

City of Greenwood

MADISON AND MAIN CORRIDORS STUDY

September 2016



RUNDELL ERNSTBERGER ASSOCIATES
LANDSCAPE ARCHITECTURE + URBAN DESIGN + PLANNING

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- Historic Commercial
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PROJECT OVERVIEW / PURPOSE

The Madison and Main Corridors Study includes an examination of roadway design, adjacent land use, open spaces, and other character elements that together impact the way the street is experienced by bicyclists, pedestrians, and motorists. Recommendations are in the form of number and width of travel lanes, turn lanes, and intersection treatments. Other considerations for the design of the public right-of-way include the provision of pedestrian and bicycle facilities such as sidewalks, multi-use paths, cycle tracks, and marked crosswalks.

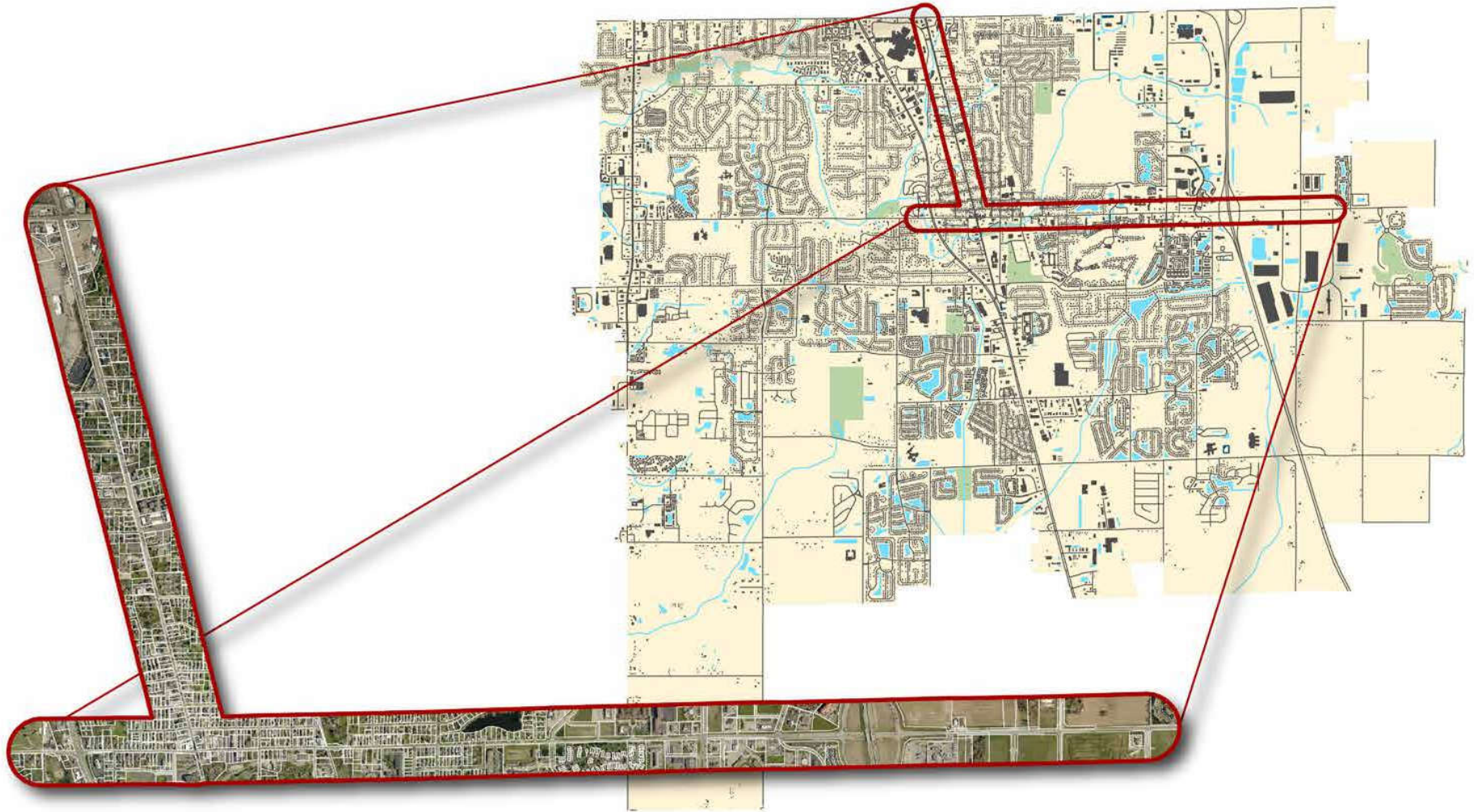
Additionally, the study considers how adjacent development should address the roadway in terms of building location, form, access, landscape, and parking. Although specific development standards are controlled by applicable zoning and subdivision regulations, this corridor study can be used to better describe preferred character and provide precedent imagery for recommended improvements.

This plan specifically addresses an approximately 1.5 mile segment of the N. Madison Avenue corridor from Pearl Street to County Line Road and an approximately 2.75 mile segment of the Main Street corridor from US 31 to Graham Road/County Road 200 E. Recommendations for Main Street from Market Plaza to Meridian Street were developed as part of the Downtown Development Plan and are therefore not presented in this document.

The project was initiated to develop design recommendations for these corridors that reflect complete streets principles, be more pedestrian and bicycle friendly, improve connectivity between downtown and the Greenwood Park Mall, and establish a distinctive gateway experience into downtown Greenwood. The conceptual plans developed as part of this project will be used as the basis for more detailed design, engineering, and construction documents ultimately leading to built improvements along these corridors. In addition, the land use and urban design recommendations may be used as a guide for potential amendments to the zoning ordinance.



PROJECT OVERVIEW / STUDY AREA



PROJECT OVERVIEW / GOALS

Complete Streets

Complete streets are designed to allow the safe access and movement of all users regardless of age and ability. A complete street is not a design prescription that states all roadways must contain every transportation element possible. Instead, consideration should be given to multiple transportation users and abilities when designing, constructing, and reconstructing roadways and adjacent transportation facilities. This includes pedestrians, cyclists, motorists, and transit riders. Obviously not all roads will be part of transit routes and some conditions may exist that prevent the inclusion of dedicated bicycle facilities. The intent is to recognize transportation corridors as more than streets for cars and to provide appropriate pedestrian and bicycle facilities in as many locations as possible.

Design elements of complete streets may include:

- Sidewalks
- On- or off-street, dedicated bicycle facilities
- Dedicated transit lanes
- Safe and accessible pedestrian crossings
- Accessible pedestrian signals
- Comfortable and accessible transit stops
- Crosswalk countdown timers
- Pedestrian-scaled lighting
- Protected median islands for wide crossings

Not every street will need all of these elements but every street should be designed to balance safety and convenience for everyone using the road, regardless of age ability or transportation mode.

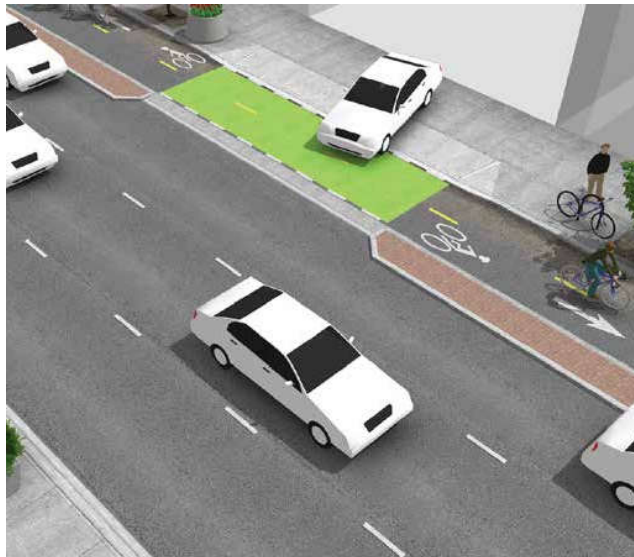


PROJECT OVERVIEW / GOALS

Bicycle and Pedestrian Connectivity

Connectivity refers to the availability of routes, directness of links, and density of connections in the pedestrian and bicycle system. A well-connected network has many short links, numerous intersections, and minimal facility dead-ends. As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient system.

Bicycle and pedestrian travel are an integral part of the City's vision for an active, vibrant economy and engaging street life. A well connected system allows residents to utilize pedestrian and bicycle facilities to run every day errands, commute to work, visit friends and neighbors, increase fitness, and have fun. The Madison and Main corridors should provide enhanced bicycle and pedestrian facilities in order to improve connectivity to the area's existing and future employment centers, residential neighborhoods, and recreation destinations.



PROJECT OVERVIEW / GOALS

Gateways

A gateway is a landmark, streetscape, or land use transition that a resident or visitor first sees and experiences when entering a particular area. It not only provides a physical and sensory point of entry into a place but helps to define community identity and can have a significant impact on perceptions of the area. Gateways should not be thought of simply as objects placed in the landscape, but as a series of spaces and elements that are interconnected and provide a unique and identifiable sense of place.

The gateways into Old Town Greenwood provide a range of experiences from highway oriented businesses to residential thoroughfares. Currently there are few distinguishing features or architectural details to inform travelers of their entrance into the downtown. Gateway areas should promote and include:

- Higher quality building design
- Public art
- Signage
- Landscape plantings
- Enhanced lighting
- Recreation spaces



PROJECT OVERVIEW / GOALS

Landscape

Landscape plantings provide color to an urban area that can often feel cold and uninviting. They also serve functional purposes including:

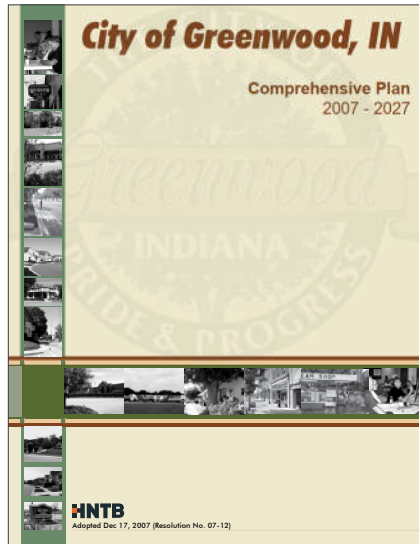
- Creating shade to lower temperature and create a more pleasant pedestrian experience.
- Improving air quality by absorbing carbon dioxide and producing oxygen.
- Slowing and capturing stormwater runoff, increasing infiltration and evapotranspiration.
- Creating a buffer between pedestrian or bicycle facilities and adjacent vehicular travel ways.

Plantings can be provided in a variety of ways that include above-grade planters, in-grade/depressed planters, medians, and at curb bump-outs. When considering street plantings, specific recommendations include:

- Select perennials and annuals that are relatively low maintenance.
- When using above-grade planters, select planters that complement other downtown site furnishings and that are movable in lieu of fixed constructions. Movable planters offer more flexibility in the design and use of the streetscape.
- When using trees, select trees that have an upright branching habit to minimize the need for pruning and conflict with pedestrians and vehicles. Select trees that do not bear nuts or fruit as they become a nuisance when maintaining sidewalks.

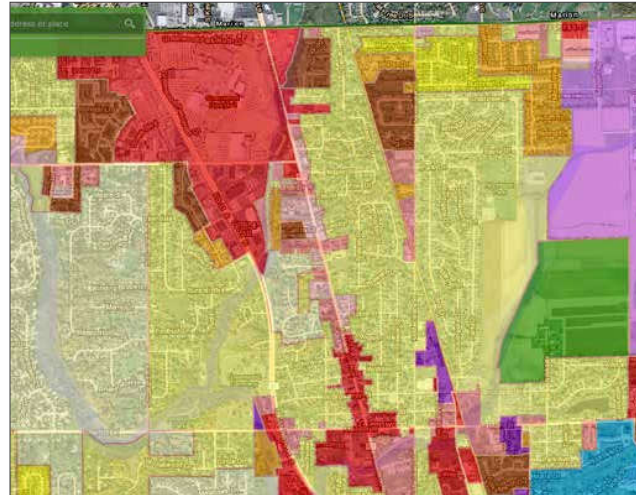


PROJECT OVERVIEW / EXISTING PLANS & STUDIES



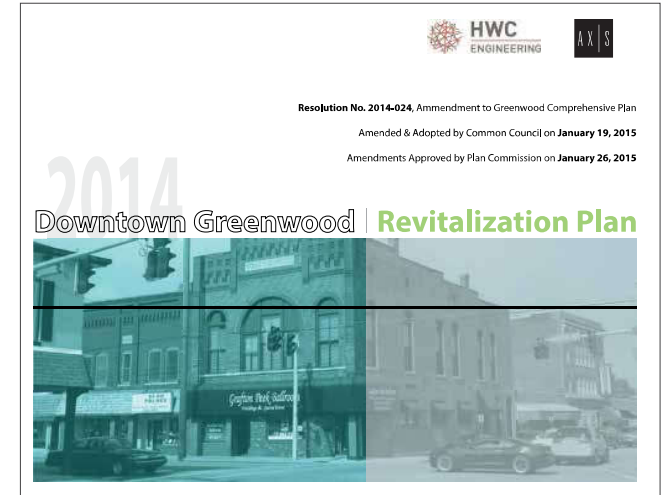
Comprehensive Plan (2007)

- Supports continued transitions of use along Madison Ave.
- Trails along Pleasant Run creek and Main Street from Emerson Avenue to Graham Road and beyond.
- Old Town gateways north of Noble St., at US 31, and at Polk St.
- Community gateways at the intersection of Madison Avenue and County Line Road and Main Street at I-65.



Zoning Ordinance (1986 with amendments)

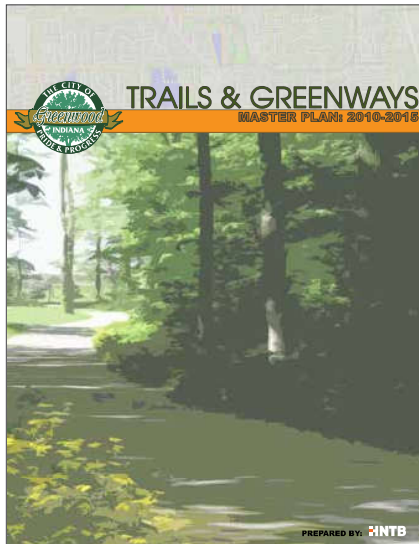
- Districts along Madison Avenue include R-1, R-2 and all business/commercial districts.
- Districts along Main include single family, multi-family, all business/commercial districts, and even industrial.
- Downtown and the Greenwood Park Mall have the same zoning classification.



Downtown Revitalization Plan (2014)

- Revitalized streetscape and additional pedestrian space along Main Street and Madison Avenue.
- Efficient traffic operations.
- Gateway features on Madison Avenue between Euclid and Wiley, Main Street at Greenwood Street, and Main Street at Meridian Street.
- Pedestrian connection to city parking lot just north of Wiley Street.

PROJECT OVERVIEW / EXISTING PLANS & STUDIES



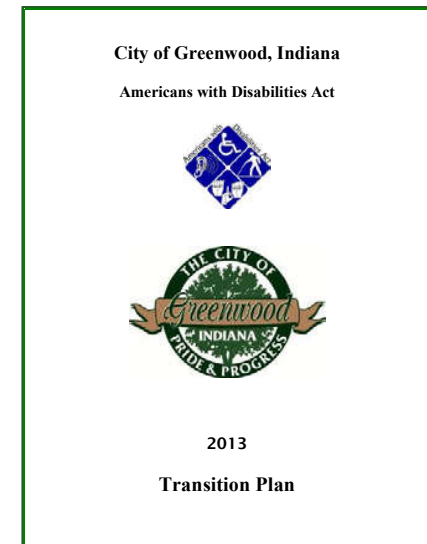
Trail & Greenways Master Plan (2009)

- Proposed sidewalk enhancements and bike lanes along N. Madison Avenue.
- Improved pedestrian connectivity along Main Street.
- Greenway along Pleasant Run with trail head near mall entrance.



Traffic Impact Plan (2011)

- Madison Avenue and County Line Road - additional turn lanes recommended.
- Madison Avenue (Beech Park to Fry) - LOS A/A in 10-yr condition, suggesting potential excess capacity.
- Substantial modifications recommended to all Main St. intersections in the study area.



ADA Transition Plan (2013)

- Estimated \$3.3 million in construction costs for modifications within public right-of-way.
- Goal of \$10,000 to \$50,000 annually to address deficiencies.

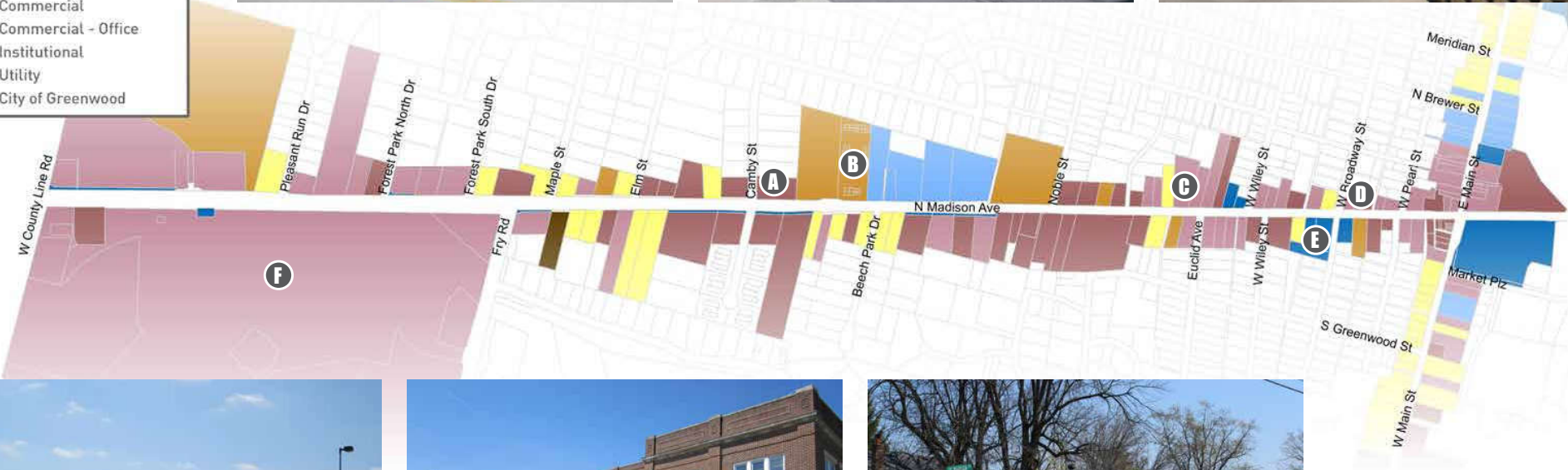
MADISON AVENUE / ANALYSIS / CHARACTER



MADISON AVENUE / ANALYSIS / LAND USE

LEGEND

- Single Family Residential
- Multi-Family Residential
- Commercial
- Commercial - Office
- Institutional
- Utility
- City of Greenwood



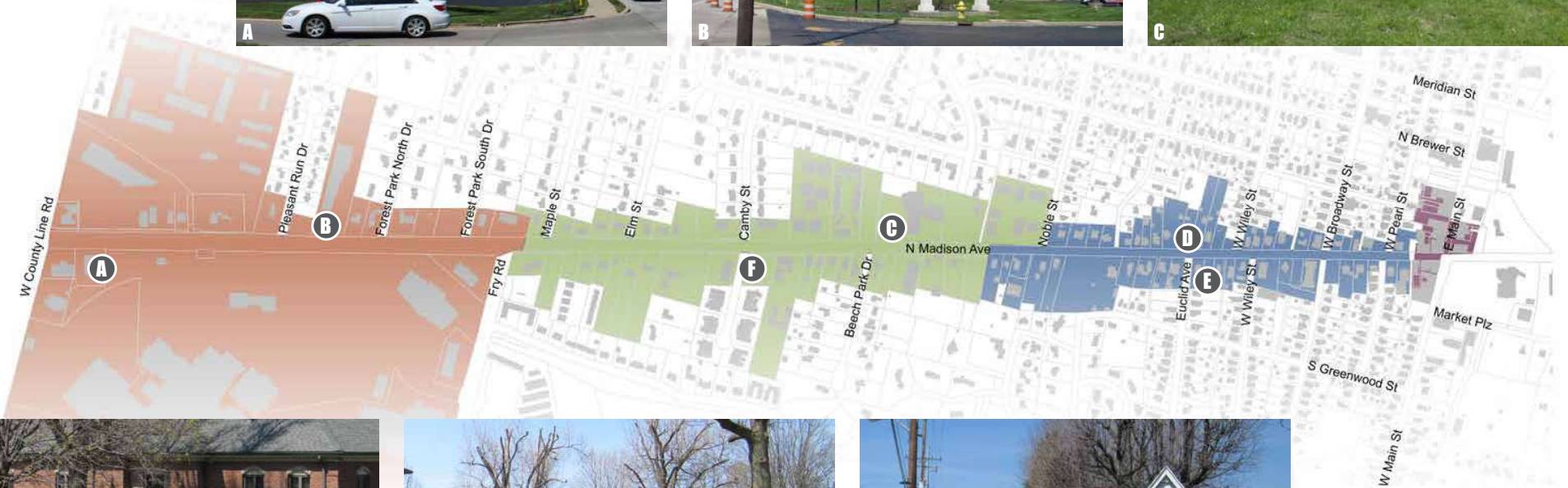
MADISON AVENUE / ANALYSIS / INFRASTRUCTURE



MADISON AVENUE / ANALYSIS / PARKING



MADISON AVENUE / ANALYSIS / SIGNAGE



MADISON AVENUE / ANALYSIS / MAIN to WILEY

EXISTING CONDITIONS



CONSTRAINTS



- NON-COMPLIANT/ INCONSISTENT ADA RAMP
- NARROW R.O.W
- MID BLOCK CURB CUTS REDUCE CONTINUITY OF PEDESTRIAN CIRCULATION
- POWER LINES ON EAST SIDE OF STREET

OPPORTUNITIES

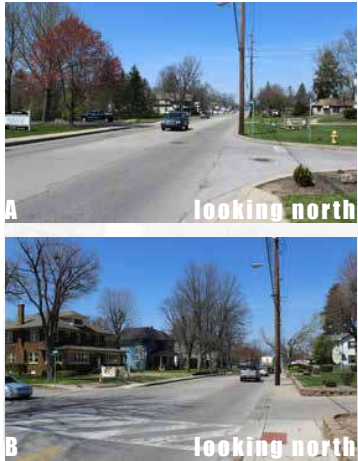


- RECONFIGURE ADA RAMP TO ENSURE COMPLIANCE AND COHESION ALONG CORRIDOR
- REDUCE EXCESSIVE ROAD WIDTHS TO CALM TRAFFIC
- PEDESTRIAN BUFFERS, GREEN INFRASTRUCTURE, MULTI-MODAL TRAIL?



MADISON AVENUE / ANALYSIS / WILEY to 300 BLOCK

EXISTING CONDITIONS



CONSTRAINTS



- NON-COMPLIANT/ INCONSISTENT ADA RAMP
- NARROW R.O.W
- MID BLOCK CURB CUTS REDUCE CONTINUITY OF PEDESTRIAN CIRCULATION
- DISCONNECTED SIDEWALK NETWORK
- POWER LINES ON EAST SIDE OF STREET

OPPORTUNITIES

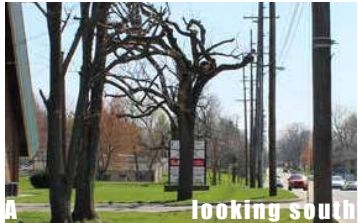


- RECONFIGURE ADA RAMP TO ENSURE COMPLIANCE AND COHESION ALONG CORRIDOR
- REDUCE EXCESSIVE ROAD WIDTHS TO CALM TRAFFIC
- PEDESTRIAN BUFFERS, GREEN INFRASTRUCTURE, MULTI-MODAL TRAIL?
- SIDEWALK INSTALLATION



MADISON AVENUE / ANALYSIS / 300 BLOCK to FARMERS MARKET LOT

EXISTING CONDITIONS



CONSTRAINTS



- NON-COMPLIANT/ INCONSISTENT ADA RAMPS
- NARROW R.O.W
- MID BLOCK CURB CUTS REDUCE CONTINUITY OF PEDESTRIAN CIRCULATION
- DISCONNECTED SIDEWALK NETWORK
- POWER LINES ON EAST SIDE OF STREET

OPPORTUNITIES



- RECONFIGURE ADA RAMPS TO ENSURE COMPLIANCE AND COHESION ALONG CORRIDOR
- REDUCE ROAD WIDTHS TO CALM TRAFFIC
- CITY OWNED PROPERTY INCREASES R.O.W
- PEDESTRIAN BUFFERS, GREEN INFRASTRUCTURE, MULTI-MODAL TRAIL
- SIDEWALK INSTALLATION



MADISON AVENUE / ANALYSIS / FARMERS MARKET LOT to CAMBY

EXISTING CONDITIONS



CONSTRAINTS



- NON-COMPLIANT/ INCONSISTENT ADA RAMP
- MID BLOCK CURB CUTS REDUCE CONTINUITY OF PEDESTRIAN CIRCULATION
- DISCONNECTED SIDEWALK NETWORK
- POWER LINES ON EAST SIDE OF STREET

OPPORTUNITIES



- RECONFIGURE ADA RAMP TO ENSURE COMPLIANCE AND COHESION ALONG CORRIDOR
- REDUCE ROAD WIDTHS TO CALM TRAFFIC
- CITY OWNED PROPERTY INCREASES R.O.W
- PEDESTRIAN BUFFERS, GREEN INFRASTRUCTURE, MULTI-MODAL TRAIL
- SIDEWALK INSTALLATION



MADISON AVENUE / ANALYSIS / CAMBY to MAPLE

EXISTING CONDITIONS



CONSTRAINTS



- NON-COMPLIANT/ INCONSISTENT ADA RAMPS
- MID BLOCK CURB CUTS REDUCE CONTINUITY OF PEDESTRIAN CIRCULATION
- DISCONNECTED SIDEWALK NETWORK
- POWER LINES ON EAST SIDE OF STREET

OPPORTUNITIES



- RECONFIGURE ADA RAMPS TO ENSURE COMPLIANCE AND COHESION ALONG CORRIDOR
- REDUCE ROAD WIDTHS AND ELIMINATE LANES TO CALM TRAFFIC
- CITY OWNED PROPERTY INCREASES R.O.W
- PEDESTRIAN BUFFERS, GREEN INFRASTRUCTURE, MULTI-MODAL TRAIL
- SIDEWALK INSTALLATION



MADISON AVENUE / ANALYSIS / MAPLE to FOREST PARK

EXISTING CONDITIONS



CONSTRAINTS

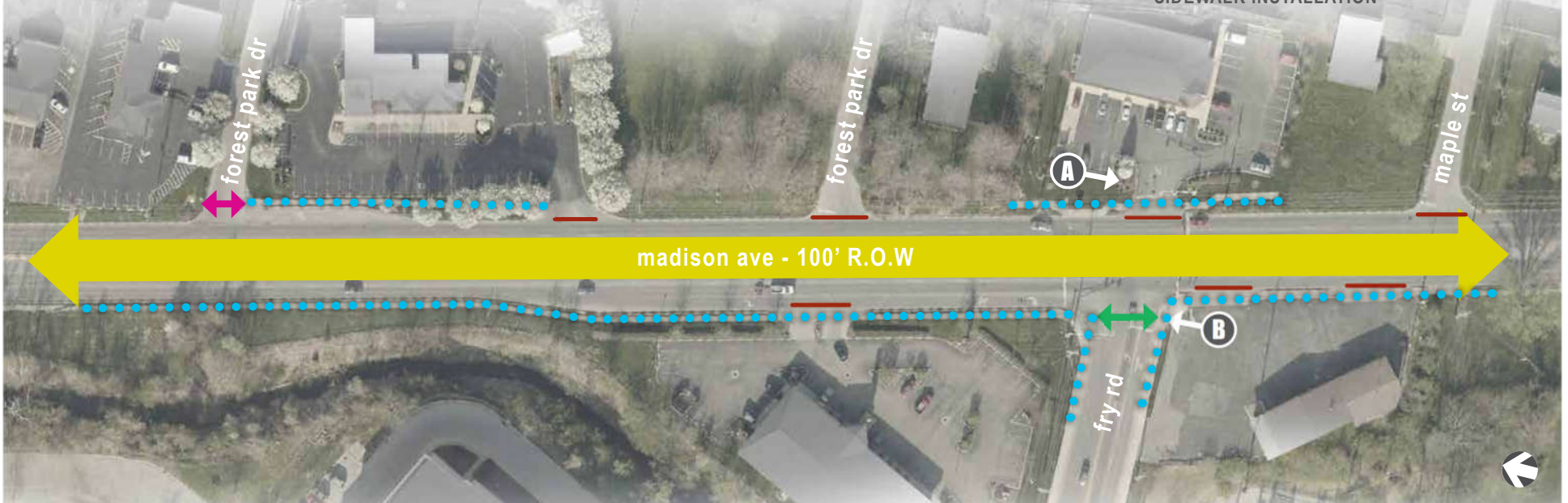


- NON-COMPLIANT/ INCONSISTENT ADA RAMPS
- MID BLOCK CURB CUTS REDUCE CONTINUITY OF PEDESTRIAN CIRCULATION
- DISCONNECTED SIDEWALK NETWORK
- POWER LINES ON EAST SIDE OF STREET

OPPORTUNITIES



- RECONFIGURE ADA RAMPS TO ENSURE COMPLIANCE AND COHESION ALONG CORRIDOR
- REDUCE ROAD WIDTHS AND ELIMINATE LANES TO CALM TRAFFIC
- CITY OWNED PROPERTY INCREASES R.O.W
- PEDESTRIAN BUFFERS, GREEN INFRASTRUCTURE, MULTI-MODAL TRAIL
- SIDEWALK INSTALLATION



MADISON AVENUE / ANALYSIS / FOREST PARK to MALL ENTRANCE

EXISTING CONDITIONS



CONSTRAINTS



- NON-COMPLIANT/ INCONSISTENT ADA RAMPS
- MID BLOCK CURB CUTS REDUCE CONTINUITY OF PEDESTRIAN CIRCULATION
- DISCONNECTED SIDEWALK NETWORK
- POWER LINES ON EAST SIDE OF STREET

OPPORTUNITIES

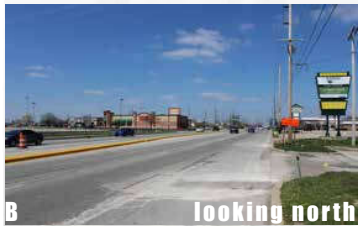


- RECONFIGURE ADA RAMPS TO ENSURE COMPLIANCE AND COHESION ALONG CORRIDOR
- REDUCE EXCESSIVE ROAD WIDTHS TO CALM TRAFFIC
- PEDESTRIAN BUFFERS, GREEN INFRASTRUCTURE, MULTI-MODAL TRAIL
- SIDEWALK INSTALLATION
- CREEK ADJACENT TO SIDEWALK PROVIDES LINEAR GREENSPACE AMENITY



MADISON AVENUE / ANALYSIS / MALL ENTRANCE to COUNTY LINE

EXISTING CONDITIONS



CONSTRAINTS

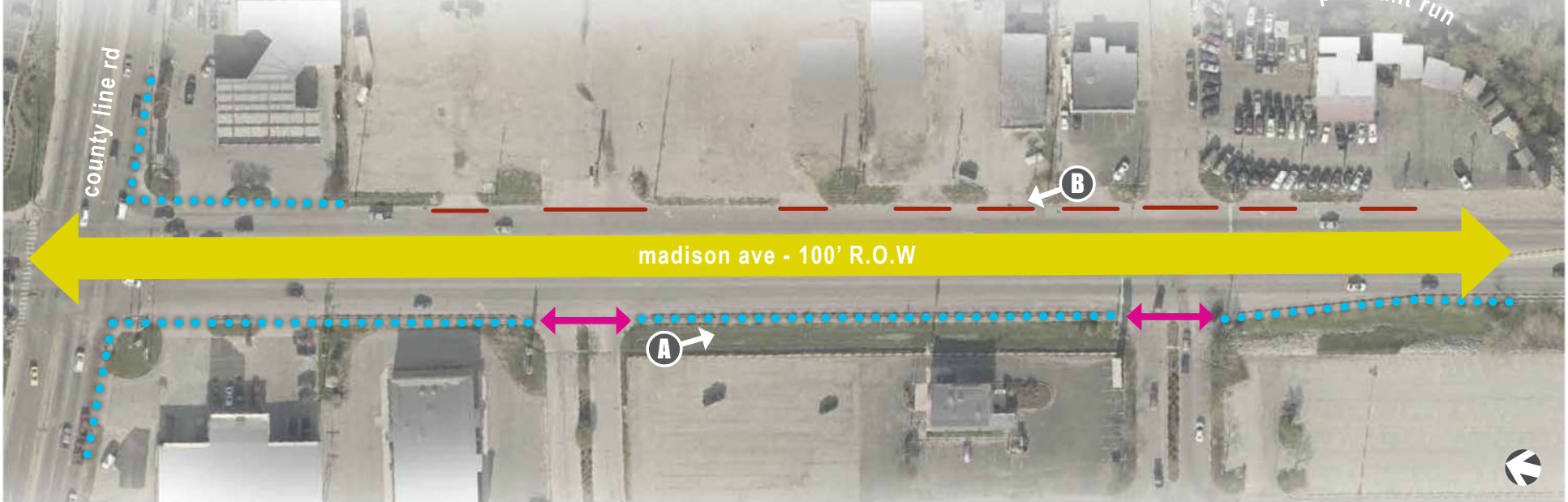


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- DISCONNECTED SIDEWALK NETWORK
- POWER LINES ON EAST SIDE OF STREET

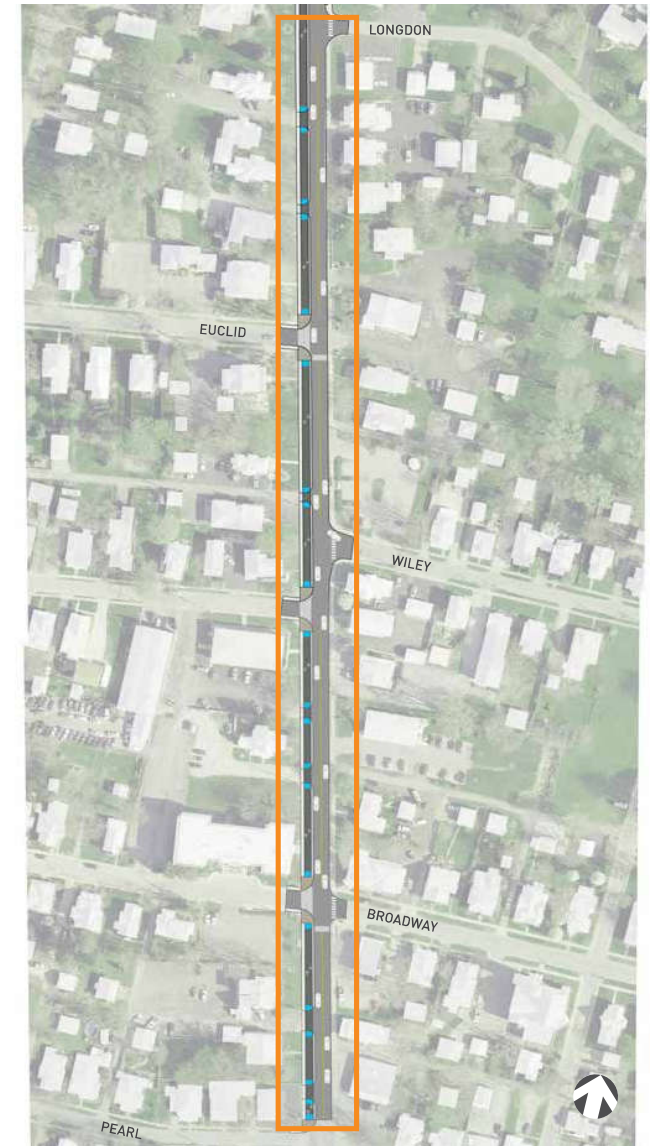
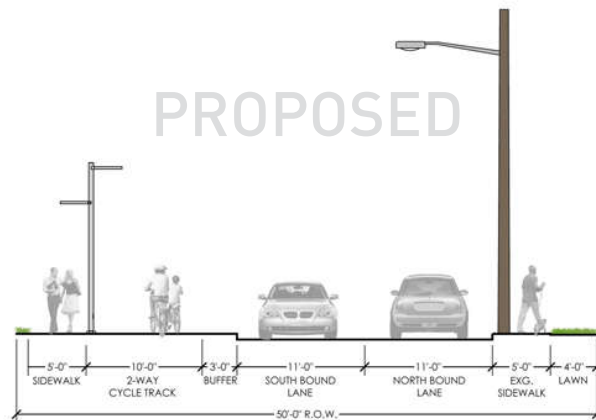
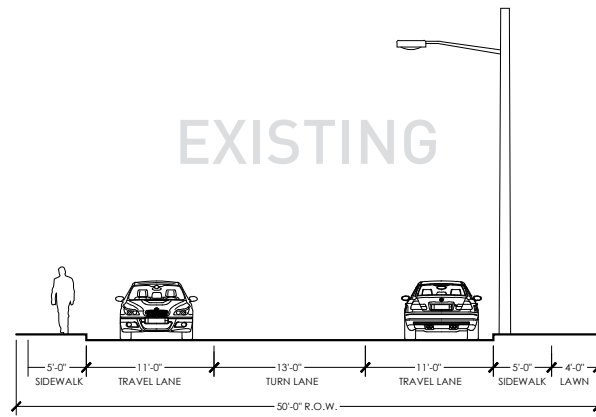
OPPORTUNITIES



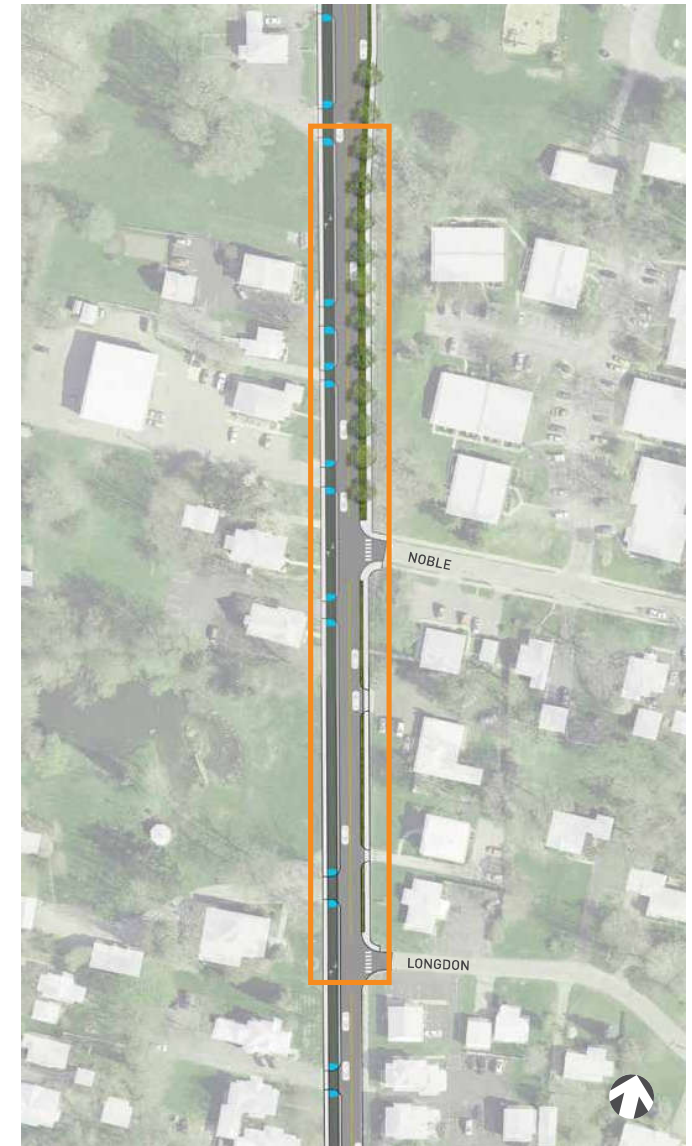
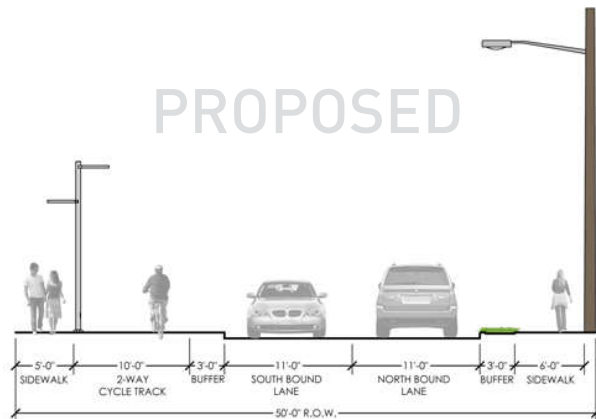
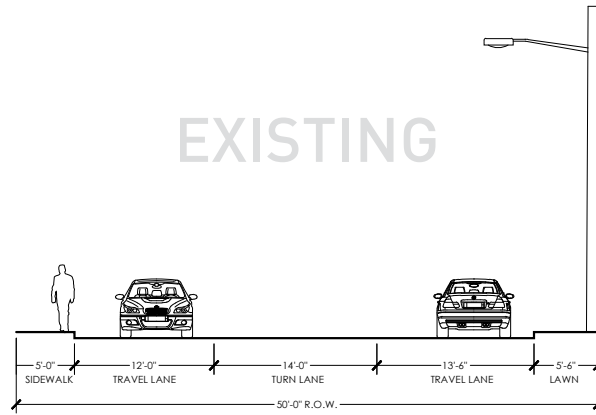
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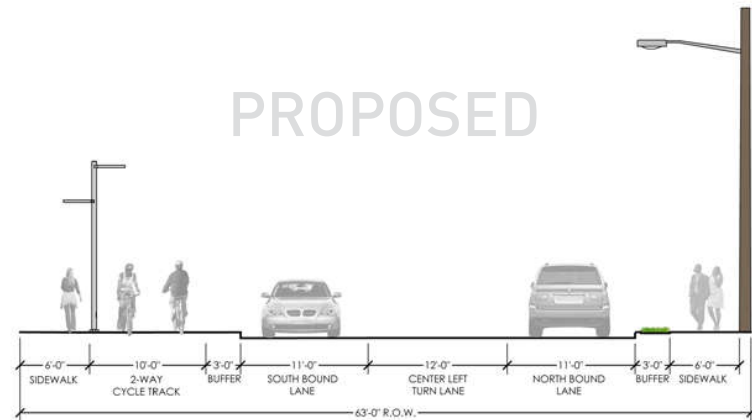
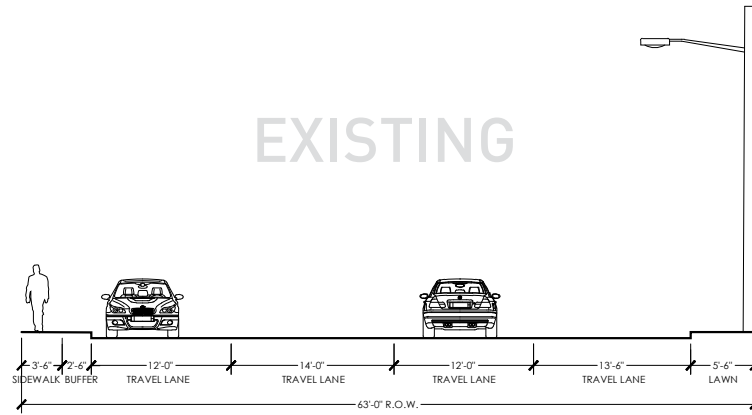
MADISON AVENUE / RECOMMENDATION / PEARL ST to LONGDON ST



MADISON AVENUE / RECOMMENDATION / LONGDON ST to NORTH OF NOBLE ST

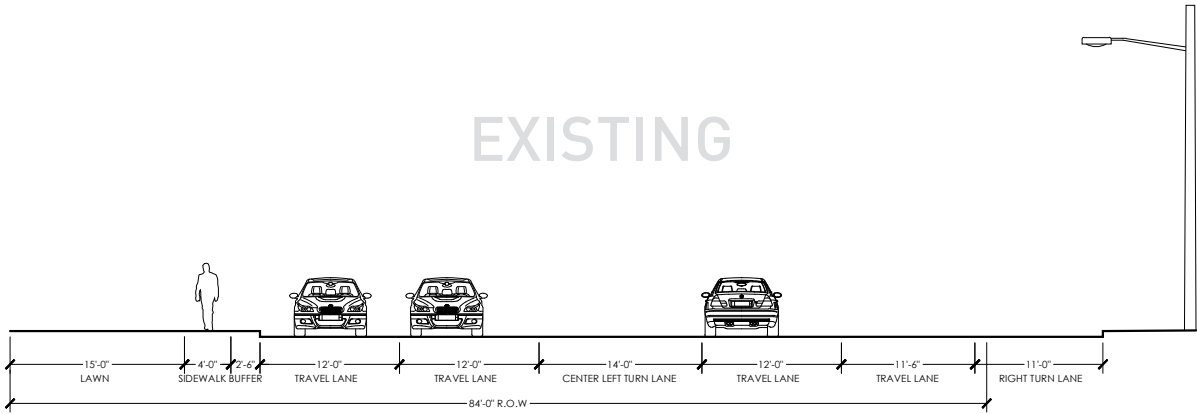


MADISON AVENUE / RECOMMENDATION / NORTH OF NOBLE ST to MADISON DR

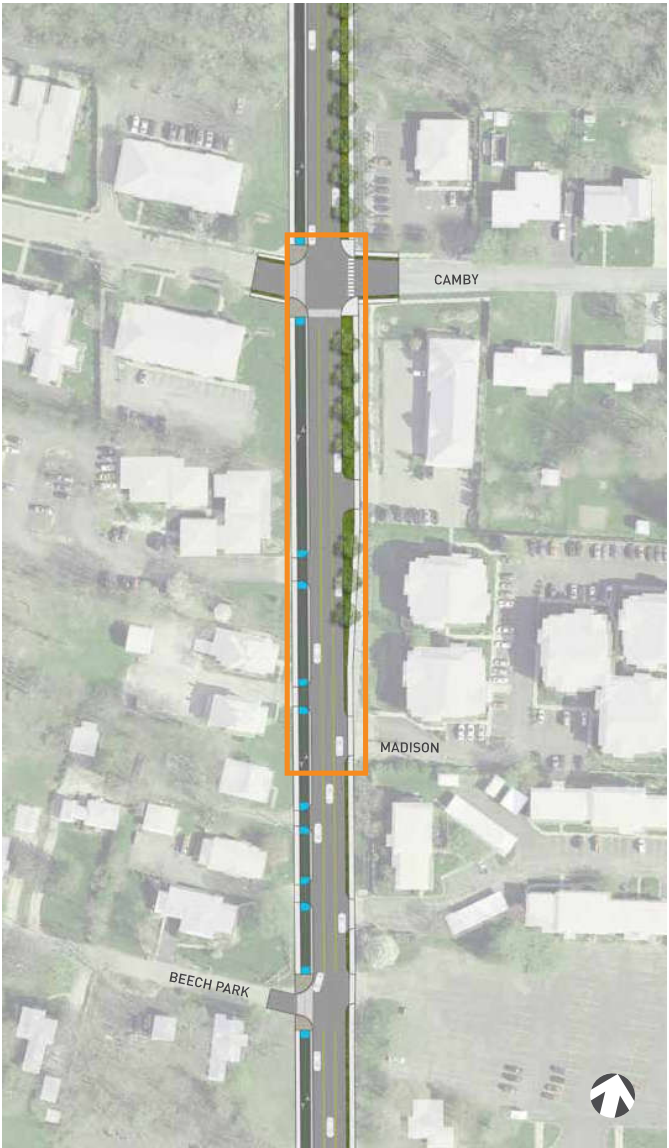
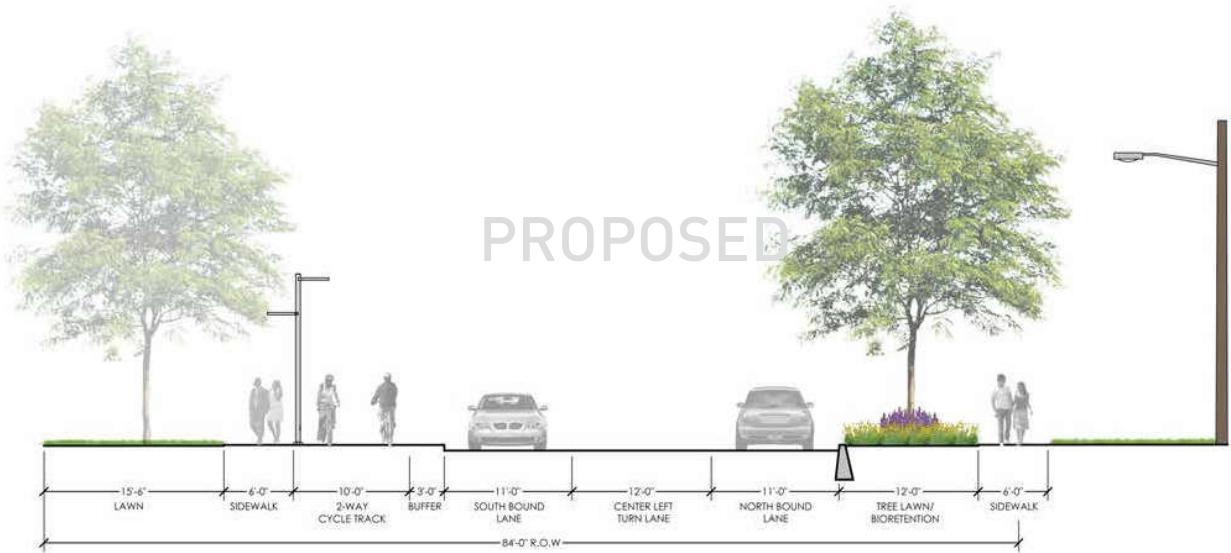


MADISON AVENUE / RECOMMENDATION / MADISON DR to CAMBY ST

EXISTING

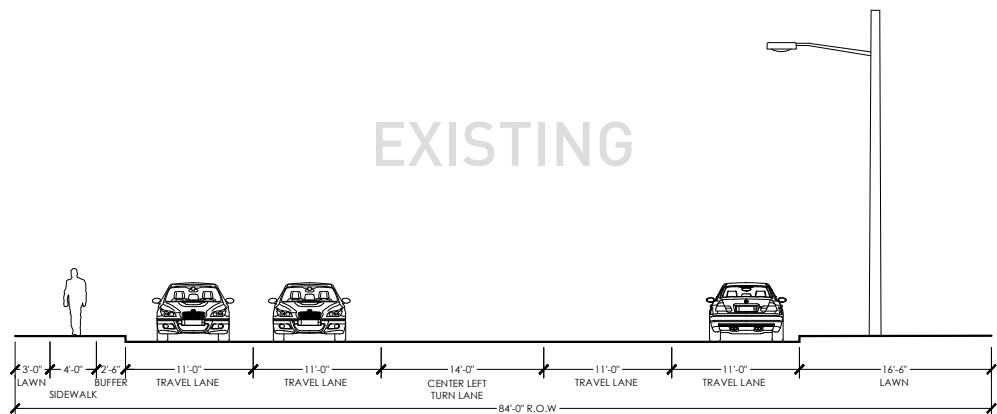


PROPOSED

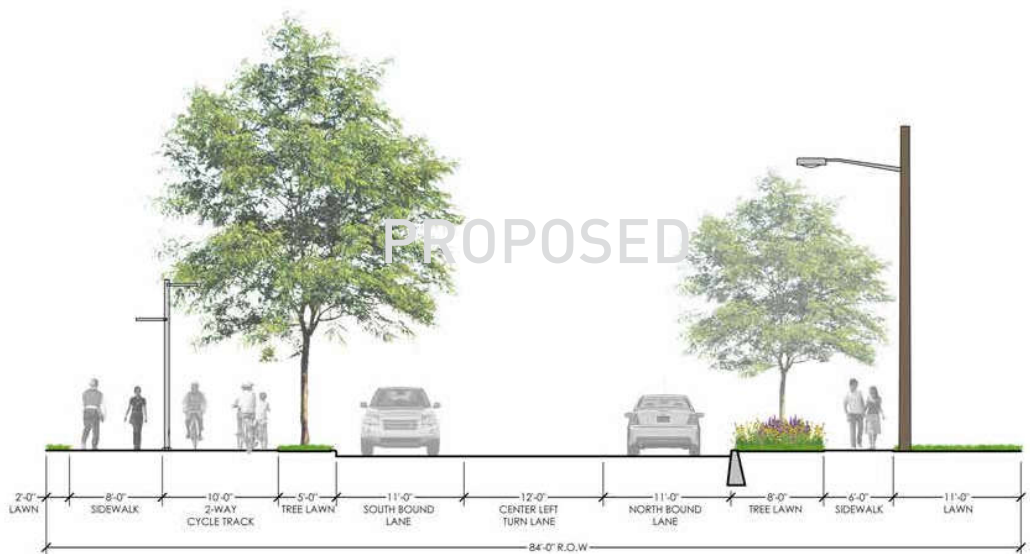


MADISON AVENUE / RECOMMENDATION / CAMBY ST to SOUTH OF MAPLE ST

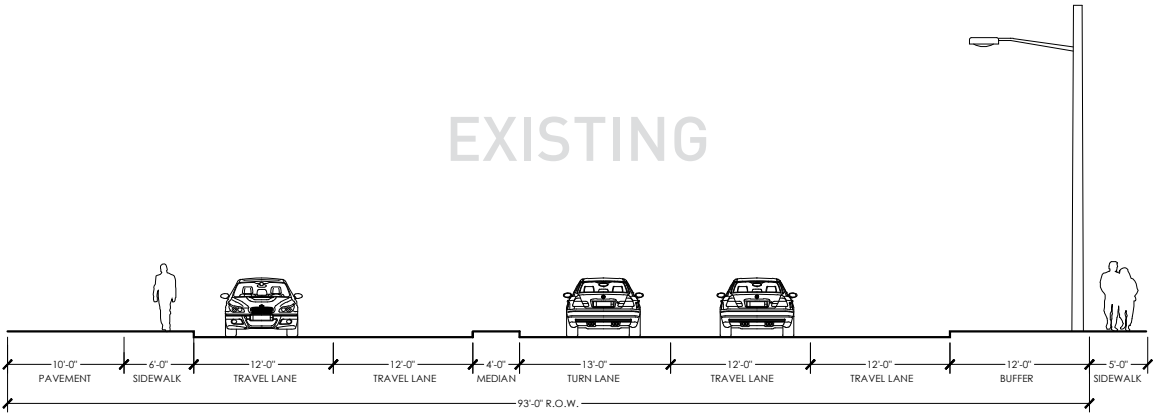
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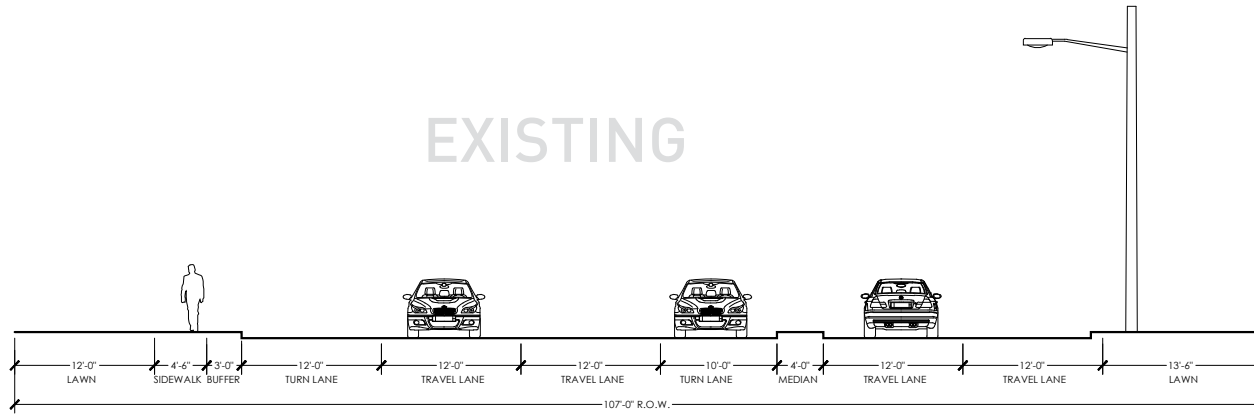


MADISON AVENUE / RECOMMENDATION / SOUTH OF MAPLE ST to FRY RD



MADISON AVENUE / RECOMMENDATION / FRY RD to N FOREST PARK DR

EXISTING



PROPOSED

