Conceptual Site Plans

As part of the Complete Streets planning process, conceptual site plans were produced for: the streets near Alice Hyde Hospital, the College Avenue and State Street corridors leading to Franklin Academy High School, and the streets near the Davis Elementary School and Indian Trails housing complex. These sites were selected because they are locations with heavy pedestrian and/or bicycle traffic that are accessed via local streets. These designs feature elements that can be implemented in phases, when funding becomes available, or when the village is doing on-going street repairs. A summary of the recommended improvements is presented below and the site plans follow.

Alice Hyde Hospital

- Traffic Calming. There is a significant amount of conflict between pedestrian and vehicular traffic in the area around the hospital. To address this, a number of traffic calming options are recommended.

  First, through traffic should be re-directed away from the hospital area to the greatest extent feasible. Potential exists for the future construction of a new through street connecting Park Street and Constable Street north of the hospital complex, which would be highly desirable. Alternatively or additionally, better coordination and connections between the access ways within the area's parking lots could provide alternatives vehicular routes that could reduce conflicts between motorists and pedestrians. Designated walkways or sidewalks within the parking lots would also improve pedestrian safety. Parking lot entrances should be consolidated to reduce the number of potential conflict points.

  Two alternatives were considered on 4th Street. One would be to make 4th Street one-way between Park Street and Pierrepont Avenue. This would discourage through traffic and provide additional space for sidewalks and drop-off areas. The other option would be to close 4th Street to all traffic except for emergency and delivery vehicles from the parking lot entrance across from the hospital to Pierrepont Avenue. Through traffic would be directed around that segment of 4th Street through the parking lot. A more formal "street" would need to be created within the current parking lot. In both scenarios, the missing segment of sidewalk along 4th Street would be installed and the aesthetics of the area would be improved with trees and streetscaping.

- Marked Crosswalks. The plan recommends a series of marked crosswalks at intersections and major crossing points (from parking lots to the hospital, for example) throughout the hospital area. These would serve to designate crossing locations and remind motorists that they are in an area where pedestrians should be expected. A new crosswalk costs $100 to $300 for painting and $50 to $200 for signage.

Franklin Academy High School

- Designated Bike Lane. The plan recommends creating designated bike and/or pedestrian lanes on State Street. The length of each lane would be approximately 1,600 feet from College Avenue to the entrance to the recreation park. The cost of creating a bike lane can range from $1 to $10 per foot. Cost for the proposed improvement will be on the low end of the estimate, since there would be no need for additional paving or signals. On-street parking could be eliminated on State Street and the parking lanes converted to bike lanes. Signage and pavement markings would emphasize that State Street is designated for walking and biking and that motorists should expect and yield to pedestrians and bicyclists.

- Raised Crossings or Speed Tables. Two raised crossings or speed tables are suggested for State Street to calm traffic and keep vehicle speeds slow. This is an area that should be targeted for regular traffic and speed enforcement. Construction costs for raised crossings or speed tables are similar to those for curb extensions or bulb-outs. Typically, raised crossing or speed tables can be constructed for $2,000 to $10,000 (costs can be higher if stormwater infrastructure is included or utilities need to be moved).

- Curb Extensions or Bulb-Outs. The plan calls for curb extensions or bulb-outs to calm traffic and narrow pedestrian crossings along College Avenue. Typically, permanent curb extensions or bulb-outs can be constructed for $2,000 to $10,000 (costs can be higher if stormwater infrastructure is included or utilities need to be moved). This will help slow traffic along College Avenue and remind motorists that they are entering a school zone.

- Marked Crosswalks. The plan recommends that marked crosswalks be installed along College Avenue from Pearl Street to the school to remind motorists that they are in an area where pedestrians should be expected. A new crosswalk costs $100 to $300 for painting and $50 to $200 for signage.

- Curb Radius Reduction. The plan also recommends reducing the curb radii at the intersections along College Avenue from Pearl Street to the school. A number of these are currently very wide, which allows vehicles to turn at higher speed and increases the distance pedestrians must travel to cross the street. Construction costs for permanently reconstructing intersections with tighter curb radii can cost $5,000 to $25,000 per corner. As with curb extensions, projects involving stormwater infrastructure improvements, changes to signalization, or moving utilities can be significantly more expensive than simpler projects.

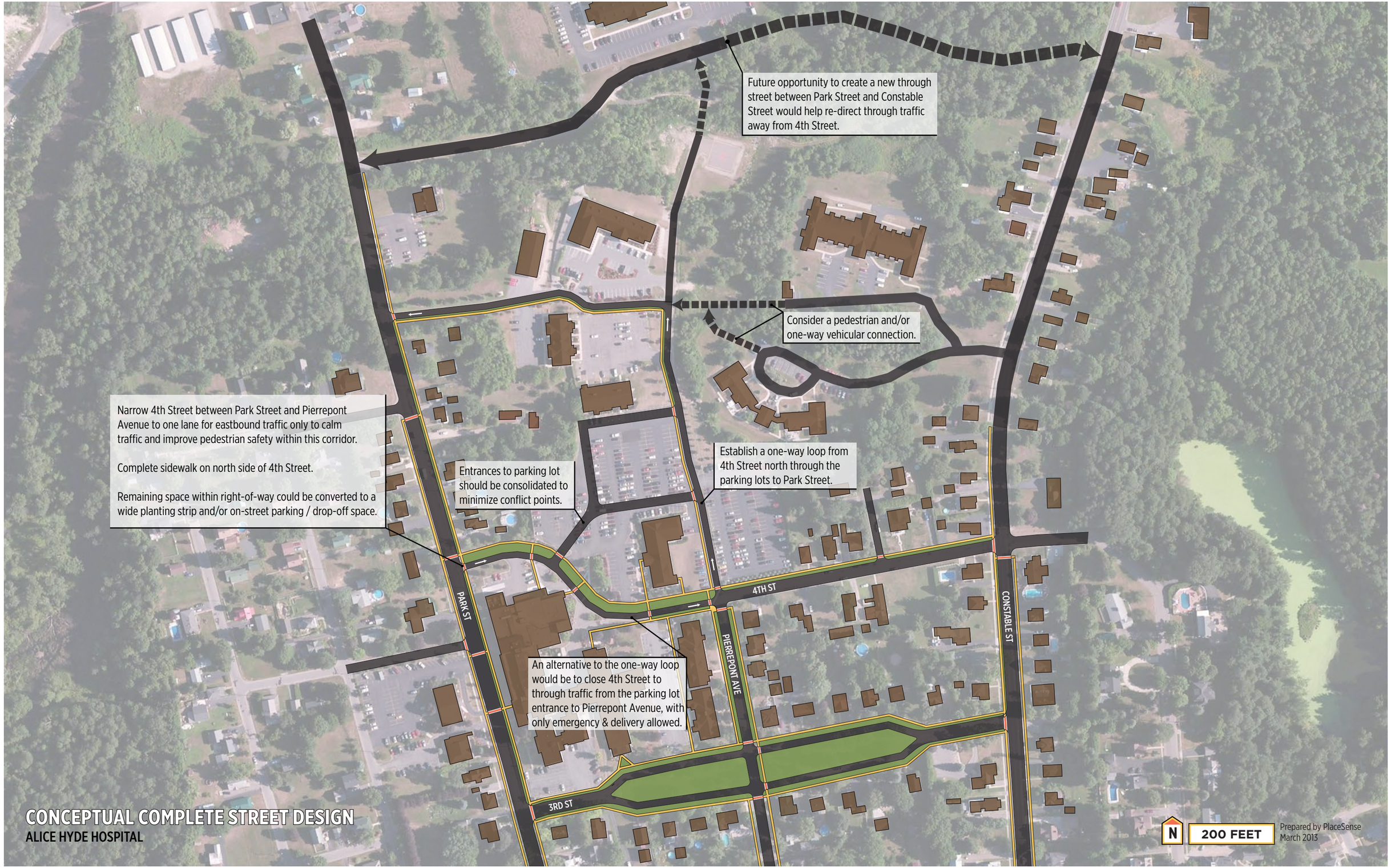
- Sidewalk. There is a missing sidewalk segment along College Avenue between Elbow Street and Pearl Street that needs to be completed.

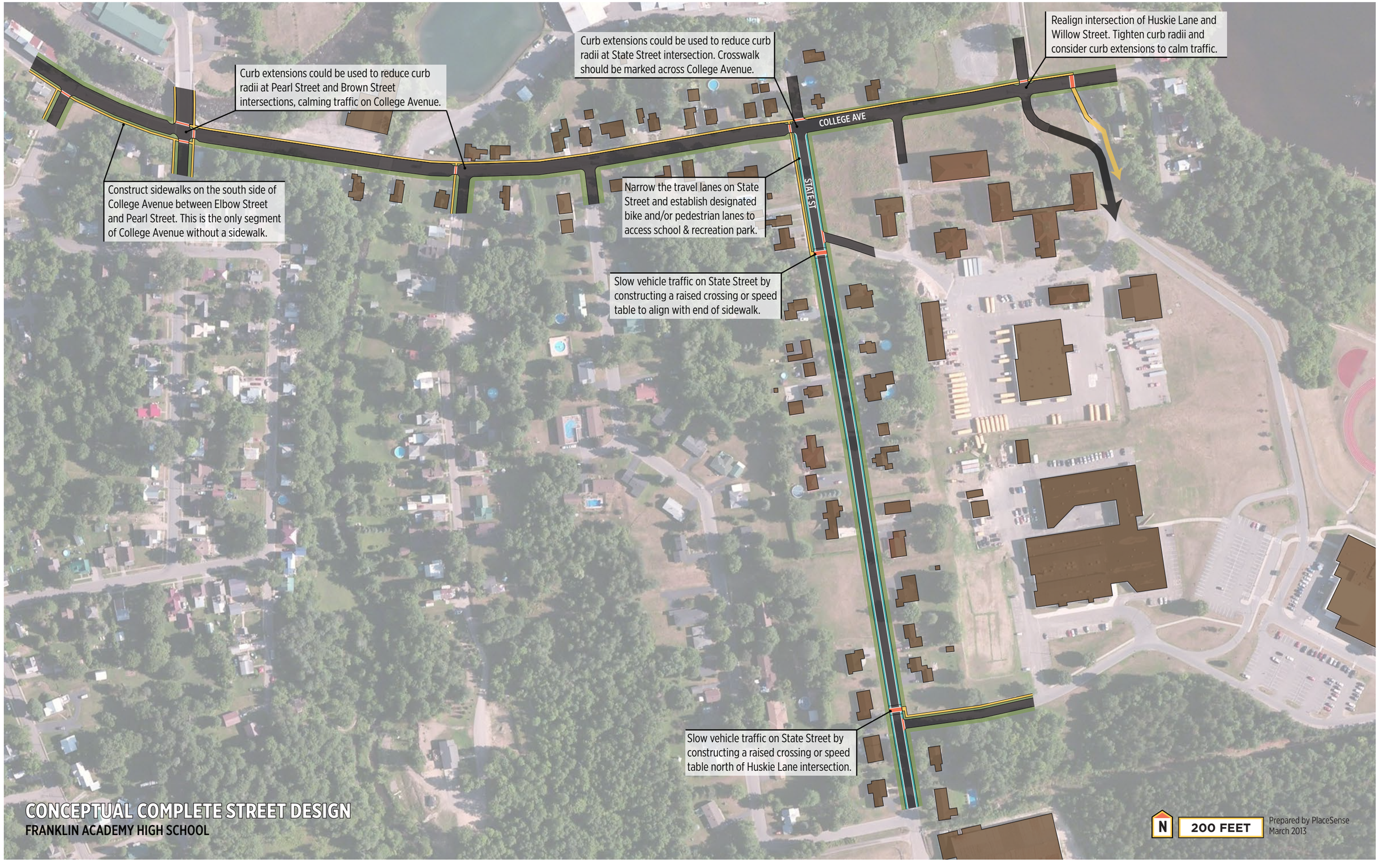
Davis Elementary School

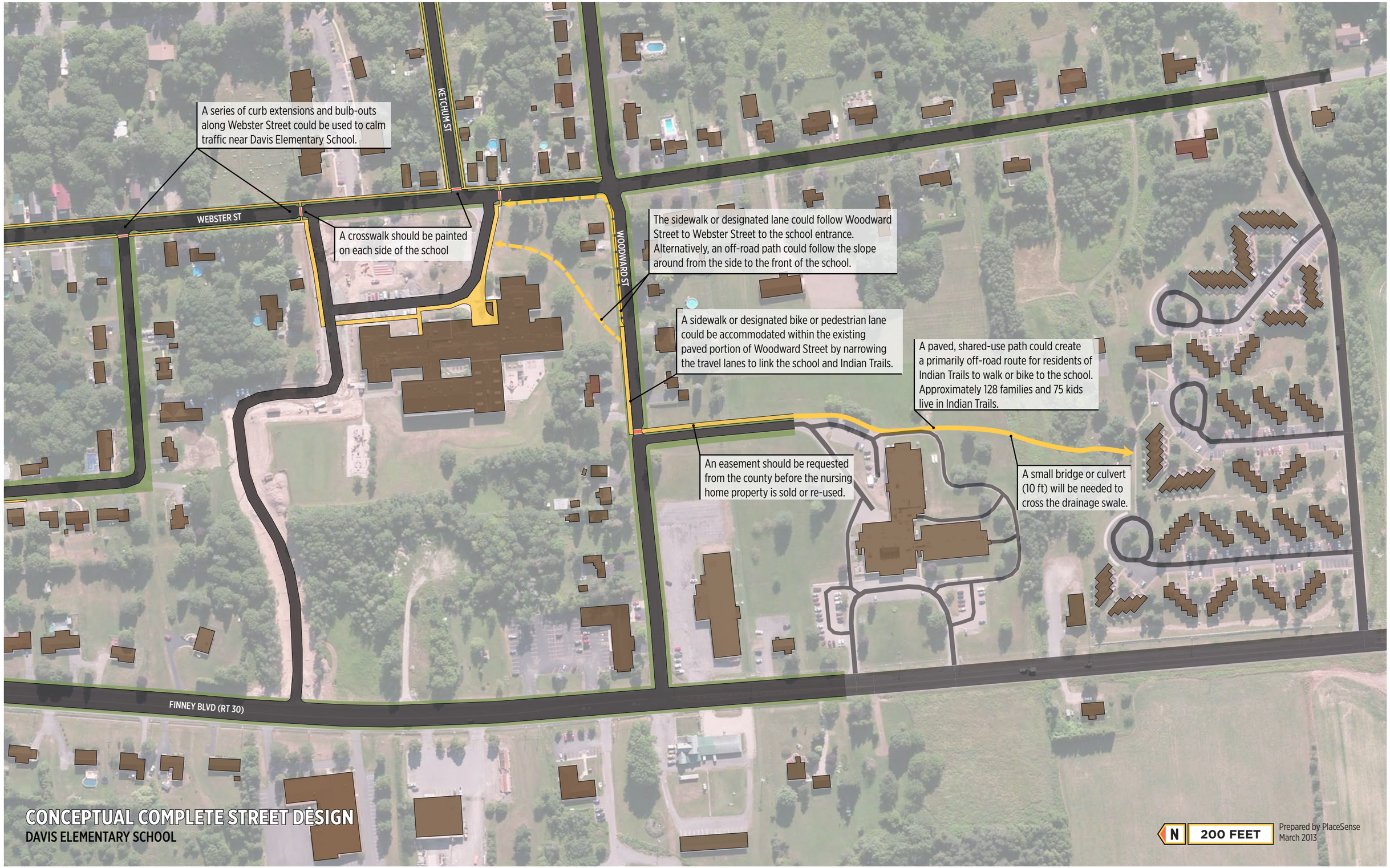
- Marked Crosswalks. The plan recommends adding a marked crosswalk across the Willard Street / Webster Street intersection and the Ketchum Street / Webster Street intersection to remind motorists to be looking for pedestrians in the school zone. It recommends two crosswalks across Webster Street at the entrance and exit drives to the school to provide designated locations for students on foot or bike to cross the street and to remind motorists of the school zone. The plan also recommends a marked crosswalk across Woodward Street at the entrance drive to the county nursing home property. This is currently being used by students as an informal pathway between Indian Trails and the school. The marked crosswalk would provide a designated crossing location and increase motorist awareness of pedestrian activity near the school. A new crosswalk costs $100 to $300 for painting and $50 to $200 for signage.

- Curb Extensions or Bulb-Outs. The plan calls for curb extensions or bulb-outs to calm traffic on Webster Street near the school. The plan recommends a curb extension at the Willard Street intersection and the Woodward Street intersection to slow traffic as it approaches the school from each direction. Bulb-outs could also be used at the proposed mid-block crosswalks at the school entrance and exit drives to keep traffic moving slowly through the school zone. Permanent curb extensions or bulb-outs can be constructed for $2,000 to $10,000.

- Path from School to Indian Trails. Students are using an informal path between Indian Trails and the school that passes behind the county nursing home. Approximately 128 families and 75 school-age children live in Indian Trails. The plan recommends that this path be formalized, ideally as a paved path suitable for bicycling. This would require approximately 500 additional feet of paving to connect the existing sidewalk within Indian Trails to the paved drive behind the nursing home. A small bridge or culvert will be needed to cross over a drainage swale between the properties. An easement to allow the path should be requested from the county before the nursing home property is sold or re-used. The paved width of Woodward Street is adequate to accommodate a designated walkway or bike lane; on-street parking may need to be restricted to only one side of the street. That walkway or bike lane could be continued along Woodward Street to Webster Street and then to the front school entrance, or a path could potentially follow the slope around from the side of the school to the front entrance.


Future opportunity to create a new through street between Park Street and Constable Street would help re-direct through traffic away from 4th Street.
Consider a pedestrian and/or one-way vehicular connection.
Narrow 4th Street between Park Street and Pierrepont Avenue to one lane for eastbound traffic only to calm traffic and improve pedestrian safety within this corridor.
Complete sidewalk on north side of 4th Street.
Remaining space within right-of-way could be converted to a wide planting strip and/or on-street parking / drop-off space.
Entrances to parking lot should be consolidated to minimize conflict points.
Establish a one-way loop from 4th Street north through the parking lots to Park Street.
An alternative to the one-way loop would be to close 4th Street to through traffic from the parking lot entrance to Pierrepont Avenue, with only emergency & delivery allowed.
PARK ST
4TH ST
PIERREPONT AVE
CONSTABLE ST
3RD ST
CONCEPTUAL COMPLETE STREET DESIGN
ALICE HYDE HOSPITAL
N
200 FEET
Prepared by PlaceSense
March 2013


Curb extensions could be used to reduce curb radii at Pearl Street and Brown Street intersections, calming traffic on College Avenue.
Curb extensions could be used to reduce curb radii at State Street intersection. Crosswalk should be marked across College Avenue.
Realign intersection of Huskie Lane and Willow Street. Tighten curb radii and consider curb extensions to calm traffic.
COLLEGE AVE
Construct sidewalks on the south side of College Avenue between Elbow Street and Pearl Street. This is the only segment of College Avenue without a sidewalk.
Narrow the travel lanes on State Street and establish designated bike and/or pedestrian lanes to access school & recreation park.
STATE ST
Slow vehicle traffic on State Street by constructing a raised crossing or speed table to align with end of sidewalk.
Slow vehicle traffic on State Street by constructing a raised crossing or speed table north of Huskie Lane intersection.
CONCEPTUAL COMPLETE STREET DESIGN
FRANKLIN ACADEMY HIGH SCHOOL
N
200 FEET
Prepared by PlaceSense
March 2013


A series of curb extensions and bulb-outs along Webster Street could be used to calm traffic near Davis Elementary School.
KETCHUM ST
WEBSTER ST
A crosswalk should be painted on each side of the school
WOODWARD ST
The sidewalk or designated lane could follow Woodward Street to Webster Street to the school entrance. Alternatively, an off-road path could follow the slope around from the side to the front of the school.
A sidewalk or designated bike or pedestrian lane could be accommodated within the existing paved portion of Woodward Street by narrowing the travel lanes to link the school and Indian Trails.
A paved, shared-use path could create a primarily off-road route for residents of Indian Trails to walk or bike to the school. Approximately 128 families and 75 kids live in Indian Trails.
An easement should be requested from the county before the nursing home property is sold or re-used.
A small bridge or culvert (10 ft) will be needed to cross the drainage swale.
FINNEY BLVD (RT 30)
CONCEPTUAL COMPLETE STREET DESIGN
DAVIS ELEMENTARY SCHOOL
N
200 FEET
Prepared by PlaceSense
March 2013