

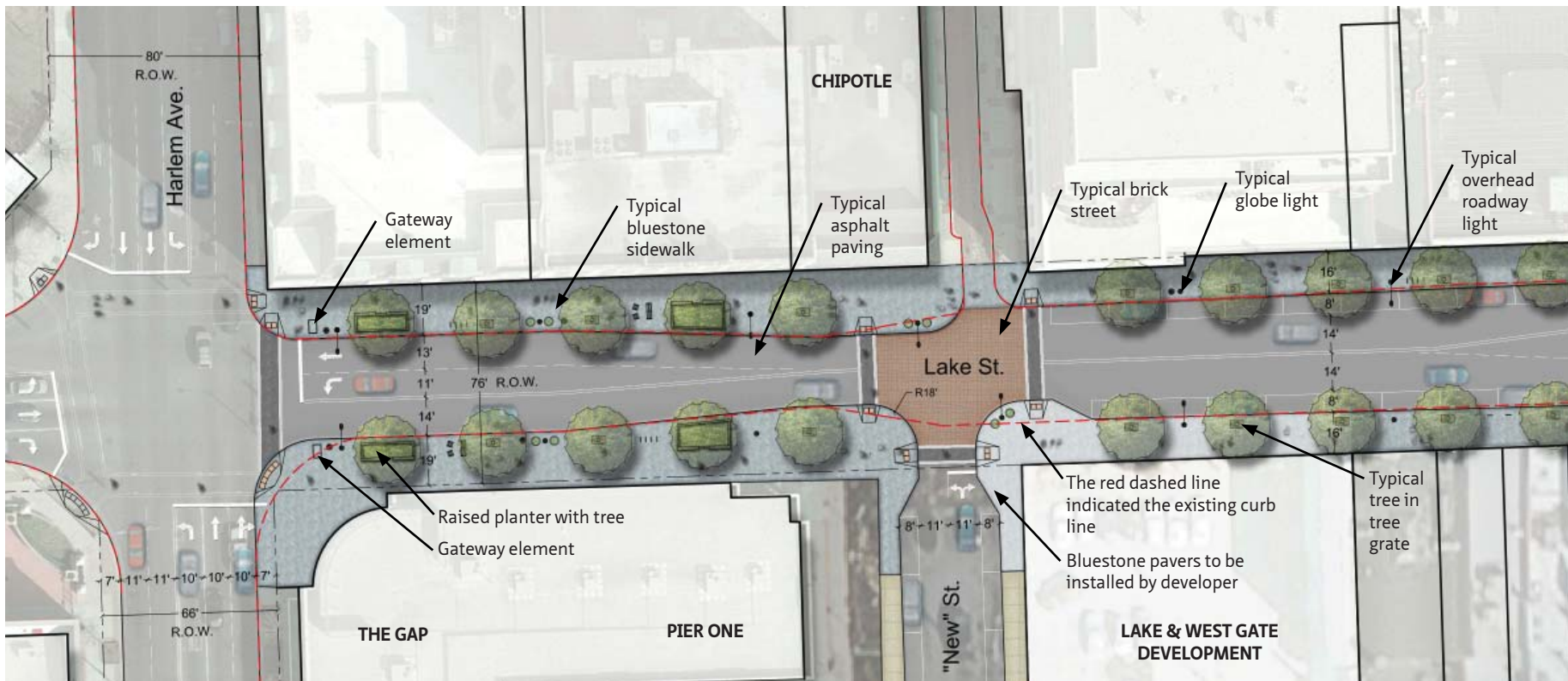
03 STREETScape CONCEPT PLAN

Zone 1

This zone includes the gateway into both the downtown and the Village at Harlem. The gateway features are shown closer to the Harlem intersection to make them more prominent. Due to space considerations and turning movements, the first segment of Lake Street, from Harlem to the proposed "New" Street does not include any on-street parking. Therefore, in this area, it will be important to use raised planters or other barriers to create separation between vehicular and pedestrian traffic to provide a better environment for visitors and shoppers. There is significant sidewalk space

in this segment, so the planters will not impede the ability to accommodate potential future outdoor cafe areas.

The intersection with "New" Street will be too close to the signalized intersection at Harlem to allow for any traffic control on Lake Street. Therefore the crosswalks will need additional signage and potentially a push-button system to provide for safe pedestrian crossings.

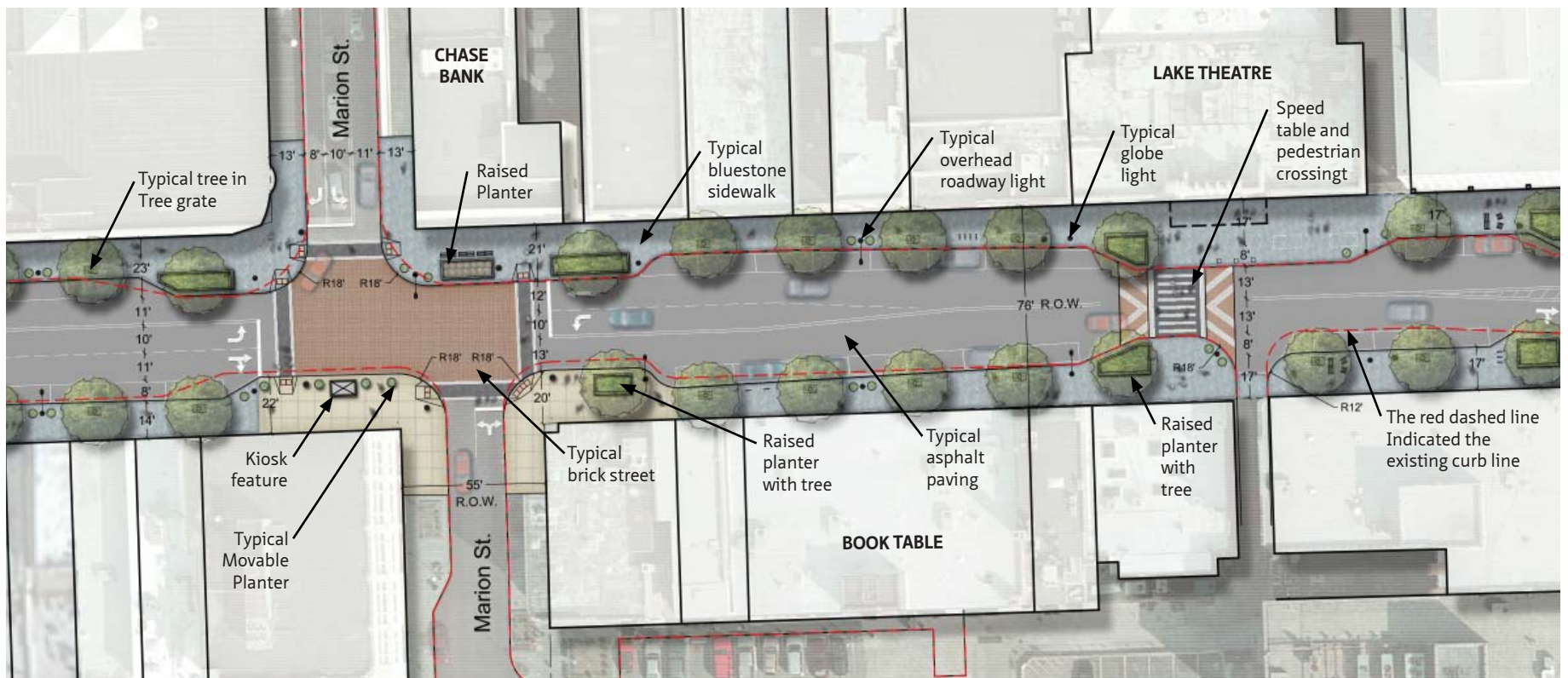


Zone 2

The kiosk special feature is envisioned at the southwest corner of Lake and Marion Streets. This will provide a centralized location and is where Downtown Oak Park currently places banners for special events.

Around the Marion Street intersection there are segments where both a center turning lane and on-street parking are accommodated. In these locations, the sidewalk is narrow. The streetscape elements will be kept in alignment to reduce clutter and still allow for outdoor dining. At the narrowest points, the dining areas would need to be kept to about three feet in width, which would accommodate two person tables.

In front of the Lake Theatre, the outdoor plaza space is left mostly clear. A small raised planter with a seatwall is envisioned on the west side of this space, but the remainder is open as this area becomes very busy at various times throughout the week with patrons of the theater. In the roadway, the current mid-block pedestrian crossing is shown as a raised speed table to further prioritize foot traffic and encourage drivers to slow down and yield for pedestrians.



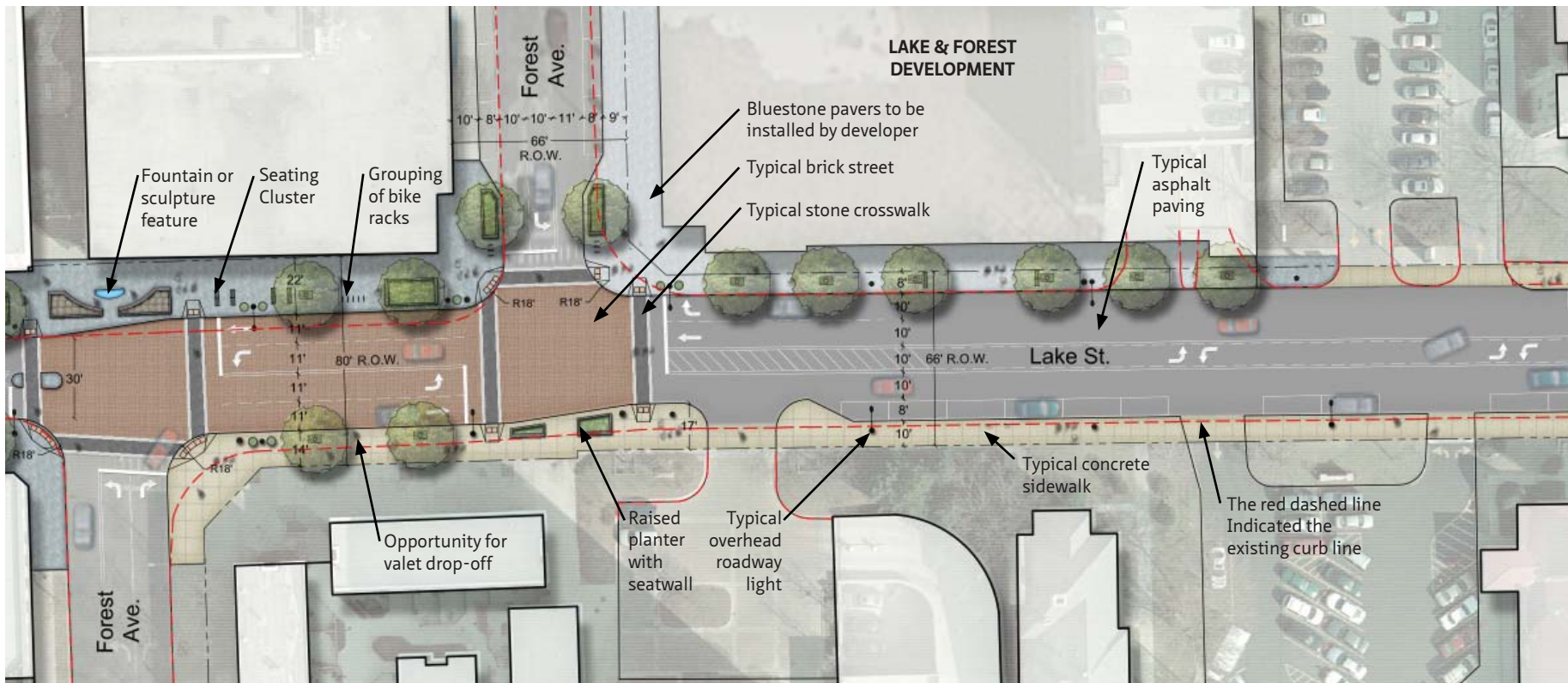
Zone 3

The geometry at the offset intersection of Lake Street and Forest Avenue is envisioned to be modified to center the roadway within the existing right-of-way. This creates smoother vehicular movements in both directions. Currently the westbound through lane continues straight while the eastbound through lane shifts south by the full width of a lane. The proposed alignment shifts both lanes by the width of half a lane. This has the benefit of providing additional sidewalk space on the south side and reducing the overly large sidewalk space on the north side.

There may be an opportunity in the future to accommodate improved valet services in the area of this intersection, depending on the status of the downtown valet program. This could include incorporating dedicated pull-off space for valet drop-off without impacting the number of on-street parking spaces.

The planned Lake & Forest development at the northeast corner of the intersection is accommodated into the plan.

Further east the corridor takes on a more institutional character and the sidewalk treatment is envisioned to switch to scored concrete.



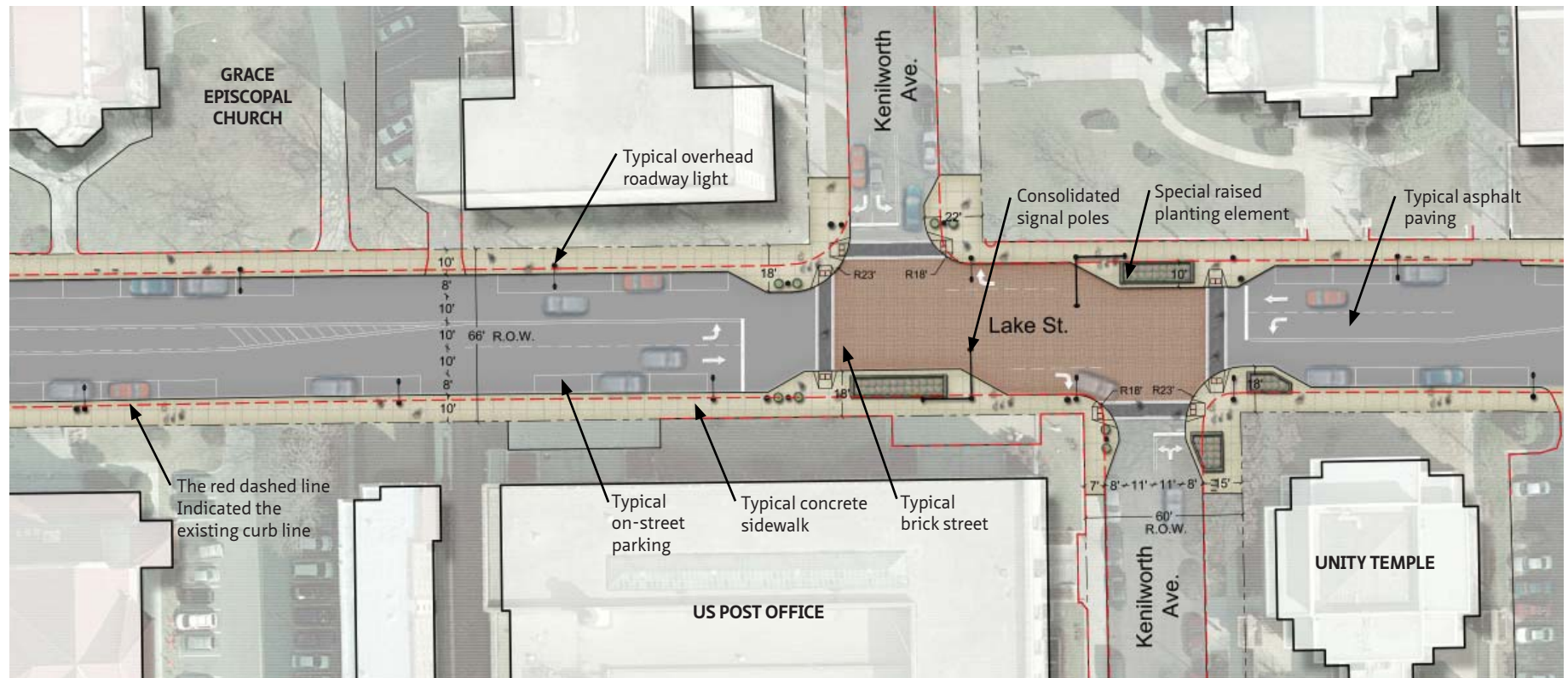
Zone 4

Within the institutional section of the streetscape the sidewalk is narrow. There is not enough room for street trees and even movable planters may create too much of an impediment to foot traffic. The plan calls for the traffic lanes to be narrowed slightly to allow the sidewalks to be widened. Additionally, where possible, light poles, signal poles, parking meters and sign poles should be reduced or combine to improve conditions where possible.

This section of the streetscape includes the intersection of Lake Street and Kenilworth Avenue. This intersection provides the main opportunity

to create a sense of place within the more institutional portion of the streetscape. There cannot be on-street parking within the intersection, and given its off-set design, there are large segments where additional space can be reclaimed from the road and put back in as pedestrian space or landscape. The final size of these bump-outs will need to be designed to accommodate appropriate stacking for right-hand turns onto Kenilworth.

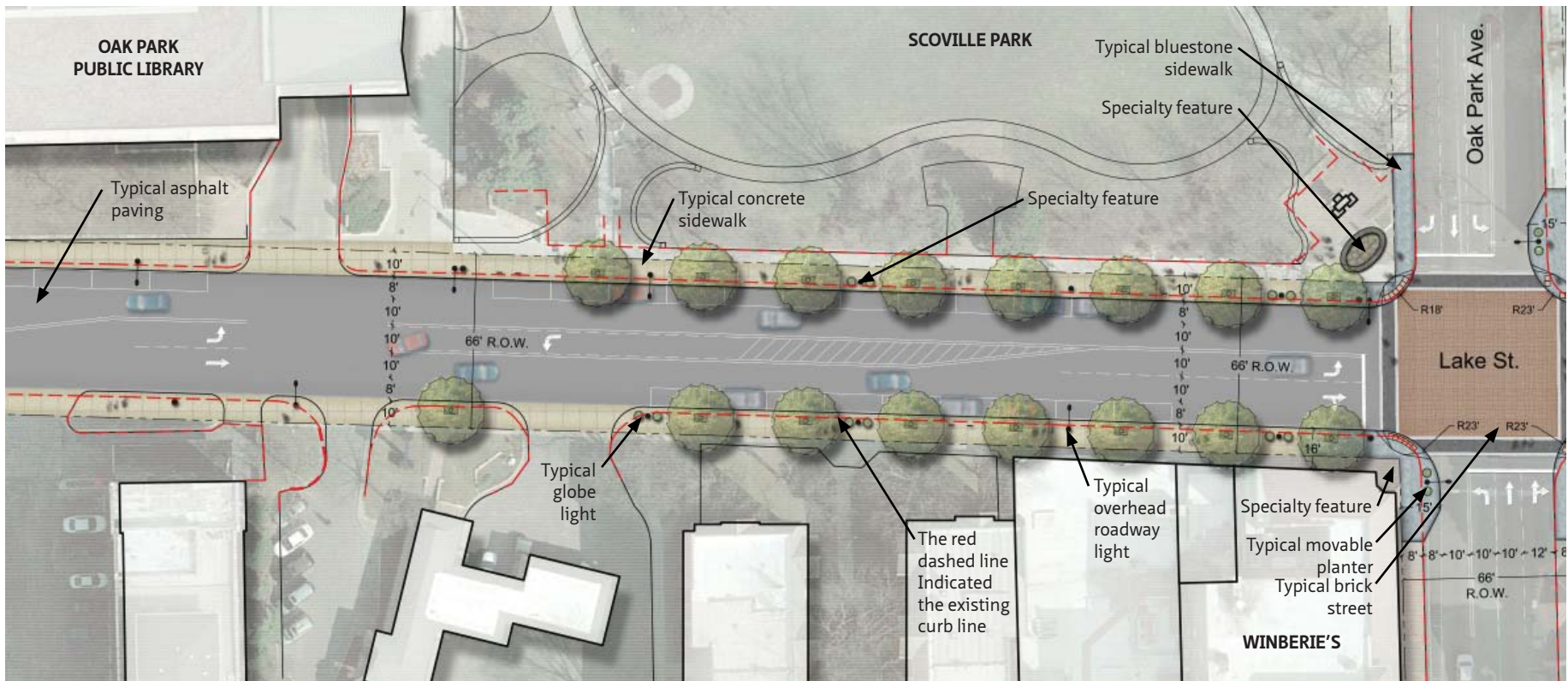
These bump-outs can be used for the specialty raised planters discussed previously. They also have the added benefit of reducing the crosswalk distance, which improves the pedestrian character of the area.



Zone 5

The main feature in this zone is Scoville Park. This key village green space was recently improved including specialty paving features at the corners. The designers anticipated the potential for streetscape improvements and selected materials that could work well with material palette and also created clean lines that the sidewalk improvements could be made up against. In the streetscape concept, the sidewalk material changes from concrete to stone in this area.

As mentioned previously in the report, the streetscape along the park edge may benefit from additional pedestrian scale lighting as well as specialty lighting. Final designs will need to determine location and type of lighting, and coordination with the Park District may be necessary.



Zone 6

The final segment of the streetscape includes the block of Lake Street from Oak Park Avenue to Euclid Avenue. This section has a narrower sidewalk condition, which can be widened slightly by narrowing the vehicular lanes in the road. Width is specifically important here as there are many existing outdoor cafes and room needs to be maintained or expanded in the streetscape to accommodate them. Currently, the existing trees are located within tree pits with crushed stone and no grates. They make it difficult for ADA access and detract from the aesthetics of the area. The new tree grates will help address both access and aesthetics issues.

The plan shows another set of gateway elements at Euclid. While this location does not serve as a gateway into the Village, it is a gateway to the downtown districts. The overall size of these gateways could be reduced from what is proposed at Harlem.

