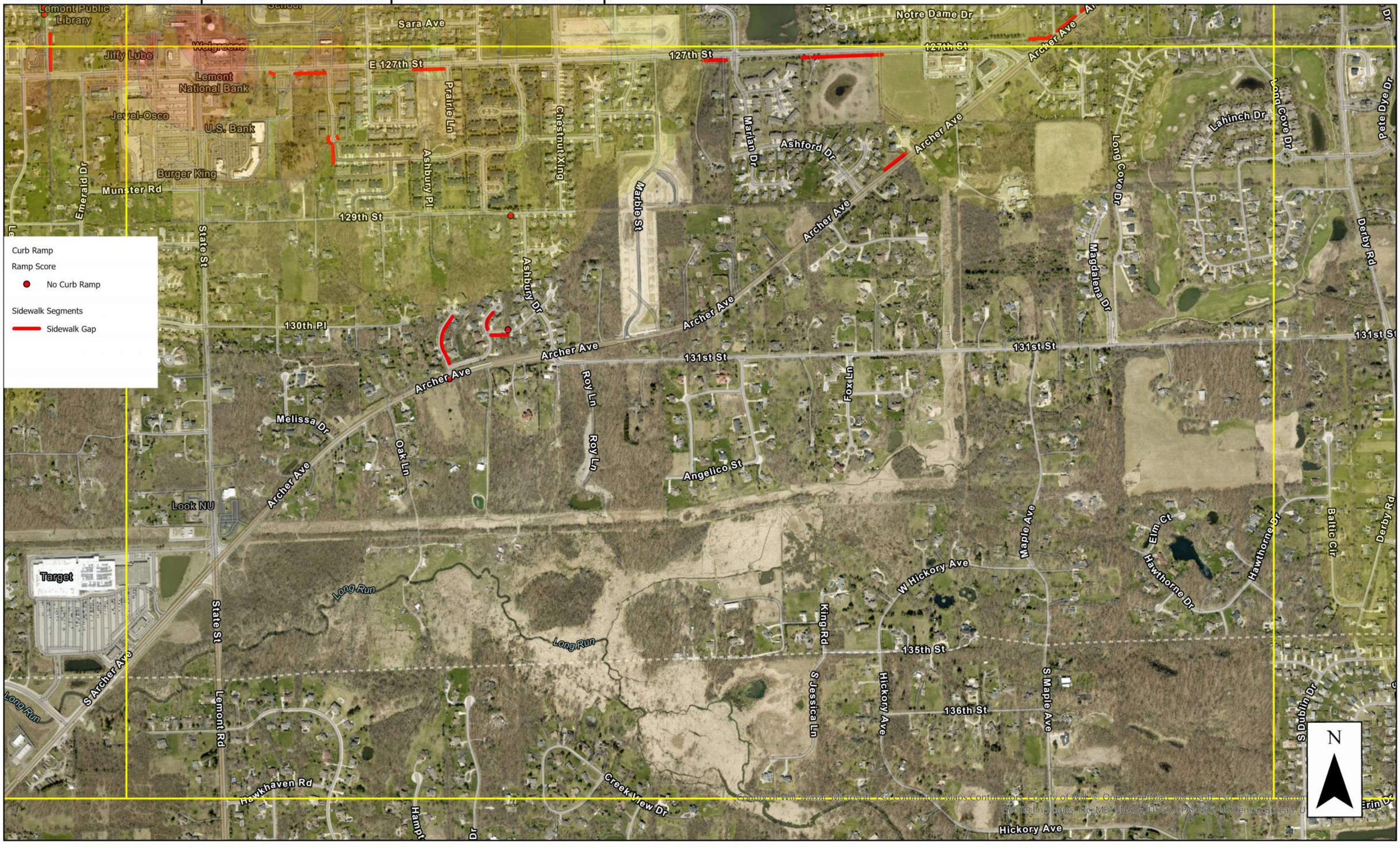
Prioritization Map - No Curb Ramp and Sidewalk Gap



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Prioritization Map - No Curb Ramp and Sidewalk Gap



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Prioritization Map - No Curb Ramp and Sidewalk Gap

Curb Ramp

Ramp Score

No Curb Ramp

Sidewalk Segments

Sidewalk Gap

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