

# Village Market Streetscape Improvement Plan

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## Final Report

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March 2023



# Acknowledgments

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*La Grange Park Public Library District*

*La Grange Park Chamber of Commerce*

*Illinois Department of Transportation*

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# Project Overview

Village Market was built in the early 1950s as one of Illinois' first drive-in shopping centers. Since then, Village Market and the surrounding uses have served as the downtown area for the Village of La Grange Park. Village Market consists of two low-rise buildings on the north and south sides of Homestead Road, respectively, containing local shops and service-oriented businesses.

Village Market has a variety of tenants, including a grocer, banks, medical facilities, fitness services, restaurants, and specialty stores, as well as vacant tenant spaces. It is walking distance from many of the Village's residential neighborhoods and public facilities and is served by Pace Bus Routes #330 and #331 and is less than a half mile from the commuter rail station in La Grange.

The Village Market Streetscape Improvement Plan focuses on creating a more walkable, vibrant downtown feel for the Village Market shopping center and surrounding neighborhood. In addition to the shopping center, the study area includes community destinations such as the popular and architecturally distinct La Grange Park Public Library, Memorial Park, and a Jewel-Osco. Homestead Apartments, an apartment community with 366 units, is in the southeast corner of the study area, and Poet's Corner, a triangular park with gateway signage, is in the northwest.

A tax-increment finance (TIF) district for the site, implemented in 2017, will enable the Village to prioritize improvements to the Village Market area using funds that have accrued over the last five years.

Throughout 2022, the project team worked to undertake a survey and public meetings; to develop and refine project ideas in conjunction with Village staff, the Commercial Revitalization Committee (CRC), and IDOT; and to put together an actionable plan for implementing improvements to Village Market.

## Key Objectives

The Village initiated the Village Market Streetscape Improvement Plan to address key objectives, including:

- Create a sense of place - *incorporate streetscape elements, such as signage, landscaping, lighting, seating/furnishings, public art, and other enhancements to improve gateways and wayfinding and provide a more comfortable and pleasant environment for pedestrians.*
- Promote accessibility - *facilitate better and more accessible routes between Village Market and nearby residential neighborhoods, community facilities, parks and open space, and public transit stations. The plan should include strategies for improving the pedestrian connection between Village Market and the residential areas west of La Grange Road.*
- Enhance mobility and safety - *identify intersection enhancements, crossings, sidewalks, public transit facilities (bus stops and shelters), and other complete streets elements. Recommend opportunities for enhanced traffic safety, particularly along La Grange Road.*
- Reinforce environmental sustainability - *consider stormwater management and energy conservation in streetscape recommendations.*
- Engage the community and key stakeholders - *engage residents and local partners - particularly IDOT - in the process of improving safety and comfort in Village Market and on surrounding streets, especially La Grange Road.*
- Provide a roadmap for implementation & funding - *identify next steps, including funding opportunities, for recommendations in the plan.*



# 01

## Existing Conditions



# Study Area Crash Map

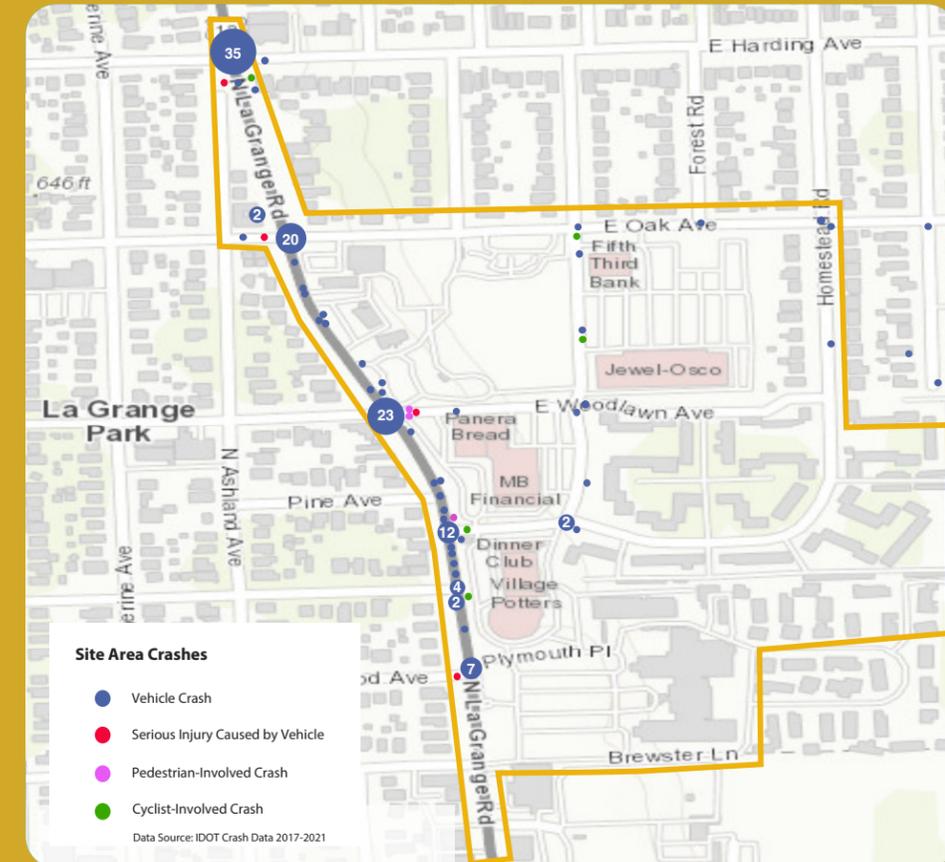


Village Market is a shopping center located in La Grange Park, Illinois, a town located about 12 miles west of Lake Michigan in the suburbs of Chicago. The town is part of a constellation of western suburbs that were first developed in the late 1800s and grew rapidly in the era after World War II. La Grange Park is home to about 14,000 residents. It has a preponderance of single-family homes, though recent development has included more multi-unit properties, including a dense senior living facility, Plymouth Place, immediately south of the study area. The west side of Village Market is bordered by La Grange Road, which is controlled by the Illinois Department of Transportation (IDOT). With traffic volumes close to about 25,000 vehicles per day, La Grange Road is a major north-south thoroughfare for La Grange Park and neighboring communities, and is heavily used by trucks and other vehicles traveling from a quarry to the southeast of the Village to highways north and west.

The Village is proud to be surrounded on three sides by Cook County Forest Preserve, and sees many day-trippers and visitors who come to visit their outdoor spaces. Memorial Park, within the study area, has new sports courts and pickleball facilities, and is heavily programmed during warmer months.

Village Market and the nearby Jewel-Osco, also in the study area, are owned by Woodmen of the World and managed by CBRE. The buildings and parking lots, as well as some of the driveways or truck access spots, are privately owned. New businesses are opening in the study area, including Alphabet Learning and a new grocery store. During the course of the study, Andy's Frozen Custard constructed a new drive-through facility south of the library. There is some topographical change across the site, with the eastern edge sitting about 12 feet lower than the western edge. The change is more pronounced on the northern end of the site, with a sharp change between the library and associated retail down to Memorial Park.

There are no County-owned roads within the Village Market site area. La Grange Road, Ogden Avenue, 31st Street, and Maple Avenue are State roads that fall under IDOT's jurisdiction. La Grange Road is categorized as a Strategic Regional Arterial. Of the roads within the study area, La Grange Road is the most highly trafficked with 23,700 vehicles per day and the highest crash volume of the roads in the area (La Grange Road Crash Data 2017-2021).

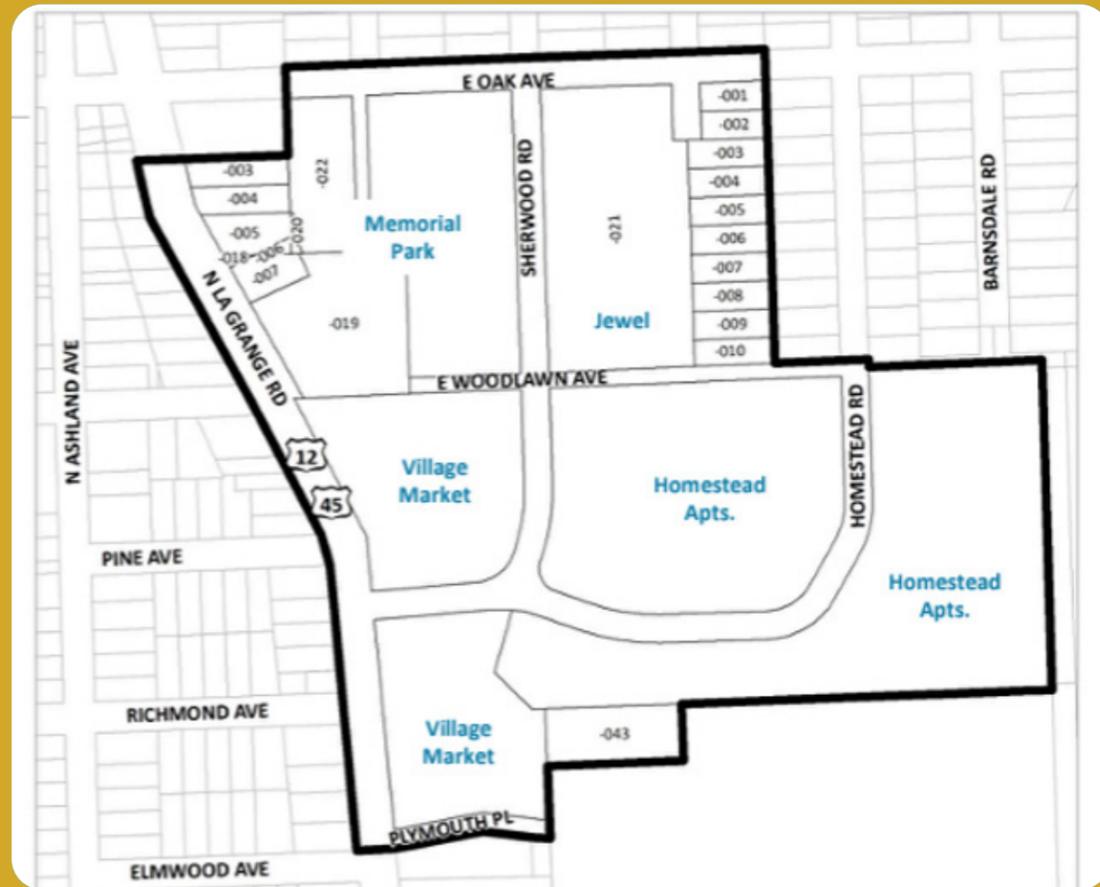


## Crash Data

The following map shows the number of crashes within the site area. Between 2017 and 2021, there were 167 vehicle crashes, 3 pedestrian-related crashes, and 4 cyclist-related crashes. Four of those crashes caused serious injury to the passenger or pedestrian involved. There was a high concentration of vehicle crashes at many of the intersections of La Grange Road, including Harding Avenue, Oak Avenue, and Woodlawn Avenue.

Source: IDOT Crash Data 2017-2021

# Village Market Tax Increment Financing District (TIF)



In 2017, the Village implemented a Tax Increment Financing (TIF) District and Business Development District to promote investment in the Village Market area. The Village Market TIF District extends beyond the shopping center and includes commercial, residential, and park/open space uses. The TIF Redevelopment Plan designates the Village Market area a “conservation area” and recommends implementing public improvement projects that will create a more conducive environment for new development.

The property district consists of 26 tax parcels and 26 buildings on approximately 47 acres of land.



**JEWEL-OSCO**



**HOMESTEAD APARTMENTS**



**MEMORIAL PARK**



**LA GRANGE PARK PUBLIC LIBRARY**



**POET'S CORNER**



**ANDY'S FROZEN CUSTARD**

# 02



## Community Outreach



## Overview

*The Village Market Streetscape Improvement Plan included a robust public outreach component that consisted of a community survey, two community meetings, and regular touchpoints with staff and the Commercial Revitalization Committee (CRC), a subcommittee of the Village Board.*

The planning process kicked off in March 2022 with a meeting between the consultant team and Village staff to review the project schedule and discuss issues and opportunities within the study area. The first public meeting was held in the spring, at the outset of the project; about 40 residents attended a presentation before participating in facilitated breakout groups with consultants and Village staff.

The consultant team and Village staff met with IDOT in July to review the ideas gathered in the first public meeting. The Village presented IDOT with a list of potential changes to La Grange Road to ask what IDOT viewed as worth pursuing. The Village also created a project website to advertise the public meetings and the stages of plan development, and used social media to publicize events and the community survey. The community survey asked about residents' experiences traveling to, from, and within the project study area, and closed with about 650 responses. In addition, residents were able to post comments to an online map, identifying particular issues or challenges at and around Village Market. Approximately 100 "pins" were added to the online map, highlighting the locations in the site area in need of attention.

The second public meeting, in September, was an open-house format: Village staff and consultants were available to discuss a suite of 'Big Ideas' with residents, who could also review materials set out on tables and poster boards. Each of the 'Big Ideas' would improve pedestrian safety, slow traffic, and create a more cohesive area. Ideas included, La Grange Road improvements such as adding a shared bike path on Harding Avenue East of La Grange Road, among others.

The survey and public meeting findings were shared with the CRC at regular touchpoints throughout the project. The Community Park District of La Grange Park, La Grange Park Public Library District, and La Grange Park Chamber of Commerce also participated in the CRC meetings.

### Survey

The survey ran for two and a half weeks in April and May 2022. It included multiple-choice, open-ended, and visual preference questions where respondents ranked images in order of most to least preferred for the Village Market study area. In general, the images ranged from 'low impact/low cost' to 'high impact/high cost.' Survey participants ranked different images for potential improvements; most respondents showed a preference for more modest, lower-cost interventions with more traditional designs.

The survey highlighted the extent to which La Grange Road serves as a barrier to safe pedestrian connectivity. Seventy percent of respondents noted that they did not feel safe crossing La Grange Road by foot, and La Grange Road received the most responses for feeling unsafe or uncomfortable for cycling and walking with particular anxiety about children and other vulnerable road users.

Survey respondents lived both east and west of La Grange Road, and most reported that they visited the Village Market area weekly, primarily to shop locally. They traveled mainly by car, unless they were going to Memorial Park, which they typically visited by foot.

The survey provided a list of potential improvements the Village could pursue for the study area, and the number one request was safer and more frequent pedestrian connections, followed closely by a desire for wider sidewalks, landscaping, lighting, and street furnishings like benches and bike racks.

The survey also gathered demographic information, which provided insight into respondent backgrounds. The majority of respondents were women (63%) and the age group with the highest response rate were ages 45-54 years old.

# Survey Respondents Said...

# 70%

felt unsafe crossing La Grange Road

*“You can’t get rid of trucks, but getting them to observe the speed limit would make visitors to Village Market feel safer.”*

*“Most important is **safety** for crossing La Grange Road.*

*Cars travel too fast.*

*Add **lights and stop signs** to pedestrian crossing.”*



*“Stoplights to make it safer for people to cross La Grange Road.”*

*“Simple branding on La Grange Road and good, consistent signage to internal attractions.”*



# 57%

of survey respondents said La Grange Road feels unsafe or uncomfortable for cycling and walking



## Community Meeting #1

The planning team held an initial public meeting in spring of 2022 at the La Grange Park Public Library. About 40 people participated in the meeting, providing responses and input about what they hoped to see the Streetscape Improvement Plan accomplish. Attendees participated in an interactive live polling exercise to give feedback. Attendees focused their input on safety along La Grange Road, including an emphasis on traffic speed reductions and crossing enhancements. Residents voiced their support for maintaining Village Market as a community gathering space but emphasized the need for improvements to pedestrian and vehicular circulation in and around Village Market.



## Community Meeting #2

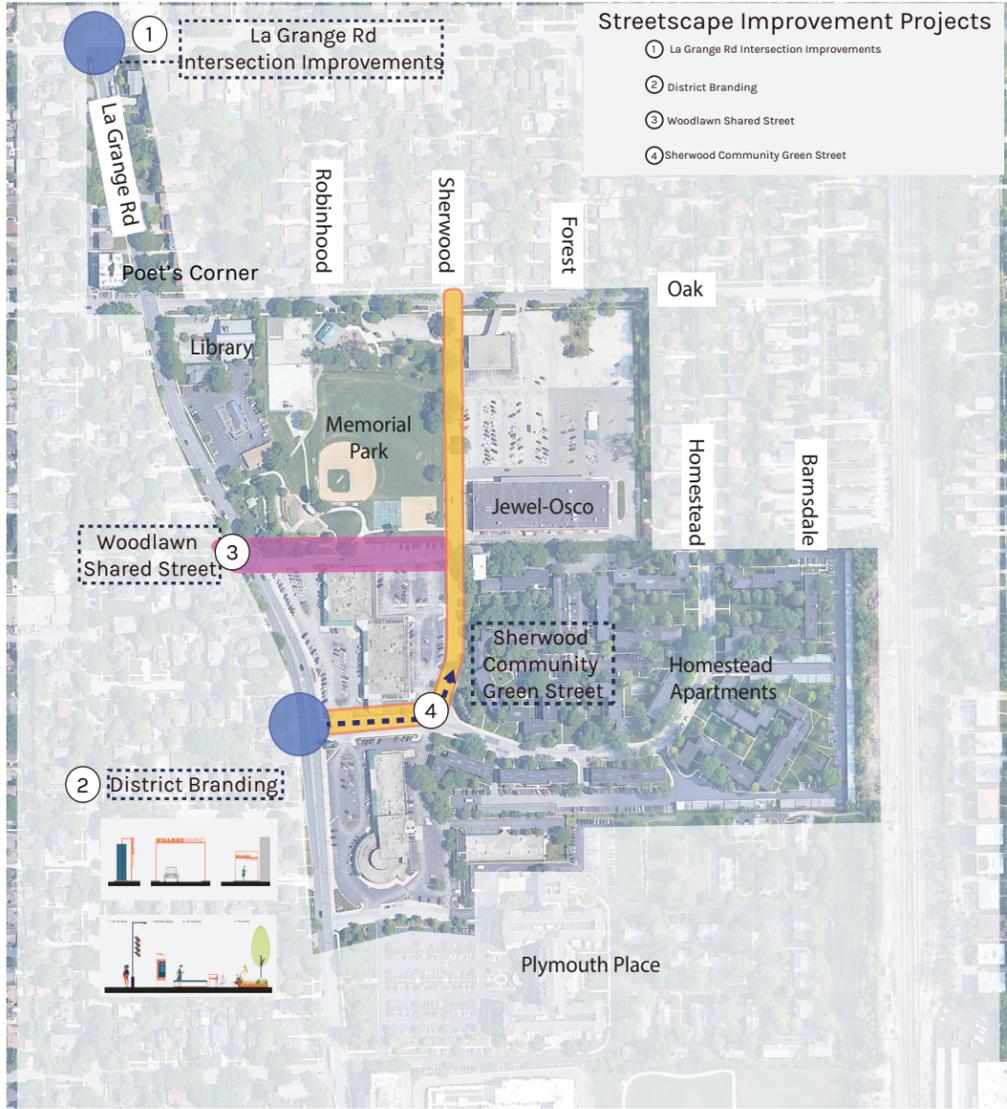
The planning team held the second public meeting in September 2022, during which the team presented the “Big Ideas” through interactive stations. Meeting attendees provided their feedback on the different sidewalk and streetscape design options, and voted on two aesthetic styles for District Identity and Branding. The team presented two styles – modern or traditional – and provided precedent images of street furniture, signage, planters, etc. that followed these styles. Respondents overwhelmingly chose traditional design over modern, which was consistent with the survey results from the spring.

Attendees were given five \$20 “Village Bucks” which they could spend on the four “Big Ideas” illustrated at the meeting, choosing to distribute money across different projects or spending all their Village Bucks on one project. This “budget allocation”-style exercise provided insight into which projects were most and least important to residents.

Some attendees elected not to vote for La Grange Road improvements because they felt the Woodlawn Shared Street would be more achievable. Others noted that the arrangement of the materials and distribution of staff at the meeting may have served to deprioritize the idea of the Sherwood Community Green Street.

After the Public Open House, the Village displayed the presentation posters in the lobby of Village Hall and collected additional comment cards.

# Big Ideas Presented for Public Comment



**Shared Street Inspiration**

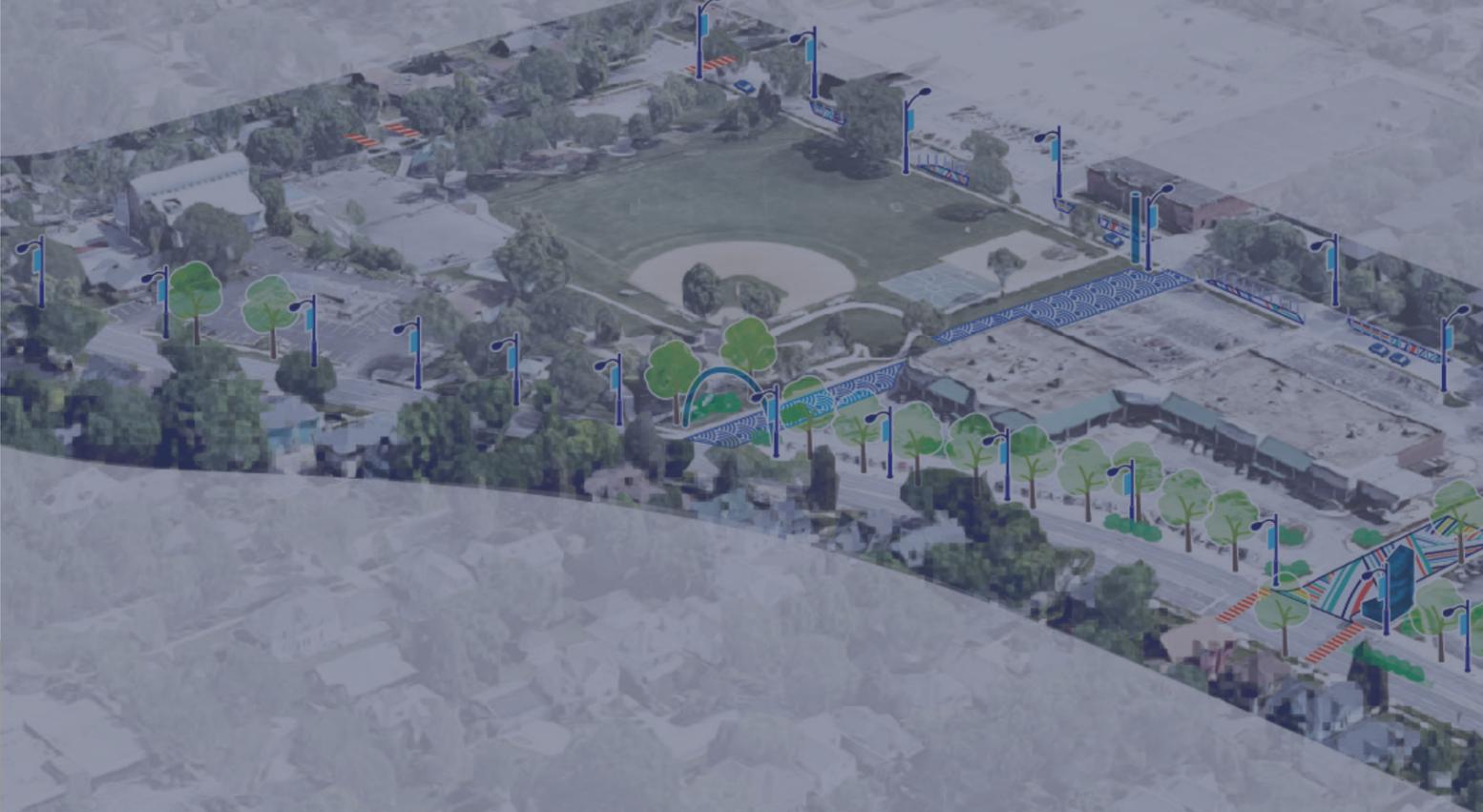
**Shared Street Example from Coral Gables, FL**

**Shared Street Example from Seattle, WA**

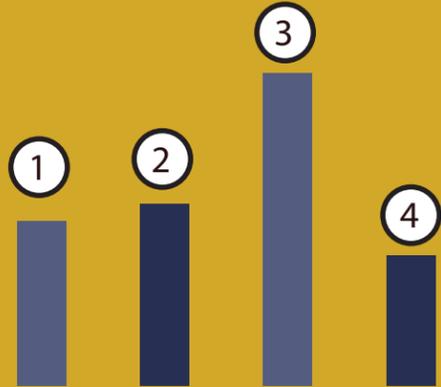
**Street Improvements Example from Kirkland, WA**

**Branding Example from Burtonville, MD**

# 03 Streetscape Vision



## Results of 'Village Bucks' Exercise



| Streetscape Improvement Projects         |                    |
|--|--------------------|
| ① La Grange Rd Intersection Improvements | \$580 (29 votes)   |
| ② District Branding                      | \$640 (32 votes)   |
| ③ Woodlawn Shared Street                 | \$1,100 (55 votes) |
| ④ Sherwood Community Green Street        | \$460 (23 votes)   |

# Overview

## Recommendations

The Village Market Streetscape Improvement Plan proposes four key project recommendations for the study area. If fully implemented, any of these ideas could be transformative for the site: each would improve pedestrian safety, slow traffic, and create a more cohesive gathering area. The big ideas are presented here as discrete but can also be taken as a coherent whole: each has implications for other projects within the study area.

Additionally, while each of the recommended projects can stand alone or work together, there are other, smaller improvements that the Village can make, either as a precursor to a bigger project or as a standalone, small-scale improvement. The opportunities for quick-build, interim improvements are detailed within the discussion of each individual project idea.

The four key recommendations include:

1. Traffic Safety Improvements to La Grange Road;
2. Pedestrianize Woodlawn;
3. Sherwood Community Green Street; and
4. District Branding for Village Market.

## Key Project Themes



**SAFETY:** Many residents expressed the need to address persistent high vehicle speeds, particularly on La Grange Road, as well as the need for safer crossings for pedestrians and cyclists.



**ACTIVATION:** Along with creating a distinct Village Market identity, residents expressed interest in establishing ways to make the area more lively and attractive for visitors.



**IDENTITY:** While Village Market and surrounding area already serves as a community destination, its built environment does not currently have an identifiable, distinct identity.



**SUSTAINABILITY:** As the Village makes streetscape changes into the future, sustainability remains at the forefront.



Key Recommendations



# Idea Summary

*La Grange Road is a priority for Village staff and residents alike, with a particular focus on pedestrian safety, truck traffic, vehicle speeds, and emergency vehicles access.*

At a July 11, 2022 meeting with IDOT, Village and consultant staff presented a slate of ideas for traffic calming and pedestrian safety improvements on La Grange Road. IDOT conducted a speed study on La Grange Road and determined that the posted 30MPH speed limit was the most appropriate speed limit at the present time. As a result of the study, IDOT agreed to permit the Village to install speed feedback signs as the speed limit violation rate was determined to be 80 percent. The speed feedback signs aim to reduce speeds by alerting drivers of their speed and so far, have helped with high speeds along La Grange Road. The Village continues to advocate for lower speeds, such as through the addition of a lower speed limit, in order to provide a better pedestrian environment. IDOT noted that follow-up speed studies would be possible after the speed feedback signs are installed.

To improve the experience of walking along La Grange Road, the team proposes two related improvements: first, a comprehensive program of greening, with street trees and bushes along the road; and second, a new sidewalk scheme that expands the walkable pedestrian space, simplifies the material palette, and introduces greening in the form of trees and potentially a green wall of plants, which was a popular feature in the community survey.

The project focused on two intersections as the areas most likely to yield significant change: La Grange Road & Harding Avenue, at the north end of the project site, and La Grange Road & Homestead Road, the main entrance to Village Market. These proposed interventions represent the most robust pedestrian improvements that are achievable, given IDOT's need to balance vehicle throughput and pedestrian safety. Large turning radii require large amounts of road space. Given the constraints of space on La Grange Road, there are limited ways to re-allocate space for pedestrians, such as through medians, revised curb lines, etc. IDOT expressed constraints related to signal timing and vehicle volumes that would inhibit certain lane reductions on La Grange Road.

Village residents expressed substantial support for improvements at Oak Avenue, in front of the La Grange Park Public Library. Given IDOT constraints, short-term improvements to Oak Ave are unlikely. However, there may be opportunities for iterative improvements, and Oak Avenue will remain a priority in future years.

### Rough Order of Magnitude (ROM) Costs

**\$250,000-400,000**

*Assumes 4" caliper trees, 6' concrete walk, open tree pit w/ aggregate paving*



*Village Market, facing east from west side of La Grange Road*



*Village Market, from west side of La Grange Road*

## PROJECT IDEA 1

# La Grange Road Improvements



# Safety Intervention Tactics

Various safety intervention methods have been proven to lower vehicle speeds and improve safety for pedestrians and other non-vehicle users on high-speed corridors. The following tactics can be incorporated to improve the safety and comfort of walking along La Grange Road.

| 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         | ✓              |                 | ✓                    | ✓                 | ✓               |

# 46%

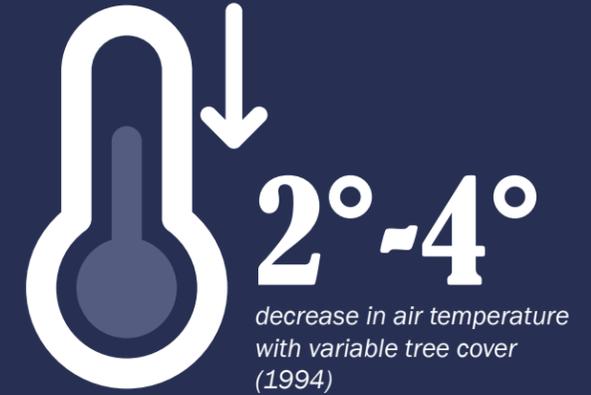
decrease in crash rates on Texas urban roads after landscape improvements were installed (2006)

Decreases of up to **8 mph** along tree lined roadways  
State of Michigan Study (2006)

this is known as the “edge effect”

## trees

increase the perception of **safety**  
lowers levels of **stress and frustration**  
Increase **shopper spending**  
increase **storefront rental rates**



intersection murals, crosswalk art, and painted plazas or sidewalk extensions resulted in a

**50%**  
decrease of crashes involving pedestrians or other vulnerable road users

**27%**  
increase in frequency of drivers immediately yielding to pedestrian within the right-of-way

**38%**  
decrease in pedestrians crossing against the walk signal  
Asphalt Art Safety Study, Sam Schwartz (2022)

Asphalt art can create safer, more desirable streets and public spaces. They are typically inexpensive and quickly implementable, while helping cities test long-term roadway redesigns. And they help local governments engage with residents to reshape their communities.



Leading pedestrian intervals can reduce pedestrian crashes by **13%**



Speed Feedback Signs reduce speeds by up to **5mph**

Federal Highway Administration (FHWA)

| Safety Intervention          | Safety Results  |   |
|------------------------------|---|---|
| Speed Feedback               | Speed feedback signs are a proven traffic calming solution to raise the speed awareness of oncoming drivers. Studies have shown that when alerted by a speed radar sign, drivers will slow down.  |    |
| Pedestrian Islands           | The combination of a long crossing distance and multiple lanes of oncoming traffic can create an unsafe pedestrian environment. A pedestrian refuge island can improve safety and comfort by providing pedestrians with the option of waiting in the median area before beginning the next stage of the crossing. |    |
| Curb Radii                   | A wide curb radius typically results in high-speed turning movements by motorists. Reconstructing the turning radius to a tighter turn will reduce turning speeds, shorten the crossing distance for pedestrians, and also improve sight distance between pedestrians and motorists.                              |    |
| Crosswalks & Signals         | Marked crosswalks and signals help to more visibly guide pedestrians and alert drivers to a crossing location, making the intersection safer and more comfortable for pedestrians.  |   |
| Leading Pedestrian Intervals | A leading pedestrian interval (LPI) gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication. Pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn right or left.                   |  |
| Street Furniture             | Well designed walking environments are enhanced by urban design elements and street furniture such as benches, bus shelters, trash receptacles and water fountains. Adding street furniture shows the priority placed on the pedestrian and making a safer space for non-vehicle users.                           |  |
| Trees                        | Research has shown that the presence of street trees has been shown to encourage slower driving speeds. Fewer crash incidents, and less severe injury outcomes, are associated with slower vehicle speeds.  |  |
| Bike Lanes                   | Bike lanes cause more consistent separation between bicyclists and passing motorists and have been shown to increase safety for cyclists. Marking bicycle lanes can also benefit pedestrians - as turning motorists slow and yield more to cyclists, they will by default also be doing so for pedestrians.       |  |

## Opportunity 1:

# Homestead Road + La Grange Road Intersection

Homestead Road is the major access point into Village Market from La Grange Road, and the only intersection with pedestrian crossing infrastructure on the La Grange Road portion of the study area. It is also the location of both northbound and southbound Pace bus stops.

While there is an existing pedestrian signal at Homestead and La Grange Road, the street itself is wide and intimidating, especially to vulnerable road users such as the residents of Plymouth Place. Because of high traffic volumes, residents have observed that drivers often make aggressive left turns, and accelerate onto La Grange Road from Homestead Road to maximize the short signal phase. The result is an intersection that has some pedestrian infrastructure but is not pedestrian friendly. In public meetings and via survey, residents suggested that there is latent demand – they would like to walk to Village Market, but do not feel safe – so safety improvements to the intersection at Homestead Road and La Grange Road would benefit all road users and would encourage residents within walking distance to visit on foot.

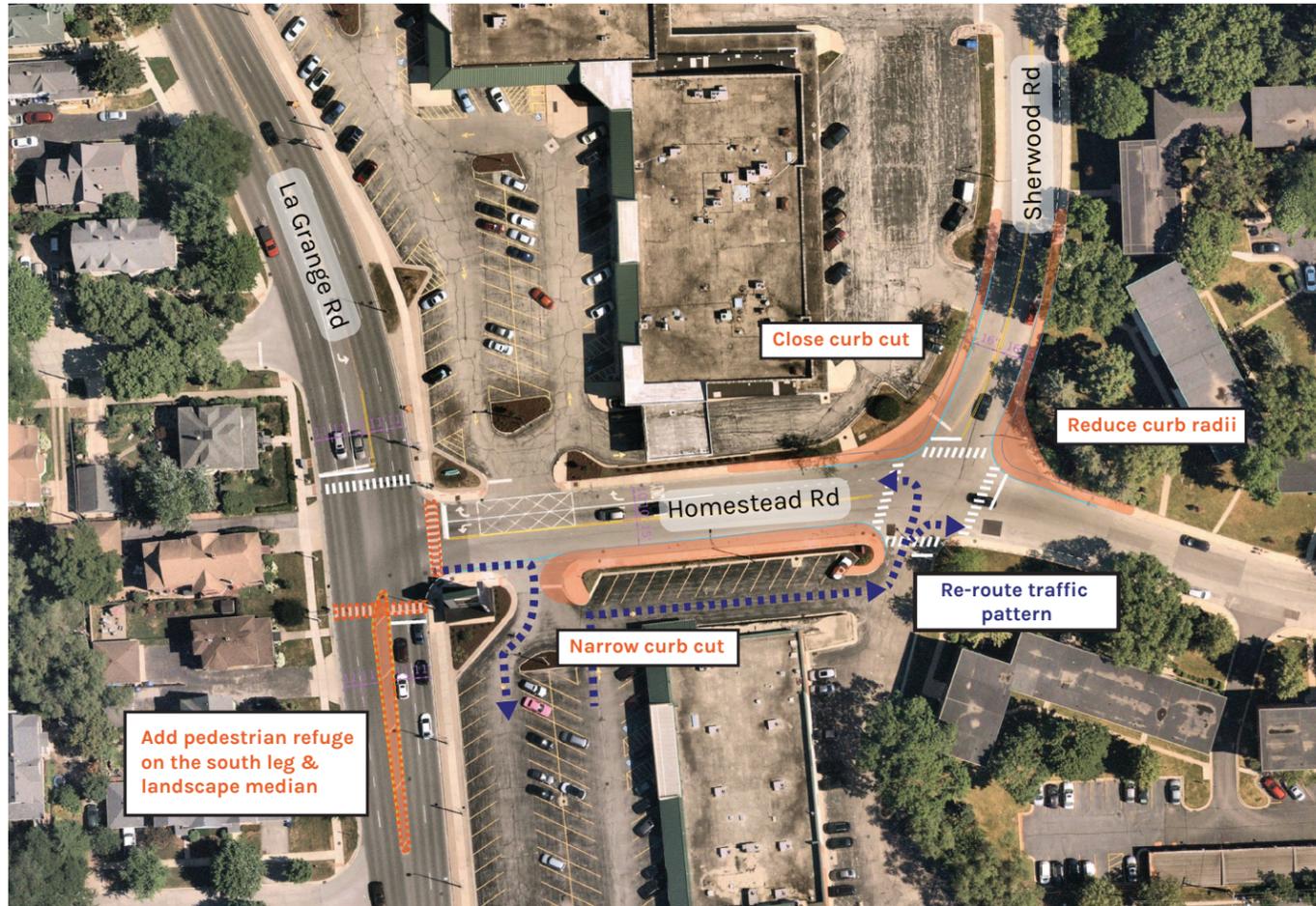
The current intersection has a continental crosswalk on the northern leg of the intersection (installed in August 2022); a traditional crosswalk on the north-south leg

(across Homestead Road) and no crosswalk on the southern leg. An improved Homestead Road & La Grange Road intersection would include:

- High-visibility continental crosswalks on the east and south legs (including curb cuts on the south side);
- Leading pedestrian intervals at each ‘walk’ signal phase;
- A pedestrian refuge island on the south side of the intersection, and a planted median where there is currently a painted median;
- Enhanced Pace bus stops, including street furniture and shelters;
- An improved Village Market sign;
- Pedestrian-scale lighting with branding elements like banners and flower pots;
- A physical buffer between the sidewalk and the parking lot (knee wall, planters or similar);
- New trees and vegetation along the sidewalk, particularly on the east side of La Grange Road



Current Homestead & La Grange Road Intersection



Opportunity 1: Homestead & La Grange Rd Intersection

The visualization above shows what all of those elements would look like if implemented in concert. The effect of the changes would be to slow traffic and create an improved pedestrian experience. Many of the traffic crashes that occur on La Grange Road happen at this intersection, and slowing traffic will reduce both vehicle-on-vehicle incidents and create an environment where pedestrians are more easily able to cross the street. A summary of safety improvements for La Grange Road is included on page 17.

The recommended improvements with the La Grange Road right-of-way will need to be undertaken in partnership with IDOT. For example, leading pedestrian intervals are now

included as a standard IDOT recommendation, and there is existing IDOT guidance on trees and vegetation. The proposed median fulfills IDOT turning requirements for major arterials. Where proposed improvements fall outside IDOT's purview, the Village can act independently or can pursue partnerships with private businesses and landlords to implement changes.

## Opportunity 2:

# Harding Avenue Curb Radii + Bike Lane

Harding Avenue forms the northern boundary of the project site, bordering Poet's Corner. As a significant east-west route, Harding connects to the Forest Preserves and Salt Creek Trail to the west and provides a conduit to regional destinations such as local schools, Brookfield Zoo, and scheduled bicycle infrastructure improvements within the Village of Brookfield.

Two different intersection designs are proposed for Harding Avenue and La Grange Road, each of which has pros and cons. Both would serve to make Harding Avenue and La Grange Road a more pedestrian and bicycle-friendly intersection by enhancing cyclists' visibility to drivers.

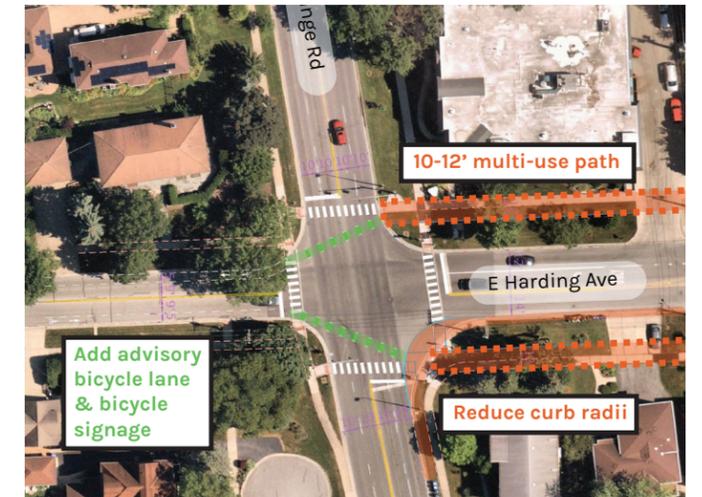
To implement a change in the curb radius, the Village would need to pursue a design exception, which states that trucks of a designated size will still be able to use the roadway despite the proposed changes to the right-of-way. The two different potential designs for Harding Avenue and La Grange Road are shown side-by-side in the images below. Both assume that Harding Avenue to the west of La Grange Road can function as a low-stress cycling street, given its low traffic volumes and neighborhood characteristics. Both recommend that, as Harding Avenue approaches La Grange Road from the west, the road include a marked bicycle lane and bicycle signage.

Both proposed intersection improvements can be paired with a reduced curb radius on the southeast side of the intersection. Currently, the four corners of Harding Avenue and La Grange Road are asymmetrical due to the classification of different road segments. Reducing the curb radius would require establishing an exception to auto-turn requirements. However, truck traffic at that corner has been observed to be low, and so a modest curb extension would slow traffic without impeding truck access.



Option 1: On-Street Path

Option 1 is an on-street bikeway. The design would include green-painted bicycle lanes crossing La Grange Road and extending east on Harding until the on-street parking spaces begin to conflict with a prospective cycle lane. After that, the road would function in the same way that it does west of La Grange Road: as a relatively low-stress route where bicycles and other vehicles share the road. Shared lane markings should be added where the bike lanes end.



Option 2: Off-Street Path

Option 2 is an off-street bikeway. Much of Harding east of La Grange Road has 10-foot sidewalks already, but there is a one-block section immediately east of the road that does not. A 10-foot sidewalk is wide enough to serve as a shared-use path. The one-block segment of five-foot-wide sidewalk between La Grange Road and Community Drive would be extended, and the shared-use path would continue on existing sidewalk infrastructure until Barnsdale Road, when the right-of-way narrows to accommodate a level railroad crossing.

**Opportunity 3:**

# Sidewalk and Landscape Improvements

*The pedestrian experience along La Grange Road leaves much to be desired.*

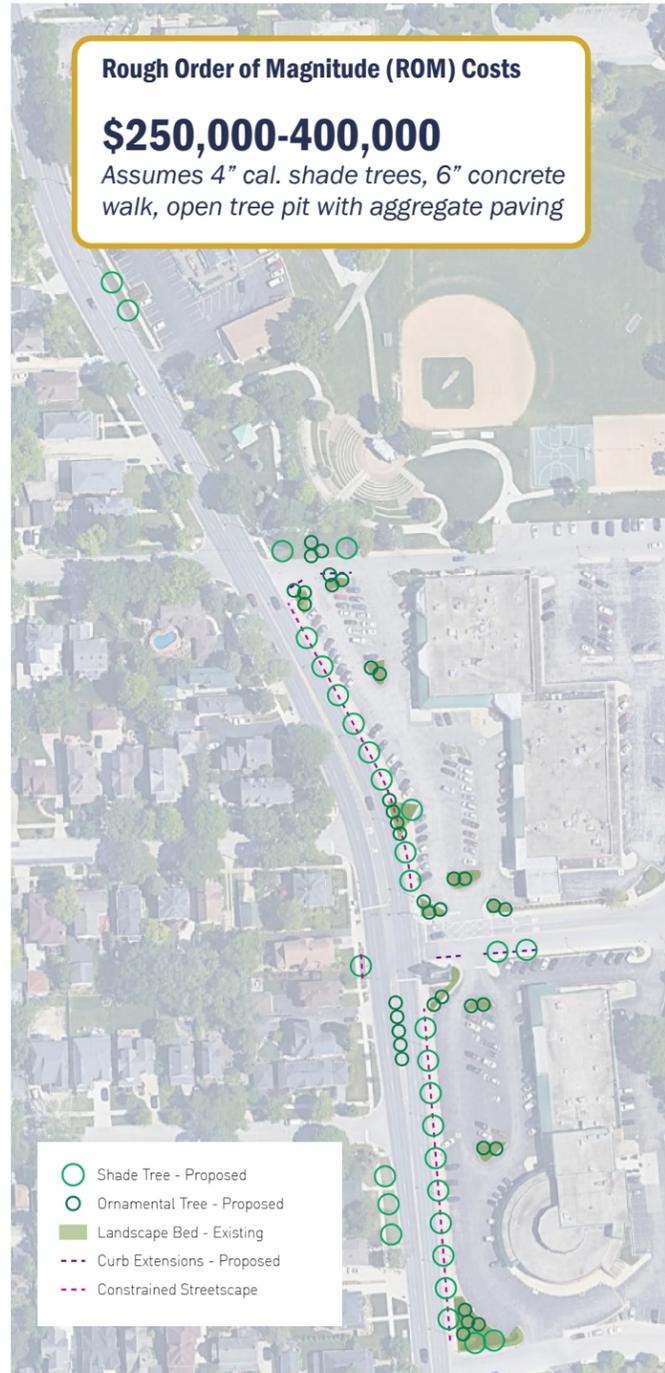
While the residential development on the west side of the road has large setbacks, front lawns, and grass parkways with mature trees, the east side is primarily hardscape, with small pockets of green in the form of grass parking lot islands. The pavers have settled, creating a tripping hazard, and the lack of shade deters people from using the sidewalk. With a 14-foot area between the roadway and the Village Market parking lot on the west side of the roadway, there is ample room for enhancements to improve the pedestrian experience, encourage more walking, increase the perception of safety, and potentially encourage slower traffic speeds. There are a variety of options for public realm landscape enhancements, which can be seen in the following graphics.

## Addressing 'Desire Lines' Within Memorial Park

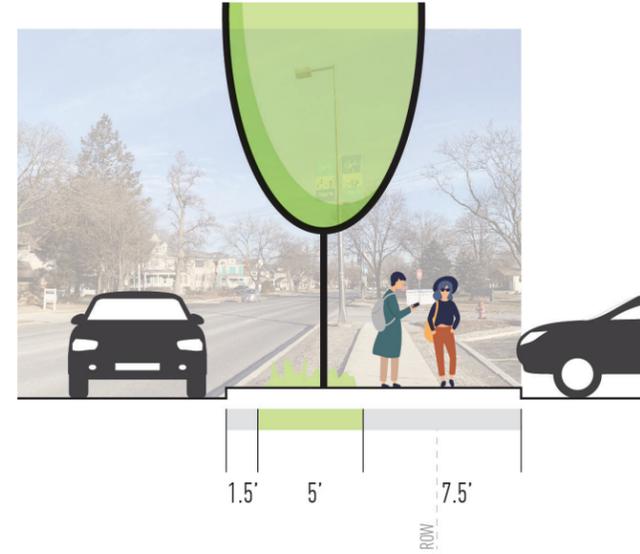
The sidewalk along La Grange Road near Memorial Park does not follow the road; instead, it wiggles into the interior of the park. The path does not reflect the actual pedestrian routes, and as a result, there are 'goat trails' along La Grange Road where pedestrians elect to walk in lieu of the sidewalk. Re-aligning the pedestrian path to reflect actual usage would create a more practical and aesthetically pleasing route.

## La Grange Road Tree Planting Strategy

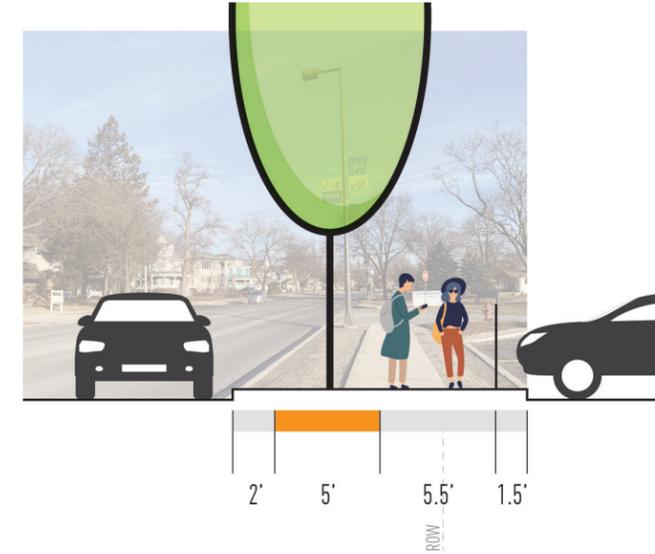
This segment of La Grange Road is a key entry experience into the Village of LaGrange Park from the south. Landscape enhancements such as parkway plantings, shade trees, and site furnishings would enhance the visitor experience by car or foot. In addition, strategically selected tree species can create a unique experience, adding year-round color, interest, and texture to the streetscape and welcoming visitors into the Village. Finally, while Village Market is already an identifiable community destination, trees can help enhance this identity and may also attract more economic investment and increase property values.



**Option 1 - Grass + Landscaped Parkway**



**Option 2 - Continuous Hardscape with Tree Pits**



Shade trees can serve as a traffic calming mechanism by appearing to narrow the width of the roadway. Additionally, adding trees to La Grange Road will provide physical protection, shade, and cooling for pedestrians. Street trees can not only enhance the image of La Grange Road but, if installed with the appropriate amount of soil volume, they can serve to store and treat stormwater runoff. Street trees also mitigate the hot summer temperatures and urban heat island effect caused by the large swaths of surface parking lots in and around the Village Market study area.

**Existing**



**Proposed**



Update with new branded light pole banners

Add street trees

Add leading pedestrian interval with countdown timer

Raised crossing, curb extensions, and narrowed driveways

Pedestrian refuge island with planted median

Create bus-stop plaza with seating around improved monument sign



# Idea Summary

Woodlawn Avenue serves as a boundary between Village Market and Memorial Park, but could also function to knit the two together and serve as an extension of both.

The concept for Woodlawn Avenue aims to slow incoming cars as they enter the Village Market parking lots by closing vehicle access between the east and west and allowing pedestrians to walk freely through Woodlawn. This can be accomplished through changes in pavement materials, bollards, and crosswalk enhancements. These enhancements emphasize and place priority on pedestrians. In closing vehicular traffic between the east and west, there is an opportunity to create a community gathering space north of the Panera which offers seating, landscaping, shade, and lighting.

The proposal would also reduce turning movements at La Grange Road and Woodlawn to right-in, right-out, reducing aggressive left turns (both into and out of the parking lot) and reducing the amount of time vehicles idle while waiting for an opportunity to turn. Panera deliveries would move to the rear (eastern side) of the development.

### Rough Order of Magnitude (ROM) Costs

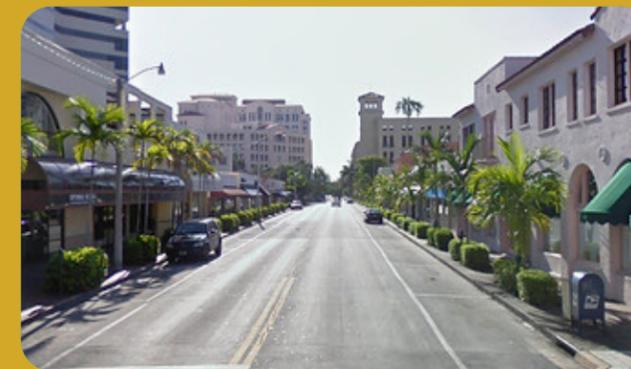
**\$900,000-1,200,000**

Assumes \$40/sf, including escalation  
\*cost dependent on materials selection



## PROJECT IDEA 2

# Pedestrianize Woodlawn



## Case Study

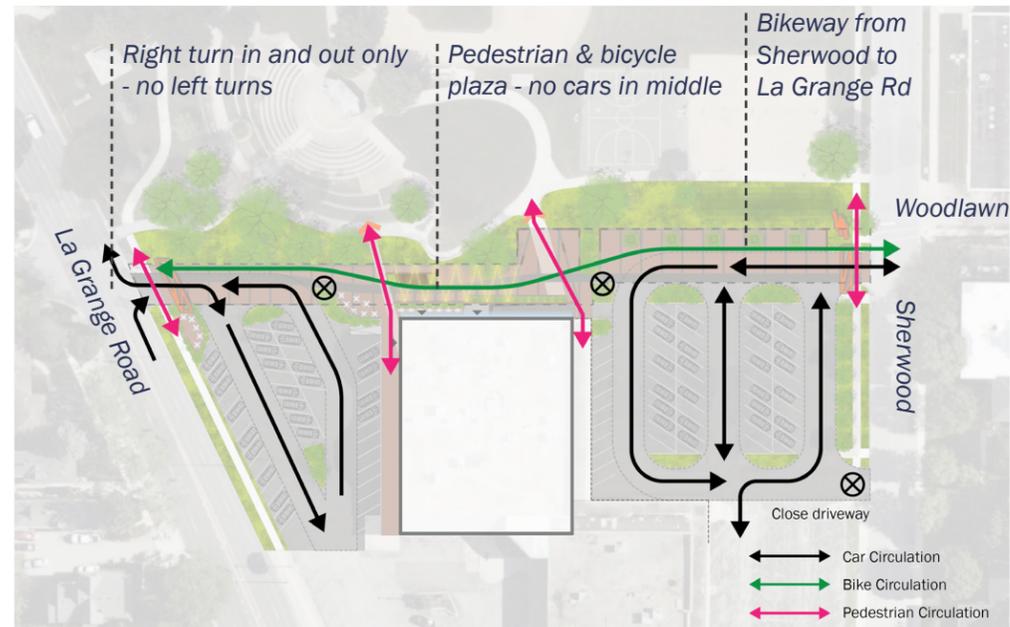
### Giralda Plaza

Giralda Plaza is a street in Coral Gables, Florida, previously called Giralda Avenue. In 2017, the street underwent an overhaul: it had been auto-dominated and throughput-oriented, and was changed to a pedestrianized plaza with outdoor seating.

Coral Gables has evaluated the success of the plaza every two years since opening (in 2019 and 2021), and has found that business owners and residents support the pedestrianization. The street was especially successful during the pandemic, since it was able to offer outdoor dining as soon as restaurants were permitted to reopen, and has seen lower vacancy relative to other dining districts around the country.



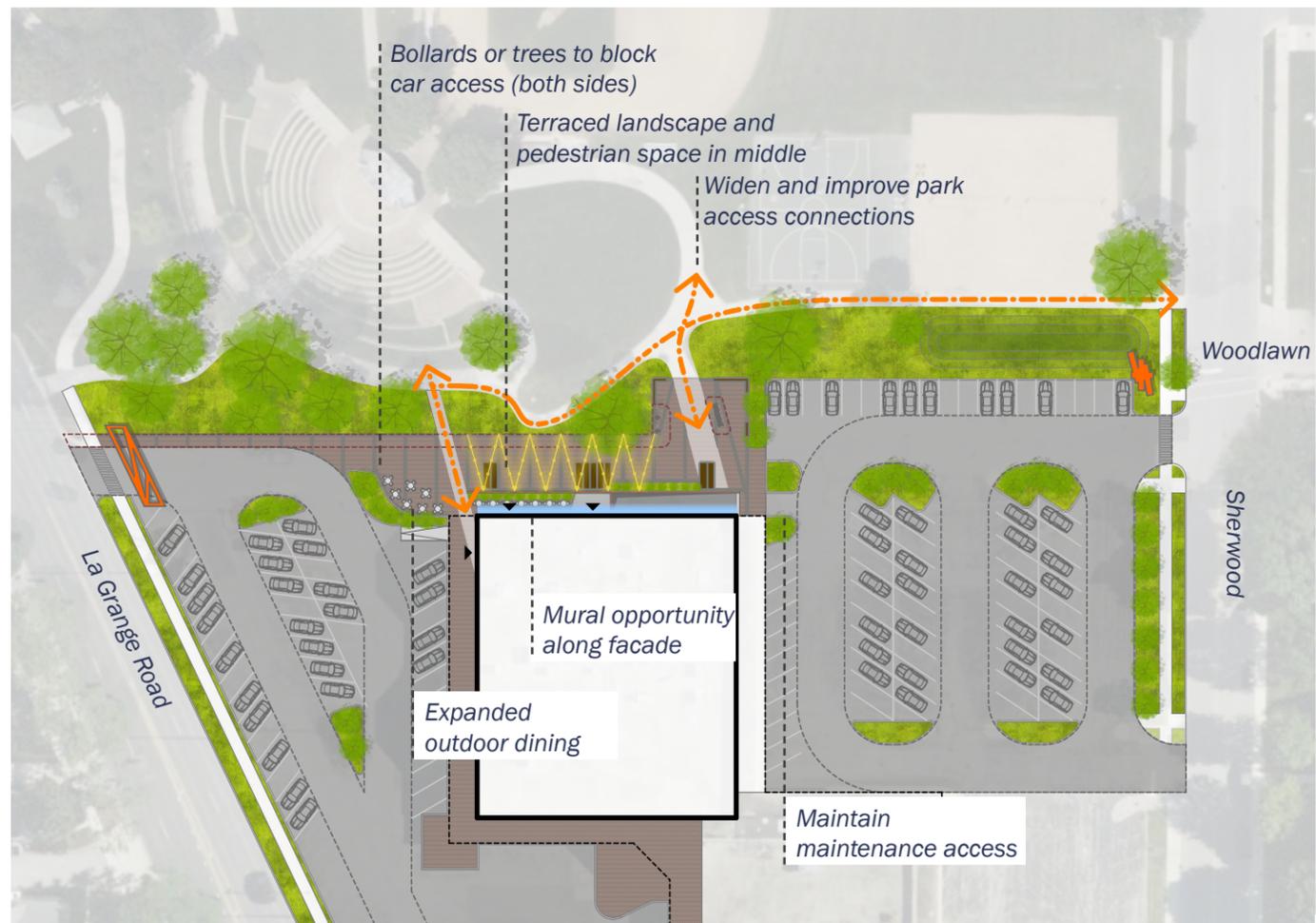
The plaza redevelopment runs for one, 600-foot city block, and was part of a larger landscaping project that also encompassed the nearby Miracle Mile.



Concept Diagram



Inspirational Images



Concept Diagram



Existing



Proposed

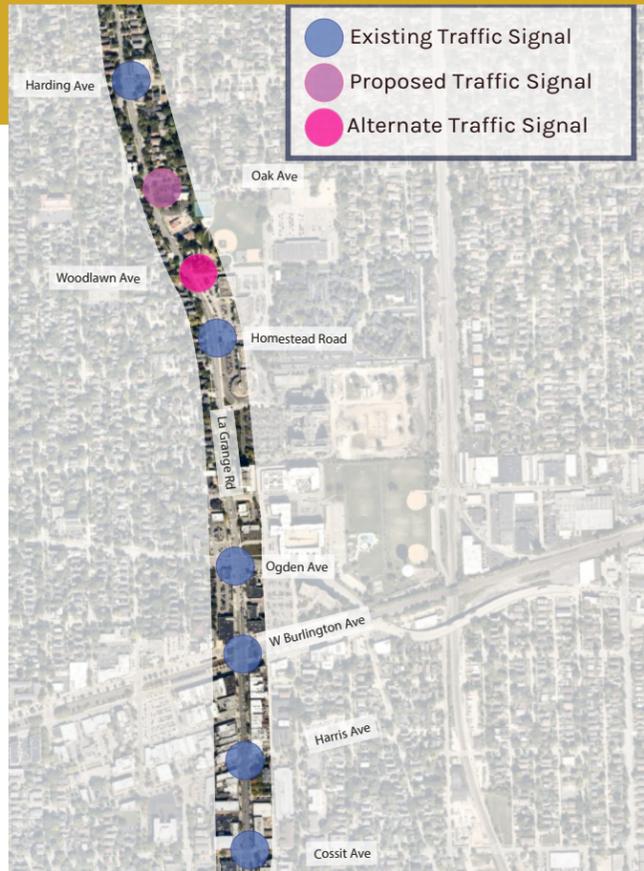
Add overhead lighting

Add planting (or stormwater features) and extend seating

Incorporate permeable pavers or ground murals

Add mural along facade

# Alternate Option: Traffic Signal



Traffic Signal Alternate to Pedestrianizing Woodlawn at La Grange Road

## Woodlawn & La Grange Road Intersection

The Woodlawn Shared Street concept is focused on removing traffic from the northernmost areas of the parking lot at Village Market. Woodlawn is a half-publicly-owned, half privately-owned road that runs between Memorial Park and Village Market. If the shared street were not to move forward, the Village would be interested in pursuing a traffic signal at Woodlawn & La Grange Road for several reasons. There is significant pedestrian and bicycle traffic crossing at Woodlawn & La Grange Road, particularly in the summer when there is programming at Memorial Park and when many local residents walk and cycle to Panera and other Village Market destinations. Second, they are interested in enhancing access to Panera for all road users – in its current form, drivers turning left into or out of Woodlawn face a difficult and dangerous turning movement. Finally, there is significant concern about traffic speeds on La Grange Road in general, and the Village is interested in reducing overall traffic speeds and introducing gaps to improve unsignalized crossings elsewhere on the road.

This report recommends Oak as the most logical location to pursue an additional traffic signal. Separate and mutually exclusive treatments to Woodlawn are explored above, including reducing traffic movements to 'right in/right out' turns only; installing a raised crosswalk across the existing curb cut; and exploring additional traffic-calming treatments for Woodlawn. In the event that those recommendations are infeasible, the Village could opt to pursue an additional signal.

There is a precedent of closely spaced signalized intersection in urban Central Business Districts—as in La Grange, for example. As traffic currently stands, the distance between signals is such that there are not gaps in traffic, and the flow of traffic presents a challenge for anyone wishing to access the road between Harding and Homestead (at Oak, Woodlawn, and Pine).



# Future Opportunities

## Proposed Traffic Signal at Oak & La Grange Road



Oak Avenue is located in between two signalized intersections at Harding Avenue and Homestead Road. The La Grange Park Public Library is on the southeast corner and backs up against Memorial Park. Both the library and park are significant drivers of pedestrian and bicycle activity in the Village. Oak Avenue was identified by the public as natural pedestrian crossing location with curb cuts across La Grange Road on the north and south legs of Oak Avenue, and a continental crosswalk was replaced on the southern leg of the intersection in August 2022.

Since La Grange Road is classified by the Chicago Metropolitan Agency for Planning (CMAP) as a Strategic Regional Arterial, IDOT has stringent guidelines for minimum signal spacing. With a distance of 675 feet to Harding Avenue, the closest signalized intersection, a traffic signal at Oak Avenue would require an exception to IDOT's design criteria of a minimum 1,000-foot spacing for signals. It should be noted the Village's desire for La Grange Road to function as an urban street through the Village Market area, which is the Village's central business district. According to the Bureau of Local Roads and Streets (BLR) guidance, in an area such as this, pedestrian and bicycle considerations are as important as vehicular considerations, especially at intersections. Furthermore, as many as half of the intersections may be signalized according to the manual, similar to Downtown La Grange (Hillgrove Avenue to Harris Avenue to Cossitt Avenue) on La Grange Road, approximately 1,700 feet south of the study area (see graphic for existing and proposed signal spacing).

Given the current and forthcoming land uses around Oak Avenue (library, park, Andy's Frozen Custard), there is significant concern about latent demand and about an increase in vulnerable road users trying to cross La Grange Road at unsignalized locations. IDOT has indicated that Oak Avenue is the intersection they would consider most suitable for signal spacing and enhanced pedestrian crossing given the alternate is Woodlawn Avenue spaced less than 500 feet from Homestead. It should be stated that IDOT approval is not guaranteed and would require a signal warrant study. In addition to creating safety enhancements at and around the library, the signal could create additional gaps in traffic on La Grange Road, facilitating safer turning movements and east-west traffic flow to the north and south of the intersection.

Residents and Village staff have indicated their desire for a signal at Oak Avenue, as have elected Village officials. The next step for the Village in pursuing a signal would be to scope a warrant study to establish whether traffic and pedestrian crossing volumes are significant enough to meet IDOT thresholds for signalization.



### PROJECT IDEA 3

# District Branding + Identity



## Idea Summary

*Creating a sense-of-place and cohesive identity helps to attract people and create a unified image for the Village.*

Within the study area, there are not only signs identifying the shopping center, library, park and other destinations, there are also two Village monument signs along La Grange Road. One is located at Poet’s Corner, welcoming southbound travelers along La Grange Road, and one is located in front of Plymouth Place, addressing northbound travelers along La Grange Road. The signs are not cohesive, with one using a logo that features all uppercase letters, and the other using title case. The color palettes, design, and structure of the signs are also inconsistent. The southernmost sign (in front of Plymouth Place) is undersized for its location. As the key entry point for drivers traveling along La Grange Road from the south, the sign should be prominent, clearly delineating one has left La Grange is now entering La Grange Park.

Place-based branding and identity can come in many forms. The goals for the branding and identity improvements are to:

- Establish a unique sense-of-place for the study area;
- Emphasize the study area’s identity as a community destination for retail and recreation;
- Create a sense of arrival for visitors entering La Grange Park on La Grange Road from both the south and north; and,
- Attract investment, people, and capital to the study area.

These ideas are conceptual, and would require further study and input from the community to establish the brand standards which would include, but are not limited to, logos, color palettes, typography, imagery, and messaging. The Village Market brand can be communicated in a variety of ways throughout the built environment. Signage and wayfinding is typically how a cohesive family of elements is created, but this can also be done through public realm improvements such as furnishings.

The map on the following page highlights the focus areas for branding, identity, and amenity improvements.



**Signage and Wayfinding Examples from Burleson, Texas**



### Case Study: Burleson, Texas

This place-based brand was developed by CivicBrand. Burleson’s brand was the result of an iterative community-driven process and includes two place logos (the badge and the typography-based option), an official City Government logo, and an emblem for civic pride (“BTX Made”). The emblem is meant primarily for Burleson businesses and residents to display their love and affection for their hometown. Following the development of the city’s new brand, CivicBrand also developed new signage and branding for Mayor Vera Clavin Plaza, which was an opportunity to highlight a variety of ways the brand could be communicated through the built environment. Seen via major and minor gateways, a watertower mural, vinyl banners, and fence screening, the simple, identifiable brand is versatile, allowing the City to implement it across all necessary platforms both built, print, and digital.



## Opportunity 1:

# Signage + Wayfinding

Improved signage and wayfinding enhances the community's sense-of-place and improves navigation and accessibility within the Village Market area.

A "toolkit of signage and wayfinding interventions" will guide the Village. Proposed locations for these interventions have been identified in the map to the left.

The signage and wayfinding elements include major and minor gateways, directional signage, kiosks, and street pole banners. Together, these elements enhance the district's sense of place while enhancing legibility of the built environment.



Existing Identification Signage



Existing Banner Signage



Existing Village Market Pylon Signage

In addition, highlighting pedestrian access between the Library (and neighboring commercial areas) and Memorial Park would improve access and ease of use for residents.

The proximity of the Library to Memorial Park is an asset which could be further improved by highlighting the ways pedestrians can travel between both sites. This could be improved with wayfinding and signage as well as improved pedestrian walkways between the Park and the Library. There is a rear (eastern) Library exit that is poorly signed within the Library, leading to an awkward and circuitous route into the park. Creating clearer routes from the Library and northwest retail area into Memorial Park would be particularly useful once Andy's Frozen Custard opens and there will be more foot traffic in that corner of the site.

Typical Family of Elements

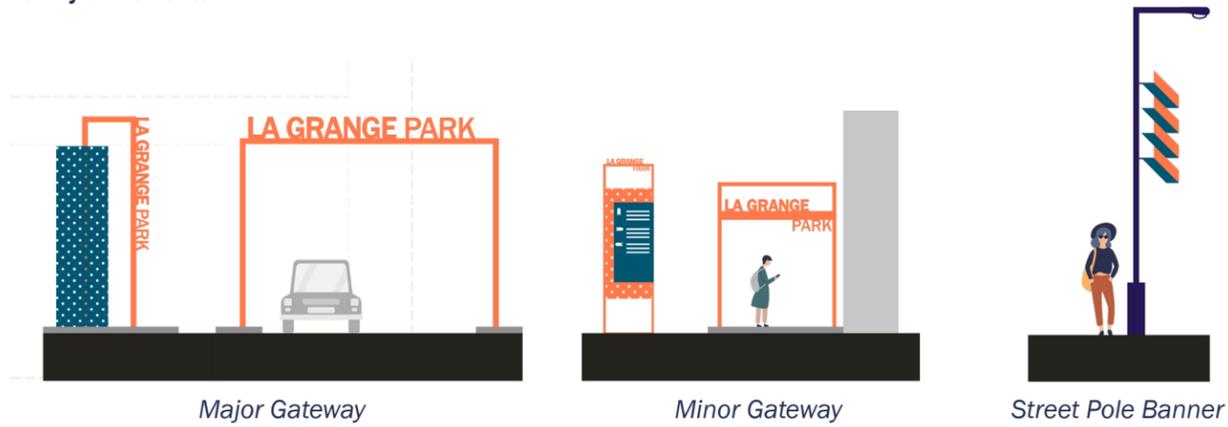


Photo Source: Block Club Chicago



Photo Source: Hello Wood

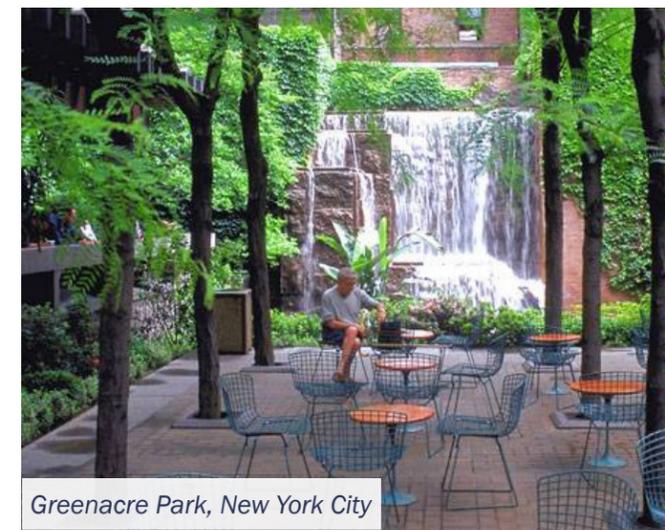


Photo Source: Sasaki Associates

Design Interventions for Poet's Corner

Poet's Corner is a triangular plot of land on the north end of the project site, bordered by La Grange Road to the east, Ashland Avenue to the west, Harding Avenue on the north and residential development on the south. The site is currently home to a Pace bus stop, seating areas, and a garden. There are thirteen mature trees across the site, as well as shrubs and planting.

Poet's Corner is pleasant and well-maintained, and a popular destination for locals playing Pokémon Go. However, the Village feels that it is not as successful a public space as it could be – especially since it serves as gateway for those entering the Village from the north.

As the Village pursues options to enhance Poet's Corner, it should seek to incorporate the following:

- Interactive or large-format gateway signage that introduces visitors to La Grange Park. Current signage is modestly scaled and easy to overlook.
- Native planting, including planting that can serve as a screen between La Grange Road and Poet's Corner, building on the existing mix of native and non-native planting
  - Rain gardens, swales or other technology to reduce the impact of heavy rainfall and, ideally, absorb runoff that would otherwise sluice toward Memorial Park
  - Native trees (to complement existing) slow traffic and also slow infiltration of rainwater, reducing nuisance ponding and runoff during rain events
- Seating (either fixed or movable) that allows residents to congregate in various groupings
- Bus stop improvements for the existing Pace stop
- Signage consolidation (there are signs posted for: the bus stop, the speed limit, upcoming pedestrian crossings, the library, speed feedback, and Memorial Park – six signs on five signposts, plus the gateway signage). Some of these signs could be assessed and consolidated to reduce visual clutter.

## Opportunity 2:

# Public Realm Interventions

*La Grange Park should develop Public Realm Character Design Guidelines to establish a consistent palette of public realm elements with an aesthetic based on public feedback from this plan.*

These elements include hardscape materials (concrete, pavers, etc.), lighting, bollards, planters, bike racks, benches and seating opportunities, and trash receptacles. By implementing the same materials across the site, Village Market could build on its existing name recognition and establish itself as a destination within La Grange Park.

In addition, improved lighting would not only contribute to creating a more cohesive identity, it also would contribute to general beautification of the area.

In the context of this project, Village Market branding and identity addresses signage, wayfinding, and public realm character of the Village Market study area. However, the district identity is a sub-set of the larger Village of La Grange Park brand and identity. A larger study is likely necessary to ensure the Village of La Grange Park, Village Market Business District, and 31st Street Business District brands are developed as a cohesive family of elements.

Public realm elements that should follow a consistent design guideline typically include amenities such as special paving, street lights, street furniture such as benches, bike racks, and garbage cans, as well as plantings and landscaping features. Establishing a consistent palette of public realm elements with an aesthetic based on feedback from La Grange Park residents is helpful in creating consistency and unity across all design additions.

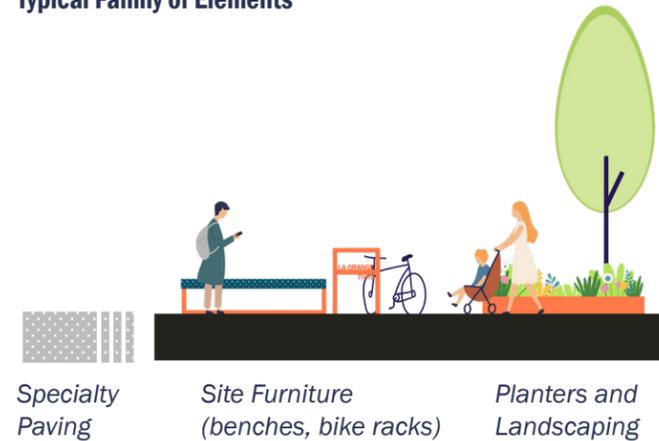
The following page highlights examples from other cities which have incorporated unified public realm amenities that use a consistent branding style and establish a sense-of-place.

## Design Guidelines

Guidelines for the selection of public realm elements include:

- Use quality, durable materials such as concrete, wood, brick, and stone.
- Use neutral color palettes for furnishings and pavement (beige, brown, tan, terra cotta, red)
- Furnishings should be powder coated black steel or aluminum
- Use traditional shapes for planters and receptacles such as cylinder or round with limited ornamentation. Consider variations in color or size to adapt to different use conditions across the site.
- Elements should be simple in design and compatible with the scale and appearance of adjacent buildings and spaces. Ornamentation should be limited, and if present, nod to a classic, historical, or main street character.

## Typical Family of Elements



Specialty Paving

Site Furniture (benches, bike racks)

Planters and Landscaping

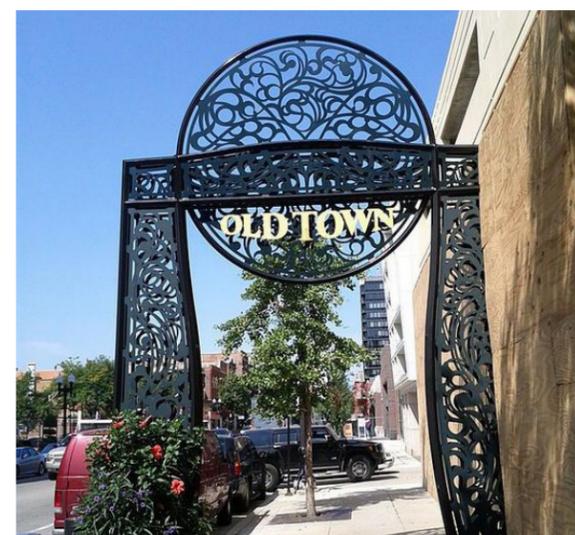


Photo Sources: Site Design



**PROJECT IDEA 4**

**Sherwood Community Green Street**



# Idea Summary

*Sherwood can be made more friendly to pedestrians and cyclists, offering a low-stress alternative to La Grange Road, with attendant sustainability and stormwater improvements.*

One of the significant requests at the first public meeting was that the Village address the three-way intersection at Homestead and Sherwood, which residents noted as a place where crossing on foot made people feel vulnerable. A suite of improvements to Sherwood and Homestead will make the interior sections of Village Market feel safer by increasing pedestrian space and re-orienting roads in a way that maintains vehicle access but reduces their potential conflicts with pedestrians.

The Sherwood Community Green Street would make the following improvements:

- Extend the curb on the south side of Homestead, and extend the curb around the intersection of Sherwood & Homestead (to make the intersection closer to a typical 90-degree turn)
- Eliminate the southeast curb cut from the Village Market parking lot to Sherwood
- Move parking from the east side of Sherwood to the west side
- Add intersection pavement markers at Woodlawn & Sherwood
- Add traffic calming curb bump-outs along Sherwood and at Oak & La Grange Road to encourage traffic calming once on Sherwood
- Add ground murals or other on-street designs to slow traffic speeds
- Add chicanes or bump-outs to slow traffic speeds along Sherwood
- Incorporate green stormwater infrastructure at key intersections: Sherwood and Woodlawn and Homestead & Sherwood



*Sherwood Road and Woodlawn Avenue intersection entering Village Market*



*Sherwood Road and Woodlawn Avenue intersection facing Memorial Park*

Opportunity 1:

# Homestead + Sherwood Intersection

Many of the Homestead and Sherwood improvements would be most sensibly undertaken as a single infrastructure project, but there are interim strategies to reap benefits in the short term. A number of other western suburbs have implemented 'quick build' programs, using paint-and-post (slim bollards bolted into the street) to reduce traffic speeds and extend pedestrian space. If La Grange Park was interested in pursuing improvements to Sherwood on an accelerated timeline, or in piloting some elements listed here, paint-and-post would be a good option for the Village to pursue.

| Project Name               | Description   | Cost     |
|----------------------------|---|----------|
| Harding & La Grange Road   | Shared use path with the rest of improvements                     | \$70,000 |
| Harding & La Grange Road   | On-street bike facility with the rest of improvements             | \$35,000 |
| La Grange & Homestead Road | Leading Pedestrian Interval, South pedestrian island and bus stop | \$42,400 |
| Homestead South Sidewalk   | South crosswalk   | \$48,500 |
| Homestead & Sherwood       | Permanent curb extensions   | \$54,700 |
| Homestead & Sherwood       | Paint & Post  | \$7,000  |

\*Reflects research conducted Autumn 2022 for comparable projects in and around Cook County

If the Village decides to pursue permanent infrastructure, projects could incorporate stormwater management infrastructure that would retain water and mitigate nuisance ponding around Homestead Apartments.

In addition, adding traffic calming bump-outs along Oak could improve the pedestrian experience and work to slow traffic near Oak and La Grange Road, which would work to slow traffic heading towards the Homestead and Sherwood intersection. Residents have noted that drivers will occasionally accelerate to unacceptable speeds while going north on Homestead across Oak. Traffic calming would reduce overall vehicle speeds and therefore the frequency and severity of crashes.



Homestead Road and Sherwood Road intersection



Homestead Road and Sherwood Road intersection entering Village Market



Opportunity 1: Homestead Road and Sherwood Road intersection improvements

### Short-Term Option



### Long-Term Option



Opportunity 2: Models for traffic calming on Sherwood Road

Photo Sources: Graham Projects, Google Images, NACTO

## Opportunity 2:

# Sherwood Traffic Calming

Changes to Sherwood Road could make it feel like an extension of Memorial Park - as a low-traffic, low-stress street, it could be a natural place for improved cycling infrastructure, stormwater interventions, and treatments at curb cuts to increase pedestrian comfort and visibility.

In addition, parking could be moved from the east side to the west side of Sherwood Road to allow for one fewer pedestrian crossing when accessing the park. Currently,

the parking regulations on Sherwood Road allow street parking on the east side of the street, opposite Memorial Park. Conversations with Village staff early in the project suggested that there was no historic reason for the parking on the east vs. west side, and that changing the parking signage was a straightforward improvement. The inclusion of bump-outs with planting could supplement green infrastructure recommendations at Homestead and Sherwood.



## Programs and Planning

# Snowplowing

The sidewalk along the east side of La Grange Road is difficult to maintain as a passable, pedestrian-friendly space in the winter months: when snow is cleared from La Grange Road, it is piled on top of the sidewalk (in other places, it would pile up on a parkway; however, there is no parkway along the east side of the road). In major winter weather events, snow is cleared on an ongoing basis, so even if a landowner is clearing its sidewalks within the 24-hour window, additional snow may accumulate from subsequent clearing activity.

Meanwhile, the other side of the sidewalk abuts the Village Market parking lot, and snow cleared from the parking lot may also be dumped on the pedestrian right of way.

As a result, in winter weather, the sidewalk along Village Market may often be impassable, or may present challenges to vulnerable road users due to snow accumulation.

To address this – not only at Village Market but elsewhere in the Village where this condition may exist – the Village could consider negotiating with the landowner (Woodmen of the World) or the property manager (CBRE) to offer a service-level agreement (SLA). In a SLA, the Village would

undertake all snow removal under specific, pre-agreed-upon conditions (e.g. when there is more than two inches of snowfall in La Grange Park). The Village would receive a flat fee (or a fee plus additional fees for service) and would assume responsibility for snow clearance. There may also be environmental benefits if the Village uses a brine solution, since the total salt loads are likely lower than that of a private company.

Under the terms of the TIF, the Village may also be able to contract with a third-party service to provide winter weather services. Most commercial areas in Chicago governed by TIF districts use a contractor rather than City of Chicago services, but that is due largely to staffing and equipment capacity, and so the calculus for La Grange Park may be different.

Should the Village pursue third-party contracting, the contract model it uses for waste and recycling could serve as a template. See below for a case study.

## Case Study: Old Town Special Service Area 48 BID, Chicago Snow Removal Provider



Located in Chicago, the [Old Town Special Service Area \(SSA\) 48](#) is a locally controlled, locally funded taxing district specifically used for community development. Within their service area, the Old Town Association has opened up a [Request for Proposals \(RFP\)](#) to seek bids for sidewalk snow removal services. The services they have requested include clearing snow from the curb to building on all SSA sidewalks in the contract area, including intersecting side streets up to the first alley or to the property line of the included parcel.

The RFP must outline the cost of contracts for removal of 56" including de-icing, methods of snow removal, including the number of workers on the job for the area, response time for services, the methods of communication with the client for plowing, among other requirements.

The Village Market and its Tax Increment Financing (TIF) District could follow a similar process to the Old Town Special Service Area, and establish a similar snow plowing protocol by opening up a Request for Proposals seeking providers for snow removal within the Village.

# EV Charging Opportunities

As the Village imagines the future of Village Market and the surrounding area, they are interested in planning for the growth of electric vehicles. In order to site the charging stations, it will be important to take into account the accessibility and ease of use of the location, proximity to a power supply, parking space size and orientation, as well as pedestrian traffic, visibility, and lighting.

The southern end of Memorial Park, serving the volleyball courts and accessed by Village Market curb cuts, is a central location that can serve many destinations and is therefore a recommended location for EV charging

stations. Nearby streetlights indicate that there is already power available, but it could also be provided via solar canopy (as shown in Sherwood rendering).

Currently, Cook County is seeking input to find the most suitable locations for the public charging stations, as part of the new ARPA-funded Electric Vehicle Charging Station Program. Staff submitted two entries – one near Sherwood/Woodlawn in the Village Market, and one near 31st Street/Barnsdale. The County will be assessing viability of recommended locations and will contact the Village in spring 2023 if the sites are eligible.

## Potential Site Locations

The ability to connect to a power source is the most important factor for EV site locations. The La Grange Park Public Library parking lot is a potential location for EV charging, with ample parking availability and an easy connection to the library electrical hook up. [Asheville, NC](#) recently established a similar electric vehicle charging station at the East Asheville Public Library where two level 2 (240 volt/30 amp) electric car chargers and special parking spots for both electric and other clean air vehicles can come to park and charge. La Grange Park could accommodate a similar set up in the Library parking lot. The Memorial Park parking lot parallel to the library could also be an option for electric vehicle charging, connecting to the electrical power source located by the restroom facility.



La Grange Park Public Library parking lot



Memorial Park parking lot



Asheville, NC East Asheville Public Library parking lot



South end of Memorial Park parking lot

# Short-Term & Long-Term Goals

The short-term goals are, individually, achievable in the course of the next 18-24 months, though collectively they will likely take longer due to staff time constraints. They are not presented in any particular order.

Long-term goals may require that the Village pursue grants or third-party funding sources, develop partnerships with local landowners, or seek permission from IDOT. As with short-term goals, the list is not prioritized.

| Type of Implementation             | Goal   | Funding Required   | Timeline                   |
|------------------------------------|--|--|----------------------------|
| <b>Short-Term Implementation</b>   |  |  |                            |
| District Branding Plan Development | Develop an RFP for a district branding consultant (cost is estimated at \$30-40,000 for a village-wide study or \$10-15,000 for Village Market specifically)   | Village Market only: \$10-15,000 (Autumn 2022)<br>La Grange Park: \$30-40,000 (Autumn 2022)                      | Short-Term<br>18-24 months |
|                                    | Develop design guidelines for future development in the TIF (or similar boundary). La Grange has design guidelines for the BNSF Corridor area that can serve as template   | Can be done in-house or via consultant.<br>\$10-15,000 est. (based on local comparison)                          | Short-Term<br>18-24 months |
| La Grange Road Safety Improvements | Revisit speed feedback signs with IDOT in six months   | \$   | Short-Term<br>18-24 months |
|                                    | Propose right-in, right-out restrictions at Woodlawn & La Grange Road  | \$   | Short-Term<br>18-24 months |
|                                    | Request that IDOT install leading pedestrian interval at Homestead & La Grange Road, per IDOT convention (TIF money is likely available if IDOT cannot fund)   | \$   | Short-Term<br>18-24 months |
|                                    | Request design exception at Harding & La Grange to extend curb and create smaller curb radius on southeast corner  | \$\$   | Short-Term<br>18-24 months |
|                                    | Identify opportunities for additional tree cover on La Grange Road<br>Consider opportunities at neighboring properties (library, Plymouth Place)<br>Consider opportunities on west side of road (in or near parkway, in compliance with IDOT's 4-foot rules for tree trunks)   | \$   | Short-Term<br>18-24 months |
| Homestead & Sherwood Paint & Post  | Develop construction drawings to install paint and post bump-outs on Homestead & Sherwood  | Estimated cost to develop construction drawings is approx. \$15,000 (January 2023)                               | Short-Term<br>18-24 months |
|                                    | Develop costs in conjunction with Public Works Department and issue RFP (or undertake in-house, depending on Village capacity)   | \$   | Short-Term<br>18-24 months |
|                                    | Pursue grants for ground murals or quick-build infrastructure, such as the AARP Community Challenge, Art of Giving Foundation Grants, Bloomberg Asphalt Art Initiative, etc.   | \$ - \$\$\$  | Short-Term<br>18-24 months |
| Sherwood Community Green Street    | Change parking conventions from the east side of the street to the west side of the street (Move existing signage to the other side of the street. There is currently one sign on the west side of road stating 'no parking any time' that can be relocated to the east side)  | Costs may vary but will likely cost in the vicinity of \$1,000 for labor and materials (no new sign fabrication) | Short-Term<br>18-24 months |
|                                    | Install temporary signage noting the new parking regime  | \$   | Short-Term<br>18-24 months |
|                                    | Undertake marketing (Rose Clippings, Facebook/social media, flyers, emails to local businesses, etc.)  | \$   | Short-Term<br>18-24 months |
|                                    | Consider bump-outs/chicanes on Sherwood:<br>Chicanes can be so large that they reduce the street to one lane (must typically retain 14' of clearance for emergency vehicles) or can be used on both sides of the street to create a 'kink' in the travel pattern<br><br>Design and placement of chicanes could be wrapped into a project for Homestead & Sherwood Paint & Post | \$ - \$\$  | Short-Term<br>18-24 months |
|                                    | Pursue grants for ground murals  | N/A  | Short-Term<br>18-24 months |

| Type of Implementation  | Goal  | Funding Required | Timeline                   |
|---|---|------------------|----------------------------|
| Develop Snowplowing Plan or Service-Level Agreement                 | Review existing service level agreements (SLAs) enacted by Village for template   | \$               | Short-Term<br>18-24 months |
|   | Confirm with Public Works that there is interest/ability to take on additional snow removal responsibilities<br>Confirm that no additional equipment (e.g. sidewalk-sized snowplough) is required to fulfil a potential SLA   | \$               | Short-Term<br>18-24 months |
|   | Approach Woodmen of the World/CBRE with proposal for snow clearance that mimics traditional private arrangements<br>For example, the Village will take on salting responsibilities as part of their normal winter weather preparation and will undertake plowing responsibilities anytime they are also clearing adjacent property<br><br>Village should price SLA based on region-wide estimates regarding snowfall and winter weather events (preliminary estimates suggest 12-15 events per year) and the marginal cost, in terms of materials and labor-hours, that would be expended to clear Village Market | \$               | Short-Term<br>18-24 months |
| <b>Long-Term Implementation</b>                                     |   |                  |                            |
| La Grange Road Public Realm Landscape Enhancements & Tree Plantings | Complete IDOT-approved changes listed in 'Short-Term Goals'   | \$               | Long-Term<br>24+ months    |
|   | Continue to dialogue with IDOT about anticipated improvements to La Grange Road, including signalization or other improvements to Oak and improvements at Harding and Homestead   | \$\$\$           | Long-Term<br>24+ months    |
| Pedestrianize Woodlawn  | Liaise with Woodmen of the World to address any preliminary questions re: loading zones and traffic<br>Develop alternate circulation plan for Jewel deliveries<br>Establish plan for Panera loading/unloading   | \$               | Long-Term<br>24+ months    |
|   | Develop plan for long-term easement and/or Woodmen vacation of Woodlawn   | \$\$             | Long-Term<br>24+ months    |
| Harding Ave Curb Raddii & Bike Lane                                 | Establish Village consensus on which design for Harding best meets Village needs:<br>- On-street bicycle lane<br>- Off-street shared path   | \$               | Long-Term<br>24+ months    |
|   | Pursue funding through Invest in Cook grant for build out of Phase I costs in 2023 (available annually)   | \$               | Long-Term<br>24+ months    |
|   | Build Phase 1, then pursue Illinois Transportation Enhancement Program upon completion of Phase I engineering/when it next becomes available in 2024  | \$\$             | Long-Term<br>24+ months    |

# Funding

The Village is already aware of different funding sources – Invest in Cook and the Illinois Transportation Enhancement Program (ITEP) are two that have been discussed in the course of this planning process. Below is a list of potential funding sources that the Village could pursue. There may also be new federal funding opportunities coming in 2023.

| Infrastructure Opportunities                                     |   |  |         |   |
|--|---|--|---------|---|
| Grant Name   | Sponsor   | Max Award Amount (per most recent cycle)       | Match % | Website/Information   |
| State of Illinois  |   |  |         |   |
| Invest in Cook   | Cook County                                       | \$650,000                                      | 10%     | Invest In Cook (cookcountyil.gov)   |
| Access to Transit  | RTA   | \$1,000,000                                    | 10%     | Access to Transit Program Regional Transportation Authority (rtachicago.org)  |
| Illinois Transportation Enhancement Program                      | IDOT  | \$3,000,000                                    | 50-80%  | <a href="https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP">https://idot.illinois.gov/transportation-system/local-transportation-partners/county-engineers-and-local-public-agencies/funding-opportunities/ITEP</a>   |
| Federal  |   |  |         |   |
| RAISE  | US DOT  | \$25,000,000                                   | 80%     | <a href="https://www.transportation.gov/RAISEgrants">https://www.transportation.gov/RAISEgrants</a>   |
| National Electric Vehicle Deployment Program                     | US DOT  | Grant to be established November 2022          |         |   |
| Safe Streets & Roads 4 All                                       | US DOT  | \$1,000,000                                    | 20%     | <a href="https://www.transportation.gov/grants/SS4A">https://www.transportation.gov/grants/SS4A</a>   |
| Water Infrastructure Finance & Innovation Act (WIFIA)            | US EPA  | \$5,000,000 min for communities under 25,000   | 51%     | <a href="https://www.epa.gov/wifia/what-wifia">https://www.epa.gov/wifia/what-wifia</a>   |
| Green Infrastructure Opportunities: State of Illinois            |   |  |         |   |
| MWRD Green Infrastructure Partnership Opportunity Program        | MWRD  | \$200,000                                      | 0%      | <a href="https://mwrdd.org/green-infrastructure-partnership-opportunity-program-0">https://mwrdd.org/green-infrastructure-partnership-opportunity-program-0</a>   |
| Nonpoint Source Pollution Control Financial Assistance Program   | IL EPA  | \$1,200,000                                    | 40%     | Nonpoint Source Grants - Nonpoint Sources (illinois.gov)  |
| Green Infrastructure Grant Opportunities                         | IL EPA  | Annual awards up to \$5 million (min \$75,000) | 25%     | <a href="https://www2.illinois.gov/epa/topics/grants-loans/water-financial-assistance/Pages/gigo.aspx#:~:text=GIGO%20has%20a%20set%20maximum.any%20one%20applicant%20or%20project">https://www2.illinois.gov/epa/topics/grants-loans/water-financial-assistance/Pages/gigo.aspx#:~:text=GIGO%20has%20a%20set%20maximum.any%20one%20applicant%20or%20project</a> |
| Other Grants   |   |  |         |   |
| Regional Complete Streets & Green Infrastructure Master Planning | Rebuild Illinois State Planning & Research Grants | Forthcoming                                    | TBD     | Central Council of Mayors/West Central Municipal Conference have received a grant (September 2022) for infrastructure master planning in an area that includes La Grange Park. There is no current plan in place, but the Village has an opportunity to work with the Mayor's Caucus to develop plan.   |
| Healthy Streets Program  | Infrastructure Investment & Jobs Act              | \$55,000,000 over 5 years                      | 0%      | The focus is on expanding tree cover in low-income areas. It was established for the 2023 U.S. House Transportation, Housing and Urban Development Appropriations Subcommittee. No application information has yet been made public.  |
| AARP Community Challenge   | AARP  | \$15,000-50,000                                | 0%      | <a href="https://www.aarp.org/livable-communities/community-challenge/info-2022/2022-challenge.html">https://www.aarp.org/livable-communities/community-challenge/info-2022/2022-challenge.html</a>   |

# Conclusion

Village Market, Memorial Park, and the La Grange Park Library (along with nearby businesses and homes) serve as the Village's flagship gathering and recreation space. There is so much to appreciate about the individual components, but right now the park, shopping center and surrounding areas are not knit together – despite their physical proximity, they function independently of each other. The Village can create a more cohesive 'downtown' area by focusing on changes that enhance pedestrian and cyclist safety, create a 'park once' environment that encourages people to visit multiple destinations on foot over the course of their visit, and eases passage across La Grange Road.

While the transformative projects identified in this report are not all easily achievable, particularly those that are reliant on statewide partner agencies, implementing any of the projects would have a significant impact on the feel and accessibility of Village Market and the surrounding area. Village Market and Memorial Park are already charming and inviting places, but can be enhanced by undertaking projects that encourage people to navigate the entire site as a destination to be explored on foot.



