



ADISON STREET



“Streets are not just for moving traffic, they are our shared public spaces”.

Comments by Business Representatives and Community Members



Rents reach record low

What should a future Madison Street be like:

- Sustainable, walkable, ped friendly, healthy, sense of community
- Slower traffic, better for business and Safer
- Make it easier to cross
 - Protect kids going to school
 - Encourage retail Synergy
 - Encourage shared parking
 - Connect N and S of street and Village
- Improved safety and Security
- Was auto and lively but that's gone, what will bring vibrancy?
- Have pedestrians and vibrancy, bring the community to the street



Make Safe for All



Capacity (traffic) before Community?

Context: National Culture Change



Transit Priority/Stevenson shoulder

Open/Pedestrian Streets in Chicago

Cycle Tracks and Bike Lanes

Shared Streets and Road Diets



Walkable Communities

Health

Economic Vitality and Flexible Communities



Madison Street has two different cross sections and characters

Harlem

Home

Oak Park

Ridgeland

Austin

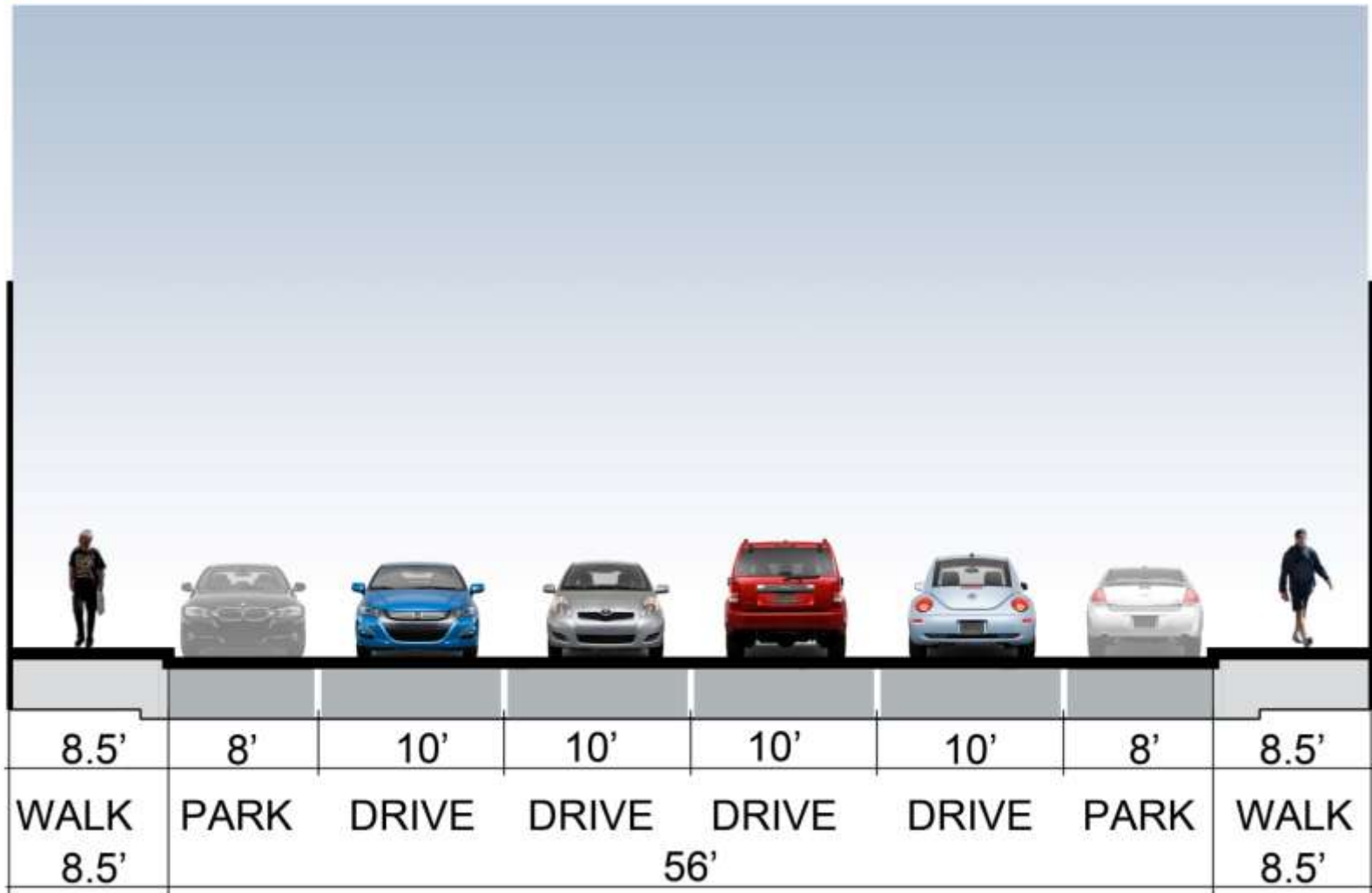


2 different characters along corridor

EXISTING



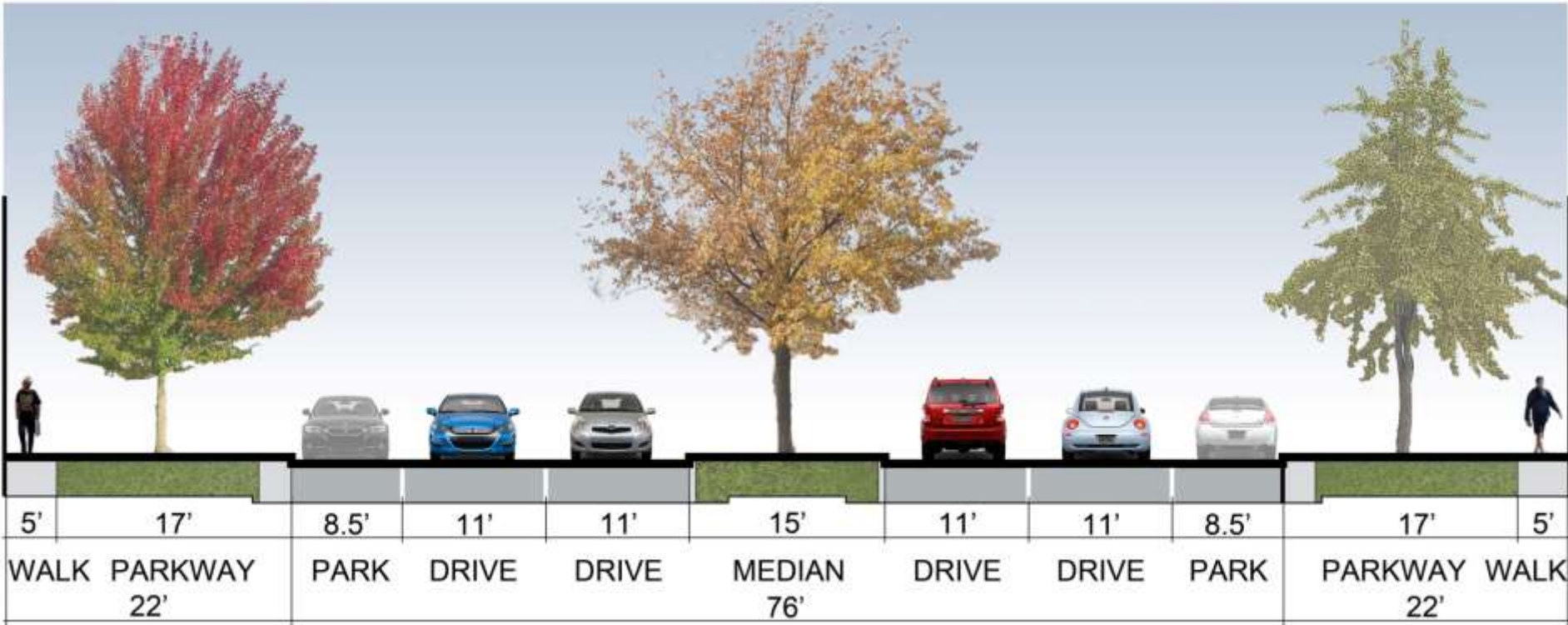
HOME TO OAK PARK



73 ft wide

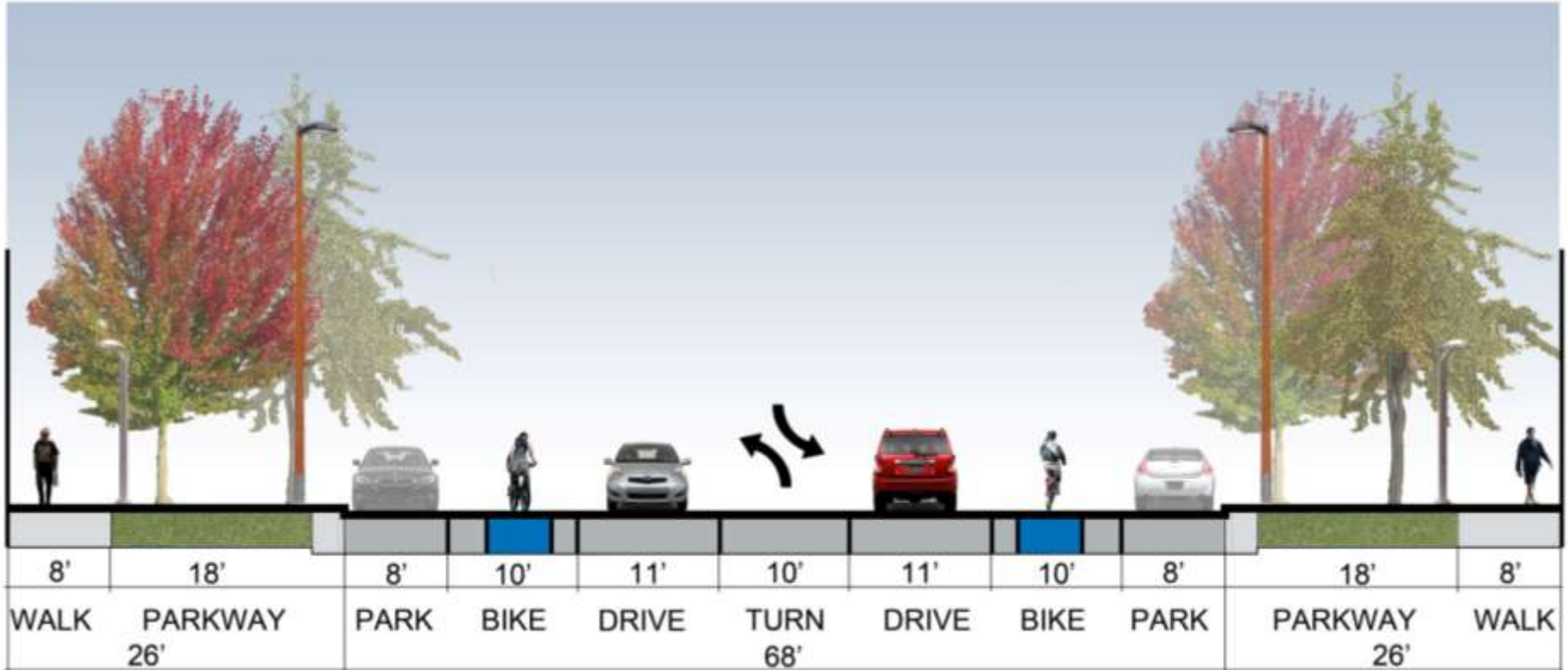
EXISTING

E OAK PARK TO AUSTIN



120 ft wide

2 OAK PARK TO LOMBARD



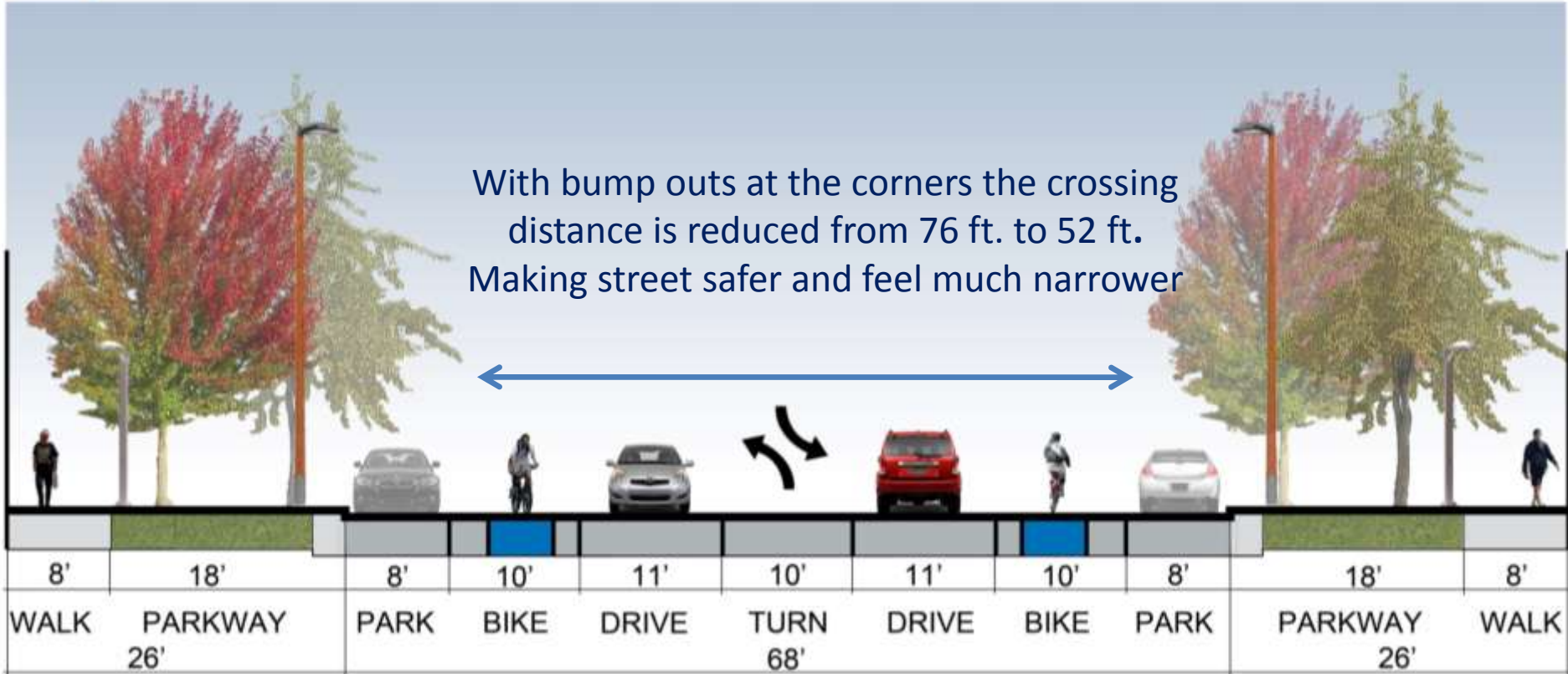
Make Same cross section from Lombard to Home

Road Diet, Bike Lane replaces car lane, parkway (22' becomes 26')

Median removed allows emergency vehicles to pass, More Space in parkways for trees

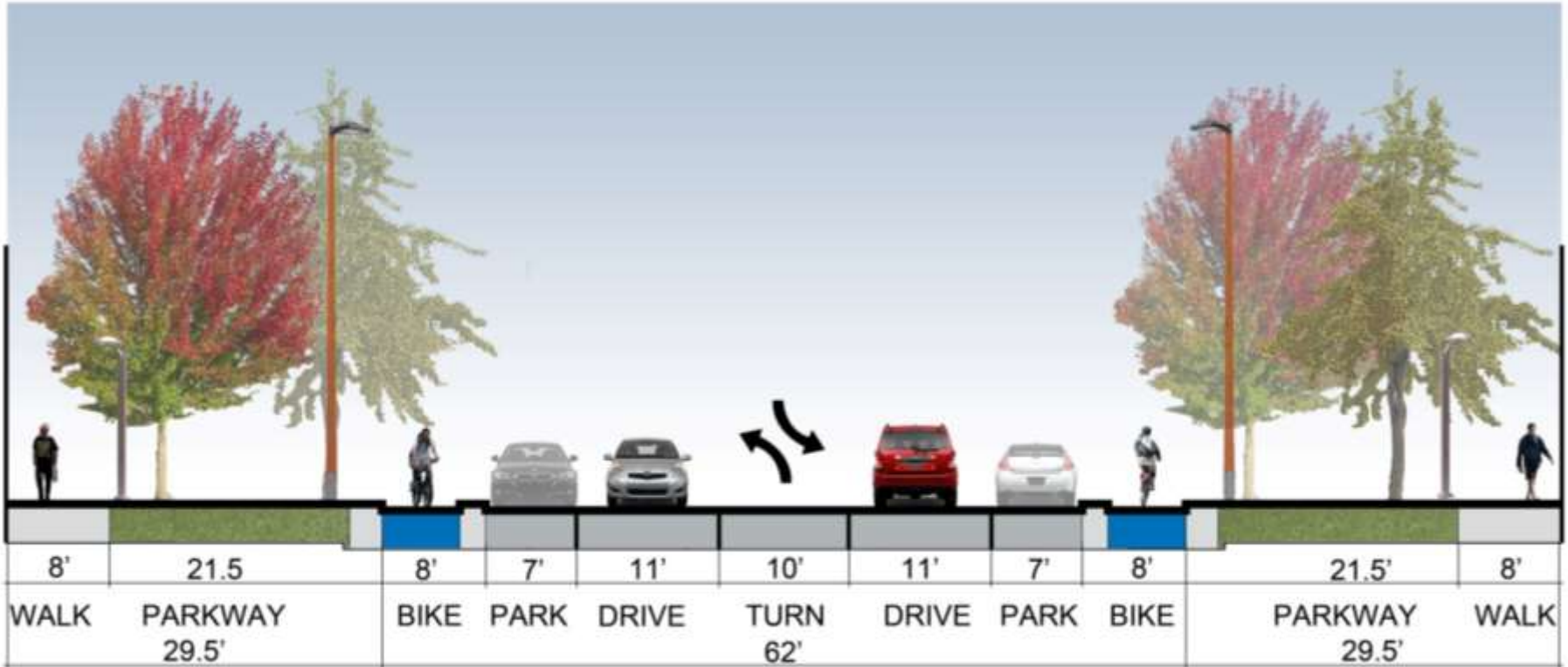
2 OAK PARK TO LOMBARD

With bump outs at the corners the crossing distance is reduced from 76 ft. to 52 ft. Making street safer and feel much narrower



ALTERNATE

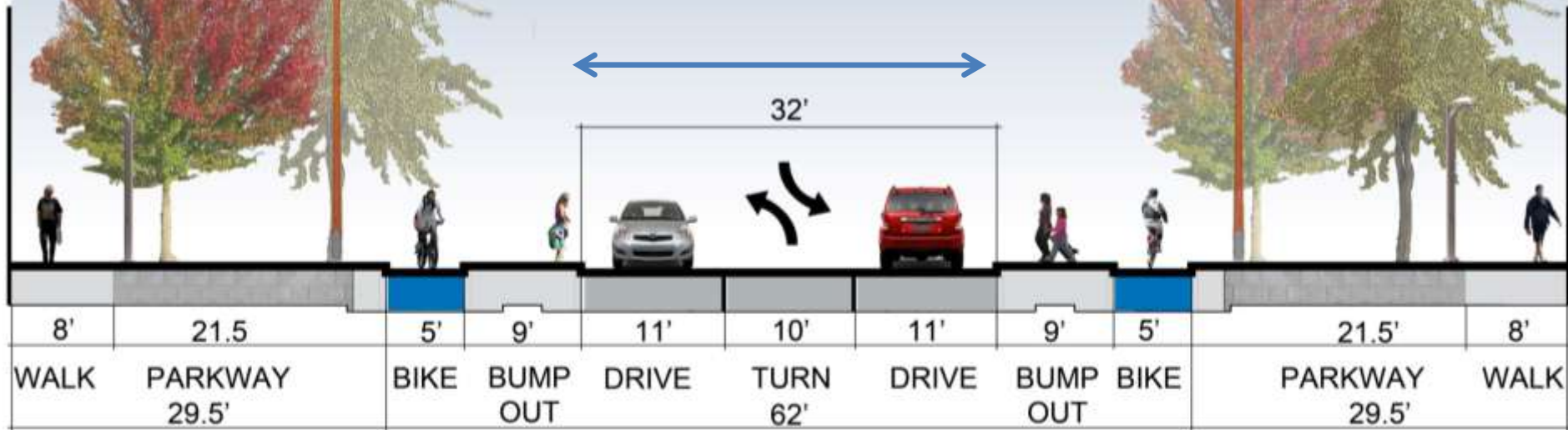
3 OAK PARK TO LOMBARD



Road Diet, Bike/Cycle Track on inside of parked cars and protected by a curb

3 OAK PARK TO LOMBARD

With bump outs at the corners the crossing distance is reduced from 76 ft. to 32 ft.
 Making street feel much narrower





“The street is scale less”

Make the street more pedestrian friendly

Divide the street into a series of recognizable, walkable public spaces

With Gateways 

Crosswalk Plazas 

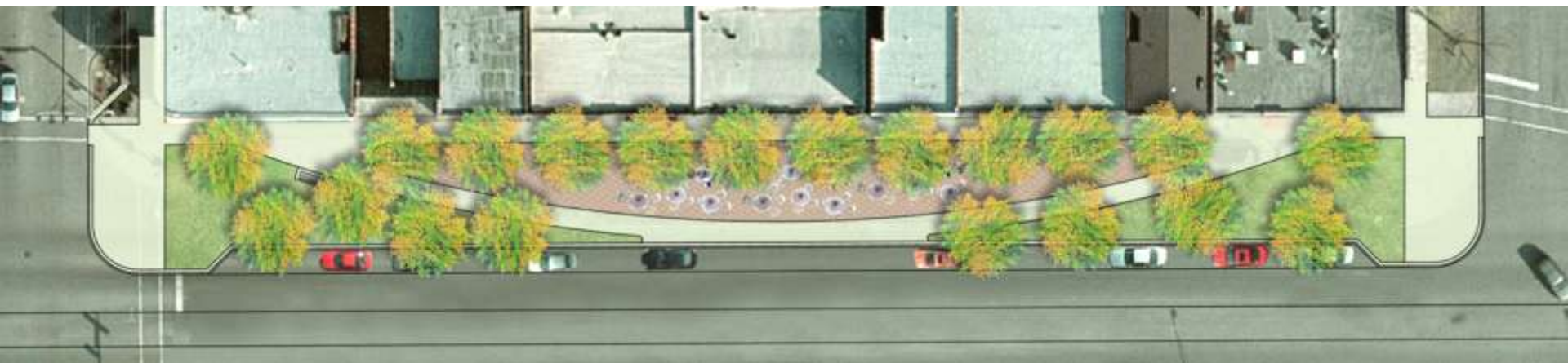
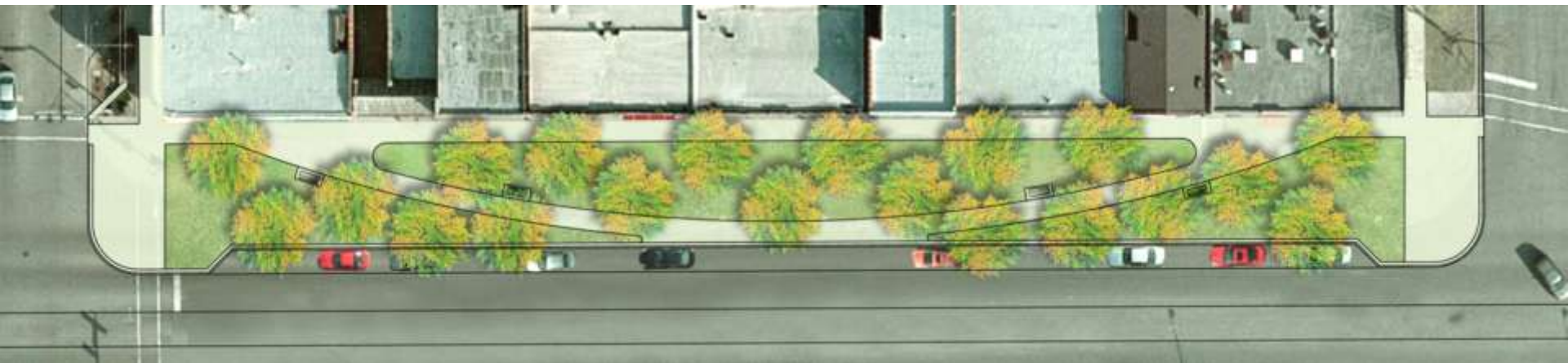


- Road Diet makes it easier/safer to cross
- Less of a barrier for community
- Increased retail synergy between sides of street
- Easier access to parking on other side of street

CLARENCE

WESLEY

The extra pedestrian space could be used for a naturalized **linear park setting** – as in Master Plan
Or used for events, outdoor restaurants, mini plazas



Madison at Harlem



Major Gateways – Harlem - Preliminary





Madison at Euclid—Existing Conditions



Bike Lane added
bump outs
mini plazas in wider parkway zone
parking remains

Madison at Ridgeland—Existing Conditions



Madison at Ridgeland—preliminary Bike Lane---looking east



Bike lanes, bump outs, textured and colored crosswalks, sidewalk edge at properties, mini corner plazas with seating and large re-used planters

Madison at Ridgeland—preliminary Bike Lane---looking west



Madison at Ridgeland—preliminary Bike Track---looking west



Civic Plaza – Imagine festivals, Community Events, Join to Plaza in Village Hall



Harlem to Home



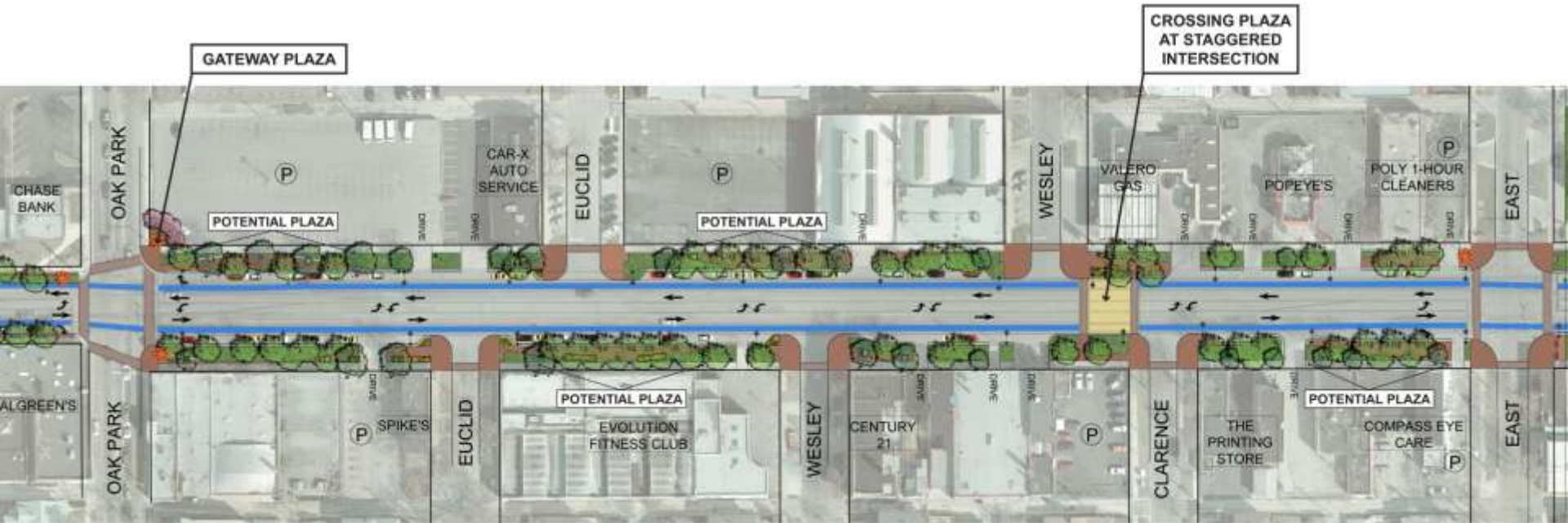
Gateway at Harlem, Longer turning lane at Harlem reduces back up, Trees in grates added, Wider sidewalks in certain areas, Colored crosswalks, Bump-outs, Shorter crossing distances

Home to Oak Park



Trees in grates added, Colored crosswalk plazas, Bump-outs, Shorter crossing distances

Oak Park to East



Gateway at Oak Park Avenue, Road Diet, Bike Lanes, Wider parkways, Wider sidewalks, Colored crosswalk plazas, textured and colored crosswalks, Bump-outs, Shorter crossing distances, Mini corner plazas with seating

East to Ridgeland



Road Diet, Bike Lanes, Wider parkways, Wider sidewalks, Colored crosswalk plazas, textured and colored crosswalks, Bump-outs, Shorter crossing distances, Mini corner plazas with seating

Ridgeland to Lombard



Road Diet, Bike Lanes, Wider parkways, Wider sidewalks, Colored crosswalk plazas, textured and colored crosswalks, Bump-outs, Shorter crossing distances, Mini corner plazas with seating

Lombard to Austin



Bike Lanes connect to Lombard N/S, Civic Plaza as setting for Village Hall, textured and colored crosswalks, Bump-outs, Shorter crossing distances, Gateway at Austin