

VILLAGE OF LINCOLNWOOD

LINCOLN AVENUE STREETScape MASTER PLAN

JULY 2009





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VILLAGE OF LINCOLNWOOD

LINCOLN AVENUE STREETScape MASTER PLAN

FOREWORD

Preparation of this plan has been guided by the Lincoln Avenue Streetscape Committee, a seven member broad-based citizen committee appointed by the Village Board. Development of this streetscape plan is an outgrowth of previous work completed by the Village by another citizen led committee, the Lincoln Avenue Task Force.

In 2005, the Lincoln Avenue Task Force developed a dynamic vision and an overall comprehensive plan to guide redevelopment and revitalization within the Lincoln Avenue Corridor. This Task Force Report, adopted by the Village Board and incorporated into the Village's Comprehensive Plan, set out a number of recommendations and necessary actions required to achieve the vision for Lincoln Avenue- that is, as an attractive corridor and desirable main street for the community. Two key recommendations of this report were: 1) to modify Village land use codes so as to encourage new uses and to embody new urbanism, form-based redevelopment principles; and, 2) to create a unified corridor streetscape plan for the public right-of-way that would encourage pedestrian use, a sense of place, as well as improve public safety in the corridor.

Much work has already occurred toward implementing the vision and recommendations of the 2005 report. Village land use codes have been modified for the Lincoln Avenue corridor to encourage new retail and mixed use development, consistent with new urbanism form-based development principles. The first of such developments are now either under construction or have recently opened within the corridor.

This Streetscape Plan for Lincoln Avenue carries forward the community vision enunciated by in the 2005 Task Force Report for the corridor. While implementation of land use controls necessarily pertain to private development in the corridor, this streetscape plan specifically considers improvements to the public right-of-way. As recommended in the Task Force Report, this streetscape plan provides for designated parking lanes for much of the corridor, improves pedestrian safety and pedestrian crosswalks, assists in reducing high traffic speeds of vehicles, modifies certain corridor intersections to improve public safety, minimizes parkway curb cuts and envisions completion of median landscaping, parkway restoration and installation of new street lighting and attractive pedestrian-friendly amenities.

Further, this plan incorporates multi-modal transportation alternatives. In addition to accommodating vehicle traffic and encouraging pedestrian use of the public right-of-way, this streetscape plan also calls for creation of dedicated bike lanes in the corridor, consistent with regional bikeway plans.

This streetscape plan is intended as a guide for future decision makers for the physical improvement of the Lincoln Avenue public right-of-way. It provides basic streetscape design principles and engineering standards. Because implementation of all facets of this plan could necessarily take years, due to budget constraints and the inherent costs to undertake long term physical improvements, this plan also provides a phasing strategy to carry-out in stages, such physical improvements. Moreover, this plan also provides for an interim striping plan that can be implemented more quickly at relatively little cost, yet providing a number of immediate benefits of the plan.

The community vision for Lincoln Avenue as a dynamic, vibrant, attractive, multi-modal main street is exciting. This plan has been prepared to assist the community toward attaining this vision.

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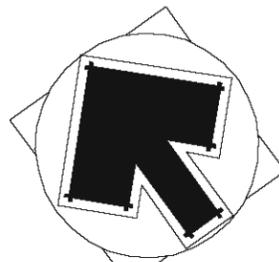
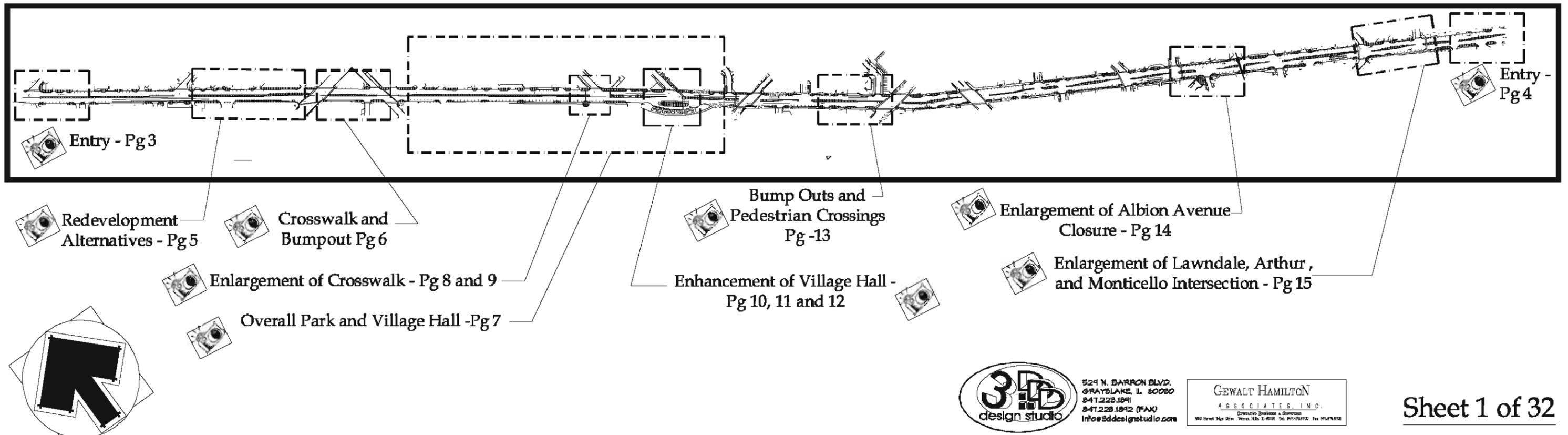
Village of Lincolnwood

Lincoln Avenue Streetscape - Overall Plan

This Master Plan Document is intended to assist the Village of Lincolnwood to determine the appropriate improvements for Lincoln Avenue, and is based upon the following pre-established criteria:

1. The work is to be a cost effective approach to a block-by-block roadway and parking streetscape and re-striping plan for Lincoln Avenue and to develop a comprehensive Streetscape Master Plan for the Corridor while developing a block-by-block set of suggestions for implementing strategies to enhance the existing right-of-way. This work is an outgrowth of recommendations prepared by the Lincoln Avenue Task Force.
2. The drawing below illustrates the entire Lincoln Avenue Corridor and identifies specific improvements and recommendations contained within this Streetscape Master Plan. Starting from the north end of the corridor, there is parkway improvements recommendations north of Touhy, including an entry monument concept identifying the Village Boundary at Jarvis. At the intersection of Touhy and Lincoln, the recommendation is for additional parkway landscape to enhance this intersection. The Streetscape Master Plan also shows an option for reducing the pedestrian crossing distance at this important intersection.
3. Moving south, the Master Plan offers enhancements along Lincoln at Proesel Park with intersection "bumpout mini-plazas" featuring ornamental landscaping plantings and a park entry crosswalk at the south end of the park. The Master Plan continues with proposed enhancements at various locations throughout the corridor, including at Village Hall. Specific enlargements illustrate significant improvements proposed within the corridor including crosswalk enhancements at Village Hall, as well as enhancements at Arthur, Lawndale, and Albion. There are additional roadway improvements shown throughout the corridor within the remainder of this Master Plan.

After highlighting the primary improvements as described above and shown in the "keys" below, the Master Plan shows specific improvements in order from the north entry at Jarvis south all the way to Devon. These sheets follow sequentially and are all at the same scale for a complete representation of the recommended improvements.

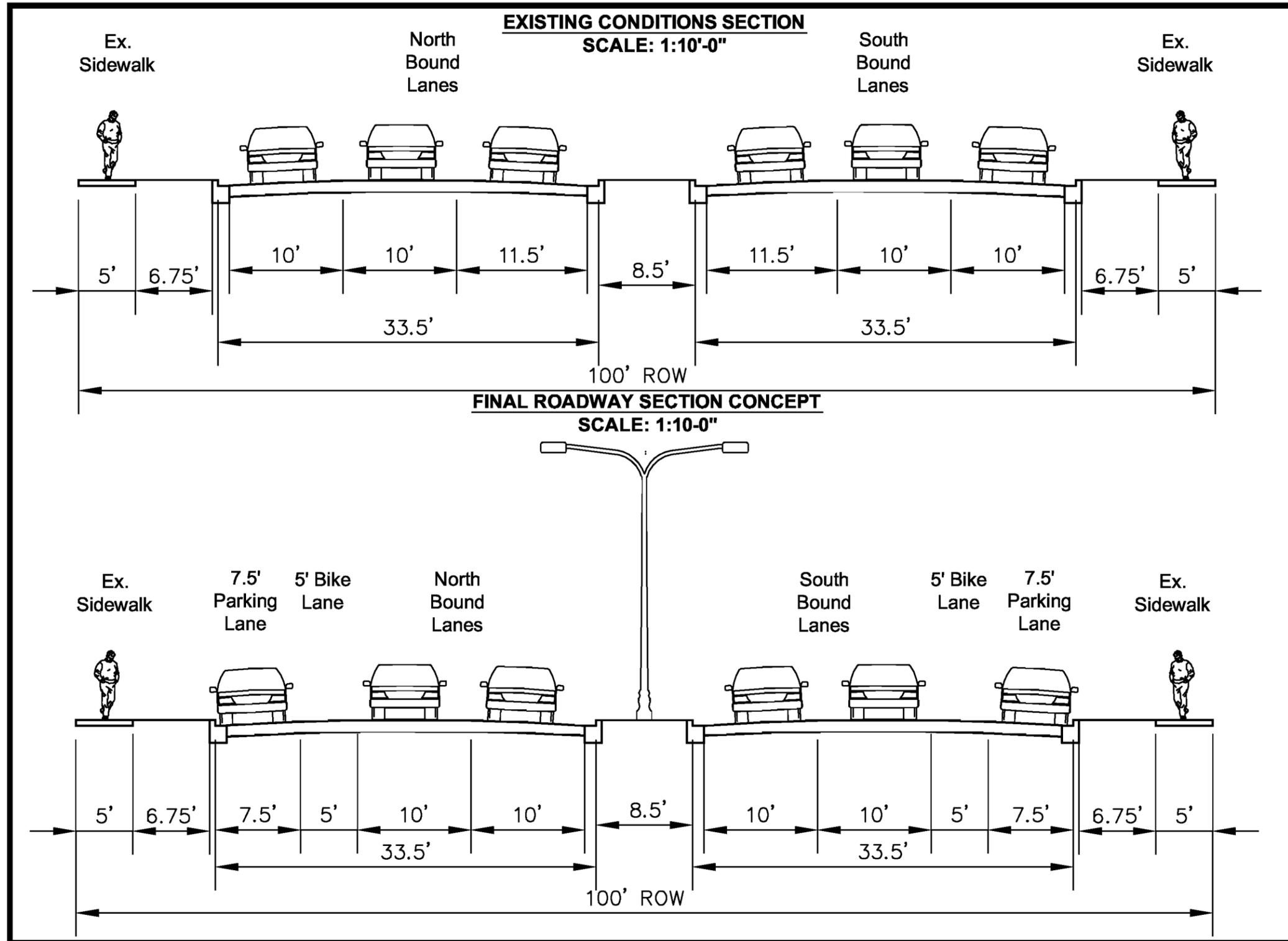


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Lincoln Avenue Streetscape - Sections



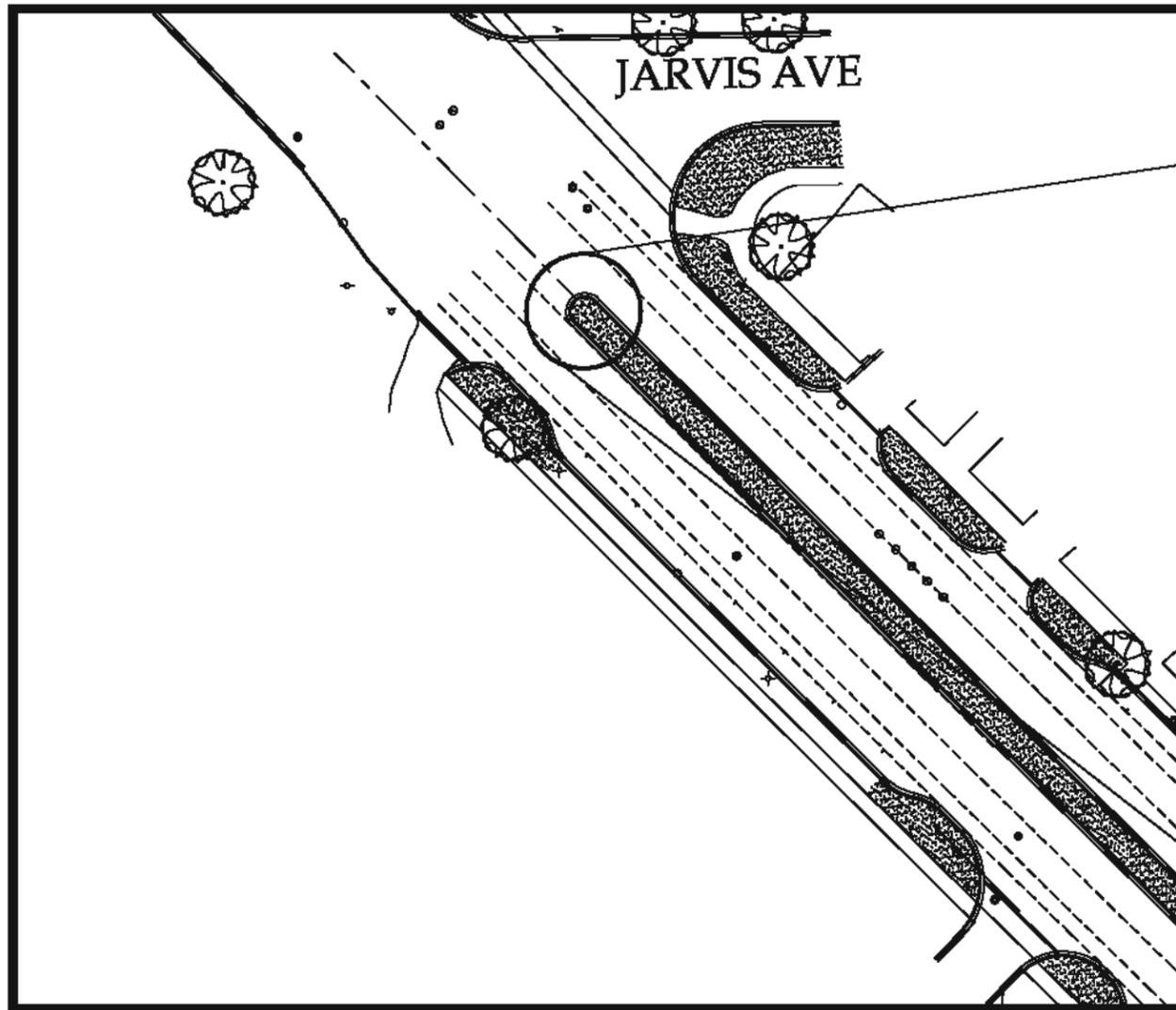
The top cross section to the left illustrates the existing conditions for most of Lincoln Avenue from Devon to Jarvis. Actual conditions deviate slightly making it not possible to re-stripe the entire corridor without reconstructing curbs.

The cross section to the left on the bottom illustrates the predominate roadway section called for in this plan- it includes an enhanced landscaped median, protected parking lanes from "pedestrian friendly" mini-plaza bumpouts that reduce the crosswalk section, yet include a continuous 5' bike lane throughout the corridor.

Village of Lincolnwood

Lincoln Avenue Streetscape - Entryway at Jarvis Avenue

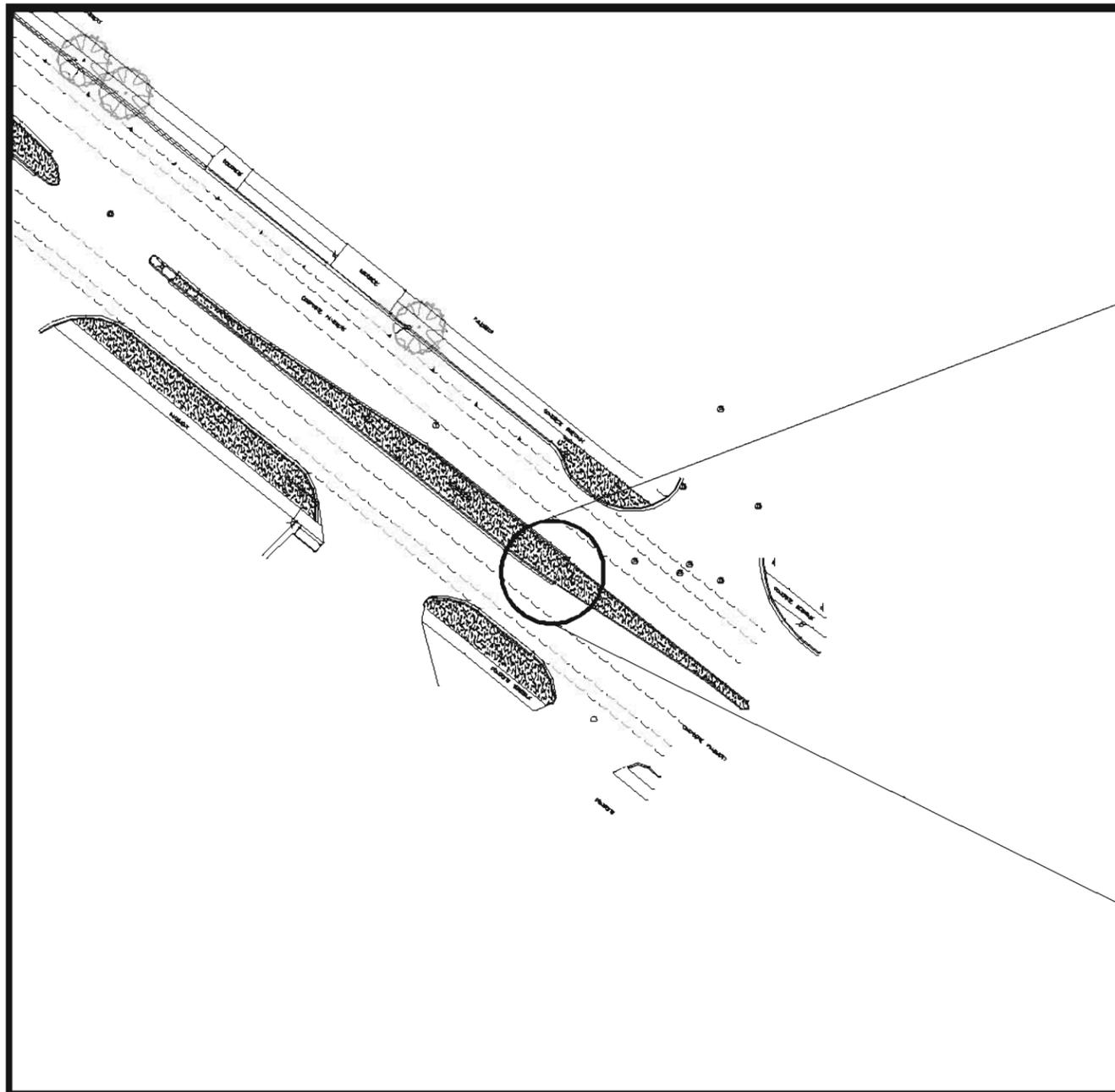
The north end of the Lincoln Avenue Corridor is recommended to be marked at Jarvis Avenue with a new "Village Entry" symbol delineating the Village boundary. A section of median is recommended for development of this proposed entry monument along with landscape enhancements. The digital image rendering on the right illustrates how this entry feature might appear. .



Village of Lincolnwood

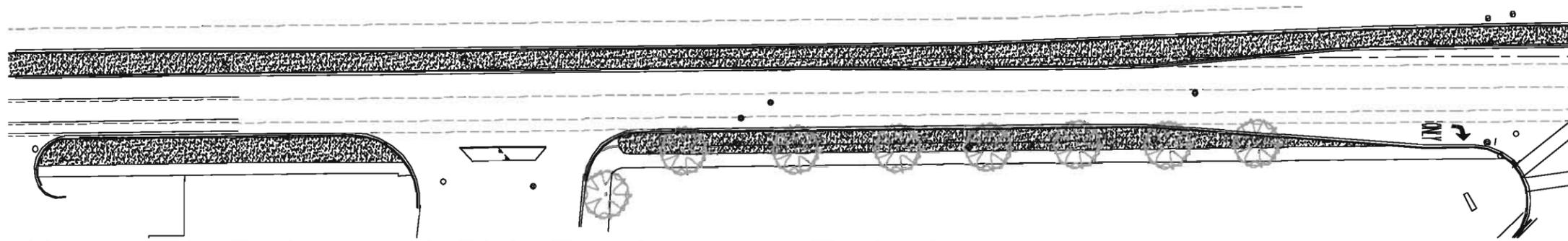
Lincoln Avenue Streetscape - Entryway at Devon Avenue

The entry to the Village from the south is recommended to be celebrated with a monument sign treatment that can distinguish the Village and identify its boundaries. This digital image rendering illustrates how the entry might appear. Street lights shown on this illustration are for representation only. Actual recommended street lights are illustrated in the Street Furnishings and Amenities on Sheet 29 of this Master Plan.

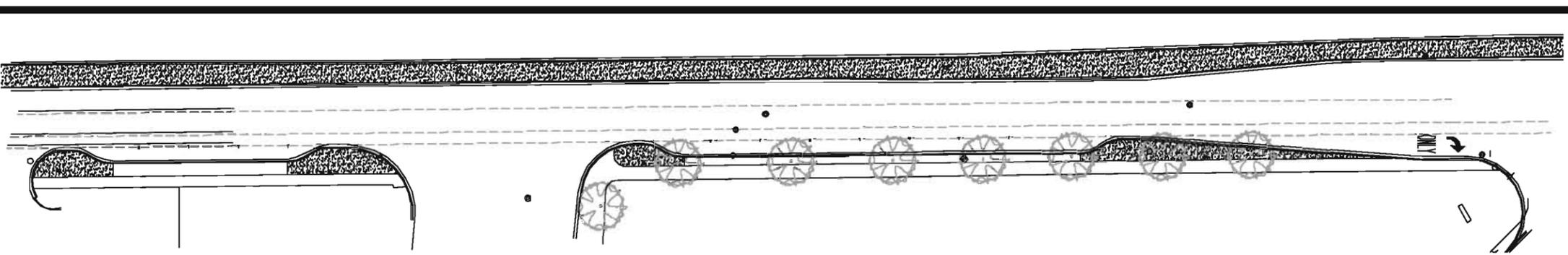


Village of Lincolnwood

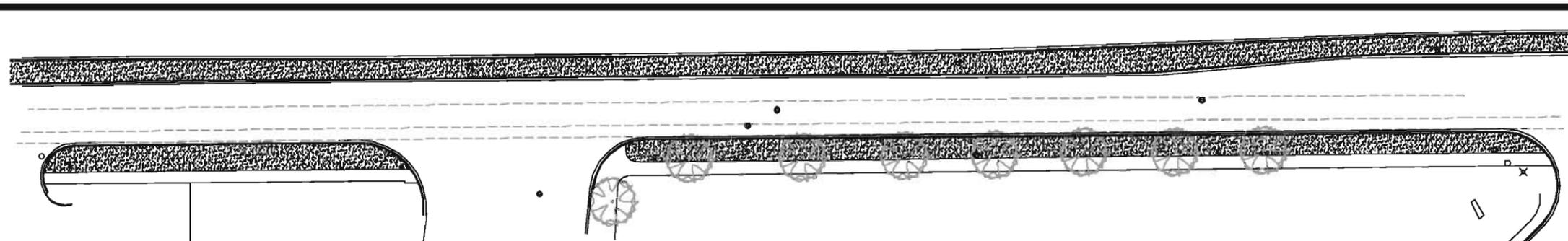
Lincoln Avenue Streetscape - Redevelopment North of Touhy Avenue



Alternate 1 - Parkway with Right Turn Lane onto Touhy Ave.



Alternate 2 - Parking with Right Turn Lane onto Touhy Ave.



Alternate 3 - Parkway without Right Turn Lane onto Touhy Ave.

Three alternatives at the northwest corner of Lincoln and Touhy are recommended for consideration:

Alternate 1 - depicts no on-street parking along Lincoln and shows a dedicated right turn lane.

Alternate 2 - depicts some on-street parking associated with the redevelopment parcel and a dedicated right turn lane.

Alternate 3 - depicts no on-street parking which yields an opportunity for a fully landscaped parkway with no dedicated right turn lane (Right turns would still be permitted from the right through lane).

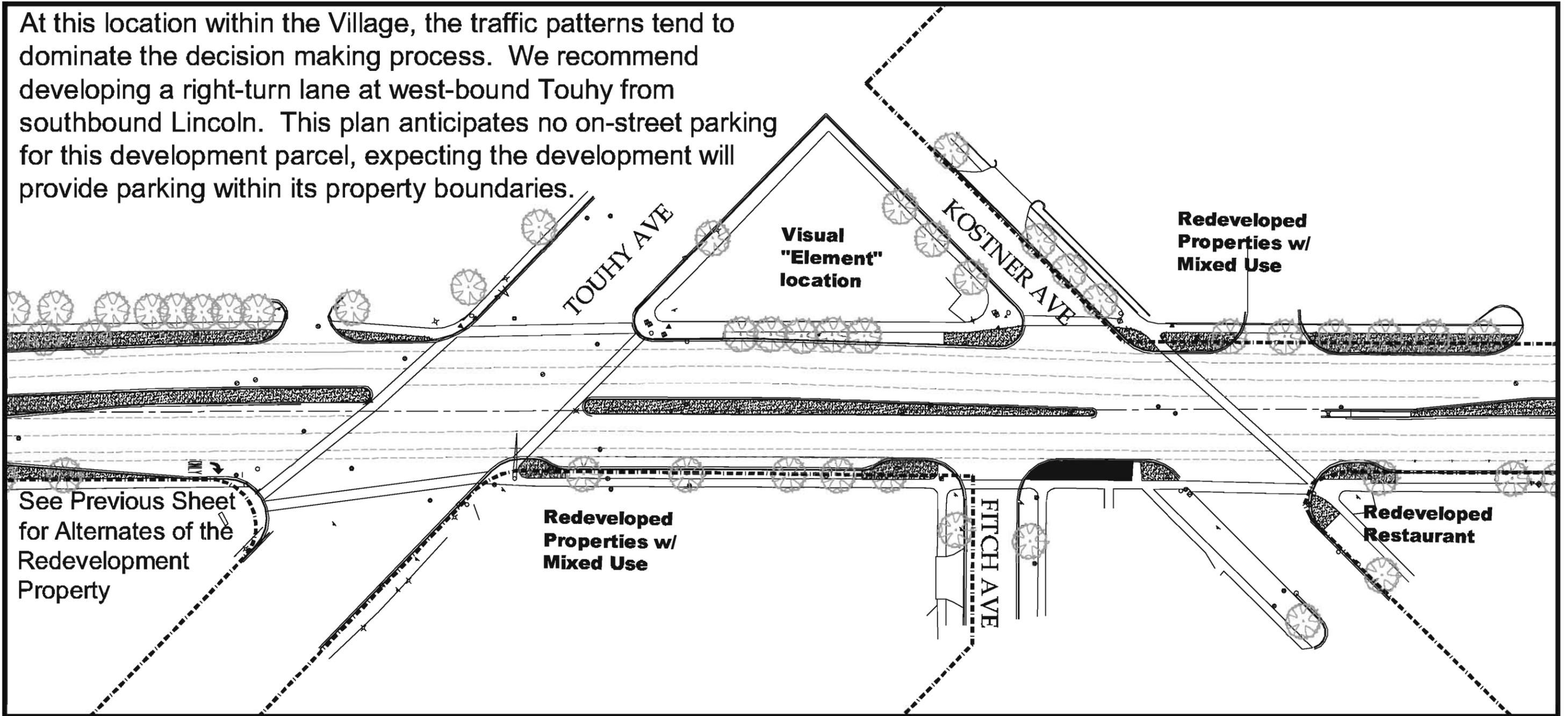


All the alternates remove on-street parking on the east side of (northbound) Lincoln Avenue to shift bike and travel lanes East. This allows for widening the center median to create a "safe haven" for pedestrians crossing this 5-6 lane section of roadway. Also recommended is a pedestrian "crossing countdown" feature be added to this signal.

Village of Lincolnwood

Lincoln Avenue Streetscape - Touhy Avenue and Lincoln Avenue

At this location within the Village, the traffic patterns tend to dominate the decision making process. We recommend developing a right-turn lane at west-bound Touhy from southbound Lincoln. This plan anticipates no on-street parking for this development parcel, expecting the development will provide parking within its property boundaries.



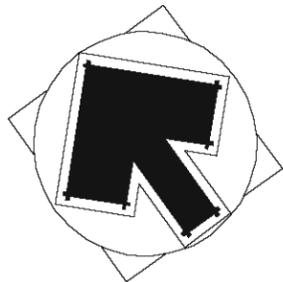
The triangular parcel remaining within this development zone is anticipated to become a vertical visual "element" identifying the Village of Lincolnwood. The Village should continue to plan to dedicate this location as a visual delineator of the Village of Lincolnwood.

Village of Lincolnwood

Lincoln Avenue Streetscape - Overall Proesel Park and Village Hall

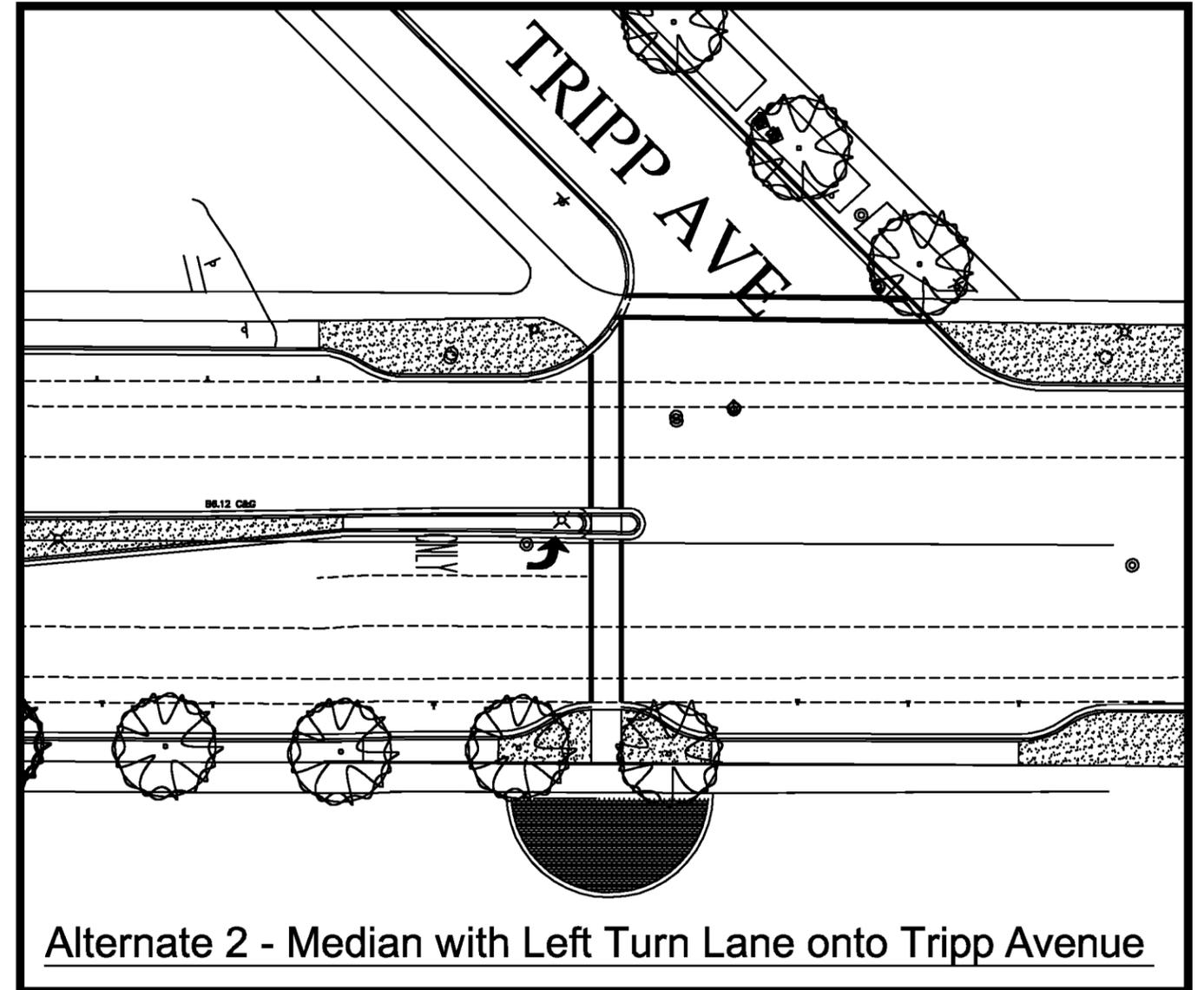
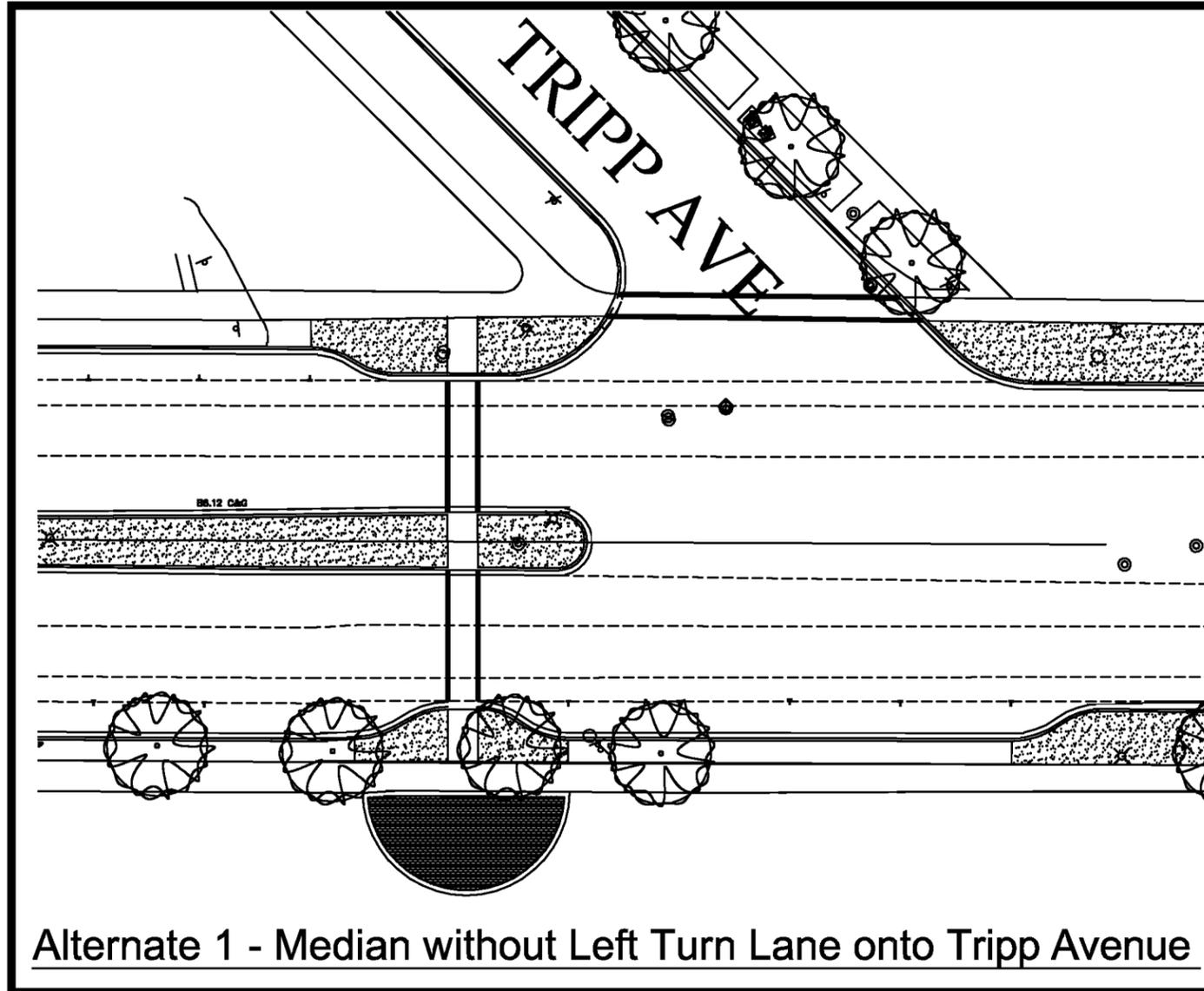
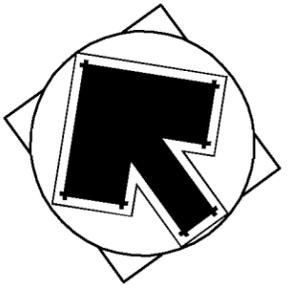


This diagram illustrates access points into Proesel Park and delineates recommended on-street parking along both sides of Lincoln Avenue. Numerous landscaped "bumpouts" protecting the parking spaces are added for an enhanced streetscape and delineating parking from the bike and travel lanes while improving the aesthetics to this stretch of Lincoln Avenue.



Village of Lincolnwood

Lincoln Avenue Streetscape - Proesel Park Entry



The Tripp Avenue Crosswalk Alternatives show two possible solutions. The first eliminates the dedicated left turn bay for southbound vehicles turning onto Tripp Avenue. This allows for an enlarged median that can then be used as a “safe haven” for pedestrians. This places the crosswalk aligned directly with a newly proposed Proesel Park entry (see digital image rendering on Sheet 9). The second alternative retains the left turn lane and moves the crosswalk and park entry further south to align with the “nose” of the median. This new park entry would require some additional walkway re-alignment within the park to meet this proposed park entry treatment.

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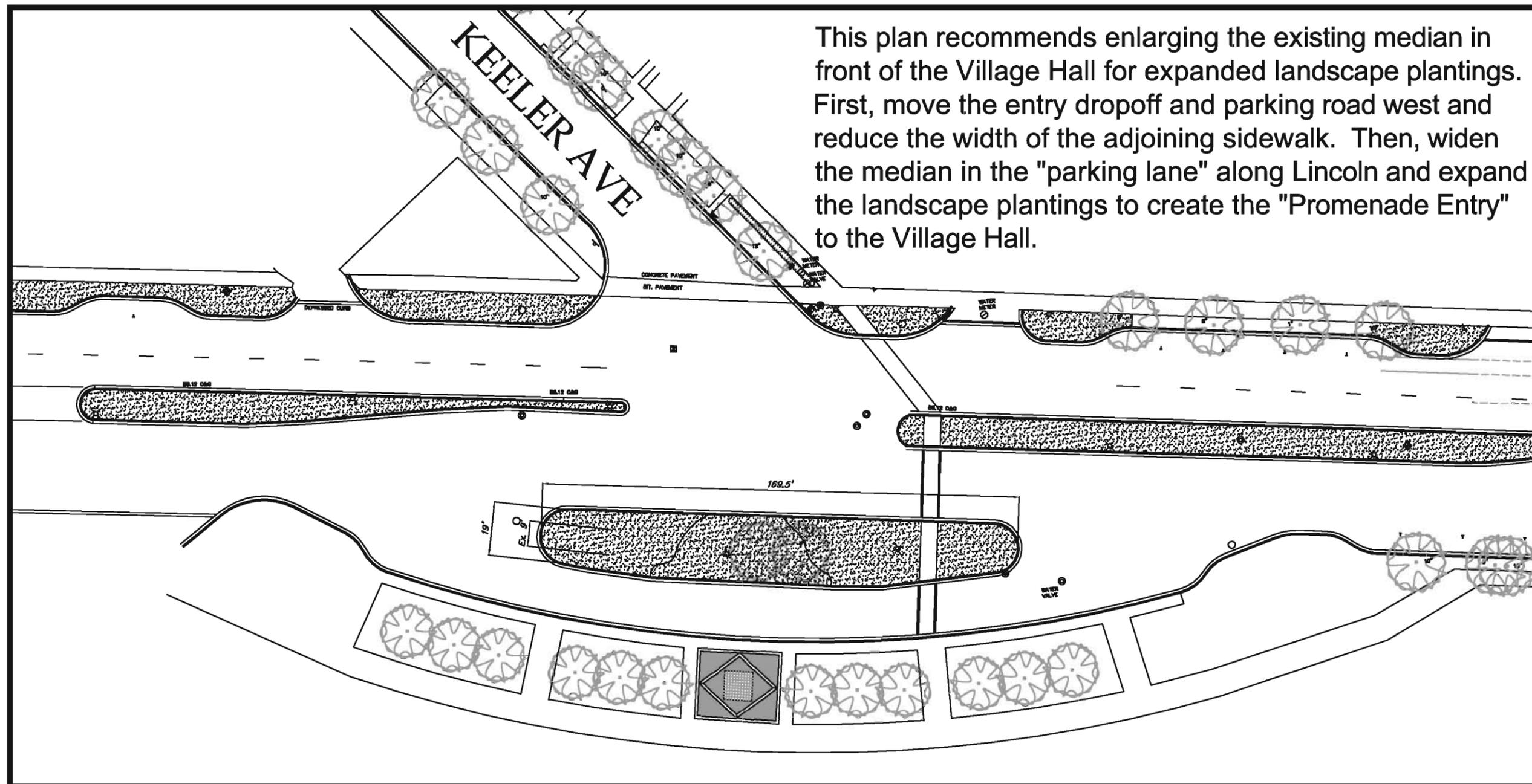
Lincoln Avenue Streetscape - Proesel Park Enhancements



These two digital image renderings illustrate how the crosswalk at Tripp Avenue could align with a newly enhanced entry to the park and create a "safe haven" for pedestrians crossing Lincoln Avenue. The first image shows the widening of the center median, accenting it with decorative pavers and an enriched entry experience to the park itself. The second image depicts how the median itself could be enhanced with the application of synthetic turf along the edges to protect the ornamental plantings from roadway salt while dramatically reducing the amount of required maintenance, eliminating the need for mowing, watering the turf, fertilizing and the need to replace turf on an annual basis. The suggested landscape plantings would be native ornamental plants that would thrive in this environment.

Village of Lincolnwood

Lincoln Avenue Streetscape - Village Hall Enhancement



This plan recommends enlarging the existing median in front of the Village Hall for expanded landscape plantings. First, move the entry dropoff and parking road west and reduce the width of the adjoining sidewalk. Then, widen the median in the "parking lane" along Lincoln and expand the landscape plantings to create the "Promenade Entry" to the Village Hall.



Village of Lincolnwood

Lincoln Avenue Streetscape - Village Hall Enhancement



The image shown above depicts the newly aligned crosswalk into an expanded median at Village Hall with a decorative crossing enhanced with pavers that would flow into the future Promenade for the Village Hall.

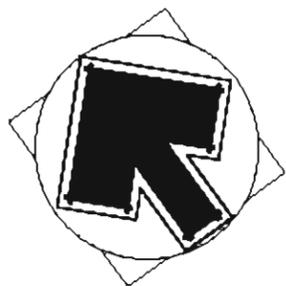
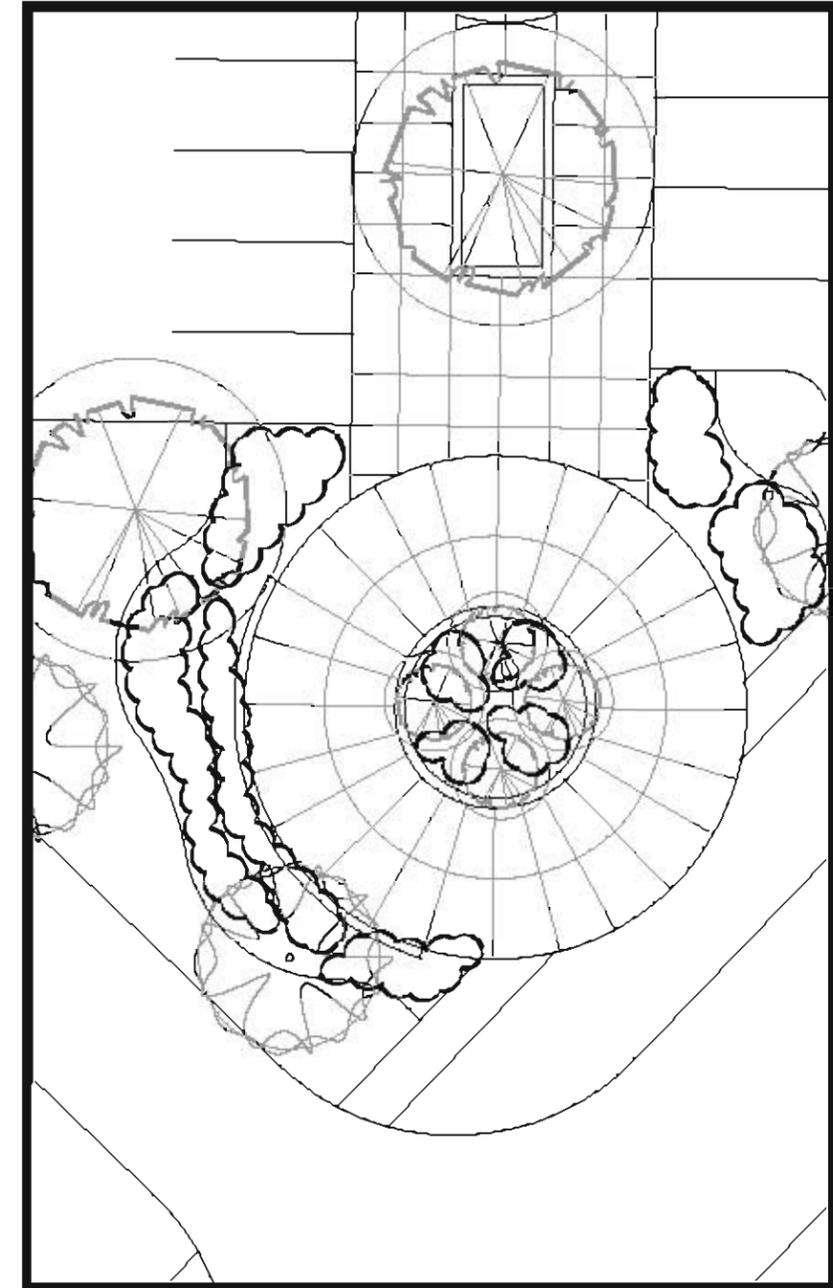
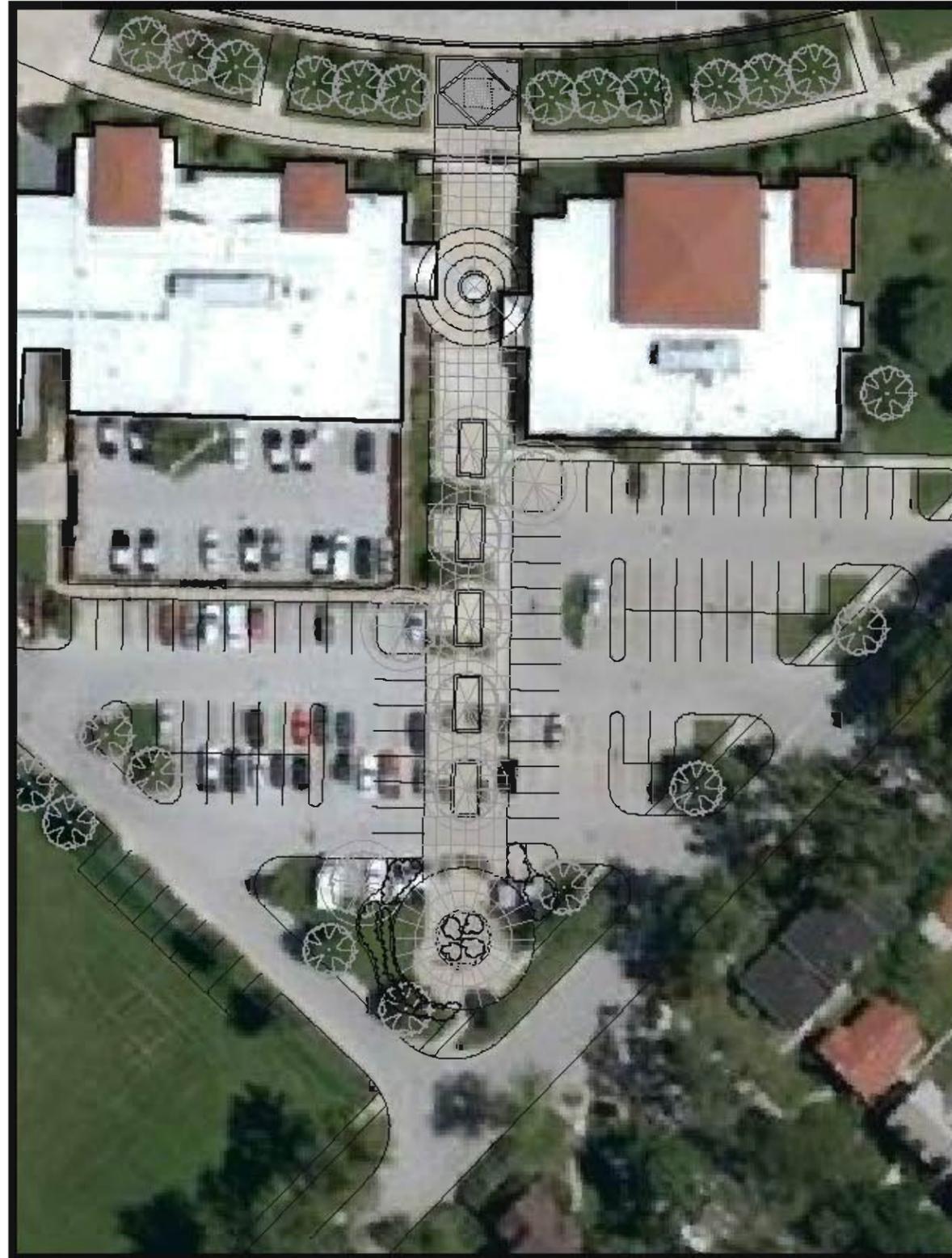


This image shows how the widened island and dropoff lane would be re-configured to create a dramatic new landscape complement to the Village Hall.

Village of Lincolnwood

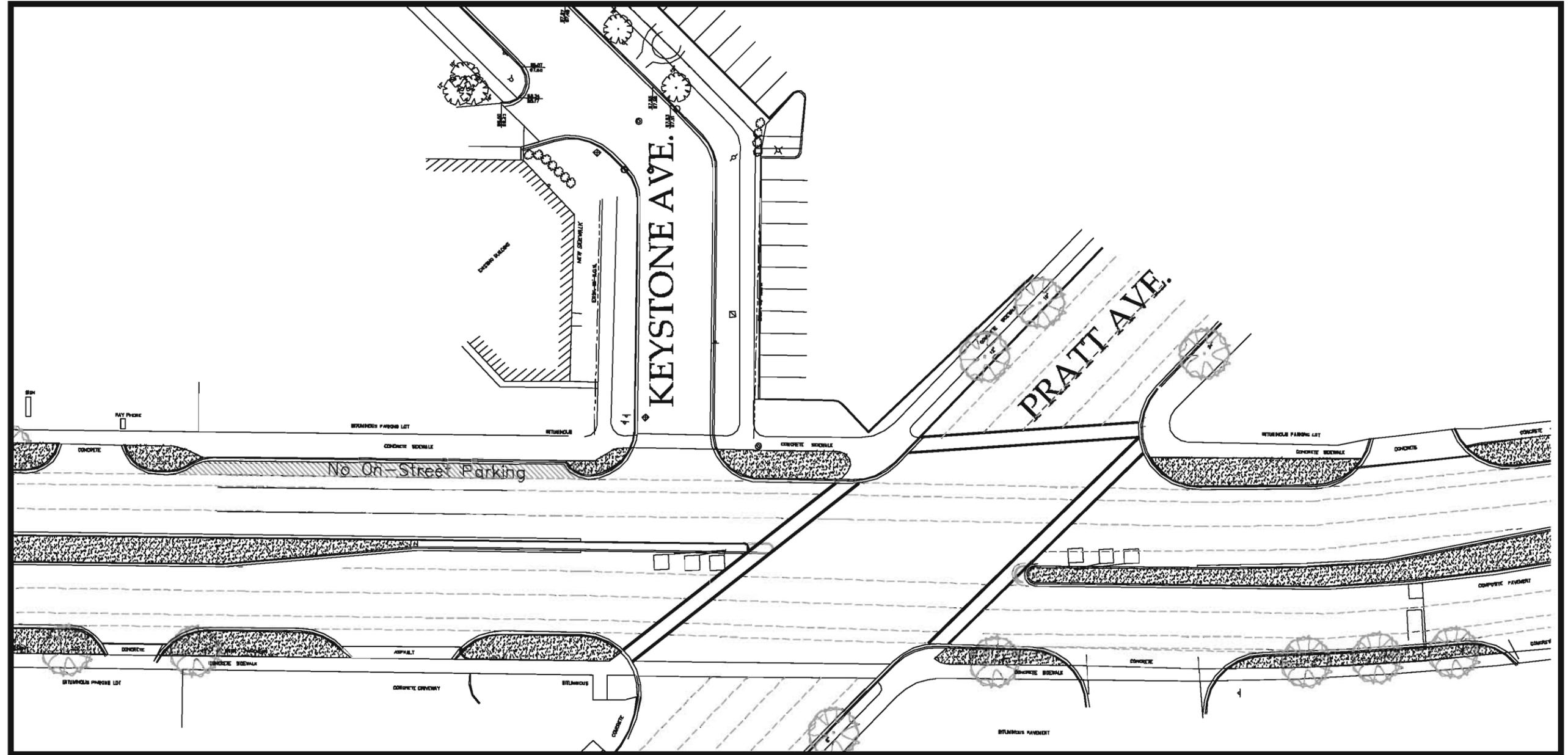
Lincoln Avenue Streetscape - Promenade Enhancement

This plan shows a possible new Promenade treatment for the Municipal Complex, including parking re-configuration, central walkway and landscape enhancement features with a sculptural terminus at the west end of the Promenade.



Village of Lincolnwood

Lincoln Avenue Streetscape - Bump Outs and Pedestrian Crossings

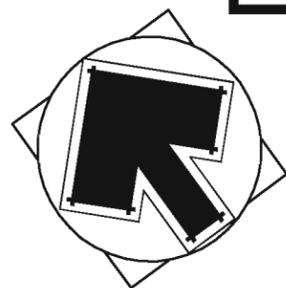
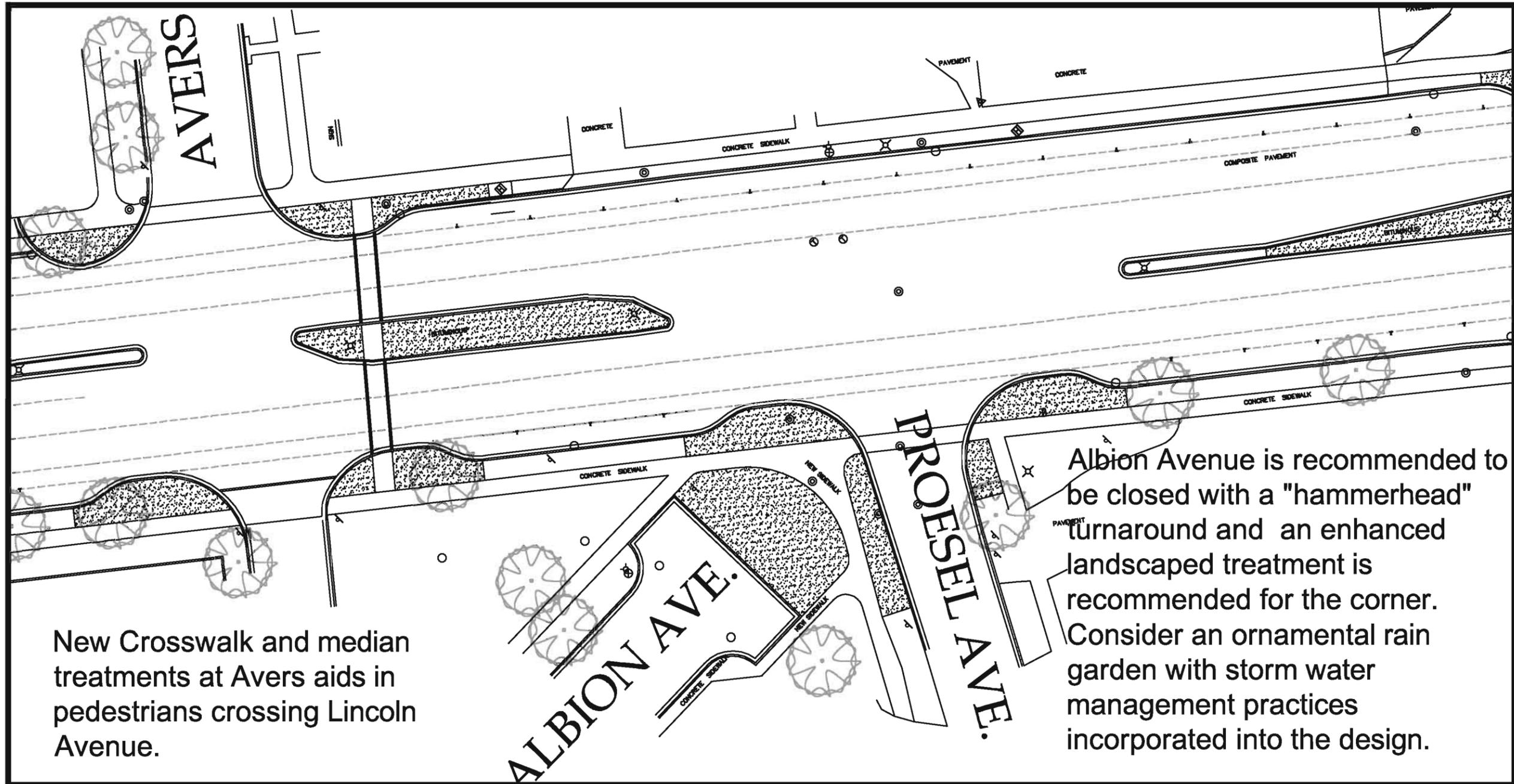


This plan shows the recommendation of new bumpouts to shorten the pedestrian crossing distance and the Lincoln Avenue southbound lanes at Pratt Avenue and the drive lanes are shifted west to allow for a widened central median as a "safe haven" for people crossing the street. We recommend the installation of pedestrian "count down" signals at Pratt and Lincoln Avenue intersection.



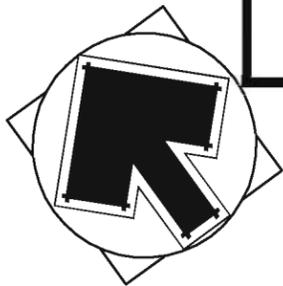
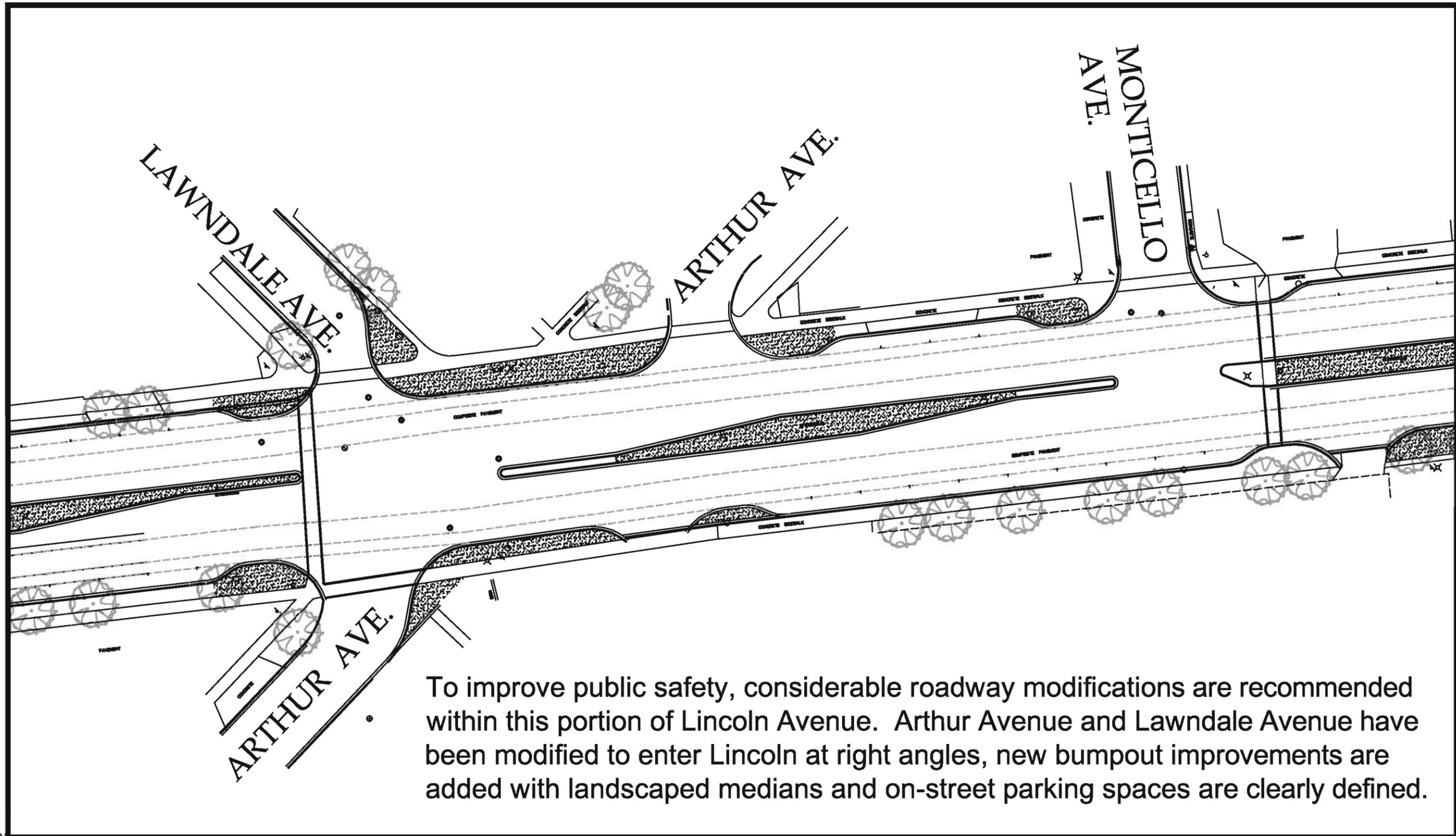
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Lincoln Avenue Streetscape - Albion Avenue Closure



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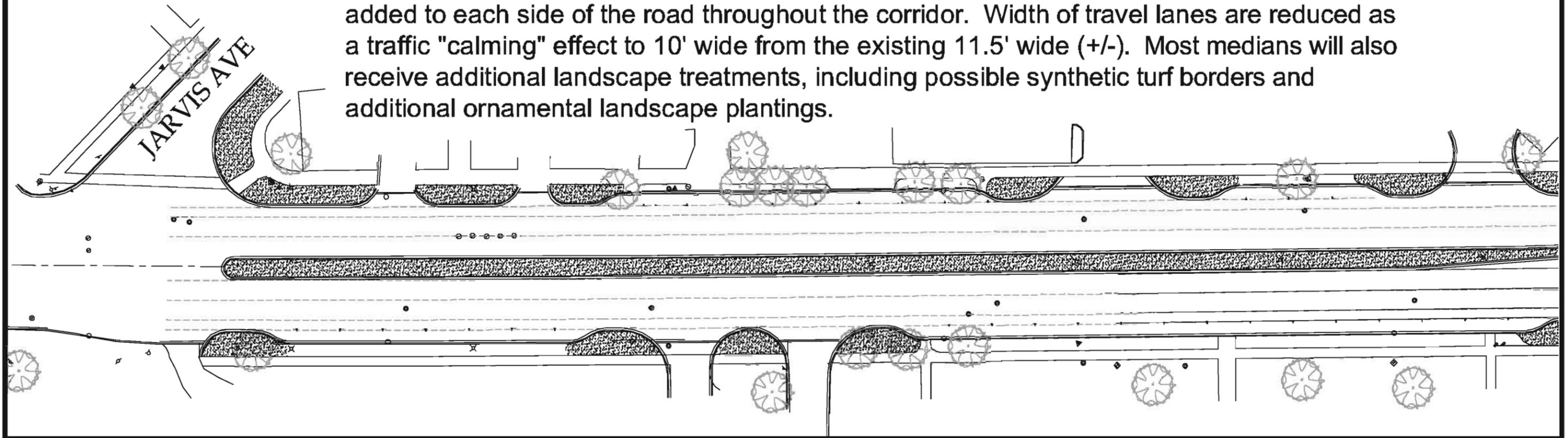
Lincoln Avenue Streetscape - Arthur, Lawndale and Monticello Avenue



Village of Lincolnwood

Lincoln Avenue Streetscape- Jarvis Avenue South

Starting at Jarvis Avenue, on-street parking is designated with parking stripes and landscaped bumpouts that protect and delineate the parked car spaces. A 5' bicycle lane is added to each side of the road throughout the corridor. Width of travel lanes are reduced as a traffic "calming" effect to 10' wide from the existing 11.5' wide (+/-). Most medians will also receive additional landscape treatments, including possible synthetic turf borders and additional ornamental landscape plantings.



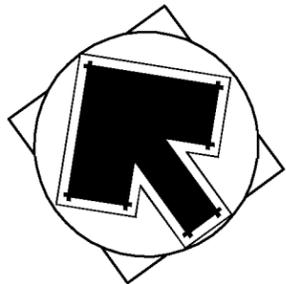
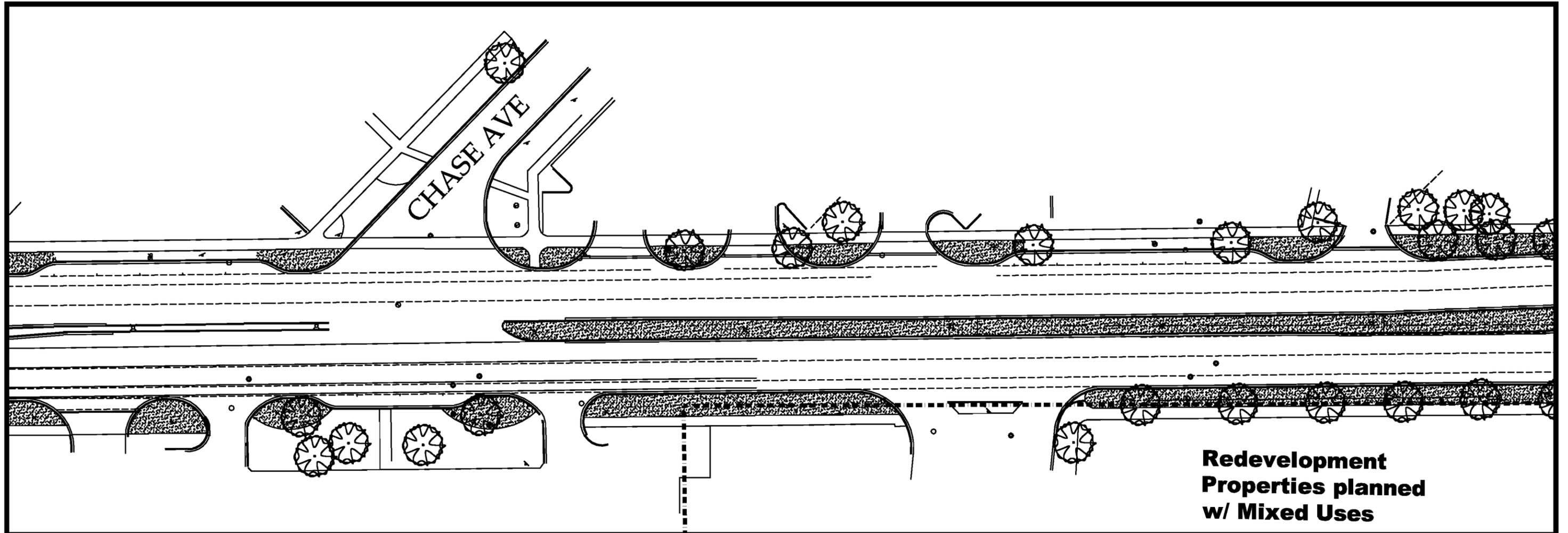
Jarvis Avenue will feature the new Village Entry Monument Sign and landscape treatments shown on Sheet 3 and in the Site Furnishings and Amenities on Sheet 29.



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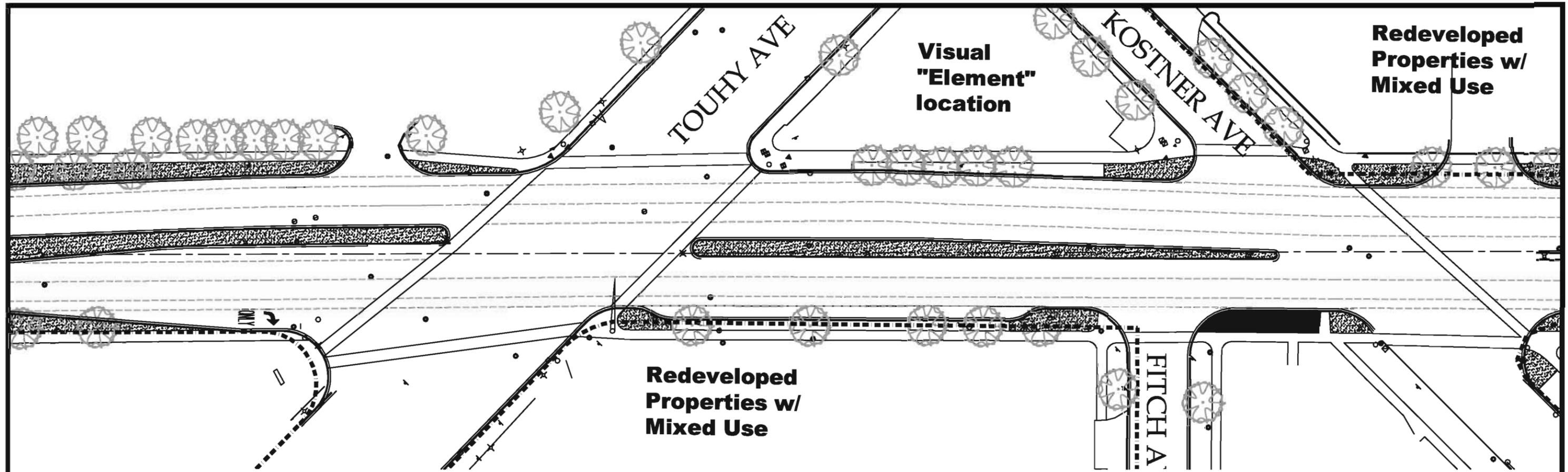
Lincoln Avenue Streetscape - Chase Avenue South

Moving south along Lincoln Avenue, the proposed roadway section is applied to the various intersections and curb cuts, creating landscaped bumpouts, delineated parking spaces, with new dedicated and striped bicycle lanes and vehicle travel lanes as depicted in the proposed section shown on sheet 2.

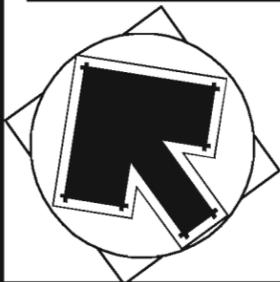


Village of Lincolnwood

Lincoln Avenue Streetscape - Touhy Avenue and Kostner Avenue



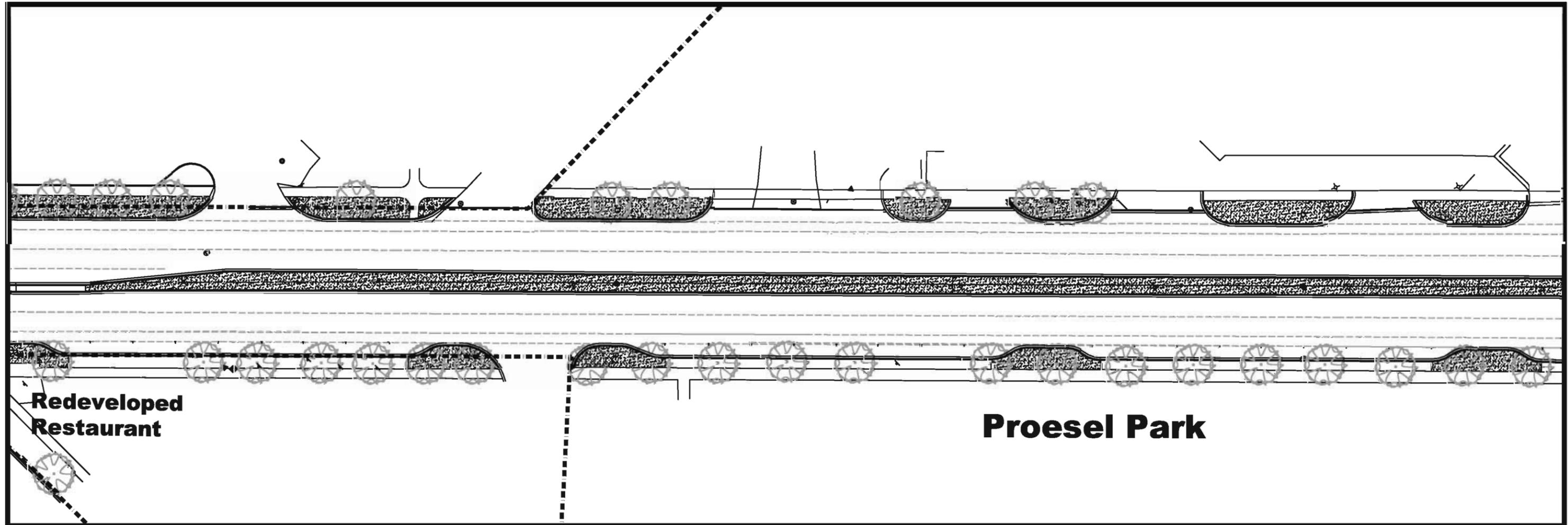
At this section of Lincoln Avenue, we are recommending a southbound right turn lane on to Touhy Avenue be added with a landscaped parkway. As the northwest parcel redevelops, consideration must be given to whether the new businesses will request on-street parking. If a large development ensues with internal parking lots, we recommend a landscaped parkway be planned and enlarged.



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Lincoln Avenue Streetscape - South of Kostner Avenue at Proesel Park

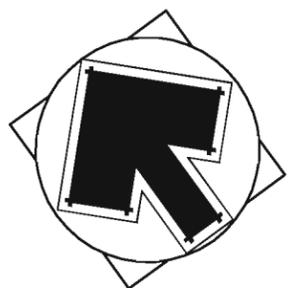
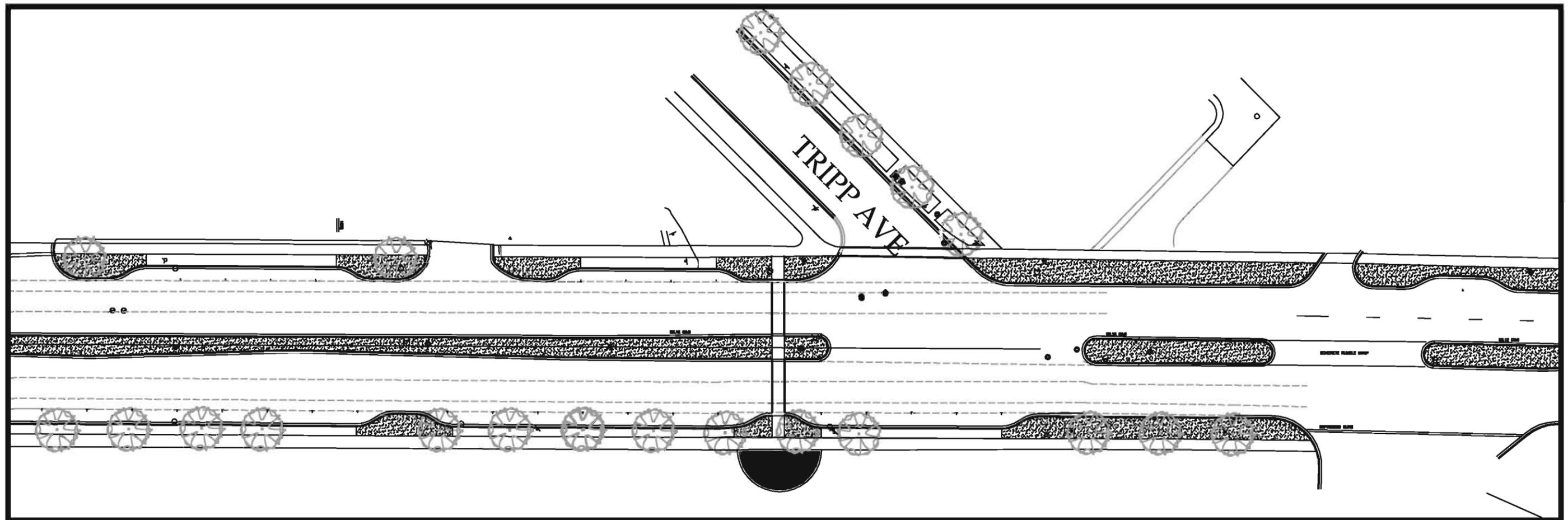
This section of the proposed roadway shows various intersections, curb cuts and "bumpouts" creating landscaped "mini-plazas", delineating the parking spaces, the new bicycle lanes and through travel lanes.



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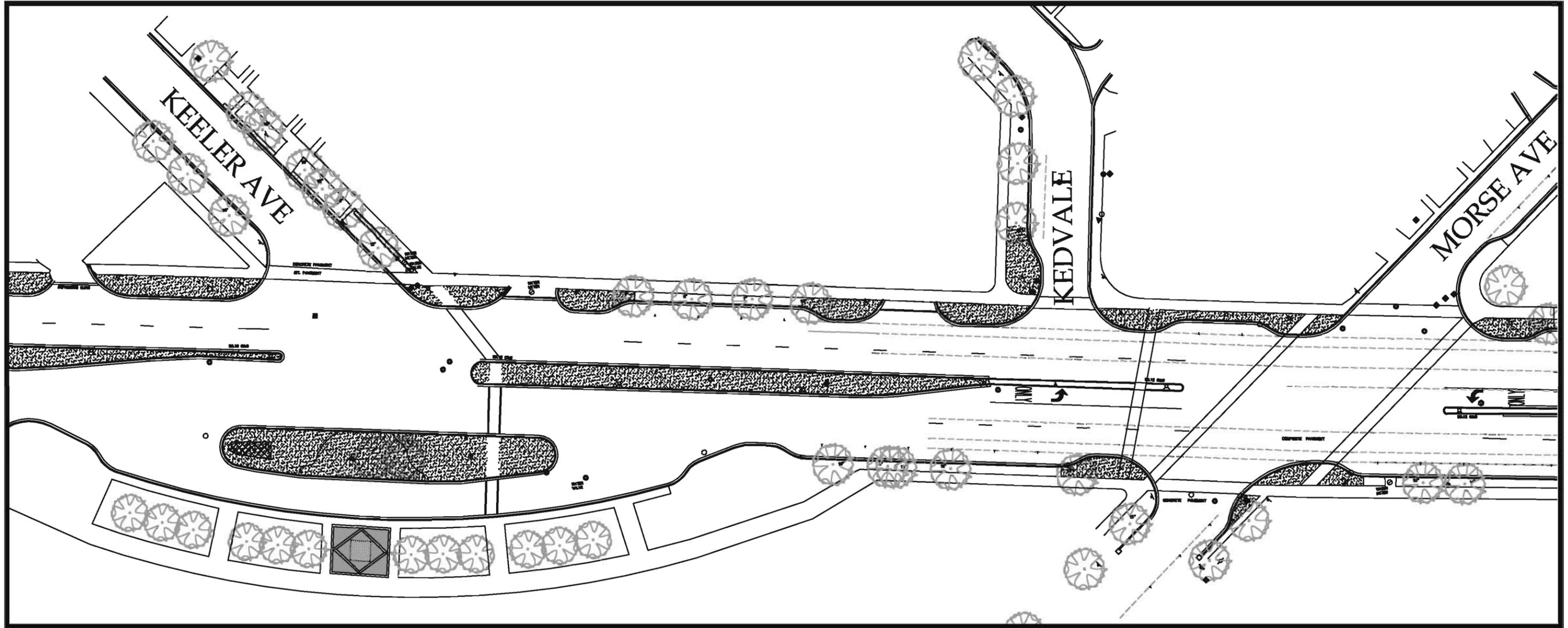
Lincoln Avenue Streetscape - Proesel Park at Tripp Avenue

It is recommended that a crosswalk be added at Tripp Avenue that coincides with the existing Proesel Park pedestrian entry. This illustration shows the alternate elimination of the southbound left turn onto Tripp, which allows this new crosswalk and median enhancement. Landscaped bumpouts compliment the parkway along the Park while delineating the parking spaces. An elongated median is added north of the Fire Station that coincides with the long bumpout south of the Park entry while still allowing the Fire Department full access turns north and south on Lincoln.



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Lincoln Avenue Streetscape - Keeler Avenue to Morse Avenue



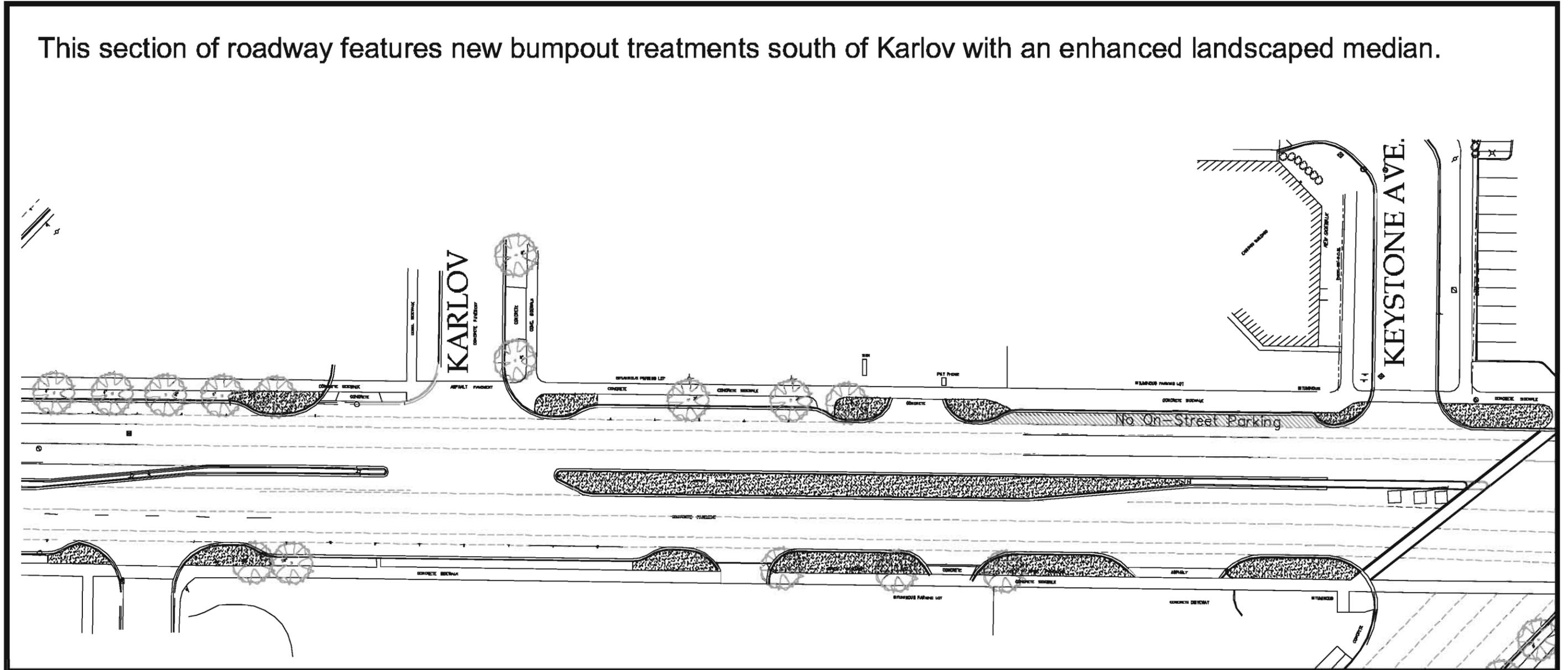
Consider adding a new crosswalk and bumpouts at Kedvale while the Morse intersection with Lincoln is revised to become a 90 degree angle with Lincoln.



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Lincoln Avenue Streetscape - Morse Avenue to Pratt Avenue

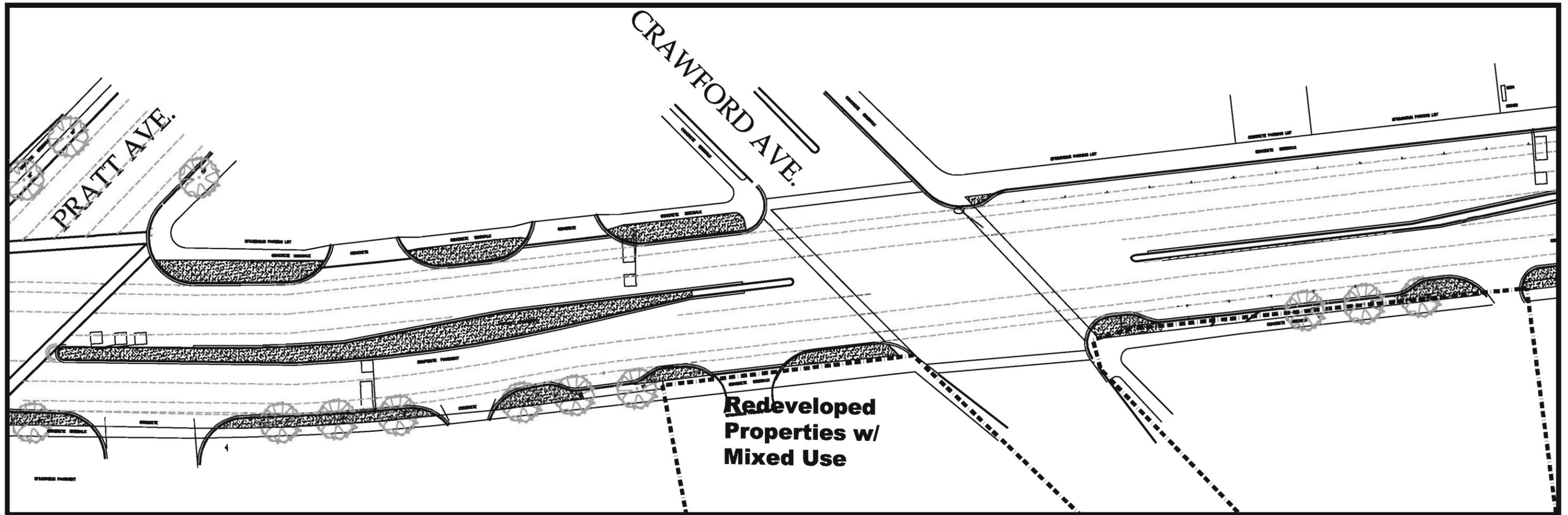
This section of roadway features new bumpout treatments south of Karlov with an enhanced landscaped median.



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Lincoln Avenue Streetscape- Pratt Avenue to Harding Avenue

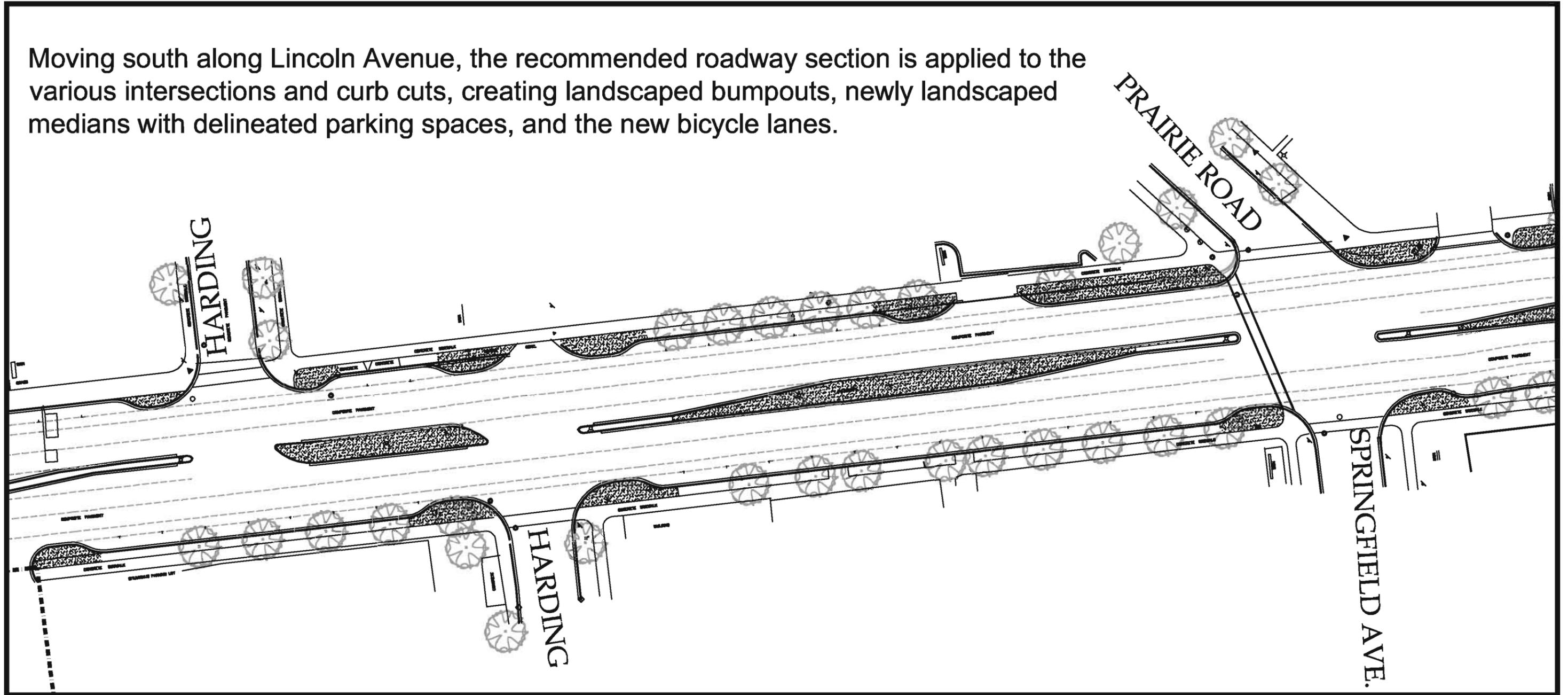
For this section of Lincoln Avenue, it is recommended to shift lanes on the southbound section that allows for a widened median at the Pratt Avenue intersection. This will offer a safe place for pedestrians to cross and wait. The enlarged bumpout areas at Pratt also reduce the crossing width, further improving the pedestrian safety in crossing this section of roadway.



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Lincoln Avenue Streetscape - Harding Avenue to Prairie Road

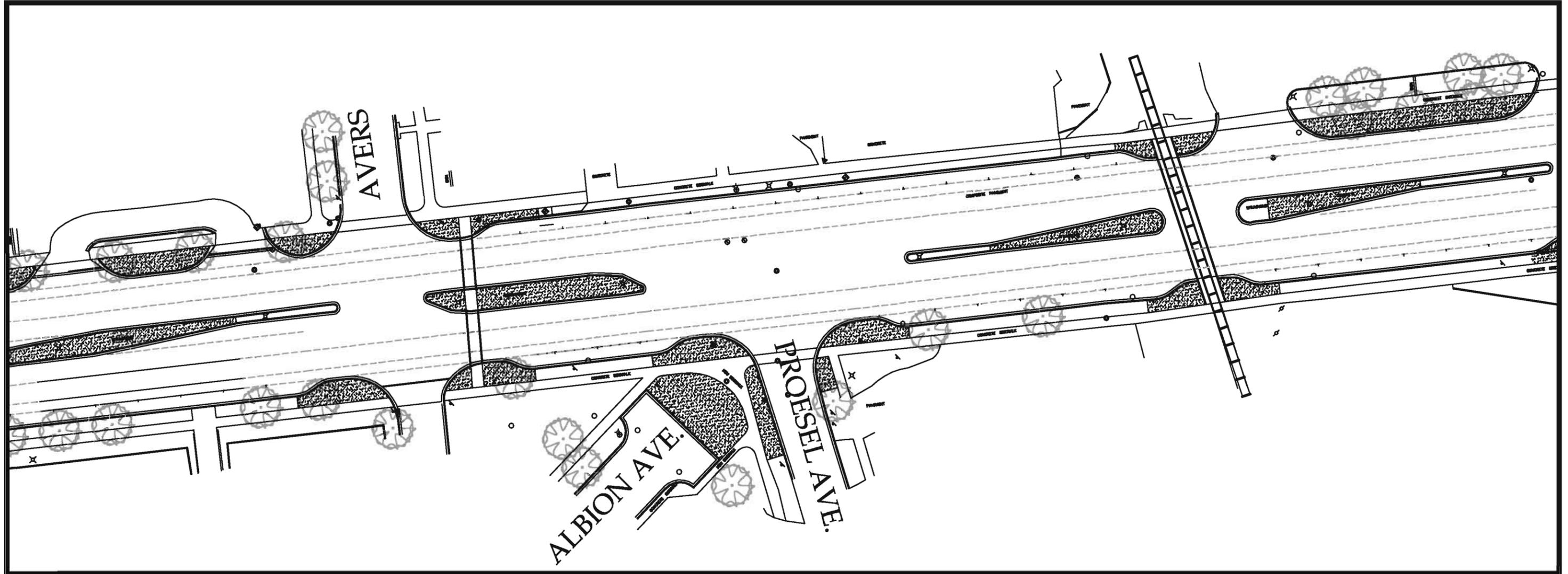
Moving south along Lincoln Avenue, the recommended roadway section is applied to the various intersections and curb cuts, creating landscaped bumpouts, newly landscaped medians with delineated parking spaces, and the new bicycle lanes.



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Lincoln Avenue Streetscape - Prairie Road to Hamlin Avenue

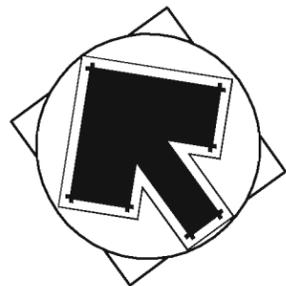
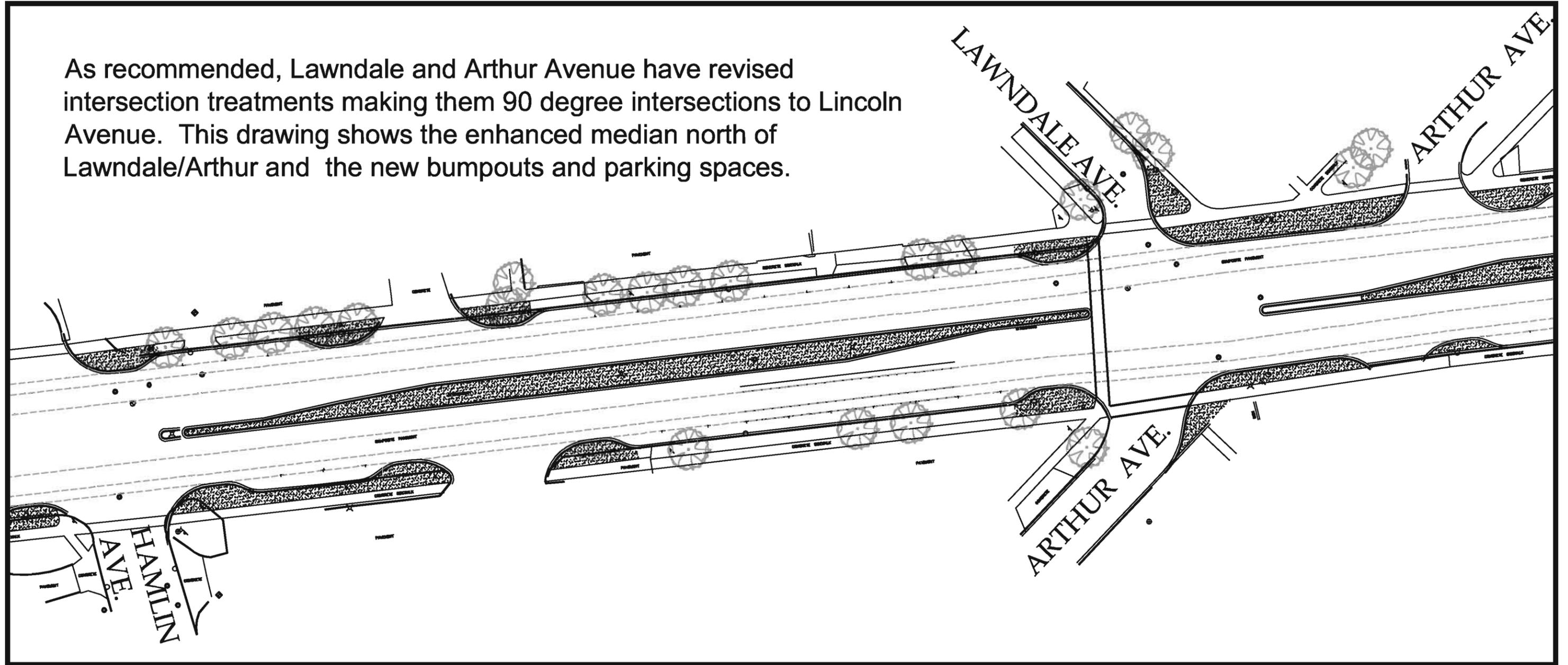
This section of Lincoln Avenue shows more bumpouts and on-street parking spaces with the continuous bike lanes. The recommended Albion Avenue road closure features a new landscape treatment that will compliment the Lincoln Avenue corridor.



Village of Lincolnwood

Lincoln Avenue Streetscape - Hamlin Avenue to Arthur Avenue

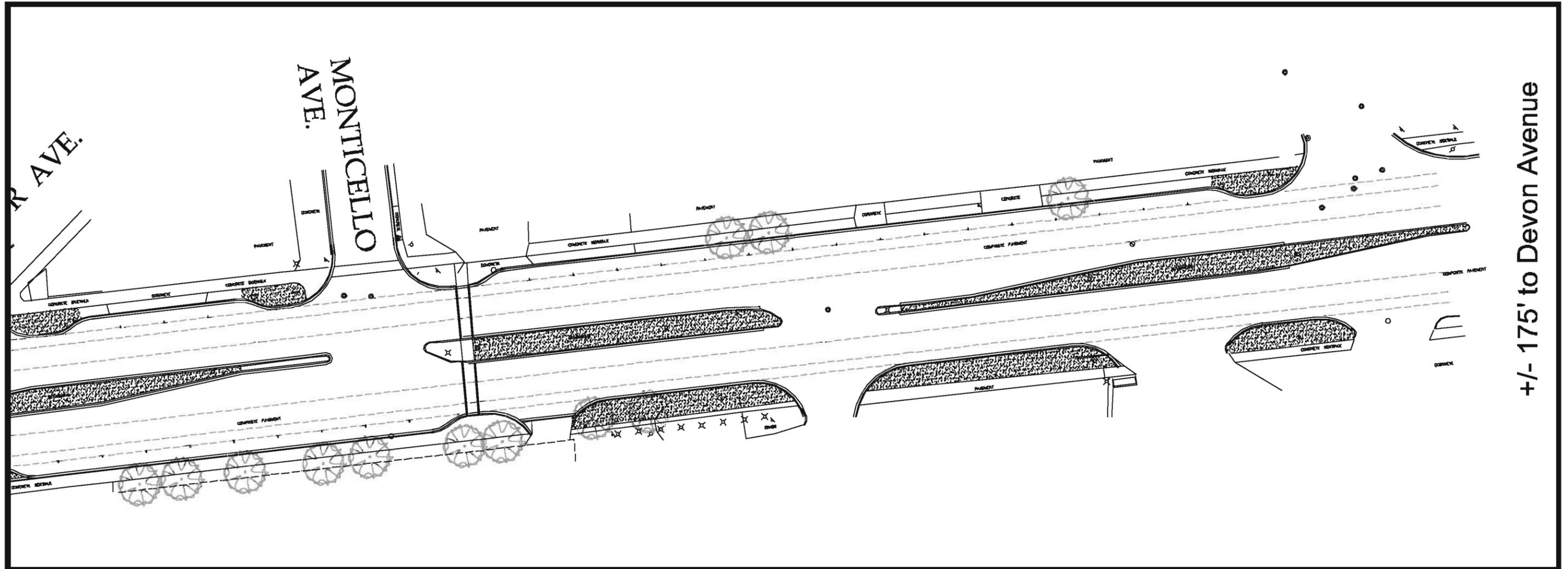
As recommended, Lawndale and Arthur Avenue have revised intersection treatments making them 90 degree intersections to Lincoln Avenue. This drawing shows the enhanced median north of Lawndale/Arthur and the new bumpouts and parking spaces.



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Lincoln Avenue Streetscape - Arthur Avenue to Devon Avenue

Monticello Avenue is shown with two-way access and new landscaped median treatments which create the opportunity for new bumpouts and newly defined parking spaces.



+/- 175' to Devon Avenue

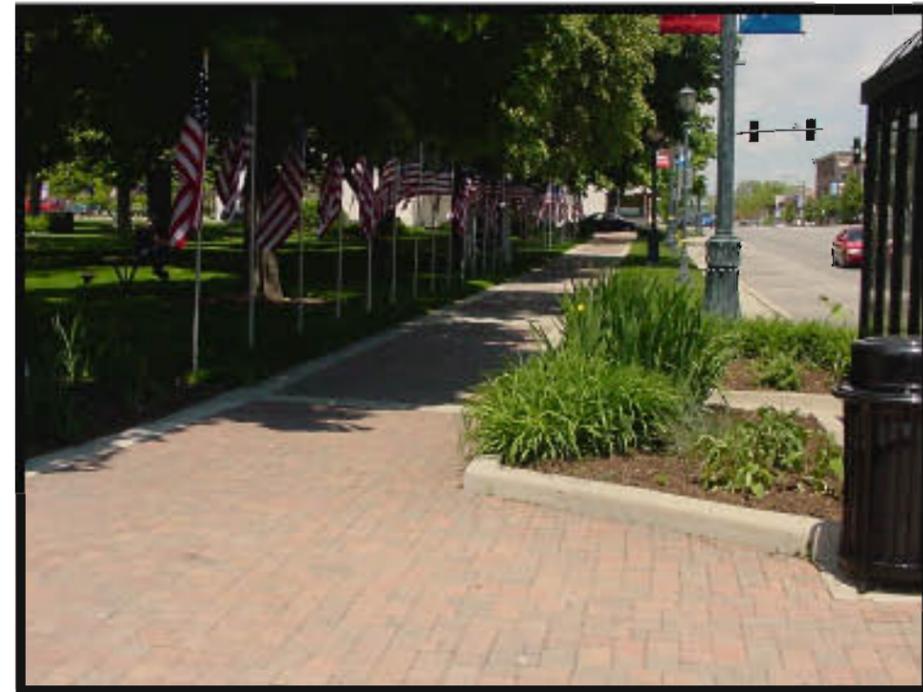


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Lincoln Avenue Streetscape - Bumpout Examples



The above two images illustrates the possible treatments of the recommended "bumpouts" and the possible median treatments.



The above two images show possible applications of streetscape treatments and how they enhance the appearance of the pedestrian experience.

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Lincoln Avenue Streetscape - Samples of Street Furnishings and Amenities



Roadway Lighting



Synthetic Turf Lined Medians



Entry Monument



Trash Receptacles



Bike Rack



Brick Pavers

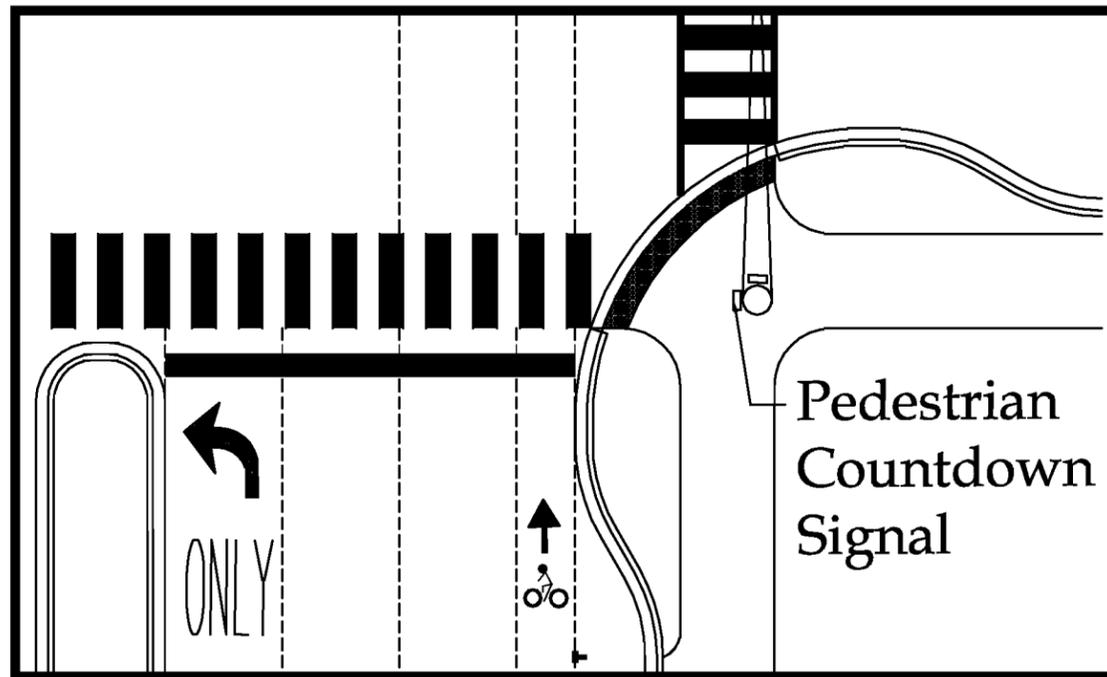


Benches

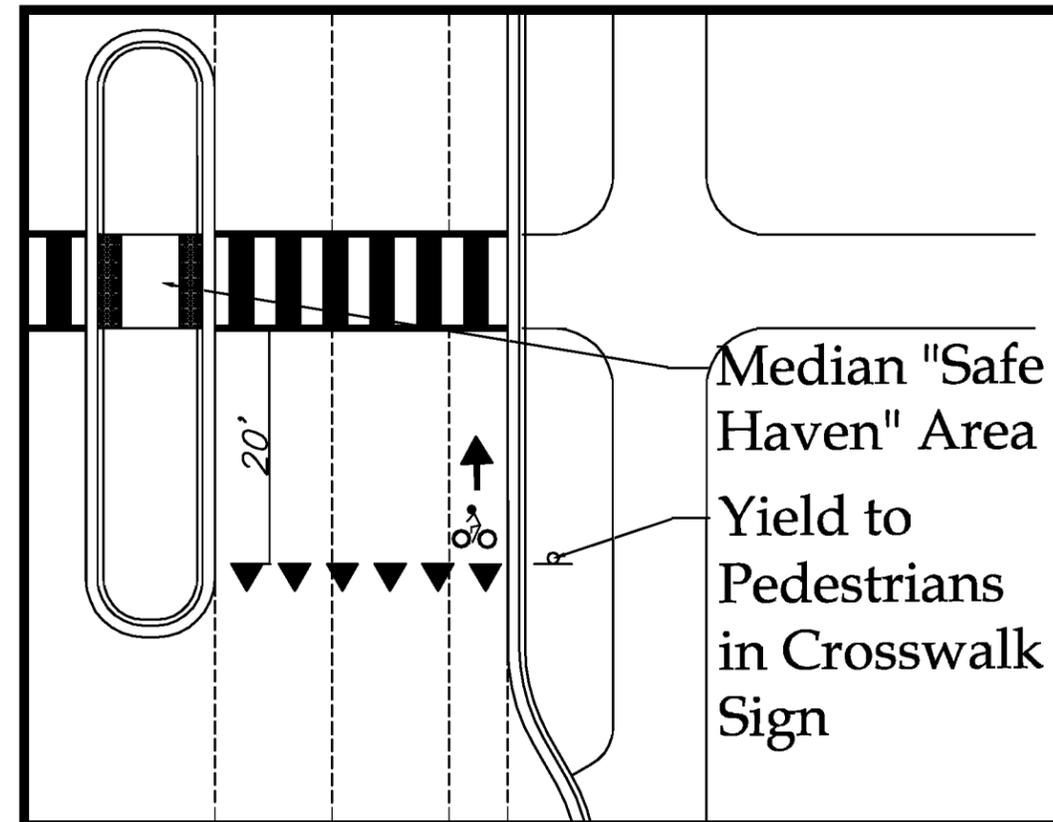
This sheet illustrates the various recommended street furnishings for use throughout the Lincoln Avenue Streetscape Corridor.

Village of Lincolnwood

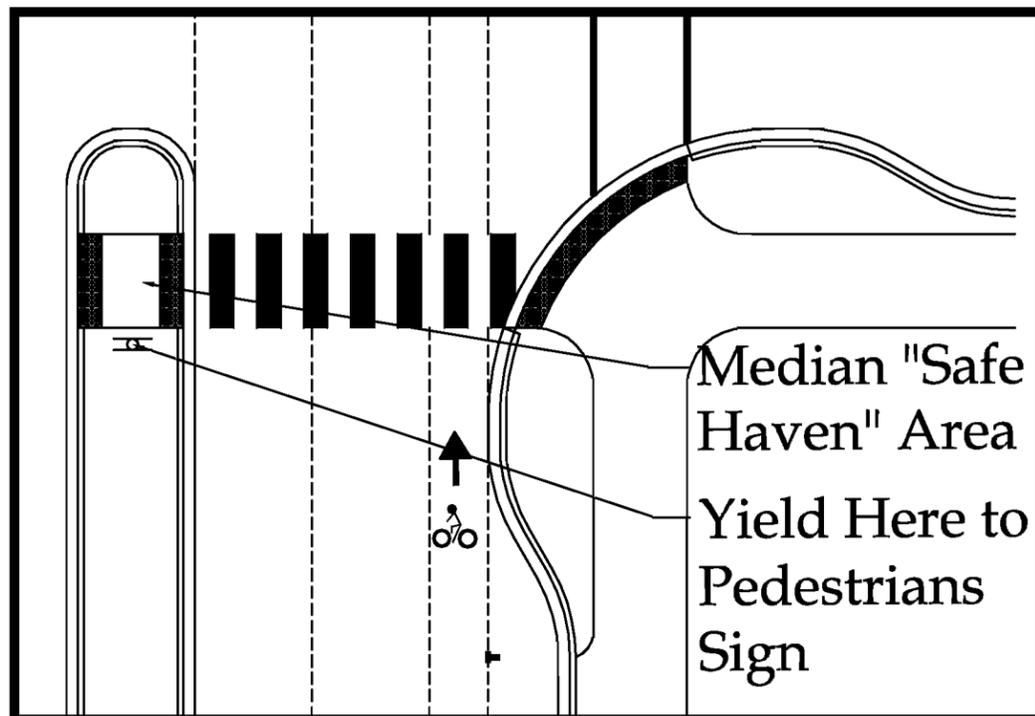
Lincoln Avenue Streetscape - Typical Crosswalks



Crosswalk at Signalized Intersection



Mid-Block Crosswalk

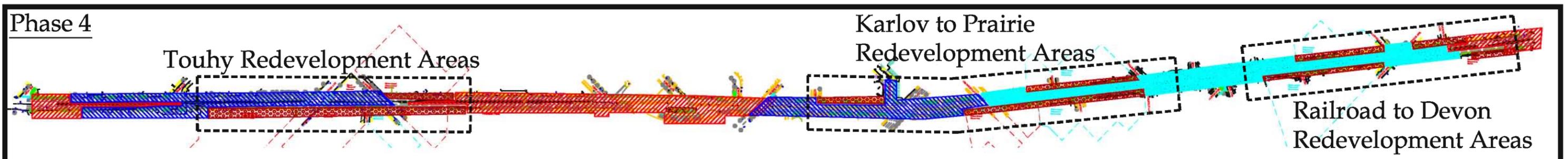
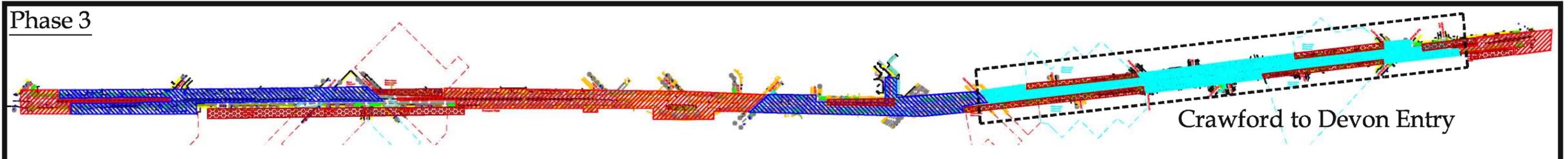
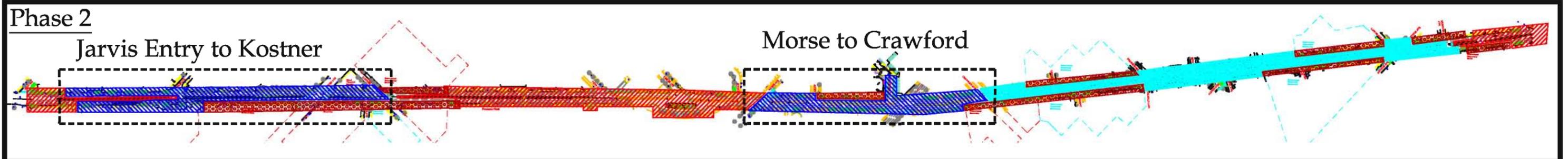
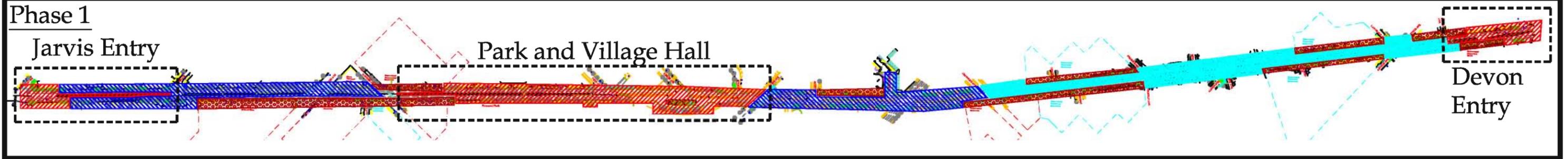
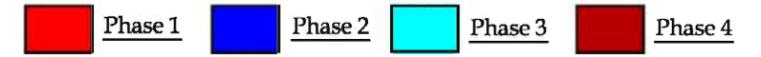


Crosswalk at Unsignalized Intersection

These intersection treatments illustrate recommended crosswalk alternatives, depending upon the configuration of the intersection being considered. Each intersection throughout the Lincoln Avenue corridor has its own distinct characteristics and each should be specifically designed for the conditions present within each scenario.

Village of Lincolnwood

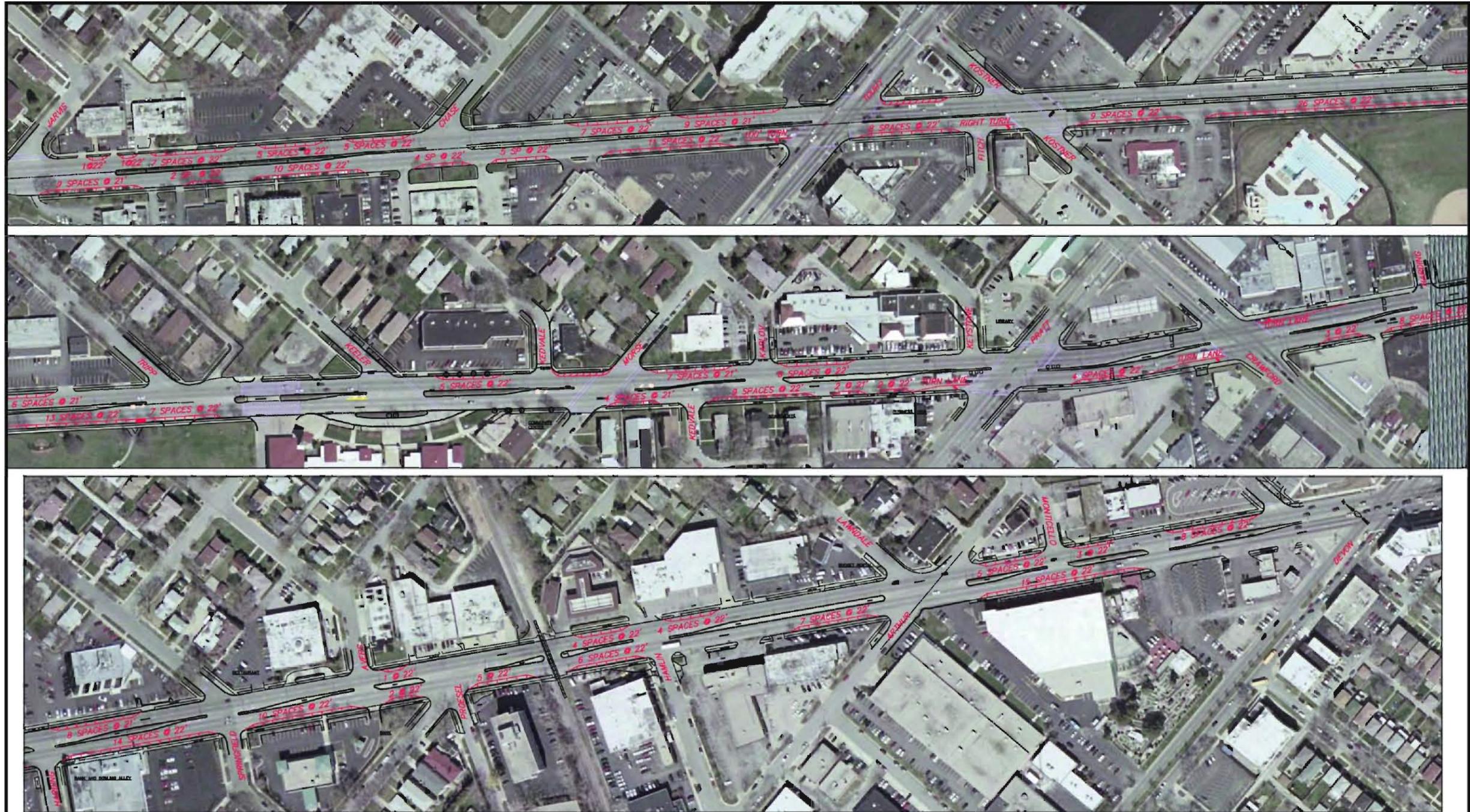
Lincoln Avenue Streetscape - Phasing Plan



The proposed Phasing Plan starts with a preliminary recommendation to stripe and delineate all the existing parking spaces throughout the corridor. Then, "Phase 1" installs the entry monuments at Jarvis and Devon with improvements at the Village Hall and along Proesel Park. Phase 2 provides improvements between Jarvis to Kostner and from Morse to Crawford. Phase 3 continues the improvements from Crawford south to Devon and Phase 4 anticipates improvements near redevelopment parcels. This phase will be "dynamic", as new developments may occur at anytime and must be planned in advance so they can be accommodated in any phase as they occur.

Village of Lincolnwood

Lincoln Avenue Streetscape - Interim Striping Plan



	SOUTH	NORTH
NUMBER OF PARKING STALLS, JARVIS TO TOUHY	51	35
NUMBER OF PARKING STALLS, TOUHY TO MORSE	63	11
NUMBER OF PARKING STALLS, MORSE TO SPRINGFIELD	46	21
NUMBER OF PARKING STALLS, SPRINGFIELD TO DEVON	45	25
TOTAL PARKING STALLS	205	92