

**Figure 1:**

## Project Overview/Community Setting

### Introduction

The Montgomery Road Corridor Study provides guidelines and recommendations for land use and development, transportation, and urban design and appearance. The Plan builds upon the findings of the recently completed Orchard Road/Blackberry Creek Corridor Plan, and presents a comprehensive approach to future improvements within the Project Area.

### Overview of the Project

The Village of Montgomery, Illinois is located within Kane and Kendall Counties, south of Aurora, approximately 40 miles west of Chicago. Montgomery's population is currently estimated at 9,900, and is projected to reach 15,000 by 2010 due to newly approved subdivisions and anticipated future growth. Despite recent population growth, the Village of Montgomery has maintained its warm, small-town atmosphere as a close-knit community.

The Montgomery Road Corridor extends approximately 2½ miles along Montgomery Road from Broadway Avenue to Hill Avenue incorporating all parcels fronting Montgomery Road and select parcels which are set back from Montgomery Road.

The emphasis of this Corridor Study is on the identification of underutilized parcels, opportunity sites, and other features and conditions that may influence or affect the economic development and the safe and efficient movement of pedestrians and vehicles through, and within, the corridor. The Corridor provides the Village of Montgomery with access between neighboring Aurora and other towns in the region as well as serving as a gateway into the community.

### The Planning Process

The Montgomery Road Corridor Study is based upon extensive field and data research, and builds upon the community input from the Orchard Road/Blackberry Creek Corridor Plan. The steps of the planning process used in this Study are highlighted below:

#### Step 1: Orchard Road/Blackberry Creek Corridor Plan

The Orchard Road/Blackberry Creek Corridor Plan (ORBC) served as a strong foundation for the Montgomery Road Corridor Study. The ORBC Corridor Plan was used extensively for much of the initial step of the planning process. The creation of the ORBC Corridor Plan entailed significant public and private cooperation and participation throughout the process.

**Step 2: Data Collection and Analysis** This step included a collection, review and analysis of all existing conditions, including past plans and studies, regional strengths and weaknesses, demographics, market and development potentials, existing land use, current zoning, community facilities and utilities, transportation and circulation, environmental conditions, and key opportunity sites.

### Plan Organization and Contents

**Figure One: Project Overview/Community Setting.** This figure presents an overview of the location and the planning process for the Montgomery Road Corridor Study.

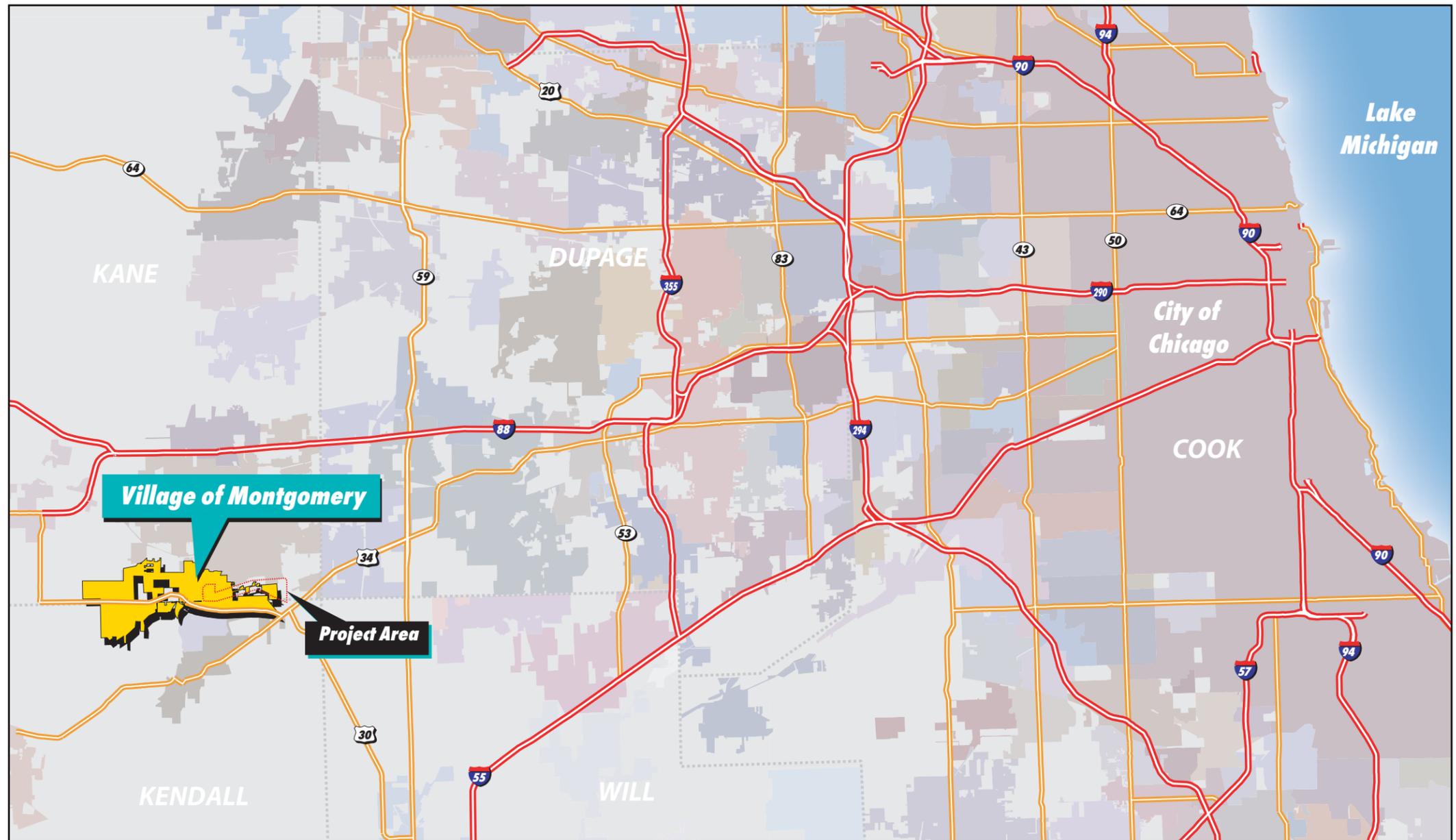
**Figure Two: Existing Land Use.** This figure depicts the existing land use, based on a field survey undertaken by the Consultant in the summer of 2004.

**Figure Three: Influences and Opportunities.** This figure presents the existing influences and opportunities within the Project Area based on input from Village staff and Consultant observation.

**Figure Four: Land Use and Development Plan.** This figure highlights potential changes and recommendations to the existing land uses within the Corridor Study Area.

**Figure Five: Corridor Appearance.** This figure presents a number of implementation recommendations to improve the appearance of Montgomery Road and the entire Project Area.

**Figure Six: Transportation Plan.** This figure provides recommendations to improve the vehicular and pedestrian circulation within the Study Area.



## Figure 2: Existing Land Use

The Montgomery Road Project Area consists of a diverse mix of land uses, including residential, commercial, industrial, public/semi public, open space, and vacant parcels. Although there are large areas of land still undeveloped within the Project Area, most of the area is developed, and the existing land use pattern has been an important consideration in the development of the Montgomery Road Corridor Plan.

Figure 2 highlights the existing land use, based on field surveys undertaken by the Consultant in the summer of 2004.

- Points of Interest**
1. Montgomery Village Hall
  2. Calvary Baptist Church
  3. Community Christian Church
  4. St. Paul's Cemetery
  5. Harbor Village Apartments
  6. Well No. 8 Water Treatment Facility
  7. Pierce Park (Aurora Township)
  8. South Aurora Church of God
  9. South Park Fire Protection District
  10. Virgil L. Gilman Nature Trail
  11. Phillips Park Family Aquatic Center
  12. Phillips Park Golf Course

### Residential

**Single-Family.** Single-family neighborhoods characterize much of the Montgomery Road Corridor Plan's Project Area. There is tremendous diversity among the existing residential neighborhoods. A current search on the Multiple Listing Service identifies homes for sale within the Project Area for as low as \$92,000, and for as much as \$280,000. Some single-family neighborhoods, such as *Arbor Ridge*, and *Fieldstone Place* are still developing, others are well established, and some are in economic decline. These "at-risk" neighborhoods are being adversely impacted by adjacent incompatible uses, flooding/floodplain, and separation from the rest of the community by barriers such as Montgomery Road and the former railroad (now the Virgil Gilman Trail). The neighborhood south of Montgomery Road, between 4th Street and Hinman, is most notably in a state of decline, deteriorating from lack of maintenance and economic investment by the property owners.

**Multi-Family.** There are a limited number of multi-family uses within the Project Area. *Anderson Farms Senior Apartments* on Briarcliff Road, is a multi-family senior housing development within the Project Area. *Fieldstone Place* is a 110 townhome development also within the Project Area. Other multi-family uses include a number of smaller buildings near the intersection of Park Drive and Montgomery Road. All other multi-family uses in the Project Area are within the corporate limits of the City of Aurora, including *Harbor Village*, a large apartment development located along Montgomery Road, between 4th Street and Pearl Street.

### Mobile Home Park

There are 2 mobile home parks within the Project Area; only one of which is within the Village of Montgomery. Mobile home parks are generally thought of as undesirable land uses. However, *Oak Grove*, the mobile home within the Village of Montgomery, is attractive and well maintained, and the owners show great pride in their units.

### Open Space

The Fox Valley Park District's Phillips Park is located on the eastern end of the Project Area. Phillips Park is more than 280 acres in size and contains a golf course, aquatic park, a recently restored waterfall, the Sunken Garden, the Phillips Park Zoo, World War I cannons and numerous veteran related monuments, a state-of-the-art playground, a system of bike trails, horseshoe courts, 12 tennis courts, sand volleyball courts, 2 pavilions, an ice skating pond and a sledding hill. The Fox Valley Park District also owns and maintains the Virgil L. Gilman Trail, a multi-purpose recreational trail with regional connections that bisects the Project Area near its midpoint. Other open space in the Project Area includes an Aurora Township park site/athletic fields (Pierce Park), and a small neighborhood park in Arbor Ridge subdivision.

### Commercial

Both commercial service and retail uses are located within the Project Area, primarily along Montgomery Road. The type of commercial use varies from national tenants, to small, individually run, businesses. The largest concentration of retail uses in the corridor is located at the intersection of Montgomery Road and Douglas Road. The commercial uses at this location generally consist of regional and national franchises, including *Ace Hardware*, *Burger King*, *Jiffy Lube* and *Citgo Gas*. With the exception of the *Douglas Flooring Plaza*, *Montgomery Market*, *Bill's Restaurant*, and *Phillips 66*, most of the other commercial uses along Montgomery Road, particularly between the Virgil Gilman Trail and Hill Avenue, can be described as incompatible, marginal commercial uses.

### Light Industrial

A few small industrial uses are scattered throughout the Project Area. *All Pak Manufacturing* is the largest industrial use, located along Jackson Street. Other industrial uses within the Project Area consist of auto body/auto repair related businesses along Union Street, and *F.A.N. Construction* along Montgomery Road.

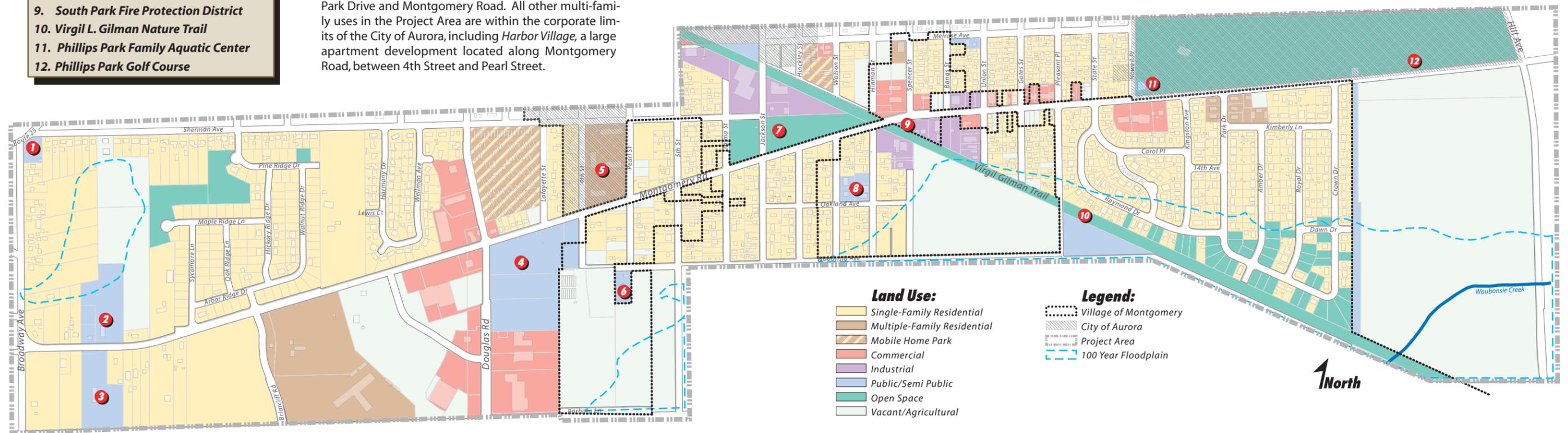
### Public/Semi Public

Public and semi-public land uses consist of tax-exempt parcels owned by the Village of Montgomery, South Park Fire Protection District, School District 131, Aurora Township, St. Paul Cemetery, and the various religious institutions/churches within the Project Area.

### Vacant/Agricultural

Vacant properties within the Project Area vary from small vacant lots that have previously been subdivided, to large fields awaiting development. The largest vacant site within the Project Area is a 94-acre site located at the southwest corner of Montgomery Road and Hill Avenue. Although the site appears ripe for development, it is largely encumbered by a floodplain.

Within the Park View Estates subdivision, there are a number of vacant residential lots in the southern section. These lots were once occupied by homes, however the homes have been torn down, and the residents relocated as part of a flood buy-out program to relocate residences from the floodplain. The Village of Montgomery has owned and maintained these parcels for almost 10 years.



## Figure 3: Influences & Opportunities

In addition to the existing land use patterns within the Montgomery Road Corridor Project Area, there are other influencing factors that are important considerations in the development of the Montgomery Road Corridor Plan. It is important to identify these influences and opportunities early within the planning process in order to capitalize on the opportunities, build upon the strengths, and address the threats and weaknesses of the Project Area.

Figure 3 highlights the existing influences and opportunities within the Project Area, based on input from Village Staff and Consultant observation.

### Neighborhoods "At Risk"

Although the Project Area is experiencing economic investment in the form of new residential development, the older established residential areas on the south side of Montgomery Road, east of 4th Street can be considered "at risk". The increase in the value of homes in these areas is disproportionate with other residential areas within the Project Area and the Village of Montgomery. Many homes within these areas are prone to flooding and are suffering from functional obsolescence, deferred maintenance, and lack of investment. Adjacent incompatible land uses, traffic along Montgomery Road, lack of community facilities, and poor access further restrict these residential areas' economic growth. Without some plan or public investment for these areas, they are likely to move further into economic decline.

### Approach Route

Montgomery Road is one of the primary entry routes for vehicles entering the community. Montgomery Road begins in the City of Naperville, at Illinois Route 59 passes through parts of the City of Aurora, before entering the Village of Montgomery. Montgomery Road also intersects with U.S. 34 (a.k.a. Ogden Avenue) and U.S. 30, east of the Project Area, contributing further to its role as an approach route into the community. As a gateway, Montgomery Road, along with adjacent parcels, are often the first view of the community and both play a significant role in establishing perceptions about the Village of Montgomery.

### Floodplain

The large amount of floodplain significantly limits the development potential of several key sites within the Project Area. Floodplain is defined in the Village's Stormwater Drainage & Detention Ordinance as land that is adjacent to a body of water with ground surface elevations at or below the base flood or the 100-year frequency flood elevation. The floodplain is also known as the Special Flood Hazard Area (SFHA). The most recent FEMA regulatory effective maps, dated December 2002, identify a significant area on the southeast section of the Project Area that is within the 100-year floodplain. The 100-year flood is a relatively rare event (1-percent chance in any given year), but structures located in the floodplain have a significant chance (26%) of suffering flood damage during the term of a 30-year mortgage. For these reasons, flood insurance is required as a condition of receiving federal or federally backed financing.

In 1968, Congress created the National Flood Insurance Program (NFIP) in response to the rising cost of taxpayer funded disaster relief for flood victims and the increasing amount of damage caused by floods. The NFIP makes federally-backed flood insurance available in communities that agree to adopt and enforce floodplain management ordinances to reduce future flood damage. The Village of Montgomery uses flood plain management ordinances and participates in this program. Floodplain management within the Village is regulated by the Village of Montgomery's Stormwater Drainage & Detention Ordinance and by the Kane County Stormwater Ordinance. According to Kane County Code, "No development shall be allowed in the regulatory flood plain that singularly or cumulatively creates any increase in flood stage or velocity off-site, or a damaging or potentially damaging increase in flood heights or velocity on-site or a threat to the public health, safety and welfare."

### The City of Aurora

The Village of Montgomery's ability to plan for the entire Project Area is limited by the fact that some parts of the Project Area are within the existing corporate limits of the City of Aurora or within Aurora's planning jurisdiction (per Montgomery/Aurora Boundary Agreement). The boundary agreement is due to expire in March 2010, at which time, an opportunity could exist to revise and renew the boundary agreement.

### LUST Sites

There are 3 sites that have reported leaking underground storage tanks (LUST). The average clean-up cost of a site requiring remediation is \$125,000. This cost could limit the redevelopment potential of these sites. All of these sites have received "No Further Remediation" (NFR) letters from the IEPA.

### Public Transportation

Pace Bus Service is the suburban bus division of the Regional Transportation Authority. There are two Pace bus routes that serve the Montgomery Road Corridor, Route 522 and Route 528.

**Route 522.** The 522 Pace bus route services the central and western portions of the Project Area, providing service between the Aurora Transportation Center and the business area at U.S. Route 30 and Douglas Ave. The bus route within the Project Area travels past *Anderson Farms, Montgomery Marketplace, Settlers Landing, Townes Crossing, and Season Ridge.*

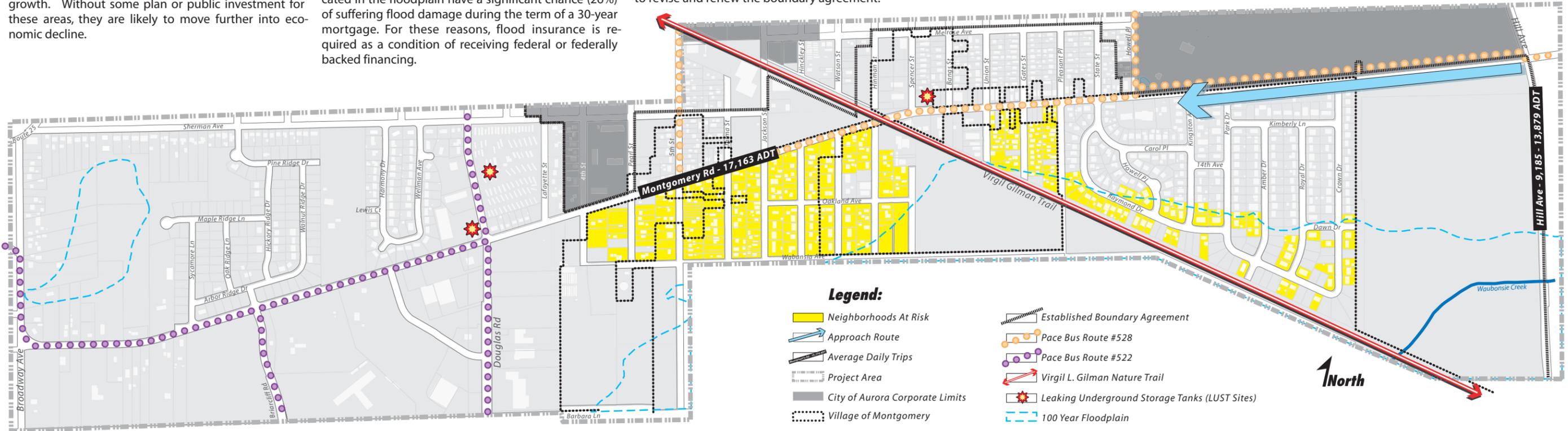
**Route 528.** The 528 Pace bus route services the eastern portion of the Project Area, providing service between the *Aurora Transportation Center and Rush-Copely Medical Center.* The bus route within the Project Area travels past *Phillips Park Aquatic Center.*

### Traffic Volume

The Average Daily Traffic (ADT) volume of Montgomery Road is over 17,163, making it one of the most heavily trafficked streets in the community. Access to and from properties along Montgomery Road should be an important consideration of the Plan given the speed and volume of traffic.

### Virgil L. Gilman Nature Trail

The Corridor is bisected by the Virgil L. Gilman Nature trail near Hinman Street. This regional multi-use trail is constructed on abandoned railroad right-of-way, beginning near U.S. Route 30 and Hill Avenue extending 11.2 miles to Waubensee Community College (Sugar Grove). The Fox Valley Park District and the Kane County Forest Preserve District are largely responsible for the trail's construction. A planned extension of the Virgil Gilman Nature Trail into Naperville south of 95th Street, will provide linkage with both DuPage and Will Counties, and a connection to the Fox River Trail, will connect the Virgil L. Gilman Trail and the Village of Montgomery to McHenry County, Cook County and the Illinois Prairie Path. Recreational amenities such as the Virgil Gilman Nature Trail promote a greater sense of community and belonging, and enhance the overall life within the Village of Montgomery. Streets that meet the Trail should have formal access points. These points act as entrances for Trail users and for the neighborhood.



# Figure 4: Land Use & Development Plan

Land use designations and recommendations are illustrated in Figure 4. It should be emphasized that the land uses illustrated represent a plan, and that existing land uses should transition over time to the uses designated as best for the Project Area and the Village of Montgomery.

## Single Family Residential

Single family residential areas should be comprised of single family homes on lots 8,000-12,000 square feet in size (a gross density of 3 to 5 dwelling units per acre). New residential development should reflect contemporary residential development occurring within the Village of Montgomery and surrounding areas. Infill and tear-down residential development should be compatible with existing neighborhoods and reflect traditional residential design and development practices.

## Multi-Family Residential

Multi-family residential uses should consist of town homes and 3-4 story multi-tenant buildings. A net density of between 6 and 12 dwelling units per acre should be considered appropriate for multi-family parcels within the Project Area. Although the mobile home west of Lafayette Street is attractive, it is not representative of the type of multi-family development that should be promoted within the Project Area. Owner occupied condominium developments should be encouraged for all multi-family developments.

## Commercial

Commercial uses within the Project Area should differ in purpose and intensity. The commercial uses fronting Douglas Road should develop more intensely, with the purpose of serving a larger market area, including much of the Village and parts of Oswego and Aurora. Commercial uses along Montgomery Road located east of Hinman Street should develop as convenience commercial uses serving the adjacent neighborhoods.

## Industrial

No industrial uses are proposed within the land-use plan for the Project Area. The Village should promote the relocation of existing industrial uses within the Project Area to more appropriate areas within the Village of Montgomery.

## Open Space

Open space represents a significant percentage of the total land area within the Project Area. The new open space area south of *Park View Estates* and the existing *Philips Park* represent most of the open space. Due to its location within the floodplain, the new open space area will likely consist of a stormwater management facilities. Much of the open space should be acquired as a continuation of the buy-out program to relocate residences from the floodplain. The eastern half of the property should be acquired through developer donations as the vacant parcel on the east develops. A new neighborhood park is also shown on the South Aurora Church of God parcel, located south of Montgomery Road, east of Hinman Street. A centralized neighborhood park in this neighborhood would provide some economic investment in the area and positively impact property values.

## Priority Redevelopment Sites

Priority redevelopment sites are prominent sites within the Project Area in which the Village should place redevelopment priority. Development within these highly visible, highly valuable sites will likely serve as a catalyst for redevelopment and economic investment within the Project Area. A description of each development site is below.

**Site 1.** Site 1 is perhaps the most prominent and visible site within the Project Area. The property is 94 acres in size and is located at the intersection of Hill Avenue and Montgomery Road. Development of this

site has most likely been hindered by the large floodplain that encumbers the southern half of the parcel. Single family or senior housing are the most appropriate and economically viable uses for this parcel. The northern half of the parcel should accommodate future development, while the southern half, which is in the floodplain, should be developed for parks and open space. Due to the large traffic counts reported on both Hill Avenue and Montgomery Road, convenience commercial may be desirable at the northeast corner of this parcel. Regardless of the parcel's future use, the northeast corner of this site must still accommodate a gateway entry feature as discussed on Figure 5.

**Site 2.** Development of Site 2 will be challenging, as it will require a large amount of parcel assembly. However, an implementation tool, such as Tax Increment Financing, could be used to easily bring the parcels under unified ownership to facilitate the development of these properties. Once assembled, Opportunity Site 2 will provide 9 acres for commercial development or mixed-use. A site this size could accommodate a grocery store.

**Site 3.** No definitive land use is recommended for Development Site 3. Instead, the Village should allow market forces to develop the parcel. Its poor visibility and adjacency to commercial uses allow for both multi-family residential and business park/warehousing and logistics to be considered appropriate uses. The Village should allow for either, and let the market determine its ultimate use. Regardless of how the parcel is developed, it is within the floodplain, and development should occur in coordination with other parcels located

in the floodplain to accommodate compensatory storage requirements for the site.

## Parcel Consolidation

To facilitate appropriate and desirable commercial uses within the Project Area, parcel consolidation, and expansion into residential areas should be promoted. As a general rule, the Village should require all new commercial development to be on parcels 1/2 acres in size, or greater. The existing style of commercial development on individual parcels should be reversed. Development of commercial uses east on Montgomery Road should reflect more contemporary commercial development practices, and consequently will require lots to be larger in size. To accommodate larger commercial development in these areas, the Village could consider closing streets and making the right-of-way available for development, along with conversion of adjacent single family parcels to commercial use.

## Compensatory Storage

Compensatory storage will be required to facilitate development south of Montgomery Road, as a floodplain encumbers much of this area. The Village should continue to relocate homes in Park View Estates to facilitate the extension of Raymond/Dawn and to provide for a stormwater management facility.

## Village Hall Expansion

The Village Hall occupies a prominent site within the community, with a scenic view of the Fox River. There are plans to relocate the municipal operations to another location within the Village, and allowing the library

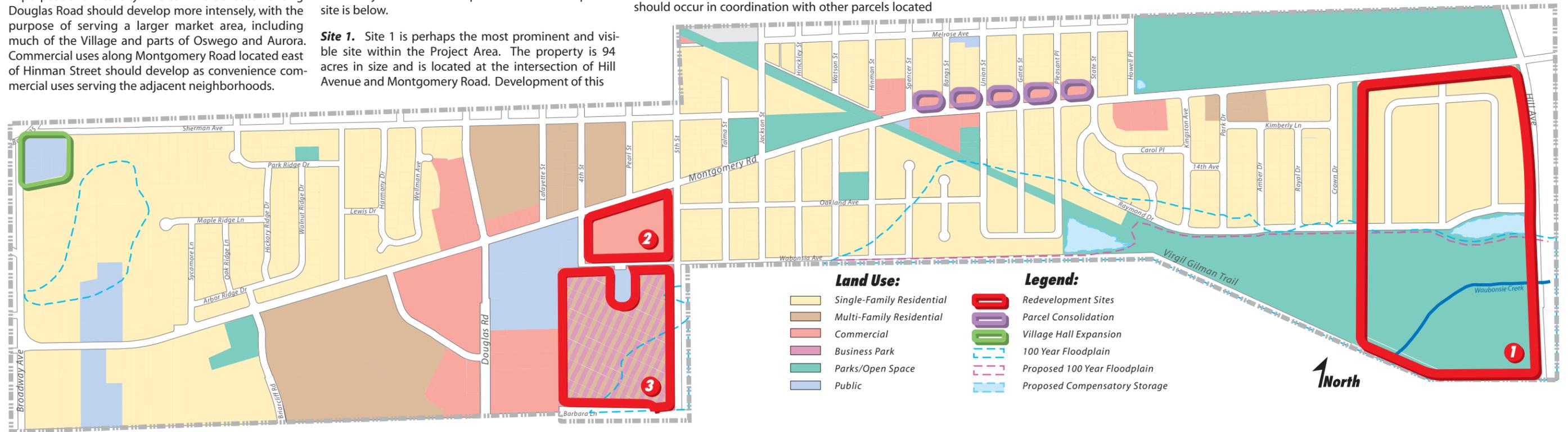
to take over the current Village Hall. As they become available, several parcels east and south of the current Village Hall should be acquired to accommodate library expansion and additional civic use at this site.

## Future Boundary Agreement

The boundary agreement with the City of Aurora along the north side of the Project Area is due to expire in March 2010. Before the expiration of the agreement, Montgomery should work cooperatively with Aurora to revise the Boundary Agreement to increase the likelihood of parcels annexing to either municipality. Many of the parcels within the unincorporated areas are deteriorating, suffering from disinvestment, and none of them offer significant revenue potential. Due to adjacency requirements for annexation, the current corporate limits of Montgomery and Aurora allows for development to occur in unincorporated Kane County, under less strict development regulations. To prevent poor quality development to continue in these areas, a new boundary agreement should be established as an effort to bring all of these parcels into a redevelopment process in either Aurora or Montgomery, to ensure development and redevelopment is of high quality, properly planned, and is attractive.

## Annexation

Upon the successful execution of a new boundary agreement, the Village should aggressively pursue all unincorporated parcels to ensure any redevelopment is regulated by the Village's development process. The Village of Montgomery should encourage the COA to take a similar position.



## Figure 5: Corridor Appearance

The Montgomery Road Corridor has areas that can be described as attractive, and others that are in a state of disrepair and are unsightly. Improving the appearance of the Corridor will improve the image and perception of the Village of Montgomery as a whole.

Figure 5 presents recommendations to improve the appearance of Montgomery Road and the entire Project Area.

### Gateway Opportunity

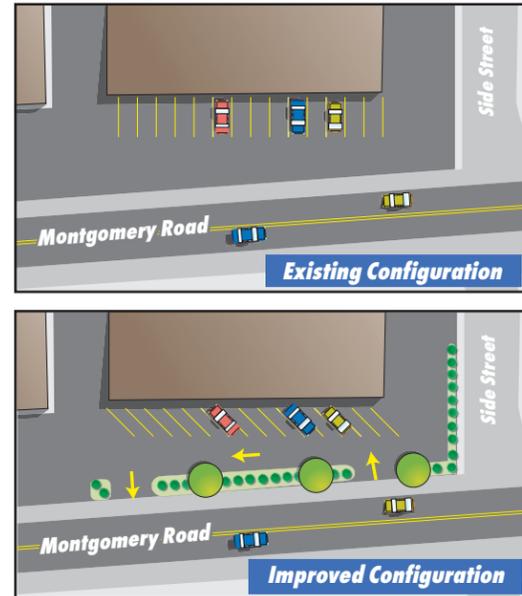
The southwest corner of Hill Avenue and Montgomery Road presents an opportunity to establish an "Eastern Gateway" for Village of Montgomery. This gateway could welcome visitors into the Village with a welcome sign, landscaping, and lighting.

This location is situated at the eastern extent of the Corridor near the Phillips Park Golf Course and Phillips Park Aquatic Center south of Montgomery's Boundary. These two public amenities are both very visually attractive, popular and attract people into the Village of Montgomery and the Project Area. A gateway entry feature for the Village of Montgomery at this location would build on the impressive visual appeal created by the Fox Valley Park District, and strengthen positive perceptions about the community.

### Parking Lot Improvements

Several parking lots along Montgomery Road allow for vehicles to back onto Montgomery Road, disrupting traffic flow and compromising safety. A parking lot in front of Bill's Restaurant for example, provides unrestricted

access from Montgomery Road for 10 parking spaces. These parking spaces should be removed and replaced with either attractive landscaping or a drop-off loop/driveway. The adjacent parking lot is large enough to accommodate all of the restaurant's patrons, and consequently, the parking area in front of the restaurant should be removed. Where additional parking is not available, parking lots should be reconfigured to provide parking at a 45° angle with one way drives. This provides room for perimeter parking lot landscaping, and insures all vehicles pull onto Montgomery Road while moving forward.



### Parking Lot Landscaping/Appearance

Parking lot landscaping reduces light glare, noise and dust, and softens the visual impact of parking areas. Many sites within the Corridor have inadequate parking lot screening and landscaping. All parking lots within the Corridor should be screened from view with perimeter landscaping, consisting of turf, shrubs, ornamental trees, and periodic shade trees. Plant materials should vary with consideration given to the appearance in winter months. If parking lots are larger than 15 spaces, shade trees should be used within the interior of parking lots to provide shade and improve appearance. When appropriate parking lot landscaping should also include "landscape islands" at a ratio of approximately one per fifteen parking spaces. Landscape islands should consist of canopy trees, attractive groundcover, and/or decorative bushes (two to three feet in height). Landscape hedges used for perimeter parking lot landscaping should be contiguous and maintained to a height of 30"-42". Shade trees should be installed at a size of 3" - 4" in caliper. Additionally, all parking areas should be curbed, paved, striped and have surfaces in good condition.

### Site Landscaping

Site landscaping improves the overall appearance of an area and provides buffering and protection for adjacent incompatible uses. All commercial and industrial businesses should be landscaped in a manner that screens parking and unattractive uses, enhances building visibility, and complies with the existing landscap-

ing requirements as outlined in the Village's zoning ordinance. The Super Wash and Burger King provide excellent examples within the Project Area of places that effectively use site landscaping to improve their appearance and screen unsightly uses from view.

Perimeter landscape setbacks of at least five feet in width should be provided when adjacent to residential uses or along the edges of parking lots that border public sidewalks. When adjacent to residential uses, the landscape setback should provide for perimeter landscape plantings that effectively screen and buffer commercial and industrial areas. This should include a continuous hedge (3 to 4 feet in height) accented by shade and evergreen trees, with consideration for effective screening during winter months. On existing sites, where a five-foot setback is not possible, other landscaping elements could be used to create the desired screening, such as a board on board fence with shrubs and ornamental trees planted on both sides of the fence. In general, landscaping must be maintained in a healthy and attractive condition. Internal irrigation systems should be required for all new non-residential development.

### Fencing

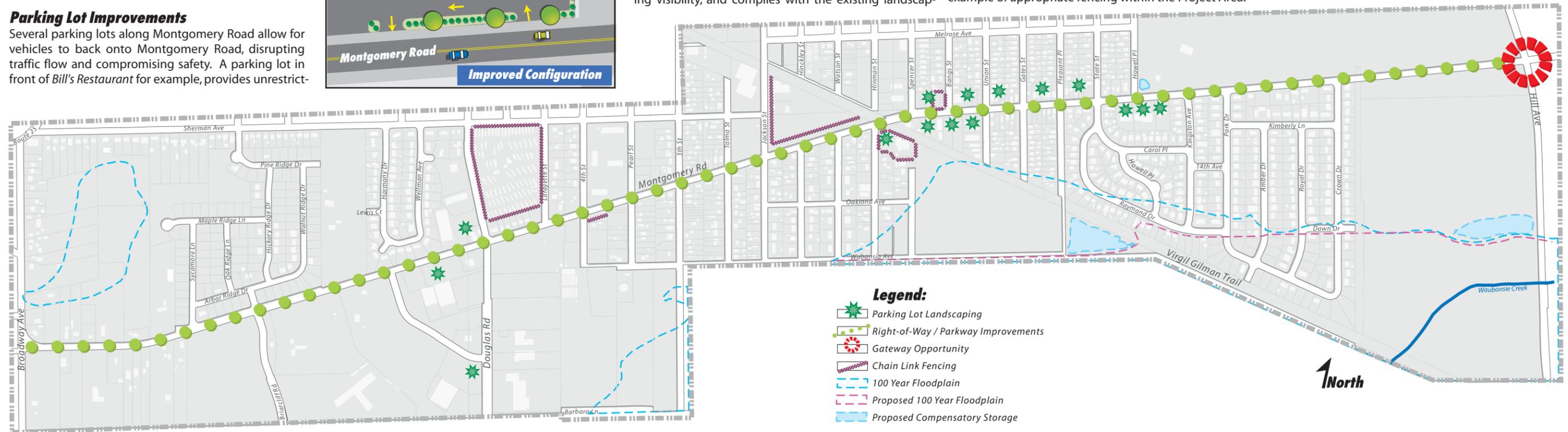
Chain link and stockade fencing should be prohibited along Montgomery Road. Decorative metal fencing should be used if fencing is desired for aesthetics or for security purposes. The St. Paul Cemetery is an excellent example of appropriate fencing within the Project Area.

### Signage

Signage should be an important consideration for business along Montgomery Road and within the Project Area. Signs communicate the nature of the business, its products and services, and its corporate image and identity. Signs also influence the overall image and character of the Project Area and community. The Village must enforce the regulations of the signage ordinance. In general, signage should be subtle, attractive, constructed of high quality materials, internally illuminated, complimentary to the building's architecture, and regulated by height and size restrictions that are appropriate to the scale of the building. Temporary signs should be prohibited unless for the selling of real estate or development purposes. Pylon signs should be avoided. Billboards and other "off premises" signs should be prohibited.

### Right-of-Way/Parkway Improvement

The area between the property line and the edge of pavement along Montgomery Road should be improved to consist of a gutter, curbed, landscaped area and sidewalk. The landscaped area should separate the street and sidewalk with turf, shrubs, and shade trees planted every 40'. As stated on Figure 6, sidewalks should accommodate both pedestrians and cyclists.



## Figure 6: Transportation Plan

The Montgomery Road Corridor displays a great potential for increased safety and efficiency with some improvements to the existing transportation system. Figure 6 highlights recommendations to improve the vehicular and pedestrian circulation within the Study Area.

### Access Control

Controlling access is an important consideration along Montgomery Road, due to the fact that there is only one lane for travel in either direction. Uncoordinated access can impact flow and create safety concerns. Several sites along Montgomery Road are particularly problematic. Some commercial uses provide access to parking spaces along their entire frontage on Montgomery Road. The lack of controlled access is largely due to the lack of curb. This uncoordinated access creates an elevated safety concern, as parked vehicles back onto Montgomery Road and vehicles can stop traffic by making left hand turns at almost any point along the corridor. Access to all parcels should be limited to coordinated and designated access points only. To control access and promote the safe and efficient movement of vehicles within the Project Area, the Village should promote cross access between adjacent commercial sites, promote access from side streets, and work cooperatively with the Kane County Division of Transportation to strictly control access points on Montgomery Road.

On-street parking along side streets should be prohibited for commercial and industrial uses. Parked vehicles along these streets add to the issue of access control and affect the efficiency of the road network for moving vehicles and pedestrians.

### Planned Road Improvements

**Mill Street.** The Village's Transportation Plan identifies an extension of Mill Street, from South Broadway Avenue to Montgomery Road. This improvement is planned as means of bypassing the turn at Broadway Avenue and Montgomery Road. However, extending Mill Street further east may only shift the poorly configured intersection to another location, and would be costly, as it would require the acquisition of residential homes and property. This plan recommends continuing to explore less costly options to address this issue. One alternative is for the Village to work with the Kane County Division of Transportation to slow traffic and improve visibility near the Broadway Avenue/Montgomery Road intersection.

**5th Street/Barbara Lane.** The future extension of 5th Street south of Wabansia Avenue will provide an additional ingress and egress point between Montgomery Road to the business and commercial uses along U.S. Route 30. This extension could also create development opportunities for new businesses and commercial activity for parcels fronting the extension that are not within the floodplain. The street extension should also include the installation of curb and gutter, sidewalks, and parkway landscaping. Once the extension is completed, a traffic signal will likely be necessary at Montgomery Road.

### Signalized Intersections

The existing traffic signals within the corridor should be sufficient for current and anticipated traffic volumes. However, a new traffic signal should be considered at the intersection of Montgomery Road and 5th Street once the street is extended to connect with U.S. Route

30. Also, the temporary traffic signal at the intersection of Montgomery Road and Howell Place should be replaced with a permanent signal.

### Street/Pavement Improvements

Overall, streets within the Project Area are in good condition. The condition of roadways and public infrastructure within the Project Area is an important consideration for the *Montgomery Road Corridor Plan* for aesthetic and safety reasons. A deteriorated road way can damage vehicles, open the Village up to complaints and potential liability, and create negative perceptions. Streets should be resurfaced, and regraded for drainage if necessary as shown in the Village's *Comprehensive Street Maintenance Program*.

### Curb and Gutters

Curb and gutters serve multiple functions in street design and construction. They act as a channel, leading stormwater to inlets and drains, and they restrict access to areas with depressed curbs (i.e. curb cuts). Curb and gutter improvements also enhance the visual appearance of the street, making a street look cleaner and more defined. Currently, curb and gutter has been installed sporadically through the Project Area. Some sections have the improvements, however there are lengthy expanses with no curb and gutter at all. All portions of Montgomery Road without curbing should have six inch vertical curbing and a gutter installed.

This will enhance the appearance of the corridor, improve drainage, limit access points and prevent vehicles from parking within the right-of-way.

### Future Road Widening

The Kane County Division of Transportation has plans to widen Montgomery Road. The County has been requesting 60' from the centerline for ROW to accommodate this future road widening. Proposed is the addition of a third "center" lane for both left and right turns. This Plan supports the widening of Montgomery Road. The additional lane would improve traffic flow and create safer access to residential and commercial properties fronting Montgomery Road.

### Public Transportation

The Village of Montgomery should continue to promote the convenience of using the Pace bus service within the Project Area for travel within the Village and other nearby destinations. At posted bus stop locations, the Village should install pedestrian amenities such as bus shelters, benches, and trash receptacles. Signage at each posted bus stop should identify both the route and schedule. All bus stops should be well lit for safety and visibility of both riders and the bus drivers. Bus stops should also comply with the Americans with Disabilities Act.

### Bike Trails/Sidewalk

Sidewalks should be constructed along both sides of all streets within the Project Area to provide safe pedestrian access to all parcels. Sidewalks should be wide enough to accommodate both pedestrian and bicycle traffic. At the discretion of the Village, a bike path could also be installed in lieu of a sidewalk. Bike paths should only be substituted for sidewalks along Montgomery Road, where the intention is to connect commercial and residential areas to one another or to the Village's trail system. Bike paths should not be substituted for sidewalks along all streets within a residential or commercial development. The planned 10' wide multi-purpose asphalt trail along the south side of Montgomery Road east of Sycamore Lane represents a desirable pedestrian facility. The addition of sidewalks and bike trails along Montgomery Road will create safe and efficient connections to the trail linking the community to the amenity.

### Pedestrian Crossing Improvement

Where the Virgil L. Gilman Nature Trail crosses Montgomery Road near Hinman Street, a pedestrian crosswalk should be installed. The crosswalk would provide pedestrians and cyclists of all ages with a means of safely crossing Montgomery Road. At a minimum, new striping should be painted across Montgomery Road with signage indicating a pedestrian crossing is ahead.

