

CMAP



# Village of Antioch Lifestyle Corridor Plan

January 2014

# Acknowledgements

The Village of Antioch Lifestyle Corridor Plan is the cumulative effort of many individuals, including residents and stakeholders who attended public meetings and workshops, provided time and expertise to identify community values and priorities, and provided input to planning issues, policies, and strategies to help successfully complete this plan. The Village of Antioch would like to thank all of the people who worked with the project team to identify and address the specific challenges and opportunities that will impact the future of the community.

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The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.

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Existing multi-use path through Osmond Park.

Image by the Chicago Metropolitan Agency for Planning.



# Chapter 1

## Introduction and Overview

The Village of Antioch, located near a variety of rich and diverse natural resources, provides residents with a high quality of life through a unique combination of extensive parkland, varied entertainment options, historic character, and rural charm, among other assets and amenities.

Primarily a community of residential neighborhoods, Antioch's vibrant and historic downtown lies within a half mile of the Antioch Metra station, providing convenient access to Chicago and points between. Antioch's population has dramatically increased in recent years to its current level of approximately 14,000 residents. In 2011, the Village requested the assistance of the Chicago Metropolitan Agency for Planning (CMAP) Local Technical Assistance (LTA) program to further enhance the Village's quality of life and promote sustainable development by creating a Lifestyle Corridor Plan.

The "Lifestyle Corridor" concept envisions a greenway and trail corridor that provides residents a safe, enjoyable, and active way to access local and regional destinations. The Corridor will both promote active living among residents and allow visitors and residents alike to easily explore Antioch and experience its amenities. Created with the assistance of the steering committee and input from community residents, the Antioch Lifestyle Corridor Plan outlines the development of a new community asset that will enhance quality of life in the Village, while at the same time creating opportunities for economic development at the local and regional levels. In order to achieve these goals, this Plan presents guiding principles for developing the Corridor; recommendations for bicycle, pedestrian and trail improvements; recommendations for land use and environmental enhancements; and prioritization and implementation actions.

## Project Background

The Lifestyle Corridor capitalizes on the Village’s “Antioch, Authentic by Nature” promotional campaign, which highlights the values of small town living, proximity to nature, and recognition of local history, while also promoting Antioch’s unique shopping, activity, and lifestyle opportunities. “Authentic by Nature” is reflected in the division of the Lifestyle Corridor into three distinct districts, each with its own theme:

1. West End: Nature and Education
2. Downtown Core: Entertainment and History
3. East End: Health and Wellness

While the plan primarily addresses local planning objectives and challenges, the Lifestyle Corridor also connects the Village to a regional transportation network, enhancing access to regional destinations such as the Chain O’Lakes and Des Plaines River Trail. A regional steering committee, formed during the planning process, guided recommendations and helped ensure consistency between local and regional efforts.

Antioch’s future character will be shaped by planning and policy decisions made today. The Antioch Lifestyle Corridor Plan will help guide elected officials, Village staff, community residents and leaders, business owners, and potential investors with informed decisions affecting land use, transportation, infrastructure, and capital improvements. Because of its focus on the integration of existing and future land uses through the expansion of non-motorized transportation elements, a number of benefits will result from the implementation of the Antioch Lifestyle Corridor Plan. Connecting people to destinations via safe, convenient, and comfortable walking and biking pathways creates choices for reaching destinations, promotes active living, confers health benefits, and results in more desirable places to work, live, and play.

## Relationship with the GO TO 2040 Regional Plan

CMAP’s GO TO 2040 plan is metropolitan Chicago’s long-range comprehensive regional plan, developed to assist communities in planning collaboratively for sustainable prosperity. The following regional recommendations support development of the Antioch Lifestyle Corridor Plan:

- *Achieve greater livability through land use and housing:* Support creative opportunities for communities to invest in livability strategies including more compact, healthy, safe, and walkable areas with mixed-use development. Principles stated in the regional plan that will improve livability in Antioch include supporting greater transit use, walking, and biking, as well as design, aesthetics, and historic character.
- *Manage and conserve water and energy resources:* Support water use conservation efforts, and integrate land use policies and site planning with water resources. The development of the Antioch Lifestyle Corridor will help to ensure that the abundant hydrological resources in the area will be respected and preserved.
- *Expand and improve parks and open space:* Make significant, criteria-based investments in parks by providing functional connections between parks and preserves with a green infrastructure network as a design concept. Antioch is lacking safe, non-motorized access to local parks and regional destinations such as the Chain O’Lakes and Des Plaines River Trail. Improving trails and greenways in Antioch will increase desired access to natural areas.
- *Invest strategically in transportation:* Prioritize efforts to modernize existing assets and make wise decisions regarding transportation improvements. Investments of all types should take a multimodal approach, with consideration for transit users, bicyclists, and pedestrians. The Lifestyle Corridor represents a manageable, cost-efficient set of improvements to existing facilities and construction of new facilities where appropriate. The Corridor effectively balances the needs of all users, including bicyclists, motorists, and pedestrians.
- *Increase commitment to public transit:* Public transportation reduces congestion and improves air quality. Moreover, the mobility enabled by transit supports the regional economy and quality of life. Antioch’s Lifestyle Corridor includes access and infrastructure improvements to the Antioch Metra Station. The Plan also represents a commitment by the local community to coordinated land use and transportation planning.

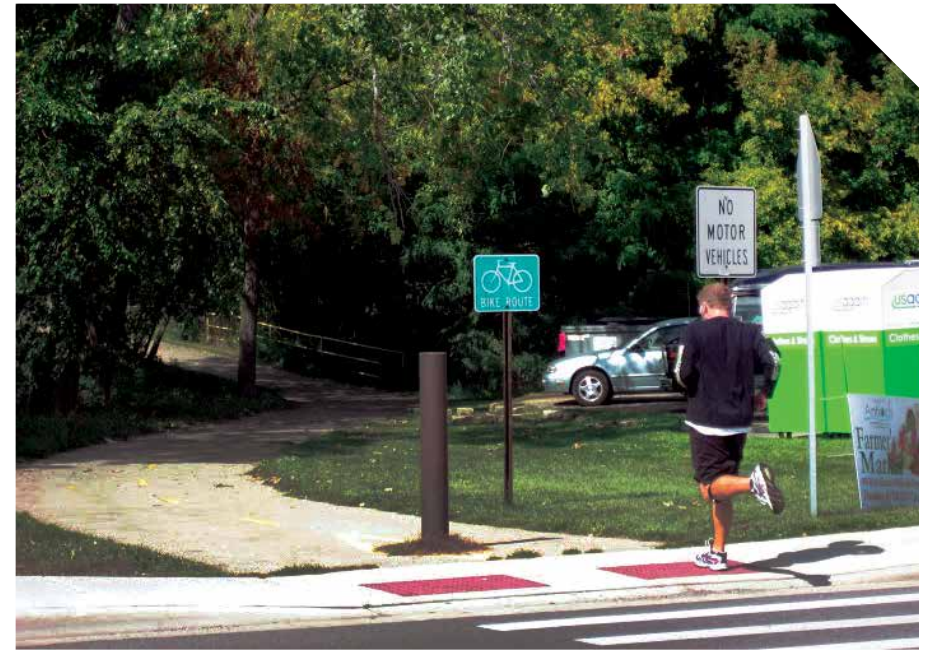


## Planning and Health

The development patterns, transportation options, and environmental quality of a community influence the health of its residents. Diabetes, heart disease, motor vehicle mortality, and obesity are just a few of the key health issues associated with the physical characteristics of a community and its context, both of which can be largely influenced by local planning and policy decisions. The dramatic rise of chronic disease across the country has induced a search for causes in an effort to reverse this trend. Research into causes and intervention strategies has found that efforts to address the community context and socioeconomic factors (such as poverty and urban design) have larger public health impacts than those that focus on the health and risk behaviors of individuals. In other words, overall efforts to reduce poverty, improve education, expand job opportunities for residents, and change the day-to-day environment so that it supports healthy eating and physical activity provide the greatest impact among health intervention strategies.<sup>1</sup>

There is a strong relationship between public health and local planning and policy. For example, public health scientists partially attribute the obesity epidemic as an unintended consequence of the removal of daily physical activity from our lives through changes in our transportation system and neighborhood design. In Illinois, 64 percent of adults and 40 percent of children are now classified as overweight or obese, a trend that contributes to an increasing risk of heart disease, diabetes, and other serious illnesses and conditions.<sup>2</sup>

To help improve community health, planners and public health officials have been working together to promote plans, policies, and community designs that address physical activity, environmental exposure, food and nutrition, health and human services, social cohesion, and mental health. It is much easier to stay healthy when residents can easily and safely walk, run, or bike to destinations or for exercise; when they have clean air, healthy food, and access to affordable housing; and when people are safe from things like violent crime, automobile accidents, and exposure to lead. Making health a priority also involves preventing disease and injury and ensuring that health services are connected to those in need.



Recreational trails are part of a healthy community. Image by the Chicago Metropolitan Agency for Planning.

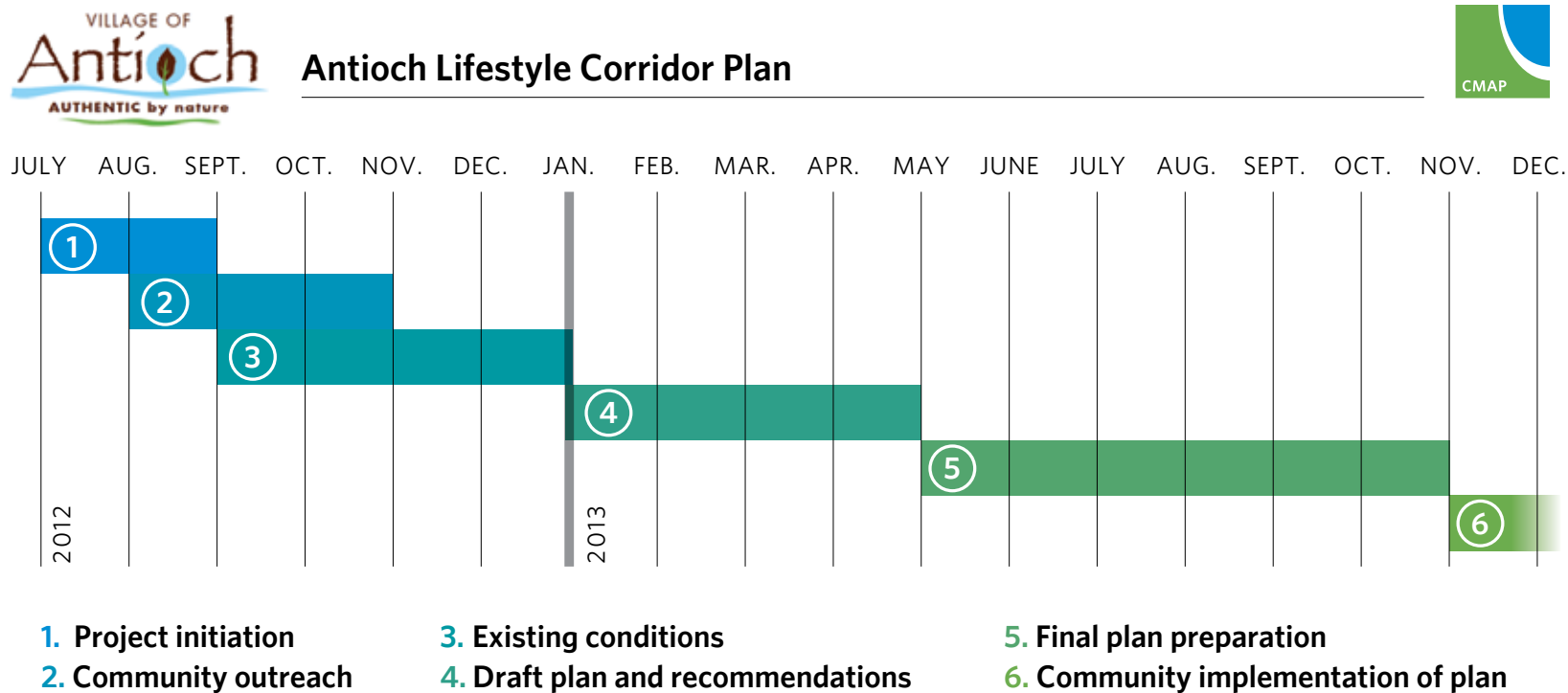
1. A Recipe for Healthy Places: Addressing the Intersection of Food and Obesity in Chicago. City of Chicago Department of Housing and Economic Development, 2013.

2. Health Status Indicators, State Health Facts. The Henry J. Kaiser Family Foundation. Accessed on May 9, 2013 at <http://kff.org/state-category/health-status/>, and Obesity Prevention Initiatives, American Academy of Pediatrics, Illinois Chapter. Accessed on May 9, 2013 at <http://illinoisAAP.org/projects/obesityprevention/>.

# Planning Process

The Village of Antioch formed a steering committee and engaged both local and regional stakeholders to meet planning objectives. Steering committee members included representatives from the Village Departments of Parks and Recreation, Public Works, and Community Development, as well as the Antioch's Planning and Zoning Board, elected officials, businesses, residents, and regional agencies.

**Figure 1.1. Planning process**



Source: Chicago Metropolitan Agency for Planning.



## Antioch Lifestyle Corridor Plan Steering Committee

- Libby Baker, *Programming at Parks and Recreation Department*
- Shawn Roby, *Director of Parks and Recreation Department*
- Dennis Heimbrodt, *Director of Public Works*
- Dustin Nilsen, *Director of Community Development*
- James Keim, *Village Administrator*
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- Doug Schuyler, *Village Resident*
- Patricia Hays, *Village Resident*

The Antioch Lifestyle Corridor Plan planning process included three distinct phases. In the first phase, the project team conducted a thorough analysis of existing conditions within Antioch and the region, using information gathered through one-on-one stakeholder interviews, steering committee meetings, public meetings, review of previous studies, and collection of maps and data. Phase two focused on creating strategies that address opportunities and challenges for the Corridor, based primarily on key findings from phase-one analysis and public engagement. The final phase brought together the products of the previous phases, creating recommendations for Lifestyle Corridor Plan, including policies, programs, and action steps intended to help the community achieve the future vision.

The year-long public engagement process was completed according to the following key principles:

- **Outreach:** Identifying and providing notice of opportunities to participate by developing a project website and coverage of the plan through local and regional media.



Community meetings engaged the public in the planning process.  
Image by the Chicago Metropolitan Agency for Planning.

- **Engagement:** Involving participants in the planning process to identify key destinations, desired routes and challenges to walking and biking in the community through key stakeholder interviews, public meetings, focus groups, and interactive online surveying.
- **Sustainability:** With the assistance of the steering committee, maintaining relationships with participants to ensure their continued interest.

Further details on outreach and results from public engagement can be found in the Appendix.

The vision that ultimately guided the development of this plan came from the community through a public participation process that brought together Antioch residents, schools, community facilities, business owners, and other key stakeholders. CMAP worked with the Village and the Steering Committee to develop a project outreach strategy that clearly stated the methods for engaging the public at each stage of the planning process. Using the outreach strategy as a guide, staff worked to reach as many stakeholders as possible, therefore ensuring that the Antioch Lifestyle Corridor Plan accurately reflects the needs and goals of the community.





Hiram Buttrick Sawmill

Image by the Chicago Metropolitan Agency for Planning.



# Chapter 2

## Vision, Principles, and Policies

As described previously, extensive community outreach guided each step of the planning process. These collaborative efforts produced a vision statement and six guiding principles for the Antioch Lifestyle Corridor, which in turn informed the details of the final Plan.

### Guiding Principles

#### Guiding Principle 1:

##### **Improve connections between existing routes.**

Antioch's multi-use path and two-way bikeway on Depot Street serve as the foundation for active transportation in the Village. The route is the main east-west artery of the Lifestyle Corridor, connecting people to downtown and the Antioch Metra Station. Improving connections and continuity between existing route segments, as well as improving street crossings, are key to Corridor improvement.

#### Guiding Principle 2:

##### **Create a multi-modal Corridor that is safe and comfortable for all users.**

Accessibility, comfort, and safety are critical to making the Antioch Lifestyle Corridor into a system that is widely used. The accessibility, healthy lifestyles, and recreational opportunities provided by the Corridor will not be realized without a commitment to safety, as users will not feel comfortable using the system.

### Vision Statement

Antioch's Lifestyle Corridor will improve the quality of life of residents with a safe and convenient multi-modal greenway that promotes healthy and active lifestyles while supporting economic development, transportation, and recreational enhancements for the community. The Corridor will serve as an active arterial that meets the needs of pedestrians and bicyclists to safely access local and regional destinations.

### Guiding Principle 3:

#### Improve bicycle and pedestrian access to community destinations.

By filling in gaps in the existing network, several community destinations, including schools, residential neighborhoods, commercial areas, and recreational assets, will be newly accessible from the multi-use trail. Designating key connection and access points between the Lifestyle Corridor and north-south travel ways, identifying potential areas for bike parking, and improving existing infrastructure will also improve access to these destinations.

### Guiding Principle 4:

#### Support Antioch's vibrant downtown through improved access.

Antioch's downtown core includes shops, restaurants, and other destinations in a convenient, compact arrangement. The Lifestyle Corridor should provide greater access to this area, both for residents attending to daily needs and for visitors.

### Guiding Principle 5:

#### Develop connections to key regional destinations.

Connections to important regional destinations, including the Chain O'Lakes and the Des Plaines River Trail, are larger-scale considerations that will benefit the Village and surrounding communities. The Plan recommends providing active transportation that increases access to both local and regional destinations, making Antioch the "crossroads" of the regional trail system.

### Guiding Principle 6:

#### Protect and enhance environmental assets.

The Plan recognizes that parks, open space, and natural resources within Antioch and the surrounding area (particularly Sequoit Creek and the associated floodplain) are significant environmental and economic assets to be protected, enhanced, and connected as key elements of the Lifestyle Corridor.

## Complete Streets

Complete Streets are designed, built, and operated to enable safe access and travel by all roadway users of all ages and abilities – including pedestrians, bicyclists, and transit riders, as well as mobility-impaired individuals. This approach to street design corrects decades of practice in which planners and engineers designed and built streets primarily, if not solely, for automobiles, regardless of context and need. Complete Streets is therefore a transportation policy and design approach, which fully recognizes the fact that streets need to serve and provide for travel by various modes simultaneously in a manner that is safe, convenient and comfortable for all travelers.

Both the State of Illinois and Lake County have formally adopted policies supporting Complete Streets. The State passed its Complete Streets law (*Public Act 095-0665*) in October 2007. The law requires the Illinois Department of Transportation (IDOT) to "incorporate bicycle and pedestrian accommodations into state highway projects in urbanized area." Lake County developed and adopted its "*Policy on Infrastructure Guidelines for Non-Motorized Travel Investments*" in December 2010. The document is intended to serve as a tool for the Lake County Division of Transportation (LCDOT) to "consider non-motorized transportation when planning County roadway improvements," and offers "general principles and policies to provide bikeways, walkways, and other non-motorized enhancements along County roadways, and sets forth policies under which non-motorized enhancements will be considered."

More information and useful resources can be found on the website of the *National Complete Streets Coalition*, a program of *Smart Growth America*.



## Community Policies

This section outlines policy recommendations that support the implementation of the vision and principles of the Lifestyle Corridor. In addition to design and planning guidance, policy recommendations aim to improve the multi-modal transportation environment in Antioch by focusing on safety and access through priority setting, policy, and legislation.

### **Community Policy 1:** **Incorporate bicycle and pedestrian facilities into Village roadways based on Complete Streets principles.**

Complete Streets calls for a connected roadway network accessible to all users regardless of age, ability and travel mode. The Antioch Lifestyle Corridor incorporates these principles by promoting a safe and inclusive bicycle and pedestrian network. The Village of Antioch should adopt a Complete Streets policy, including a plan for the construction of on-street bicycle facilities on designated roadways. Bicycle facilities are generally installed on existing roadways during routine street reconstruction, although the Village may decide to add pavement markings and route signage in advance of such infrastructure improvements. An overview of Complete Streets can be found in the sidebar.

### **Community Policy 2:** **Incorporate bicycle and pedestrian facilities into existing and future Village facilities, such as parks, school campuses, and municipal buildings.**

The Antioch Lifestyle Corridor is meant to provide access to the various amenities found throughout the Village in a manner that safely encourages active living. As more facilities and public areas are linked to the network and provisioned with supportive infrastructure, such as pedestrian access to paths, sidewalks, crosswalks, bicycle parking, and signage, more residents will use the Lifestyle Corridor. Adding non-motorized infrastructure at public places will encourage resident use of the Corridor for daily errands and commuting as well as for recreation purposes.

### **Community Policy 3:** **Incorporate bicycle facilities into development regulations.**

The Village can incorporate bicycling infrastructure into future land use development, including bicycle parking. Through the planned development process, both bicycle pathways and parking can be negotiated as a condition of development. Additional bicycle parking can also be achieved by the Village's adoption of bicycle parking infrastructure regulations, with recommended minimums and placement guidelines, similar to current regulations pertaining to automobile parking in new developments.

### **Community Policy 4:** **Update zoning and subdivision standards to ensure walkable and bikeable development.**

Zoning changes that increase connectivity and access for non-motorized users should be considered. Examples include the following: provide flexibility in parking requirements to limit parking lot size; allow for greater integration of land uses; establish maximum setbacks for building entrances in order to decrease distance barriers to walking and cycling; and give priority to continuous sidewalks everywhere, but particularly adjacent to large development projects. Subdivision standards should encourage connectivity and access to non-motorized options both within and outside of new subdivisions.

### **Community Policy 5:** **Update Antioch's municipal code to support bicycle and pedestrian safety, as well as to promote greater use of non-motorized transportation.**

To ensure that residents and visitors have access to local destinations with comfort and safety within the Lifestyle Corridor and throughout Antioch's active transportation network, the Plan recommends review and revision of transportation-related sections in Antioch's Municipal Code. Two initial steps that the Village can take in this regard are to ensure pedestrian right-of-way at crosswalks and to standardize school crossing signals and crosswalks. In July 2010, Illinois passed statewide legislation requiring motorists to come to a full and complete stop for pedestrians in crosswalks, rather than simply yielding. The Village of Antioch should consider updating its code to be consistent with the new, more stringent guidelines. Establishing a design standard for school crosswalks and crossing signals increases recognition among all users — bicyclists, motorists, and pedestrians — of the need for caution and attention at these locations, which are potentially dangerous because of the existence of multiple transportation modes.

### **Community Policy 6:** **Create "green" trail connections between parks and other community facilities.**

The Lifestyle Corridor connects a number of municipal parks with community facilities such as schools and downtown. In order to maintain the "natural" character of the Village's parks and open spaces throughout the trail, the Village should add "green" treatments such as landscaping or native plants to sections of the trail. The Village owns or controls several properties on the Lifestyle Corridor route where this can be accomplished. Some of these are well-positioned for development, in which case green treatments may have to be limited to public way immediately adjacent to the trail. Other properties, such as the current Village maintenance yard, may be transitioned to uses that permit larger treatments. Greening trail sections and transition areas in the public way can serve placemaking purposes, as well as contributing to user perceptions of safety.

## Regional Policies

This section outlines policy recommendations that support the regional cohesiveness and accessibility of the Lifestyle Corridor. As planned by the Northwest Municipal Conference (NWMC), Antioch's local network is a central link in a regional bicycle and pedestrian route that stretches from the Des Plaines River to Chain O'Lakes State Park. This regional route will include a sidepath along Illinois Route 173 being planned by IDOT and in coordination with the Lake County Forest Preserves (LCFP). Other planned and existing trails will tie in with this east-west, regional route.

### Regional Policy 1:

#### **Improve the connection between the Village of Antioch and the Lifestyle Corridor to Chain O'Lakes State Park.**

Securing a safe, non-motorized route west to Chain O'Lakes State Park should be a next step for the Village. This will involve working with IDOT, as the most-likely route for such a connection would be along IL 173, and with Park officials. Linking the Lifestyle Corridor to the state park would effectively complete a regional route proposed by the NWMC that stretches to the Des Plaines River in eastern Lake County. Furthermore, the LCDOT has proposed a bike route along IL 173 from the Des Plaines River Trail to the state park along IL 173. This segment is part of a larger Chain O'Lakes Bike Path loop route that is being proposed in Lake County's 2040 transportation plan, which also includes a route south of Antioch along IL 59.

An alternative to following IL 173 west to Chain O'Lakes State Park is access via Grass Lake Road. This route is a LCDOT planned bikeway, as well as a proposed bikeway in the Fox Lake Greenways and Bikeways Plan. There is also an existing trail on the bridge that crosses the Chain O'Lakes itself. Deep Lake Road, south of IL 173, could be improved as a connection to Grass Lake Road. However, Grass Lake Road, whether it is accessed via Deep Lake Road or IL 59, is a longer and less direct route from Antioch to the state park. Moreover, Grass Lake Road and IL 173 provide access to different parts of the park that are not currently connected by road or multi-use path within the park. IL 173 provides access to a day-use area (approximately four miles from central Antioch), while most of the park's other amenities are accessed via the main Wilmot Road entrance. From central Antioch, the IL 173 to Wilmot Road route is approximately nine miles, while the Grass Lake Road to Wilmot Road alternative is approximately 12 miles.

### Regional Policy 2:

#### **Work with regional entities to promote active transportation and use of the Lifestyle Corridor to access regional destinations.**

In addition to the state park, major recreational destinations exist to the east of Antioch along IL 173. Some of the potential connections to these amenities, particularly the LCFP properties and trail systems in the Dutch Gap area, have been proposed and are currently being studied for feasibility. The Village should ensure that once the proposed facilities on IL 173 and the Forest Preserve trails are complete, route maps include connections to the Lifestyle Corridor. Also, physical signage on LCFP trails and the multi-use path along IL 173 should indicate mileage and available connection to Antioch's Lifestyle Corridor and vice versa. The signage recommended in this plan's concept designs (Chapter 4) comes from state- and federally-approved sources and is available for use by both Antioch and regional partners. Even if signage is not identical in all Corridor segments, important safety and way-finding information should be present on all trails and trail sections.

Likewise, physical mile markers should use a common point of reference. The most logical "zero" point may be the Des Plaines River Trail, as it is planned to be the eventual eastern terminus of a regional route. Antioch may want to consult with the LCFP before installing any physical mile markers on local portions of the Lifestyle Corridor in order to determine if an opportunity exists to maintain a uniform design across the regional Corridor.

### Regional Policy 3:

**Work with the Villages of Fox Lake and Lake Villa, and relevant transportation agencies, to create better bicycle connections with Antioch from the south.**

Connections between Antioch and the Villages to its south would allow residents from each area greater access to amenities in neighboring communities, with potentially positive economic impacts. Moreover, access to Grant Woods Forest Preserves and Cedar Lake Bog near Lake Villa, as well as the southern approach to Chain O'Lakes State Park (via Grass Lake Road), would be improved. Any connections between Antioch and its southern neighbors will have to take into account roadways conditions and non-motorized accessibility on IL 59, over which IDOT has jurisdiction, and the crossing of IL 173, another IDOT responsibility.

Lake County's 2040 transportation plan may address this current lack of connectivity with a proposed loop path, the Chain O'Lakes Bike Path, that follows both IL 173 and IL 59 to connect Antioch with the state park to the west and with the Village's southern neighbors. The proposed loop will include a stretch of IL 59 itself, from IL 173 to Grass Lake Road, and then would be routed along LCFP and Lake Villa Township trails.



Chain O'Lakes. Image by Ray Mathis.

### Regional Policy 4:

**Form a working group or "friends of the trail" organization with representatives from local municipalities, transportation agencies, local businesses, and cultural organizations along the Illinois Route 173 regional route in order to promote use of the Corridor.**

In addition to Antioch, the communities of Lake Catherine, Old Mill Creek, and Wadsworth share access to IL 173 within the regional route as defined by NWMC. The NWMC Bike Plan assigns responsibility for the outstanding planning and implementation steps to all four municipalities along the route. Since large stretches of the Corridor route fall under IDOT's jurisdiction, and the agency has been working jointly with LCFP to plan for IL 173, participation of these agencies is also critical. Bringing in local businesses and cultural organizations gives them a chance to market themselves to trail users across the Corridor and to have some input into how the regional route complements their activities. This entity should function as an advisory body, with a primary mission of connecting the communities along the route with each other and with the transportation agencies that have planning authority.

Although ultimately the Antioch Lifestyle Corridor must reflect the goals of the community above all else, is it nonetheless imperative that local and regional goals and policies be coordinated. The Corridor has the potential to act as the crossroads of a larger regional system.





Chain O' Lakes

Image by the Chicago Metropolitan Agency for Planning.

# Chapter 3

## Local and Regional Context

Understanding the context of the Antioch Lifestyle Corridor requires an understanding of the existing conditions within the Village and throughout the regional Corridor. Within Antioch, this includes local demographic indicators, measures of economic development, and employment data.

Brief descriptions of the land uses and destinations found in Antioch and along the Corridor are also provided. Planning efforts that have been completed in Antioch and the surrounding region are summarized, including transportation improvements, open space plans, and watershed planning efforts. This chapter also includes descriptions of the transportation system and existing and planned facilities that will impact the ways in which bicyclists, motorists, and pedestrians access the area. Finally, the natural environment of Antioch and its region are summarized, with important natural features and environmental concerns identified.

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# Local Context

## History

The Village of Antioch's first inhabitants were Pottawatomi Indians. European settlers arrived in the 1840s in the form of several religious congregations, choosing the biblical moniker Antioch for their new settlement. Antioch's growth became tied directly to Chicago's in 1886 when a rail link was established with the City. The Chain O'Lakes area eventually became a retreat and vacation spot for Chicagoans, including notorious gangster Al Capone. Summer cottages were eventually converted into permanent residences, and the area began to transition to a stable middle-class community. Antioch's growth accelerated in the 1990s as direct, commuter train service to Chicago returned after a nearly 30-year hiatus. Metra opened the North Central line with Antioch as its terminus, bringing in additional weekend vacationers, but primarily serving a growing population of workers who commute into Chicago. Today, Antioch retains much of its small town character while also experiencing residential and commercial growth in line with regional trends.

## Regional Setting

The Village lies between Chicago and Milwaukee in northwestern Lake County, approximately 55 miles northwest of Chicago, adjacent to the Wisconsin border. Antioch's western boundaries are formed by several lakes in the Chain O'Lakes network. Antioch is situated some distance away from the regional transportation hubs and corridors. Chicago O'Hare Airport is 45 miles south; I-94 is seven miles east; I-90 is 31 miles south. However, Antioch's position along Metra's North Central line provides the Village with an additional connection to regional destinations. IL 173 serves as the major east-west artery through Antioch, while IL 59 and IL 83 provide north-south accessibility.

## Previous Plans, Reports, and Studies

Previous planning in the Village of Antioch includes several efforts undertaken by the Village itself, as well as work by a regional entity, the NWMC.

### ***Downtown Antioch Land Use Implementation Study (2011)***

The study, prepared by S.B. Friedman & Company and the Lakota Group and funded by a Community Planning grant through the Regional Transportation Authority, produced a form-based code framework to encourage transit-oriented development in downtown Antioch. Concept plans were prepared for redevelopment of three strategic properties: Antioch's Train Depot Area, Orchard Plaza, and the Pittman Property. Key findings from the report were the importance of the central business district and the need to better link this area to the Metra Station through streetscaping and signage. Moreover, the station area's commercial center would benefit from "transit-supportive" uses such as restaurants, coffee shops, banks, or drug stores.

### ***Northwest Municipal Conference 2010 Bike Plan***

The 2010 Bike Plan included a planned Regional Bicycle Corridor along IL 173 from the Des Plaines River Trail to the Chain O'Lakes State Park. The planned bikeway follows IL 173 itself between the Des Plaines River Trail and North Deep Lake Road. The Corridor then follows Deep Lake Road north, turning west on Depot Street into downtown Antioch. After crossing Main Street, the planned Corridor rejoins IL 173 at the intersection of IL 59 before heading west to the Chain O'Lakes State Park.

### ***Illinois Route 83 and Downtown Corridor Study (2006)***

The Study, prepared by SEC Planning Consultants, Valerie S. Kretchmer Associates, Inc, and Granacki Historic Consultants, called for improved pedestrian facilities and specifically addresses the need for pedestrian safety improvements at the intersection of IL 173 and IL 83. As a result of its recommendations, the intersection now has crosswalks and signalized intersections on the north and west sides.

## Community Demographics and Employment

### **Population and Households**

Antioch's population increased significantly between 2000-10, adding 5,642 residents, an increase of 64 percent. This increase is far larger than growth figures for the county (9.2 percent) or region (3.5 percent) over the same period. With a current population of 14,430, Antioch has 4,993 households. Antioch's average household size of 2.89 is slightly larger than the county and the region. This could be due to the Village's younger population in comparison to the county, with a median age of 35.4 years versus the county median of 36.7 years.

### **Employment Trends**

Antioch's employment base has shifted from one based on manufacturing to one based on education, retail, and accommodation/food services, with U.S. Census data indicating that more than half of the Village's current jobs are in the latter fields. Despite job losses in recent years, Antioch maintains one of the largest employment bases of the Chain O'Lakes area, and its businesses draw employees from much of that subregion. Antioch's largest employers are largely comprised of the public sector agencies, large-scale retailers, and industrial businesses.

Most Antioch residents work in Lake County, with Waukegan the largest employment destination outside of Antioch. Beyond Lake County, nearly one-quarter of Antioch's residents work in Cook County, many of them in Chicago.



## Land Use

Table 3.1 indicates Antioch's land use by category. The number of acres in each category was calculated using GIS data. Streets and roads are included with adjoining land uses rather than being grouped in the Transportation/Utilities category. Descriptions of each land use as they exist in Antioch follow.

**Table 3.1. Antioch land use**

LAND USE	ACRES	PERCENTAGE
Single-Family Residential	1,683	34.8%
Open Space	846	17.5%
Agricultural	818	16.9%
Wetland	384	7.9%
Vacant	308	6.4%
Commercial	266	5.5%
Institutional	167	3.5%
Water	168	3.5%
Industrial/Manufacturing	93	1.9%
Transportation/Utilities	57	1.2%
Multifamily Residential	42	0.9%
<b>Total</b>	<b>4,831</b>	<b>100%</b>

Source: Chicago Metropolitan Agency for Planning.

### Residential

Antioch is a predominantly residential community, with single-family homes accounting for nearly all of its housing. Multifamily housing accounts for less than one percent of land area, or 42 acres, most of which is found near downtown. Several of the Village's residential neighborhoods were built in a grid pattern, but others are more curvilinear in design.

### Agriculture and Open Spaces

Antioch retains a rural character in much of its land, including significant amount of farmland, wetlands, and open space. Nearly 17 percent of Village land is devoted to agricultural use while another seven percent is undeveloped wetlands spread throughout the land area. Equestrian facilities are included in the agricultural category, comprising 21 acres or 0.4 percent of total land area. Open space accounts for 17 percent of Antioch's land area, consisting of a range of parks, recreation areas, and preserved natural areas.

### Institutional

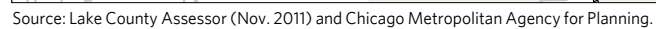
Nearly 167 acres (or 3.5 percent) of the Village's land is devoted to institutional use, with educational uses forming the largest single share. Antioch Community High School occupies a large plot of land south of the industrial park. Hillcrest Elementary has a large lot at the Village's eastern border, while Petty Elementary and Antioch Upper Grade School are on the Village's western edge. Antioch's administrative and public works buildings lie directly west of the Depot area, while the public library is a few blocks north on IL 83. Religious institutions can be found throughout Antioch.

### Water Resources

The character of Antioch and its sub-region are shaped by the Chain O'Lakes and other water resources, affecting residential development and the local economy. Several residential neighborhoods have been developed on the shores of Antioch's multiple lakes, making public access challenging.

### Transportation/Utilities

Antioch's transportation infrastructure is comprised of the railroad right of way, several state highways, and some local roadways. As mentioned previously, local roads are sometimes grouped in with adjacent land uses in the GIS calculation process. This land use accounts for roughly 57 acres within the Village, or 1.2 percent of total land.



### **Vacant**

Antioch has a limited amount of vacant property, approximately 6.4 percent of the total land area. For the purposes of the Lifestyle Corridor, the vacant lands that lie directly east of the Metra Station and along Depot Street are most important. Other vacant parcels exist in industrial areas, residential neighborhoods, and in rural portions of the Village.

### **Commercial and Industrial/Manufacturing**

IL 83 (Main Street) is the primary commercial corridor in Antioch. Along the Main Street portion of IL 83, commercial uses consist of one-story retail as well as multi-story buildings with retail on the first floor and residential units above. Other shopping centers, restaurants and office buildings are located at intersections along IL 173 at IL 59 and IL 83, as well as south of the downtown area on Orchard Street. Big box retailers, such as Walmart and Menards, and other chain stores are located in the southeastern corner of the Village.

Shifts in the composition of Antioch's commercial space market reveal an ongoing transition from reliance on industrial development to retail. Total retail space has increased by 24 percent since 2007, and retail vacancy increased by just 0.7 percent. Antioch's office space has also grown significantly (50 percent between 2002-12) in recent years, albeit starting from a small base. Compared to the rapid growth in retail and office, the Village's industrial space market has experienced little change over the last ten years. Just 20,000 square feet of manufacturing space has been added since 2002, while the industrial vacancy rate was low and virtually unchanged, going from just one percent in 2002 to 1.5 percent in 2012. A combination of increase in industrial space and persistently low vacancy rates point to stability in Antioch's industrial sector.

Antioch's limited industrial uses are concentrated in the industrial park located just south of the Metra Station. There are also several industrial, manufacturing, and production operations outside the Industrial Park, in the Train Depot area, and in the vicinity of Ram and McMillen Roads

## **Village Hall and Historic Landmarks**

The community landmarks listed in the following section, located on or near Antioch's historic Main Street, provide architectural character, identity, and sense of place for the Village.

- The Lakes Region Historical Society, located in an 1892 Antioch Grade School Building, provides historical information and displays.
- The Pickard China Museum displays fine china created throughout the company's long history.
- The Hiram Buttrick Sawmill, an authentic reproduction of a 19th Century sawmill, was built in 1976 as a Bicentennial project. The adjacent arboretum often hosts events.
- The Palette, Masque, and Lyre Theatre is a non-profit playhouse that has occupied the former Crystal Theatre for more than 35 years.

The Village has also utilized the property adjacent to Village Hall to provide a community garden and entertainment area.

## **Transportation and Circulation**

Historic downtown Antioch is walkable, vibrant, and pedestrian friendly. Streetscaping, pocket parks, and marked crosswalks foster a positive pedestrian experience. At the same time, Antioch is traversed by a number of major high speed roadways. Major arterials and collectors such as IL 173, IL 59, and IL 83, and U.S. 45 pass through downtown Antioch or outlying (residential) neighborhoods. In some places, these roads limit pedestrian access to local destinations such as parks or community facilities. These roadways also inhibit access to regional destinations, including parks and open spaces, notably the Chain O'Lakes.

Antioch's multi-use path provides an east-west route through Tiffany Farms Park, leading walkers, runners and cyclists close to the center of town. Several community destinations can be accessed from the existing multi-use trail. There are currently no designated, north-south bikeway connections. Additionally, gaps with no biking facilities currently exist between the eastern end of the multi-use trail and the Depot Street on-street bike facility east of the Metra station.

Metra rail service provides access to Chicago, providing Antioch with a valuable transportation amenity. However, the Train Depot area lacks strong pedestrian connections to Antioch's downtown and surrounding destinations; current design and land use issues in this area somewhat limit the ability of the Metra station to generate activity for downtown Antioch. Pace bus does not currently serve Antioch or surrounding areas.



## Regional Context

Antioch is within a unique glaciated landscape found in few other places in the Midwest. This natural heritage is protected by permanent open spaces — state parks, county forest preserves, and protected wetland areas. These assets give the area its character and attract many visitors who come to hike, fish, bird watch, and enjoy other recreational activities. They also serve residents who choose to live close to such natural beauty.

For the purposes of this effort, Antioch's regional Corridor follows IL 173 from Chain O'Lakes State Park to the Des Plaines River Trail and includes several miles of land on either side of the roadway. This roadway provides the primary transportation link between the various communities and destinations in the area. This chapter summarizes planned and existing facilities within the broader, regional Corridor, briefly describes existing land uses, and outlines key natural features in the region.

### Previous Plans

Planning within the regional Corridor has been coordinated through a host of local and regional entities. These include municipal plans, regional greenway planning, and watershed plans. NWMC's Bike Plan was mentioned previously, and watershed plans are described in more depth in the full Existing Conditions Report found in the Appendix. Other planning efforts relevant in the regional context are described as follows.

#### ***Dutch Gap Master Plan***

The Dutch Gap canal crosses IL 173 just east of U.S. 45, and serves as the unifying feature for five LCFP properties in the area, including several new acquisitions. For the purposes of the Lifestyle Corridor, the most important features of the Dutch Gap Master Plan are the linked trail system that it proposes, which will provide east-west connection between and within preserves in the area, as well as a proposed off-street facility on IL 173 being planned in coordination with IDOT.

#### ***Fox Lake Bike Plan***

The Fox Lake Greenways and Bikeways Plan proposes several important trail connections that impact the Antioch region. One is a proposed trail or bikeway running the length of IL 59 from downtown Fox Lake to Antioch. Other regionally important trails proposed in the Fox Lake plan are two connections to Chain O'Lakes State Park.

#### ***Illinois Route 173 Project (Illinois Route 59 to U.S. 41)***

IDOT's IL 173 Study aims to improve traffic capacity, mobility, and safety for all users. To these ends, IDOT plans to widen the roadway to four lanes. The project will address safety along the roadway through improved signalization and pedestrian crossings, especially at several high-crash intersections. IDOT plans to work with local agencies to install a multi-use path along the length of the IL 173 Study corridor, working with LCFP to obtain necessary right-of-way. The Regional Existing Conditions Report includes more details on the IL 173 Study, including descriptions and a diagram of proposed treatments at several constraint points along the roadway.

#### ***Wadsworth Comprehensive Plan***

The Village of Wadsworth Comprehensive Plan includes a future land use plan. The future plan was updated in 2007 and includes new commercial, office and retail land uses in areas north of IL 173 between Hunt Club Road and I-94, as well as other properties between I-94 and U.S. 41.

## Land Uses and Destinations

Agricultural land uses, natural open spaces, and water resources occupy the majority of acreage within the regional Corridor. Most of the region's commercial, industrial, and institutional uses are concentrated within incorporated Antioch, and, to a smaller extent, in neighboring towns to the south of Antioch, including Fox Lake, Lake Villa, and Lindenhurst. Residential uses are only slightly more dispersed.

### Open Space and Recreation

Open spaces constitute a significant portion of the land use in the region. Together with water resources and agricultural land, they preserve natural landscapes and ecology and contribute to the character of the area. To Antioch's west, the Chain O'Lakes is one of the area's most important natural and recreational areas. Moving east along the Corridor, one encounters a variety of open space areas, most owned by the LCFP. Redwing Slough, administered by the Illinois Department of Natural Resources (IDNR), contains no marked roads or trails due to its rare and sensitive geography and ecology. LCFP has recently added to its holdings in the area and now counts five preserved areas within the central Corridor. The Des Plaines River provides the setting for another network of linked preserves and recreational areas. These parkways follow the river through the entirety of Lake County.

### Water and Wetlands

Water resources, inland rivers and streams, and wetland areas constitute a significant amount of the land area within the regional Corridor and contribute to its unique, natural character. The westernmost stretches of the region fall within the Chain O'Lakes of the Fox River, a major regional destination for outdoor recreation. Water resources also comprise significant amounts of land within the Village of Antioch and in the eastern sections of the regional Corridor. These resources are further described in the Natural Environment section of this chapter.

### Agricultural and Equestrian

Unlike many other landscapes in northeastern Illinois and southeastern Wisconsin, a significant amount of the regional Corridor remains agricultural land. Urbanized sections in the area, including areas near Antioch, have seen much formerly agricultural land converted to residential use; however, this isn't so in the central portion of the Corridor. Within the Dutch Gap Watershed that covers much of the central part of the Corridor, it is estimated that half of the land remains agricultural. Most agricultural land in the area is put to use growing row crops. However, horse farms and equestrian recreation are also important part of the local economy and represent a share of the agricultural land use in the area.

### Residential

Residential land uses are concentrated in several main areas within the region. Residential neighborhoods can be found north of Chain O'Lakes State Park and in incorporated Antioch. Suburban residential neighborhoods also occupy much of the land to the south of the Village of Antioch, adjacent to IL 59 and IL 83. As the Corridor continues east from Antioch along IL 173, housing becomes less concentrated. Throughout the Corridor, nearly all housing is of the single-family variety.

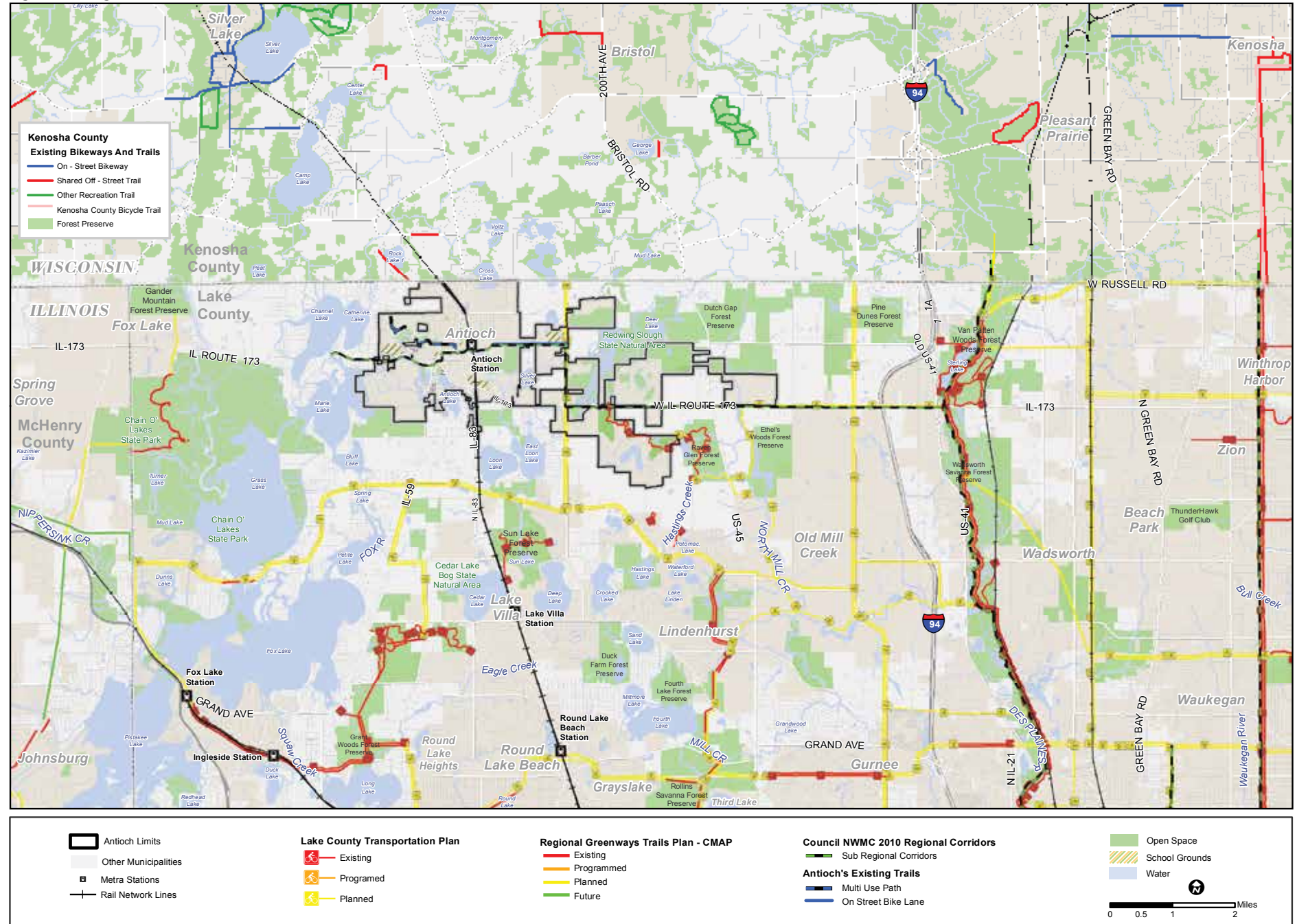
### Commercial, Industrial/Manufacturing, and Institutional

Besides the commercial properties in downtown Antioch described previously and in other Villages to the south, commercial uses in the regional Corridor are found at only a handful of locations. Most of these consist of major intersections along IL 173. The situation is the same for industrial and institutional land uses; throughout the Corridor they are generally found in downtown areas or in areas within the immediate vicinity.

### Undeveloped/Vacant

Most of Antioch's regional vicinity has a limited amount of vacant property, with only a handful of properties north of Chain O'Lakes State Park, and in incorporated Antioch itself. More vacancy can be found in the Lake Villa area, along IL 59 and IL 83. Farther east along the Corridor, moreover, a large number of vacant properties can be found in the vicinity of I-94. Some of these properties appear to lie within floodplains; therefore, their vacancy may be intentional, intended to aid in future transition to protected wetland or other open space.

Figure 3.2. Regional trails



Source: Chicago Metropolitan Agency for Planning.



## Transportation

Regional transportation infrastructure consists of one interstate highway (I-94), several state and county routes, local roadways, and rail lines and associated rights-of-way in both the western and eastern portions of the Corridor. IL 173 ties all points of the regional area together in an east-west orientation and has been designated a Strategic Regional Arterial, indicating its importance regionally. Metra stations are located in Antioch, Lake Villa, and Fox Lake to the south of the Corridor.

Existing local and residential streets within the Lifestyle Corridor provide safe conditions and relatively good access for bicyclists and pedestrians. However, higher volume arterial and collector roads limit bicycle network connectivity in the regional area. The roadway grid is also less continuous as one moves away from downtown Antioch, resulting in challenges for bicyclists and pedestrians.

East of the Village of Antioch, the roadway network consists of rural two-lane roads at half- or one-mile spacing. These north-south roads serve rural residential and agricultural land uses and typically have low volumes of traffic traveling at high speeds. Bicycling is permitted on all roads in and around Antioch, however, no roads in the regional area have bicycle facilities and most lack marked or signalized pedestrian crossings or sidewalks. The majority of these roads have posted speeds in excess of 30 miles per hour (mph), making them stressful and potentially dangerous for bicyclists. These major roadways act as barriers to overall network connectivity. The planned bicycle facility along IL 173 likely will address any east-west crossing barriers as part of the planning process. (See the Regional Existing Conditions Report for detailed roadway descriptions.)

### Existing Bicycle and Pedestrian Trails

In addition to the existing roadway network, several bicycle and pedestrian trails provide access to the regional area as follows:

- **Raven Glen Forest Preserve Trails:** LCFP has an existing, off-street trail that allows users to access Preserve property south of IL 173, including Timber Lake. Trailheads are located along IL 173, on U.S. 45, and on Miller Road.
- **Des Plaines River Trail:** A key in a regional network of trails that includes the North Shore Bike Path, the McClory Trail and the Millennium Trail. The existing Des Plaines River trail crosses IL 173 at a point just east of Skokie Highway (U.S. 41).
- **Van Patten Woods/Sterling Lake Trails:** These trails provide access to forest preserve areas along the Des Plaines River and include an informal equestrian crossing of IL 173 just west of the Canadian Pacific Railway line.

## Natural Environment

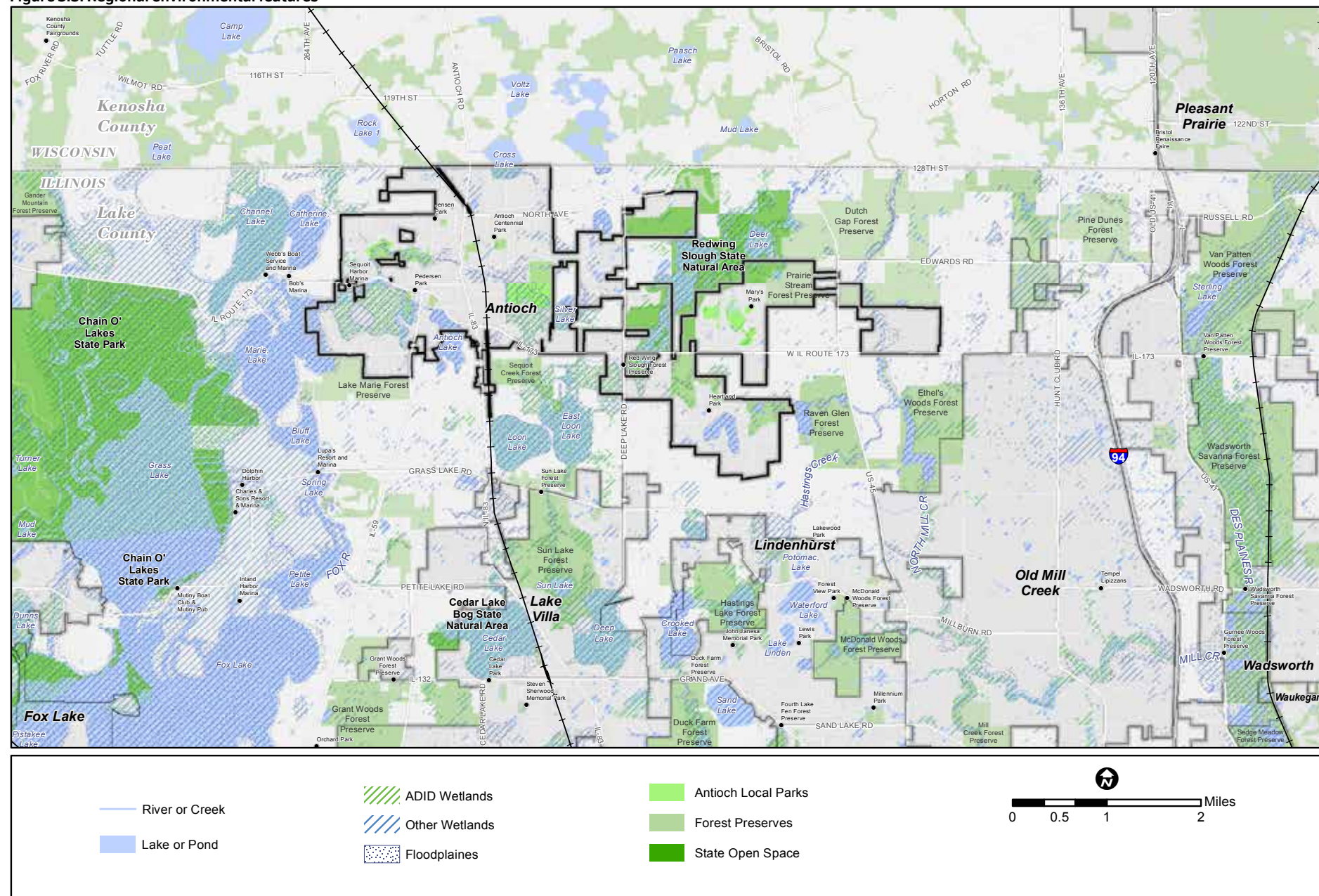
As mentioned earlier, nature is a draw for many visitors to the region, and it contributes to the uniqueness that makes the Antioch area a desirable place to live. Therefore, the preservation of natural landscapes and unique ecosystems in the regional Corridor is an important consideration, and the presence of preserved areas has implications for the Lifestyle Corridor.

### Native Ecology & Protected Areas

The Antioch region includes many preserved natural areas. In these areas, ecology and pre-settlement landscapes remain. In addition to Chain O'Lake State Park and LCFP holdings, there are also several areas classified by IDNR as Illinois Natural Areas Inventory sites, as well as the Illinois Nature Preserves Commission protected areas, which include Land and Water Reserves, National Heritage Landmarks, and Nature Preserves. Native landscapes, habitats, and features found within the regional Corridor include the following, some of which are rare:

- **Swamps, marshes, and bogs:** Wetland areas of various configurations
- **Fen:** Wetland that occurs when carbonate-rich groundwater reaches the soil surface; home to many rare plants and animals
- **Forested vernal pond:** Seasonal wetland critical for success of amphibian species
- **Glacial lake:** Lake formed by an eroding glacier
- **Morainal hills:** Glacially deposited mounds of soil and rock
- **Oak savannah:** A lightly forested grassland where oaks are the dominant trees; this landscape was maintained by wildfires set by lightning, grazing, purposeful burns by native peoples, or poor soil conditions
- **Prairie:** Ecosystem where grasses, herbs, and shrubs dominate, as opposed to trees
- **Upland forest:** Forested areas on slopes or terraces that do not flood

### Figure 3.3. Regional environmental features



Source: Chicago Metropolitan Agency for Planning, 2013; USGS; National Hydrography Dataset, Lake County, Southeastern Wisconsin Regional Planning Commission.



### **Protected Plant & Animal Species**

According to IDNR, Lake County is home to 138 of 484 state-listed threatened or endangered species, the highest number in the state. The Audubon Society has selected the Upper Des Plaines River corridor as an Important Bird Area and, together with the Bird Conservation Network, identifies tens of bird species in the regional Corridor as “critical” and in greatest need of conservation. Redwing Slough is a habitat for nine endangered or threatened bird species, as well as for large numbers of waterfowl during the spring and fall migration seasons. Deer Lake in the eastern portion of the reserve supports a diverse game fish population. The Chain O’Lakes and numerous LCFP holdings in the area also host numerous plant and animal species found on the Illinois threatened and endangered list, as well as numerous species that are sensitive to habitat size and fragmentation.

### **Water Resources**

The regional Corridor is rich in water resources, including inland lakes, streams, and wetlands. They contribute to the unique ecology and high quality wildlife habitats found in the area. They also provide recreational opportunities and serve as a primary economic driver for the region, with many local businesses depending on water sports and vacationers.

The westernmost stretches of the region fall within the Chain O’Lakes of the Fox River, a major regional destination for outdoor recreation. Moving east along the regional Corridor, lakes and wetlands continue to be significant land uses. The combined Redwing Slough/Deer Lake Land and Water Reserve encompass over 734 acres of protected land, lakes, and wetlands stretching from IL 173 to the Wisconsin border. Lakes and wetlands are also found within LCFP holdings on either side of IL 173. Areas north of the Corridor, in Kenosha County, Wisconsin, and the communities that lie to Antioch’s south are similarly inundated with small lakes and wetlands..

### ***Watersheds***

The study area is located within two major river watersheds and five subwatersheds (See Watershed Map in Regional Existing Conditions Report). Most of the regional Corridor falls within the North Mill Creek/Dutch Gap and Sequoit Creek watersheds. Overall, the North Mill–Dutch Gap watershed has 39 miles of stream, more than 4,164 acres of wetlands, and 24 named lakes and other water bodies. The Sequoit Creek watershed covers 14 squares miles in western Antioch and unincorporated areas. Overall, the Sequoit Creek watershed, with a population of about 18,000 residents, is more developed than the North Mill Creek watershed. It contains important wetland and lakes within Antioch and the region, such as Cedar Lake Bog State Natural Area near Lake Villa. According to the Sequoit Creek Watershed Management Plan, 46 percent of the watershed is currently open space, but this figure is expected to drop to 31 percent by 2030 due to ongoing development, mostly of agricultural land.

### ***Important Wetland Sites, Lakes, and Streams***

The regional Corridor includes a concentration of preserved wetlands and other water resources. These include many Advanced Identification Study (ADID) sites, determined by the Illinois Environmental Protection Agency (IEPA) to have high value as plant and wildlife habitats and/or stormwater storage areas, and to possess high water quality. (ADID wetland sites are shown on the Environmental Features Map in the Regional Existing Conditions Report.) In addition to the area’s ADID sites, Sequoit Creek has been classified as a Biologically Significant Stream by IDNR. This designation means that a stream exhibits high biological diversity and/or integrity.

### ***Water Quality***

In the Illinois portion of the Old Mill Creek/Dutch Gap Canal watershed, the IEPA listed segments of North Mill Creek and Hastings Creek, as well as 10 lakes, as having water quality impairments. Assessment information for lakes and streams found in Antioch and the broader region, if available, is shown in Table 5.10 of the Antioch Lifestyle Corridor Existing Conditions Report and Table 2.1 of the Regional Existing Conditions Report. Impairment in lakes is most commonly due to aesthetic quality. The creeks and rivers in the regional Corridor are impaired to a greater level, with many showing aquatic life impairments.





Downtown Antioch

Image by the Chicago Metropolitan Agency for Planning.

# Chapter 4

## Antioch Lifestyle Corridor Recommendations

With its ample open space, unique hydrology, and small town charm, the Village of Antioch already draws residents and visitors from throughout the region. The Antioch Lifestyle Corridor further enhances Antioch's appeal as a regional destination and also improves the already high quality of life enjoyed by its residents.

The Corridor not only connects residents to key destinations within Antioch and a wealth of resources beyond its borders, but also unites three distinct and complementary districts within the Village. The westernmost district promotes education and the exploration of the area's natural resources. The central Downtown Core sits at the convergence of the Antioch Lifestyle Corridor, is the crossroads of a future regional trail system, and highlights the diverse entertainment options and historical resources available in Antioch. Finally, the easternmost segment of the Corridor promotes the availability of health and wellness resources in the Village, particularly the Tim Osmond Sports Complex. Together, the three districts unite to present residents and visitors to Antioch with a unique, active, and sustainable community resource.

The Antioch Lifestyle Corridor spans the Village, stretching from the joint campus of Antioch Upper Grades School and W.C. Petty Elementary school to Deep Lake Road (Figure 4.1.) Heading north from the school campus, the Antioch Lifestyle Corridor curves around the northern edge of Tiffany Farms Park, crosses Tiffany Road, and converges

with the existing multi-use path through Osmond Park. Upon entering the Downtown Core, the Corridor contains not one, but two, arterial routes (on Depot Street and Orchard Street). The Corridor then continues east along the Depot Street on-street facility. From the existing trail crossing at Hillside Avenue and Depot Street, bicyclists may also choose to follow shared lane markings south on Hillside Avenue. This connects to bike lanes running along Orchard Street and terminating at Main Street. The Corridor then continues east of Main Street as an off-street sidepath along the north side of the Pittman Property. This bi-directional multi-use path then extends east across Pickard Avenue, where it continues on the north side of West Depot Street, providing direct access to the Metra station. From there, it crosses the railroad tracks at grade and continues east. The eastern section of the Lifestyle Corridor extends roughly from the Metra station and railroad tracks near downtown Antioch, east along Depot Street, to the Village limits at Deep Lake Road.



Figure 4.1. Antioch Lifestyle Corridor overview



Source: Solomon Cordwell Buenz.



## Corridor-Wide Recommendations

Throughout the Antioch Lifestyle Corridor, numerous specific actions are recommended to provide a complete and satisfying experience for the user. Although most of these actions are location specific, a handful of more broad, conceptual recommendations should be considered to bring unity to the Corridor and better -integrate it into Antioch.

1. **Create consistent, branded signage.** In order to be fully utilized, the Lifestyle Corridor itself must be easy to identify and navigate. Placing distinct and memorable signage and trailheads strategically throughout the Corridor will create a seamless and unified user experience. The Village should develop a design concept to use as a brand for the Lifestyle Corridor and other related signage throughout the Village (complementing the Authentic Antioch campaign). This includes not only trailhead, educational, and identification signage along the Corridor's bicycle and pedestrian paths, but also community identification markers on motorized and non-motorized entrances to the Village, as well as wayfinding signs to and from the Metra station and to other destinations throughout the Downtown Core.
2. **Install mile markers along the main artery of the Corridor.** Some residents and visitors may use the Lifestyle Corridor for fitness training. The presence of mile markers will enhance user experience for those residents wishing to follow a specific training regime. Mile markers also allow for easily locating oneself for navigation or emergencies. These markers should be coordinated with the broader, regional trail system if possible.
3. **Create a lighting standard for branding and safety.** Consistent lighting should be installed throughout the Lifestyle Corridor, where appropriate. This will not only improve user safety but also contribute to the consistent, branded feel of the Corridor. Previous studies of the Village, such as the *Route 83 Corridor Study*, have proposed appropriate lighting standards.
4. **Preserve and highlight Antioch's unique hydrology and water resources.** One of Antioch's defining natural assets is its water resources, and as such any discussion of land use and environmental enhancements in the community should be sensitive to the unique hydrology of the area. Furthermore, since water-related activities and attractions largely define the local economy, existing resources should be highlighted as well as protected. These natural amenities contribute not only to the beauty and biodiversity of Antioch but also act as an economic driver, as water sports and fishing propel local tourism. The continuing conservation and targeted restoration of Antioch's water resources will greatly enhance resident health and the overall quality of life in the Village.
5. **Preserve open spaces such as Pedersen Park.** The quality and quantity of existing open space in Antioch is enviable. However, new development constantly encroaches upon natural areas. The development of the Lifestyle Corridor must include a coordinated effort by residents and Village officials to preserve what exists in order to be enjoyed by residents both today and in the future.
6. **Create small pedestrian plazas where appropriate, especially in the Downtown Core.** Since the central Entertainment and History district of the Antioch Lifestyle Corridor does not contain a large amount of open space, that which does exist must be carefully preserved and utilized. Scattered through the Downtown Core are small plazas between buildings that currently serve as transition areas to and from parking lots and shopping. These "urban transition spaces" should be upgraded to become more defined public spaces, with enhanced lighting and special paving or other indications of intended use. In addition, redevelopment of several key downtown sites, described as follows, should incorporate additional open or plaza space when appropriate.
7. **Implement existing land use plans.** Vibrant, walkable neighborhoods must include design features that make the pedestrian feel at ease. The *Route 83 Corridor Study* and the *Downtown Land Use Implementation Study* both contain supportive recommendations such as form-based, design guidelines that will encourage walkability and vibrancy in the downtown area.

# Antioch Lifestyle Corridor: Districts and Details

## West End: Nature and Education

### District and Theme Overview

The westernmost segment of the Antioch Lifestyle Corridor, as shown in Figure 4.2, contains two schools and several of Antioch's 15 official park areas. This Nature and Education district naturally lends itself to promoting and uniting education and the exploration of the area's natural amenities. This portion of the Lifestyle Corridor also connects residents to Chain O'Lakes. Of the Lifestyle Corridor's three districts, its western segment best showcases Antioch's unique hydrology.

The location of W.C. Petty Elementary School and Antioch Upper Grade School (as well as an undeveloped, district-owned parcel that may eventually become a school) in such close proximity to high-quality natural resources represents an invaluable opportunity for youth in Antioch to learn to value and respect the environment since together, the two schools enroll over 1,400 students in 2nd through 8th grade. Furthermore, as the geography of this westernmost segment has the greatest potential to facilitate travel to school on foot or bicycle rather than motorized vehicle, this district promotes improved health amongst the Village's children. The juxtaposition between nature and education will foster healthy behaviors at a young age and therefore further elevate Antioch's already high quality of life.

### Route Description

The western terminus of the Antioch Lifestyle Corridor lies at the joint campus of W.C. Petty Elementary and Antioch Upper Grade School, a major community destination. Sidewalks and pedestrian plazas at school entrances connect to sidewalks along both sides of Cameron Drive and along the south side of West Highview Drive. As an extension of the trail, the sidewalk running alongside Highview Avenue, at the northern edge of the school campus, is designated as a shared facility for pedestrians and bicyclists.

Heading north from the school campus, the Antioch Lifestyle Corridor curves around the northern edge of Tiffany Farms Park, following the natural contours of Sequoit Creek. Shortly after entering the park, trail users may either continue along the multi-use path to the east or veer north along a new path segment constructed on an easement between two residences. This easement connects the Tiffany Farms Park segment of the Lifestyle Corridor to the existing trail system in the neighborhood to the north. It also allows for future connectivity to areas even further north, including a potential school site at the southwest corner of North Avenue and Tiffany Road.

The eastern fork through Tiffany Farms Park follows a multi-use path along the north side of Sequoit Creek and the edges of storm water detention basins paralleling Tiffany Farms Road. This brings users to Tiffany Road, where they cross via a highly visible crosswalk. At this point the Corridor forks again. The southern option follows Tiffany Road towards IL 173 along an existing sidewalk, and later a newly constructed off-street trail. This connects the Lifestyle Corridor to Pedersen Park via a newly constructed path running parallel to IL 173 and a highly visible crosswalk. The northern option utilizes the multi-use path through Osmond Park along the south side of Sequoit Creek, which then brings users to Antioch's Downtown Core at Hillside Avenue.



Figure 4.2. West End: Nature and education district overview



Source: Soloman Cordwell Buenz.



### Connections and Destinations

With 50 acres of open space per 1,000 residents, access to outdoor amenities in Antioch far exceeds the regional average. Antioch's 15 park areas, three of which lie within the Nature and Education district, include developed parks, recreation facilities, forested areas, and protected wetlands. Unfortunately, almost all of the Chain O'Lakes shoreline within the Village has been privately developed, mostly as single-family homes. Pedersen Park, located at the southern end of this district, is one of the sole remaining undeveloped lakefront areas in Antioch. The Corridor's increased emphasis on education and conservation will help to ensure that Pedersen Park and all of Antioch's remaining natural resources will be preserved for future generations.

The western segment of the Antioch Lifestyle Corridor ends at the combined school campus for a reason. Here, IL 173, in combination with various lakes and wetlands, prevents easy and safe connections with destinations to the west and south. IL 173, like other state and county roads in the area, provides the only continuous, long-distance east-west route in the region. This is the result, in large part, to the unique and valuable geography of the area, which prevents local roads from providing extensive connectivity and access. Ideally, in this setting, a multi-use sidepath — with safe, accessible crossings at important locations — would run along the entire length of IL 173 throughout the region. If that were the case, Antioch's Lifestyle Corridor at its western end should certainly connect directly to that path.

Tiffany Farms Park, which currently contains no formal walking trails, will be made accessible through the expansion of the Corridor. In addition, St. Peter's Church and School south of Osmond Park can be accessed from the existing multi-use path along Hillside Avenue.

### Challenges

Several key challenges must be addressed in the planning and implementation of the Antioch Lifestyle Corridor in the Nature and Education district.

1. Nearly 1,500 students attend the combined campus of Antioch Upper Grade School and W.C. Petty Elementary. Naturally, the safety of these children is a prime concern. The roadway configuration of the school area creates a number of intersections of streets, parking lots, and sidewalks where various modes of transportation converge, creating many opportunities for accidents. Carefully designing to mitigate these potential conflict points is essential to the success of the Lifestyle Corridor.
2. Similarly, when encouraging children to bicycle to school, the Village must provide safe and secure locations for students to store their bikes. The existing bicycle parking configuration at the school campus is insufficient and should be supplemented and modernized.
3. In the Tiffany Farms Park area, two segments of the proposed routing of the Lifestyle Corridor face potential width constraints. North of the school campus, the Lifestyle Corridor snakes between Sequoit Creek and several residential homes, leaving only a limited width through which a multi-use path can be built. Construction of this path must carefully balance the needs of homeowners with the hydrology of this area. Land ownership and access should also be carefully considered. South of these residential homes, there is again only a limited width of land available for trail construction between Sequoit Creek and a large retention pond area. As in the area to the south, construction of this path must avoid the retention pond area without encroaching upon the creek.

4. In order to connect to an existing path in the adjacent residential neighborhood, the Lifestyle Corridor must utilize an existing easement between two homes. Construction of this segment must respect the needs of homeowners while still fully utilizing this key connection.
5. The sidewalk along Tiffany Road is narrow and will likely not accommodate two-way bicycle traffic, particularly at the Sequoit Creek bridge. Signage to this effect would be helpful at this location.
6. At the southern end of the Lifestyle Corridor, users must cross IL 173 in order to access Pedersen Park. As a regional thoroughfare, this road sees high traffic volumes traveling at high speeds. Designing a crossing by which to safely traverse this roadway will require careful study and planning.
7. The existing multi-use path through Osmond Park currently experiences frequent flooding issues. Mitigating such issues may prove difficult and/or expensive. Nonetheless, current conditions often render the trail essentially useless and therefore break the continuity of the entire Lifestyle Corridor (See Figure 4.3).

**Figure 4.3. Flooding on the existing path through Osmond Park**



Image by the Chicago Metropolitan Agency for Planning.

## West End: Nature and Education

### Concept 1: School Campus

The western terminus of the Antioch Lifestyle Corridor connects to an existing sidewalk at the shared campus of Antioch Upper Grade School and W.C. Petty Elementary. Due to the nature of this site, the safety of students must take top priority. As such, many of the recommendations associated with this concept involve coordinating the flow of automobile, bicycle, and pedestrian traffic to and from the school. No changes are currently recommended for the parking lot or existing roads, although the Village should consider reconstructing the parking configuration in the long term in order to better manage access and reduce potential conflicts between automobile traffic and pedestrians. It should be noted that although this plan does not currently call for an extension south to Illinois Route 173 in this location, this should be considered in the event of the construction of a trail at that location.

### Recommendations (see Figure 4.4)

- ① **Designate the existing sidewalk at the northern edge of the school campus (along Highview Avenue) as a shared facility for pedestrians and bicyclists.** This change will increase bicycle access to an existing bike rack near Antioch Upper Grade School and reduce conflicts between bicycles and automobile traffic. In order to warn bicyclists of the narrow width of this sidewalk, install “Bicyclists Must Yield to Pedestrians on Sidewalk” signs where the trail meets the sidewalk at Cameron Drive. In the future, or in the event that traffic increases significantly on this stretch, the existing sidewalk could be widened to create an off-street bicycle and pedestrian path.
- ② **Construct an 8'-10' wide paved trail within Tiffany Farms Park.** This path connects the school campus to the rest of Antioch via the Lifestyle Corridor and creates a ‘nature trail’ that parallels Sequoia Creek. Guidelines for the construction of new trail segments can be found at the end of this Chapter, and additional details are provided in Concept 2.
- ③ **Improve crosswalks to complete the connection between the new paved trail, bike racks, and the two schools.** Two streets, Highview Avenue and Cameron Drive, provide both motor vehicle and pedestrian/bicycle access to W.C. Petty Elementary and Antioch Upper Grade Schools – from the east and from the north, respectively. While very close together, each school currently has its own pick-up/drop-off area and parking lot. Multiple entrances and exits provide access into, around, and

## Shared Sidewalks

This Plan recommends the use of shared sidewalks as bike routes to connect bicyclists to wider trails or on-street facilities where separate bicycle facilities are not feasible. Antioch should make arrangements to widen sidewalks where feasible to mitigate potential bicycle/pedestrian conflicts. Sidewalks that are designated as bike routes should be a minimum of 8-10' wide if they are expected to be used by bicyclists over the age of 12 in addition to pedestrians. However, sidewalks with frequent driveway crossings are not well suited to be bike routes as there is the potential for frequent bicycle/vehicle conflicts.

out of these parking lots, which in turn creates multiple potential conflict points between pedestrians and cyclists and motor vehicles. Improve existing crosswalks by repainting with high-visibility ladder-style pavement markings, as shown. Install detectable warning tiles on existing curb ramps on either end of each crosswalk. Install “Trail Crossing” warning signs for drivers and “Look for Cars before Crossing” signs for bicyclists at each crosswalk.

- ④ **Construct trailhead/staging area where the trail emerges from Tiffany Farms Park.** The placement of a trailhead alerts students and parents to the existence of the Lifestyle Corridor and encourages its utilization. This area may also be used by bicyclists queuing up to leave or enter the school campus during busy periods, as well as providing another location for bicycle parking. The existing bike racks in this area are old and inconveniently located. Reconfiguring the bicycle parking situation may increase awareness of the bicycle facilities and encourage children and adults to bike to school. Refer to Figure 4.4 for proposed locations of new racks.
- ⑤ **Improve sidewalks on south side of Highview Drive and add crosswalk where Glenview Avenue meets the parking lot.** Although this portion of Highview Drive is not officially part of the Lifestyle Corridor, increased pedestrian usage should be expected due to its proximity to other trails and its direct route to commercial and residential districts to the east.



Figure 4.4. Concept 1 School campus



\*Note: Numbers correspond to recommendations in narrative. Not all recommendations may be shown in figure.  
Source: T.Y. Lin International. (Aerial photo source: Google).

## West End: Nature and Education

### Concept 2: Tiffany Farms Park

From the trail terminus/staging area at Cameron Drive and the school campus, the Antioch Lifestyle Corridor curves along the northern edge of Tiffany Farms Park. At a point nearly parallel to Summerlyn Drive, the trail continues to the north and to the east. The northern fork connects to an existing trail network in the residential neighborhood (Tiffany Farms) to the north via an existing easement. The eastern fork continues through the park alongside Sequoit Creek. In the case that arrangements cannot be made with the homeowners association to utilize the easement between homes to install a trail in Tiffany Farms Park, an alternate route along Tiffany Farms Road would be acceptable, though not preferred. Final trail location will be decided by the Village of Antioch.

A high-visibility ladder-style trail crossing is recommended where the trail meets Tiffany Farms Road, along with detectable warning tiles in order to comply with Americans with Disabilities Act accessibility guidelines. Trail crossing signs are recommended for trail users and drivers.

### Recommendations (see Figure 4.5)

- ① **Construct an 8'-10' wide paved trail within Tiffany Farms Park from the school campus to Tiffany Road.** Guidelines for the construction of new trail segments can be found at the end of this chapter. This path connects users to the school campus to the south, neighborhoods to the north, and Tiffany Road to the east. It also can serve as a 'nature trail' running along this portion of Sequoit Creek. This portion of the trail should be located south and east of the detention basins along the forested edge of the park in order to provide a distance buffer between the Corridor and nearby homes. Although a permanent blacktop trail is preferred, the Village may opt to first install compacted crushed gravel and upgrade when desired. Installation of this trail will likely require negotiation between the Village and the homeowners association, whereby the Village may consider taking responsibility for maintenance of abutting detention basins in exchange for installation of the trail along the edges of the detention basins.
- ② **Install connecting 8'-10' wide paved trail connecting the Tiffany Farms Park trail to the Tiffany Farms trail network to the north.** This connection is made via an existing easement, currently owned by the neighborhood homeowners association, between two residential parcels on the south side of Tiffany Farms Road. Installation of this trail will likely require negotiation between the Village and the homeowners association to transfer ownership of this easement to the Village.
- ③ **Install crosswalk where the existing bike network converges with the new trail segments at the crossing of Tiffany Farms Road near Summerlyn Drive.** This should be achieved by painting high-visibility ladder-style pavement markings, as shown on Figure 4.5. Install detectable warning tiles on curb ramps on either end of the crosswalk. Install "Trail Crossing" warning signs for drivers and "Look for Cars before Crossing" signs for bicyclists where recommended.
- ④ **Install "Trail Crossing" warning sign at the Y-intersection in Tiffany Farms Park.** Exact sign specifications are shown at the end of this chapter.
- ⑤ **Designate a trail terminus/informal resting point at the end of the northeast fork of the existing neighborhood trail.** To the north of Tiffany Farms Park (not shown on the concept drawing) lies a vacant parcel owned by the school district. In anticipation of the probable development of a new school, a visible trailhead should be installed near the intersection of Tiffany Farms Road and Indian Trail Road where the Corridor emerges into this area. If and when this site gets developed, a larger trailhead sign should be erected.
- ⑥ **Complete an ecological restoration of Sequoit Creek and surrounding natural areas.** Sequoit Creek in western Antioch is classified as a biologically significant stream. A portion of the stream still remains in its natural form, which is fairly unique in the area. Nonetheless, the creek suffers from poor water quality and a lack of natural habitat. In addition to rebuilding natural habitat and enhancing water quality, the restored creek, along with nearby Tiffany Farms Park, can serve as a science study area for the nearby schools.



Figure 4.5. Concept 2 Tiffany Farms Park



\*Note: Numbers correspond to recommendations in narrative. Not all recommendations may be shown in figure.  
Source: T.Y. Lin International. (Aerial photo source: Google).



## West End: Nature and Education

### Concept 3: Tiffany Road and Osmond Park

Continuing east along the newly constructed trail through Tiffany Farms Park, the Lifestyle Corridor crosses Tiffany Road just south of Wood Creek Drive. The trail then follows the existing sidewalk on the east side of Tiffany Road to connect to a newly constructed trail extension along the south side of Sequoit Creek and the western terminus of the existing multi-use path through Osmond Park. This portion of sidewalk contains a bridge over the creek and likely cannot be widened due to existing retaining walls. “Bicyclists Must Yield to Pedestrians on Sidewalk” signs should be posted where the trail transitions to a sidewalk. To the south of the existing multi-use path, users must cross to the west side of Tiffany Road, where the existing sidewalk should be used to access IL 173 to the south.

A high-visibility ladder-style trail crossing is recommended where the trail meets Tiffany Road, along with detectable warning tiles in order to comply with Americans with Disabilities Act accessibility guidelines. Trail crossing warning signs are recommended for trail users and drivers. It should be noted that the crossing of Tiffany Road is recommended at the location shown on the map due to topographical and land ownership restraints further south.

### Recommendations (see Figure 4.6)

- ① **Construct an 8'-10' wide paved trail from Tiffany Road east along Sequoit Creek to connect with the existing trail.** This connection between the existing multi-use path and a new trail spur on the south side of Sequoit Creek will create another Y-intersection. Although a permanent blacktop trail is preferred, the Village may opt to first install compacted crushed gravel and upgrade when desired. Construction of the trail spur requires further study to address potential issues with flooding and changes in grade.
- ② **Designate existing sidewalk on the east side of Tiffany Road as a shared pedestrian/bicycle route.** This connects the new trail in Tiffany Farms Park with both a new trail spur and the termination point of the existing multi-use path in Osmond Park. South of the terminus of the existing path, bicyclists and pedestrians will cross to the west side of Tiffany Road, which should be designated and improved as a shared pedestrian/bicycle route south to IL 173 (see Concept 4 for details).

- ③ **Improve existing crossings of Tiffany Road.** In order to link the new facility in Tiffany Farms Park to the existing multi-use path in Osmond Park, a crossing of Tiffany Road is required. This should be located at the location of the existing crossing, south of Wood Creek Drive. Currently, the crosswalk includes “Stop for Pedestrians in Crosswalk” signs at the existing high-visibility ladder-style crossing. These items should remain in place and “Trail Crossing” warning signs should be installed in advance of these signs to alert drivers to the crossing. This crossing serves a dual purpose, as it is also the primary access point to the Lifestyle Corridor from residential neighborhoods to the north of Osmond Park. An existing crosswalk to the south, where the existing multi-use path in Osmond Park ends, should also be improved. A high-visibility ladder-style trail crossing is preferred. Install detectable warning tiles on curb ramps on either end of the crosswalks. Also, install “Trail Crossing” warning signs for drivers and “Look for Cars before Crossing” signs for bicyclists as recommended on Figure 4.6.
- ④ **Install stop sign for bicyclists where the trail meets Tiffany Road.** Vehicular traffic on Tiffany Road may potentially be traveling at high speeds. Bicycle stop signs provide additional safety measures to help prevent accidents.
- ⑤ **Develop strategies for mitigating flooding problems on existing multi-use path in Osmond Park.** Flooding regularly occurs along a portion of the trail in Osmond Park, approximately between Hillside Avenue and Hillandale Drive, making it unusable. The Village should consider either installing a boardwalk-style trail in this area, relocating the trail to less flood-prone area, or elevating the trail. Alternately, there may be ways to install engineered green infrastructure facilities such as natural landscapes and/or bioswales to help absorb stormwater.
- ⑥ **Create informal resting point at Y-intersection in Osmond Park.** This fork in the trail presents a natural site for the location of a resting point due to a gap in tree cover. Signage and benches could be placed at this location to allow pedestrians and cyclists to rest and enjoy their natural surroundings.
- ⑦ **Restore Sequoit Creek and a buffer throughout Osmond Park.** Sequoit Creek in western Antioch is classified as a biologically significant stream. A portion of the stream in Tiffany Farms Park still remains in its natural form, which is fairly unique in the area. Unfortunately, the creek has been channelized east of Tiffany Road. This portion of Sequoit Creek, and an adjacent floodplain buffer of approximately 50' on either side of the creek, should be restored to a natural state. In addition to rebuilding natural habitat and enhancing water quality, the restored creek, along with nearby Tiffany Farms Park, can serve as a science study area for the nearby schools.

Figure 4.6. Concept 3 Tiffany Road and Osmond Park



\*Note: Numbers correspond to recommendations in narrative. Not all recommendations may be shown in figure.  
 Source: T.Y. Lin International. (Aerial photo source: Google).

## West End: Nature and Education

### Concept 4: Tiffany Road and Illinois Route 173

South of the intersection of Highview Drive and Tiffany Road, trail users follow the sidewalk path along the west side of Tiffany Road to cross IL 173 and access Pedersen Park and the Chain O'Lakes. This segment of the Lifestyle Corridor must cross IL 173, which is planned for future expansion from two to four lanes, and due to the configuration and high traffic of IL 173 extreme care must be taken in planning for and constructing this crossing.

Proposed trail crossings would use ladder-style pavement markings and would be accompanied by detectable warning tiles for accessibility compliance. "Trail Crossing" warning signs for vehicles and stop signs for bicycles are recommended where shown in Figure 4.6. If space is available, the future four-lane cross section of IL 173 should include a refuge island or barrier median to facilitate safe crossing.

### Recommendations (see Figure 4.7)

- ① **Construct an 8'-10' wide paved trail along the east side of Tiffany Road between Highview Drive and Illinois Route 173.** The existing sidewalk, designated as a bike route, ends at Highview Drive. In order to connect users to destinations to the south, such as Pedersen Park, a trail must be constructed along the length of Tiffany Road. This trail will then extend east along IL 173 to the entrance of Pedersen Park, according to one of the two alternatives presented below.
- ② **Construct a safe crossing of Illinois Route 173 for bicycles and pedestrians to access Pedersen Park.** First, conduct an engineering analysis of the proposed crossing locations along IL 173. Due to the high volume and speed of motorists traveling along IL 173, extreme caution must be used in planning for a crossing of this roadway. Two alternatives may be considered for crossing IL 173, exact locations will be determined by the Village of Antioch and IDOT:
  - a) A crossing at Tiffany Road is preferred since a traffic signal is scheduled to be installed at this intersection in 2013. However, due to right of way constraints, topography, and adjacent wetlands, a trail along the south side of IL 173 would be much more expensive to construct than a route on the north side. In the future, however, if IL 173 is widened at this point, the Village should consider negotiating the installation of this route as the safer alternative.

- b) In the event that a trail along the south side of IL 173 proves infeasible, a crossing should be planned near the entrance to Pedersen Park, 500' east of Tiffany Road. In this alternative, the multi-use path crosses Tiffany Road at the new traffic light and continues east along the northern side of IL 173 to a point directly across from the Pedersen Park. A rectangular rapid flashing beacon (RRFB) should be installed to facilitate crossings at this location. Distance measures of this crossing from nearby intersections and an image of a typical RRFB installation are shown on Figure 4.7. Due to the complexity of this segment of the Corridor, an engineering analysis of the crossings is recommended in order to confirm that a RRFB is appropriate at this location.

Whichever location is selected, construct high-visibility crosswalks where the Lifestyle Corridor crosses IL 173. Install detectable warning tiles on curb ramps on either end of the crosswalk. Also, install "Trail Crossing" warning signs for drivers and "Look for Cars Before Crossing" signs for bicyclists where recommended on Figure 4.7.

- ③ **Install an 8'-10' trail in Pedersen Park along the access road.** This trail can terminate at the parking lot or at a point near the gazebo and playlot.
- ④ **Improve water access between Pedersen Park and the Chain O'Lakes.** At the southern end of the Corridor lies perhaps the best opportunity to connect Antioch to the greater Chain O'Lakes system via water and boat access. Located on a peninsula south of IL 173, the eight-acre Pedersen Park contains ample open space, playground equipment, grills, picnic tables, and a shelter. However, since the marshy area connecting the park to Marie Lake is not navigable, boats harbored in marinas to the west cannot currently access Pedersen Park or the Lifestyle Corridor. Removing this impasse will improve access to open space and enhance the local tourism sector, which currently relies in large part on water-related activities for business. This includes a number of special events such as fishing tournaments that draw attendees from outside the community, particularly in the summer months. In order to restore this connection between Pedersen Park and the Chain O'Lakes, approximately 1,000 feet of marshland stretching west from the northern tip of Pedersen Park should be improved through the creation of a navigable channel. A boat launch could be built in the park as well, thus creating an additional access point to the Corridor and the Chain O'Lakes. Events in the park could also draw boaters from the Chain to visit Antioch.



Figure 4.7. Concept 4 Tiffany Road and Illinois Route 173



\*Note: Numbers correspond to recommendations in narrative. Not all recommendations may be shown in figure.

Source: T.Y. Lin International. (Aerial photo source: Google).

# Antioch Lifestyle Corridor: Districts and Details

## Downtown Core: Entertainment and History

### District and Theme Overview

Continuing east from the Nature and Education district brings cyclists and pedestrians into Antioch's Downtown Core, starting at Hillside Avenue. Walkable and vibrant, this centrally located Entertainment and History district serves as the crossroads of the Antioch Lifestyle Corridor and houses the bulk of the Village's historic attractions and dining and entertainment options. In this area, residents can dine, shop, take in a concert, or learn about area history. The IL 83 (Main Street) commercial corridor runs through the Downtown Core as does the Metra North Central line, which terminates at Antioch.

Promoting transit options is important to the success of the Antioch Lifestyle Corridor and the improvement of and access to an already walkable and vibrant Downtown Core. An invaluable asset to the community, the Metra station must be better integrated into downtown Antioch to ensure that Antioch's resources are accessible not only to local residents but also to tourists from throughout the Chicago region. Encouraging commuters to walk or bike to the station, rather than drive, also promotes health and wellness among Antioch residents.

### Route Description

The western district of the Lifestyle Corridor connects to the Downtown Core via the multi-use trail through Osmond Park. This portion of the Corridor is unique in that it contains two arterial routes that create a circulator effect on Depot Street (the recreational route) and Orchard Street (for access to commercial uses). At the intersection of Depot Street and Hillside Avenue, the Corridor continues east along the south side of Depot Street via a two-way, on-street facility and sidewalk. At Cunningham Drive the existing facility reverts back to a multi-use path until it intersects with Main Street. As discussed in the following Concept 5 description, this route should be improved or the path should be moved to the north side of Depot Street following relocation of the public works facility and two existing businesses east of Hillside Avenue, which is the preferred location because it would create a continuous multi-use path and remove conflicts with automobile traffic.

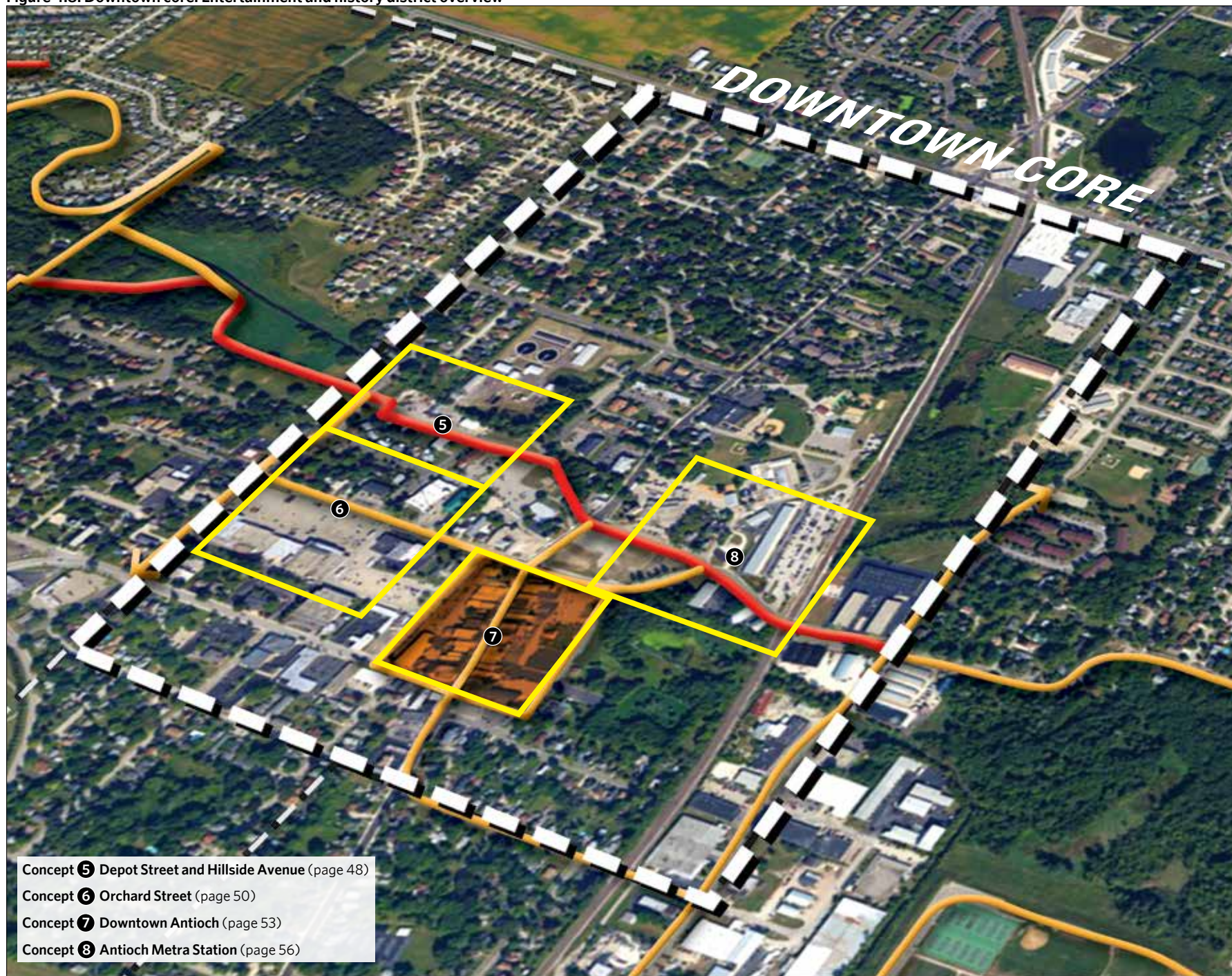
From the existing trail crossing at Hillside Avenue and Depot Street, bicyclists may also choose to follow shared lane markings south on Hillside Avenue and connecting to Orchard Street bike lanes, which terminate at Main Street. This routing improves access to the arterial corridors, connecting users to Downtown Antioch and additional bicycle facilities to the east.

The arterial route of the Antioch Lifestyle Corridor converges upon Antioch's Downtown Core where Orchard Street and Depot Street intersect Main Street (IL 83). Although Main Street sees high traffic volumes, it passes through Antioch's downtown core and many of the prime shopping and entertainment destinations. As such, the Lifestyle Corridor includes on-street dedicated bicycle lanes on Main Street between Orchard Street and Ida Avenue.

Main Street is the preferred Lifestyle Corridor route through downtown. However, secondary routes are included for additional consideration. These include Toft Avenue and Skidmore Drive as alternatives to Main Street, and Lake Street, Park Avenue, and Ida Avenue as spurs off of the Main Street corridor. Ida Avenue provides important access to Antioch Community High School to the south.



Figure 4.8. Downtown core: Entertainment and history district overview



Source: Solomon Cordwell Buenz.



The northeast portion of the Downtown Core is perhaps the most complicated section of the Antioch Lifestyle Corridor. In addition to connecting users to Main Street and the Metra station, the routing of the Corridor through this area requires several transitions, from on-street bicycle lanes, to shared lanes, to sidewalks, and to off-street facilities. To improve connection to the station, trails are located along both Depot Street and Orchard Street.

The existing Depot Street bicycle facility, which currently ends at Main Street, continues east of Main Street as an off-street sidepath along the north side of the Pittman Property. This bi-directional multi-use path then extends east across Pickard Avenue, where it continues on the north side of West Depot Street, providing direct access to the Metra station. From there, it crosses the railroad tracks at grade and continues east. Similar off-street sidepaths will circumnavigate the entirety of the Pittman property, along Main Street to the east and Orchard Street to the south.

### **Connections and Destinations**

Due to Antioch's place at the crossroads of an ever-growing regional trail network, this central district lies at the epicenter of both the larger trail system and the Antioch Lifestyle Corridor. Within the Downtown Core, the two key segments of the Village's previously existing trail network converge to complete the main artery of the Corridor. From central Antioch, a bicyclist can safely access dozens of forest preserves, natural areas, and neighboring communities. The Metra station, located to the east of the Downtown Core, also provides access to Chicago and many other municipalities throughout the region.

The advantage of the Downtown Core as a regional destination lies not only in its geographic location, but also in its wealth of historic and cultural assets such as the William E. Brook Wetland Sanctuary, the Pickard China museum, the Buttrick Sawmill, the Antioch Band Shell, and more. These historic assets coexist with a variety of entertainment and dining options, some of which are located in mixed-use developments. Increased bicycle and foot traffic into this district via the Lifestyle Corridor will ensure that the Downtown Core becomes even more active and robust, further driving the local economy and raising quality of life in Antioch.

In the downtown area, the Lifestyle Corridor functions as the spine or main artery of a proposed network of intersecting routes for non-motorized travel, each with their own type(s) of facilities and treatments based on specific conditions and context. Routing is intended to connect major destinations and to allow safe circulation of pedestrians and cyclists, and to contribute in a positive way to the character, livability, and vitality of the central core of the Village. Aside from the routes — and, when installed, the facilities along these routes — there is a need to create safe and convenient crossings, especially of major roads like Main Street. Such crossings depend on designs that recognize and prioritize the needs of pedestrians and bicyclists and slow motor vehicle traffic where conflicts and hazards are present. Planning and design in the Downtown Core area requires combining pedestrian and bicycle facilities with streetscaping and traffic calming.

Within this district, several key redevelopment opportunities exist. If developed properly, these sites have the potential to draw more visitors to the Downtown Core. Sites include the existing Orchard Plaza shopping center on Orchard Street, the vacant property which formerly housed Pittman Pontiac, the site of a former gas station, and the commercial and industrial areas surrounding the Metra station.

## Challenges

Several key challenges must be addressed in the planning and implementation of the Antioch Lifestyle Corridor in the Downtown Core.

1. Despite its extreme value to the Village, the Antioch Metra station is physically and visually disconnected from the rest of the Downtown Core. Since promoting transit, bicycle, and pedestrian options is central to the mission of the Lifestyle Corridor, the station must be better integrated into surrounding areas. This will not only encourage residents to walk or bike to the station, but will also ensure that Antioch's resources are accessible from the greater region.
2. IL 83 (Main Street) is the primary artery through downtown Antioch. In addition to carrying regional traffic through the Village, it also brings automobiles into the commercial Downtown Core of the Village. Consequently, ensuring that users can safely cross Main Street is central to the success of the Corridor. The intersections of Main Street, Depot Street, Orchard Street, and Pickard Avenue should receive particular attention, especially in the event of redevelopment of the Pittman parcel.
3. The rear façades of Main Street, along Skidmore Avenue and Toft Avenue, are currently unwelcoming to pedestrians, despite Skidmore abutting one of the most popular destinations in the Downtown Core, the Antioch Bandshell. These areas suffer from a lack of sidewalks, streetscapes, lighting, and buffers. Redesigning these segments of Toft and Skidmore to be more pedestrian friendly will greatly enhance the user experience of the Lifestyle Corridor, particularly for those utilizing the Corridor to access key destinations in the Downtown Core.
4. To the south of the Downtown Core lies Antioch Community High School, a prime community destination. Currently, the high school is difficult to access other than by automobile. Safely providing bicycle and pedestrian access to the school must be incorporated into the Lifestyle Corridor.
5. To the east of the Downtown Core, the existing Orchard Plaza shopping area does not conform to the general scale or character of the Downtown Core. The current "super block" configuration of the development creates long, uninterrupted spans of Lake and Orchard Streets and breaks up the Village street system and is therefore detrimental to pedestrian, bicycle, and vehicular traffic flow.
6. One of the key destinations in the Downtown Core, the William E. Brook Wetland Sanctuary, does not currently attract the potential number of visitors. This award-winning open space must be better incorporated into the Downtown Core using similar strategies to those targeted towards increasing pedestrian traffic to and from the Metra Station. It can also be better incorporated into the band shell area along Skidmore.
7. Despite being one of the key intersections in downtown Antioch, the corner of Orchard Street and Main Street currently abuts two vacant lots, which should be seriously considered for redevelopment.

## Downtown Core: Entertainment and History

### Concept 5: Depot Street and Hillside Avenue

The western district of the Lifestyle Corridor connects to the Downtown Core via the multi-use trail through Osmond Park. Although the stretch of Depot Street east of Hillside Avenue currently contains an on-street path, its condition is poor and it is uninviting to bicyclists and pedestrians. In the short term, refreshing this segment of the trail will make it more appealing to users. In the long term, relocating the trail to the north side of Depot Street is the preferred option.

### Recommendations (see Figure 4.9)

- ① **Refresh existing crossings on Depot Street, Hillside Avenue, and Holbeck Avenue.** Repaint crossing with high-visibility ladder-style pavement markings. Install detectable warning tiles on existing curb ramps on either end of each crosswalk. Install “Trail Crossing” warning signs for drivers and “Look for Cars Before Crossing” signs for bicyclists at each crosswalk, as shown on Figure 4.9.
- ② **Improve the path along Depot Street from Hillside Avenue to Cunningham Drive.** There are two options for improving this route:
  - a) **Move the route to the north side of Depot Street.** The preferred but more complicated and costly recommendation is to continue the multi-use path on the north side of Depot Street, which would likely require, at a minimum, a reconfiguration or relocation of the entrances, access, and parking areas of the public works facility. This northern route allows more direct and continuous routing of the multi-use path via a continuous green space parkway on the north side of Depot Street and south of Sequoit Creek, which allows users to move from the west to central portions of the Corridor with fewer street crossings and provides direct access to Buttrick Sawmill and Gage Brothers Park with fewer conflicts with automobile traffic. This would require a new crossing to be installed at Cunningham.
  - b) **Improve the condition and safety of the existing route.** Although the multiple transitions do not pose much of an issue for users due to low traffic volumes along Depot Street, these segments are in varying conditions of repair and the Village should consider improving these facilities (i.e. restriping, filling potholes, removing gravel, etc.). This should include the addition of a painted buffer where the trail transitions to an on-street facility and edge lines along Depot Street to more clearly delineate the road from the trail.
- ③ **Install shared lane markings on Hillside Avenue from Lake Street to Depot Street.** Refer to the bicycle facility design guidelines at the end of this chapter for specifications.



Figure 4.9. Concept 5 Depot Street and Hillside Avenue



\*Note: Numbers correspond to recommendations in narrative. Not all recommendations may be shown in figure.  
Source: T.Y. Lin International. (Aerial photo source: Google).

## Downtown Core: Entertainment and History

### Concept 6: Orchard Street

The southern arterial route follows Orchard Street from Hillside Avenue to Toft Avenue and Main Street. This segment of Orchard Street is three lanes wide between Hillside Avenue and Main Street and consists of one travel lane in each direction, a center left-turn lane, 16 driveway curb cuts, and one cross street, Holbeck Drive. This section of Orchard Street is recommended for bicycles because it provides a valuable connection in and around Downtown and is a low-stress road in its current condition. However, the current roadway does not have sufficient width to add bike lanes, which require five feet of space on each side of the road. Shared lane markings could be added to create a shared lane condition for bicyclists and motorists; however, this configuration does not provide exclusive space for bicyclists, may not be perceived as safe by some bicyclists, and may cause confusion for some motorists.

Higher quality bicycle facilities, such as bike lanes, could be accommodated by eliminating the center left-turn lane and adding bike lanes along the curb on each side of the road. The intersections of Orchard Street/Hillside Avenue and Orchard Street/Main Street would remain the same. Traffic volumes on Orchard Street were observed to be low during most times during the day, and left-turning motorists rarely had to wait for oncoming traffic to clear before turning left. As a result, the elimination of the center left-turn lane is expected to have little to no effect on travel delay or roadway capacity. However, peak-hour traffic data should be collected and reviewed on Orchard Street to confirm that significant delays do not materialize due to vehicles waiting to turn left.

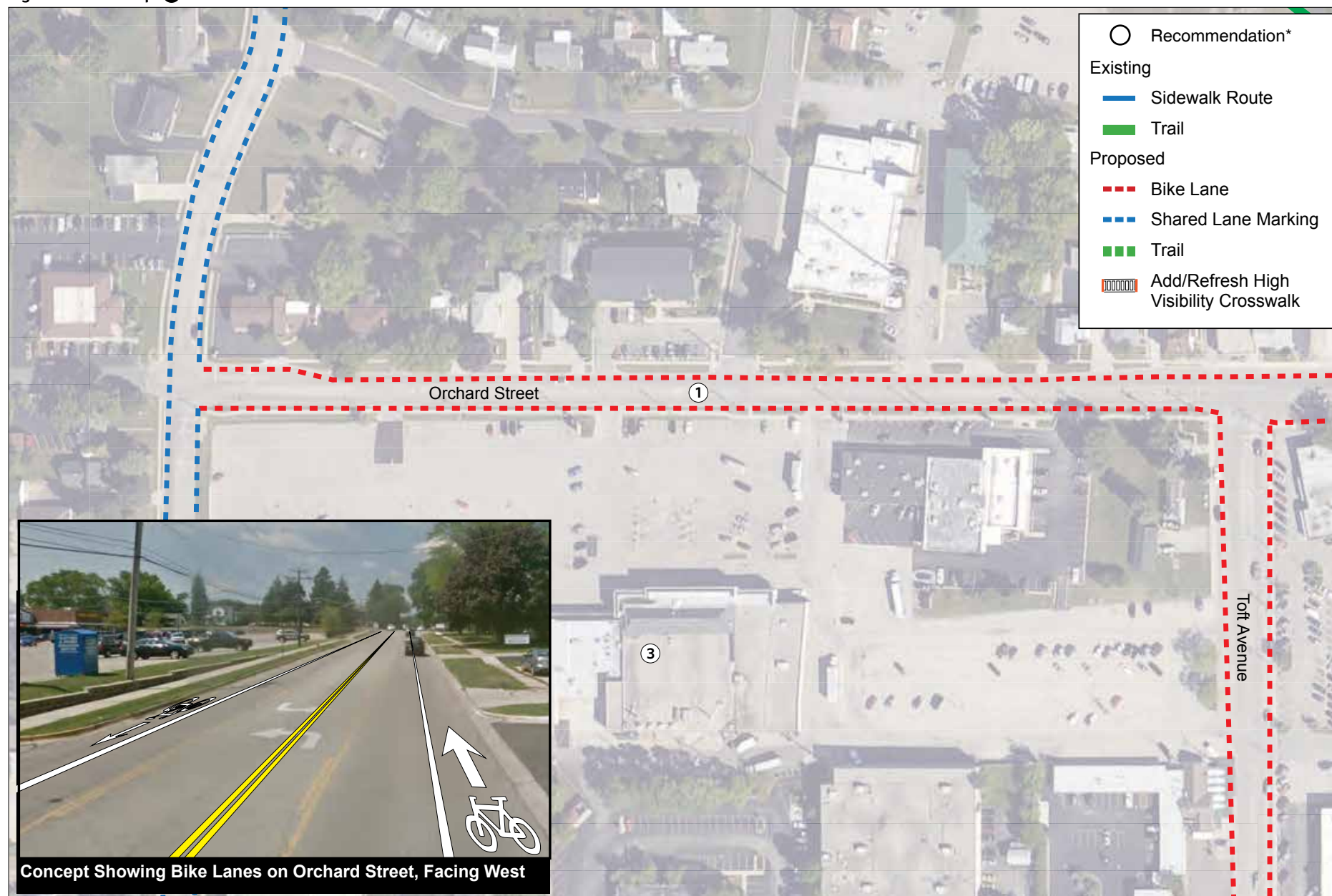
This route brings attention to the oversized and outdated Orchard Plaza shopping center, which does not conform to the general scale or character of the Downtown Core. The current “super block” configuration of the development creates long, uninterrupted spans of Lake and Orchard Streets and breaks up the Village street system. It is detrimental to pedestrian, bicycle, and vehicular traffic flow. Furthermore, the shopping center has numerous vacancies, lacks green space, landscape buffers, trees, and perimeter screening, and its parking lots are overbuilt, taking up valuable commercial space that could be put to better use. See the following section for redevelopment recommendations for Orchard Plaza.

### Recommendations (see Figure 4.10)

- ① **Install dedicated curbside bicycle lanes on Orchard Street from Hillside Avenue to Main Street.** Traffic counts on Orchard suggest that removing the center turn lane in order to make room for bike lanes can be accomplished without major negative impacts to traffic. Anecdotal evidence shows that the center turn lane is not heavily used. In addition, removing this lane would also help to calm existing traffic, thus increasing the safety of travel by bicycle along this route. Refer to Figure 4.10 for an example of appropriate pavement markings.
- ② **Install wayfinding signage to direct bicyclists and pedestrians to the center of the Downtown Core.** In particular, users should be directed to Main Street and the Metra Station.
- ③ **Encourage the redevelopment of Orchard Plaza.** Previous plans and studies of the Downtown Core have proposed a number of alternative scenarios for this area. The site could easily accommodate mid- to large-scale retail or a new mixed-use development in a manner more appropriate to the area. Also, since the property falls within a half-mile radius of the Metra station, transit-oriented development elements should be incorporated in the site’s redesign. The *Downtown Land Use Implementation Study* proposes a Concept Plan for the area that incorporates residential, retail, and office uses. The plan also proposes a number of public improvements, including several new streets. At minimum, Spafford Street should be extended between Lake and Orchard Streets in order to break up the “super block” and improve circulation. In addition to these new streets, a reconstruction of Orchard Street should be considered upon large-scaled redevelopment of Orchard Plaza. When this occurs, bicycle and pedestrian facilities should be incorporated into the design.



Figure 4.10. Concept 6 Orchard Street



\*Note: Numbers correspond to recommendations in narrative. Not all recommendations may be shown in figure.  
Source: T.Y. Lin International. (Aerial photo source: Google).



Figure 4.11. Orchard Plaza Concept Plan from *Downtown Land Use Implementation Study*

Source: S. B. Friedman &amp; Company; Lakota Group Inc.

## Downtown Core: Entertainment and History

### Concept 7: Downtown Antioch

The arterial route of the Antioch Lifestyle Corridor converges upon Antioch's Downtown Core where Orchard Street and Depot Street intersect Main Street (IL 83). Although Main Street sees high traffic volumes, it passes through Antioch's downtown core and many of the prime shopping and entertainment destinations. As such, the Lifestyle Corridor includes on-street dedicated bicycle lanes on Main Street between Orchard Street and Ida Avenue.

Main Street is the preferred Lifestyle Corridor route through downtown. However, secondary routes are included for additional consideration. Secondary routing includes Toft Avenue and Skidmore Drive as alternatives to Main Street, and Lake Street, Park Avenue, and Ida Avenue as spurs off of the Main Street corridor. Ida Avenue provides important access to Antioch Community High School to the south. Toft Avenue and Skidmore Drive, though running parallel to Main Street, are not expected to attract many bicyclists away from Main Street, limiting the effectiveness of bicycle improvements on these alternate routes. Nonetheless, bicycle facility and streetscape/façade improvements are suggested for these roads.

Redevelopment opportunities exist in the area, particularly at the intersection of Main Street and Orchard Street, and potentially along Toft and Skidmore as well, although these may take the form of 'back-door' façade improvements for businesses fronting Main Street. The area around the Antioch Band Shell and the adjacent William E. Brook Wetland Sanctuary also present good opportunities for redevelopment and restoration, as described below.

### Recommendations (see Figure 4.12)

- ① **Install bike lanes on Main Street from Ida Avenue to Depot Street.** Specifications regarding the specific width of these lanes are shown in the street view drawing on Figure 4.11, which also shows the street view of proposed bike lanes on Main Street with widths indicated for each portion of the street. The second image shows a similar treatment on Armitage Avenue in Chicago, which includes bike lanes in an even narrower cross section than Main Street. This routing is preferred as the primary route to the proposal in recommendation #2.



Main Street, downtown Antioch. Image by the Chicago Metropolitan Agency for Planning.

- ② **Designate secondary bicycle routes parallel to Main Street, along Toft Avenue and Skidmore Drive, and on east-west connector streets, Lake and Park Streets.** These lower traffic routes will provide an alternative for those who do not feel comfortable riding along Main Street. Bike lanes should be installed on Toft Avenue and Lake Street, and shared-lane markings should be used on Skidmore Drive and Park Avenue.
- ③ **Improve pedestrian crossings along the Main Street corridor.** Refresh crosswalks with high-visibility ladder-style pavement markings. Install detectable warning tiles on existing curb ramps on either end of each crosswalk. Install "Trail Crossing" warning signs for drivers and "Look for Cars Before Crossing" signs for bicyclists at each crosswalk, as shown on Figure 4.12.
- ④ **Install wayfinding signs on Main Street identifying major destinations and landmarks.** Most importantly, Lifestyle Corridor users need to be made aware of the nearby Metra station. Other notable destinations include North Avenue, IL 173, Antioch Community High School, the William E. Brook Wetland Sanctuary, the Pickard China Factory, and the Buttrick Sawmill.



- ⑤ **Redevelop the vacant parcels on the northeast, northwest, and southwest corners of Main Street and Orchard Street.** The redevelopment of these prime parcels will improve overall look and feel of the Downtown Core, creating a prime corner and development potential at this key intersection. Any development at these locations, particularly on the northwest corner, cannot exceed three stories due to the proximity to several landmark buildings along Main Street. The site across from the current Village Hall, on the northwest corner of Orchard and Main Streets, currently contains a vacant gas station. Redevelopment of this site must not exceed three stories due to its proximity to several landmark buildings along Main Street. A feasible option for this site could include a one-story retail development with rear parking and an outdoor café or plaza on the corner. In the case of a plaza, site design should conform to the standard for an “urban transition space,” as outlined in the *Downtown Land Use Implementation Study*. Concepts for the other two sites, particularly the Pittman property, are presented in Figure 4.14.
- ⑥ **Improve the rear façades of both sides of Main Street along Toft Avenue and Skidmore Drive.** Not meant to comprise a public façade, the posterior walls and rear parking areas of these buildings suffer from a lack of sidewalks, streetscapes, lighting, and buffers. Install streetscaping and buffers to improve the pedestrian experience. The Skidmore side is of particular import due to the proximity of the Antioch Band Shell, which draws hundreds of visitors in summer months. The *Route 83 Corridor Study* suggests that this rear façade of Main Street be treated as two-sided retail due to the extent of public activity surrounding the Bandshell. Business owners should be encouraged to allow rear access if possible. In the case of the designation of Toft and Skidmore as alternate bicycle routes to Main Street, these aesthetic improvements will improve the experience of users along these routes.
- ⑦ **Restore and highlight the William E. Brook Wetland Sanctuary.** Although downtown Antioch does not contain a significant amount of open space, one notable exception, the six-acre William A. Brook Wetland Sanctuary, provides residents with access to two ponds and a boardwalk. In 2001 the sanctuary won an award from the U.S. Environmental Protection Agency for conservation and nature landscaping. To date, however, this priceless resource has been underutilized by community members due to its disconnect with the rest of the Downtown Core. Wayfinding signage consistent with the Corridor’s design should be installed to direct residents to and from the sanctuary. In addition, additional opportunities to restore and manage the wetland should be explored, including thinning the forest cover on the south side and controlling invasive species. The *Route 83 Corridor Study* suggests that sites adjacent to the wetland would provide an attractive setting for future residential condominiums with open space views.



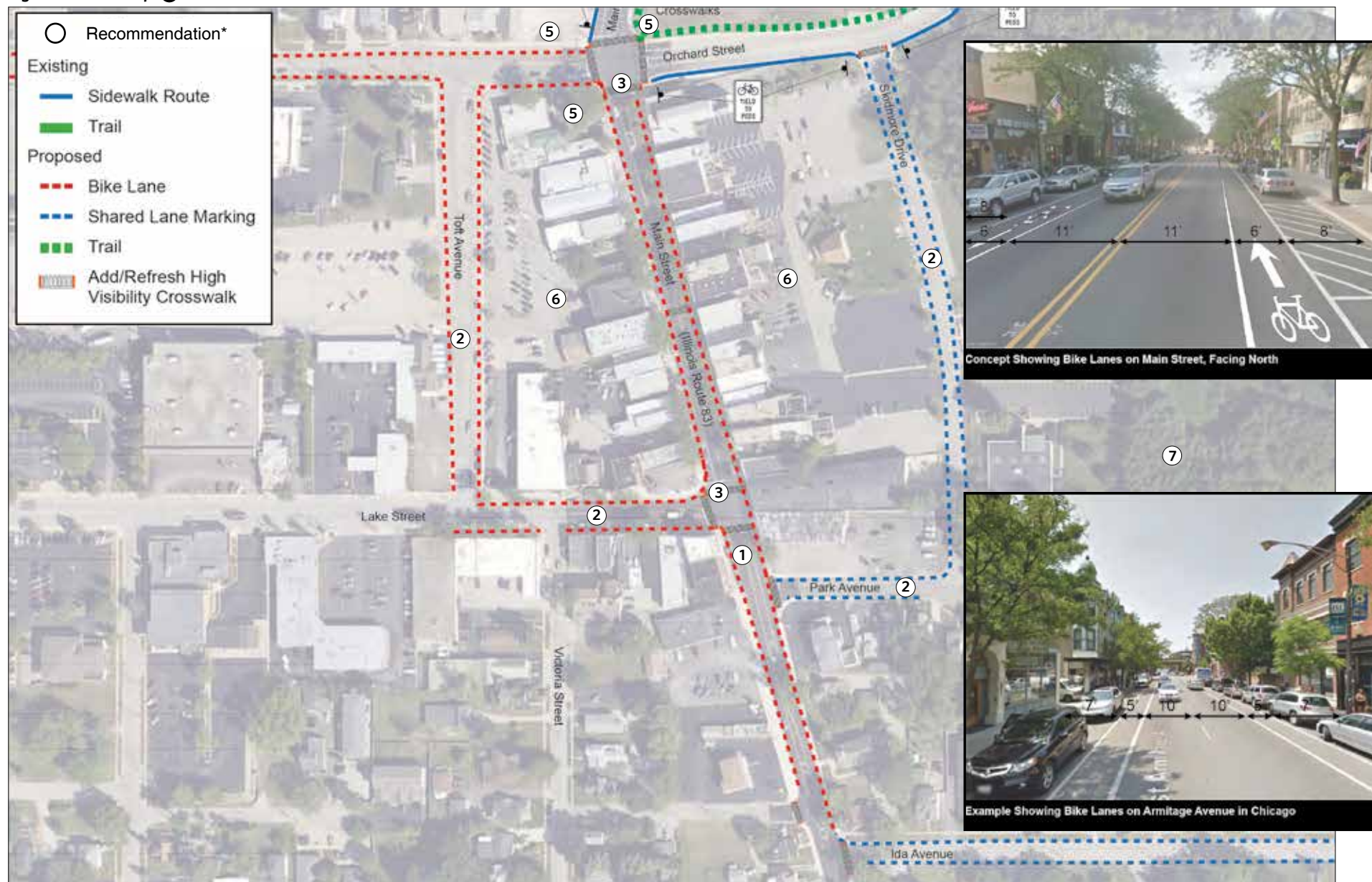
William E. Brook Wetland Sanctuary. Image by the Chicago Metropolitan Agency for Planning.



Wayfinding signage, downtown Antioch. Image by the Chicago Metropolitan Agency for Planning.



Figure 4.12. Concept 7 Downtown Antioch



\*Note: Numbers correspond to recommendations in narrative. Not all recommendations may be shown in figure.  
 Source: T.Y. Lin International. (Aerial photo source: Google).

## Downtown Core: Entertainment and History

### Concept 8: Antioch Metra Station

The northeast portion of the Downtown Core is perhaps the most complicated section of the Antioch Lifestyle Corridor. In addition to connecting users to Main Street and the Metra station, the routing of the Corridor through this area requires several transitions, from on-street bicycle lanes, to shared lanes, to sidewalks, and to off-street facilities. To improve connection to the station, trails are located along both Depot Street and Orchard Street.

The existing Depot Street bicycle facility, which currently ends at Main Street, continues east of Main Street as an off-street sidepath along the north side of the Pittman Property. This bi-directional multi-use path then extends east across Pickard Avenue, where it continues on the existing sidewalk along the north side of West Depot Street, providing direct access to the Metra station. From there, it crosses the railroad tracks at grade and continues east. Similar off-street sidepaths will circumnavigate the Pittman property, along Main Street to the south and Orchard Street to the east. Both of these connect back to Depot Street heading east across the rail tracks.

Discussion of land use in the area around the Antioch Metra station is critical to creating a successful Lifestyle Corridor. This area suffers from both a physical disconnect from the rest of the Downtown Core and a lack of transit-supportive uses such as banks, coffee shops, or restaurants that cater to commuters. The entire station area also lacks adequate streetscaping and signage, which contributes to the feeling of disconnect from the rest of the Downtown Core. The industrial areas immediately to the north and south of the station also present opportunities to develop other uses more appropriate for a transit-oriented development (TOD). The unfulfilled potential of the current station represents a missed opportunity for the station area to serve as the gateway to the Village, as it is the point of arrival for both Metra riders and those entering Antioch via IL 83. Furthermore, the current configuration and location of the commercial uses act as a visual and physical barrier between the station and downtown, and opening up visual connections between them would have value.

The *Downtown Land Use Implementation Study* recommends several improvements which could be made to the area around the Antioch Metra station, including:

- *Extend Williams Park south to Depot Street*
- *Create a new park at the corner of Orchard and Depot Streets*
- *Build a gateway plaza at the northwest corner of Pickard Avenue and Depot Street*
- *Construct a new commuter parking lot south of the existing lot*
- *Upgrade streetscapes along Orchard Street, Depot Street, and Pickard Avenue*

The downtown area contains a number of additional opportunities for redevelopment. Most notable is the former site of Pittman Pontiac on the northeast corner of Orchard and Main Streets. The Village has acquired a portion of this site, which is currently used for a community garden and farmers market. As an extension of the station area, the Pittman Property is an underutilized link between the Downtown Core and the Antioch Metra station. Its location at the visible, highly traveled intersection of Main and Orchard Streets provides valuable street frontages on both sides. Redevelopment of this area provides a tremendous opportunity for economic and visual impact for the Village.

To date, several barriers have prevented the development of the Pittman Property, including the presence of an underground portion of Sequoit Creek (possibly the most significant challenge), a moderate grade change, and the proximity of key landmark buildings, including the historic Antioch School/Lakes Regional Historical Museum and United Methodist Church of Antioch.

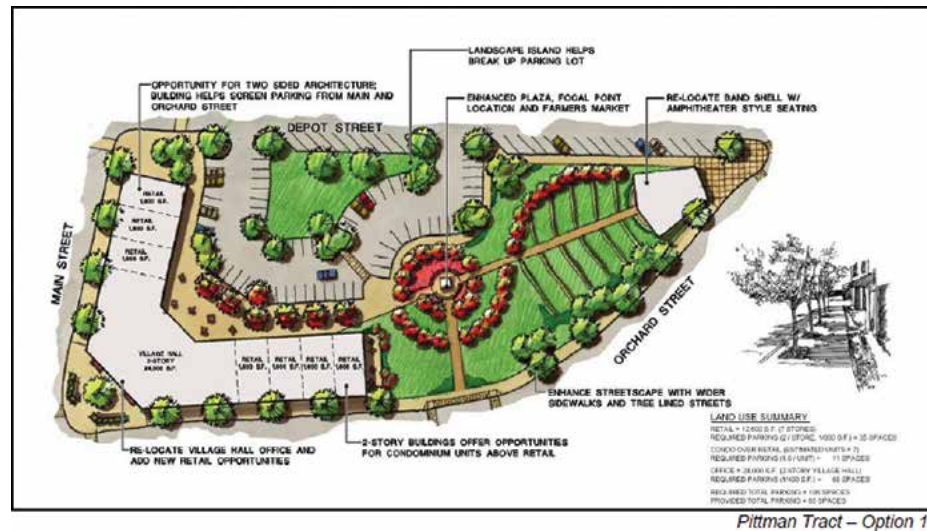
The full concept plan included in the *Land Use Implementation Study* also proposes a scenario for private development in each sub-zone. Immediately adjacent to the Metra station commercial center's rear service areas, the Pickard China sub-zone (not shown on the concept design) is a prime location for a mixed-use, TOD. Should the potential exist to relocate Pickard China to the established industrial park to the east, the site could house condominiums, offices, and additional open space. Although the current plan does not call for retaining the existing strip mall development, incorporating this facility into the new design by redeveloping its façade would improve the Train Depot Area at a lower cost. Similarly, the existing industrial facilities to the south could be replaced by additional condominiums and offices fronting Depot Street.







Figure 4.14. Pittman Property redevelopment concepts from Route 83 Corridor Study



Source: SEC Planning Consultants, Valerie S. Kretschmer Associates, Inc, and Granacki Historic Consultants.



Figure 4.15. Train depot area concepts from *Downtown Land Use Implementation Study*

Village of Antioch

# Downtown Form-Based Code

## Train Depot Concept

S. B. Friedman & Company  
Real Estate Advisors and Development Consultants**LAKOTA**

THE LAKOTA GROUP INC.



0' 100' 200'

January 26, 2010

## Recommendations (see Figure 4.13)

- ① **Construct an 8'-10' off-street sidepath along the South Side of Depot Street and the north side of Orchard Street, from Main Street to Pickard Avenue.** Install a high-visibility ladder-style trail crossing at the intersection of Depot Street, Orchard Street, and Pickard Avenue. An off-street sidepath is the preferred facility here due to the road's geometry, the curve in the roadway and the resulting reduced sight lines for cyclists, and the speed of car traffic in the area. Together, these factors make an on-street bikeway unwise and potentially unsafe.
- ② **Designate existing sidewalk on the east side of Main Street between Depot Street and Orchard Street as a shared pedestrian/bicycle route.** This off-street sidepath connects the multiuse path to downtown and the on-street bike path on Orchard Street.
- ③ **Construct an off-street sidepath along the north side of Depot Street, from Pickard Avenue to Longview Drive.** This can be accomplished by restructuring the existing sidewalk to a width of 8'-10'. Install "Trail Narrows" sign in locations near the Metra station where there is not enough space for a full-width trail.
- ④ **Improve the intersection of Main Street and Depot Street.** The following treatments should be considered in the intersection redesign:
  - a) Reconstruct the painted center median south of the crosswalk as a raised median to better utilize it as a pedestrian refuge island.
  - b) Tighten corner curb radii on the southeast and northeast corners to slow turning movements and shorten crossing distances.
  - c) Install bulb-out or curb extension in the parking lane along the north side of Depot Street at Main Street.
  - d) Install raised crosswalk or "speed table" where the multiuse path crosses IL 83.
  - e) Install in-street signs indicating state law to "stop for pedestrians in crosswalk," with advance stop bars. Also, include signs indicating that cyclists are to go from on-street lane to sidepath.
  - f) RRFB (actuated) to indicate pedestrian use of the crosswalk.
  - g) Advance warning signage for multiuse path.
- ⑤ **Improve existing pedestrian and bicycle crossings throughout the area.** High-visibility ladder-style trail crossings are preferred. Install detectable warning tiles on curb ramps on either end of the crosswalk. Also, install "Trail Crossing" warning signs for drivers and "Look for Cars before Crossing" signs for bicyclists where recommended on Figure 4.13. Install "Trail Narrows" sign at location noted south of the Metra station.



- ⑥ **Install additional bike parking on the south side of the Metra Station building.**  
The inset image on Figure 4.13 shows an example of existing bike parking at another Metra station. Ensure that this parking area is visible and accessible to riders. Install “Bicyclists Must Yield to Pedestrians” signs to alert bicyclists to high volumes of pedestrian traffic near the station. At the Metra station entrance on Depot Street, bicyclists would be instructed to dismount and walk to bike parking located near the station house. “Please Walk Your Bike on the Sidewalk” signs are recommended due to high pedestrian traffic during Metra train arrival and departure times.
- ⑦ **Install wayfinding signs on Main Street identifying major destinations and landmarks.** Most importantly, Lifestyle Corridor users should be made aware of the nearby Metra station and William E. Brook Wetland Sanctuary. Other notable destinations include North Avenue, IL 173, Antioch Community High School, the Pickard China Factory, and the Buttrick Sawmill.
- ⑧ **Redevelop the Pittman property according to the recommendations of the *Route 83 Corridor Study*.** Due to its central location in the Village, this site presents a catalytic opportunity to spur development and dramatically increase economic activity in the Downtown Core. The *Route 83 Corridor Study* presents four redevelopment concepts for the Pittman Property. Each option emphasizes the need to construct a large community identification marker consistent with the branded design of the Lifestyle Corridor’s wayfinding signs at the Corner of Orchard and Main Streets. Future development should include public space such as a park or plaza. Should Antioch decide to relocate its Village Hall, this corner would be a prime candidate for the new structure. Future development of the site must respect height and massing restrictions so as to preserve views of these landmarks.
- ⑨ **Consider redeveloping areas north, west, and south of the Antioch Metra station.** This area is a prime location for a TOD, and could support condominiums, offices, and some retail uses such as banks, coffee shops, or restaurants in a mixed-use format. New development should be appropriately connected, both visually and physically, to Main Street and downtown Antioch. Due to this important function as the point of entry into Antioch for tourists and weekend visitors, installing consistent, branded wayfinding signage to and from the Metra Station and throughout the station area is crucial.

# Antioch Lifestyle Corridor: Districts and Details

## East End: Health and Wellness

### District and Theme Overview

The easternmost district of the Antioch Lifestyle Corridor emerges as the epicenter of health and wellness activity in Antioch. Within this Health and Wellness district are several destinations that constitute the cornerstones of physical activity in the Village: the Tim Osmond Sports Complex, the Depot Street portion of the Corridor, with its challenging elevation changes, and Antioch Community High School, with its sports teams and fields. The creation of the Corridor and the extension of the existing Depot Street bicycle facility provide increased access to these amenities, as well as connecting Antioch residents to the larger trail system that links Antioch to other trails and open spaces including Sequoia Creek Forest Preserve, Redwing Slough Forest Preserve, Raven Glen Forest Preserve, the Des Plaines River Trail, as well as neighboring municipalities. This portion of the Corridor also ensures that students from Antioch Community High School can more safely access the sports complex.

### Route Description

The eastern section of the Lifestyle Corridor extends roughly from the Metra station and railroad tracks near downtown Antioch, east along Depot Street, to the Village limits at Deep Lake Road. This section of the Lifestyle Corridor is primarily composed of the existing two-way on-street bicycle facility, running for approximately 1.2 miles, from Longview Drive east to North Deep Lake Road. This facility was recently installed and provides a significant east-west route for cyclists — connecting Hillcrest Elementary School, as well as recreational areas further east, to Antioch's downtown core. Along the Corridor, a limited number of north-south routes are planned to intersect with West Depot Street, which functions as the Corridor “spine” in this section. These subsidiary routes provide connectivity from the Corridor to specific destinations and nearby areas. Anita Avenue serves as a major north-south route.

### Connections and Destinations

The Corridor is designed to connect several destinations with distinct land uses and transportation facilities: sport and athletic fields and facilities (the Tim Osmond Sports Complex); residential areas to the north and south of Depot Street; a large industrial area along Anita Avenue; Antioch Community High School; and Hillcrest Elementary School, at the eastern end of the Corridor. It also provides additional connections north along Anita Avenue to North Avenue, and south along McMillan Road to IL 173, connecting to the multiuse facility currently being planned by IDOT to run along the state route between IL 59 and U.S. 41. On the east end, the Corridor connects to Deep Lake Road and points east via IL 173 and the regional trail system being planned by IDOT and LCFP to connect to the Des Plaines River Trail.

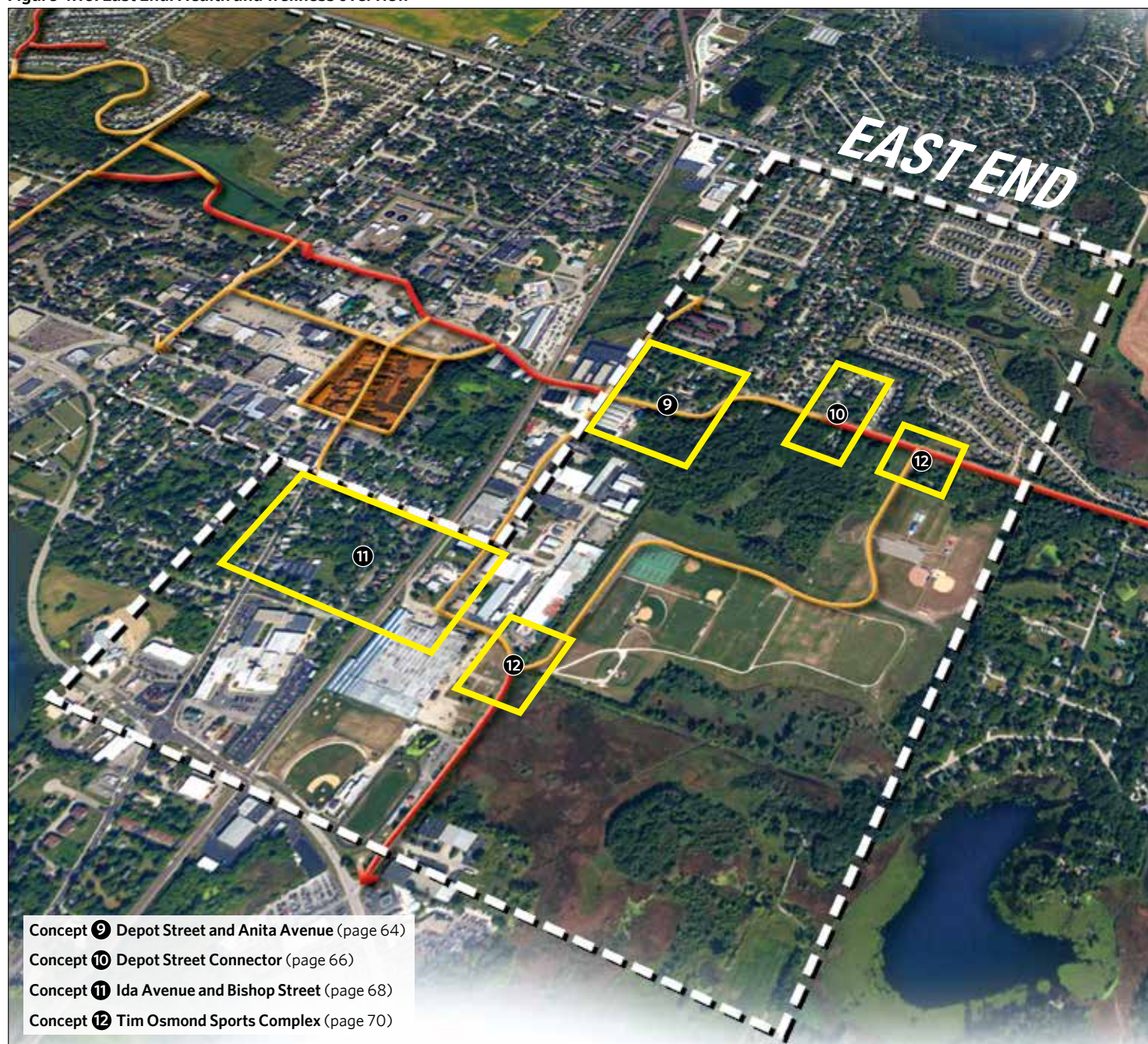
### Challenges

Several key challenges must be addressed in the planning and implementation of the Antioch Lifestyle Corridor in the East End.

1. Despite being a valuable asset to the community, the existing on-street, two-way bicycle facility on Depot Street poses concern for two reasons. First, the rumble strips, meant to notify motorists accidentally crossing into the bicycle lane, are actually in the eastbound bicycle lane. In addition, no buffer (other than the rumble strips) exists between the bicycle lane and the automobile lane.
2. The Depot Street facility has a downward grade from east to west. This means that as bicyclists approach the end of its current configuration, they can potentially gain a large amount of speed. The design of the trail extension at and west of Longview Drive must address this potential conflict point. Similarly, crossing must be carefully constructed across all streets intersecting Depot Street due to these potential high speeds of both bicyclists and automobiles.
3. The area east of the Antioch Metra station currently contains a number of industrial buildings. Due to the proximity of the station, this may not be the most appropriate type of land use for the area, unless those industrial users require access to the rail lines. Transit-supportive uses, such as commercial and residential, may be more appropriate in this area.
4. The Osmond Sports Complex, south of Depot Street, is one of the prime destinations in the east end of the Antioch Lifestyle Corridor. Currently, however, the complex does not have many facilities appropriate for Corridor users, such as resting areas or supplemental training areas.



Figure 4.16. East End: Health and wellness overview



Source: Solomon Cordwell Buenz.

## East End: Health and Wellness

### Concept 9: Depot Street and Anita Avenue

East of the Antioch Metra station, the Lifestyle Corridor follows a new, off-street, two-way shared bicycle/pedestrian trail along the north side of Depot Street until it meets with the existing on-street facility at Longview Drive. In addition to the new trail segment along Depot Street, which completes the main arterial route of the Lifestyle Corridor, shared lane markings are recommended on Anita Avenue from McMillen Road to North Avenue. This will encourage Antioch residents to access the Lifestyle Corridor from the north and south.

In terms of land use in the area, the industrial areas in the vicinity of the Metra station may currently be underutilized. Existing land use in the Health and Wellness district is primarily residential save for an industrial park at its western edge. A number of existing warehouse and storage facilities adjacent to the Metra station could be repurposed as businesses more consistent with the theme of this district, such as fitness centers or sporting goods retailers or wholesalers, or other businesses more appropriate for commuters.

### Recommendations (see Figure 4.17)

- ① **Construct two-way off-street trail on the north side of Depot Street between the Metra station and Longview Drive.** This should be accomplished by restructuring the existing sidewalk to a width of 8'-10'. Unlike the existing facility further east, this portion of the Corridor is separated from the street by a curb.
- ② **Install shared lane markings on Anita Avenue from McMillen Road to North Avenue.** Although this portion of the Corridor should take a lower priority than installations along Depot Street, providing access to the main artery of the Corridor from surrounding neighborhoods will encourage increased use. This will also allow bicyclists and pedestrians to more easily access Centennial Park to the north and Antioch Community High School to the south. Installing shared lane marking on Anita Avenue, north of Depot Street, may be accomplished in the short term due to the existing road conditions. South of Depot Street, however, the existing road needs improvements (i.e., the pavement and shoulders are in poor condition) before considering adding shared lane markings.
- ③ **Improve existing crossings of the roads that intersect the Depot Street arterial route.** This includes Anita Avenue, Rinear Road, Garys Drive, and Longview Drive. High-visibility ladder-style trail crossings are preferred. Install detectable warning tiles on curb ramps on either end of the crosswalk. Also, install "Trail Crossing" warning signs for drivers and "Look for Cars before Crossing" signs for bicyclists where recommended on Figure 4.17.
- ④ **Reconsider type and intensity of land use in the industrial areas to the east and south of the Metra station.** Because of their proximity to the train station, many of the facilities in the area to the east could be repurposed as businesses more consistent with an area served by commuter rail, or possibly redeveloped with residential uses. The Village should consider the types of uses appropriate for a station area when planning in this area. Although none of the area in question is currently zoned for commercial uses, many of the parcels, particularly those closest to the station and along Depot Street, are appropriate candidates for rezoning or special use permits.
- ⑤ **Improve industrial district along Anita Avenue south of Depot Street.** Those properties not repurposed for other uses more appropriate to TOD, as discussed in recommendation #4, should be included in an industrial improvement district.



Figure 4.17. Concept ② Depot Street and Anita Avenue



\*Note: Numbers correspond to recommendations in narrative. Not all recommendations may be shown in figure.  
Source: T.Y. Lin International. (Aerial photo source: Google).

## East End: Health and Wellness

### Concept 10: Depot Street Connector

This segment of the Antioch Lifestyle Corridor is comprised of the existing on-street bicycle facility, which runs along Depot Street from Longview Drive to Deep Lake Road. An improved crossing of Longview Drive connects this existing facility to the new off-street facility to the west. This crossing must be carefully designed to ensure safe transition from on-street to off-street trails.



Image by the Chicago Metropolitan Agency for Planning.

### Recommendations (see Figure 4.18)

- ① **Improve existing crossing of Longview Drive, where the existing two-way on-street facility transitions to a newly constructed two-way off-street facility.** High-visibility ladder-style trail crossings are preferred. Detectable warning tiles should be installed on curb ramps on either end of the crosswalk. To increase safety, the village should install “Trail Crossing” warning signs for drivers and “Look for Cars before Crossing” signs for bicyclists where recommended on Figure 4.18.
- ② **Extend shoulder and construct curb at the end of the existing on-street facility where the path curves to meet the crosswalk across Longview Drive.** Bicyclists can potentially gain a lot of speed when approaching this intersection from the east due to the grade change in the street. Both on-street markings and signage should be used to alert trail users of the change to an off-street path.
- ③ **In the event of the resurfacing of Depot Street, retrofit the existing on-street facility to comply with national design standards.** Despite its being relatively new, the existing Depot Street facility does not, at present, comply with bikeway standards as found in national design guides and manuals. In the event of the resurfacing of Depot Street, this facility should be improved in order to meet these standards, in order to improve the safety and viability of cycling as a mode of transportation and recreation in this part of the Lifestyle Corridor. Improvements should include, 1) removal of the rumble strip currently installed in the east-bound bicycle lane, in order to provide a smooth riding surface, and 2) construction of a barrier or marked buffer area, protecting the cyclists using the facility from motor vehicle traffic traveling along Depot Street.
- ④ **Install a trailhead at the eastern terminus of the Lifestyle Corridor.** Since Depot Street has an existing multi-purpose track familiar to area residents, installing a trailhead at the easternmost end of the Depot Street segment (where the path intersects Deep Lake Road) will alert bicyclists and pedestrians to the existence of the expanded trail system.



Figure 4.18. Concept 10 Depot Street Connector



\*Note: Numbers correspond to recommendations in narrative. Not all recommendations may be shown in figure.

Source: T.Y. Lin International. (Aerial photo source: Google).

## East End: Health and Wellness

### Concept 11: Ida Avenue and Bishop Street

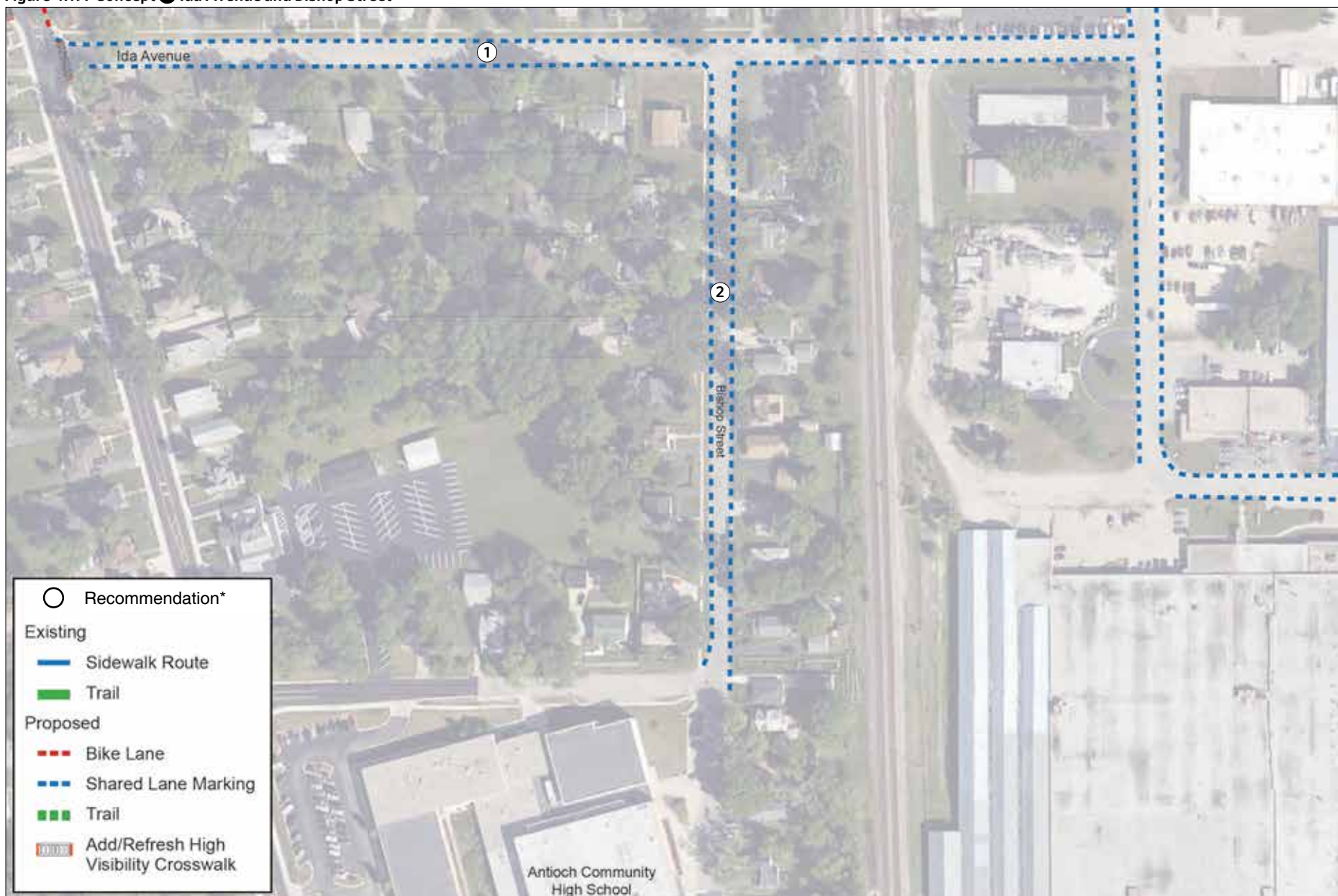
Accessing Antioch Community High School by bicycle can prove challenging. Cyclists coming from the north must avoid Main Street due to high vehicle speeds. As such, it is critical to provide non-motorized access to the school to encourage students, faculty, and staff to travel to school via bicycle or on foot. The Antioch Lifestyle Corridor provides access to the High School from both the northwest and the northeast. From the west, bicyclists travelling south on Main Street can follow shared lane markings along Ida Avenue and Bishop Street. From the east, the Ida Avenue shared lanes can be accessed via Anita Avenue from either the north or the south.

### Recommendations (see Figure 4.19)

- ① **Install shared lane markings on Ida Avenue from Main Street to Anita Avenue.** Exact specifications can be found at the end of this chapter.
  - ② **Install shared lane markings on Bishop Street from Antioch Community High School to Ida Avenue.** Exact specifications can be found at the end of this chapter.
-



Figure 4.19. Concept 11 Ida Avenue and Bishop Street



\*Note: Numbers correspond to recommendations in narrative. Not all recommendations may be shown in figure.  
Source: T.Y. Lin International. (Aerial photo source: Google).

## East End: Health and Wellness

### Concept 12: Tim Osmond Sports Complex

From the Depot Street artery, the final segments of the Antioch Lifestyle Corridor provide two points of non-motorized access to the Tim Osmond Sports Complex. The first, at the Depot Street entrance to the complex, brings users across Depot Street via a high-visibility crossing. A new trail segment runs along the west side of the access road and continues around the complex to connect users to the second proposed access point at McMillen Road. At this entrance, the trail meets the designated shared lanes along Anita Avenue, west of Antioch Community High School. South of this connection, bicyclists can continue along the existing asphalt path that travels along the eastern edge of the Antioch Community High School football field, which terminates and IL 173.

### Recommendations (see Figure 4.20)

- ① **Construct an 8'- 10' wide trail along the west side of the access road, south of the Depot Street entrance to the Tim Osmond Sports Complex.** Install a high-visibility crosswalk with detectable warning tiles and curb ramps. Install "Trail X-ing" signs as shown on Figure 4.20. This trail will traverse the entire complex, terminating at the entrance at McMillen Road.
- ② **Install crosswalks and provide a non-motorized connection to the Tim Osmond Sports Complex at its southwest corner.** Install two high-visibility crosswalks with detectable warning tiles and curb ramps, crossing the access road and McMillen Road respectively. Install "Trail X-ing" signs as shown on Figure 4.20.
- ③ **Construct a circuit training center at the southeast corner of the Osmond Sports Complex.** This circuit training center should include bars and fixtures for a variety of strength training exercises, such as sit ups and pull ups, as well as areas for stretching and resting.
- ④ **Install a cross country training circuit around the perimeter of the Osmond Sports Complex.** This circuit, combined with the multi-use path on Depot Street, will provide a state of the art training facility for Antioch Community High School runners, as well as other users.



Figure 4.20. Concept 12 Tim Osmond Sports Complex

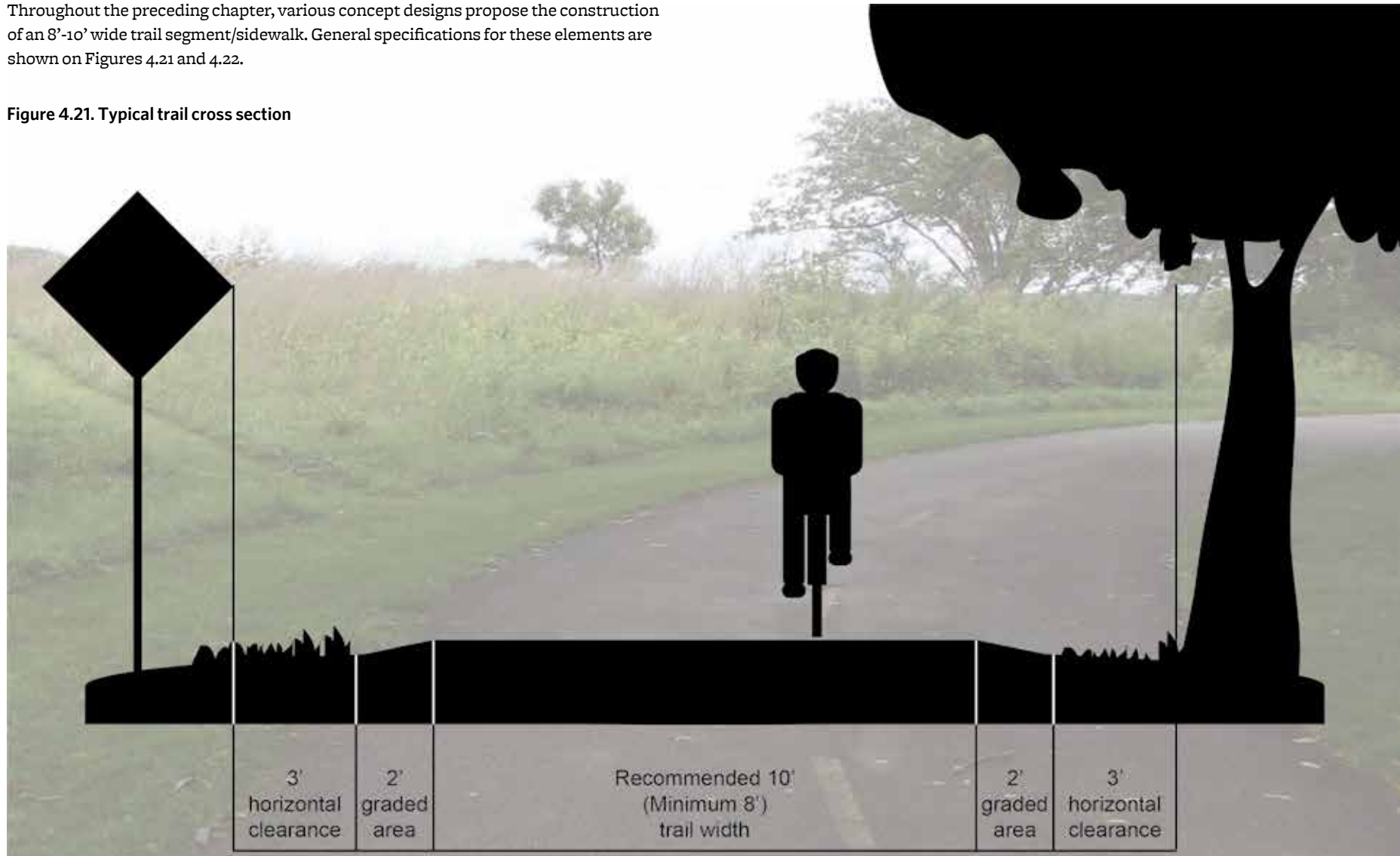


\*Note: Numbers correspond to recommendations in narrative. Not all recommendations may be shown in figure.  
Source: T.Y. Lin International. (Aerial photo source: Google).

## Typical Cross Sections

Throughout the preceding chapter, various concept designs propose the construction of an 8'-10' wide trail segment/sidewalk. General specifications for these elements are shown on Figures 4.21 and 4.22.

Figure 4.21. Typical trail cross section



Source: T.Y. Lin International.



Figure 4.22. Typical sidewalk cross section



Source: T.Y. Lin International.

# Signs and Pavement Markings

## General Planning and Design Guidelines

This section provides more detail about the recommended signage presented in this chapter. The signs and markings described below were selected from the latest edition(2009) of the *Manual on Uniform Traffic Control Devices (MUTCD)*, which is the standard resource for providing clear and uniform design and application of regulatory signs, warning signs, and other traffic control devices. Roadway signage generally consists of regulatory, warning, guide, and general service signs. Regulatory signs, which are white, provide information consistent with traffic laws. Yellow warning signs are intended to provide additional information at locations of potential conflict, such as trail crossings. Regulatory and warning signs are often used together in complex or novel situations when additional reminders or information are needed.

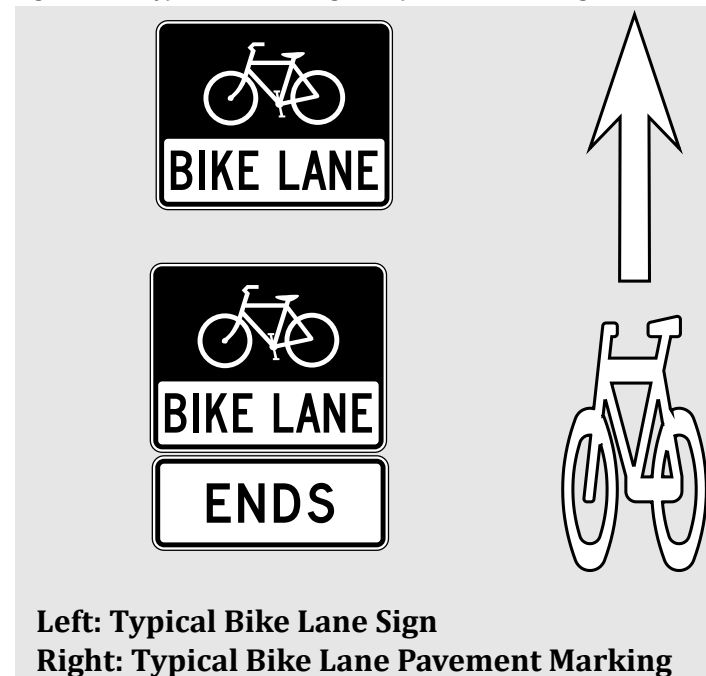
The role of the MUTCD is to communicate regulatory information in accordance with local and state laws. Section 1A.09 of the MUTCD states that “this manual describes the application of traffic control devices but shall not be a legal requirement for their installation.” The following guidelines provide basic information about the types of signs and pavement markings associated with bicycle facilities and their intended application. It is important to note that as Antioch develops additional bicycle facilities, motorists, pedestrians, and bicyclists are subject to all state and local traffic laws. Installation of specific signs shall be subject to the judgment of the Village Engineer.

### Bike Lanes

Bike lanes are best suited for collector streets where some separation is needed and generally are not recommended for streets with more than three travel lanes or posted speeds above 30 mph. Bike lanes provide on-street space for preferential use by bicyclists. This includes pavement markings consisting of a solid line to separate bike lanes from travelways for cars, and in some cases also the lane reserved for on-street parking. The bike lane symbol and arrow shown are the typical pavement markings used to identify the lane.

“Bike Lane” signs may accompany pavement markings at the start of or along the length of the bike lane. In some cases, “Bike Lane Ends” may be used when a bike lane terminates or changes to another type of facility, such as a trail. However, this is less common, as “Shared Lane: Yield to Bikes” signs are a more popular alternative. Additional placement and design guidelines can be found in the MUTCD.

Figure 4.23. Typical bike lane sign and pavement marking



Source: *Manual on Uniform Traffic Control Devices (MUTCD)*, 2009 edition.



### Shared Lanes

Marked shared lanes are recommended:

- On streets where bike lanes are not feasible due to lack of available pavement width
- In areas where guidance is needed to assist bicyclists in shared traffic conditions for short periods of time
- Wherever a reminder is necessary that bicyclists are permitted to use the travel lane for bicycling

A typical shared lane consists of a chevron-style pavement marking and bicycle symbol installed on the pavement in the direction of travel. Placement of the marking should promote cyclists to position themselves outside the “door zone” when on street parking is present. Warning signs typically accompany the shared lane marking, reminding drivers to yield to bicyclists in shared lane conditions, consistent with Illinois State law.

Figure 4.24. Shared lane sign and pavement markings



Source: Manual on Uniform Traffic Control Devices (MUTCD), 2009 edition.

### Trail Crossings

Where trails must cross roadways at un-signalized intersections, trail crossings resemble pedestrian crosswalks, and motorists must yield to all trail users in the crossing, regardless of whether the trail user is a bicyclist or a pedestrian. Nonetheless, in order to reduce potential conflicts at trail crossings, stop signs are recommended on the trail to remind users to stop and look for cars before crossing. Additionally, signs should be placed at crossings to remind motorists of the state law to stop for pedestrians and bicyclists in the crosswalk. Since all trail crossing proposed in this plan accommodate pedestrians, the “State Law: Stop for Pedestrians Within Crosswalk” sign is recommended at each crossing. These signs are currently in use in Antioch along Tiffany Road.

Figure 4.25. Typical trail crossing sign; stop signs



Source: Manual on Uniform Traffic Control Devices (MUTCD), 2009 edition.

### Narrow Trail Segments/Bikes on Sidewalks

In some instances, it is not possible or feasible to provide the full 8'-10' recommended width on trails. In other instances, a trail changes to a sidewalk, where bicyclists must then yield to pedestrians. In such cases, when the trail segment in question is relatively short, warning signs (yellow) should be placed at the point where the trail narrows. Regulatory signs (white) stating that bicyclists must yield to pedestrians should be posted when a trail changes to a sidewalk. However, if a trail narrows for a long stretch, or significant portions of the route require bicyclists to use a sidewalk, measures should be taken to reconstruct the sidewalk to serve as a trail or bikeway. If this is not possible for a significant distance, then a suitable alternative facility or route should be identified or constructed.

### Bicycle Facilities

Finally, Figure 4.27 shows a variety of types of bicycle facilities. Several of these treatments are recommended throughout the preceding chapter.

Figure 4.26. "Trail Narrows" and "Bikes Yield to Peds" signs



Source: Manual on Uniform Traffic Control Devices (MUTCD), 2009 edition.



Figure 4.27. Bicycle facilities

BIKE FACILITY TYPES			
 <p><b>Signed Route on Road</b></p> <ul style="list-style-type: none"> <li>* Shared roadway, bicycles may use full lane</li> <li>* Works well on low-speed roads with low traffic</li> <li>* Signs provide added direction</li> <li>* \$10,000 - \$25,000 per mile</li> </ul>	 <p><b>Shared Lane Marking</b></p> <ul style="list-style-type: none"> <li>* Shared roadway; bicycles may use full lane</li> <li>* Cars pass bicyclists only when there is enough room</li> <li>* Can be used where there isn't enough space for a bike lane</li> <li>* \$30,000 - \$35,000 per mile</li> </ul>	 <p><b>Bike Lane</b></p> <ul style="list-style-type: none"> <li>* Exclusive roadway space only for bicyclists</li> <li>* Can be placed next to parked cars, curb, or gravel shoulders</li> <li>* Works well on roads posted at 35 mph or lower</li> <li>* \$40,000 - \$50,000 per mile</li> </ul>	 <p><b>Buffered Bike Lane</b></p> <ul style="list-style-type: none"> <li>* Exclusive roadway space only for bicyclists</li> <li>* Buffer provides space between moving vehicles, opening car doors</li> <li>* Works well on roads posted at 35 mph or lower</li> <li>* \$100,000 - \$120,000 per mile</li> </ul>
 <p><b>Bicycle Boulevard / Neighborhood Greenway</b></p> <ul style="list-style-type: none"> <li>* Shared roadway space for bicyclists and cars,</li> <li>* Uses engineering treatments to slow traffic on local roads where residents want traffic moving at less than 25 mph</li> <li>* \$150,000 - \$200,000 per mile</li> </ul>	 <p><b>Protected Bike Lane, One-way</b></p> <ul style="list-style-type: none"> <li>* Exclusive roadway space for bicyclists next to the curb</li> <li>* Buffer and barrier separate bicyclists from cars</li> <li>* Can be placed on most roadways if space is available</li> <li>* \$160,000 - \$180,000 per mile</li> </ul>	 <p><b>Protected Bike Lane, Two-way</b></p> <ul style="list-style-type: none"> <li>* Exclusive roadway space only for bicyclists</li> <li>* Buffer and barrier separates bicyclists from cars</li> <li>* Useful in urban areas where a trail is desired but space is limited</li> <li>* \$200,000 - \$350,000 per mile</li> </ul>	 <p><b>Shared Use Path</b></p> <ul style="list-style-type: none"> <li>* Separated from traffic by a shoulder, landscaping</li> <li>* Works well along roads where cross streets and driveways are rare and have good visibility</li> <li>* \$350,000 - \$500,000 per mile</li> </ul>

Source: T.Y. Lin International.





Public space on Main Street.

Image by the Chicago Metropolitan Agency for Planning.



# Chapter 5

## Prioritization and Implementation

The success of Antioch's Lifestyle Corridor is the combined responsibility of Village staff, Village leadership, businesses, community organizations, and residents. This chapter provides a prioritized list of steps that should be undertaken within the next two years to begin implementation of the Plan.

In recognition of the role different organizations play within Antioch, this chapter identifies a lead implementer and key partners for each step. Financing the Plan is an essential component, so a summary of currently-available funding resources is also included.

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## Project Priorities

The Village should be strategic in implementing components of the Lifestyle Corridor Plan. Existing facilities should be improved and connected in ways that ensure short-term usability and a positive user experience. Here, it is important to keep in mind that the typical user of the Corridor is not travelling from one end of the Village to the other. Rather, most trips are taken with the intent of accessing a community destination such as downtown, the library, or a local school. Improvements and new facilities that allow access to these, often-visited community destinations should be completed first when possible. In Antioch, this may prompt the Village to first undertake improvements to the bicycle and pedestrian network in the Main Street area, and in the approaches to downtown from the east and west, since this area hosts a large concentration of community destinations.

For capital projects such as construction of new paths, availability of funding and/or existing road improvement schedules will undoubtedly influence the implementation timeline. However, less intensive capital investments such as signage and on-street markings, both shared-use-lane markings (“sharrows”) and crosswalk striping, can be completed with minimal costs and less advance planning. Bicycle parking is another low-cost improvement that makes bicycling to common destinations more practical, but also increases the visibility of the Village’s efforts around active transportation.

As new facilities are created, they should be connected into the existing network.

Updating maps and brochures and changing way-finding signage when necessary are important steps in ensuring that new facilities will be accepted and used. Programming to coincide with the opening of a new trail or even upon establishment of official routes through the Village helps to introduce residents to the new facilities and new opportunities presented by the Lifestyle Corridor. Publication of maps and programming options also serves to attract regional residents who may be less familiar with day-to-day happenings within Antioch. As Antioch’s downtown serves as a regional draw, regional residents may be interested to know when, for instance, installation of a shared-use trail and bike parking makes this area accessible to non-motorized trips.

Longer-term land use and environmental improvements, such as improving the Village’s water access to the Chain O’Lakes by addressing marshlands west of Pedersen Park, must be attempted in multiple manageable steps, with funding sources that are suitable for such protracted projects. Another example of a Plan recommendation that will require a multi-step process is improving pedestrian and bicyclist crossing of IL 173. Both of these long-term recommendations are important parts of the overall Lifestyle Corridor Plan because they will improve accessibility in Antioch and to regional destinations, two primary goals of the Corridor planning project.



# Implementation Summaries

Implementation actions found in this Plan can be broadly grouped into two categories — those that require capital investments and those that do not. Similar projects that are needed at multiple locations along the Corridor, such as crossing improvements, are grouped because undertaking these projects at the same time may be a cost-efficient strategy for the Village. The following projects summaries are arranged roughly according to ease of implementation. The Village should pursue actions within both groups according to the implementation schedule offered later in this section.

## Capital Projects Summary

1. Install signage, wayfinding, and mile markers in existing sections of the Lifestyle Corridor. Install bicycle parking at locations along current and future Corridor segments
2. Improve existing sidewalks for use as bicycle and pedestrian paths, either through signage or physical improvements.
3. Improve crosswalks, crossing signals, and other treatments at road crossings and intersections along the Corridor route.
4. Create shared bicycling lanes on existing roadways through pavement markings and appropriate signage.
5. Install new multi-use paths at Tiffany Farms Park and other locations.
6. Modify existing on-street, multi-use facility on Depot Street in order to improve safety and user experience.

## Non-Capital Projects Summary

1. Create lighting standard for use throughout Corridor.
2. Coordinate with regional partners in order to obtain agreement on lighting standards, signage, and placement of mile markers along regional portions of the Lifestyle Corridor.
3. Conduct an engineering analysis of proposed crossing locations of IL 173.
4. Employ recommended programming and events to promote active transportation and use of existing and future Lifestyle Corridor amenities.
5. Amend sections of the municipal ordinance and/or zoning code to encourage active transportation throughout the Village.
6. Implement a form-based code in order to promote development in downtown Antioch, and complementary uses along other portions of the Corridor.

# Implementation Tables

Tables 5.1 through 5.13 list implementation steps found throughout the Lifestyle Corridor Plan, organized according to Corridor section and concept location. Capital and non-capital projects are designated as such. Lead and partnering agencies are listed. Estimated costs for each project have been provided by the project team.

A recommended timeframe for implementation accompanies each recommendation. These timeframes are included for guidance purposes only, and the Village shouldn't hesitate to take advantage of opportunities to implement mid- or long-term recommendation as they arise. For phasing, short-term refers to 0-2 years, mid-term from 2-5 years, and long-term 5+ years.

For estimated costs, the scale used in all tables is as follows:

- \$ = Costs less than \$10,000;
- \$\$ = Costs between \$10,000 - \$100,000;
- \$\$\$ = Costs between \$100,000 - \$1 million;
- \$\$\$\$ = Costs of \$1 million and higher.

Priorities for the corridor, districts, and concepts were determined based on feedback from the steering committee. Two priority projects are identified in each concept design, each district, and Corridor-wide. Priority recommendations are highlighted with grey shading.

Other abbreviations used in the implementation tables are defined as follows:

- VOA = *Village of Antioch*;
- APD = *Antioch Parks Department*;
- LCFP = *Lake County Forest Preserves*;
- IDOT = *Illinois Department of Transportation*;
- HOA = *Homeowners' Association*;
- IDNR = *Illinois Department of Natural Resources*;
- LCDOT = *Lake County Division of Transportation*;
- LCSMC = *Lake County Stormwater Management Commission*;
- TOD = *Transit-oriented development*.



**Table 5.1. Corridor-wide recommendations**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Create consistent, branded signage.</b> Implementing a design concept for Corridor signage will create a seamless user experience. <i>Corridorwide Priority #1.</i>	<b>1, 2, 3</b>	<b>Capital</b>	<b>X</b>			<b>VOA, APD</b>	<b>\$\$</b>	
<b>Install mile markers along main Corridor artery.</b> These will assist those using the Corridor for fitness training, as well as assisting emergency responders.	<b>2, 5</b>	<b>Capital</b>		<b>X</b>		<b>VOA</b>	<b>\$</b>	
<b>Create lighting standard for branding and safety.</b> Consistent lighting will promote safety on the Corridor and contribute to the consistent, branded feel. <i>Corridorwide Priority #2.</i>	<b>2</b>	<b>Non-capital</b>	<b>X</b>			<b>VOA</b>	<b>—</b>	
<b>Preserve and highlight Antioch's unique hydrology and water resources.</b> Conservation and restoration of these and the surrounding natural assets enhances both the local economy and quality of life.	<b>6</b>	<b>Non-capital</b>		<b>X</b>	<b>X</b>	<b>VOA, APD, LCFP, IDNR</b>	<b>—</b>	
<b>Preserve open spaces such as Pedersen Park.</b> A coordinated effort must be undertaken to preserve what exists for the future.	<b>6</b>	<b>Non-capital</b>		<b>X</b>	<b>X</b>	<b>VOA</b>	<b>—</b>	
<b>Create small pedestrian plazas in the Downtown Core.</b> Current transition areas can be upgraded to defined, public spaces. New plazas can be also be added.	<b>2, 4</b>	<b>Capital</b>			<b>X</b>	<b>VOA, APD</b>	<b>\$\$</b>	
<b>Implement existing land use plans.</b> The Route 83 Corridor Study and the Downtown Land Use Implementation Study contain supportive recommendations such as form-based design guidelines.	<b>4</b>	<b>Non-capital</b>		<b>X</b>	<b>X</b>	<b>VOA</b>	<b>—</b>	

**Table 5.2. Concept 1: School Campus**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Designate the existing sidewalk at the northern edge of the school campus as a bike route.</b> This will increase access to an existing bike rack. Signage can direct bicyclists to yield to pedestrians. (Ideally, if funds allow, sidewalk could be widened to recommended standard bikeway width of 8' minimum.)	<b>1, 3</b>	<b>Non-capital</b>	<b>X</b>			<b>VOA, Antioch School District</b>	<b>\$</b>	
<b>Construct an 8'-10' wide paved trail within Tiffany Farms Park.</b> This path will connect Antioch Upper Grade School with the rest of the Village. (If this is not possible, designate Tiffany Farms Road as the Lifestyle Corridor route.) <i>West End District Priority #2; Concept 1 Priority #1.</i>	<b>3</b>	<b>Capital</b>		<b>X</b>	<b>X</b>	<b>VOA, APD, Tiffany Farms HOA</b>	<b>\$\$\$</b>	<b>Requires significant coordination with the HOA for land, access, and management</b>
<b>Improve crosswalks to complete the connection between the new paved trail, bike racks, and the two schools.</b> Potential conflicts between motorized and non-motorized uses can be mitigated through improvements here. <i>Concept 1 Priority #2.</i>	<b>1, 2, 3</b>	<b>Capital</b>	<b>X</b>	<b>X</b>		<b>VOA, Antioch School District</b>	<b>\$</b>	
<b>Construct trailhead/staging area where the trail emerges from Tiffany Farms Park.</b> A trailhead will alert students and parents to the presence of the Lifestyle Corridor and encourage use, and provide a new bicycle parking area.	<b>1, 2</b>	<b>Capital</b>		<b>X</b>		<b>VOA</b>	<b>\$</b>	
<b>Improve sidewalks on south side of Highview Drive.</b> Although not part of the Corridor, this stretch is expected to experience increased pedestrian usage.	<b>2, 3</b>	<b>Capital</b>		<b>X</b>		<b>VOA</b>	<b>\$</b>	



**Table 5.3. Concept 2: Tiffany Farms Park**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Construct an 8'-10' wide paved trail within Tiffany Farms Park.</b> This path connects the school campus with residential neighborhoods to the north, and Tiffany Road to the east. (If this is not possible, designate Tiffany Farms Road as the Lifestyle Corridor route.) <i>West End District Priority #1; Concept 2 Priority #1.</i>	1, 3	Capital		X	X	VOA, Tiffany Farms HOA	\$\$	Requires significant coordination with the HOA for land, access, and management
<b>Install connecting 8'-10' wide paved trail connecting the Tiffany Farms Park trail to the Tiffany Farms trail network to the north.</b> Installation of this trail will likely require negotiation between the Village and the homeowners association. <i>Concept 2 Priority #2 (tie).</i>	1, 3	Capital		X	X	VOA, Tiffany Farms HOA	\$\$	
<b>Install crosswalk where the existing bike network converges with the new trail network to the north.</b> High-visibility, ladder-style markings, and other treatments and signage can be used to improve the crossing.	1, 2	Capital		X		VOA, Tiffany Farms HOA	\$	
<b>Install "Trail Crossing" warning sign at the Y-intersection in Tiffany Farms Park.</b>	2	Capital			X	VOA, Tiffany Farms HOA	\$	
<b>Designate a trail terminus/informal resting point at the end of the northeast fork of the existing neighborhood trail to the north of Tiffany Farms Park.</b> A vacant parcel north of here (not shown on the concept drawing) will hold a new school, making this trailhead a potentially important entry point. <i>Concept 2 Priority #2 (tie).</i>	2, 3	Capital			X	VOA, Antioch School District, Tiffany Farms HOA	\$	
<b>Complete an ecological restoration of Sequoit Creek and surrounding natural area.</b> Restoration will improve water quality and provide a venue for environmental study.	6	Capital			X	VOA, APD, IDNR, LCSMC	\$\$\$	
<b>Implement existing land use plans.</b> The Route 83 Corridor Study and the Downtown Land Use Implementation Study contain supportive recommendations such as form-based design guidelines.	4	Non-capital		X	X	VOA	—	

**Table 5.4. Concept 3: Tiffany Road and Osmond Park**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Construct an 8'-10' wide paved trail from Tiffany Road east along Sequoit Creek to connect with the existing trail.</b> This will connect the existing, multi-use path to the new trail. A new trail spur to the south following Sequoit Creek will create a Y-intersection. <i>Concept 3 Priority #1 (tie).</i>	1, 3	Capital		X	X	VOA, Tiffany Farms HOA, APD	\$\$\$	
<b>Designate existing sidewalk on the east side of Tiffany Road as a shared pedestrian/bicycle route.</b>	1, 2	Non-capital	X			VOA	\$	
<b>Improve existing crossings of Tiffany Road.</b> High-visibility striping and other treatments should be used to improve the existing crossing of Tiffany Road south of Wood Creek Drive required to link the new trail to Osmond Park. An additional crosswalk to the south, at the end of the multi-use path, should also be improved. <i>Concept 3 Priority #1 (tie).</i>	1, 2	Capital	X			VOA	\$	
<b>Install stop sign for bicyclists where the trail meets Tiffany Road.</b> Vehicular traffic on Tiffany Road may be travelling at high speeds.	2	Capital	X			VOA	\$	
<b>Develop strategies for mitigating flooding problems on existing multi-use path in Osmond Park.</b> Consider elevating the trail through this area, relocating the trail, or creating a boardwalk. Alternately, there may be green infrastructure solutions. <i>Concept 3 Priority #2.</i>	2	Capital	X			VOA, LCSMC	\$\$	
<b>Create informal resting point at Y-intersection in Osmond Park.</b> Benches and/or signage can be used to create this amenity.	2	Capital		X		VOA, APD	\$	
<b>Restore Sequoit Creek throughout Osmond Park.</b> Restoration in this area could enhance the Park, and serve as a study area for local students.	6	Capital			X	VOA, APD, LCSMC, IDNR	\$\$\$	

**Table 5.5. Concept 4: Tiffany Road and Illinois Route 173**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Construct an 8'-10' wide paved trail along the west side of Tiffany Road between Highview Drive and Illinois Route 173.</b> The existing sidewalk ends at Highview. A trail is needed to connect users with points south, including Pedersen Park. <i>Concept 4 Priority #1.</i>	<b>1, 3</b>	<b>Capital</b>		<b>X</b>		<b>VOA, IDOT</b>	<b>\$\$\$</b>	
<b>Construct a safe crossing of Illinois Route 173 for bicycles and pedestrians to access Pedersen park.</b> Motorist speed and volume necessitate additional planning for a crossing of IL 173 at this location, either at Tiffany Road or across from the entrance to Pedersen Park. Two alternatives for this crossing exist, as described in 4.2a and 4.2b. <i>Concept 4 Priority #2.</i>	<b>2, 3</b>	<b>Capital</b>		<b>X</b>		<b>VOA, IDOT</b>	—	<b>Recommendation 4.2a is preferred, but 4.2b is an interim strategy</b>
a) A crossing at Tiffany Road is preferred since a traffic signal is scheduled to be installed at this intersection in 2013. However, due to numerous constraints on the south side of IL 173, this route may prove infeasible.							<b>\$\$\$</b>	
b) If a trail along the south side of IL 173 proves infeasible, a crossing should be planned near the entrance to Pedersen Park.							<b>\$\$</b>	
<b>Install an 8'-10' trail in Pedersen Park along the access road.</b> This trail can terminate at the parking lot or at a point near the gazebo and playlot.	<b>2, 3</b>	<b>Capital</b>	<b>X</b>			<b>VOA, IDOT</b>	<b>\$\$</b>	
<b>Improve water access between Pedersen Park and the Chain O'Lakes.</b> Improving the waterway at this point would provide a vital connection to the Chain O'Lakes waterway, as well as making the amenities at Pedersen Park accessible via boat. A boat launch could also be added to Pedersen Park.	<b>3, 6</b>	<b>Capital</b>			<b>X</b>	<b>VOA, APD, IDNR, LCSMC, Fox Waterway Agency</b>	<b>\$\$\$\$</b>	



**Table 5.6. Concept 5: Depot Street and Hillside Avenue**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Refresh existing crossings on Depot Street, at Hillside Avenue, and at Holbeck Avenue.</b> High-visibility paint, detectable warning tiles, and appropriate signage for motorists and bicyclists will improve the crossing. <i>Concept 5 Priority #1 (tie).</i>	<b>2</b>	<b>Capital</b>	<b>X</b>			<b>VOA</b>	<b>\$</b>	
<b>Improve the path along Depot Street from Hillside Avenue to Cunningham Drive.</b> Two options for improving this route are described in 5.2a and 5.2b. <i>Concept 5 Priority #2.</i>	<b>2,3</b>	<b>—</b>				<b>VOA</b>	<b>—</b>	<b>Recommendation 5.2a is preferred, but 5.2b is an interim strategy</b>
a) Move the existing Depot Street route to the north side of the street. This more-costly alternative would allow for more direct routing of the multi-use path.	<b>2,3</b>	<b>Capital</b>			<b>X</b>	<b>VOA, private businesses</b>	<b>\$\$\$\$</b>	
b) Improve the condition and safety of the existing Depot Street route. Although low traffic volumes present few transition problems, these segments are in varying states of repair.	<b>2</b>	<b>Capital</b>	<b>X</b>			<b>VOA</b>	<b>\$</b>	
<b>Install shared lane markings on Hillside Avenue from Lake Street to Depot Street.</b> Refer to the bicycle facility design guidelines in Chapter Four for specifications. <i>Concept 5 Priority #1 (tie).</i>	<b>2,3</b>	<b>Capital</b>		<b>X</b>		<b>VOA</b>	<b>\$</b>	

**Table 5.7. Concept 6: Orchard Street**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Install dedicated curbside bicycle lanes on Orchard Street from Hillside Avenue to Main Street.</b> This can be accomplished by removing the center left turn lane and restriping the road. Install pavement markings as shown on the concept plan. <i>Downtown Core District Priority #1; Concept 6 Priority #1.</i>	<b>2, 4</b>	<b>Capital</b>	<b>X</b>			<b>VOA</b>	<b>\$ \$</b>	
<b>Install wayfinding signage to direct bicyclists and pedestrians into the center of the Downtown Core.</b> Users should be directed to and from the Metra Station, in particular.	<b>2, 3, 4</b>	<b>Capital</b>	<b>X</b>			<b>VOA, Antioch Chamber of Commerce</b>	<b>\$ \$</b>	
<b>Encourage the redevelopment of Orchard Plaza.</b> Redevelopment scenarios proposed here include the extension of Spafford Street to improve circulation. Bicycle and pedestrian facilities should be incorporated into any new designs. <i>Concept 6 Priority #2.</i>	<b>4</b>	<b>Capital (public and private)</b>			<b>X</b>	<b>VOA, Orchard Plaza tenants, property owner, private sector developer(s)</b>	<b>\$ \$ \$</b>	

**Table 5.8. Concept 7: Downtown Antioch**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Install bike lanes on Main Street from Ida Avenue to Depot Street.</b> Specifications regarding lane width are shown on the design. <i>Concept 7 Priority #1.</i>	<b>3, 4</b>	<b>Capital</b>		<b>X</b>		<b>VOA, IDOT</b>	<b>\$</b>	<b>Main Street is preferred route; Toft and Skidmore are secondary</b>
<b>Designate secondary bicycle routes parallel to Main Street, along Toft Avenue and Skidmore Drive and on east-west connectors Lake and Park Streets.</b> These lower traffic routes will provide an alternative to Main Street. <i>Concept 7 Priority #2 (tie).</i>	<b>2, 3, 4</b>	<b>Capital</b>	<b>X</b>			<b>VOA</b>	<b>\$</b>	
<b>Improve pedestrian crossings along the Main Street corridor.</b> High-visibility paint, detectable warning tiles, and appropriate signage for all users will improve accessibility. <i>Concept 7 Priority #2 (tie).</i>	<b>2, 3</b>	<b>Capital</b>	<b>X</b>			<b>VOA, IDOT</b>	<b>\$</b>	
<b>Install wayfinding signs on Main Street identifying major destinations and landmarks.</b> Highlight the Metra Station and other local landmarks, such as Buttrick Sawmill, the amphitheater, Osmond Park, the library, and Brook Wetlands.	<b>2, 4</b>	<b>Capital</b>	<b>X</b>			<b>VOA, Antioch Chamber of Commerce</b>	<b>\$</b>	
<b>Redevelop the vacant parcels on the northeast, northwest, and southwest corners of Main Street and Orchard Street.</b> The development of these prime parcels, particularly the northwest corner, will improve overall feel of the Downtown Core.	<b>4</b>	<b>Capital</b>			<b>X</b>	<b>VOA, property owner, private sector developer(s)</b>	<b>\$</b>	
<b>Improve the rear façades on both sides of Main Street facing Toft Avenue and Skidmore Drive.</b> Streetscaping and buffers can be used to improve the pedestrian experience. Skidmore Drive is of special importance. <i>Concept 7 Priority #2 (tie).</i>	<b>2, 4</b>	<b>Capital</b>			<b>X</b>	<b>VOA, Antioch Chamber of Commerce, Main St. merchants</b>	<b>\$</b>	
<b>Restore and highlight the William E. Brook Wetland Sanctuary.</b> Wayfinding signage should be installed to direct residents to and from the sanctuary. Also, opportunities to restore and manage the wetland should be explored.	<b>6</b>	<b>Capital</b>			<b>X</b>	<b>VOA, APD, IDNR</b>	<b>\$</b>	



**Table 5.9. Concept 8: Antioch Metra Station**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Construct an off-street sidepath along the south side of Depot Street and the north side of Orchard Street, from Main Street to Pickard Avenue.</b> Install a high-visibility ladder-style trail crossing at the intersections of Depot and Orchard Streets and Pickard Avenue. Road geometry and high traffic speed make an off-street facility the preferred choice in this area. <i>Downtown Core District Priority #2; Concept 8 Priority #1.</i>	1, 2, 3	Capital		X	X	VOA, property owner, private sector developer(s)	\$\$	Depends on Pittman Property redevelopment
<b>Designate existing sidewalk on the east side of Main Street between Depot Street and Orchard Street as a shared pedestrian/bicycle route.</b> This sidepath connects the multi-use path with downtown and the Orchard Street on-street facility.	1,2,3	Non-capital	X			VOA, IDOT	\$	
<b>Construct an off-street sidepath along the north side of Depot Street, from Pickard Avenue to Longview Drive.</b> This can be accomplished by restructuring the existing sidewalk to a width of 8'-10'. Install "Trail Narrows" sign in locations near the Metra station where necessary.	1, 2, 3	Capital		X		VOA	\$\$\$	
<b>Improve the intersection of Main Street and Depot Street.</b> Numerous physical and signage modifications should be considered for this intersection, a vital point where the Lifestyle Corridor crosses Antioch's commercial district.	2, 3, 4	Capital		X		VOA, IDOT	\$\$	
<b>Improve existing pedestrian and bicycle crossings throughout the area.</b> High-visibility crossing markings and signage for all users will improve safety and usability.	1, 2	Capital	X			VOA	\$\$	
<b>Install additional bike parking on the south side of the Metra Station building.</b> Parking area should be visible and accessible to all riders, with signage directing cyclists to walk bikes on sidewalk.	2, 3	Capital	X			VOA, Metra	\$	
<b>Install wayfinding signs on Main Street identifying major destinations and landmarks.</b> Highlight the Metra Station and other local landmarks, such as Buttrick Sawmill, the amphitheater, Osmond Park, the library, and Brook Wetlands. <i>Concept 8 Priority #2.</i>	2, 3	Capital	X			VOA, Antioch Chamber of Commerce	\$	
<b>Redevelop the Pittman property according to the recommendations of the Route 83 Corridor Study.</b> The Pittman property presents an opportunity to spur downtown development. Should Village Hall be relocated here, ample public space should be provided.	4	Capital			X	VOA, property owner, private sector developer(s)	\$\$\$\$	
<b>Consider redeveloping areas north, west, and south of the Metra station.</b> These areas are prime locations for TOD and could support a mix of uses.	4	Capital			X	VOA, property and business owners	\$\$\$\$	

**Table 5.10. Concept 9: Depot Street and Anita Avenue**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Construct two-way off-street trail on the north side of Depot Street between the Metra station and Longview Drive.</b> This can be accomplished by restructuring the existing sidewalk to a width of 8'-10'. <i>East End District Priority #2 (tie); Concept 9 Priority #2 (tie).</i>	1, 2, 3	Capital		X		VOA	\$\$\$	
<b>Install shared lane markings on Anita Avenue from McMillen Road to North Avenue.</b> A lane here will provide access to the main Corridor from surrounding neighborhoods and provide access to Centennial Park and Antioch Community High School. (Installing shared lane marking on Anita Avenue, north of Depot Street, may be accomplished in the short term due to the good, existing road quality. South of Depot Street, shared lane markings will need to wait for road improvements.) <i>Concept 9 Priority #2 (tie).</i>	2, 3	Capital		X		VOA	\$	
<b>Improve existing crossings of the road that intersect the Depot Street arterial route.</b> High-visibility crossings should be installed at Anita Road, Rinear Road, Gary's Drive, and Longview Drive, with appropriate signage. <i>East End District Priority #2 (tie).</i>	1, 2	Capital	X			VOA	\$	
<b>Reconsider type and intensity of land use in the industrial areas to the east and south of the Metra station.</b> The Village should consider repurposing some facilities in the vicinity of the Metra station to uses more consistent with areas served by commuter rail.	2, 4	Non-capital			X	VOA	\$	
<b>Improve industrial district along Anita Avenue, south of Depot Street.</b> Those properties not repurposed for other uses more conducive to TOD, as discussed in recommendation #4, should be included in an industrial improvement district. <i>Concept 9 Priority #1.</i>	2, 4	Capital			X	VOA, Antioch Chamber of Commerce, property and business owners	\$\$	

**Table 5.11. Concept 10: Depot Street Connector**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Improve existing crossing of Longview Drive, where the existing two-way on-street facility transitions to a newly constructed two-way off-street facility.</b> High-visibility, ladder-style crossings are preferred. Detectable warning tiles and signage should also be used. <i>Concept 10 Priority #2.</i>	1, 2	Capital	X			VOA	\$	
<b>Extend shoulder and construct curb at the end of the existing on-street facility, where the path curves to meet the crosswalk across Longview Drive.</b> Bicyclists approach this area with speed due to a grade change. On-street markings and signage should be used to alert trail users of the transition. <i>Concept 10 Priority #1.</i>	1, 2	Capital	X			VOA	\$\$	
<b>In the event of the resurfacing of Depot Street, retrofit the existing on-street facility to comply with national design standards.</b> The rumble strip should be removed and a barrier or marked buffer constructed to protect bicyclists.	2	Capital			X	VOA	\$\$	
<b>Install a trailhead at the eastern terminus of the Lifestyle Corridor.</b> This facility, at the Deep Lake Road intersection, alerts users to the existence of an expanded trail system.	2, 5	Capital		X		VOA, LCDOT	\$\$	

**Table 5.12. Concept 11: Ida Avenue and Bishop Street**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Install shared lane markings on Ida Avenue from Main Street to Anita Avenue.</b> This route provides bicycle access to the high school from downtown and residential areas to the northeast. <i>Concept 11 Priority #1.</i>	1, 2, 3	Capital	X			VOA	\$	
<b>Install shared lane markings on Bishop Street from Antioch Community High School to Ida Avenue.</b> This route provides bicycle access to the high school from downtown and residential areas to the northeast. <i>Concept 11 Priority #2.</i>	2, 3	Capital	X			VOA	\$	



**Table 5.13. Concept 12: Tim Osmond Sports Complex**

RECOMMENDATIONS	RELEVANT PRINCIPLES	CAPITAL OR NON-CAPITAL	PHASING			LEAD/ PARTNERS	ESTIMATED COSTS	NOTES/NEXT STEPS
			SHORT-TERM	MID-TERM	LONG-TERM			
<b>Construct an 8'-10' wide trail along the west side of the access road, south of the Depot Street entrance to the Tim Osmond Sports Complex.</b> Install a high-visibility crosswalk with detectable warning tiles and curb ramps. Install "Trail X-ing" signs as shown on the concept design. <i>East End District Priority #1; Concept 12 Priority #1.</i>	<b>2, 3</b>	<b>Capital</b>		<b>X</b>		<b>VOA, APD</b>	<b>\$\$\$</b>	
<b>Install crosswalks and provide a non-motorized connection to the Tim Osmond Sports Complex at its southwest corner.</b> Install two high-visibility crosswalks with detectable warning tiles and curb ramps, crossing the access road and McMillen Road respectively. Install "Trail X-ing" signs as shown in the design. <i>Concept 12 Priority #2.</i>	<b>2, 3</b>	<b>Capital</b>	<b>X</b>			<b>VOA, APD</b>	<b>\$\$</b>	
<b>Construct a circuit training center at the southeast corner of the Osmond Sports Complex.</b> This circuit training center should include bars and fixtures for strength training, as well as areas for stretching and resting.	<b>3</b>	<b>Capital</b>		<b>X</b>		<b>VOA, APD</b>	<b>\$\$</b>	
<b>Install a cross country training circuit around the perimeter of the Osmond Sports Complex.</b> This circuit, combined with the multi-use path on Depot Street, will provide a state of the art training facility for Antioch Community High School runners, as well as other users.	<b>3</b>	<b>Capital</b>		<b>X</b>		<b>VOA, APD, Antioch Community High School</b>	<b>\$\$\$</b>	

## Programming Recommendations

In addition to creating a plan for creating the Lifestyle Corridor, Antioch can encourage greater use of the facility by programming events and activities that provide education, awareness, and encouragement around walking and bicycling as healthy and active lifestyle choices. Moreover, programming should highlight Antioch's unique qualities — nature, history, and a walkable Downtown — with the Lifestyle Corridor presented as a means of access to Village and regional amenities. The themes that have been created for each section of the Corridor may be helpful in organizing events and programming.

### Recommendation 1:

#### **Provide bike valet service at outdoor Village events.**

Antioch hosts a variety of community events through the Village, Park District, and Chamber of Commerce. These can be opportunities to encourage and highlight the use of the Antioch Lifestyle Corridor to travel to community events by offering free and secure bike parking to participants.

### Recommendation 2:

#### **Partner with the Village of Fox Lake to host a walking and bicycling event on the Chain O'Lakes Bike Path.**

In conjunction with the completion of Fox Lake's new *Greenways and Bikeways Plan*, Antioch can partner with Fox Lake and other neighboring communities to host a walking or bicycling event on the Chain O'Lakes Bike Path. This would be an opportunity to showcase Antioch's Lifestyle Corridor as well as Fox Lake's bike paths to users of all ages.

### Recommendation 3:

#### **Apply for awards to generate economic development.**

National recognition for efforts to increase the pedestrian and bicycling environment in Antioch can generate local and regional attention, supplement Antioch's marketing and promotional materials, and possibly increase commercial activity and property values for the community. As Antioch continues to plan for future bicycle and pedestrian facilities, Village departments and the chamber of commerce can collaborate to apply for national awards, such as the Bicycle Friendly Community Program led by the League of American Cyclists (step-by-step guide available at [www.bikeleague.org](http://www.bikeleague.org)), and Walk Friendly Communities ([www.walkfriendly.org](http://www.walkfriendly.org)).

### Recommendation 4:

#### **Conduct community walking and biking tours along the Lifestyle Corridor.**

Invite elected officials, community leaders, municipal staff, school district, public health experts, and the business community on an informative walking and biking tour highlighting the three themes of the Lifestyle Corridor: *Nature and Education*; *Entertainment and History*; *Health and Wellness*. This will serve as an opportunity to build awareness with local stakeholders about the public health, economic, and other benefits of having a Lifestyle Corridor in the community. The tour can highlight how the Corridor provides safe and convenient connections to local businesses and community services for pedestrians and cyclists.

### Recommendation 5:

#### **Use local media to promote walking and biking.**

Local media resources such as local newspapers, the Village's newsletter, website, Facebook page, and parks and recreation information can be used to encourage and educate residents on walking and biking in Antioch. Topics can include the health benefits of walking or biking, walking and biking rules of the road, sharing the road with non-motorized users, and tips for navigating the Corridor. Community events such as walking and biking tours along the Lifestyle Corridor can also be featured in local media.

### Recommendation 6:

#### **Create or promote biking and walking clubs to use the Lifestyle Corridor.**

The Village can promote the use of the Lifestyle Corridor and encourage visitors to travel to and through Antioch by promoting new, local walking or bicycle clubs, or by encouraging existing bicycle clubs to travel to Antioch for events. Promoting bicycle shops, restaurants and cafes, and community events can help attract users to the Village.

### Recommendation 7:

#### Develop an “Authentic Antioch” video featuring the Lifestyle Corridor.

The “Authentic Antioch” promotional campaign presents Antioch’s unique and quaint local character through a series of professional videos featuring community assets such as the *Shops of Antioch* and *The Great Outdoors*. Antioch should consider creating a new video highlighting the Lifestyle Corridor as a major community asset that brings shopping, entertainment, history, and the great outdoors together with one continuous route. The video can involve the Antioch Community High School track team, Lake County Regional Bicycle Club, and elected officials walking or biking along the route to generate interest.

### Recommendation 8:

#### Conduct basic bike maintenance classes.

Bike maintenance can be a major deterrent to those who are relatively unfamiliar with biking in their community. Basic bike maintenance classes can be held by Antioch’s Park District, Senior Center, or Police Department to increase interest and involvement in biking. Antioch’s local bike shop, Antioch Schwinn Cyclery, is conveniently located in downtown Antioch and can help to promote bike maintenance and education in the community. Some communities have Park District-sponsored bicycle clubs that offer bicycle maintenance training to youth.

### Recommendation 9:

#### Create health education programs that promote walking and biking in Antioch.

Develop partnerships with the Antioch School District, Parks and Recreation Department, and the Senior Center to promote active lifestyles and use of the Lifestyle Corridor. Such programs can also promote healthy eating habits and other healthy lifestyle suggestions. Recent national studies and research demonstrate strong relationship between active living, healthy eating, social and mental health, and a safe and healthy environment.

### Recommendation 10:

#### Create a Shop Local program with the Antioch Chamber of Commerce.

Creating a walkable and bike-able environment for residents in Antioch (especially along commercial corridors) will increase business for local shops and restaurants. The Village can partner with the Antioch Chamber of Commerce to develop marketing strategies for a shop local campaign or program that gives incentives to residents for walking or biking to local businesses. In addition, providing bike parking in close proximity to shops and restaurants will also encourage cyclists to shop local.

### Recommendation 11:

#### Publish the Lifestyle Corridor map and brochure highlighting themes and destinations along the route.

The Lifestyle Corridor map will promote existing on-street bicycle routes such as the Depot St. two-way bike lane and the multi-use trail through Tiffany Park, as well as identify local destinations and areas along the route that are comfortable for walking and biking. The map can provide bicycle safety and education tips such as how to park your bike and how to navigate streets and intersections. The map can be made available to residents and visitors at Village Hall, Antioch Chamber of Commerce, Antioch Schwinn Cyclery, Parks and Recreation facilities, Antioch Senior Center, community destinations, and community bulletin boards.

### Recommendation 12:

#### Create an environmental club at Antioch Community High School.

The Lifestyle Corridor includes routes for students, staff, and faculty to reach the Antioch Community High School. The high school’s environmental club participated in a focus group during the creation of the Lifestyle Corridor Plan and provided a number of needs and challenges for biking in the community. Building upon the club’s interest and participation, the environmental club can be a resource to the school community on bike education and awareness. Students can also plan walking or biking trips to the *Nature and Education* segment of the Lifestyle Corridor and other environmental assets along the Corridor.



**Recommendation 13:****Organize bike-and-dine events for residents and surrounding communities.**

Entertainment, shopping, and dining are all major attractions to the “Authentic Antioch” experience. Antioch offers residents and visitors the opportunity to enjoy a variety of dining and entertainment options along Main Street. Local restaurants can be highlighted by organizing a monthly biking event for 20 to 30 people who would like to enjoy a unique experience while dining in Antioch.

**Recommendation 14:****Create an Open Streets event in downtown Antioch.**

Open Streets is an event that celebrates outdoor activities and healthy lifestyles in a fun and safe environment. The Chicagoland region has participated in numerous Open Street events that restrict streets from car access in order to open streets to biking, playing, outdoor exercise, and other activities. The event builds vibrancy and enthusiasm around healthy and active lifestyles. Antioch can create a partnership between the Village, the Police Department, and community entities such as the Senior Center to transform a portion of downtown into an Open Streets event.

**Recommendation 15:****Participate in Bike to Work Week.**

Participate in Chicagoland’s annual Bike to Work Week organized by Active Transportation Alliance, one of the regional advocates for walking, biking and transit. Join thousands of commuters as they take the challenge to bike to work and build interest around biking as a means of transportation. Antioch has many residents that work and live in the community which makes Bike to Work Week a viable, environmentally friendly, and cost saving commute choice.

**Recommendation 16:****Produce a bicycle and pedestrian safety video with the Police and Fire departments.**

Work with municipal staff, elected officials and the police and fire departments to create a short traffic safety video. The video can feature rules of the road for bicyclists and pedestrians and be used as an educational tool for motorists and users of the Lifestyle Corridor. The safety video can be posted on the Authentic Antioch Website or Antioch Facebook Page to build awareness and level of comfort on the road.

**Recommendation 17:****Produce a Bike-to-Metra guide.**

The last ten years have seen a tripling of Chicago area residents riding to and parking their bikes at their local Metra commuter rail stations as part of their work commute. The League of Illinois Bicyclists (LIB) currently has grant funding to produce “Bike to Metra” guides for communities with Metra stations, such as Antioch. The guides include recommended routes, safe riding tips, and photos taken at stations and other iconic community locations. The “Bike to Metra” guides are free and available at Metra stations and other community locations (as well as viewing on LIB’s webpage). Although the focus is on trips to Metra stations, the maps can also help residents and visitors select routes to other destinations, such as shopping and recreation areas. The Village can apply for LIB assistance; production is on a first-come, first-served basis. Towns provide a 20 percent local match, typically around \$1,200 and not exceeding \$1,350 — which includes route analysis, photography, graphic design, and printing. LIB produces the maps in batches, to save on printing costs. Towns can select 2,500, 5,000 or 10,000 copies and receive the files for posting and modifying in the future.

## Funding Resources

This section identifies specific public funding sources that may be used to develop and implement the bicycle and pedestrian enhancements recommended in the Antioch Lifestyle Corridor Plan. While most of the enhancements the Plan recommends are capital improvement projects, the Village of Antioch should also consider further, more detailed planning initiatives, as well as safety, education, and encouragement programs, which can help increase cycling and walking while reducing crashes. Such improvements (projects and programs) should be undertaken with the support of adopted policies, processes, and ordinances that promote and institutionalize walking and cycling within the Village of Antioch.

Funds for developing and implementing bicycle and pedestrian projects and programs can be obtained through four primary sources: government funding sources, private sector resources, community fundraising and creative partnerships, and foundations. Details on each of these funding avenues — as well as case studies and funding resources and research — can be found at the “**Funding Revenue Sources**” webpage of the Pedestrian and Bicycle Information Center, a national clearinghouse for information about health and safety, engineering, advocacy, education, enforcement, access, and mobility for pedestrians and bicyclists. Most major public funding programs originate with the federal government and thus involve the use of federal funds. Village officials should be aware that the use of federal funds carries with it significant processing and reporting requirements.

When considering government funding sources for bicycle and pedestrian projects, it is important to note that the new federal transportation program, Moving Ahead for Progress in the 21st Century (MAP-21), makes significant changes to funding policies, programs, and procedures. Various funding programs, which under the previous bill (SAFETEA-LU) were available for pedestrian and bicycle projects have been eliminated or consolidated; instead, MAP-21 has one “core” program focused on non-motorized transportation projects—the Transportation Alternatives Program (TAP). TAP consolidates SAFETEA-LU’s three non-motorized transportation programs: Transportation Enhancements, Safe Routes to School, and Recreational Trails programs.

TAP funds in Illinois will be programmed in part by the State (IDOT) and in part by regional entities (transportation management associations or metropolitan planning organizations) such as CMAP. CMAP’s TAP funding will be used exclusively for bicycle/pedestrian projects. The state’s program is still referred to as the Illinois Transportation Enhancements Program. Projects will be selected for the statewide program through a competitive call for projects that is expected to recur yearly, but the program will fund additional categories besides bicycle and pedestrian projects.

The Congestion Mitigation and Air Quality Improvement (CMAQ) program has also been a major source of funding for bicycle and pedestrian projects in northeastern Illinois. CMAP is responsible for selecting projects to be funded through this program. A competitive application and selection process is used to award these funds. Under current funding levels, approximately \$100 million is available per program year. The amount directed to bicycle and pedestrian projects varies from year to year, but it is typically 10 percent to 15 percent of the program.

Other funding sources for bicycle and pedestrian projects are available, though they may not have been used for such projects in the past. The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects on any federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intercity bus terminals and facilities. The local portion of the local STP could be used for bicycle and pedestrian projects, although this is a matter decided at the subregional level. The portion of the funding programmed by subregional councils, generally for use by municipalities, is referred to as STP-L. Antioch should refer to the MAP-21 program for current updates to the STP program, or discuss the program with the planning liaison for the Lake County Council of Mayors.









# Appendices

## Appendix I: List of Acronyms

<b>ADID</b>	Advanced Identification Study
<b>APD</b>	Antioch Parks Department
<b>CMAQ</b>	Congestion Mitigation and Air Quality Improvement Program
<b>CMAP</b>	Chicago Metropolitan Agency for Planning
<b>HOA</b>	Homeowners' Association
<b>IDNR</b>	Illinois Department of Natural Resources
<b>IDOT</b>	Illinois Department of Transportation
<b>IEPA</b>	Illinois Environmental Protection Agency
<b>LCDOT</b>	Lake County Division of Transportation
<b>LCFP</b>	Lake County Forest Preserves
<b>LCSMC</b>	Lake County Stormwater Management Commission
<b>LIB</b>	League of Illinois Bicyclists
<b>LTA</b>	Local Technical Assistance
<b>MAP-21</b>	Moving Ahead for Progress in the 21st Century
<b>MPH</b>	Miles Per Hour
<b>MUTCD</b>	Manual on Uniform Traffic Control Devices
<b>NWMC</b>	Northwest Municipal Conference
<b>RRFB</b>	Rectangular Rapid Flashing Beacon
<b>SAFETEA-LU</b>	Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users
<b>STP</b>	Surface Transportation Program
<b>TAP</b>	Transportation Alternatives Program
<b>TOD</b>	Transit-Oriented Development
<b>VOA</b>	Village of Antioch

## Appendix II: Pedestrian and Bicycle Facilities Resources

The following section highlights important bicycle and pedestrian planning guidelines as well as local, state and national organizations advocating for safer bicycle and pedestrian communities. These resources will help support and guide the Antioch Lifestyle Corridor Plan through bicycle and pedestrian planning and programming.

### Bicycle Facilities

- Guide for the Development of Bicycle Facilities, 4th Edition American Association of State Highway and Transportation Officials (AASHTO)  
<http://www.transportation.org>
- Urban Bikeway Design Guide, National Association of City Transportation Officials  
<http://nacto.org/cities-for-cycling/design-guide/>
- Bike Lane Design Guide, City of Chicago and the Active Transportation Alliance, 2002  
[http://www.chicagobikes.org/pdf/bike\\_lane\\_design\\_guide.pdf](http://www.chicagobikes.org/pdf/bike_lane_design_guide.pdf)
- Association of Pedestrian and Bicycling Professionals, Bicycle Parking Design Guidelines, Bike Parking for Your Business Active Transportation Alliance, 2003  
[http://www.chicagobikes.org/pdf/bike\\_parking\\_business.pdf](http://www.chicagobikes.org/pdf/bike_parking_business.pdf)
- Manual on Uniform Traffic Control Devices, Federal Highway Administration, 2009  
<http://mutcd.fhwa.dot.gov/>

### Pedestrian Facilities

- Guide for the Planning, Design, and Operation of Pedestrian Facilities, American Association of State Highway and Transportation Officials (AASHTO), 2004  
<http://www.transportation.org>
- Designing Sidewalks and Trails for Access, U.S. DOT Federal Highway Administration  
<http://www.fhwa.dot.gov/environment/sidewalks/index.htm>

### Bicycle and Pedestrian Accommodations

- Safety Benefits of Raised Medians and Pedestrian Refuge Areas, FHWA  
[http://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/medians\\_brochure/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/)
- Safety Benefits of Walkways, Sidewalks, and Paved Shoulders, FHWA  
[http://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/walkways\\_brochure/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/)
- Bureau of Design & Environment Manual – 2011 Edition Illinois Department of Transportation  
<http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf>

### Advocacy Organizations

- League of Illinois Bicyclists  
<http://www.bikelib.org/>
- Active Transportation Alliance  
<http://www.activetrans.org>
- Trails for Illinois  
<http://trailsforillinois.tumblr.com/>
- SRAM Cycling Fund  
[www.sramcyclingfund.com](http://www.sramcyclingfund.com)
- Alliance for Biking and Walking  
[www.peoplepoweredmovement.org](http://www.peoplepoweredmovement.org)
- Association of Pedestrian and Bicycle Professionals  
[www.apbp.org](http://www.apbp.org)
- National Complete Streets Coalition  
<http://www.completestreets.org>
- Pedestrian and Bicycle Information Center  
<http://www.pedbikeinfo.org>
- Walk Friendly Communities  
[www.walkfriendly.org](http://www.walkfriendly.org)
- Open Streets Chicago  
[www.openstreetschicago.org](http://www.openstreetschicago.org)
- Projects for Public Spaces  
[www.pps.org](http://www.pps.org)



## Appendix III: Outreach Summary

A significant feature of CMAP's LTA program is the commitment to broad-based public involvement. The local planning projects that result from the program's competitive application process are strengthened by the engagement of residents, business owners, and other local stakeholders. In particular, the LTA program focuses on both reaching and involving individuals that are traditionally underrepresented in planning processes, including low-income persons, minorities, non-English speaking persons, and persons with disabilities. This appendix provides a summary of the steps taken to engage the Antioch Lifestyle Corridor Planning process.

For the Village of Antioch, a public engagement strategy document was developed and supported by background research and initial conversations with the Village staff, Village board members and other key stakeholders. The initial steps taken to develop the public engagement strategy for Antioch included the following: examine strategies of public participation that took place in the Village prior to this project (see Figure A.9 for a relevant worksheet); learn more about the demographics of the community; and begin building a comprehensive list of the key stakeholders to involve in the planning process (see Figure A.10 for a relevant worksheet).

From this background research, CMAP established an overarching goal that the project's public outreach would draw from a wide variety of people with different understandings of and preferences about the future of the community. Based on Antioch's demographics, staff felt it was a priority to engage community organizations that reach a wide audience such as the Antioch Chamber of Commerce, Antioch Senior Center, Antioch School Districts, Antioch Public Library and other community resources.

The Antioch Lifestyle Corridor Plan was guided by a steering committee, composed of representatives from Village departments, elected officials, residents and other stakeholders. The Steering Committee advised and guided the development of the plan's recommendations, serving as a sounding board to assist city and CMAP staff throughout the process. A regional stakeholder group was also brought together to meet the regional objectives of the Lifestyle Corridor Plan. Regional stakeholders included the Illinois Department of Transportation, Lake County Department of Transportation, Lake County Forest Preserve District and the Northwest Municipal Conference.

### How Public Input Helped to Shape this Plan

Public engagement efforts gathered resident and stakeholder feedback during critical points in the planning process, which later informed strategies and recommendations for planning, as well as programming and policies stated in the plan. Through public meetings, focus groups, stakeholder interviews and an online interactive survey, Antioch residents had a variety of avenues to provide input during the development of this plan.

The following themes were repeated throughout the public engagement process and helped shape guiding principles of the Antioch Lifestyle Corridor Plan:

- The Train Depot area lacks strong pedestrian connections to Antioch's downtown and surrounding destinations.
- Illinois Route 83 (Main Street) is the primary commercial corridor in Antioch, accounting for a significant portion of the commercial and mixed uses in the Village as well as its historic character.
- Historic downtown Antioch is walkable, vibrant, and pedestrian friendly.
- Antioch's multi-use path provides an east-west route leading walkers, runners, and cyclists close to the center of town.
- Non-motorized access to important regional destinations such as the Chain O' Lakes is lacking.
- The parks and natural resources in and around Antioch are significant assets that contribute to the high quality of life for Village residents and that the Village should value and highlight.
- Antioch is well-positioned to coordinate efforts to expand and connect open space, natural areas, and recreational opportunities with the State of Illinois and the Lake County Forest Preserve District.
- The Sequoit Creek corridor, including its associated floodplain and wetlands, is one of the village's primary natural assets that should be protected, managed, and restored to a natural condition.

## Forming a Vision Statement

The collaborative efforts of community stakeholders formed a strong vision statement and guiding principles for the Antioch Lifestyle Corridor. Steering committee members included representation from parks and recreation, public works, community development, planning and zoning committee, elected officials, businesses, residents and regional agencies. The following vision statement was formed by a visioning exercise with steering committee members:

*Antioch's Lifestyle Corridor will improve the quality of life of residents with a safe and convenient multi-modal greenway that promotes healthy and active lifestyles while supporting economic development, transportation and recreational enhancements for the community. The corridor will serve as an active arterial that meets the needs of pedestrians and bicyclists to safely access local and regional destinations.*

The following lists individual vision statements submitted by the steering committee:

- The lifestyle corridor should safely meet the needs of walkers and bicyclists, while being aesthetically pleasing to users and neighbors. The corridor should be designed and operated to preserve compatible uses, and be an added value to adjacent landowners and neighbors.
  - The Lifestyle Corridor should provide safe connection of Antioch's many amenities: neighborhoods, Sequoit Creek, sports fields, train station, downtown, the industrial park, special events venues, schools and the Chain of Lakes.
  - The Antioch Lifestyle Corridor promotes healthy lifestyles, economic, transportation and recreational enhancements for the community while creating both; local connectivity to community destinations, schools, residential neighborhoods, commercial areas and recreational assets and regional connections to the Chain O' Lakes and the Des Plaines River Trail.
  - Through intergovernmental cooperation with the Lake County Forest Preserve District, and the State of Illinois, the Antioch Lifestyle Corridor will provide multi-use access routes to a variety of destinations within Antioch and surrounding areas.
  - My vision for the corridor is a public space that increases the quality of life in Antioch through the establishment of a backbone of naturalized environment that provides several modes of non-automotive transportation, both passive and active recreation opportunities, environmental stewardship and enhancement, flood control, economic development activity, increased property values and healthier living for the residents.
  - The Antioch Lifestyle corridor will serve a multi-use navigable greenway facility providing linkages to activities and transportation modes from the Chain of Lakes to the Village of Antioch. The corridor will serve as a arterial route connecting neighborhoods and the urbanized core of Antioch to its natural resources and open space assets and infrastructure.
-

## Lessons Learned

Antioch has experienced significant population growth over the past 10 years and over half of village residents are between the ages of 20 and 49. Nearly 35% of the population is under the age of 19. Given village demographics, it was important for the planning process to bring both new residents and young residents into the planning conversation. In order to accomplish this Village staff and CMAP worked to disseminate information about public meetings. Village staff already had residents tuned into community resources like the Village website, newsletter, and online calendar of events; and consequently the project team utilized these resources throughout the planning process.

The MetroQuest web tool was also found to be a very effective tool for Antioch. This tool was developed to gather public feedback on the community for the plan. Online engagement afforded the Village and CMAP the opportunity to reach more people than just those who were able to attend the public meetings. All in all, there were over 150 unique visits to the MetroQuest website, and over 70 of those visitors left feedback. Residents who participated shared countless ideas as to how to improve the community for the future.

Perhaps due to the relatively young age of community residents, the project team found online engagement through the Antioch Village Facebook page to be a successful way to reach village residents. Out of the 70 participants that left demographic information on MetroQuest, 38 indicated they were under the age of 18, 62 were residents, 61 were White, and 43 were female. Therefore, it is recommended that Antioch continue to use electronic and computer-based outreach methods for future planning processes.

## Outreach Methods

To reach community residents staff utilized a combination of flyers, posters, local media, Village Hall websites and newsletter as well as social media sites. Prior to the public kick-off meeting and the open house outreach staff would distribute flyers and posters at key destinations in the community. CMAP worked closely with Village staff and steering committee members to ensure participation in this process. There were four primary means of communication throughout the plan development: posters and postcards, face-to-face outreach, online web-based communications, and email updates and reminders.

Print and digital posters and postcards were developed for each meeting. Prior to meetings outreach staff placed flyers and posters at locations in and around the Village; including, retail and restaurants in Downtown Antioch, government offices, Antioch Public Library, Antioch Senior Center, Antioch Cyclery, Lakes Region Historical Society buildings, local cafes and dining, community churches, School District 34, Antioch Community High School, and parks and recreation facilities. The Village also disseminated information on public meetings through the Village Newsletter and posting on the Village website.

Residents and other stakeholders received news on upcoming public meetings- in an effort to broaden our outreach both traditional news media and online web-based media were contacted about this project. The project team sent media advisories and utilized social media to help promote and remind people of upcoming events. The Village website posted updates on upcoming meetings for the Antioch Lifestyle Corridor Plan and the planning process. Media advisories were sent to a number of local and regional online newspapers including the Antioch Newsletter, Authentic Antioch, Daily Herald, Lake County News-Sun, Triblocal, Antioch Community High School District 117 website, Grayslake Patch, Allvoices.com, questia.com, wopopular.com, and Lake County's WRLR Radio.



**Table A.1. Antioch Lifestyle Corridor Plan Public Participation**

PUBLIC EVENTS/ ACTIVITIES	NUMBER OF PARTICIPANTS
Steering Committee Members	9
Regional Stakeholders	8
Village Board	7
Key Stakeholder Interviews	9
Meeting One: Issues and Visioning	23
Focus Group: Antioch Community High School	15
MetroQuest	151
Meeting Two: Open House	10
<b>Total</b>	<b>232</b>

Source: Chicago Metropolitan Agency for Planning.

CMAAP staff also targeted social media, posting the open house meeting information and flyers on a number of community Facebook pages, including: Village of Antioch, Antioch Community High School, Antioch Public Library District, Antioch Cyclery and League of Illinois Bicyclist and Lake County Forest Preserves.

**Public Engagement and Results**

Antioch’s Lifestyle Corridor Planning process lasted over the course of a year. It included interviews with key stakeholders, presentations to the Village Board, two public workshops, a focus group with Antioch Community High School and the MetroQuest Web Tool. All in all, 232 residents and stakeholders participated in the planning process (see Table A.1).

A number of meetings were held to gather input for this project. All of the meetings focused on hearing from stakeholders about their vision for Antioch. Each meeting provided an opportunity for CMAAP to learn from residents about the needs and ideas for the development of a walking and biking corridor in Antioch. The following is a list of the meetings and activities conducted for this project.

- Antioch Steering Committee meetings
- Regional Stakeholder meetings
- Key Stakeholder interviews
- Meeting One: Issues and Visioning
- Focus Group: Antioch Community High School
- MetroQuest Web Tool
- Meeting Two: Open House

## Steering Committee Kick-Off

CMAP kicked off the project with a steering committee meeting on August 20, 2012 followed by a presentation given to the Village Board. CMAP staff introduced the Antioch Lifestyle Corridor Plan and began working with steering committee members on identifying issues and opportunities in Antioch. The following list highlights discussion points around developing a Lifestyle Corridor in the community as well as key destinations and stakeholders that should be considered during planning:

### Issues and Concerns

- Enough public input to process, not dominated by a couple of vocal people, make sure we disseminate info to the public via website etc.
- Finding the money to implement the plan
- Show the corridor as a shaded corridor, not a hard and fast line
- Consider how a private property owner may view the map, general location rather than a line may be better
- Consider the cost and maintenance impact on the public works dept
- How do we encourage the public to prioritize this for investment by the Village in light of the difficult economic times
- Connections to neighborhoods, e.g., Route 59
- Attempt to maintain natural beauty and environmental quality but also have a “wow” factor to improve the quality of life
- Village wants public access to the Chain O Lakes
- Natural areas could be better managed, more visible and accessible, safer, better maintained
- Schools are resources for education and use of the trails / natural areas
- Limited access to parks, fields, recreation area

### Key Locations, Nodes, or Routes

- Central business district is walkable and bikeable, lots of community events, places to ride bicycles to; village has a relatively compact urban form
- Residents would be more involved in events if there were more paths or markings for walking and biking
- Walmart, forest preserves, Lake Villa
- Access under Rt120 to Chain O Lakes is problematic

### Key Stakeholders

- Village Administrator- Jim Keim
- Antioch Senior Center- Paul Howard
- State Bank/Lakes CEO- Jim Kinney
- Antioch High School Principal- John Whitehurst
- High School Superintendent- Jim McKay
- School District 34- Greg Buchanan
- School District 33- Eileen Conway
- Parks and Special Events- Shawn Roby
- Senior Center- Paul Howard
- Fire Department- John Nixon
- Police- Chief Craig Somerville
- Director or Public Works- Dennis Heimbrodt
- Village Administrator- Jim Keim
- Chairman of Antioch Redevelopment Commission-Don Skidmore
- Residents- Michelle and Ron Ruminski
- Antioch Vikings & Ayba- Tom Kutcher

Regional Stakeholders

To meet the regional objectives of the Antioch Lifestyle Corridor, CMAP kicked off a regional planning effort on February 5, 2012, by inviting the Illinois Department of Transportation Illinois Route 173 Study project team, Lake County Department of Transportation, Lake County Forest Preserve District and the Northwest Municipal Conference. The purpose of the meeting was to provide an overview of the Antioch Lifestyle Corridor as well as challenges, bring together multiple planning efforts along Route 173 corridor, and share regional objective of developing a sub-regional component of Antioch’s Lifestyle Corridor to connect to Chain O’ Lakes to Des Plaines River Trail.

Key Stakeholder Interviews

In order to gain further insight into the issues and opportunities that exist in Antioch, CMAP staff conducted interviews with nine key community stakeholders. These individuals represented a wide variety of interests and perspectives including local schools, park district, fire department, business owners, elected officials, and community leaders. While the discussions were confidential, the information gathered contributed to the plan’s development.

Meeting One: Issues and Visioning

The first public meeting for the Antioch Lifestyle Corridor Plan took place on Tuesday, October 9, 2012 at the Antioch Senior Center. This meeting was intended to introduce the project and to gather input on issues and goals for the community. Outreach materials were distributed around the community and posted on website and social media pages.

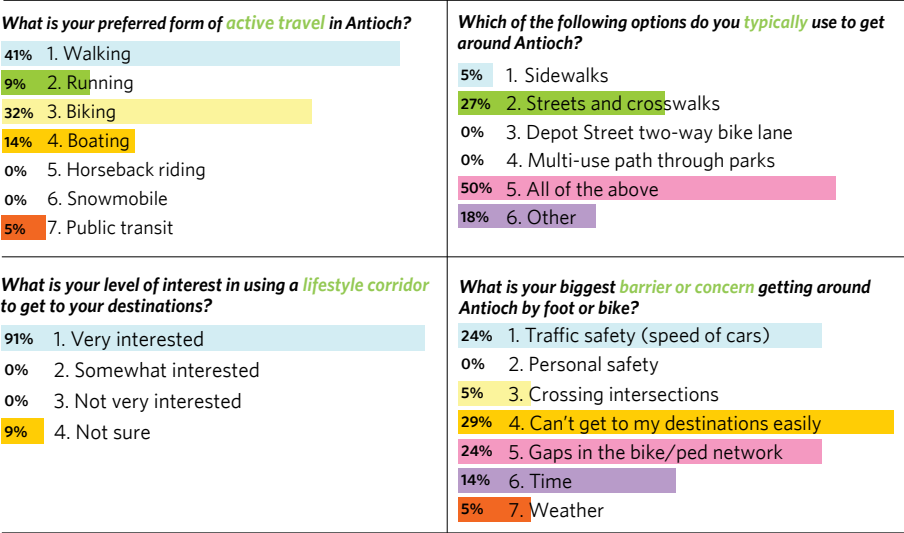
The workshop began by asking participants a series of questions using keypad polling to gauge participant’s interest in active transportation in Antioch as well as their needs and concerns to walking and biking. This exercise was conducted as a warm up to get participants thinking about active transportation prior to the mapping exercise. Highlights included the majority of participants’ selecting walking or biking as their preference for getting around Antioch without an automobile as well as the challenges they meet using existing infrastructure in the community.

Following the polling exercise, participants were divided into six groups for a mapping exercise that involved indicating key destinations in the community (schools, parks, community centers). The key destinations then served as a basis for the next step in the mapping exercise which was to mark challenges met when walking, biking or running to identified destinations. Finally, participants were asked to mark their desired or preferred route to the destinations. Representatives from each group presented their groups top three “big ideas” to developing the Antioch Lifestyle Corridor.

Keypad Polling Results

The figures that follow show results from keypad polling during the meeting. Questions around active transportation set the stage for the mapping exercise which asked participants to map out their desired location to walk and bike to in Antioch. Not every attendee answered every question. Majority of participants use existing infrastructure such as the Depot street 2-way bike lane and multi-use path through Tiffany Farms Park to reach their destinations. Residents indicated their biggest concerns around reaching their destinations through active travel were safety, gaps and lack of access.

Figure A.1. Keypad polling results



Source: Chicago Metropolitan Agency for Planning.



### Mapping Exercise

Participants were asked to share two to three big ideas that developed during the course of their mapping exercise. After maps were marked with destinations, challenges, and desired routes, a representative of the group shared the following ideas to develop a Lifestyle Corridor in Antioch. A repeated theme of creating regional access through bicycle and pedestrian connections was shared as well as improving access between downtown Antioch to residential areas and Chain O'Lakes. A consolidated map was also produced to provide a visual summary of destinations, challenges/barriers and desired routes identified by all six groups during the mapping exercise (see Figure A.2).

#### Group 1

1. North-south connectors to the Lifestyle Corridor, including a facility on Deep Lake Road, from North Avenue to Grand Avenue (IL 132, south of Antioch in Lake Villa)
2. Walking/bicycling path along the railroad corridor that connects Antioch with Lake Villa

#### Group 2

1. Connecting the Chain O' Lakes to downtown Antioch through water access or non-motorized facilities; (the stretch of 173 in Antioch west of IL 59 was identified as especially critical, as it currently is very intimidating/dangerous for non-motorists)
2. Access to downtown from Deep Lake and Grass Lake Road area (proposed route along Lake Drive between Loon and East Loon Lakes, then to W. Lake Shore Drive and through wetland)
3. Connection from Walmart area to downtown via bicycle/pedestrian facilities

#### Group 3

1. Bicycle/pedestrian connection to Raven Glen, on the east side of Antioch
2. Connecting subdivisions with the Lifestyle Corridor and the rest of the Village through bicycle/pedestrian paths (specific recommendation was a set of boardwalks from Heron Harbor to island of trees in wetland area, then another from island over water to IL 173; other connection points could be between the Arbors and Windmill subdivisions, and between Silver Lake and the Pines)

#### Group 4

1. Subdivision connectors; Use bicycle/pedestrian connections to link the subdivisions (Oakwood Knolls to Center of Village)
2. Trevor Creek Park to Pedersen Park connection, using Tiffany and Trevor Roads on the north and Heron Drive/IL 59 to the south; other park-to-park connections may be possible as parkland is increasing

#### Group 5

3. Connection of Redwing Slough to Walmart Area, then from Deep Lake Road to downtown via existing bikeway and/or other route
4. West connection to Chain O' Lakes as 173 is dangerous on the west side of Antioch

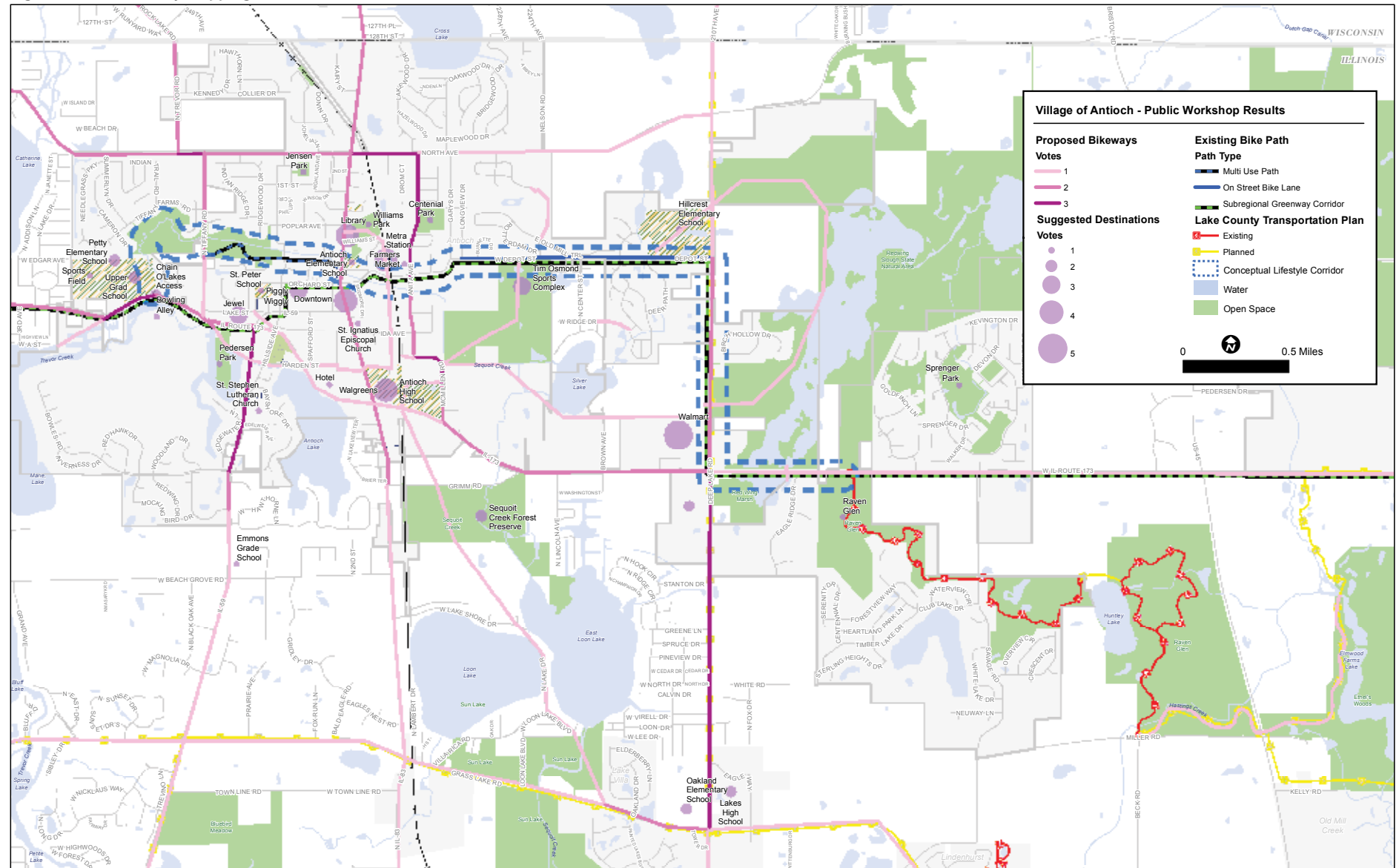
#### Group 6

1. Connect to Ravens Glen by bicycle or walking facilities
2. Better Chain O' Lakes access

#### Other Concerns

1. Education of motorists regarding the need to yield at crosswalks, also slow speed to allow pedestrians to cross safely and comfortably
2. Deep Lake Road Shoulder not sufficient, also bypass lane where Deep Lake meets Depot needs improvement
3. Two-way bikeway on Depot needs barrier/buffer with bollards
4. Debris accumulates in bike path, also snow
5. Heron Harbor isolated from the rest of the town, and from Pedersen Park due to heavy traffic and overall intimidating bicyclist/ped environment on IL 173
6. Several pedestrian crossings are difficult, including Jewel to CVS (IL 173 to IL 59)
7. Overall, enthusiasm over ability to connect with Chicago and Milwaukee trail system, "ride for days"

Figure A.2. Community mapping results



Source: Chicago Metropolitan Agency for Planning.

## Focus Group: Antioch Community High School

Following the first public meeting of the Lifestyle Corridor Plan a focus group was organized with Antioch Community High School on November 7, 2012. There were approximately 15 students in attendance, including the High School Principle John Whitehurst. The following is a brief summary of the agenda and information gathered at the meeting.

Students were split up into groups, using maps and markers to illustrate their ideas similar to the mapping exercise at the public meeting. Students were asked to identify destinations surrounding the high school, mark intersections or roadways where challenges are met by foot or bike and route preferred walking and biking access to destinations. Following a small discussion, representatives from each group presented their “big ideas.” Notes from each groups report back can be seen below:

### **Group 1**

1. Destination: McDonalds down the street from High School is difficult to cross at Main St and IL-Route 173- students dart for their lives
2. Destination: Extend Lifestyle Corridor to New Haven residential community (five miles east of Antioch Metra, Depot Street to Deep Lake Rd Connection, off of IL-173). Lack of existing routes to residential neighborhood.
3. Destination: Connect local parks to Corridor: Centennial Park (northeast of Antioch Metra) and Williams Park (behind Antioch Library)

### **Group 2**

1. Barrier: Route IL-173 Challenges: poor lighting, rain/weather makes it difficult to navigate, scary
2. Destination: Lakes are important to Antioch. Find easier ways to get to the Lakes, accessing Walmart, Wisconsin (North), Path from Emmons School District into Town (south of downtown Antioch on IL-59)
3. Barrier: Intersections

### **Group 3**

1. Barrier: Make major roads that provide direct access to town safer: Depot St, Deep Lake Rd, IL- 173
2. Destinations: residential subdivisions and retail, Main St (downtown), Osmond Park
3. Barrier: Intersection Tiffany Rd and IL-173

### **Group 4**

1. East and West route connect to Walmart , Access from school to Jewel, IL-173 to Central Park
2. Destination: New Haven and Club Land (a lot of students come from these subdivisions)
3. Barrier: Grim Road and Car Dealerships pose as hazardous

### **Group 5**

1. Connecting Antioch to Gurnee using existing and planned regional bike routes
2. Connecting to Jewel and Walmart
3. Continue route connection north to Wisconsin



### Student survey

Students filled out a survey that further investigated the issues and challenges met when walking and biking in Antioch today. Most students showed an interest for walking or biking to destinations in Antioch and felt that busy roadways posed the biggest challenge to accessing destinations by foot or bike. Results from the survey can be seen below. Not all students filled out the survey and responded to all questions asked.

1. ***Do you walk or bike around Antioch today?***

- a. Yes (3)
- b. Occasionally (4)**
- c. No (4)

2. ***How do you like to get around Antioch (pick up to two)?***

- a. Walking (9)**
- b. Biking (2)
- c. Running (1)
- d. Horseback riding
- e. Public transit
- f. Other (4)

3. ***Would you like to easily access local and regional destinations by foot or bike?***

- a. Yes (7)**
- b. Not sure (2)
- c. Not likely (2)

4. ***Which of the facilities do you typically walk or bike on today (pick up to two)?***

- a. Residential sidewalks (5)**
- b. Commercial sidewalks (4)
- c. Depot Street two-way bike lane
- d. Multi-use path through woods (2)
- e. All of the above (1)
- f. None of the above (1)

5. ***What is your biggest barrier or concern for walking and biking (pick up to three)?***

- a. Busy roadways (11)**
- b. Hazardous intersections (7)
- c. Weather conditions (2)
- d. Lack of connections (7)
- e. Bike parking
- f. Other (1)
- g. All of the above
- h. None of the above

## MetroQuest Web Tool

In order to reach residents who were unable to attend public workshops, the project team used a web-based engagement tool, called MetroQuest. Over 150 residents and interested parties visited the site, nearly 75 of which provided direct feedback including their top priorities for the plan. CMAP partnered with Village staff to spread the word about the MetroQuest site. Efforts included: Facebook postings, emails, mailings, postcards, contacting schools, churches, and businesses with to collect immediate feedback. The Antioch Community High School encouraged students to participate in the survey through the School District 117 website. Users of the site were able to rank the priorities, suggest additional priorities, add general comments about each priority, scenario, and suggest new strategies for consideration.

The purpose of using this tool was twofold. First, employing an online tool gave this project potential to engage more residents than traditional face-to-face meetings. Second, it was critical to understand which features were most and least important to the community through a prioritization exercise. Users of the site also had the option of prioritizing goals and placing improvements on an interactive map of Antioch. CMAP then set out to include common issues, themes, and ideas expressed at steering committee meetings and public workshops into MetroQuest for the second phase of public engagement. Steering committee members were encouraged to share and distribute the interactive online survey with the community.

### Antioch MetroQuest Site Experience

Upon visiting MetroQuest the user was taken through a series of background information about the Village. This first screen, 'Challenge', sets the stage (see Figure A.3) with background information on the community including the planning process to develop a Lifestyle Corridor Plan in Antioch. Stating that Antioch has embarked on a community-based process to develop a Lifestyle Corridor Plan, the introductory screen was meant to compel the user to think about the vision and their involvement in a plan for Antioch.

Once completed, the user could then move on to screen three, Interactive Map (Figure A.5). This screen allowed users to place markers on a map of the community. Each marker listed options for the public to prioritize such as parks and open space, infrastructure enhancements, access to local destinations and many more.

The final screen, Stay Involved, gave users' additional project information and links to Antioch and CMAP's project information pages. The Stay Involved page also asked users for their name, email address, gender, and age (see Figure A.6). Demographic information was not mandatory. However, participants who left contact information were contacted about the final public open house and added to distribution lists for future project updates.

Figure A.3. MetroQuest "Challenge" website screen



Source: Chicago Metropolitan Agency for Planning.

### Challenge

#### ***How can we strengthen local greenways and trails?***

The Village of Antioch is embarking on an interactive, community-based process to develop a lifestyle corridor plan – a bike and pedestrian greenway and trail system connecting various destinations in and around Antioch. You can help shape this plan by sharing your vision for this plan!

*Slide 1/5:* The Village of Antioch has grown from an area that produced lumber in the 1830s to a community with a robust business and residential core and a high quality of life for residents, businesses, and visitors.

*Slide 2/5:* The Village is working with the Chicago Metropolitan Agency for Planning (CMAP) to create a corridor plan that will support future land use and infrastructure improvements.

Figure A.4. MetroQuest “Priorities” website screen



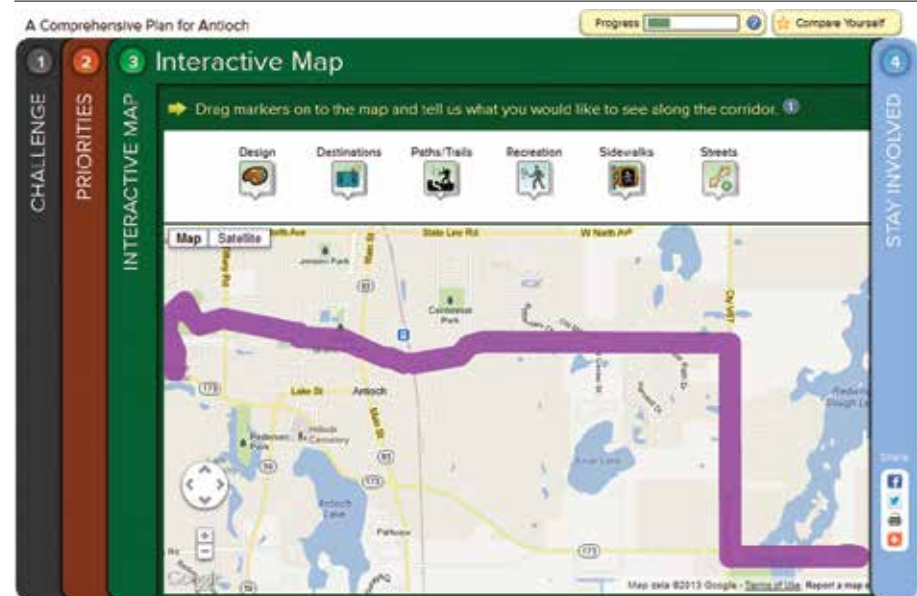
Source: Chicago Metropolitan Agency for Planning.

*Slide 3/5:* This plan will complement the community’s long-term physical, socioeconomic, and cultural goals to better connect with the Chain O’ Lakes and the Des Plaines River while coordinating with Lake County’s regional planning objectives.

*Slide 4/5:* Once complete, the Antioch lifestyle corridor plan will contain policies and action steps to help the community realize this plan.

*Slide 5/5:* Public input is key to planning for the lifestyle corridor pedestrian and trail greenway. Help us understand what’s most important to you.

Figure A.5. MetroQuest “Interactive Map” website screen



Source: Chicago Metropolitan Agency for Planning.

### **Priorities**

**Parks and Open Spaces:** Improve connections to parks and forest preserve areas from residential and commercial areas.

**Recreation:** Increase the number of indoor or outdoor activity places for families, visitors and residents.

1. **Access to local destinations (Local access):** Improve pedestrian and bicycle connections between residential areas and local destinations such as downtown main street, Metra station, schools, parks, library restaurants and shops.
2. **Access to regional destinations (Regional access):** Improve pedestrian and bicycle connections and access to regional destinations such as regional trails, Chain O’ Lakes, the DesPlaines River and forest preserves.
3. **Character & Identity:** Ensure that this corridor reflects the community with appropriate signs, pedestrian lighting, and other amenities.
4. **Preserve Natural Areas:** The new corridor should consider existing natural areas and compliment their preservation.
5. **Infrastructure Enhancements:** Existing roadways, residential streets, curbs, sidewalks should be improved to make it more convenient to get in and around Antioch.



### Interactive Map Features

#### Paths and Trails

Regional connection  
Local connection  
Off-street bicycle path/trail  
On-street bicycle lane  
Bicycle parking  
Fill-in gap

#### Sidewalks

Repair here  
Add sidewalk  
Connection  
Fill-in gap

#### Destinations

Open ended comment form:  
*Where would you like to walk or bike to?*

### Design/Amenities

Signs/Banners  
Landscaping  
Benches  
Pedestrian Lighting  
Wayfinding  
Waste receptacles  
Other

#### Streets

Road repair  
Intersection improvement  
Count down timers  
Marked crosswalks  
Other

### MetroQuest Outreach and Results

Residents were first asked to prioritize which principles were of highest importance to them.

As reflected in the rankings (see Table A.2), many comments received were related to recreation, specifically the accessibility of recreation. Residents would like to feel more comfortable bicycling and walking in Antioch, especially when attempting to travel from residential areas into the downtown zone. Some commenters mentioned the need for sidewalks in specific parts of the Village. Others remarked on traffic levels downtown and on stretches of major arterials, and how they negatively impacted feelings of safety for pedestrians and bicyclists. Finally, some commenters linked non-motorized accessibility to recreational opportunities, feeling that residents could better access nature if they didn't have to drive somewhere to enjoy it.

Figure A.6. MetroQuest “Stay Involved” website screen



Source: Chicago Metropolitan Agency for Planning.

Beyond bicycle and pedestrian concerns, open spaces and natural areas were a popular issue. Many commenters felt that Antioch's natural areas were significant assets, and should be preserved. These areas contribute to Antioch's character. Some thought that far too much open space and natural or agricultural area has already been converted to other uses, while others simply argued for more open spaces such as recreational facilities. One commenter noted a lack of free access within incorporated Antioch to the Chain of Lakes network.

The third topic that was mentioned frequently can be broadly defined as social and business activity. Commenters thought that additional local businesses would benefit the town, as well as increased activities for Antioch residents, including young people. Business could be generated by promoting Antioch as a vacation spot, as well as by improving some of the Village's commercial buildings.

**Table A.2. Priority ranking for Antioch**

OVERALL RANK	PRIORITIES
1	<b>Recreation</b>
2	<b>Preserve Natural Areas</b>
3	<b>Access to Local Destinations</b>
4	<b>Parks and Open Space</b>
5	<b>Access to Regional Destinations</b>
6	<b>Infrastructure Enhancements</b>
7	<b>Character and Identity</b>

Source: Chicago Metropolitan Agency for Planning.

The second method of feedback was a direct comment form associated with a given priority. Residents and interested parties left a number of detailed comments on specific areas. The full comments are provided below. Some comments cut across multiple topics. The thrust of the comments shows that the website commenters share similar concerns with what others have mentioned at the public meetings. However, there were some interesting new items or trends of note:

- Sidewalks on Route 83 south of downtown, to Grass Lake Road and Sunset Forest Preserve
- Sidewalks on Deep Lake Road
- Stop light at Tiffany & IL 173
- Sidewalks, bicycling paths along IL 59 from residential areas (Heron Harbor, Woodland Ridge, Beach Grove Road) into downtown, as well as for children who walk to Emmons School
- Sidewalks on North Avenue between Main Street and Johelia Trail
- Sidewalk and crosswalk along Tiffany so kids could walk or ride their bikes to Petty/Antioch Upper Grade School
- Sidewalk on the north side of Lake St. between Tiffany and St. Pete's, for Westgate and other residents to access downtown
- An easier way to cross IL 83 at the end of the multi-use path, or a wider path up to Orchard to cross with the light
- A clear path to the new pool, as well as better crossing near library
- Finish sidewalk and add crosswalk on west corner of Heron and Bowles Road
- Develop Tiffany Farms Park
- Need for hockey rink, beach area, indoor basketball or racquetball courts for younger residents
- Desire for a dog park in Antioch
- Desire for coffee shop and book store
- Promote sights used in movies
- Promote cultural and historic attractions like Hiram Buttrick Sawmill; also legacy of Al Capone in the area

## Open-ended Comments from MetroQuest

### ***Parks and Open Space***

1. Link different areas with trails.
2. Increase access to public transportation including more trains.
3. We live on the corner of grass Lake Rd and Rt 83, close by sunset forest preserve and there is no bike path or sidewalk to take us there!

### ***Recreation***

1. Need more things in town for people with no matter and nothing better to do. Make things more fun for the kids and teens.
2. Horses are great recreation for humans is better.
3. I live on 83 and sometimes I like to walk, there is no way to walk or safely bike down 83 towards Grass Lake Road.
4. I've lived in Antioch for 34 yrs. My first 20 were unincorporated, where I had access to the chain. The last 14...no free access. Why boast the chain as the big attraction, when most of us don't even have access??

### ***Access to Local Destinations***

1. I would love to have access to the DRT. Currently, I drive there to run and cycle.

### ***Access to Regional Destinations***

1. I would recommend bike paths similar to the City of Madison, WI. linking recreation locations, that would be great for tourism and having local sporting events to spend money downtown, too much vehicle traffic.
2. Traffic to downtown is great however too much is a bottleneck, and deteriorating new street improvements. I would recommend a bypass for some of the traffic around town.
3. I would love to see Tiffany Farms Park developed. There are some trails that had at one time been used for 4-wheeling by neighbors. Since the wooden bridge was destroyed by a tree, the trails have gone into disrepair. In addition, some families off of Tiffany Farms have yelled at us for accessing off of Tiffany Road, even after we clarified with the village that the access is public. With the creek back in the area, it would make for some nice walking and biking.

### ***Character and Identity***

1. I feel that Antioch is a very close minded town that is constantly misunderstood as a city controlled by a Catholic Church.

### ***Preserve Natural Areas***

1. As a lifelong (45+years) resident, the loss of open space I have seen is staggering. I have watched Antioch go from "Mayberry" to subdivisions and strip malls. Preserving what little "country" atmosphere is left, should be the top priority. Everyone I know my age or older feels the same way. We've seen enough "Neumann Homes" destruction!!
2. Antioch has lots of wonderful natural areas. We must help preserve them!!! -Lakes Community High School

### ***Infrastructure Enhancements***

1. I live in the Woodland Ridge subdivision off of Rt. 59 and I think a path that folks could walk or ride a bicycle into town would allow residents to better support businesses downtown. We have tried walking to Jewel, etc. but the stretch of 59 from the Heron Harbor subdivision to Antioch Pizza is dangerous to walk on. We would come into town more often if we could walk or ride a bike. I think a trail from the subdivision on the east side (Neumann homes). Without bicycle off road paths to get to the corridor a parking lot will be needed at various points.
2. I believe our parks, sidewalks, etc are fine as they are. We don't need to spend more money on facelifts such as making designs on downtown sidewalks!
3. I cycle and run and it can get rather dangerous. I have to go into WI to do it safely. Sad.
4. We really need a sidewalk on North Avenue between Main Street and Johelia Trail. I either have to push a stroller while carrying my older son's bike through the grass, or walk in the street, which is extremely dangerous. There are always a lot of pedestrians and bikers using this area of North Avenue.
5. Also, a sidewalk and crosswalk along Tiffany so kids could walk/ride their bikes to Petty/AUGS. Something that extends off the current bike path that runs off Woods of Antioch and Westgate. Also from the corner of Tiffany and Lake up to the current bike path and school.
6. We really need a sidewalk that runs on the north side of the road that runs down Lake St. between Tiffany and up to St. Pete's. We live in Westgate and many children and families like to walk up town, but it is very dangerous without the sidewalk.
7. We live on the corner of grass Lake Rd and Rt 83, close by the sunset forest preserve and there are no sidewalks and bike paths to take us to the forest preserve or north towards deep Lake Rd and Oakland elementary school.



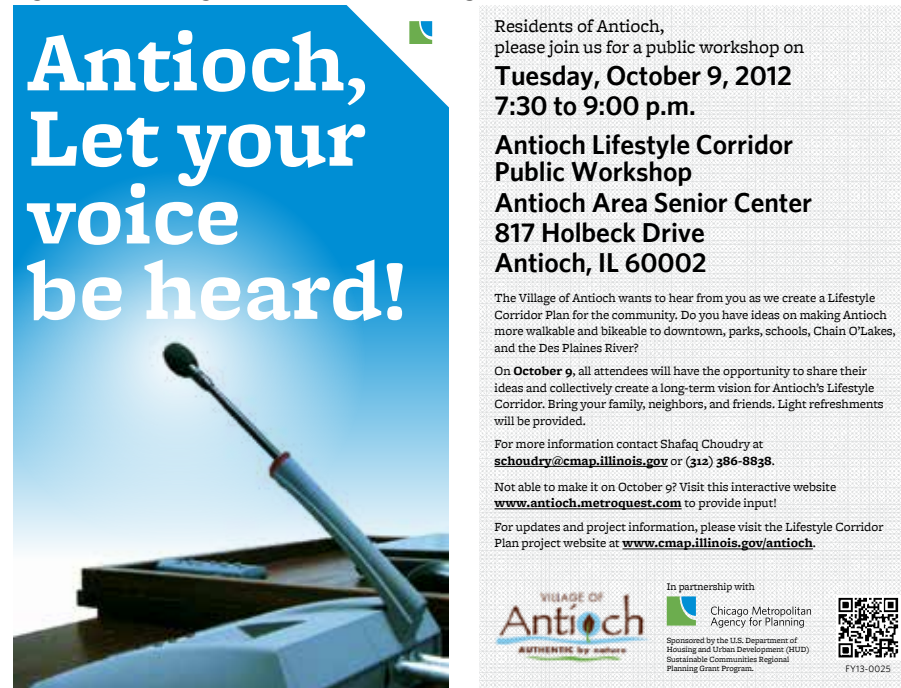
### ***Others Comments***

1. I really like this, though I preferred the map activity we did at the October 9th meeting. It would be great if the interactive map could allow you to draw in your own corridor.
2. Make this town into a Vacation spot, a town where people will always want to remember and want to come back over and over.
3. We love to walk and ride bikes up town but find it dangerous coming from the south side of 173.
4. Sidewalk and lights to walk across and or down RT.59 to get to downtown Antioch from Heron Harbor or Beach grove road.
5. Connect to the new forest preserve from Heron Harbor.
6. Add sidewalks so kids can walk to High school safely.
7. Finish sidewalk and make crosswalk on west corner of Heron and Bowles rd.
8. Prohibit parking on Oakwood.
9. Prioritize shops and stores.
10. Recreation is a must. With Antioch's small population, I think it should be near the bordering towns for proximity influence.
11. A sidewalk along Lake St from Hillandale to St Peters.
12. An easier way to cross 83 at the end of the path would be great. Or a wider path up to Orchard to cross with the light.
13. A clear path to the new Pool!
14. Priority: Work with the Lake County Corrupt Conservation Dept. to open up taxpayer paid for land for sporting events like football, soccer, baseball, wasted use of land right now.
15. I just really would like to see sidewalks down 83.
16. Priority: improving older buildings
17. I feel along deep Lake Rd there should be sidewalks. It's a busy road and is pretty dangerous just walking along it. Also on Tiffany Rd & 173 there needs to be a stop light. I almost got in to many crashes there.
18. I live in the very outer limits and would like to see more paths extend to the farther outer reaches of the town.
19. This town needs better recreation facilities for Tweens and teens, such as ice hockey rink, beach area, indoor basketball/racquetball courts, etc.
20. I'd really like to see more environmentally friendly places and not just things that say that they are "environmentally friendly" but ACTUALLY are. Plus more places around town that you can go to relax and enjoy the scenery of nature.
21. Priority: public transportation around town. I have two teenagers that would like to be able to take public transportation to town for shopping and to work as well.
22. How about a coffee shop or book store? Empty lot is not being used and is an eyesore.
23. When Antioch manor north was created, there was supposed to be a road connecting it to Rt 83. Now, all traffic speeds down Johelia in and out of the subdivision.
24. Empty space could really be beautiful with paths, landscaping, a fountain, maybe some swings. The center of town should look like the center of town!
25. The area where a lot of people cross to get to the library and with the new pool going in I think it will get even busier.
26. Live in Trevor, but do almost everything in Antioch.
27. I would like to see more sidewalks and bike paths in the area where I live by Rt 83 and grass Lake Rd.
28. My family bikes a lot and I'd love to be able to bike up 59 into downtown. I also feel there is a strong need for a bike path/sidewalk to Emmons school. So many kids walk down 59 and that is too dangerous. If there were a sidewalk or bike path, we could use it in nice weather vs. taking the bus. Bike paths are very important for a community as it grows and helps entice families into the area.
29. Would love to have safe walking/biking access from Heron Harbor to the downtown area.
30. Priority: more local businesses.
31. Antioch is currently a diamond in the rough, with a little tweaks here and there, it could truly shine to its full potential!
32. I find it to be very cool that our town uses the internet to assess public opinion before making changes.

## Meeting Two: Open House

On Thursday July 18, 2013, CMAP and Antioch staff presented poster-sized versions of T.Y. Lin's concept designs to the public by displaying them in a booth at a sidewalk sale in the community. Approximately ten people stopped to look at the posters, all of whom said that they agreed with the designs shown.

Figure A.7. Meeting One: Issues and Visioning flier



**Antioch,  
Let your  
voice  
be heard!**

Residents of Antioch,  
please join us for a public workshop on  
**Tuesday, October 9, 2012  
7:30 to 9:00 p.m.**

**Antioch Lifestyle Corridor  
Public Workshop  
Antioch Area Senior Center  
817 Holbeck Drive  
Antioch, IL 60002**


The Village of Antioch wants to hear from you as we create a Lifestyle Corridor Plan for the community. Do you have ideas on making Antioch more walkable and bikeable to downtown, parks, schools, Chain O'Lakes, and the Des Plaines River?


On **October 9**, all attendees will have the opportunity to share their ideas and collectively create a long-term vision for Antioch's Lifestyle Corridor. Bring your family, neighbors, and friends. Light refreshments will be provided.

For more information contact Shafaq Choudry at [schoudry@cmmap.illinois.gov](mailto:schoudry@cmmap.illinois.gov) or (312) 386-8838.

Not able to make it on October 9? Visit this interactive website [www.antioch.metroquest.com](http://www.antioch.metroquest.com) to provide input!

For updates and project information, please visit the Lifestyle Corridor Plan project website at [www.cmmap.illinois.gov/antioch](http://www.cmmap.illinois.gov/antioch).

In partnership with  
 Chicago Metropolitan Agency for Planning  
Sponsored by the U.S. Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant Program.

 FY13-0025

Source: Chicago Metropolitan Agency for Planning.

## Public Outreach Materials

In order to ensure broad-based public involvement during the development of the Antioch Lifestyle Corridor Plan, CMAP staff developed materials to reach populations that have typically been underrepresented or harder to reach in previous planning processes. A combined effort of press releases sent to local and regional media, fliers and posters distribution around the community and worksheets to gather necessary information from the project steering committee.

Figure A.8. Meeting Two: Open House flier



**ANTIOCH LIFESTYLE  
CORRIDOR PLAN  
NEEDS YOUR INPUT!**

**Thursday,  
July 18, 2013  
1:00 to 7:00 p.m.**

**Taste of Summer Festival  
Main Street Sidewalk Sale  
Downtown Antioch, IL**

On **Thursday, July 18, 2013**, the Village of Antioch will present its draft Lifestyle Corridor Plan at the Taste of Summer Festival sidewalk sale on Main Street in downtown Antioch. The Village of Antioch Lifestyle Corridor Plan will guide the development of a bike and pedestrian gateway and trail system connecting various destinations in and around Antioch.

At this event, the draft plan will be available for public review and comment before beginning the formal review process with the Village Board and other officials. Representatives from the Village and the Chicago Metropolitan Agency for Planning (CMAP) will be available to answer questions and provide clarification.

Local residents, business owners, community leaders, and other interested stakeholders are encouraged to drop by to learn more.

Additional information about the plan is available at [www.cmmap.illinois.gov/antioch](http://www.cmmap.illinois.gov/antioch). Please contact Elizabeth Pansini with questions about the draft plan's public review ([epansini@cmmap.illinois.gov](mailto:epansini@cmmap.illinois.gov) or 312-386-8839).

In partnership with  
 Chicago Metropolitan Agency for Planning  
Sponsored by the U.S. Department of Housing and Urban Development (HUD) Sustainable Communities Regional Planning Grant Program.


 FY13-0025

Source: Chicago Metropolitan Agency for Planning.

Additional Outreach Materials

The following worksheet templates were used by CMAP outreach staff at the beginning of every LTA project, both to become better acquainted with the community and to ascertain what methods of public engagement will be most effective for the given project. The details gathered with this worksheet, along with additional research about the demographics and background of the community, form the basis of the PROUST strategy document.

Figure A.9. Stakeholder analysis form



Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606  
312-454-0400  
www.cmap.illinois.gov

**Community Stakeholder Analysis Form**

This form is to be used at the beginning of the public outreach strategy development process to identify key community stakeholders.


**Community:**

**Project:**

Identify stakeholders (individual or group)	Directly affected?	Position or what issues are most important?	Potential steering committee member?	Candidate for direct outreach (ex. membership org.)?	Notes about resources	Contact information

Source: Chicago Metropolitan Agency for Planning.

Figure A.8. Meeting Two: Open House flier



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**Public Participation Questionnaire**

The following questions will assist the Chicago Metropolitan Agency for Planning (CMAP) in understanding community dynamics and past public engagement efforts. This information will be used to develop a customized public participation strategy for this project. Ideally this form will be completed during a discussion with local staff to ensure staff has a complete understanding of each answer.

**Community:**

**Address:**

**Primary contact (including title):**

**Email:**

**Phone:**

**Website:**

**General Questions**

1. What are some examples of community participation that have occurred to date and relate to this project (and how was such feedback incorporated into your planning activities)?
2. Please describe a typical public meeting in your community. Have there been any successful approaches or challenges to engaging community residents?
3. Please describe your priority audience and any specific goals when presenting community plans.
4. What tools do you currently use to engage your community (ex. paper survey, online survey)?
5. Are there any "hot button" topics that tend to galvanize residents and get people to events in your community?
6. Please describe your typical methods for advertising community meetings (ex. newsletters, water bill notices, library bulletin board, social media).
7. Do you have a media contact for press releases
8. Will we want to distribute materials in languages other than English?
9. Is your community tech-savvy and computer-literate?
10. Should we post event information on your municipal website; if so who is the IT contact person?

Source: Chicago Metropolitan Agency for Planning.







Chicago Metropolitan  
Agency for Planning

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