Active Transportation Plan
Village of Germantown Hills



Acknowledgements

The Village of Germantown Hills would like to thank and recognize the efforts of all community groups and community members who gave their time and energy to bring this plan to life.

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Project Overview

The Village of Germantown Hills is creating an Active Transportation Plan after identifying a need and desire to improve walking and biking in the Village as part of the comprehensive planning process in 2025.

This plan aims to improve active transportation safety, accessibility, comfort, and connectivity in Germantown Hills. Active transportation is any form of human powered transportation including walking, cycling, using a wheelchair, or skateboarding. Proposed active transportation improvements are prioritized to help the Village and partner agencies complete the most important improvements and connections first, ensuring a systematic development of future walking and biking networks.



Benefits of Active Transportation

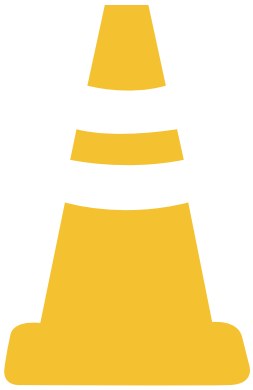
Health

Walking and biking for transportation provides an opportunity to regularly engage in physical activity, potentially reducing obesity and mortality risk from conditions associated with inactivity. Regular exercise and time spent outdoors can also improve mental health, especially considering the social benefits of increased neighborhood interactions compared to time spent in a motor vehicle.



Safety

Properly designed active transportation infrastructure creates safety benfits for no only pedestrians and cyclists, but for drivers too. Oftentimes projects result in lower vehicle speeds, which lead to fewer crashes and in the event of a crash, less of a chance for injury or fatality for all involved. Many active transportation projects look to separate cyclists and pedestrians from cars either through sidewalks, trails, bike lanes, or other means. This method results in fewer conflicts with traveling vehicles. If these projects are designed properly and generate more pedestrian and bicycle trips, drivers then become more aware of the change in behavior and become more attentive of areas that see frequent active transportation use.



Environment

A well-developed active transportation network supports the environment by replacing car trips with low-impact, human-powered travel. Walking and biking reduce greenhouse gas emissions, improve air quality, and lessen the need for energy-intensive road maintenance. Communities can dedicate less land to wide roads and parking lots, allowing more space for parks and green infrastructure, ultimately reducing noise pollution and creating calmer communities.



Plan Goals

The Germantown Hills Active Transportation Plan aims to create a comprehensive resource for the Village to continuously improve and identify pedestrian- and bike-focused projects for the Village of Germantown Hills. This plan aims to achieve the following goals:

1. Improve safety and comfort for all pedestrians and bicyclists.
2. Increase the accessibility and convenience of the pedestrian and bicycle network to expand mobility options for everyone.
3. Develop a road map for implementation of active transportation projects.
4. Create an environment where Germantown Hills residents and visitors can walk or bike as an alternative to motor vehicle transportation.

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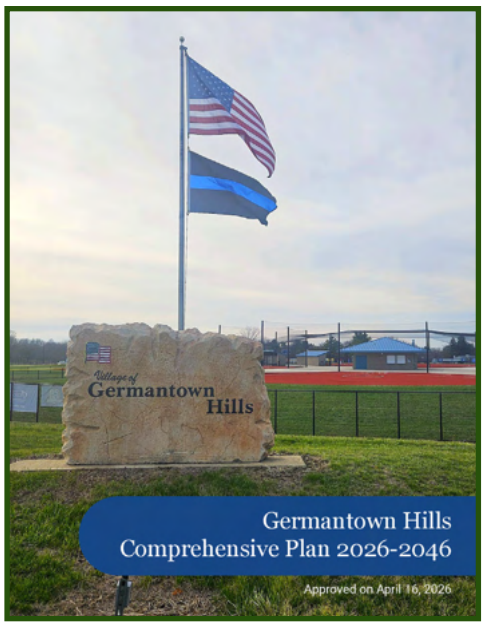
Existing Conditions

As part of the existing conditions analysis, the project team reviewed current conditions of the bicycle and pedestrian network as well as previous reports, projects, and studies including traffic safety improvements in Germantown Hills.



Germantown Hills Comprehensive Plans

Both the 2014 and 2026 Comprehensive Plans address topics including land use, housing, transportation, community facilities, and other key aspects of Germantown Hills. This Active Transportation Plan originated as a recommendation from the 2026 comprehensive planning process.



Related to transportation, both plans discuss the lack of connectivity for all modes of transportation within the Village, modes of transportation used, travel behavior to work, and the desire from citizens to have walking and biking options.

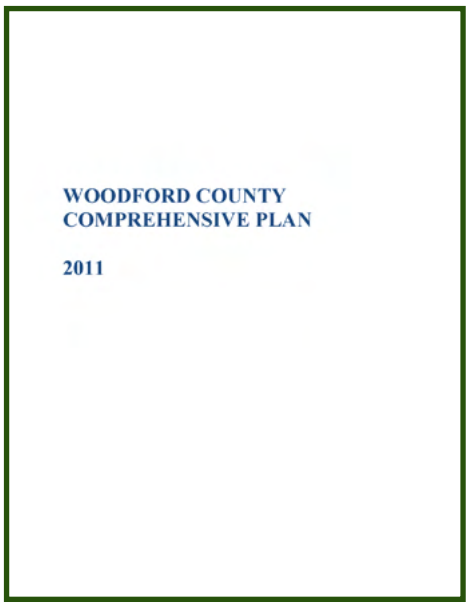
Land use recommendations include the designation of a Central Business District to enhance economic development within the Village. This would provide more destinations for residents to walk and bike to, as long as there is a safe and connected way to do so.



Transportation recommendations from the comprehensive plans, aside from developing this Active Transportation Plan, include partnering with local agencies to offer public transit in the Village, identify areas where streetscape improvements are needed, and increase safety for all modes of transportation.

Aligning the Active Transportation Plan with the goals and objectives established in Germantown Hills Comprehensive Plan will ensure that both plans complement each other in improving active transportation in the Village.

Woodford County Comprehensive Plan



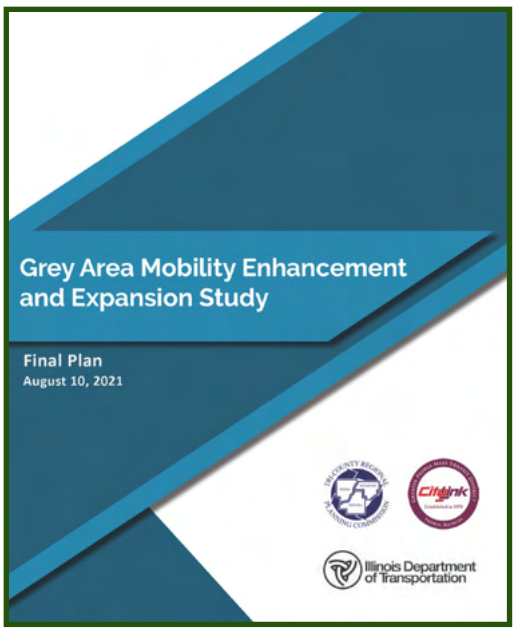
The Woodford County Comprehensive Plan identifies transportation as a major theme in addition to economic growth, public transportation, safety, and fiscal sustainability. The plan notes that Woodford County is largely commuter-oriented, with limited public transportation availability and no regular fixed-route transit service. Limited door-to-door service is provided countywide through We Care, primarily serving seniors and residents with disabilities.

The plan emphasizes the importance of greenways and trails in supporting livability and active transportation and highlights opportunities to improve connectivity between Woodford County communities and neighboring counties.

Grey Area Mobility Study

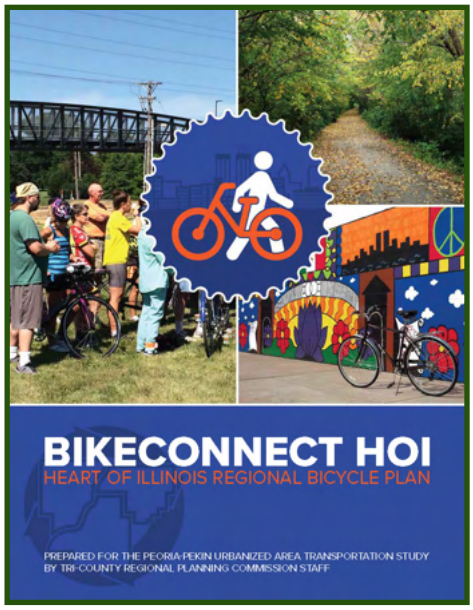
The Grey Area Mobility Enhancement and Expansion Study identified locations where residents with low mobility are located throughout the Peoria-Pekin Metropolitan Planning Area, and locations without fixed-route bus service. Germantown Hills was identified by this study as lacking bus service from Greater Peoria Mass Transit District (GPMTD). We Care provides demand response service to Germantown Hills on a limited basis only if the organization has availability at the time or request.

The development of an Active Transportation Plan will provide safer options for residents to walk to public transportation if fixed-route public transportation were to come to the Village in the future.



Heart of Illinois Regional Bike Plan

The Heart of Illinois Regional Bike Plan explores the potential of adding regional bicycle connections involving Germantown Hills. The plan notes interest from the villages of Metamora and Germantown Hills in developing a shared-use trail along Illinois Route 116 and down to Tazewood Rd along Douglas Rd. As IL-116 is under the jurisdiction of the Illinois Department of Transportation (IDOT), trail implementation would require IDOT coordination and dedicated funding, such as grant support.



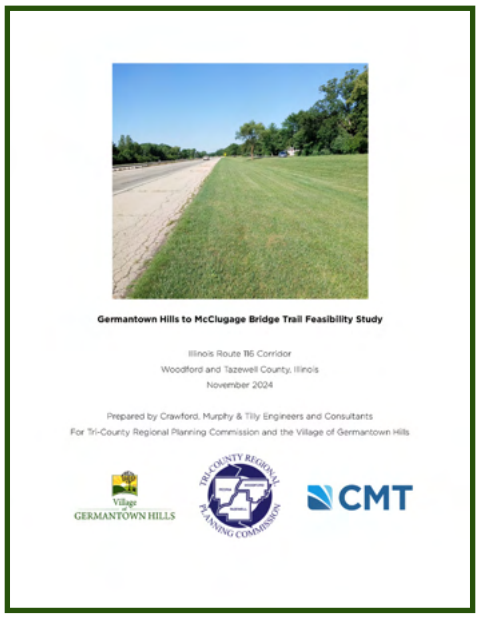
The plan also references the proposed Eastern Bypass corridor. While no alignment or funding has been identified, the plan indicates that incorporating bicycle accommodations could create a significant regional connection linking Germantown Hills with surrounding communities, including Metamora, Washington, Morton, and Spring Bay.

Germantown Hills to Metamora Trail Project

A trail from Germantown Hills to Metamora along Highway 116 is currently in Phase I engineering and Phase 2 design. This project includes traffic analysis, safety evaluation, environmental studies, and public involvement. Currently the construction improvements consist of a 10 foot wide asphalt multi-use trail for pedestrians and bicyclists, ramps and new crosswalks compliant with the Americans with Disabilities Act, and partial replacement of driveways.

Germantown Hills to McClugage Bridge Trail Feasibility Study

In 2024, the Village of Germantown Hills partnered with Tri-County Regional Planning Commission (TCRPC) and Crawford, Murphy, & Tilly to conduct a Germantown Hills to McClugage Bridge Trail Feasibility Study. This study examined space constraints, intersecting street crossings, crash and traffic data, cost estimates, public and stakeholder needs and considerations, alternative trail alignments, connections to other trails and community destinations, and other potential obstacles that may need to be addressed to accommodate a trail.



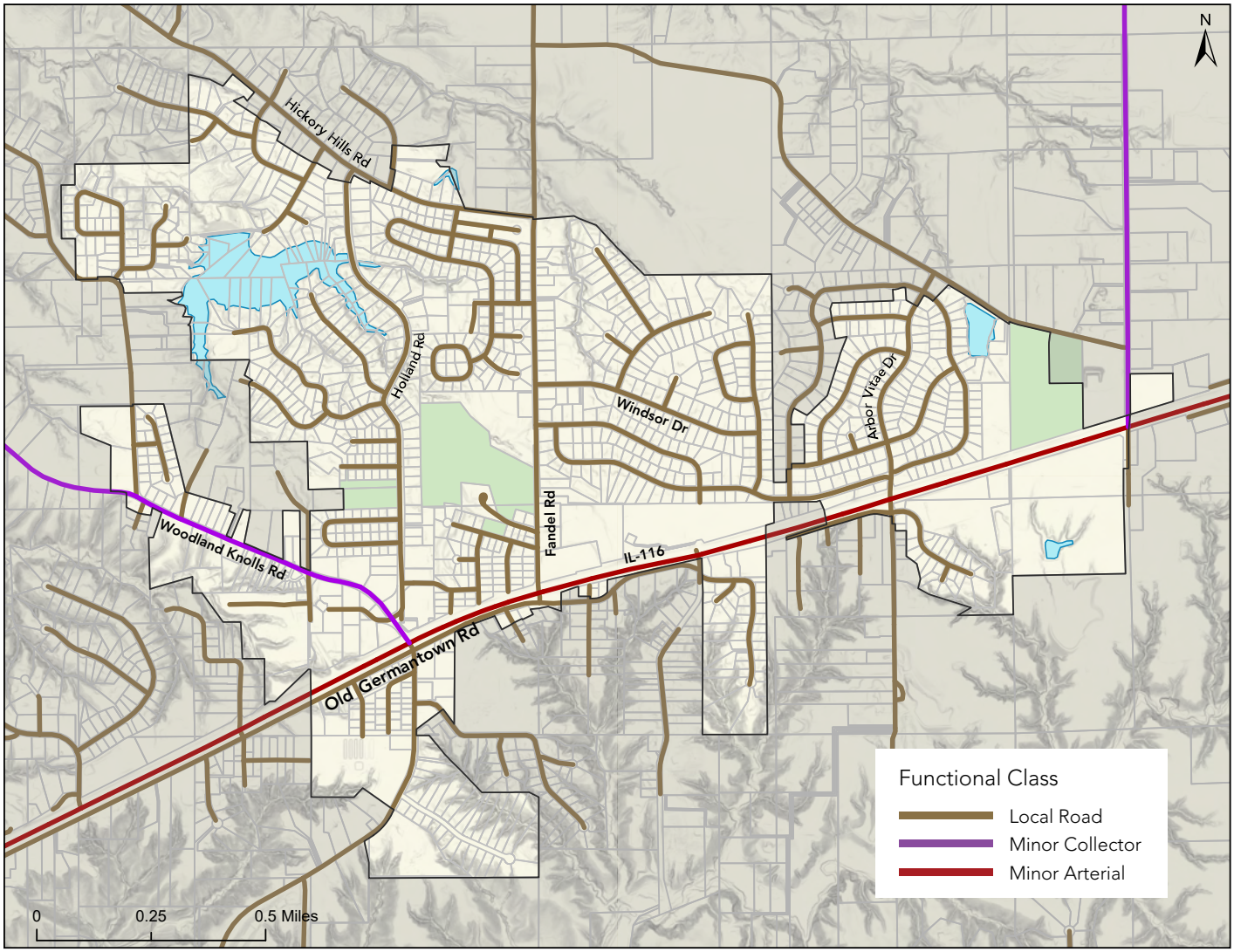
Most respondents to the online survey stated that they would likely use this trail. If implemented, the most frequently selected obstacles that would keep respondents from using the trail included: Safety – fear of being struck by a vehicle, and Connectivity – lack of walking and biking connections from the trail corridor to their destination.

Long-Range Transportation Plan



TCRPC's Long-Range Transportation Plan identified the Germantown Hills to McClugage Bridge Trail Feasibility Study and Germantown Hills to Metamora path project as the main transportation projects impacting the Village. Still, the LRTP highlighted the importance of walking and biking throughout the region to benefit health, the environment, and mobility and connectivity.

Functional Classification



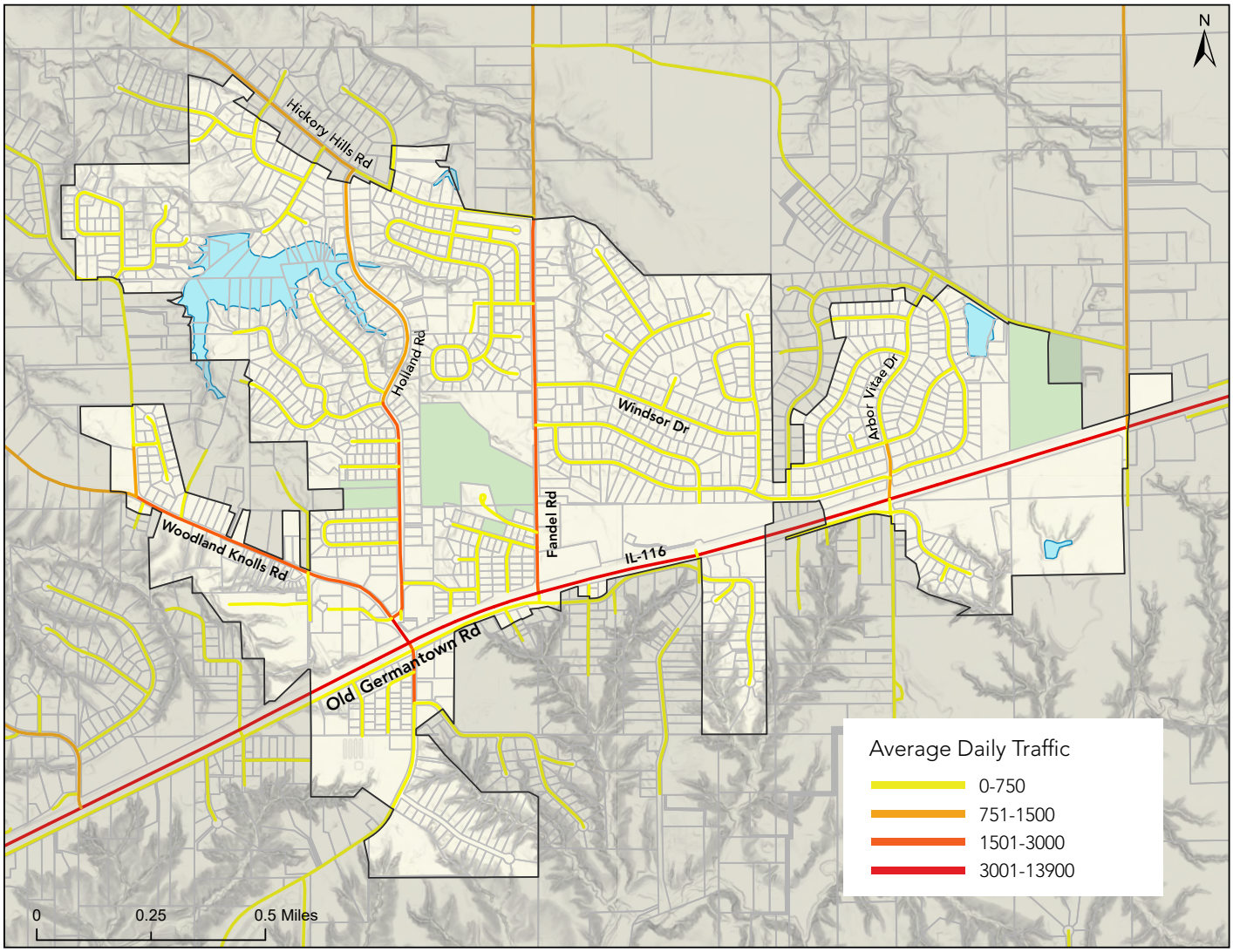
The main purpose of the functional classification of roadways is to provide a framework for identifying the particular role of a roadway in moving vehicles through a network of highways. Roadways are assigned to one of several possible functional classifications within a hierarchy according to the character of travel service provided and the roadway's design, speed, capacity, and relationship to adjacent land use and development.

Arterials: Roadways that allow the greatest vehicular speed for the longest uninterrupted distances and are not intended to provide access to specific locations.

Collectors: Gather traffic from local roads and funnel it to the arterial network. Unlike arterials, collector roads are designed to provide access to residential areas.

Local roads: Primarily provide access to property and connect with higher classified routes. Design speeds are low; "stub sections," or dead-end roads, are common; and the main consideration is given to access needs.

Average Daily Traffic

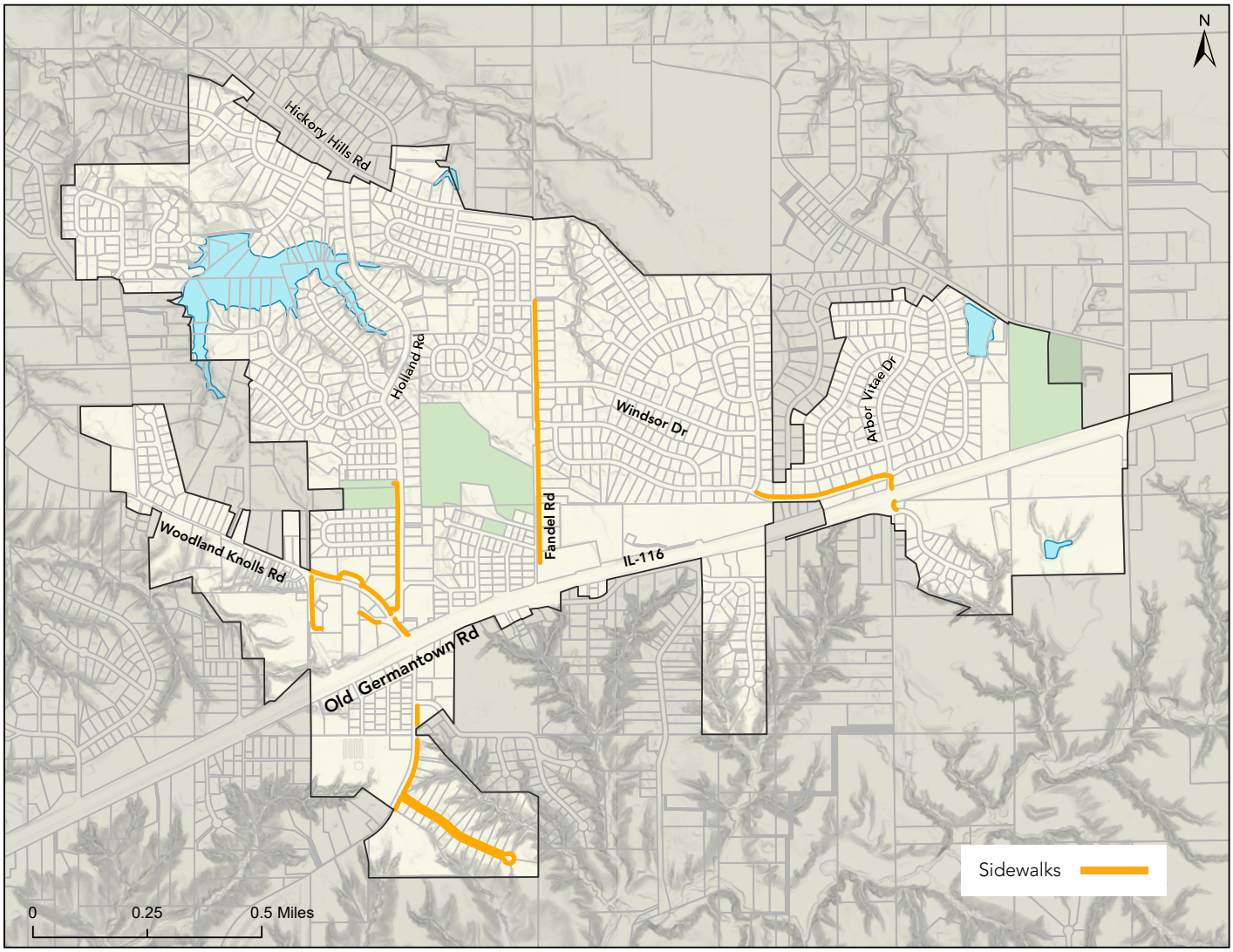


The average daily traffic (ADT) is a 24-hour volume of vehicle traffic on a highway or road. This data is collected by IDOT and helps determine which roadways are used the most by automobiles.

ADT is a helpful tool when determining how comfortable a person walking or biking is along the road, affecting their perceived safety and stress levels. Higher volumes of vehicles and the types of available walking and biking facilities influence a person's choice to walk or bike. Understanding traffic volumes also helps to assess what potential changes could be made to a particular road or street.

Unsurprisingly, IL-116 is the roadway within the Village that sees the most vehicle trips per day. Roadways like Woodland Knolls Rd, Fandel Rd, and Holland Rd have a significant number of trips per day, and they are the primary roadways connecting residents of the Village to destinations within or outside of Village limits.

Existing Sidewalks



The pedestrian network in Germantown Hills is comprised of sidewalks, park trails, curb ramps, and roadway crossings. Many roadways within Germantown Hills do not currently have sidewalks, but recent years have seen sidewalk investment in some parts of the Village. These existing sidewalks will be used as a starting point when planning for future active transportation connections.

As many of the roadways within the Village do not have sidewalks, people who have the means to drive a car typically choose to drive instead of walk to a destination. For those who cannot drive or otherwise do not have access to a car, this often means placing themselves in potentially unsafe and vulnerable situations.

Bicycle Level of Traffic Stress

Bicycle Level of Traffic Stress (BLTS) is an approach that quantifies the amount of discomfort that people feel when they bicycle close to traffic. The BLTS methodology assigns a numeric stress level to streets and trails based on attributes such as traffic speed, traffic volume, and number of lanes. When a street has a moderate or high level of stress, it may be a sign that bicycle infrastructure, like separated bike lanes or shared use paths, is needed to make it a place where more people will feel comfortable riding.

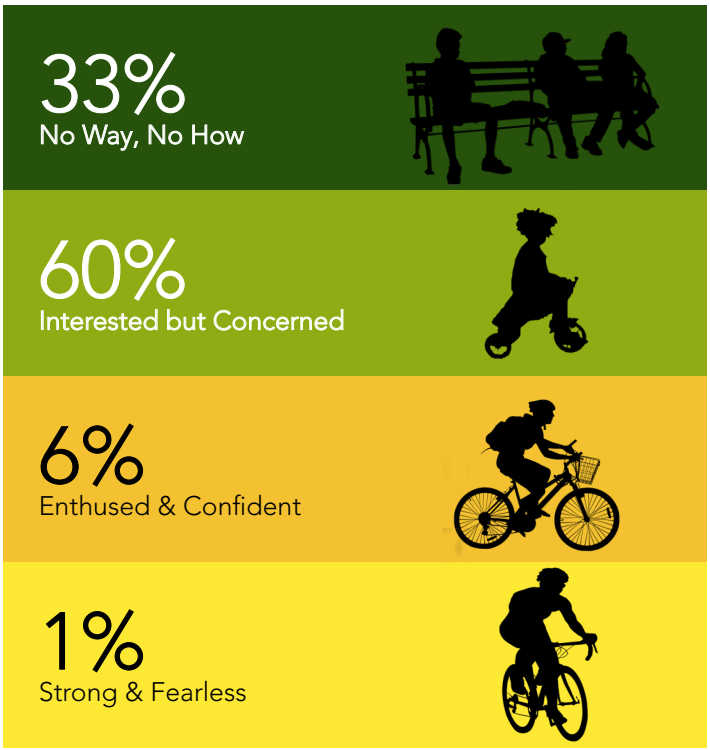
BLTS ranges from 1 to 4, with 1 being the least stressful environment and 4 being the most stressful environment. A more in-depth breakdown of what each category represents is listed below:

+ **BLTS 1:** Roadways or trails that would be suitable for most children, inexperienced adults riding bicycles, or families with small children.

+ **BLTS 2:** Roads that are comfortably ridden by the general adult population.

+ **BLTS 3:** Interaction with moderate speed or multilane traffic, or proximity to higher speed traffic. Acceptable to those who are confident riders.

+ **BLTS 4:** Very stressful roads that are only acceptable to bicyclists who better tolerate roadways with higher motorized traffic volumes and speeds.



No Way No How: 33% of the population is not interested in bicycling at all, whether it comes from a lack of interest or is due to circumstances like topography or inability.

Interested but Concerned: 60% of the population would ride if they felt safer on the roadways.

Enthused & Confident: 7% of the population is comfortable sharing the roadway with automotive traffic, but they would prefer to do so while operating on their own facilities such as a bike lane.

Strong & Fearless: <1% of the population would ride on any roadway regardless of the environment.

As a large part of the population in the United States falls into the "Interested but Concerned" category, it is critical to develop bicycle facilities where cyclists feel safe and protected from vehicles.

Lower Stress

Example BLTS 1



Windsor Dr

Example BLTS 2



Ten Mile Creek Rd

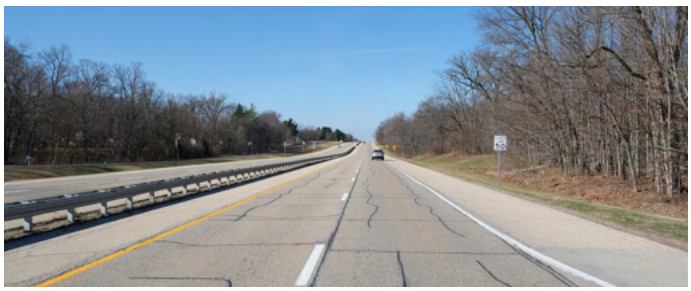
Higher Stress

Example BLTS 3



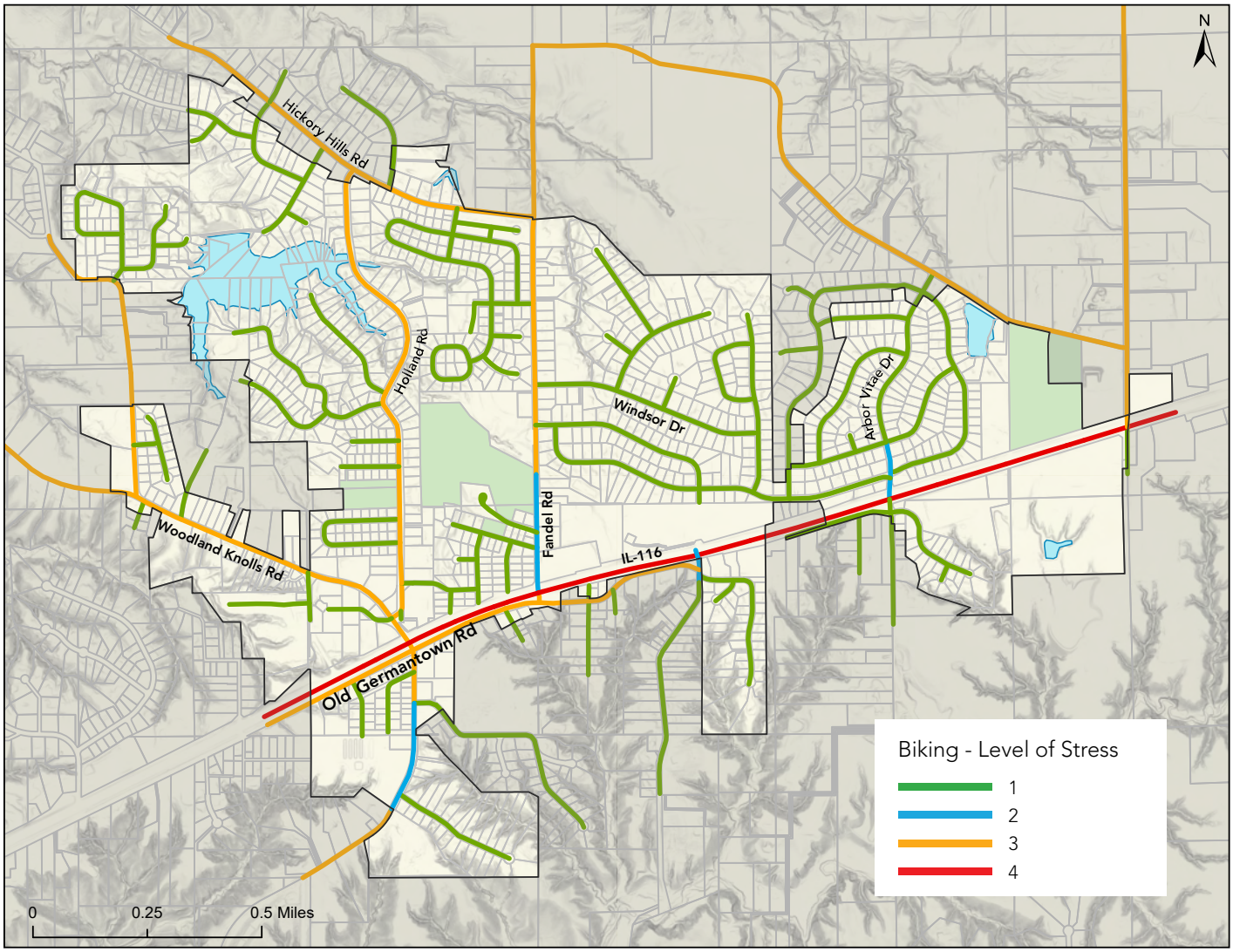
Fandel Rd north of Hannah Dr

Example BLTS 4



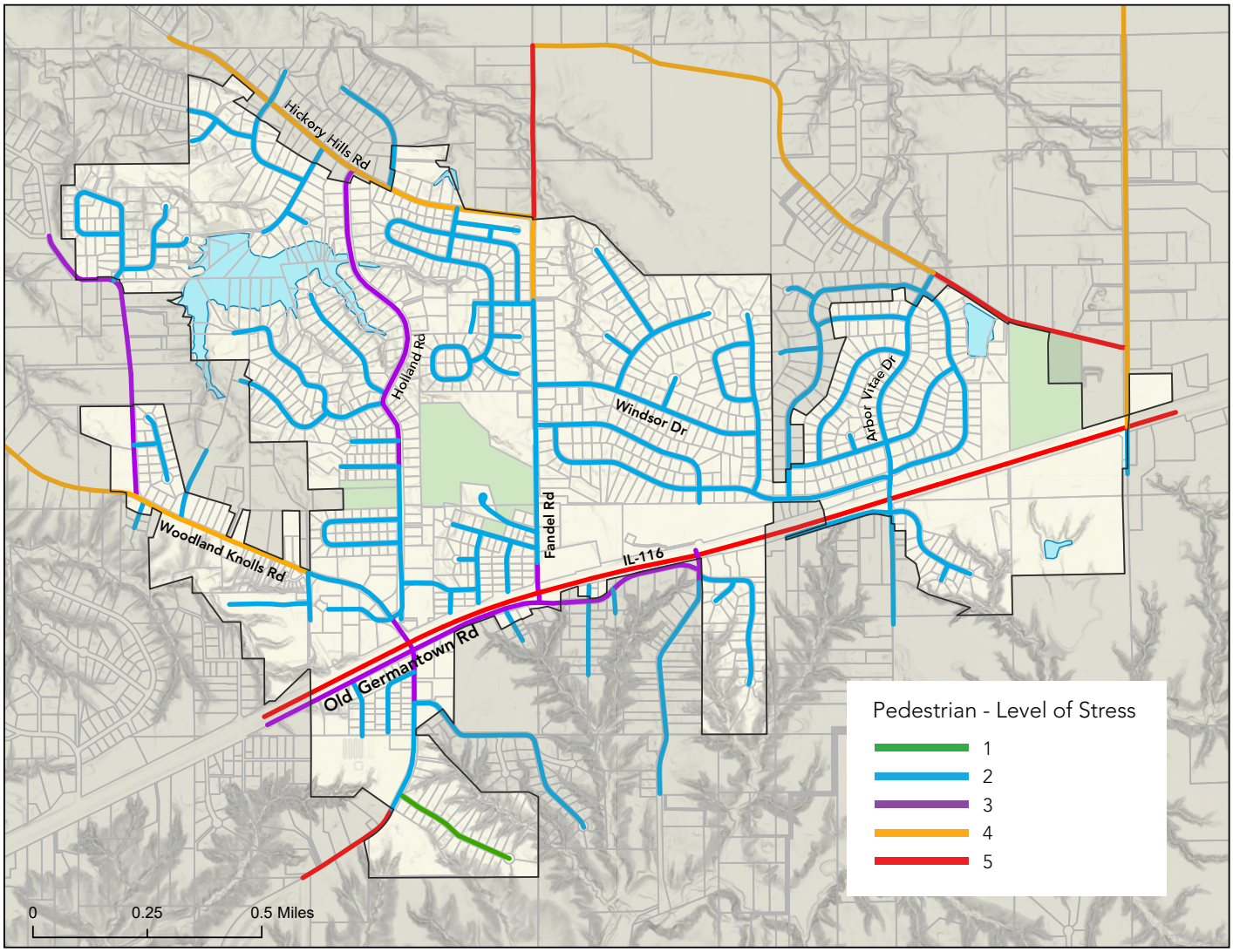
IL-116

Biking Level of Traffic Stress



There are no streets within Germantown Hills that have dedicated bike infrastructure, but most of the local roadways still have a BLTS of 1 due to the low speed limit and low number of vehicles passing through on a daily basis. Still, many of the roadways that lead to the commercial center or destinations like parks or schools are BLTS 3 or 4, and thus a smaller portion of the population would feel comfortable riding on them.

Pedestrian Level of Traffic Stress



Pedestrian Level of Traffic Stress (PLTS) is a tool that can be used to represent pedestrians' comfort around motor vehicle traffic on roadways. Like the BLTS, PLTS takes into consideration posted speed limit, motor vehicle traffic volume, whether sidewalk is on one or both sides of the roadway, and buffer width between motor vehicle travel lane and pedestrian space.

PLTS uses five categories where the lowest level is suitable for pedestrians of all abilities, including children, older adults, and people with disabilities. The highest PLTS level is likely to require sustained attention to the traffic situation and special ability to navigate safely.

As most roads in Germantown Hills do not have dedicated pedestrian infrastructure, there is only one road that has a PLTS of 1, Rosemary Ln, which has sidewalks on both sides of the roadway. Most other roads are PLTS 2 with some of the busier roads in the Village having a PLTS of 4 and 5.

Lower Stress

Example PLTS 1



Rosemary Ln

Example PLTS 2



Holland Rd

Higher Stress

Example PLTS 3



Woodland Knolls between IL-116 and Holland Rd

Example PLTS 4



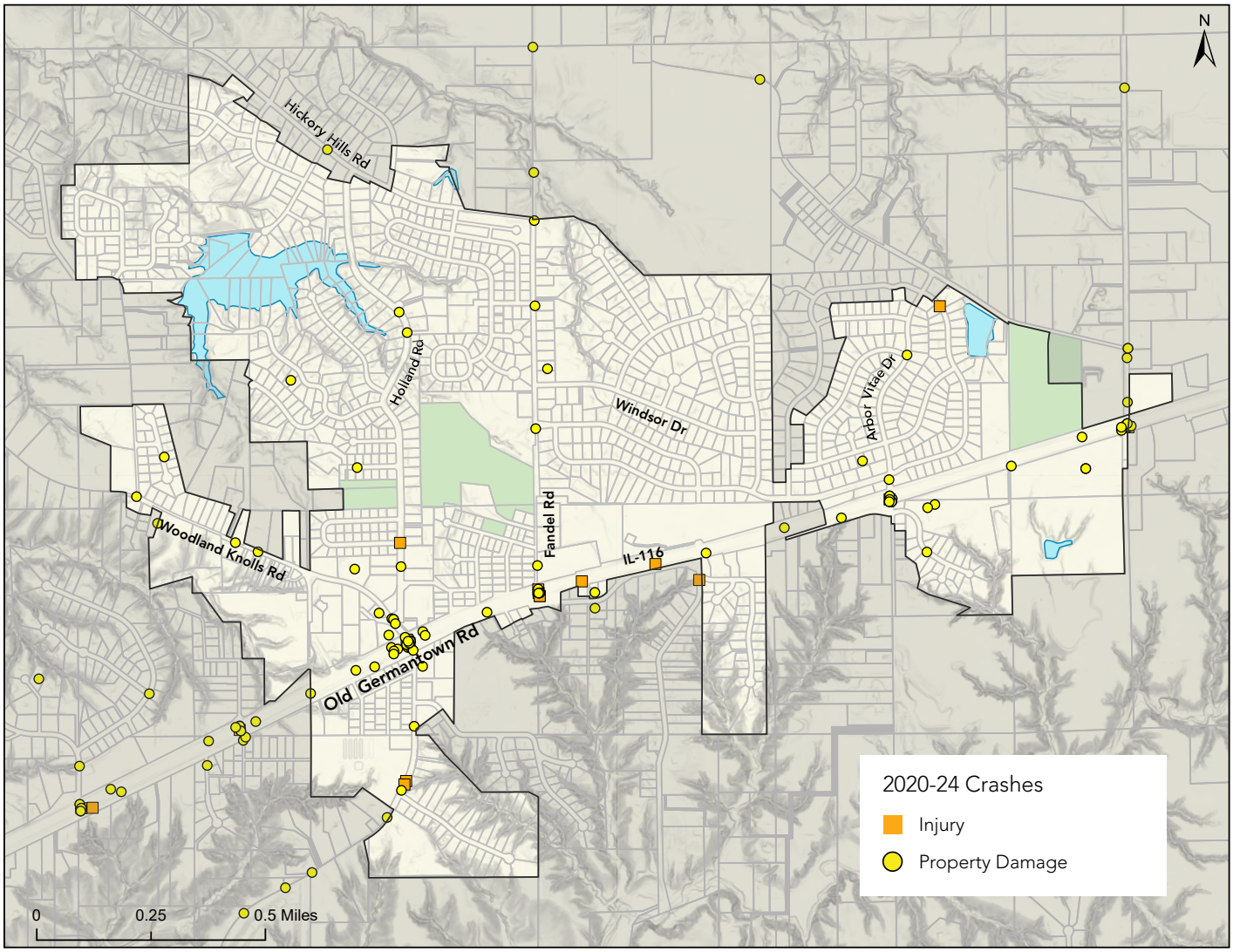
Woodland Knolls west of N Anker Ln

Example PLTS 5



IL-116

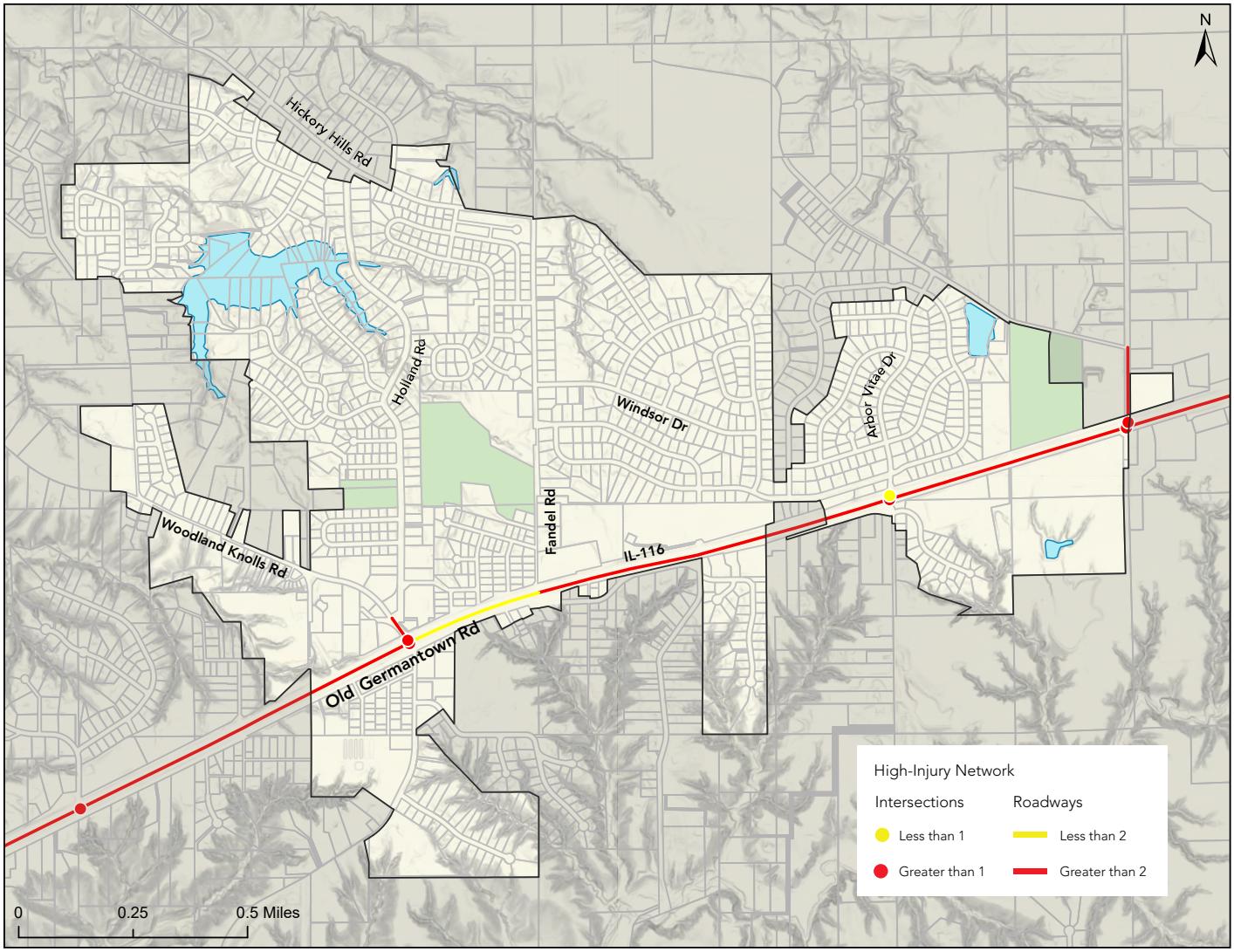
Crashes



The maps in this section show crash locations as well as roads that have been identified as having the highest rates of serious injury for travelers in Germantown Hills.

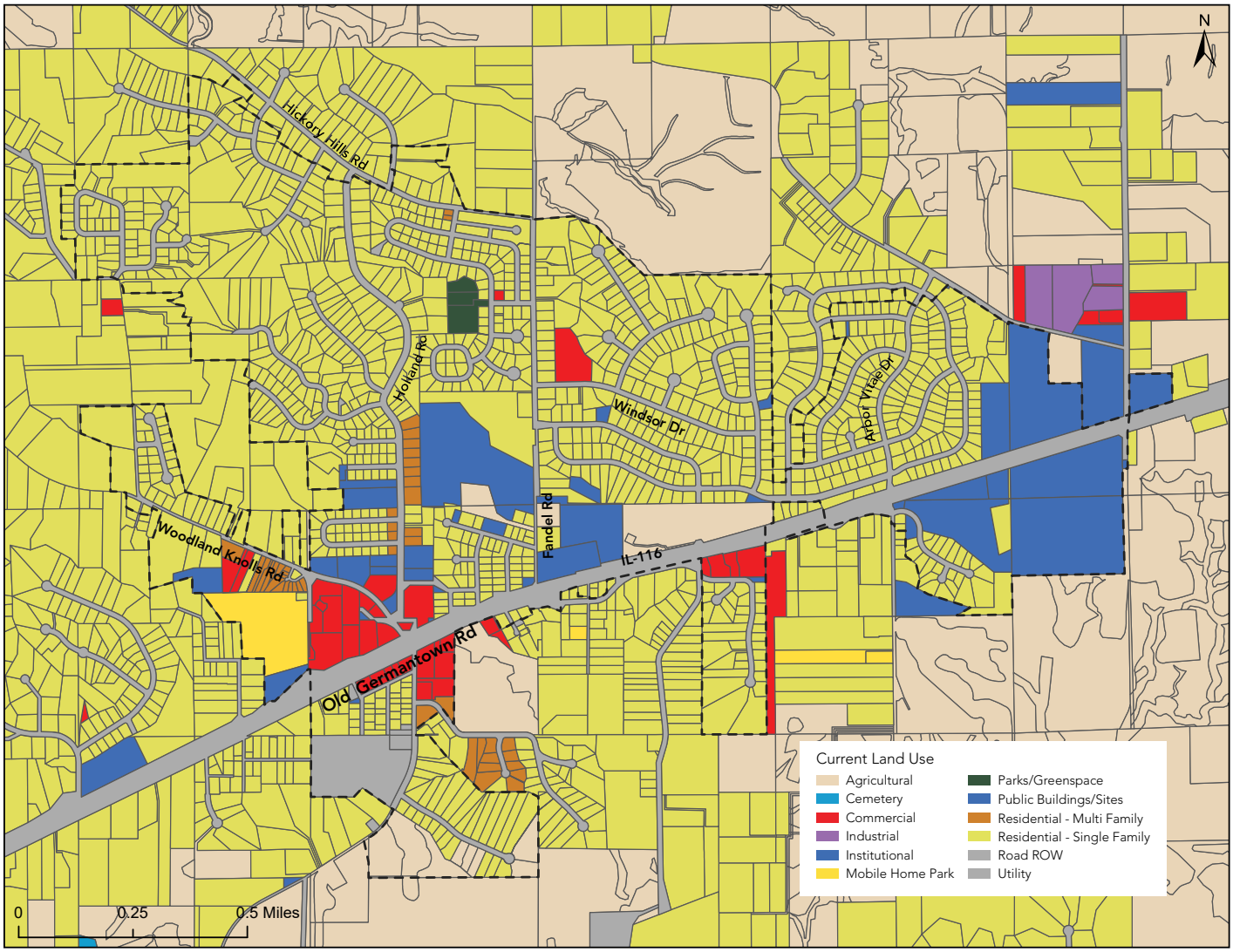
Crashes logged by police from 2020-2024 are shown and are broken down by crash severity. No crashes involving pedestrians or bicyclists were logged during this timeframe in Germantown Hills, meaning all crashes reported only involved vehicles. Non eo fthe vehicular crashes cause any deaths during this timeframe. While this lack of bicycle and pedestrian crashes is a good sign, the data does not account for near misses and lower severity crashes that frequently go unreported. Also, crash data does not take into consideration the number of biking and walking trips that are prevented by an unsafe transportation environment.

High-Injury Network



The High Injury Network (HIN) has been established through the Tri-County Comprehensive Safety Action Plan for the entire Peoria-Pekin Metropolitan Planning Area. The HIN assigns a numeric value to roadways and intersections based upon the number of crashes per year and their severity. Roadways and intersections which are colored red are among the more dangerous areas in the region from a safety standpoint while yellow is still unsafe but not to that level. Using the HIN in conjunction with vehicle crash data helps provide a more complete picture to fully understand where known safety issues are most prevalent.

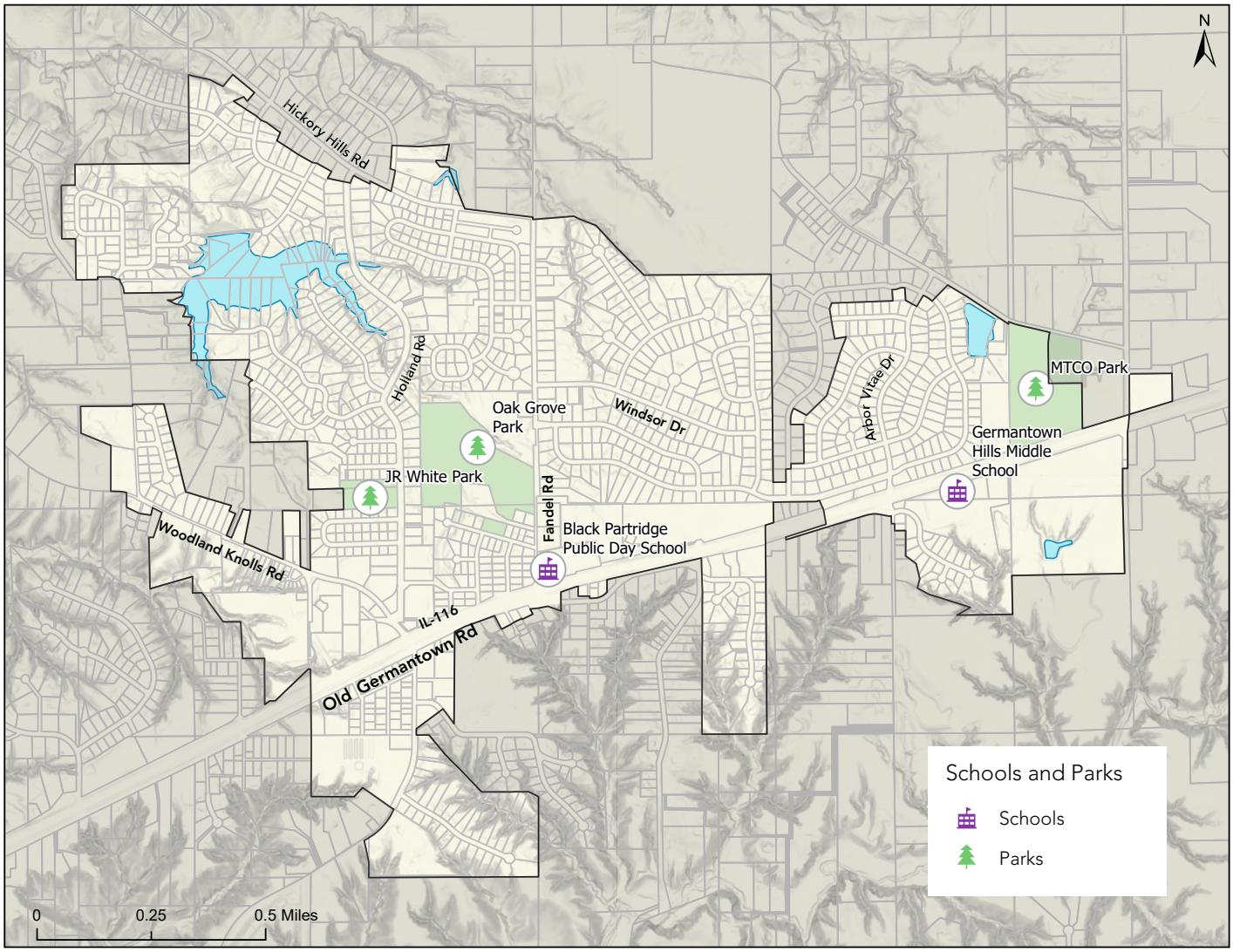
Land Use



Active transportation infrastructure is most effective when it is supported by a high land use mix, as it links residents to meaningful destinations. A sidewalk that exists only within a residential subdivision may support leisure walking, but it does little to expand access if it does not connect to schools, parks, grocery stores, employment centers, or transit. In contrast, infrastructure that ties housing to a variety of nearby land uses transforms walking from an optional activity into a viable transportation choice. By strengthening these connections, communities improve mobility, expand access to opportunity, and foster healthier environments rooted in a supportive land use pattern.

While Germantown Hills' primary land use is single-family dwellings, the Village's size lends itself to where most residents are within a comfortable walking or biking distance to the services within the Village. It is important to keep in mind that if the Village grows and sees more single-family development, active transportation becomes a less feasible option due to the increased distance needing to be traveled to Village destinations.

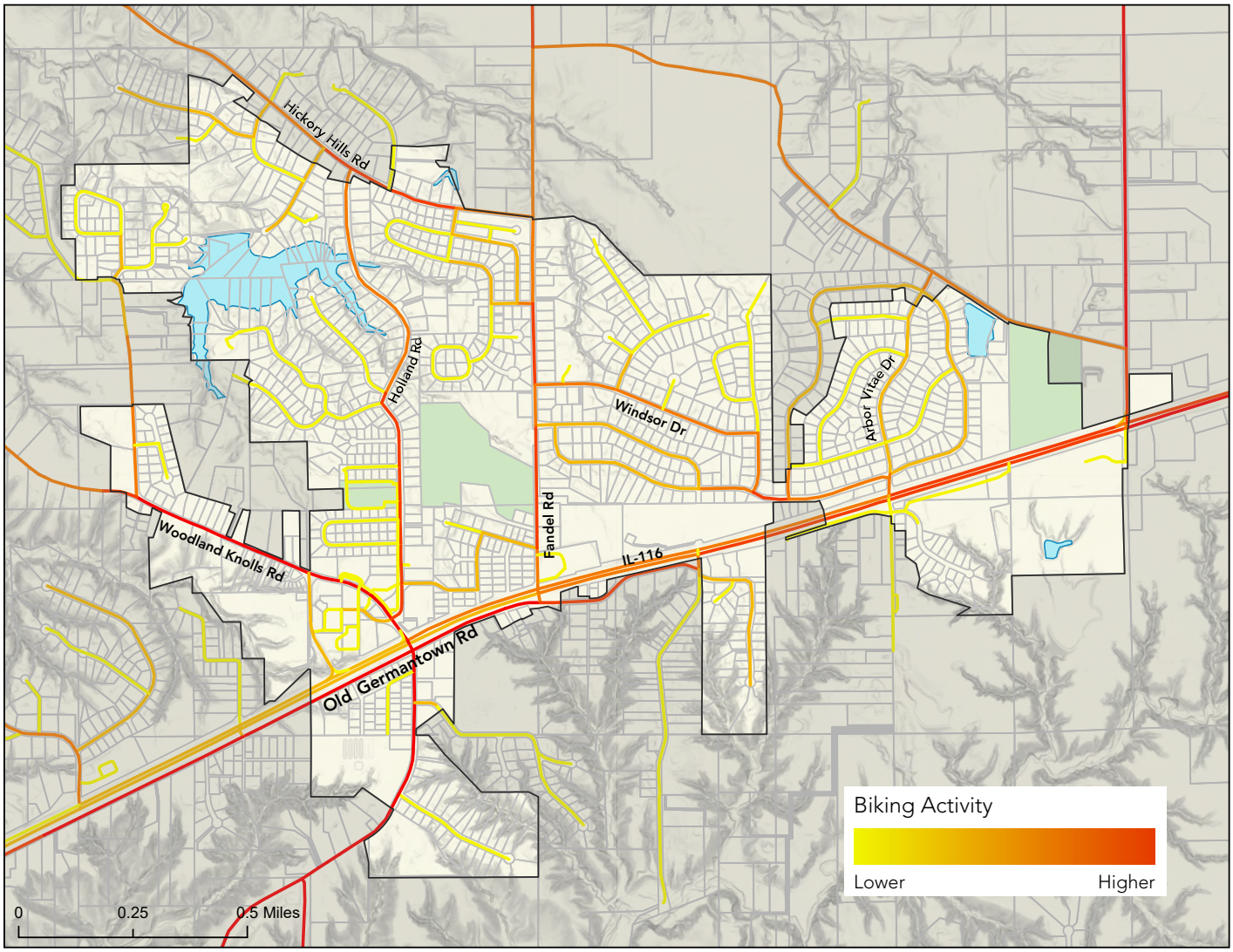
Schools & Parks



Walking and bicycling levels are often closely tied to how easily residents can access schools and parks. These destinations generate regular daily trips for students. While this plan will evaluate connections across Germantown Hills as a whole, special emphasis will be placed on routes serving school-aged children. Because they are among the most vulnerable roadway users, ensuring safe, comfortable, and direct access to schools and nearby parks will be a central consideration in strengthening the community's walking and biking network.

Parks such as JR White, MTCO, and Oak Grove Park also have existing or planned trails within their boundaries. While the trails are primarily within the park boundaries, this still offers an opportunity for residents and visitors to walk in a safe and comfortable environment.

Existing Biking Activity

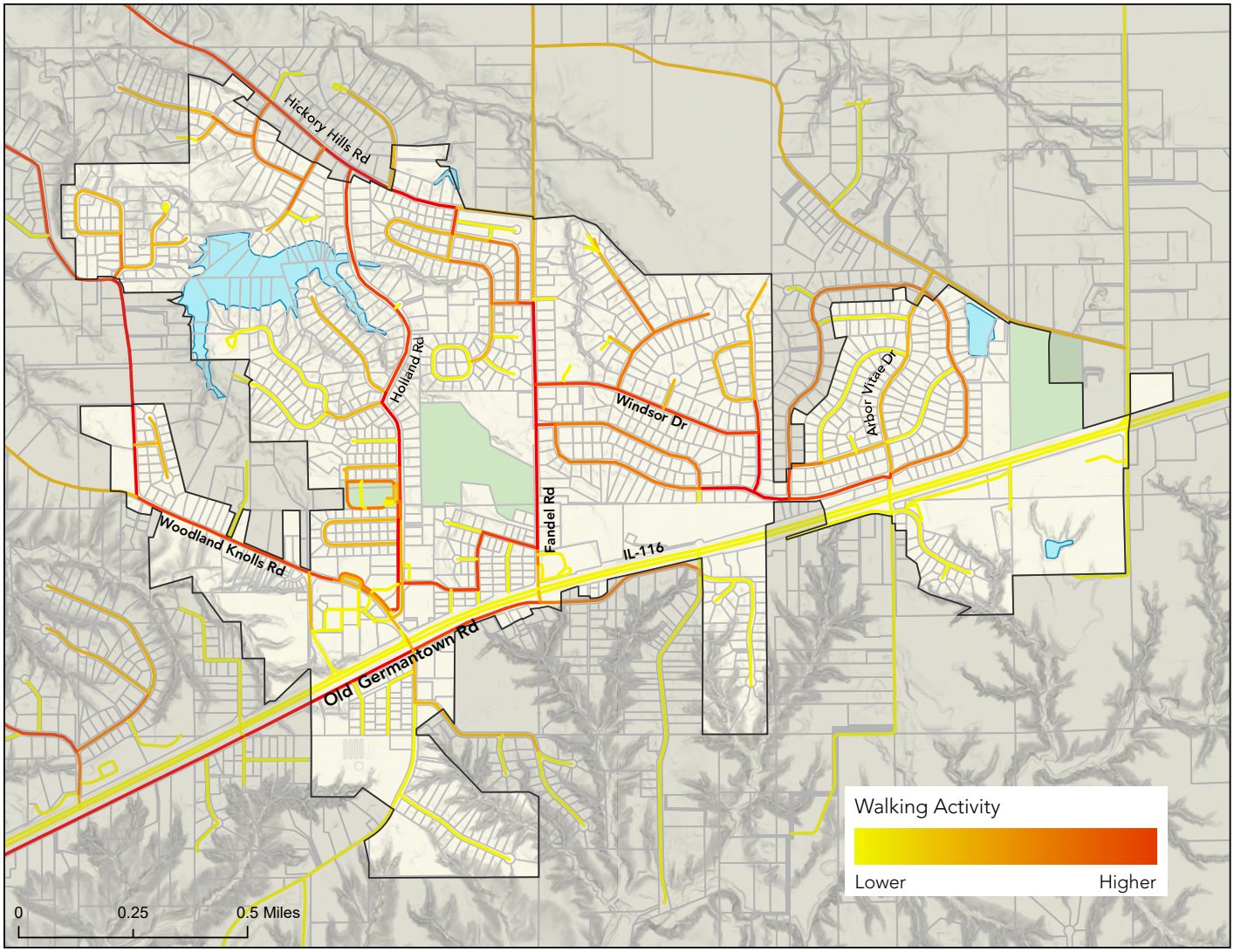


Utilizing available data related to the walking and biking already occurring in Germantown Hills helps inform the understanding of current travel behavior and patterns. This shows which streets and sidewalks are being used the most as well as where gaps might be limiting walking and biking. Ultimately, existing walking and biking data can help identify where people need and want to travel.

The data shown on this and the following map comes from Strava, a fitness tracking app. Users track their paths while walking, running, hiking, and biking. It is important to note that Strava is primarily utilized for tracking recreation and exercise trips, rather than everyday trips. Knowing this, using other methods of determining where residents are already walking and biking is necessary to have a more holistic representation of the community's habits.

Hotspots for biking activity tracked on Strava include Old Germantown Rd, Fandel Rd, Holland Rd, Somerset Dr, and Westminster Rd. Streets such as North Forrest Dr and Hickory Hills Rd that extend outside of the Village limits also saw a large quantity of those walking or running on them.

Existing Walking Activity



High walking activity featured many of the same roads as biking activity including Holland Rd, Woodland Knolls Rd, and Windsor Dr. Other roadways such as Prairie Ave, Linden Ave, Sunset Ln, Forrest Dr, and Bittersweet Ave showed higher walking frequency when compared to results for biking activity. When comparing total number of trips taken, walking trips were significantly higher than biking trips within the Village.

Key Takeaways

IL-116 presents major safety and connectivity concerns.

Unsurprisingly, a large majority of crashes that occurred in Germantown Hills between 2020 and 2024 occurred on IL-116, which is the most traveled and highest speed roadway within the Village limits. The HIN also indicated that all of IL-116 presents significant safety issues to all modes of travel. This is particularly important to note as many of Germantown Hills' restaurants and the middle school are located on the southern side of IL-116 while a majority of the residents within the Village live on the northern side.

Most non-residential roadways are not comfortable to walk or bike on.

While most of the residential roadways within the Village have a low stress level for walking and biking, the roadways that residents or visitors must cross or travel upon to reach destinations such as parks, businesses, or institutions (churches, libraries, or schools) are higher in stress level. Roadways such as IL-116, Fandel Rd, Holland Rd, and Woodland Knolls Rd all provide access to these important destinations.

Many areas of Germantown Hills lack connections for people to walk and bike to destinations.

While the Village has notably made progress within recent years by installing sidewalks, there are still many areas that lack safe and comfortable means for residents to travel where they need to go. This is particularly evident for residents in the eastern portion of the Village where traveling to the commercial center requires walking or riding along many roads currently withouht walking or biking infrastructure. Also, many of the existing destinations within the Village are not well connected to others, leaving some parks, the school, and the commercial center disconnected from one another.

Most, if not all, of Germantown Hills households own a car.

According to US Census Data, very few households in the Village do not have access to a vehicle. Still, there are significant parts of the population who cannot drive a car due to age or ability. Providing quality active transportation options, particularly for those without access to a car, helps all residents and visitors who want to experience what the Village has to offer.

3

Community Engagement

The planning process for the creation of the plan included extensive engagement efforts utilizing both in-person and online strategies. This variety of options allowed the planning team to hear from as many community members as possible. The following chapter provides a high-level overview of the methods used to engage community members as well as the key findings and how they informed plan outcomes.



Community Engagement

The recommendations included in this plan were identified, shaped, and prioritized with help and direction from the Germantown Hills community. In total, engagement efforts consisted of:

- Germantown Hills Farmers Market
- Germantown Hills Middle School Spaghetti Dinner
- Germantown Hills Chamber of Commerce Spring Fling
- Walk Audit
- Open House
- Online Survey
- Project Website

The online survey, open house, and attendance at pop-up events were advertised using social media, newsletters, and utility bill distribution. The Economic Development Council was briefed four times throughout the process prior to the release of the draft plan, and the planning team also engaged the Planning Commission on April 13, 2026.

Pop-Up Events

The project team attended multiple events within the Village over the course of the project timeline. At the Spaghetti Dinner on February 13, 2026 and the Germantown Hills Spring Fling on May 2, 2026, staff gathered feedback from residents about their goals for a better walking and biking network. Attendees identified specific areas within the Village where they would like to see improvement. Staff also attended a farmers market in July where they presented and discussed the draft active transportation network with residents who attended.



Walk Audit

The public and members of the project team gathered for a walk audit on May 4, 2026. This activity provided the opportunity to observe and evaluate the walkability of the Village, which lead to discussions about potential improvements. The route was approximately two miles long, with participants walking along residential streets, crossing Highway 116, and finishing at Village Hall. Attendees discussed historical issues pertaining to drainage, speeding of vehicles, and challenges of installing previous pedestrian infrastructure. Vehicle speeding was a major topic relating to multiple roadways along the walk audit, even those that contained very low traffic such as Sunset Ln, Linden Ave, and Prairie Ave.



Online Survey

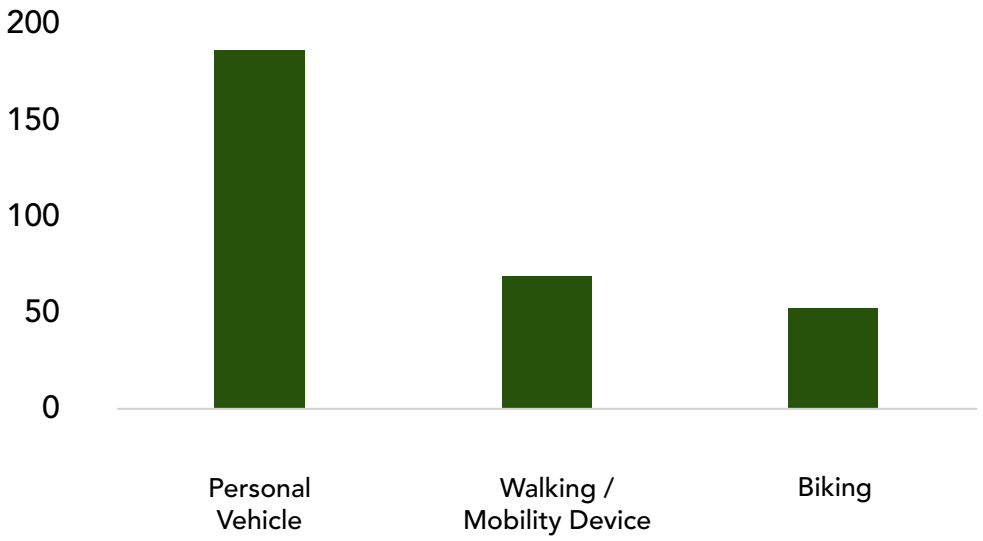
Between April 9 and May 22, residents could fill out an online survey to inform the Active Transportation Plan, and the survey received 201 responses. Common themes heard throughout the survey included interest in more sidewalks/paths, concern about speeding vehicles, desire for better connections to schools, objection to tax dollars going toward pedestrian and bicycle infrastructure construction, and need for safer crossings across Highway 116. Specific locations or streets within the Village that were referenced most often as needing better walking and biking infrastructure included:

- Holland Rd
- Woodland Knolls Rd
- Hickory Hills Rd
- Hwy 116 crossings
- Fandel Rd

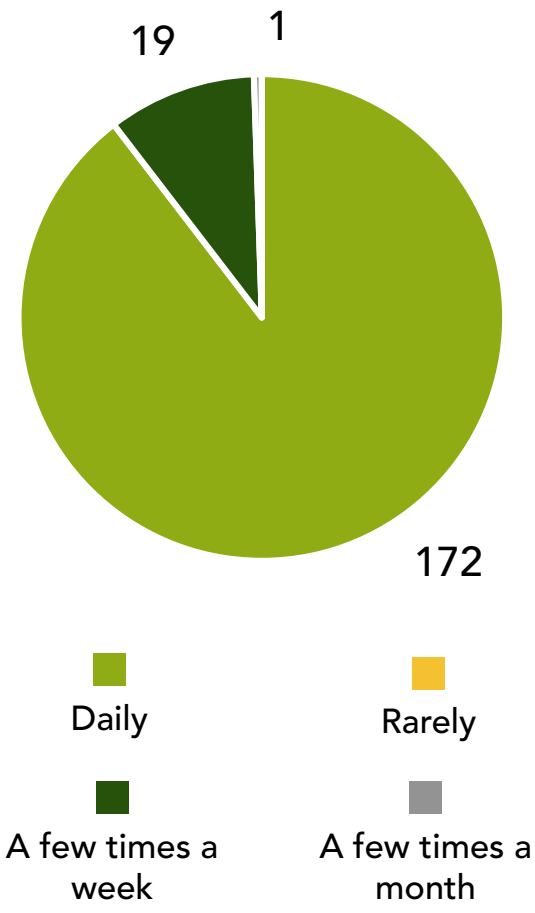
The majority of survey respondents (90%) showed support for Germantown Hills improving walking and biking conditions within the Village. Those who were not in support primarily spoke to the desire for public funds to be spent on other needs.

Results of the survey, combined with the existing conditions analysis, were used to inform the network and facility recommendations within the plan.

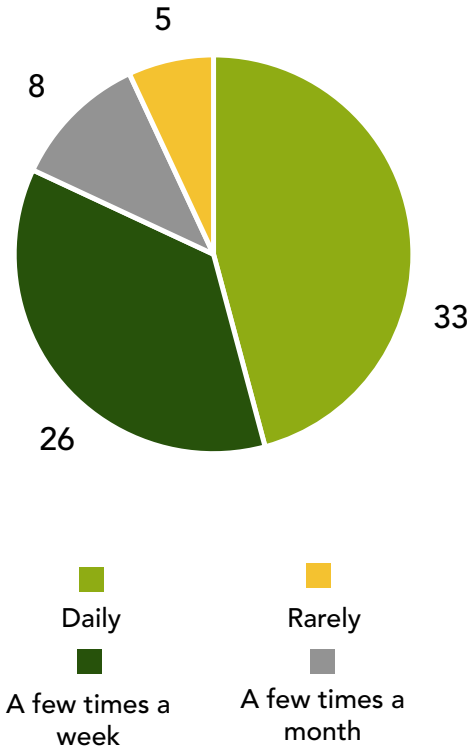
How do you currently get around Germantown Hills?



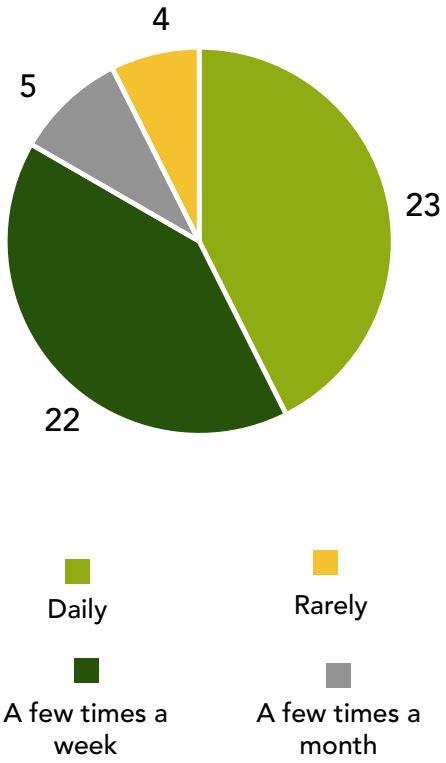
How often do you use a personal vehicle?



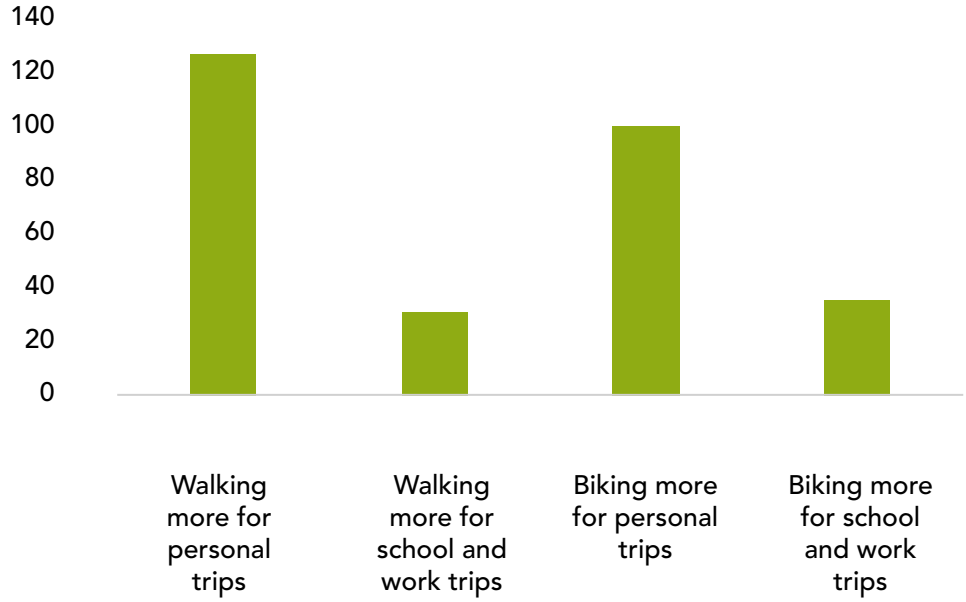
How often do you walk or use a mobility device?



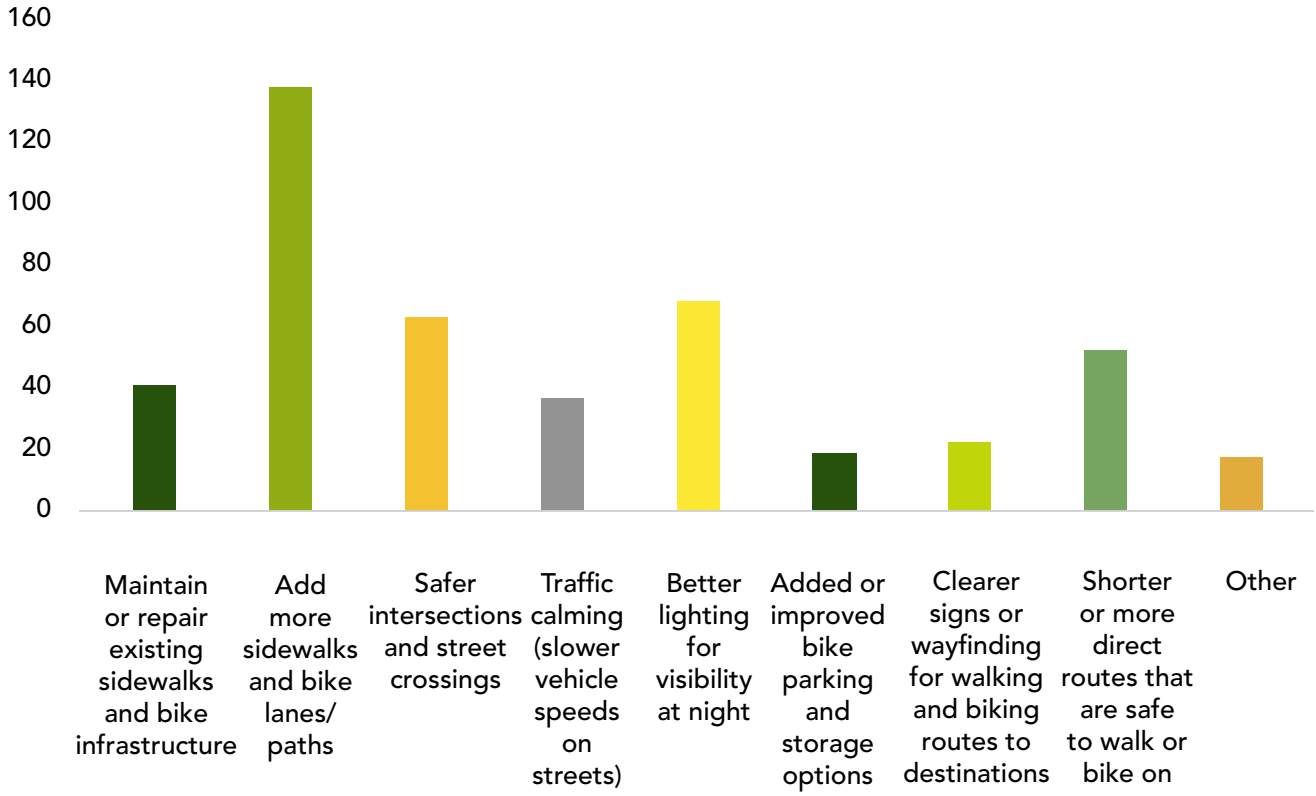
How often do you ride a bike?



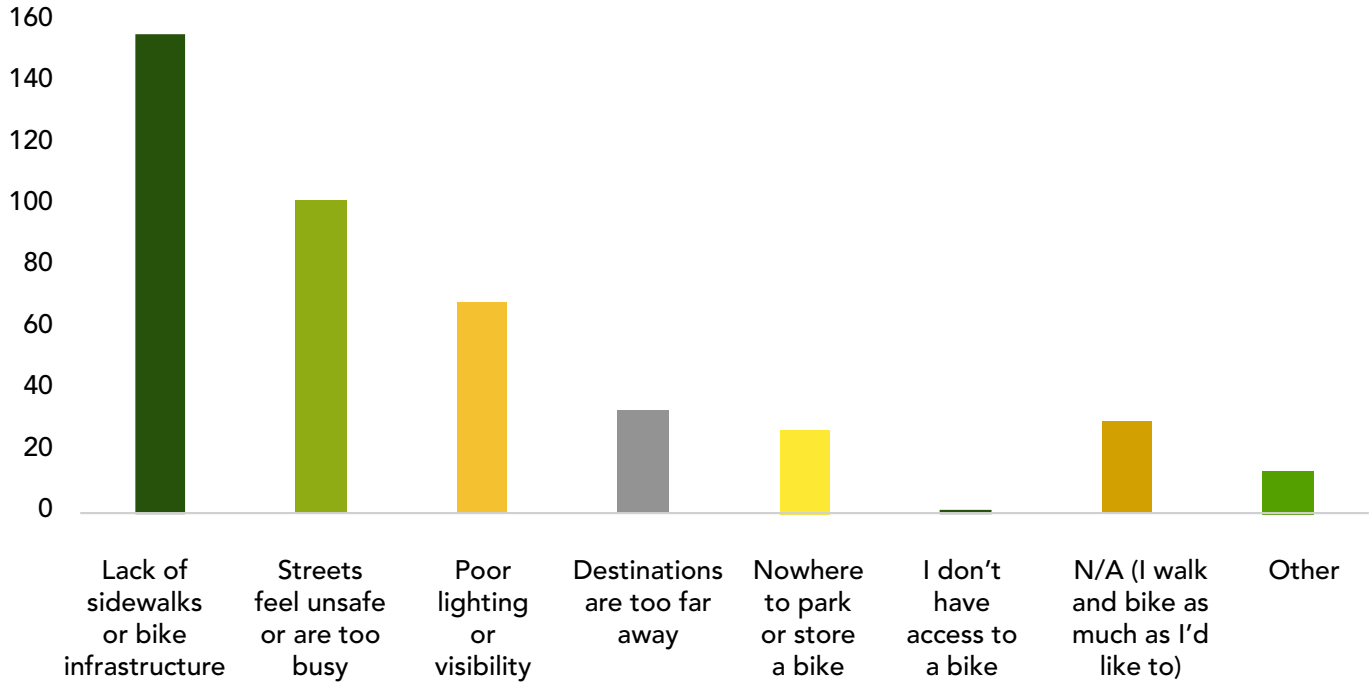
Select your interest in the following:



What kinds of improvements would make walking and biking in Germantown Hills better for you?



What makes it harder for you to walk or bike more often in Germantown Hills?



Open House

A public open house was held on July 13, 2026 at the Germantown Hills Fire Station, providing a chance for the community to learn about the Plan, talk directly to the project team, and provide their input on the draft future walking and biking network. Attendees provided the following comments:

- Increase in priority of new sidewalk along Windsor Dr and Westminster Rd due to high volume of children walking to school from the surrounding neighborhood
- Desire for sidewalk along Arbor Vitae Dr due to vehicle speeding
- Concerns with E-bikes
- Note that the biggest drawback of Germantown Hills is lack of walking and biking infrastructure
- Interest in adding connection between JR White Park and Oak Grove Park to allow for easier access
- Desire to see pathway along Hwy 116 connecting school to MTCO Park for children and families
- Support for raised crosswalks and speed humps/tables as traffic calming methods in residential roadways
- Openness from residents to try demonstration projects for various traffic calming methods



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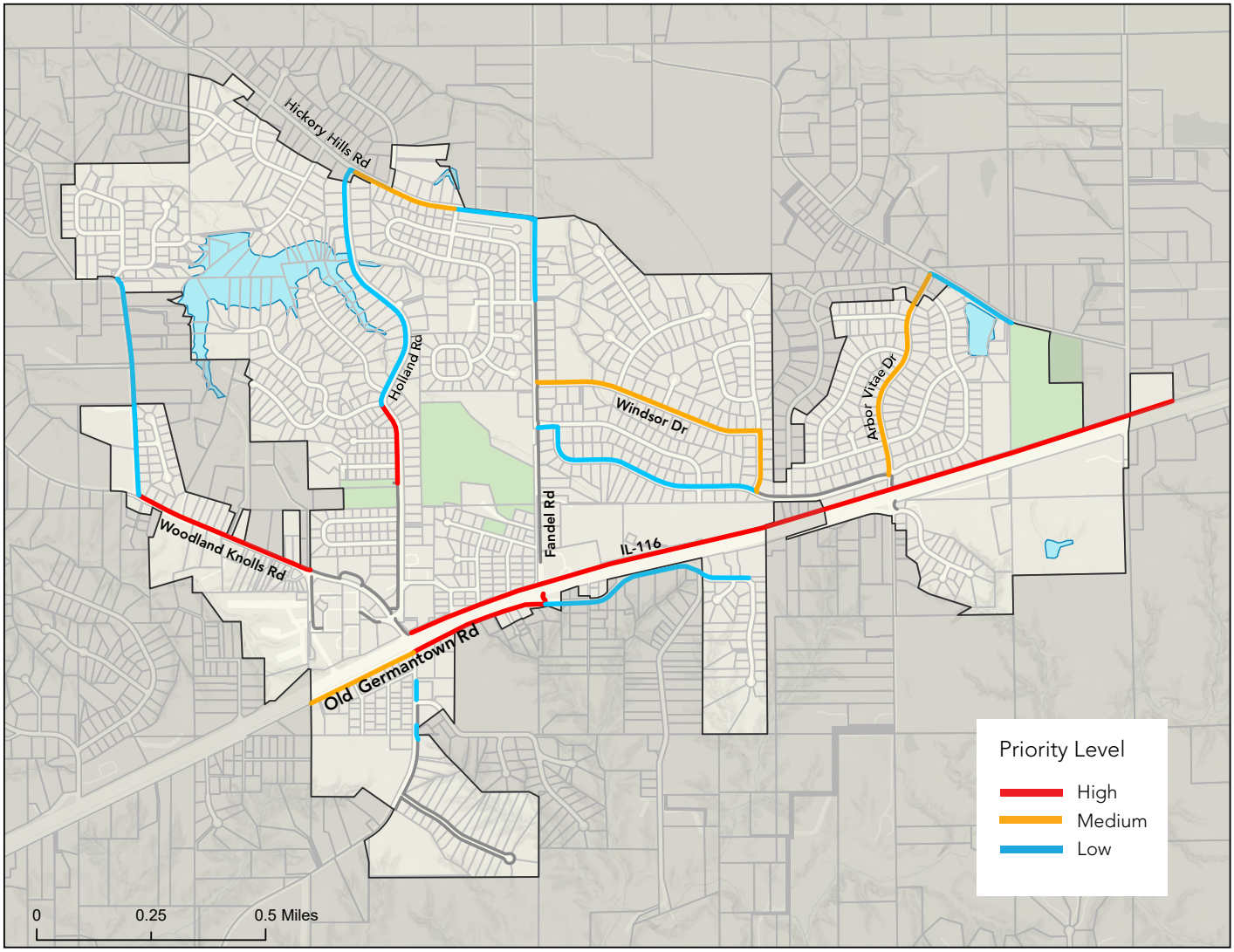
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Recommendations

This chapter covers the plan's walking and biking network including dedicated pedestrian and bicycle infrastructure as well as traffic calming options. Non-infrastructure methods to promote awareness and encourage more active transportation are also discussed.



Proposed Sidewalk/Path Recommendations



The proposed network recommendations are intended to provide low-stress options for residents to walk and bike to parks, commercial areas, and adjoining neighborhoods. The recommended projects reflect findings from a data-driven network analysis as well as input from the public, the Economic Development Council, and Village staff. The proposed network primarily consists of sidewalks with some instances of pathways where space allows. Where a sidewalk/path is mentioned, it is recommended to pursue a path if funding permits.

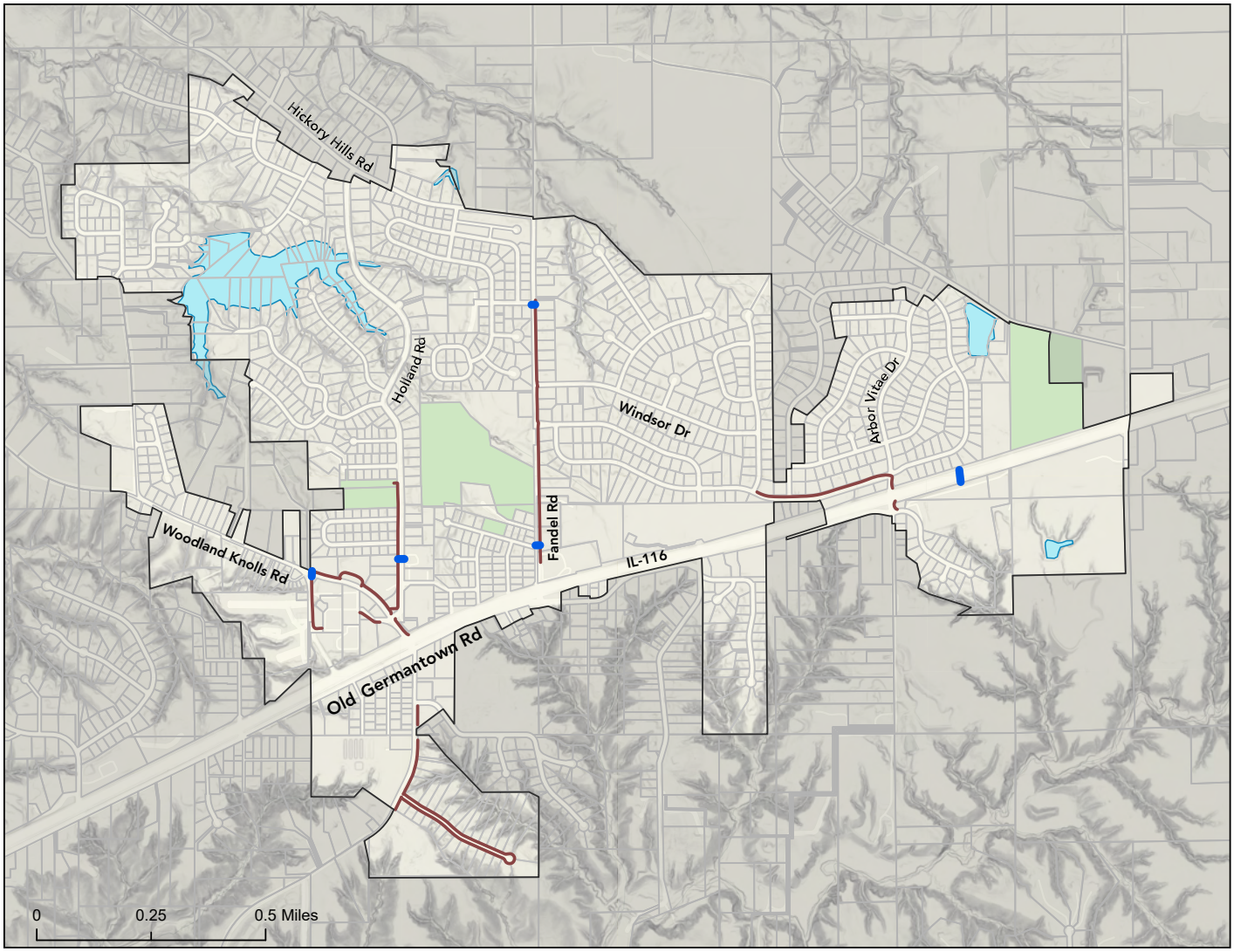
Segments of the network have been split into three categories of prioritization to help guide investment over time. Segments were prioritized based on factors including:

- Connectivity with existing infrastructure
- Proximity to key destinations
- Existing walking and biking activity
- Community desire
- Cost of implementation
- Roadway jurisdiction

Proposed Sidewalk/Path Recommendations

Road Name	Start and End	Jurisdiction	Facility Type	Priority Level
Holland Rd	JR White Park to Bayside Dr	Village of Germantown Hills	Sidewalk/Path	High
IL-116	Woodland Knolls to Eastern Village Limits	IDOT	Path	High
Old Germantown Rd	Ten Mile Creek Rd to Fandel Rd	Village of Germantown Hills	Sidewalk	High
Woodland Knolls Rd	Anker Ln to Forrest Dr	Village of Germantown Hills	Sidewalk/Path	High
Arbor Vitae Rd	Somerset Dr to Town Hall Rd	Village of Germantown Hills & Worth Township	Sidewalk	Medium
Hickory Hills Rd	Holland Rd to Heather Oak Ave	Worth Township	Sidewalk	Medium
Old Germantown Rd	Village limits to Ten Mile Creek Rd	Village of Germantown Hills	Sidewalk	Medium
Windsor Dr and Westminster Rd	Somerset Dr to Fandel Rd	Village of Germantown Hills	Sidewalk	Medium
Fandel Rd	Wildflower Ave to Hickory Hills Rd	Village of Germantown Hills	Sidewalk/Path	Low
Forrest Dr	Woodland Knolls Rd to Winterberry Ave	Village of Germantown Hills & Worth Township	Sidewalk/Path	Low
Hickory Hills Rd	Heather Oak Ave to Fandel Rd	Village of Germantown Hills	Sidewalk/Path	Low
Holland Rd	Bayside Dr to Hickory Hills Rd	Village of Germantown Hills	Sidewalk	Low
Old Germantown Rd	Fandel Rd to Elizabeth Pointe Dr	Village of Germantown Hills & Worth Township	Sidewalk	Low
Somerset Dr	Westminster Rd to Fandel Rd	Village of Germantown Hills	Sidewalk/Path	Low
Ten Mile Creek Rd	Water tower to Germantown Grill	Village of Germantown Hills	Sidewalk	Low
Town Hall Rd	MTCO Park to Arbor Vitae Dr	Village of Germantown HIlls & Worth Township	Sidewalk	Low

Proposed Crossing Recommendations



Locations for improved crossings were identified based on public feedback, existing safety issues, and conversations with Village staff and boards. The locations identified in this plan help to connect existing active transportation infrastrucutre as well as to key destinations within the Village. As safety is one of the primary goals of the Active Transportation Plan, areas where pedestrians and bicyclists cross roadways need to be designed in a way to reduce any potential conflicts with vehicles.

Proposed Crossing Recommendations

Road Name	Jurisdiction	Description of Crossing Improvement	Priority Level
IL-116	IDOT	Pedestrian overpass across IL-116 on east side of intersection with Arbor Vitae/ Schmitt	High
Fandel Rd	Village of Germantown Hills	Addition of Rectangular Rapid Flashing Beacon (RRFB) at crossing to Wildflower Ave.	Medium
Fandel Rd	Village of Germantown Hills	Addition of RRFB and raised crosswalk at crossing to Sunset Ln.	Medium
Woodland Knolls Dr	Village of Germantown Hills	Addition of RRFB at crossing to Anker Ln	Medium
Holland Rd	Village of Germantown Hills & Worth Township	Crossing to Village Hall with RRFB	Low



Traffic Calming Methods

Traffic calming reduces automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling. The Federal Highway Administration describes traffic calming as measures that "consist of horizontal, vertical, lane narrowing, roadside, and other features that use self-enforcing physical or psycho-perception means to produce desired effects." Traffic calming measures help set safe operating speeds on roadways through the design of the roadway itself. Traffic calming is most effective if done on a neighborhood or area-wide basis and not just at spot locations. This reinforces the concept of traffic calming for the entire area by giving the driver a clear and continuous message. Many traffic calming options provide the option to install either on a permanent or temporary basis, allowing for the testing out of different projects before fully committing to them.

Speed Tables & Humps





Speed tables and speed humps are vertical traffic calming measures designed to reduce vehicle speeds on local streets. A speed hump is an elongated mound in the roadway pavement surface extending across the travel way at a right angle to the traffic flow. A speed table is a raised area placed across the roadway designed to physically limit the speed at which a vehicle can traverse it. Unlike a speed hump, a speed table has a long enough flat top (typically, 10 feet) to accommodate the entire wheelbase of most passenger cars. Both treatments can be used to reduce dangerous traffic speeds within the Village, particularly in residential areas where speeding creates safety concerns for people walking, bicycling, or accessing nearby destinations.

These treatments are most effective when installed on a local street, collector street, and in certain circumstances, an arterial street. By creating a physical reminder for drivers to slow down, speed tables and humps can help establish more consistent travel speeds and improve neighborhood safety.

Chicanes

Chicanes are a traffic calming method that uses alternating curves or lane shifts that are located in a position to force a motorist to steer back and forth out of a straight travel path. The curvilinear path is intended to reduce the speed at which a motorist is comfortable travelling through the feature. The lower speed could in turn result in a traffic volume reduction. By requiring drivers to navigate an S-shaped path, chicanes can reduce dangerous traffic speeds within the Village while maintaining access for residents.

Chicanes are most appropriate on residential streets where speeding is a recurring concern and where sufficient roadway width exists to modify the roadway. In addition to slowing traffic down, chicanes have the potential to improve the visual appearance of a corridor through landscaping, decorative treatments, or neighborhood amenities. Because chicanes influence driver behavior through roadway geometry rather than enforcement, they can provide a long-term speed management and driver behavior solution while preserving the residential character of a neighborhood.







Raised Intersection

A raised intersection is a flat, raised area covering an entire intersection with ramps on all approaches. It functions as a speed table that covers an intersection, including the crossing areas. Raised intersections are installed to slow vehicle traffic through the intersection and have the advantage of calming two streets at once. Raised intersections are especially helpful in areas where there is higher pedestrian traffic and can be installed in residential or commercial areas. Pedestrians are more visible to oncoming vehicles and they are able to have an elevated view of oncoming motorists.

Landscaping

Landscaping and street trees are roadway enhancement measures that can support traffic calming while improving the visual quality of public spaces. Trees and other landscaping elements can be used to reduce dangerous traffic speeds within the Village by narrowing the optical width of the roadway as opposed to the physical width. This creates a tunnel effect, and the driver's field of view is narrowed, which encourages slower speeds. Landscaping also provides shade, improves aesthetics/community character, and contributes to a more comfortable environment for people walking and bicycling.







Crosswalks

Crosswalks are intersection treatments used to improve the visibility and safety of pedestrian crossings. These improvements can include pedestrian refuge islands, Rectangular Rapid Flashing Beacons, pedestrian signals, or be as simple as high-visibility pavement markings. Crosswalks can be applied to improve connectivity within the Village by creating safer opportunities for people to cross roadways and access community destinations. They are particularly useful where sidewalks or multi-use paths intersect with high-volume roadways. By increasing the visibility of crossing locations and clarifying right-of-way expectations, enhanced crosswalks can improve safety for pedestrians while supporting a more connected active transportation network.

Traffic Circle





A traffic circle is a raised island, placed within an unsignalized intersection, around which traffic circulates. The circle forces motorists to reduce their speed when entering and passing through an intersection, whether the vehicle is going straight though or turning onto an intersecting street. The Village contains many unsignalized intersections which are predominantly controlled with either stop signs or yield signs. On roads that are straight for long distances, traffic circles can be used to help reduce the frequency of speeding vehicles.

These are most effective in reducing speeds when several are used in a series rather than intermittently. The center island in the traffic circle should be large enough so that all vehicles are required to follow an indirect path, even when proceeding straight through the intersection. Consideration to left turning trucks, emergency vehicles, and buses should be factored into the placement and design of traffic circles.

Non-Infrastructure

E-Bikes

Electric bikes and scooters have become increasingly prevalent in the Village. This local trend aligns well with the observed national trend. These devices are utilized as they allow both adults and children the opportunity to get around their communities with less effort than may be exerted through the use of traditional non-electric bikes or walking. Due to their speed and their rapid increase in popularity, municipalities throughout the country are attempting to catch up in terms of regulation for this mode of travel.

The attempts to regulate these devices have varied from outright bans to encouragement of the mode with additional safety regulations. In the process of regulating e-bikes, the Village of Germantown Hills should consider the class of the device, age of user, and the fines or infractions to be applied when in violation of such regulations. It should be noted that a comprehensive strategy including regulation, enforcement, and education should be utilized to effectively manage e-bike behavior.

Ultimately, the use of these devices needs to be addressed very early on much like driver's education, especially considering their usage in the roadway. Low-cost efforts to tackle this challenge include flyers and collaboration between schools and law enforcement. Flyers sent by mail would inform residents of newly adopted regulations, codes and state law. Additionally, public or law enforcement officials can visit schools to inform students how to safely ride the devices in the villages. A combination of these efforts can set expectations for e-bike behavior for adolescents in particular.



Walk, Bike, and Roll to School Days

Walk, Bike, and Roll to School events are community programs that encourage students and families to travel to school by walking or riding a bike. These events can be used to promote safe walking and bicycling habits, increase awareness of transportation options, and highlight areas where safety improvements may be beneficial. Within the Village, these programs can help to strengthen community support for active transportation while encouraging healthy lifestyles and increased physical activity. Participation by schools, families, local organizations, and public agencies can foster a greater understanding of transportation safety and create opportunities to identify barriers that may discourage walking or bicycling. Periodic events can also serve as a valuable tool for educating drivers about sharing the roadway responsibly.



Enforcement and Outreach

Enforcement and outreach are complementary strategies that encourage safer driving behavior through education, visibility, and targeted efforts. These measures can be used to reduce dangerous traffic speeds within the Village by increasing driver awareness and reinforcing compliance with posted speed limits. High-visibility enforcement campaigns, public awareness efforts, and coordination with law enforcement can help create a perception that speeding violations are more likely to be detected. Enforcement and outreach campaigns can be highly targeted, focusing on roadways only where habitual and perpetual excessive speeding occurs. Public outreach also provides opportunities for the municipality to share safety information, gather community feedback, and build support for speed management initiatives. When combined with physical traffic calming measures, enforcement and outreach can foster lasting improvements in driver behavior and roadway safety.

Bicycle Parking

Bicycle parking infrastructure installation is a method of supporting active transportation by providing secure and convenient locations for people to store bicycles at community destinations. Bicycle racks can be installed near parks, schools, businesses, and public facilities to improve access for residents who choose to travel by bicycle. Within the Village, bicycle parking can help remove a common barrier to bicycling by ensuring that users have a safe place to leave their bicycles while conducting daily activities. Bicycle parking is most effective when located near building entrances and designed to accommodate a variety of bicycle types. Expanding bicycle parking throughout the Village can also help to support the economic vitality of local destinations and encourage greater use of active transportation options.



Zoning

Creating a visual tunneling effect was described earlier through the use of landscaping. The same effect can be done through changes to zoning codes, particularly in how close buildings can be built to property lines. Most residences throughout the Village sit back from the roadway by more than 30 feet due to zoning requirements, creating a wide view when traveling along the roadways. Changing those requirements to allow for buildings to be sited closer to the roadways can help to narrow drivers' views and result in lower speeds when paired with traffic calming installations.

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Funding Opportunities

There are a wide variety of grant programs for transportation projects that are available for Germantown Hills to apply for. Most grants are awarded on a competitive basis and require varying levels of local matching funds.



Illinois Transportation Enhancement Program

The ITEP program supports connected modes of transportation alternative to personal vehicles. ITEP projects aim to be safe for all users, enhance the transportation system, preserve viusal and cultural resources, and improve the quality of life for members of the community impacted. Local governments are required to provide 20% matching funds, and projects are required to be completed in four years from the award notification letter.

Recreational Trails Program

The Recreation Trails Program (RTP) is administered by the Illinois Department of Natural Resources (IDNR) and provides funding for projects that look to acquire, construct, and rehabilitate land for trails and associated facilities.

Illinois Bicycle Path Grant Program

The Illinois Bicycle Path Grant Program is also administered by IDNR and financially assists local governments to acquire, construct, and rehabilitate public, non-motorized bicycle paths and related support facilities. Both programs require a local match, with the RTP program requiring 20% and the Bike Path program requiring 50%.

Safe Streets and Roads for All

Safe Streets and Roads for All is administered by the US Department of Transportation and provides planning and infrastructure funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives. Eligible projects include the development of an action plan or implementation of projects within an existing action plan. A 20% match is required.

Safe Routes to School

The SRTS program is administered by IDOT and funds programming and infrastructure projects that improve conditions for walking and biking within two miles of an elementary, middle, or high school. Eligible infrastructure projects include sidewalk improvements, traffic calming/speed reduction, traffic control devices, pedestrian and bicycle crossing improvements, on street bicycle facilities, off street bicycle facilities, and secure bicycle parking facilities. Eligible non-infrastructure projects include equipment, events, and supplies to help target areas of enforcement, education, encouragement, and evaluation.

