



Village Market Streetscape Improvement Plan

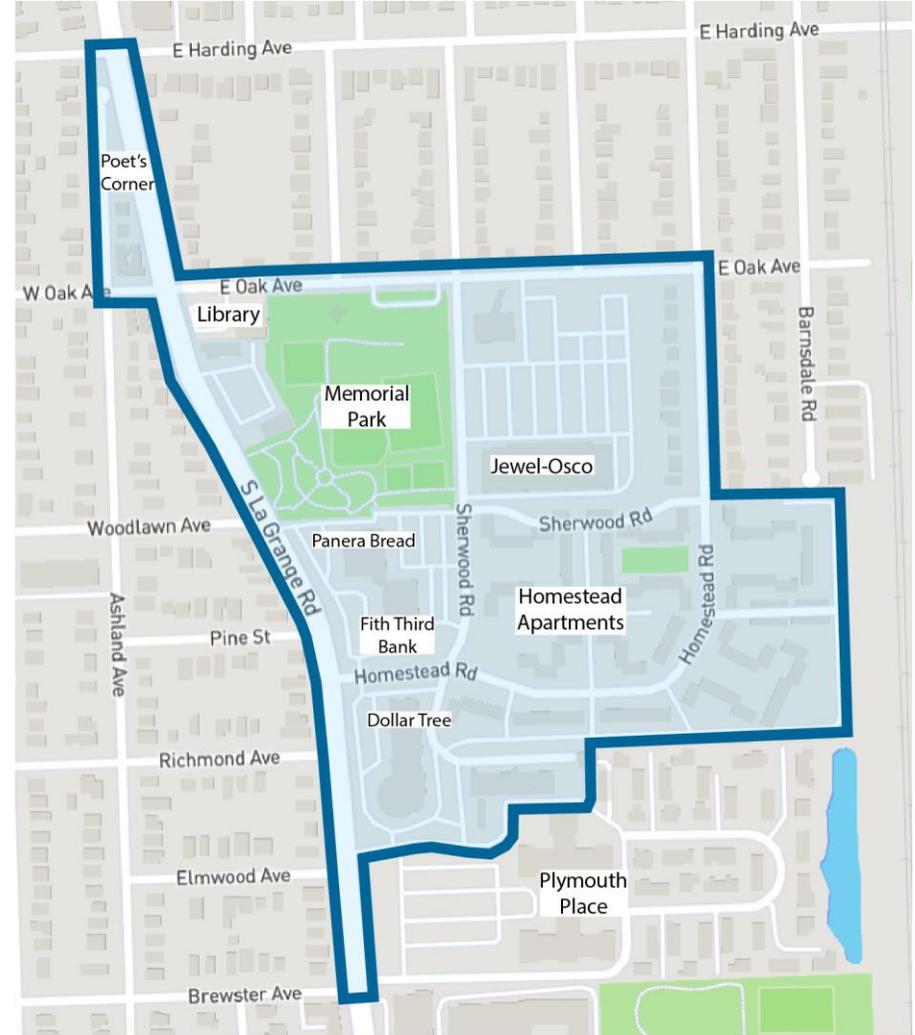
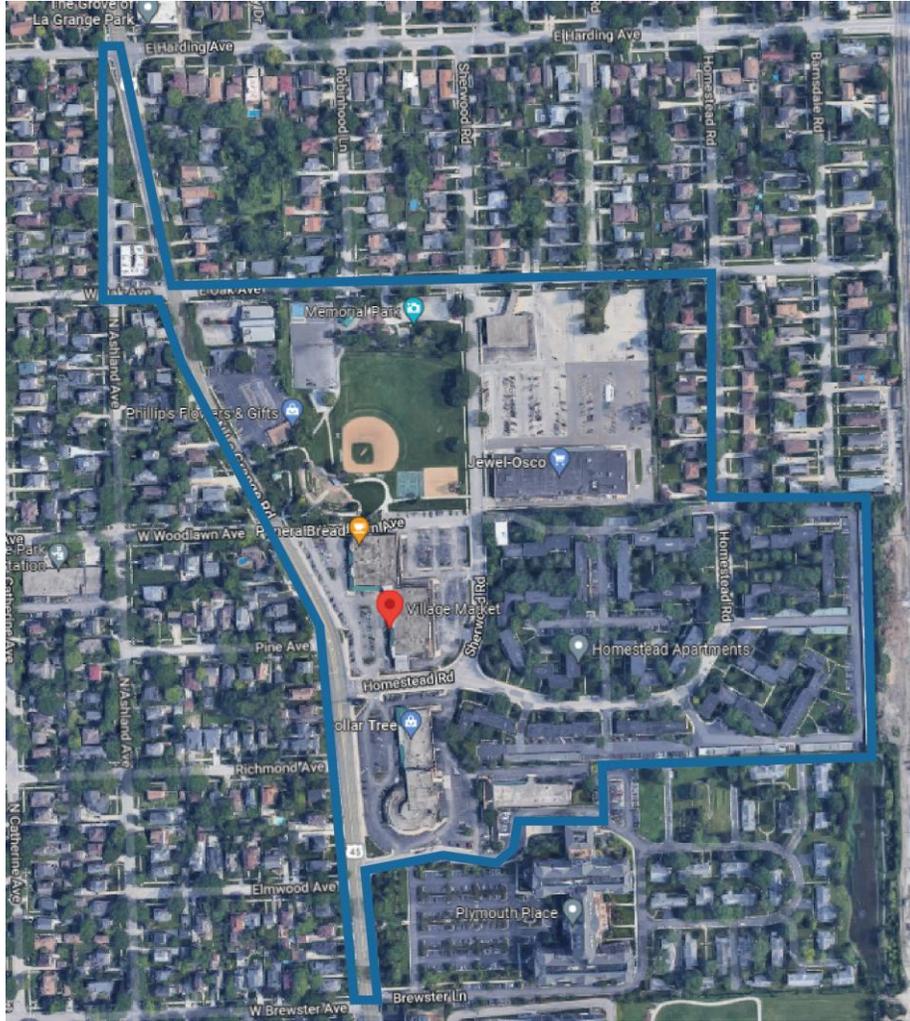
CRC #4

Agenda

- Project History
- Key Recommendations
 - Next Steps

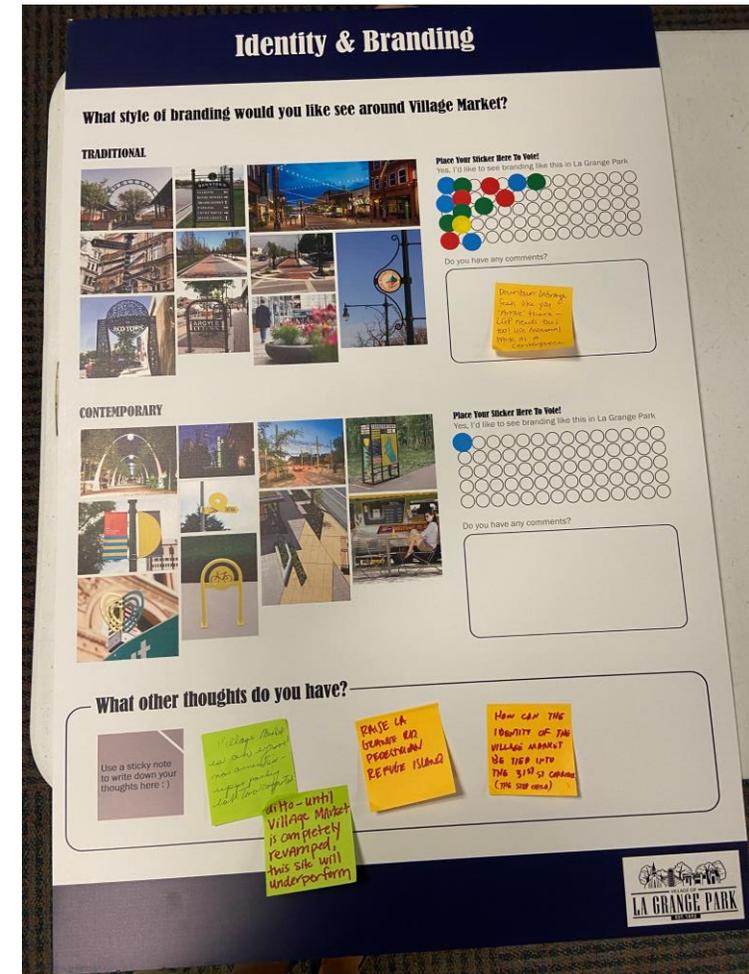
Project History

Site



Outreach Efforts: Takeaways

- Two public meetings and a survey
- Primary concern is safety (vs. aesthetics), particularly at the boundaries of the site (La Grange Road, Oak Ave)
- Beautification & Safety Improvements often go hand-in-hand; opportunity for education
- Traditional design preferred
- When given an option, the preference was for moderate investment (2 on a scale of 1-4)



IDOT Meeting Summary



- 1 Pedestrian safety improvements at Homestead Rd
- 2 Traffic improvements at Harding Ave
- 3 Reduce effects of truck traffic (re-route truck traffic on Ogden Ave)
- 4 Decrease speed limit & incorporate speed feedback signage
- 5 Comprehensive crossing treatment at Oak Ave
- 6 Woodlawn Ave intervention: emergency vehicle and pedestrian safety
- 7 Tabletop crossing, Woodlawn Ave
- 8 Gateway signage/arch at Poet's Corner, Plymouth Place
- 9 Street furnishings (ped-scale lighting and planters) along La Grange Rd.
- 10 Improved pedestrian experience

IDOT Meeting Takeaways



- 1 Pedestrian safety improvements at Homestead Rd & Oak Ave
- 2 Permit speed feedback signage & continue monitoring
- 3 Woodlawn Ave intervention: emergency vehicle and pedestrian safety
 - Improved pedestrian experience
- 4 Street furnishings (ped-scale lighting and planters) along La Grange Rd.
- 5

Key Recommendations

La Grange Rd Improvements

Hornstead Rd & La Grange Rd



Homestead Rd & La Grange Rd

- Make Homestead the primary Gateway



High-visibility crosswalks

Branded light pole banners

Add trees to streetscape

Add leading pedestrian interval with countdown timer

Improved corner landscape with trees

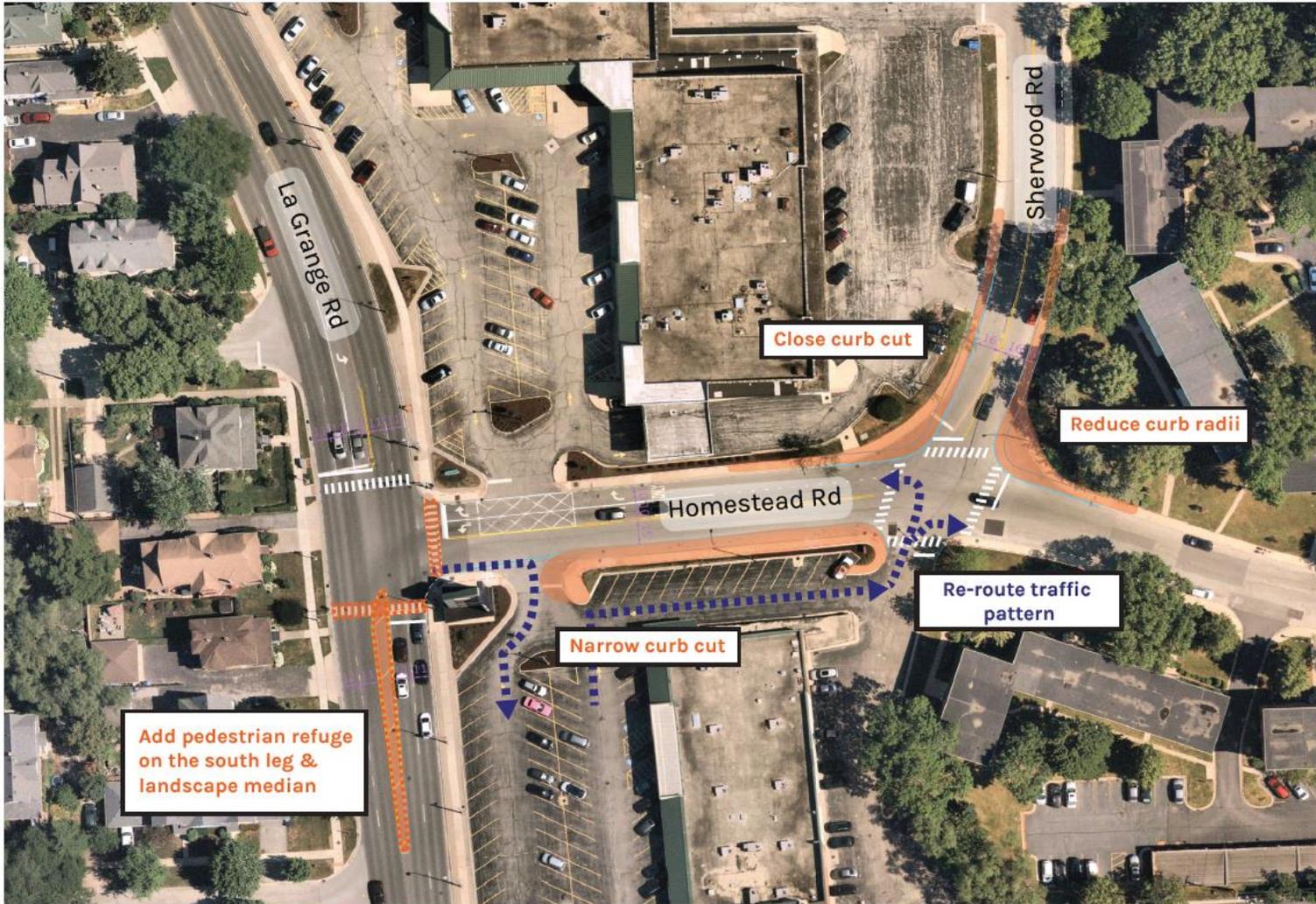
Add pedestrian lighting

Raised crossing, curb extensions, and narrowed driveways

Create bus-stop plaza with seating around improved monument sign

Pedestrian refuge island with planted median

Intersection Improvements

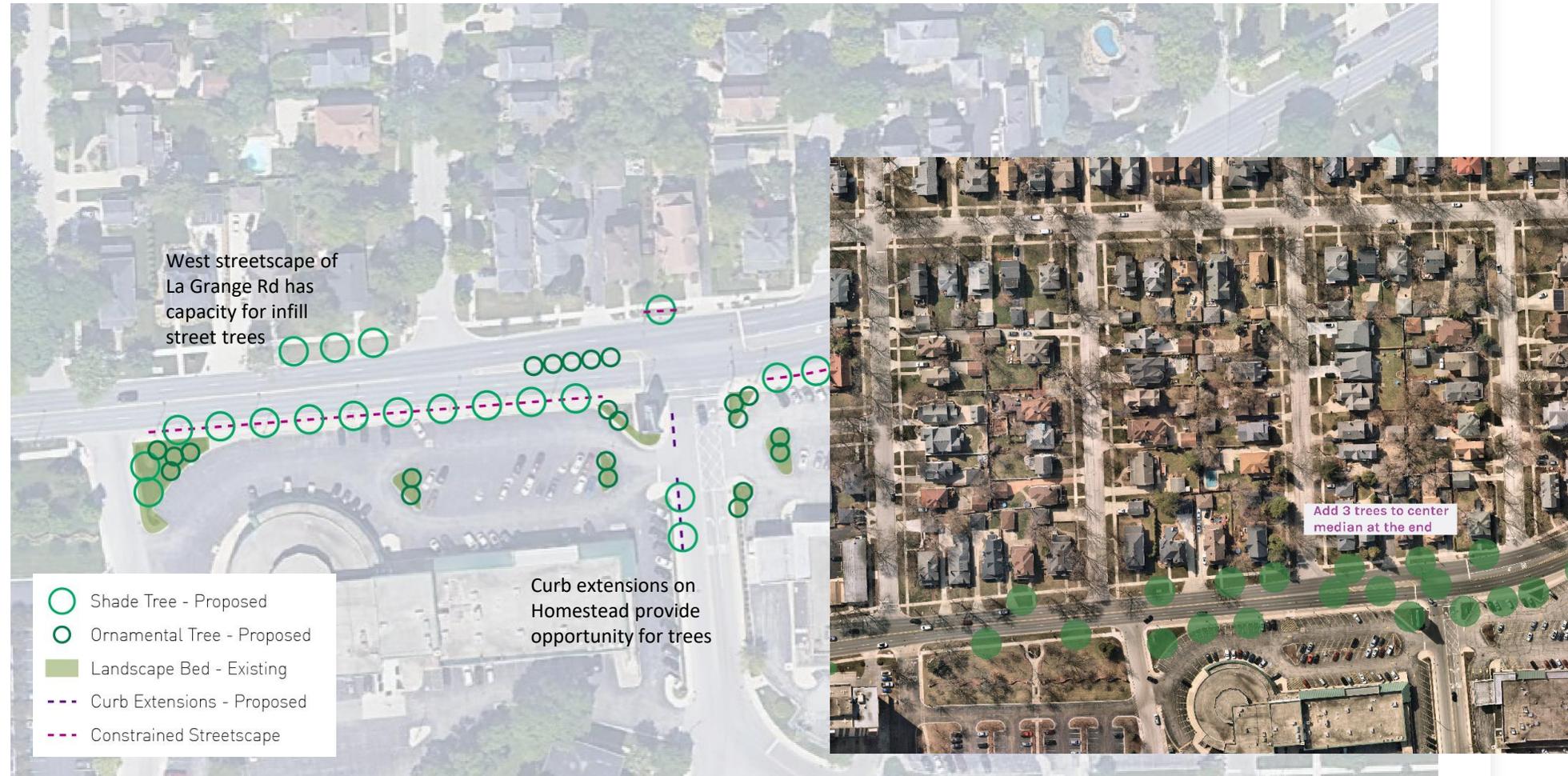


La Grange Rd & Homestead Rd

- Mix of public ROW and private property recommendations
- La Grange Rd. interventions will be conversation with IDOT
- Homestead, Sherwood curb cuts on Village ROW
- Initiate a conversation with Woodmen re: circulation changes and access changes on their property

Trees along La Grange Rd

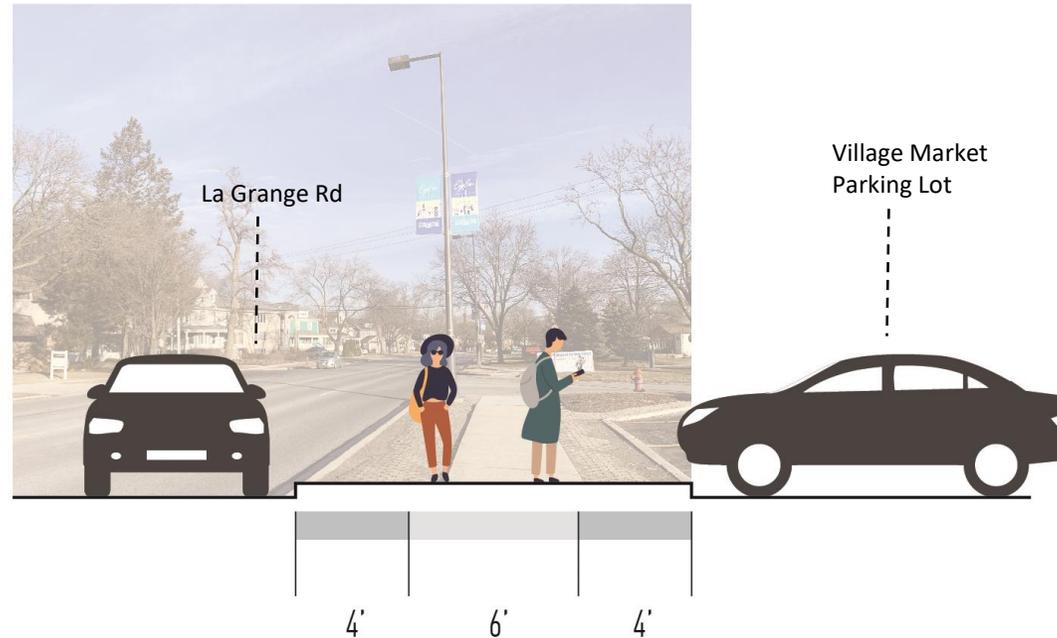
- Trees can greatly improve the pedestrian experience and sense-of-place along La Grange Rd
- Trees help mitigate traffic speeds by introducing verticality



Potential tree opportunities along La Grange Rd

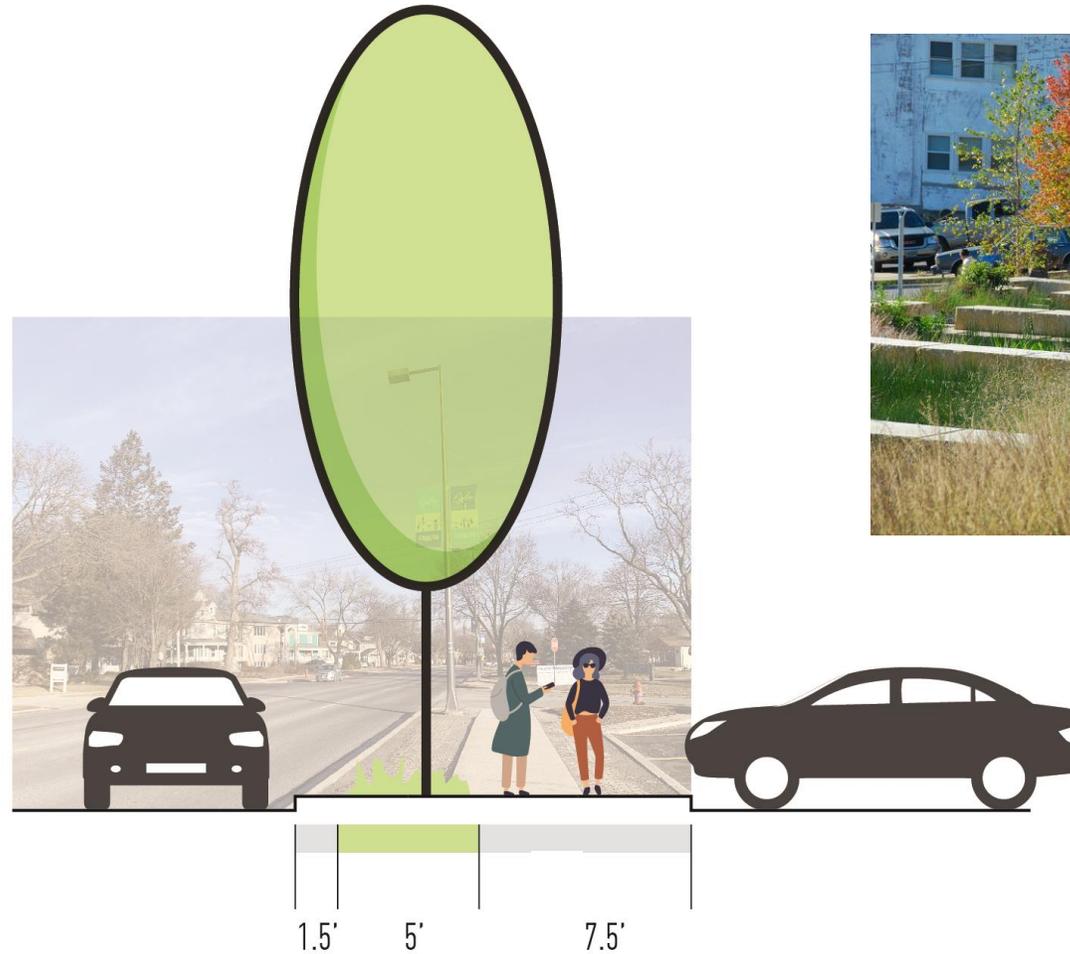
La Grange Rd Streetscape

- Existing
- Constrained sections are 14'
- Includes 6' concrete sidewalk with 4' paver edges on both sides
- East edge abuts Village Market Parking Lot
- IDOT requirement for trees is 4' from FOC to edge of mature tree trunk



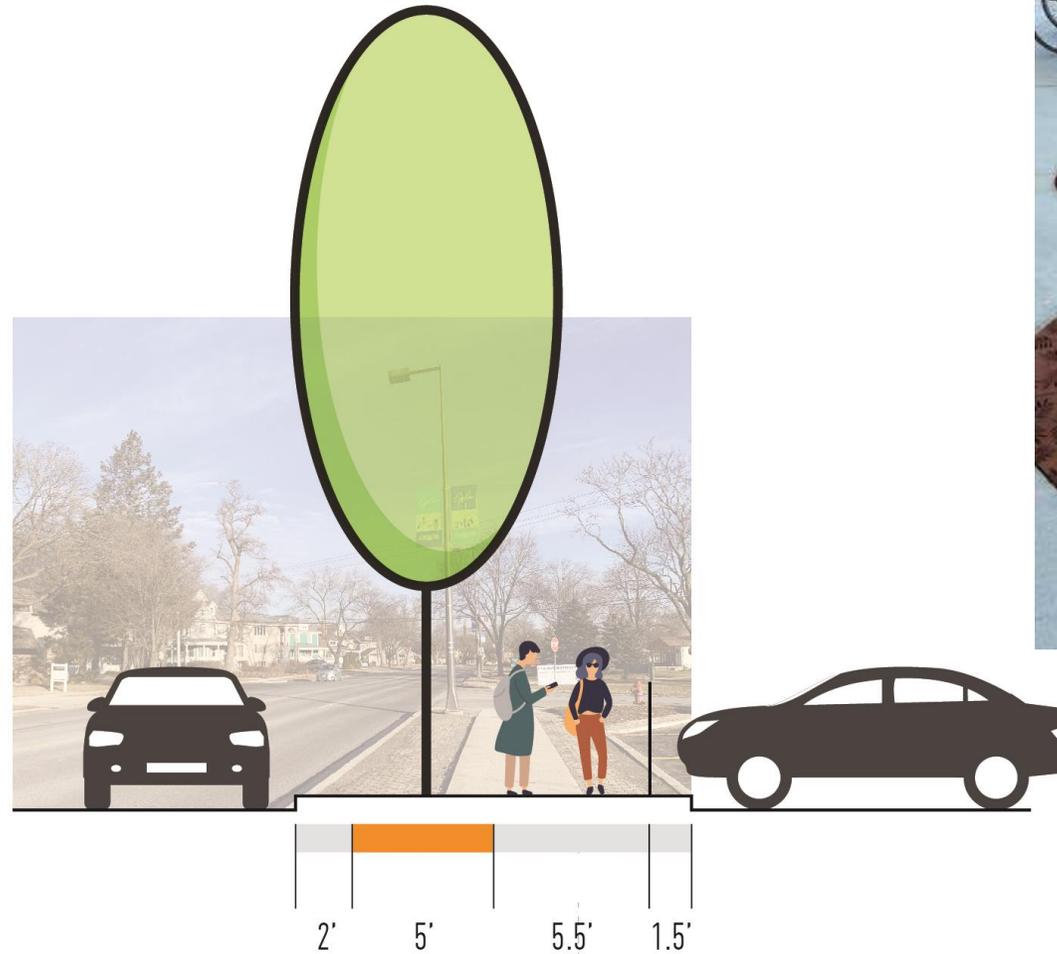
La Grange Rd Streetscape

- Street trees with parkway landscape along La Grange Rd

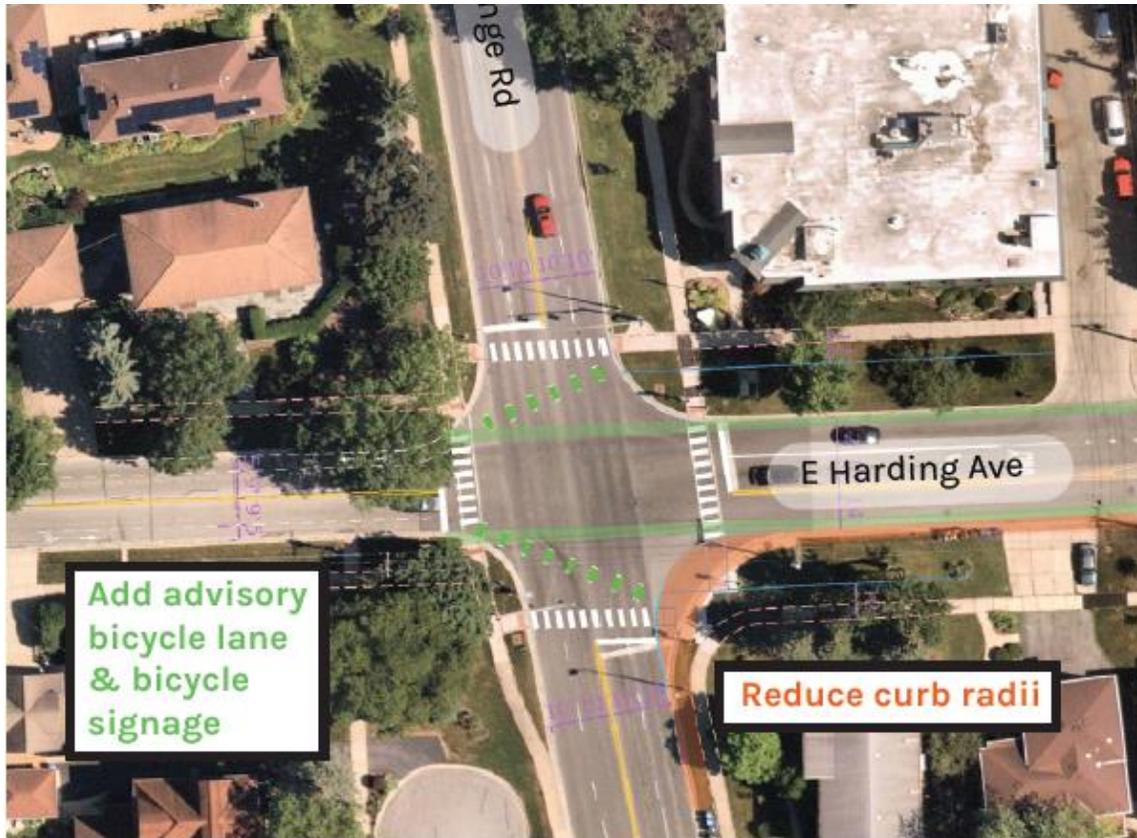


La Grange Rd Streetscape

- Street trees with tree grates along La Grange Rd
- Low fence barrier along parking lot



Harding Ave Options



Option 1: On-Street Path



Option 2: Off-Street Path

Safety Implications

Safety Intervention	Reduced Speeds	Safer Crossings	Increased Visibility	Reduced Conflicts	Mode Separation
Speed Feedback	✓				
Pedestrian Islands	✓	✓	✓	✓	✓
Curb Radii	✓	✓	✓	✓	
Crosswalks & Signals	✓	✓	✓	✓	✓
Leading Pedestrian Intervals		✓	✓	✓	
Street Furniture	✓		✓		
Trees	✓		✓		
Protected Bike Lanes	✓		✓	✓	✓

Immediate Action Options

- Some immediate actions have already been realized: speed feedback, crosswalk restoration
- Improvements at Homestead are likely to be the easiest thing to achieve
 - Respect necessary curb radii
 - Follow established IDOT norms around intersection improvements
 - LPIs at Homestead
- Additional stoplights must meet warrants (established IDOT criteria) to clear threshold for installation



Woodlawn Shared Street

Woodlawn Shared Street



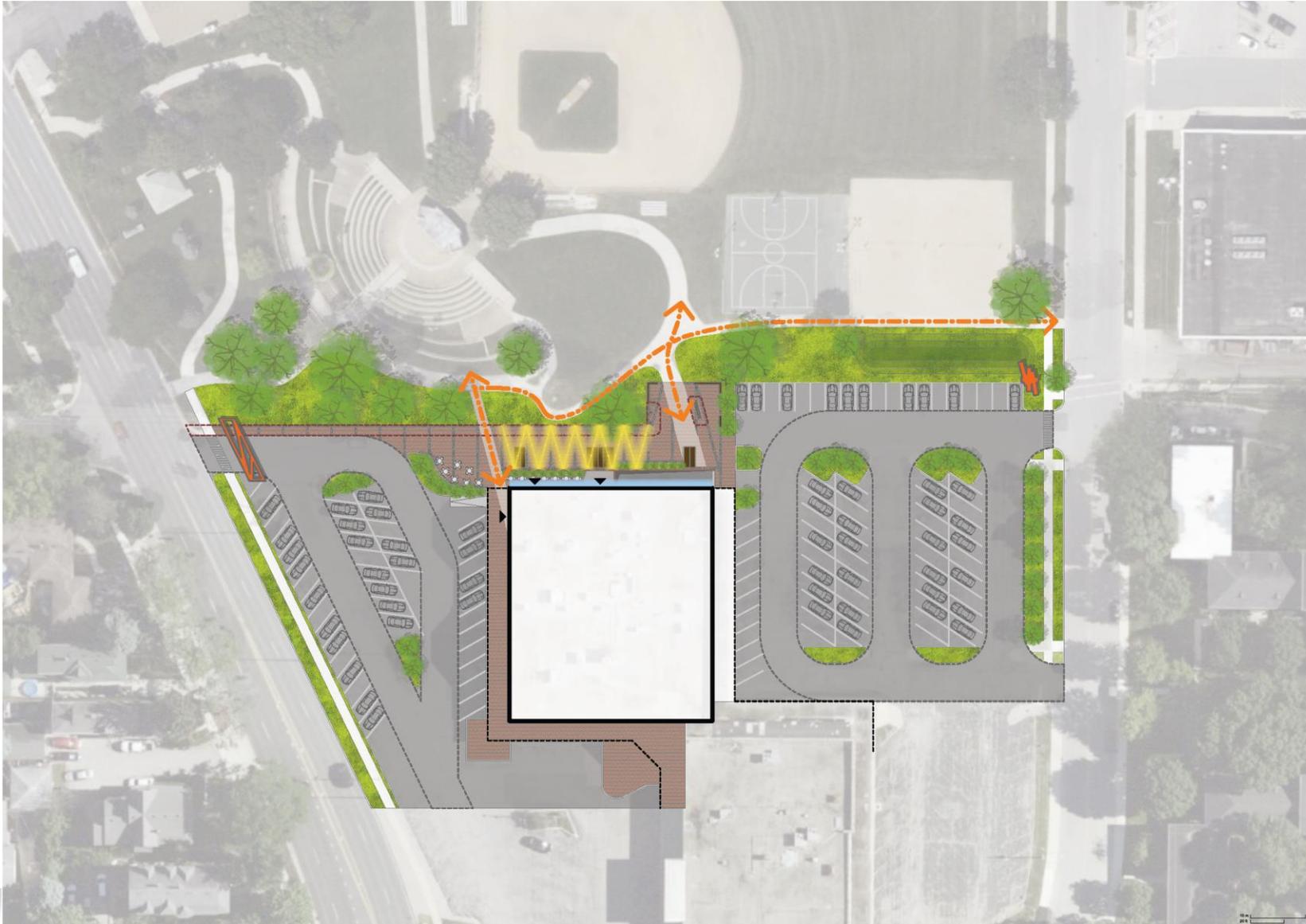
Woodlawn Shared Street



Woodlawn Shared Street



Woodlawn Shared Street



Shared Street Case Studies

- Giralda Plaza, Coral Gables, FL
- 600-foot long section
- Single surface, curb-free environment covering the full width of the road from building to building
- Movable bollards were included which allows the street to be closed for pedestrians or allow the accommodation of automobiles
- Allows access for emergency vehicles



Alternates: Traffic Patterns at Woodlawn

- Change traffic pattern to right-in, right-out only
- Reduce left turns = reduce total conflict opportunities
- In keeping with IDOT goals and practices

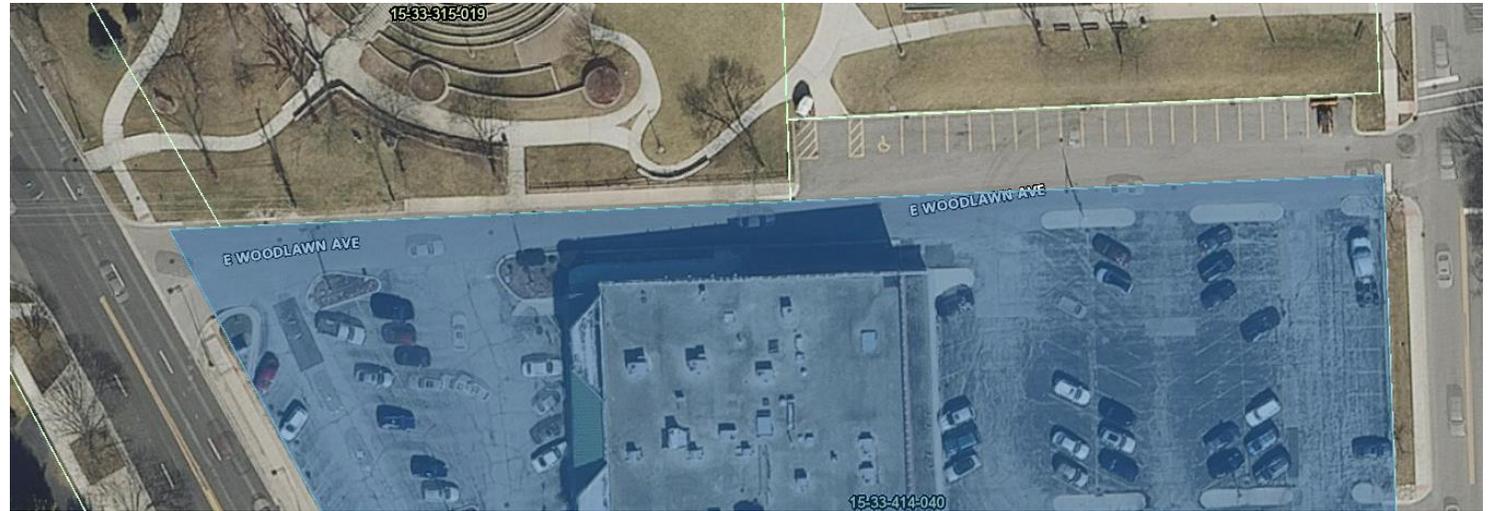


Proposed Signalization



ROW Extents

- East access and public parking is public ROW
- West access and road along building is private ROW



Immediate Action Options

- Change circulation pattern to right-in, right-out only (eliminate left-turning movements)
- Install gateway signage, ground murals and raised crosswalks east of IDOT ROW (with Woodmen permission)
- Re-align sidewalk north of Village Market



District Branding & Identity

Existing Identity Elements



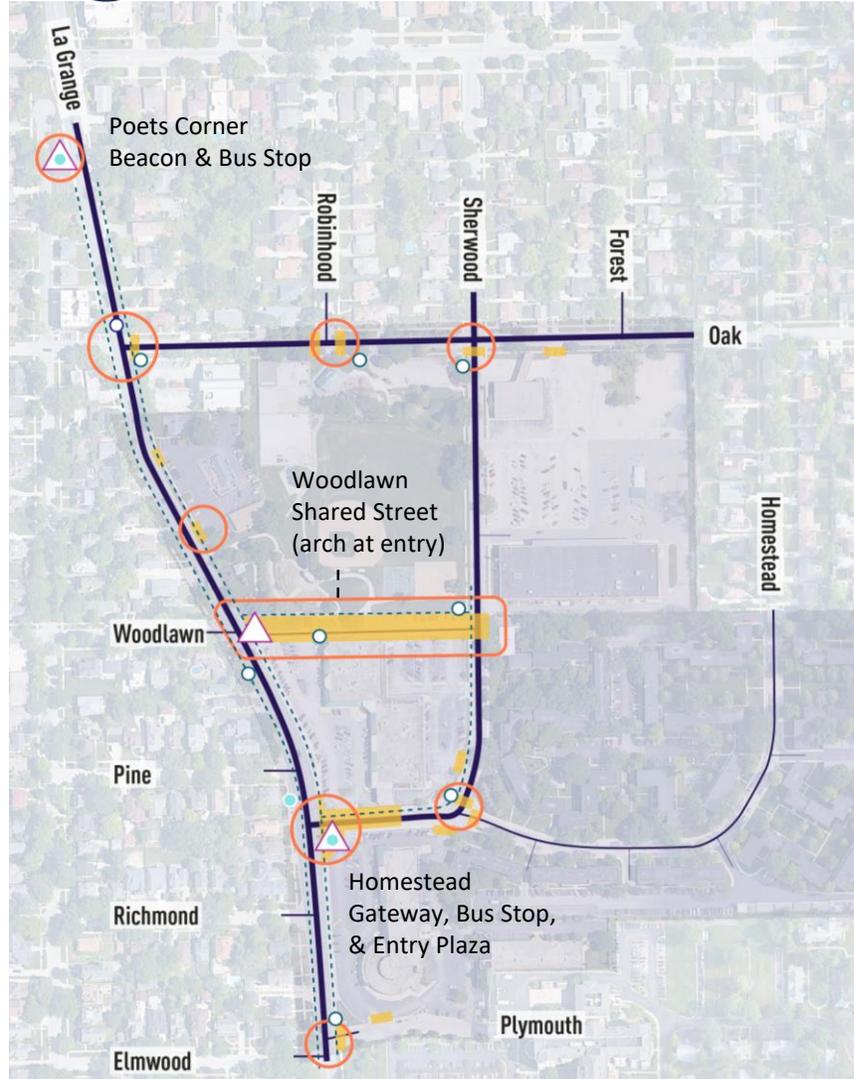
District Branding Case Study

- Burleson, TX
- Cohesive font & style
- Creates a strong sense-of-place



Branding Framework Plan

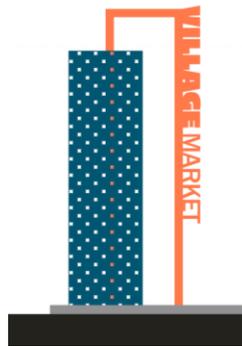
- Major gateways with arches or large beacons
- Minor gateways with small beacons, kiosks, or wayfinding elements
- Special paving, amenity zones, and banners to connect throughout
- Amenity zones could range from a single bench or trash can to a small plaza



- △ Major Gateway Feature (arch or large beacon)
- Minor Gateway Feature (small beacon, kiosk, or wayfinding)
- Bus Shelter
- - Street Pole Banners & Pedestrian Lights
- Special paving or crosswalks
- Amenity Zones (benches, receptacles, bike racks, etc...)



Family of Elements



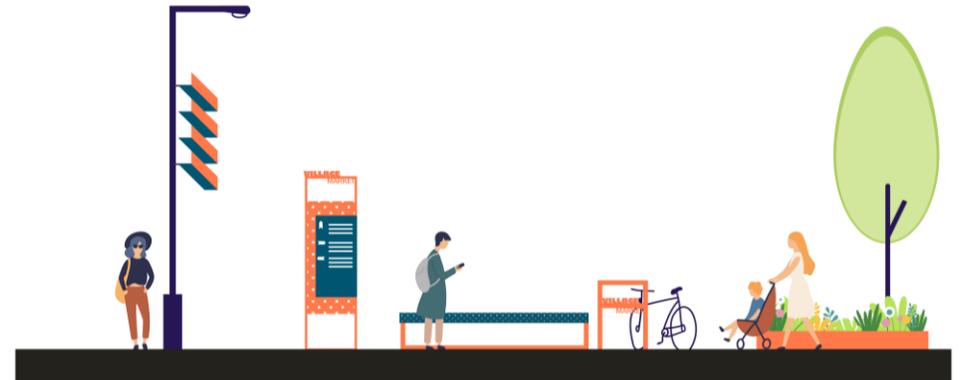
Vertical Beacon



Archway - Vehicular



Archway - Pedestrian



Banners & Light Fixtures

Kiosks

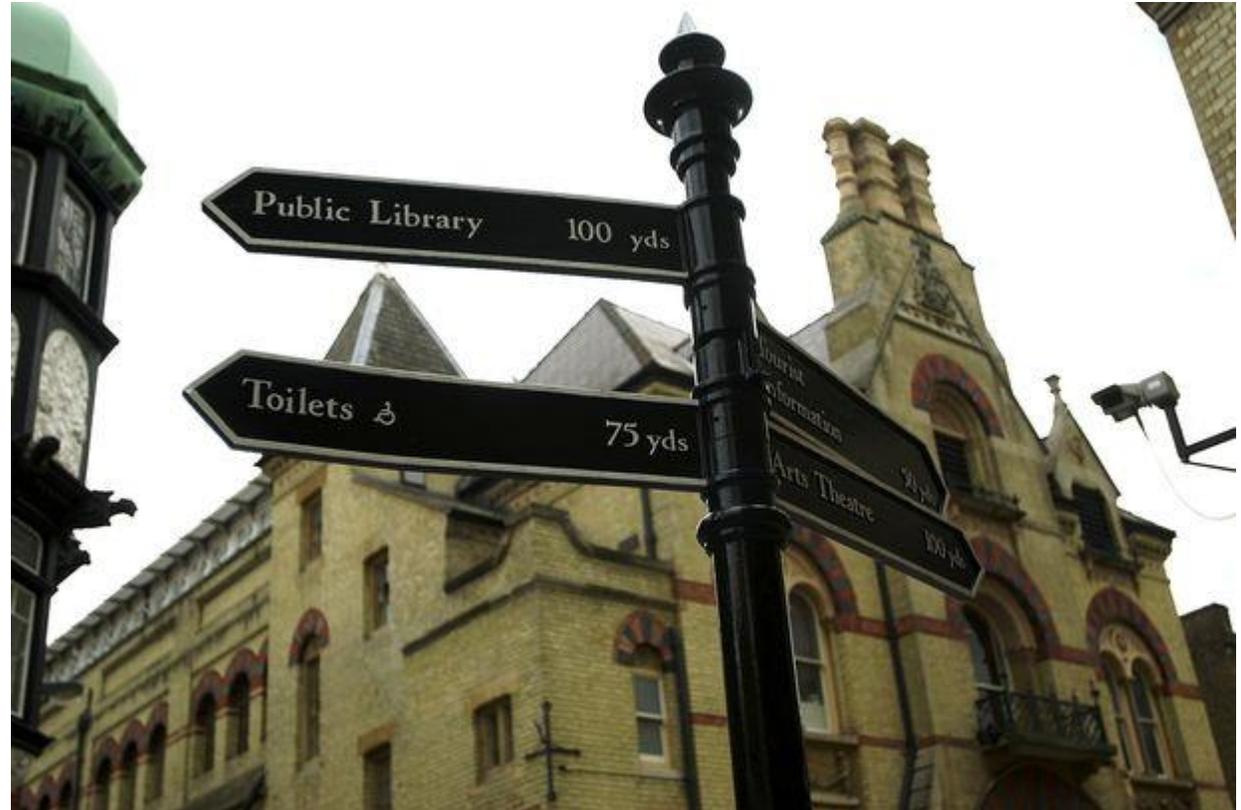
Site Furniture

Planters & Plants

*Concepts intentionally generic, intended to show range of elements but not final design

Immediate Action Options

- Develop RFP for branding & wayfinding signage
- Develop design guidelines and materials palette for all future signage (in Village Market & Village-wide)
- Audit places where signage is needed or out of date



Sherwood Community Green Street

Community Green Street



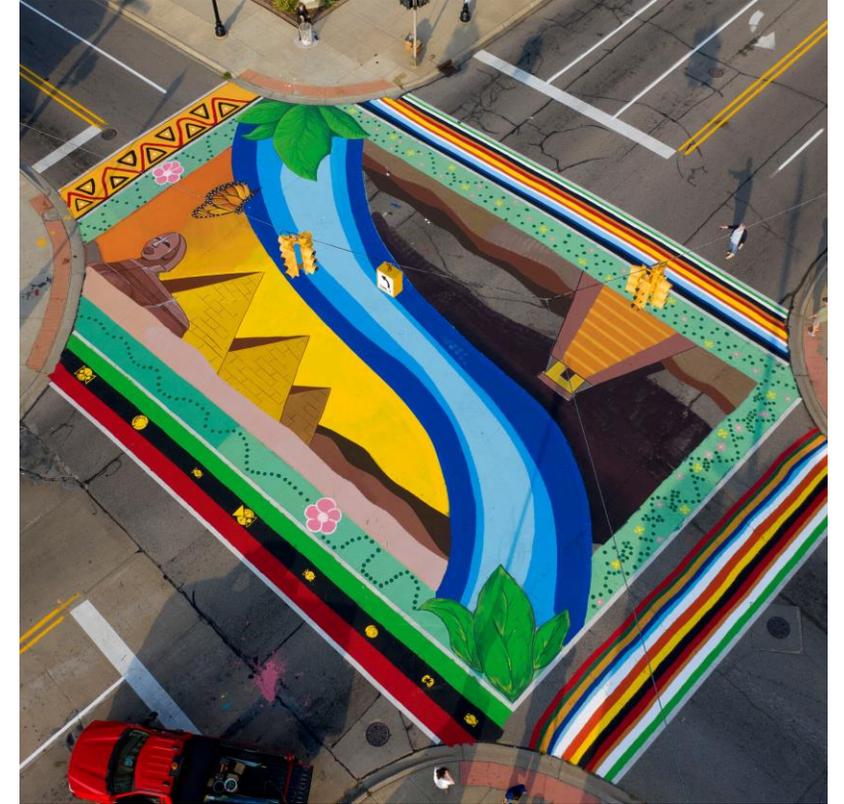
Community Green Street

- A community green street designed for low vehicle speeds and safe access for bikes and pedestrians



Immediate Action Options

- Ground murals
- Paint-and-post bump-outs
- Change parking regulations from east to west side of road



Longer Term Options

- Add concrete bump-outs and chicanes along either side of road & at intersection with Oak
- Repave parking lot and/or high-visibility crosswalks



Programs

Programs

- Consider snowploughing service-level agreement
- Consider EV charging opportunities for Village Market & environs
 - La Grange Park has already worked to access some infrastructure funding to support EV charging installation