



North Meacham Road Corridor Plan



VILLAGE OF SCHAUMBURG
PROGRESS THROUGH THOUGHTFUL PLANNING



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ACKNOWLEDGMENTS

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Prepared for:

Consultant Team:



Introduction

BACKGROUND

Meacham Road is a major north/south corridor in the Village of Schaumburg, and the section from the Interstate 90 interchange north to Algonquin Road is a particularly vital section. With the transformation envisioned in the 90 North District West Master Plan, along with further development of the Entertainment District outlined in the 90 North District East Master Plan, the Village has a unique opportunity to create a transformative corridor within the region.

Since Meacham Road is under Village jurisdiction and there is cooperation among property owners and stakeholders, there is a realistic opportunity to overcome obstacles, balance the needs of motorists, pedestrians, and cyclists, and implement improvements to unify the east and west sides, along with creating a consistent theme along the length of the corridor.

GEOGRAPHIC LIMITS AND SCOPE OF STUDY

The project area includes the North Meacham Road right-of-way from Interstate 90 to Algonquin Road, including the interface with the adjacent 90 North District east and west properties, and the intersections of the east/west roadways.

Recommendations in the 90 North District Master Plans will be considered as part of this study, and the recommendations may be applied to other areas along the Meacham Road Corridor within the Village.

The scope of this study includes three components:

- Context, Image, and Influences
- Transportation, Circulation, and Connectivity
- Pedestrian Environment, Landscape, and Aesthetics

PLANNING AND DESIGN PROCESS

Research and Analysis

First, during the research and analysis phase, the team established the goals and objectives for the project, evaluated the existing conditions, determined regulatory requirements, and developed an understanding of future development plans. The phase included interviews with stakeholders to gather first-hand impressions of the project area and desired outcomes. This phase concluded with establishing improvement recommendations to be further developed during the schematic design phase.



Schematic Design

During the schematic design phase, the team explored alternative concepts based on the research and analysis results, and established the framework, design character, materials, and budget costs for the proposed improvements. The team evaluated the alternative concepts against the research and analysis criteria and reached consensus on a preferred concept to advance. Once the preferred concept was determined, the team illustrated the improvement recommendations, established prototypical details, and outlined anticipated construction costs.



Design Manual

The preferred concept was then summarized in a comprehensive design manual that the Village will use to guide private and public improvements within the corridor. It communicates the expectations for improvements to be included in private development projects to stakeholders and developers. The Village may also choose to implement certain improvements as public projects and pursue funding from outside sources.





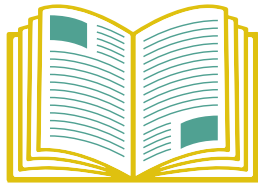
Context Map



Research and
Analysis



Schematic
Design



Design
Manual

Planning and Design Process

PROJECT GOALS

- *Develop a plan to establish Meacham Road as a distinctive corridor within Schaumburg and the region*
- *Unify the east and west sides of the 90 North Schaumburg District, balancing the needs of motorists, pedestrians and cyclists*
- *Create a document that clearly outlines recommended improvements that will be used as a guide for public and private improvements within the area*

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Stakeholder Input

STAKEHOLDER INVOLVEMENT

In July and August of 2019, the Hitchcock Design Group team along with Village representatives, interviewed each of the four main project stakeholders identified by the Village; Zurich North America, the Schaumburg Renaissance Hotel and Convention Center, Urban Street Group (90 North District West/Veridian developer), and the American Veterinary Medical Association AVMA (also representing the Thoreau Property Owners Association). In each interview, the team discussed the status of development north of Interstate 90, the role of Meacham Road within the area, and improvement ideas for the Meacham Road Corridor. The following common themes emerged from the stakeholder interviews:

Destinations, Uses, Activities

Stakeholders indicated that there are limited destinations, uses, and activities nearby that cater to the office workers, hotel guests, and other visitors to the area. Office workers frequently walk for exercise, but others rarely walk to destinations within the area, simply because the options are limited or too far away. This is expected to change as development occurs and additional options become available.

The expectation is that the 90 North Schaumburg area will become a more urban, mixed-use environment that will be well received by the office workers, hotel guests, and visitors, alike.

“Office workers, hotel guests, and visitors rarely walk because there are limited places to go, and they are too far away. We look forward to the transformation of the area into a nicer mixed-use environment, with more close-by destinations, and better transportation options.”



Image, Identity

Stakeholders view the area north of Interstate 90 as a distinctly separate area within the Village of Schaumburg, but it does not currently have a strong image or identity. They acknowledge that the location is recognizable by the architecture of the Zurich North America headquarters and the Schaumburg Renaissance Hotel and Convention Center, although the current name for the area - 90 North Schaumburg - is not widely known among users; they simply refer to it as the “former Motorola campus.” Efforts are underway by the Village to market the area under this new name. In addition, the development area west of Meacham Road has been branded “Veridian”, but until it develops further it is not widely known. Having a strong brand identity for the area is seen as positive by many, although there is not a recognized unifying theme for the entire area at this time.

Corridor Users

There are many thousands of office workers and daily users within the project area, directly adjacent to Meacham Road. Stakeholders indicated that most of these users access the area by car, although a small number of people arrive by bus or other means of transportation.

The area sees hundreds of visitors daily, and during special meetings, conventions, and other gatherings, the number of visitors can reach into the tens of thousands. Some of these visitors stay in the adjacent hotels, although some visitors stay in other nearby hotels within the area.

It was mentioned that there are few residents within the area currently, although residential and senior living units proposed within the East and West District developments are projected to add a significant number of additional residents over time.

Transportation, Circulation, Connectivity

Stakeholders rely on vehicular transportation based on the current land uses, and although the area will transition to become more mixed-use and more walkable, it is expected that traffic counts will remain high. Travel lanes, access, and vehicular circulation will continue to be critical components for most people accessing the area.

It was unanimous among stakeholders that pedestrian crossings of Meacham Road are one of the most, if not the most important factor to address with the corridor plan. Pedestrians frequently try to cross Meacham Road mid-block, which is unsafe, and pedestrians crossing at intersections have difficulty traversing multiple travel lanes due to the length of crossing and short signal timing. A grade separated pedestrian crossing was mentioned in all of the stakeholder discussions as an important improvement for the Meacham Road Corridor.

Users expressed that the area is very large, and even as mixed-use development advances and the area becomes more walkable, it will be necessary to provide alternative transportation methods within the development, such as a shuttle service, bike share, or pedicab to connect the variety of users and destinations.

Observations show that bicyclists do not currently use the Meacham Road Corridor frequently. There is an existing bike path crossing over Interstate 90 and along Progress Parkway, although improved connectivity with regional bike trails and new residential development could increase the popularity and use within the area.

“Pedestrians frequently try to cross Meacham Road mid-block, which is unsafe, and pedestrians crossing at intersections have difficulty getting across the long expanse of pavement before the signal changes. A pedestrian bridge across Meacham Road would be a great addition.”





Pedestrian Environment, Landscape, Aesthetics

Most stakeholders believe that open space, landscape, ponds, and natural areas are positive aspects of the corridor. The idea of enhancing the landscape along Meacham Road as a green corridor would draw attention away from the roadway and minimize its impact. However, many people agree that well maintained landscape alone is not enough to create a distinctive place. Additional components will need to be added that accommodate users and are distinctive, large scale and repetitive to balance out the large scale of Meacham Road.

The existing pedestrian environment is limited to standard sidewalks and little else, although that is expected to change as redevelopment projects advance. Users would like to see improvements to the pedestrian environment that will be consistent with private development improvements. The bold, contemporary architecture of the area, and the style of the new development should be reflected in the Meacham Road Corridor improvements.

“We like the landscaping, ponds, and natural areas. They help balance the large amount of pavement on Meacham Road. Maintaining the landscaping along the corridor is preferred to a hard urban environment, although including architectural components, sculpture, or cultural elements can add some interest and excitement to the corridor.”



Infrastructure, Utilities

Property owners pointed out that there are many underground utilities and some overhead utilities within the Meacham Road right-of-way that must be considered with the design of new improvements. Lighting will be an important factor to consider throughout the corridor for safety purposes and as a lively aesthetic element.

COMMON STAKEHOLDER THEMES

- *As the area redevelops into a more mixed-use environment, implement improvements that will improve the user experience and accommodate workers, visitors, and future residents alike*
- *Provide a variety of proximate activities and destinations, with good circulation between uses*
- *Establish a distinctive image for the area consistent with the adjacent contemporary architecture and planned mixed-use developments*
- *Provide a balance between vehicular, cyclist, and pedestrian circulation, including safe pedestrian crossings of Meacham Road, both at grade*
- *Provide a grade separated crossing*
- *Create a more walkable and comfortable pedestrian environment while maintaining the quality of the landscape and natural areas*

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Existing Conditions Analysis

CONTEXT, IMAGE, INFLUENCES

Regional Context

The Meacham Road Corridor is a portion of a larger sub-area within the Village of Schaumburg that includes the land within the municipal boundaries north of Interstate 90. The story of Meacham Road today is that of a typical roadway corridor without distinction beyond the presence of two landmark structures: the Zurich North American Headquarters and the Schaumburg Renaissance Hotel and Convention Center. The corridor and surrounding area today are not strongly associated with the Schaumburg name, which itself is a brand with an international presence but has the potential to become the Village’s distinctive northern gateway and a prestigious regional destination.

Redevelopment Expectations

The study area is a large-scale destination that relies heavily on vehicular traffic, like many other suburban developments. The Zurich North American Headquarters, Schaumburg Renaissance Hotel and Convention Center, and the 90 North District East and West master planned developments are changing the image and context of the Meacham Road Corridor into a more contemporary mixed-use environment. It is likely that the area will continue to rely heavily on vehicular traffic, but the addition of live/work options, restaurants, retail, and alternative forms of transportation, will create a more balanced multimodal transportation community as it develops.

Brand Image

The Village has established the “90 North Schaumburg” identity for all the redevelopment area north of Interstate 90 and is currently using it for marketing. In addition, a sub-brand name “Veridian” has been introduced in the west development area. The east area will be redeveloped as an entertainment district and the Village is in the process of selecting a master developer. Once a developer has been engaged, a sub-brand similar to the Veridian name in the west development area, will likely be established. Each of these sub-brands should be associated with the 90 North Schaumburg identity.



The area north of I-90 is a portion of a larger sub-area currently not strongly associated with the Village of Schaumburg



Proposed 90 North District West Development



Various names and identities



Zurich North American Headquarters



Schaumburg Renaissance Hotel and Convention Center

KEY IMAGE OBSERVATIONS

- *The study area is currently a large-scale suburban destination that relies heavily on vehicular traffic, although current and future redevelopment is changing the image of the area into a more balanced multi-modal transportation and mixed-use community; the identity should reflect this community image*
- *The North Meacham Road Corridor is only a portion of a larger sub-area that includes all land within Schaumburg's municipal boundaries north of Interstate 90; the Village is in the process of marketing the entire area as a distinctive regional destination and associating it with the Village of Schaumburg*
- *There are sub-brand names within the east and west redevelopment areas; these names should be visually linked to the overall 90 North Schaumburg identity*

TRANSPORTATION, CIRCULATION, CONNECTIVITY

Right-of-Way Cross Section

Meacham Road is functionally classified by IDOT as a Minor Arterial. The existing typical section of Meacham Road is large, consisting of three 12-foot lanes in each direction and dual left-turn lanes divided by a 6-foot raised median. Dedicated right-turn lanes are also provided at most intersections in the study area. In areas where dual left-turn lanes are not needed, there is a 16-30-foot wide planted median. An 8-foot multiuse path extends through the study area along the east side of Meacham Road and connecting over the Interstate 90 bridge structure. There are sidewalks along the west side of Meacham Road along the Zurich North American Headquarters property, that in some areas extend outside of the Village right-of-way.

Several capital projects are planned along the corridor:

- Addition of a third eastbound lane along Illinois 62, from east of Parkside Drive to Illinois 53 (scheduled for 2020)
- Addition of a second right turn lane on the west and south approaches at the Illinois 62/Meacham Road intersection, and modifying the dedicated right turn lane into a combined right-thru on the north approach (scheduled for 2020)
- New right-in/right-out access proposed, east of Parkside Drive as part of the Veridian project

The existing and proposed transportation components are necessary based on the volume of vehicular traffic using the corridor, leaving limited space for additional items within the right-of-way.



Typical roadway section with planted median



Typical roadway section with turn lanes at intersections

Vehicular Traffic

The corridor services large traffic generators and drive-to destinations. The existing posted speed limit is 45 mph and the traffic study for the Veridian Master Plan indicates the average daily traffic (ADT) from 2017 along Meacham Road was 37,000 vehicles per day. These volumes are expected to remain consistent, or potentially increase due to new development, and the corridor will need to continue to accommodate this high volume of vehicular traffic.



Consistently high vehicular traffic volumes

Pedestrian Circulation and Crossings

Hotel patrons, office workers, visitors, and residents walk out of necessity, for exercise, or for pleasure, but distances between areas are extensive, and not always comfortable for walking. The 90 North District East and West Master Plans include provisions for adding pedestrian sidewalks and bike paths, which will improve the connectivity throughout the district.

Pedestrian crosswalks and signalized pedestrian phases with push button activation are provided at the traffic signals along the corridor, except for the north and west leg of the Meacham/Algonquin intersection. Signalized locations provide a high level of protection for pedestrian crossings, but there is still a level of vulnerability as the pedestrian is exposed to over 140 feet of crossing distance. This wide crossing distance creates a barrier to comfortable pedestrian activity across and along the corridor.

The Village has installed decorative, colored crosswalks as a way to enhance the pedestrian crossings and make them more visible for both pedestrians and motorists in an effort to improve the safety of pedestrian crossings. Pedestrians often cross mid-block due to long distances between signalized intersections, especially between the Renaissance Schaumburg Convention Center Hotel and the Zurich North American Headquarters. A grade-separated pedestrian crossing that is seamless and convenient will be critical to connect the east and west sides of the corridor and create a unified district.



Wide pedestrian crossing between east and west sides of Meacham Road



Carriage walks along corridor are adjacent to heavy vehicular traffic



Unsafe pedestrian crossing mid-block between Zurich and Hotel

Traffic Signals

Traffic signals are located at the intersections of Meacham Road with Algonquin Road, Drummer/Progress Parkway, Zurich Way/Thoreau Drive, and the Interstate 90 ramps. The signals are fully actuated and coordinated as part of the Algonquin Road signal system that also extends south along Meacham Road to Remington Road. High traffic volumes along Algonquin Road govern the long signal cycle lengths (130-140 seconds) along Meacham Road. Signal timings also favor Meacham Road over the minor legs, which result in long queues during event surges.



Traffic signals at Meacham Road and Zurich Way, painted black



Traffic signals at Meacham Road and Algonquin Road, standard aluminum

Bicycle Network

Meacham Road is part of the Village's bicycle network, with an 8-foot multiuse path along the east side of the road and connecting south across interstate 90 and north to Algonquin Road, as well as along Progress Parkway through the 90 North West District. Although this network is currently in place, users would benefit from upgrades such as additional directional signage, mapping, furnishings, support stations and other amenities to improve the user experience and better indicate connectivity to the larger trail network.



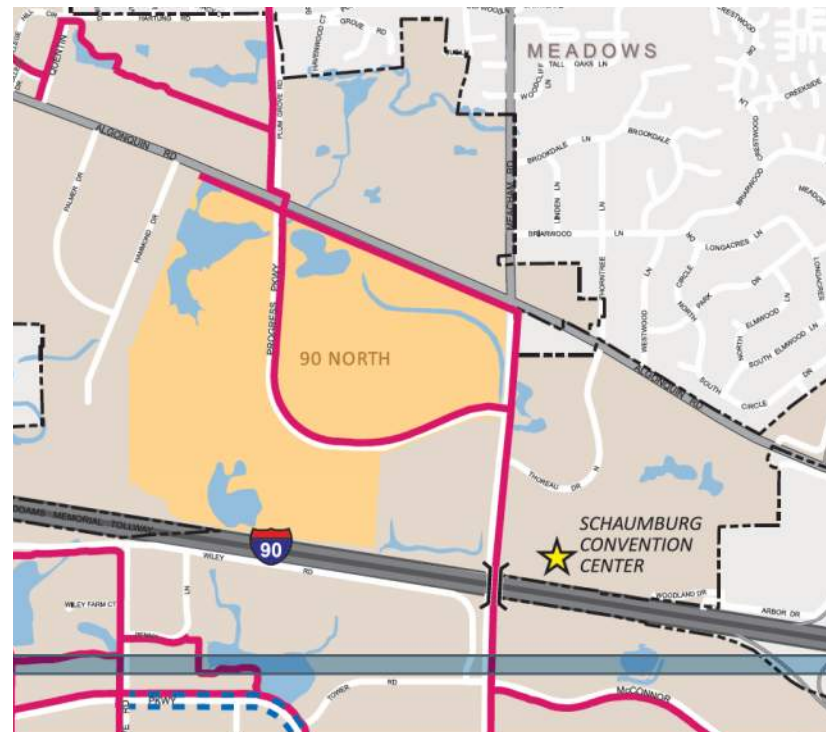
Typical multi-use path along corridor



Existing bicycle wayfinding signage



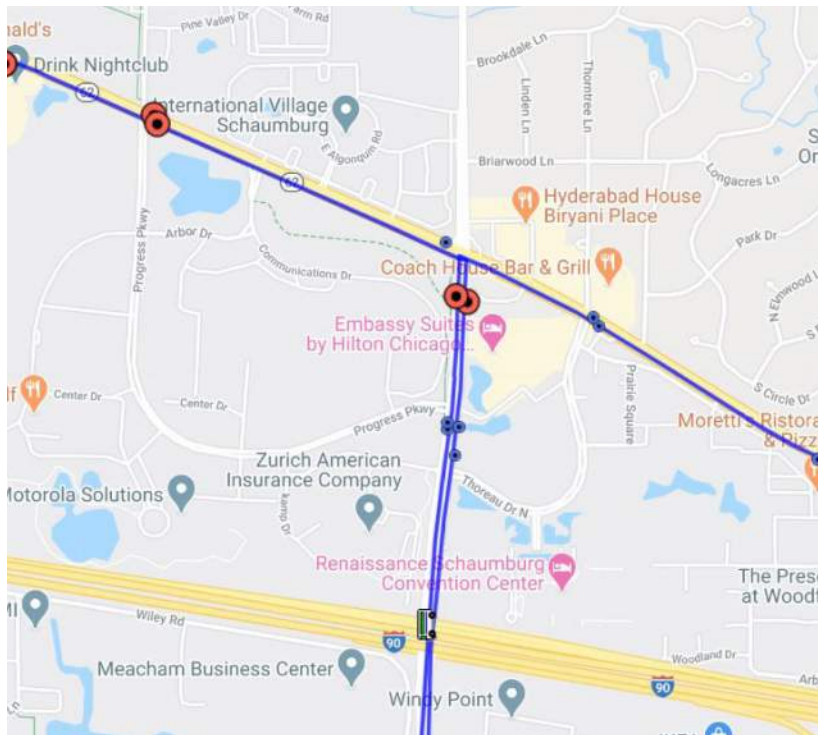
Existing pedestrian wayfinding signage



Village of Schaumburg bicycle path network

Pace Service

Pace bus route 696 (Randhurst/Woodfield/Harper College) services the corridor with northbound and southbound stops on Meacham Road at Algonquin Road and Thoreau Drive. The corridor is also serviced by Pace route 895 (95th St.-Rosemont-Schaumburg Express) with stops at Thoreau Drive. Stops are demarcated with bus stop signs within the parkway and are not currently ADA accessible. There are no shelters/pads or amenities at stop locations. Other Pace routes that travel the corridor are the 611 (North Schaumburg) and 905 (Schaumburg “Trolley”) both with stops internally on the loop route. Pace also operates several express services using the Interstate 90 “flex lanes” in close proximity to the Meacham Road Corridor.



Pace Bus Route Map



Typical Pace stop along North Meacham Road Corridor

KEY TRANSPORTATION OBSERVATIONS

- *The width of Meacham Road and the speed and volume of traffic currently act as a major barrier to safe and comfortable pedestrian activity*
- *A grade-separated pedestrian crossing will be critical to creating a unified development district*
- *Pedestrian and bicycle facilities exist but would benefit from upgrades such as additional directional signage, mapping, furnishings, support stations and other amenities*
- *Users would benefit from improved circulation and alternative transportation options within the area, due to the distance between uses and destinations*

PEDESTRIAN ENVIRONMENT, LANDSCAPE, AESTHETICS

Limited Right-of-Way

The existing Meacham Road Corridor is typical of many large-scale suburban arterial roadways whose primary function is to accommodate large volumes of vehicular traffic. This leaves limited room within the right-of-way to accommodate other components such as sidewalks, bicycle facilities, street lighting, utilities and other desired pedestrian components. Facilities are often located where space is available, not necessarily based on the most direct circulation routes and pedestrian and cyclist needs. It might be necessary to explore expanding the public right-of-way through easements to gain enough space to make a meaningful impact.



Limited right-of-way to accommodate multiple components

Pedestrian Amenities

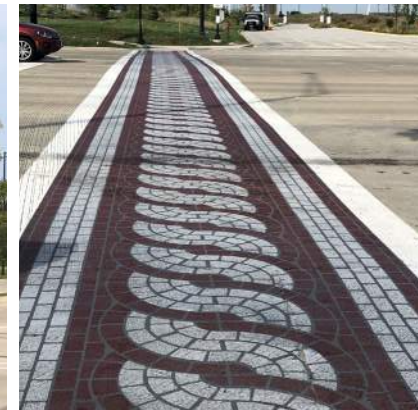
There are no significant pedestrian amenities within the Meacham Road Corridor. Components to improve the pedestrian experience should be included throughout the corridor, such as comfortable gathering spaces, site furnishings, wayfinding signage, lighting, public art and cultural amenities.

Aesthetic Components

The Village has advanced improvements throughout the corridor including the recently constructed Interstate 90 bridge with prairie style aesthetic upgrades and decorative crosswalks. These improvements are attractive and are a good start to improving the aesthetics of the corridor, although additional large scale and repetitive components are necessary to make a substantial visual impact and offset the large expanse of roadway and high volume of vehicular traffic to create a comfortable pedestrian environment. Vertical components and landscaping can be used to provide winter interest when many plants go dormant.



Attractive median plantings



Decorative pedestrian crosswalks



I-90 bridge with prairie style aesthetic upgrades

Landscape

The Meacham Road right-of-way is primarily dominated by the roadway, although there are street trees and a grass parkway along most of the corridor. The width of the parkway varies depending on turn lane configurations, and in some areas, it gets quite narrow, limiting the space available for landscape. There are also landscaped and irrigated medians where turn lanes are not required, which are effective in offsetting the impact of the wide roadway.

Although the roadway is expansive, the areas directly adjacent to the public right-of-way are mostly landscaped with trees, detention ponds, and naturalized plantings. Integrating redevelopment and maintaining the area as a well-landscaped, but more active mixed-use environment, will have a positive impact on the corridor.



Landscaped and irrigated medians



Street trees and grass parkways - additional components necessary to create meaningful impact



Attractive adjacent landscape and detention ponds

Adjacent Properties

The quality and design of the adjacent developments play a big part in the aesthetic quality of the corridor. New developments like the Zurich North American Headquarters and the Schaumburg Renaissance Hotel and Convention Center provide an attractive contemporary image that can be extended throughout the corridor. Other adjacent properties such as the Cook County Highway Department facility are outdated. These will be challenging and take time to overcome.



Zurich North American Headquarters



Cook County Highway Department



Schaumburg Renaissance Hotel and Convention Center

Future Redevelopment

The proposed development within the 90 North Schaumburg District along both sides of Meacham Road is expected to include a mix of commercial uses including retail, restaurant and entertainment. Due to limited access points onto Meacham Road, and the high volumes of vehicular traffic, access to these properties will be from the internal-development side, not from Meacham Road. Improvements along Meacham Road should enhance visibility of the new developments, while at the same time screening required parking and utility areas. Outdoor dining is a possibility along the corridor. Design of outdoor dining areas should take factors into consideration such as location in relationship to pedestrian circulation routes, noise, vehicle emissions, headlight glare, patron safety, and access.



Proposed Veridian Development

Utilities

There are overhead utilities along portions of the corridor. Burial of the overhead utilities can be expensive, although it should be a long-term goal for the Meacham Road Corridor, to make room for desired improvements and vastly improve the aesthetics of the area. The Village should pursue burial of above-ground utilities in order to manage the available right-of-way and to achieve the desired aesthetics of the corridor. Coordination with the proposed intersection improvements at Algonquin Road should be continued as a way to accomplish this in the near term.

Underground utilities are extensive within the public right-of-way and will need to be considered with the placement of proposed improvements. Relocating major underground utilities may not be financially feasible, so proposed improvements, such as street trees, light poles, and other components that require structural foundations will need to be coordinated with existing utility locations.



Existing overhead utilities on east side of Meacham Road



Existing utility boxes



Located underground utilities that must be considered

KEY AESTHETIC OBSERVATIONS

- *Expansive roadway and limited public right-of-way create a challenge to providing an attractive and meaningful pedestrian environment; easements may be necessary to locate improvements to be functional and create a meaningful impact*
- *Interstate 90 bridge enhancements, decorative crosswalks, and landscaped medians are attractive, although additional repetitive and larger scale improvements are necessary to make a meaningful visual impact and create a comfortable pedestrian environment*
- *Landscape and the natural environment should be preserved and incorporated into the creation of a more urban mixed-use community*
- *Adjacent development aesthetics influence the corridor and should be considered with the design of new improvements*
- *New improvements should realistically take into consideration coordination with underground and overhead utilities*



LEGEND

- Commercial Building
- Mixed Use Building
- Cook County Highway Department Building
- Cell Tower
- 90 ND East - Entertainment District (Future Site)
- Roadway lights, opposite, Painted black
Spacing varies (135'-215')
- Roadway lights, aluminum
- Signalized intersection
- Pace bus stop
- Existing and future trails
- Right-in, Right-out
- Overhead utilities
- Existing street trees
- Right-of-Way
- Chain link fence

EXISTING CONDITIONS MAP

CONTEXT, IMAGE, INFLUENCES

- | | |
|--|---|
| <ul style="list-style-type: none"> A1 Zurich International Headquarters A2 Future Entertainment District A3 Future Urban Street Veridian Development A4 I-90 and gateway from South A5 Gateway from Algonquin Road and North | <ul style="list-style-type: none"> A6 Entry sign - Renaissance Schaumburg Convention Center Hotel A7 Zurich sign A8 Business park sign A9 Proposed Veridian signs |
|--|---|



TRANSPORTATION, CIRCULATION, CONNECTIVITY

- B1** Wide roadway cross-section 7-9 travel lanes
- B2** Multi-use path
- B3** Connection to bicycle network
- B4** Parapet wall with utilitarian guardrail
- B5** Zurich pedestrian path
- B6** I-90 access
- B7** East/West cross access
- B8** Right-in, right-out to Veridian
- B9** Right-in, right-out to Entertainment District
- B10** Pedestrian crosswalks - long crossing distance
- B11** Unsafe pedestrian mid-block crossings
- B12** Painted traffic signals and pedestrian countdown
- B13** Proposed future Bus Pace Rapid Transit

PEDESTRIAN ENVIRONMENT, LANDSCAPE, AESTHETICS

- C1** Planted median, irrigated
- C2** Prairie style light fixtures and custom railings in bridge
- C3** Ornamental picket fencing
- C4** Street trees
- C5** Zurich and Progress Parkway planted median
- C6** Heavy landscape buffer, grade drops off east of bike path
- C7** Adjacent landscaped area
- C8** Concrete barrier median
- C9** Decorative crosswalks
- C10** Striped crosswalks
- C11** Retention pond
- C12** Carriage walk, narrow, poorly maintained
- C13** Concrete pork chop, poorly defined pedestrian zone
- C14** Limited Right-of-Way
- C15** Overhead utilities
- C16** Extensive underground utilities

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Improvement Recommendations



SUMMARY

Context, Image, Influences

Establish North Meacham Road as a recognizable, authentic, signature corridor, unifying the east and west redevelopment areas within the 90 North Schaumburg District.

Transportation, Circulation, Connectivity

Establish Meacham Road as a multi-modal transportation corridor with a strong connection between the east and west redevelopment areas, allowing the district to develop as a singular destination where visitors and employees park once to work, shop, and dine.

Pedestrian Environment, Landscape, Aesthetics

Incorporate components throughout the North Meacham Road Corridor that accommodate pedestrians and create a bold, functional, attractive, and sustainable environment.

CONTEXT, IMAGE, INFLUENCES

Establish North Meacham Road as a recognizable, authentic, signature corridor, unifying the east and west redevelopment areas within the 90 North Schaumburg District.



Context, Images, Influences Framework

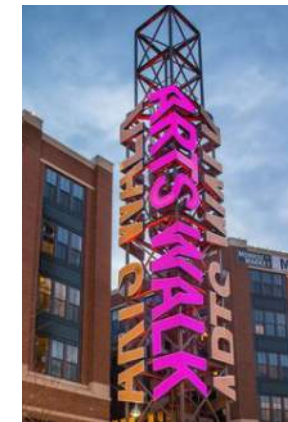
Brand Image

- Incorporate the 90 North Schaumburg brand into the components for the North Meacham Road Corridor to form a unified vision for all areas north of Interstate 90
- Convey a contemporary, progressive, premium quality image by using large scale, repetitive architectural, sculptural, or cultural components that are in keeping with the architecture style of the adjacent existing and planned projects

Gateways / Identifiers

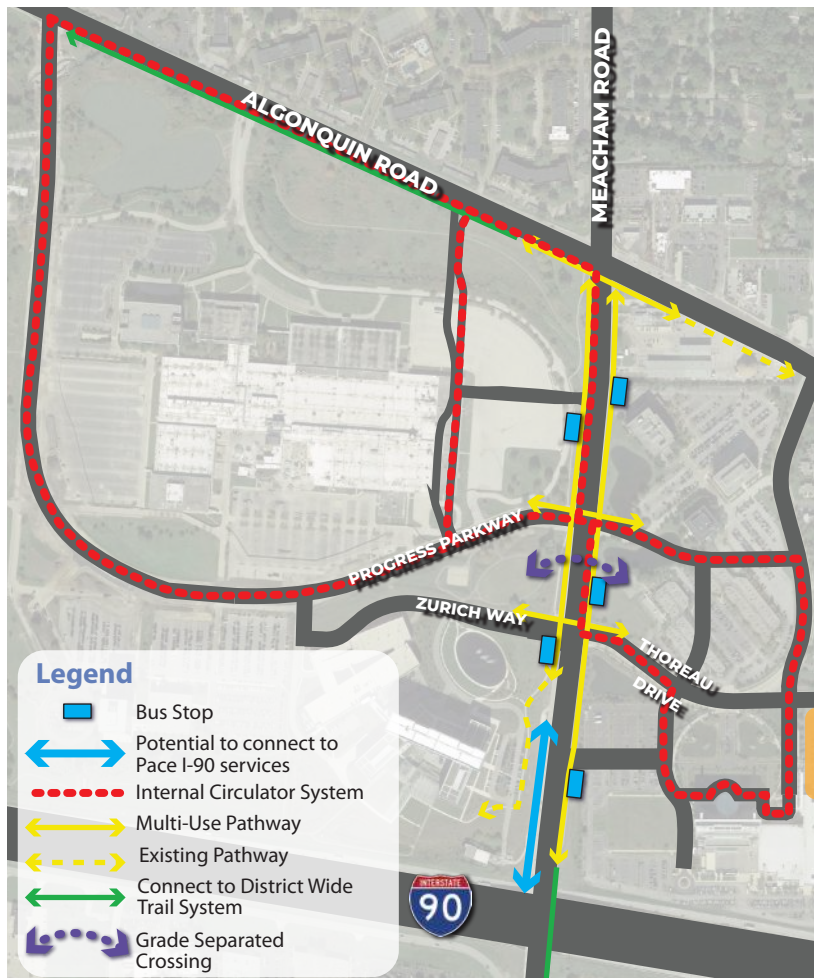
- Develop signature gateways that are distinctive to the area based on architectural style, and do not rely solely on names for their identity
- Establish prototypes for key applications such as gateway signage, a wayfinding system and a signature pedestrian bridge that will unify the 90 North Schaumburg District

Establishing the “90 North Schaumburg District.” The North Meacham Road Corridor is located within the larger redevelopment district north of Interstate 90 and provides an opportunity to provide a physical presence to the newly formed 90 North Schaumburg District identity. Once complete, the North Meacham Road Corridor will unify rather than divide the east and west redevelopment areas. Characteristics that will establish the 90 North Schaumburg District: consistent use of the name and logo, signature components that convey image and premium quality, repetition, and high visibility.



TRANSPORTATION, CIRCULATION, CONNECTIVITY

Establish Meacham Road as a multi-modal transportation corridor with a strong connection between the east and west redevelopment areas, allowing the district to develop as a singular destination where visitors and employees park once to work, shop, and dine.



Transportation, Circulation, Connectivity Framework

Pedestrian and Bicycle

- Provide a grade-separated pedestrian crossing at Meacham Road to give pedestrians a safe and comfortable experience crossing between the east and west sides of the corridor and across high volumes of vehicular traffic along Meacham Road
- Incorporate the corridor and the pedestrian bridge into a continuous district-wide sidewalk and trail system that acts as a destination in itself and also acts as a seamless pedestrian experience, deliberately encouraging use of the grade-separated crossing from land use generators
- Create continuous multi-use trails along both sides of Meacham Road that connect to the district-wide system, link with the Village's overall bike network, and provide access to other destinations outside of the district
- Widen the existing trails along Meacham Road and at intersections to a minimum of 10 feet to better accommodate multiple users and provide more buffer from traffic
- Improve the geometry, materials, and traffic calming measures at pedestrian/vehicular interface areas including intersections, crosswalks, and pedestrian refuge areas
- Enhance bicycle infrastructure within the corridor including bike parking, wayfinding signage, support stations, and other bike friendly improvements

Encouraging a “Park Once” 90 North Schaumburg District. One of the most critical aspects of a district being an attractive place to visit is that drivers are able to complete a variety of tasks within a single area and to do so in a lively, safe environment, while walking and socially interacting. In a Park Once district, a driver will be able to do all those things while only using one parking space, as opposed to getting back into their car and parking in a separate space or lot for each. Characteristics that enable Park Once: walkability, shared parking and transportation options, density, and mix of uses.

Vehicular and Parking

- Coordinate with the convention center to accommodate overflow parking, circulation, and remote parking shuttle service within the proposed Meacham Road transportation systems and component recommendations
- During weekend or special event conditions, use video detection to trigger alternate traffic signal timings and flush vehicles in or out of the parking lots efficiently

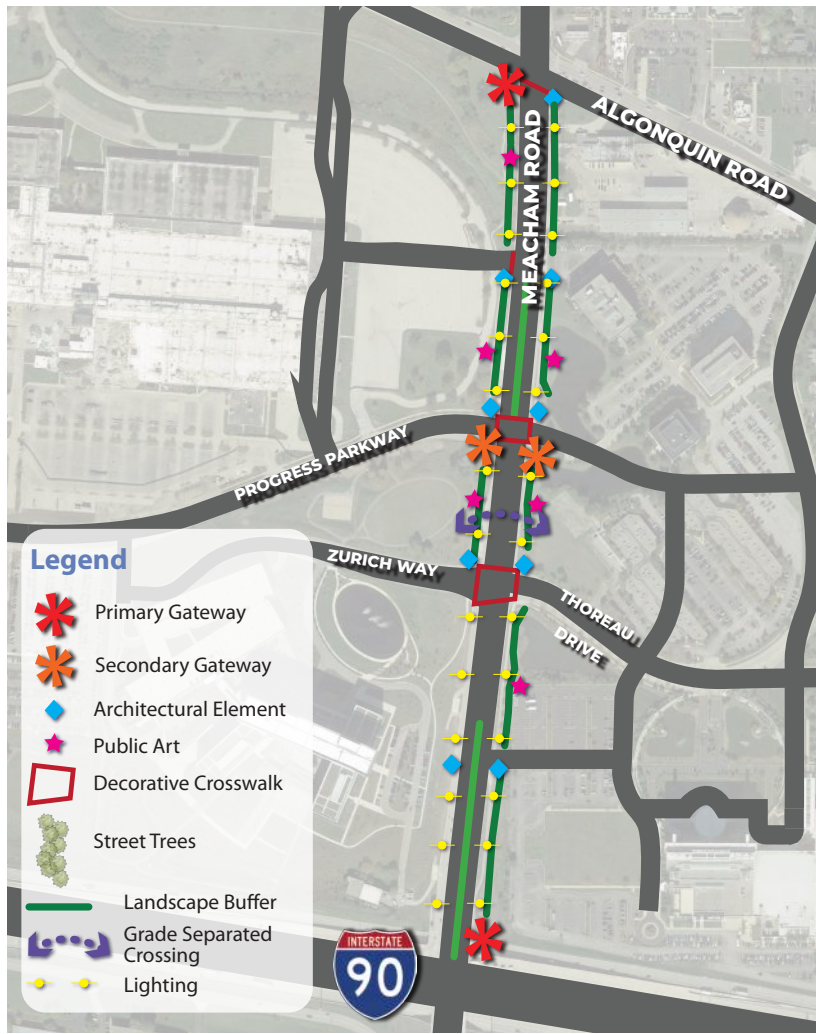
Transit

- Given the scale of the corridor and development districts, develop an internal circulator transportation subservice to provide additional transportation options across Meacham Road and to connect to other destinations in Schaumburg. Incorporate public and private transit options (bus, trolley, shuttle service, ride-share, bike share, pedicab, other) within the redevelopment areas, including connection to other areas in the Village and regional transportation networks
- Coordinate with Pace to explore opportunities to connect the Meacham Road Corridor with Interstate 90 express services or additional future Park-n-Ride stations
- Provide parking and pedestrian access for any future transit stations, location to be served by core circulation systems
- Improve access to transit along the corridor with basic bus stop amenities like paved waiting pads, shelters, benches, lighting, windbreaks, and route information
- As appropriate, provide bus turnouts for additional space that will not block a travel lane during passenger loading and unloading



PEDESTRIAN ENVIRONMENT, LANDSCAPE, AESTHETICS

Incorporate components throughout the North Meacham Road Corridor that accommodate pedestrians and create a bold, functional, attractive, and sustainable environment.



Pedestrian Environment, Landscape, Aesthetics Framework

Architectural and Aesthetic Components

- Incorporate large scale and repetitive architectural components, sculpture or artwork to establish scale, context, create distinction, and compete with the dominant roadway and vehicular traffic
- Continue to provide decorative crosswalk treatments throughout the district

Site Furnishings and Amenities

- Incorporate site furnishings and other pedestrian amenities at logical gathering locations throughout the corridor including benches, trash and recycling receptacles, bike racks, bollards, planter pots and other components
- Establish a consistent palette of furnishings and materials to enhance and unify the corridor

Utilities and Lighting

- Bury overhead utilities along the corridor
- Upgrade the standard utilitarian roadway lighting with a more distinctive style and include smart technology and pedestrian/ accent lighting
- Incorporate bollard lighting for pedestrian areas
- Incorporate accent/effect/holiday lighting throughout the corridor

Gateways and Signage

- Provide District gateways at the north and south end of the North Meacham Road Corridor to reinforce the image and sense of place for the district
- Utilize the pedestrian overpass across Meacham Road as a District identifier
- Add fixed banners to existing roadway light poles
- Incorporate wayfinding and parking directory signage throughout the corridor
- Improve the quality and aesthetics of regulatory signage throughout the corridor, by upgrading to decorative/painted poles, painted sign backs, and potentially decorative brackets and framing

Landscape

- Maintain and enhance generous landscaped areas to soften the large expanse of pavement along the corridor; incorporate pocket parks where feasible
- Provide additional annuals, perennials, and shrub masses to supplement the existing planted medians to increase the visual impact
- Increase the number of parkway trees along the corridor to improve the sense of enclosure
- Consider the use of berms to create enclosure and distinction along the corridor, while maintaining views of adjacent development
- Incorporate appropriately scaled, distinctive, mass plantings along the corridor to frame views of adjacent development and screen parking lots and service areas
- Establish a consistent palette of landscape materials to enhance and unify the corridor and provide year-round interest
- Incorporate sustainable site design practices as part of proposed improvements

Developing a “Green Urban” corridor for the 90 North Schaumburg District. North Meacham Road will continue to be expansive to accommodate vehicular traffic, although maintaining generous landscaped areas can help to minimize the impact of the roadway. Greenway opportunities were identified as an essential part of the redevelopment strategy identified in the North Schaumburg Plan of 2014.

Maintaining open views to the developments, incorporating repetitive architectural components, and providing comfortable pedestrian environments will transform the corridor from a typical suburban arterial roadway into a more urban, pedestrian-friendly corridor. Characteristics that will create a Green Urban corridor: generous landscape areas, views to frame adjacent development, repetitive architectural features, highly amenitized pedestrian areas.



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Concept Plan

PROPOSED IMPROVEMENTS

Brand Image

The overall design of the North Meacham Road Corridor reflects the Brand Image for the 90 North District to create a unified vision for the areas north of Interstate 90. Components incorporate premium quality materials in keeping with the architectural style of the adjacent existing and planned projects.

The following components are used consistently and repetitively throughout the North Meacham Road Corridor.

Gateways/Identifiers

Signature gateway components are located at the north and south ends of the corridor and include the 90 North logo. The name “Schaumburg” is included as a subtext to the 90 North brand to distinguish the area as being part of the Village.

Secondary identifier components, which include the 90 North logo, are located at cross-street access points and are used in coordination with private development sub-district names and signage. Existing signage can be retrofitted to include the 90 North logo. The name “Schaumburg” is not included with the secondary identifiers, it is only located on the perimeter signature gateway locations.

Fixed banners are located on the roadway light poles along the corridor as a repetitive way to reinforce the brand identity along the corridor. A prominent 90 North District sign will also be included on the pedestrian bridge.

The design of the gateways and identifiers reflect the contemporary architectural styles and materials that are prevalent within the District.



Additional signage throughout the corridor such as wayfinding, parking directory and other public signage can be designed to be consistent and reflect a similar aesthetic. Upgrades to the regulatory signage throughout the corridor including decorative/painted poles, and decorative brackets and framing, will continue to reinforce a high level of quality throughout the corridor.

Pedestrian and Bicycle Improvements

One of the most prominent features of the North Meacham Road Corridor Plan is a grade-separated pedestrian bridge to give pedestrians a comfortable option when crossing between the east and west sides of the corridor and across high volumes of vehicular traffic expected along Meacham Road. The Village should consider initiating a separate feasibility study to define the specific requirements and an ideal location for the bridge. Initial design criteria should include:

- Coordinate with development land uses to create a seamless pedestrian experience between uses
- Directly connect to building entries
- Separation from traffic signals for visibility
- Location that balances access to destinations
- Open or transparent enclosed design (aesthetics and safety)
- Design to reflect the architectural style of the adjacent developments
- Compact design with elevators and stairs

The pedestrian bridge is an integral component of the district circulation system and is centrally located in the pedestrian core area. It connects the district-wide sidewalk and trail system that acts as a destination in itself.



Additionally, continuous multi-use walkways along both sides of Meacham Road lead up to the pedestrian core area and connect to the Village's overall bike network, district-wide system, and other destinations outside the district.

The geometry, materials, and traffic calming measures at pedestrian/vehicular interface areas are improved and increased in size to better accommodate multiple users and provide more buffer from traffic.

The Village should also consider adding enhanced bicycle infrastructure within the corridor including bike parking, wayfinding signage, support stations, and other bike friendly improvements.

Vehicular and Parking Improvements

Vehicular circulation and parking related to the adjacent developments have an impact on the North Meacham Road Corridor, although specific improvements are not directly located within the corridor. The Village should coordinate with the convention center and other developments to accommodate overflow parking, circulation, and remote parking shuttle service, within the 90 North District. The Village can also use video detection to trigger alternate traffic signal timings and flush vehicles in or out of the parking lots efficiently during weekend or special event conditions.



Transit Improvements

The corridor design recommendations include items to improve access to transit along the corridor at bus stop locations including paved waiting pads, shelters, benches, lighting, windbreaks, and route information. The Village should explore the possibility to provide bus turnouts for additional space that will not block a travel lane during passenger loading and unloading within the core pedestrian area as adjacent properties develop.

The Village continues to coordinate with Pace to explore opportunities to connect the Meacham Road Corridor with Interstate 90 express services, and additional future Park-n-Ride stations. Given the scale of the 90 North District, the Village should develop an internal circulator transportation subservice to provide additional transportation options across Meacham Road and connecting to other destinations in Schaumburg. The circulator subservice should incorporate public and private transit options (bus, trolley, shuttle service, ride-share, bike share, pedicab, other) within the redevelopment areas, including connection to other areas in the Village and regional transportation networks.



Architectural and Aesthetic Components

Architectural elements are located at cross-street intersections within the core pedestrian area and opposite the signature gateway sign at Algonquin Road. These elements are consistent with the materials used in the signature gateways and are internally lighted for nighttime interest. They help to establish scale, context, create distinction, and compete with the dominant roadway and vehicular traffic. They can also be used to draw attention to private development destinations as applicable.

Light column elements are also located in the core pedestrian area, which add another level of amenity and provide additional lighting in the area that is expected to draw more pedestrian activity once the adjacent developments are completed.

Decorative crosswalks consistent with the existing decorative crosswalks are included at other crossing locations along the corridor.

The Village should consider including artwork/cultural components within the core pedestrian area at locations related to adjacent developments.



Utilities and Lighting

Burial of the overhead utilities is imperative to the improvement of the corridor to create the intended level of quality and aesthetic. The existing roadway lighting should remain in-place throughout the corridor to provide for vehicular safety, and additional pedestrian and accent lighting can be added within the pedestrian core area to provide an additional level of quality and aesthetic.

The Village should also consider upgrades to the electrical service throughout the corridor to accommodate holiday lighting.

Site Furnishings and Amenities

A consistent family of site furnishings and materials are used within the core pedestrian area. The style of furnishings is consistent with the intended contemporary image for the corridor. The addition of site furnishings and quality materials contribute to the creation of a comfortable pedestrian environment.

Landscape

Maintaining and enhancing the landscaped areas will be important to soften the large expanse of pavement along the corridor. This includes increasing the number of parkway trees along the corridor to improve the sense of enclosure, incorporating appropriately scaled, distinctive, mass plantings to frame views of adjacent development and screen parking lots and service areas, and providing additional annuals, perennials, and shrub masses to supplement the existing planted medians to increase the visual impact.



















The design also includes the use of berms to create enclosure and distinction along the corridor. Berms need to be low and strategically placed to compliment rather than block views of adjacent developments. Creating view corridors should be emphasized.

The Village should establish a consistent palette of landscape materials for the corridor and the directly adjacent private developments to enhance and unify the corridor.

It should also be a priority to incorporate sustainable site design practices. Examples include water quality and conservation methods, such as specifying drought resistant and native plant species, and providing stormwater infiltration areas, bioswales, and rain gardens where appropriate. Energy and natural resource conservation should also be considered, such as specifying recycled and/or renewable materials when possible and using LED light fixtures and auto-light reducing control systems when appropriate.



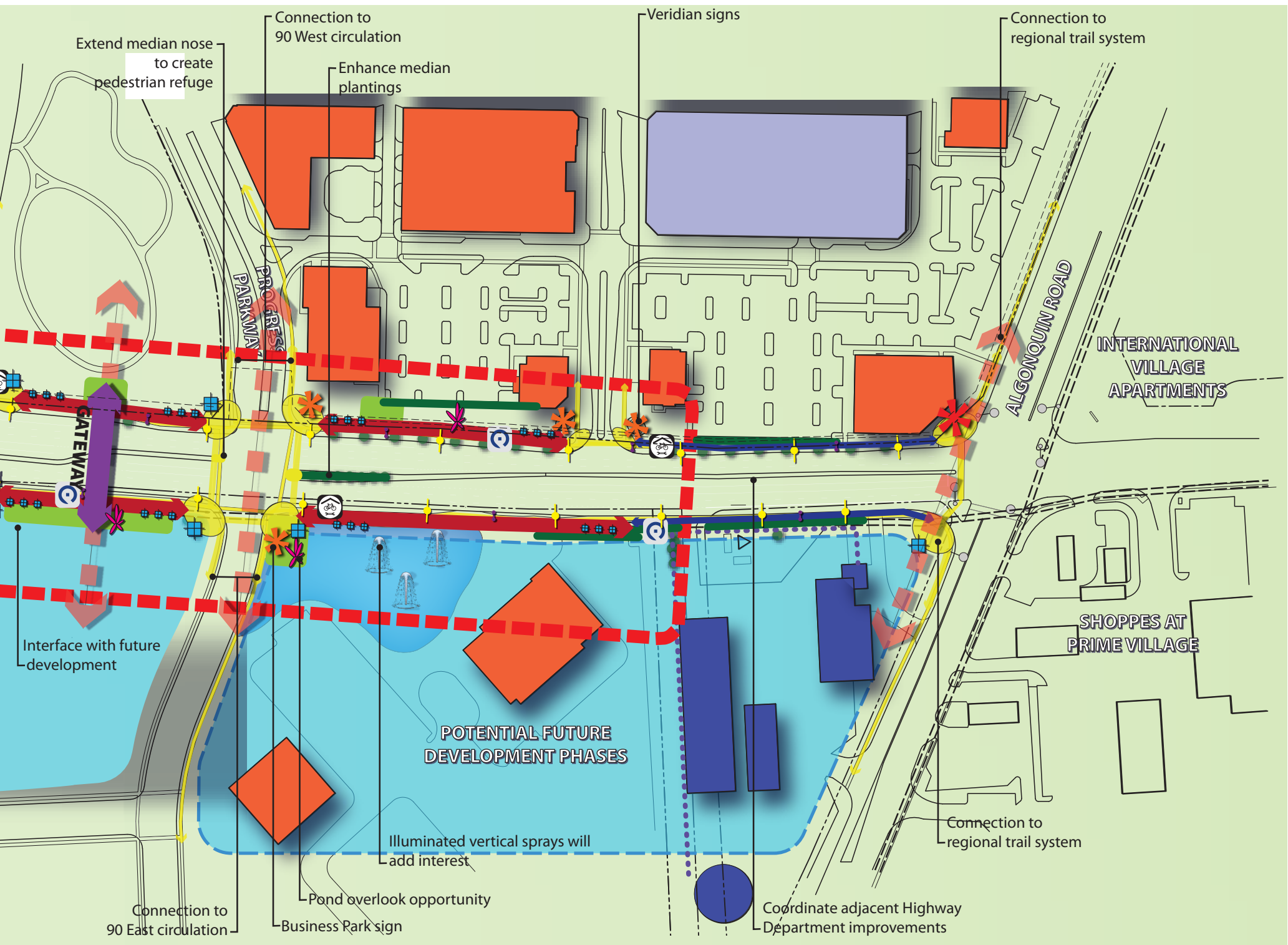
LEGEND

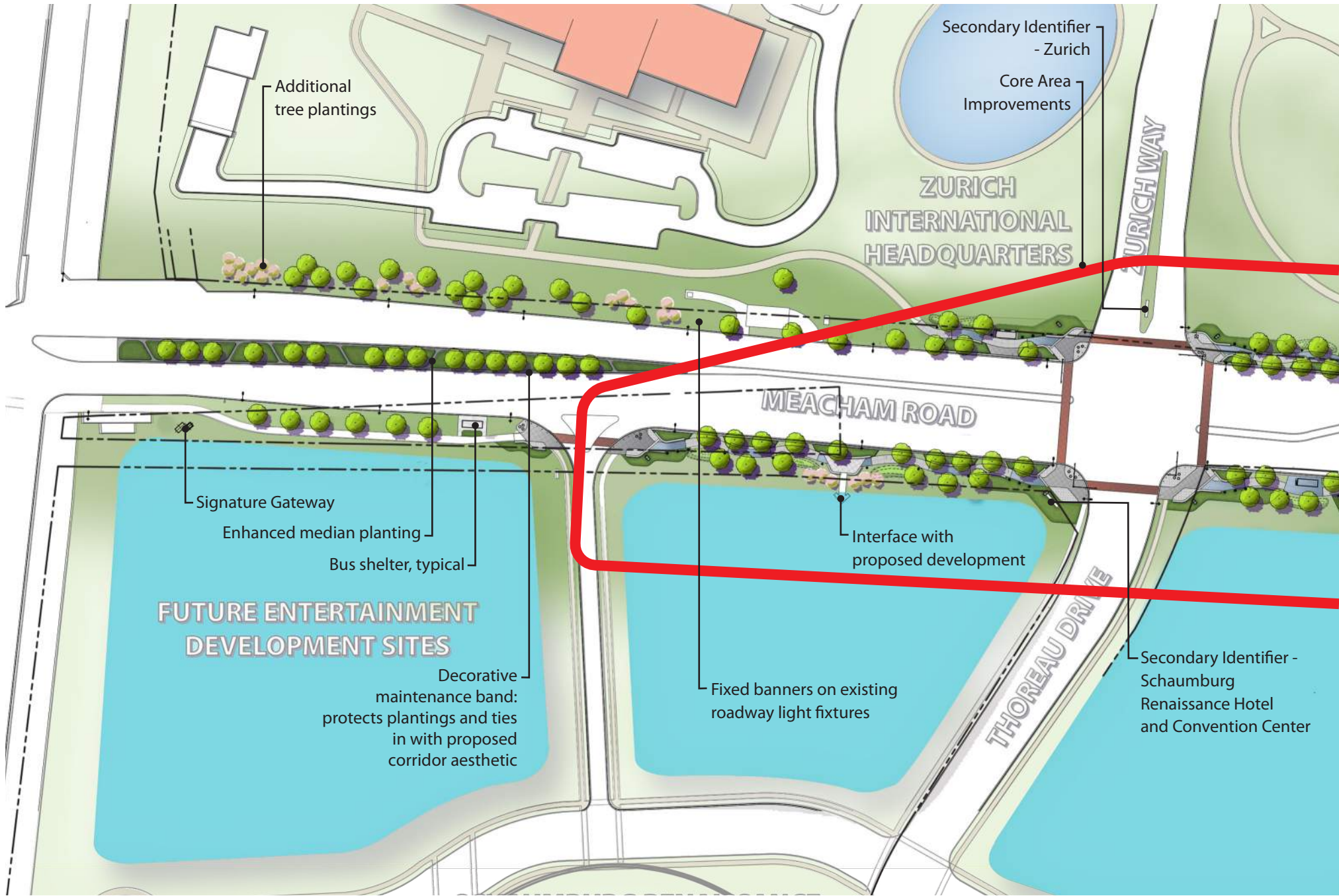
-  Limited space - modest improvements
-  Generous space - enhanced improvements
-  Grade separated crossing - pedestrian bridge
-  Core Pedestrian Area
-  Safe Crossing
-  Interface with future development
-  Landscape screening/ additional planting
-  Generous corner treatment/ decorative crosswalks/ connectivity
-  Signature gateway
-  Secondary identifier
-  Architectural element
-  Light columns
-  Wayfinding/parking
-  Artwork/cultural component
-  Fixed banners
-  Bus stop (review with Pace)
-  Bike parking/support station
-  Pond spray fountain



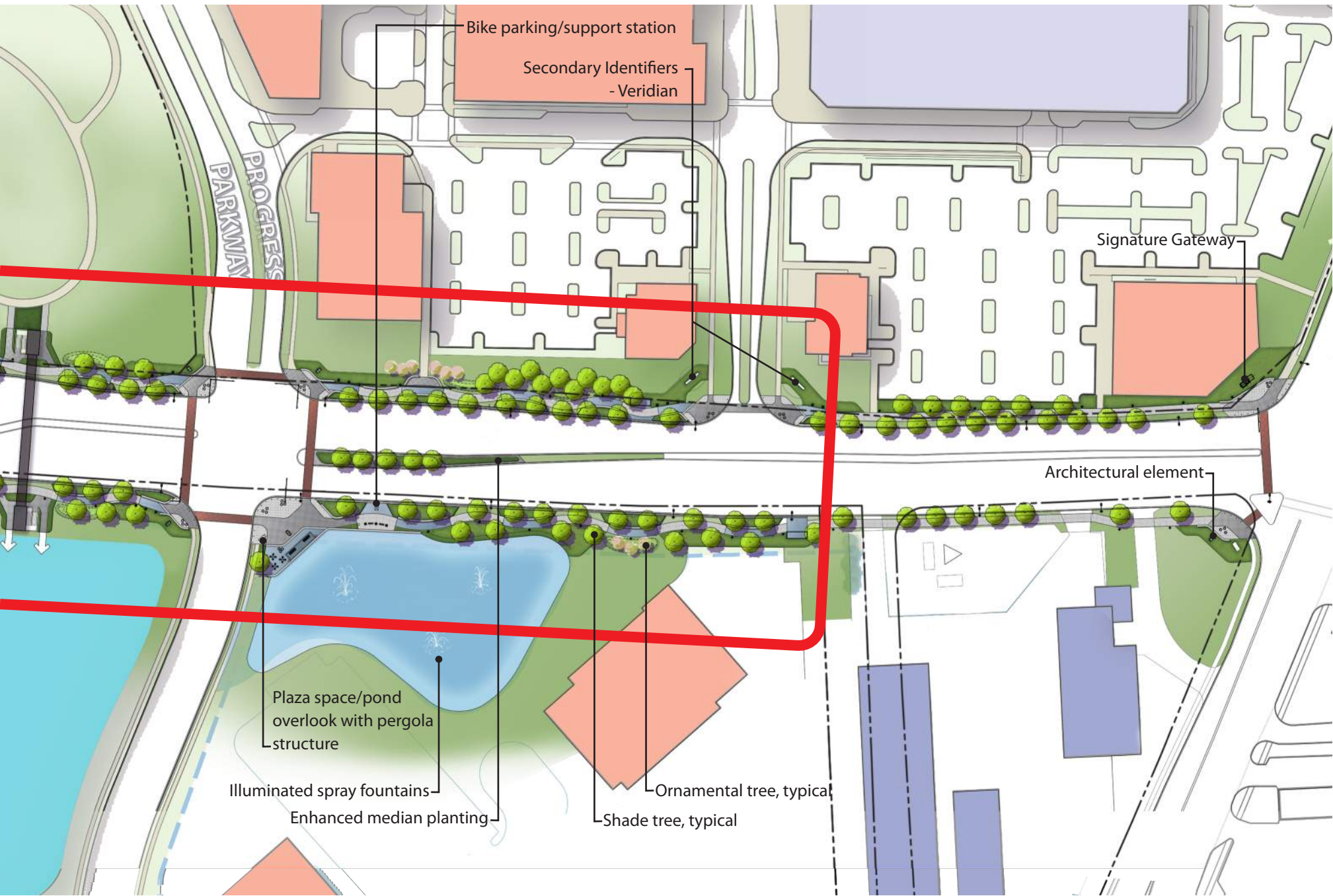
District land use plan should consider shared parking and circulator service to accommodate convention center overflow and remote parking alternatives, which may help to maintain a denser pedestrian core.

FRAMEWORK PLAN





OVERALL CONCEPT PLAN



Architectural element, typical

Curbed planters with seatwall, typical

Decorative crosswalks

Bike parking/support station

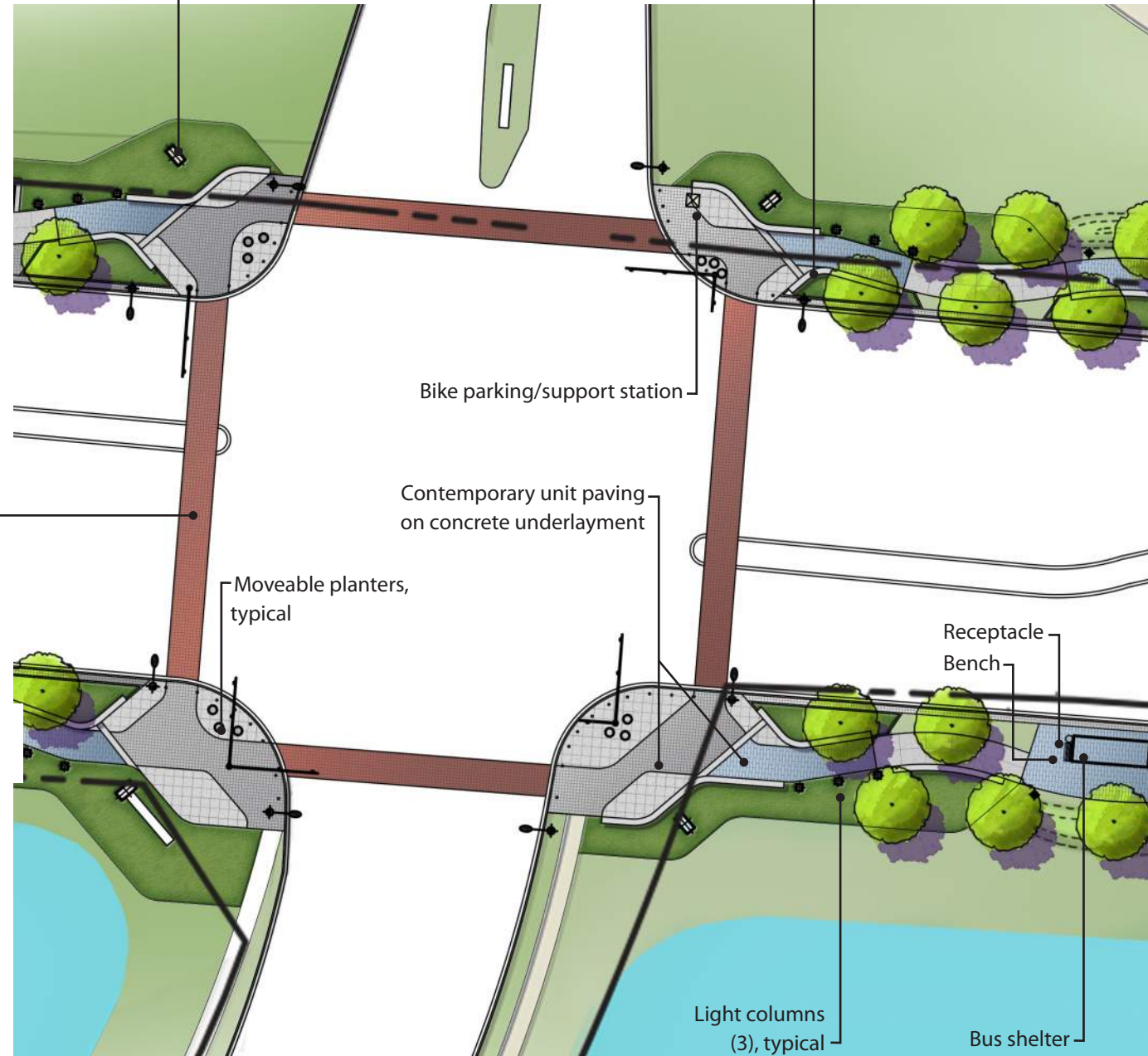
Contemporary unit paving on concrete underlayment

Moveable planters, typical

Receptacle
Bench

Light columns
(3), typical

Bus shelter



CORE AREA CONCEPT PLAN

Interface with existing open space or future redevelopment

Curbed planters with seatwall, typical

Concrete sidewalk, typical

Low berming, typical

Bollards at intersection corners

Mix of colored concrete and brick paving

Secondary Identifier - Business Park

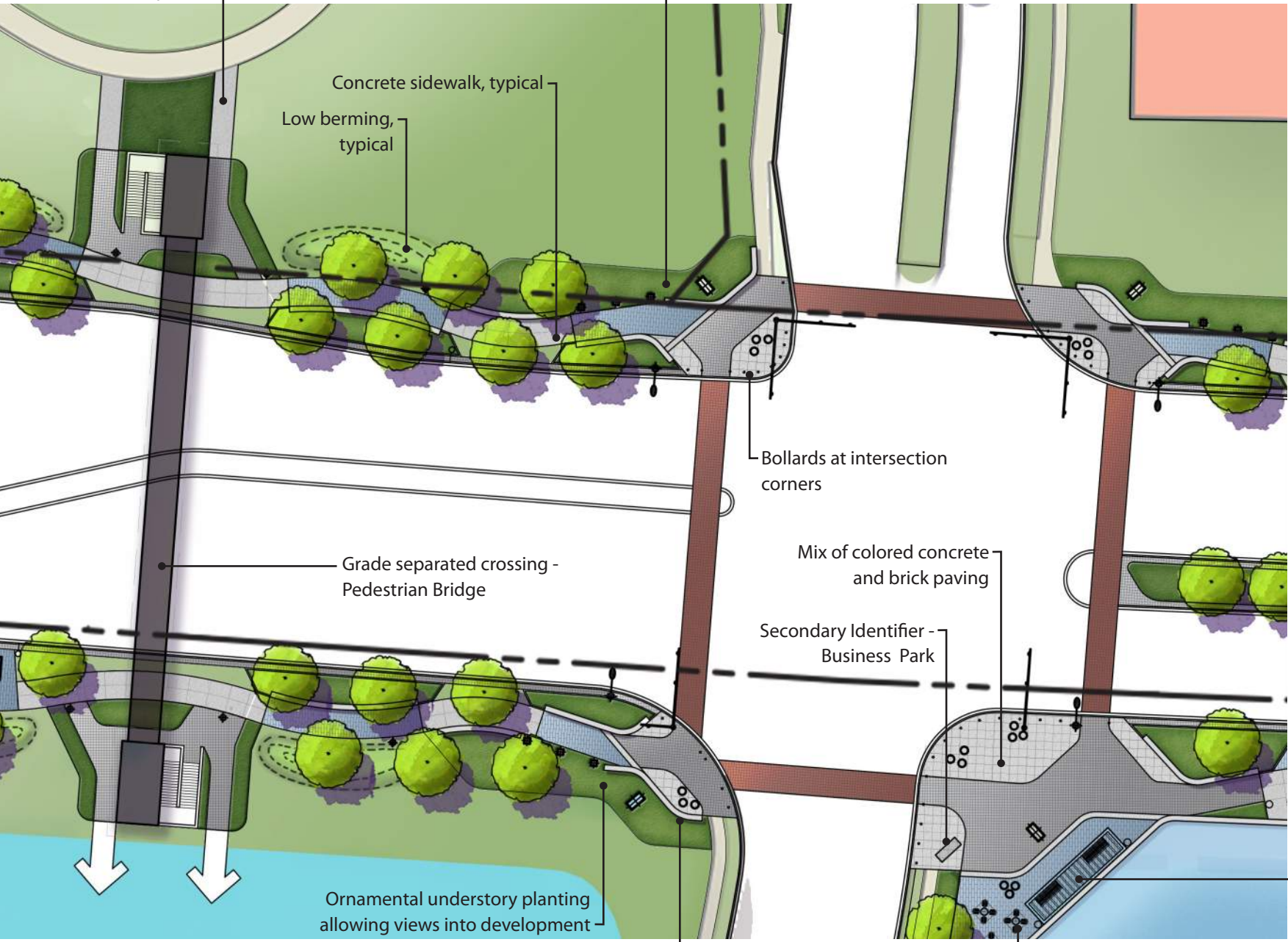
Grade separated crossing - Pedestrian Bridge

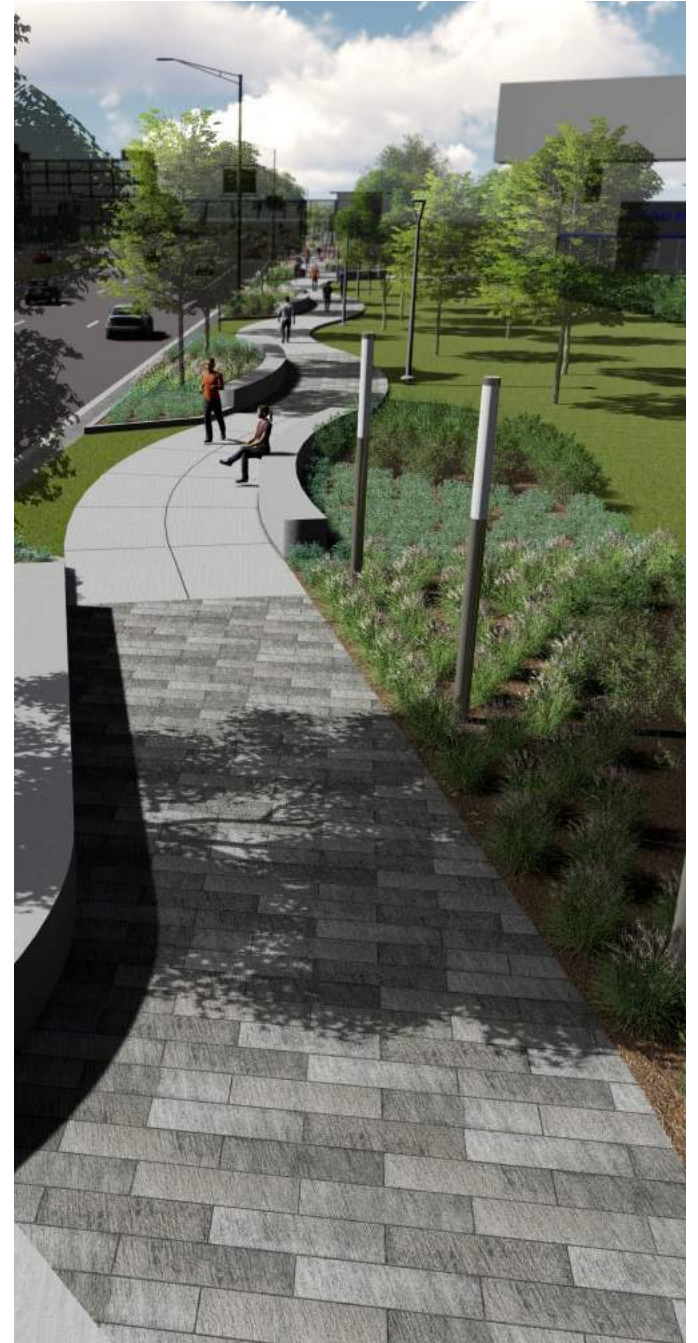
Ornamental understory planting allowing views into development

Concrete seatwall, ends taper down to finish grade

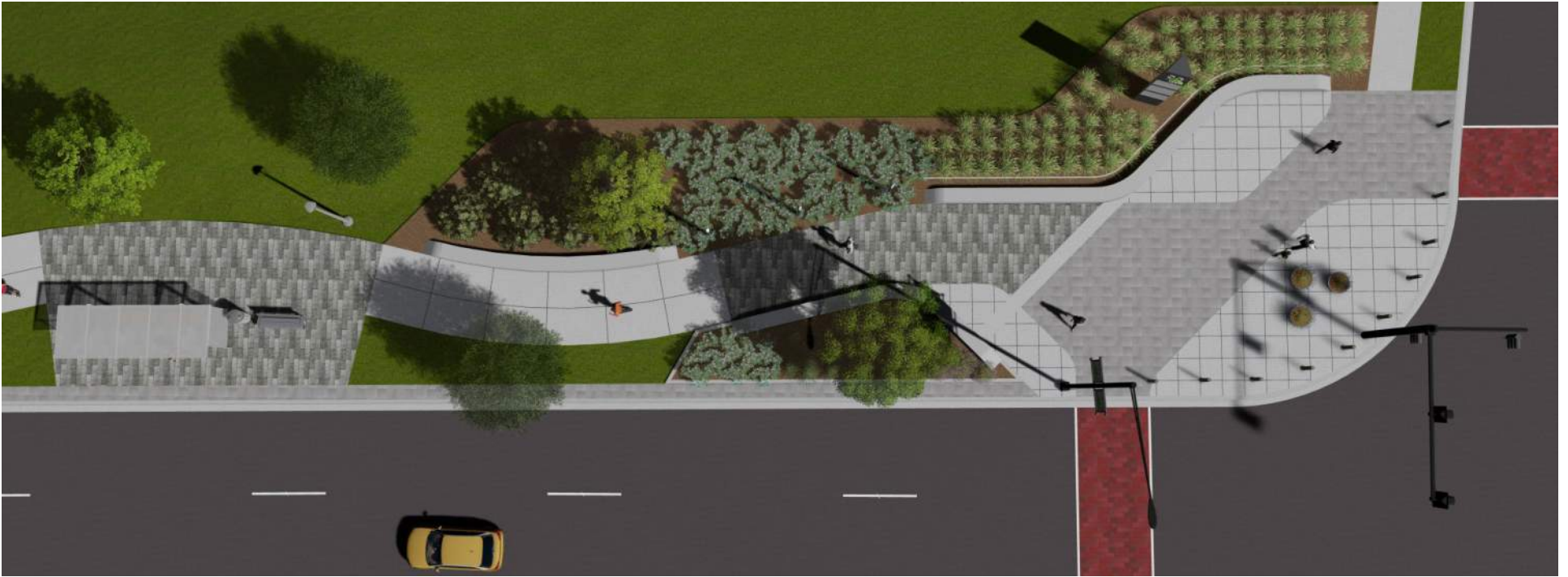
Pergola structure at retaining wall overlook

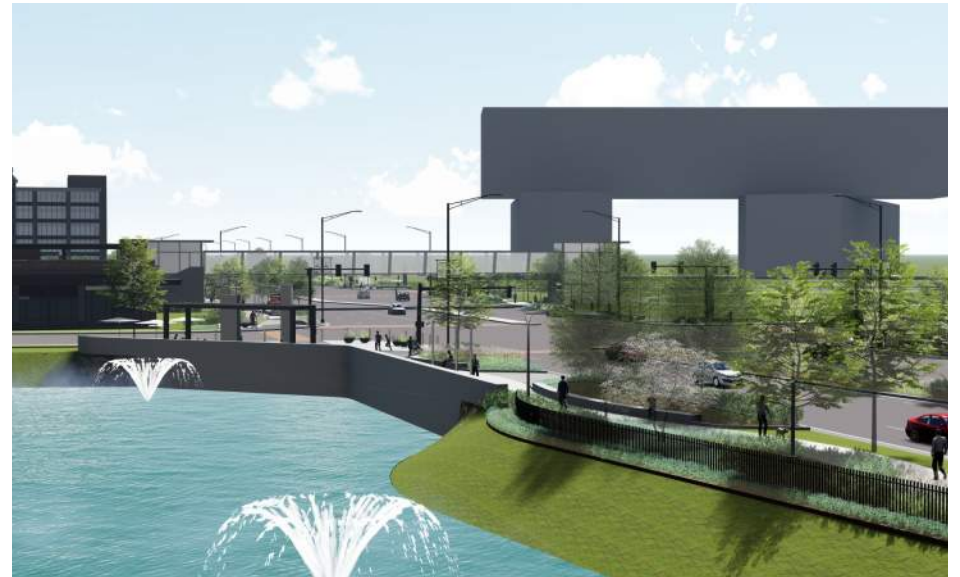
Table and chairs





CONCEPT ILLUSTRATIONS









Pedestrian Bridge



Signature Gateway



Secondary Identifier

DESIGN COMPONENTS



Architectural Element



Fixed Banners and Wayfinding



Light Columns



Bus Shelter



Contemporary Unit Paving



Concrete Sidewalk



Decorative Crosswalk

PRODUCTS AND MATERIALS



Benches



Trash/Recycle Receptacle



Bollards



Moveable Planters



Pedestrian Lights





Light Columns



Bike Repair Station



Bike Racks



Regulatory Sign (Upgrade)



Tables and Chairs



Decorative Fencing



Pergola



Bus Shelters



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Implementation Recommendations

IMPLEMENTATION RECOMMENDATIONS

Corridor Improvement Recommendations

The Improvement Recommendations and Concept Plan communicate the expectations for the Meacham Road Corridor to Village representatives, stakeholders, and developers. It is expected that these improvements will occur over time as the 90 North District redevelops, and the Village will coordinate public and private improvements as appropriate. The implementation priority criteria can be used to determine implementation priorities and funding expectations.

Phasing Recommendations

Redevelopment of the entire 90 North District is complicated and involves numerous stakeholders and developers. Once the North Meacham Road Corridor Plan is approved, the Village will continue to coordinate with the public and private entities involved to determine a specific project phasing plan. As individual projects and developments are completed, the Village will continue to re-assess priorities, and update the phasing plan accordingly. The following is a preliminary example of a logical phasing sequence based on information available at this time.

IMPLEMENTATION PRIORITY CRITERIA

- *Complete required utility and infrastructure improvements in advance of anticipated corridor enhancements*
- *Implement improvements as a means to further develop the 90 North District brand in advance of adjacent development construction*
- *Prioritize items that advance transportation goals and objectives and incorporate enhancement items as appropriate*
- *Coordinate implementation of improvements with adjacent development construction phasing and schedules*
- *Identify grant and funding sources as a means to implement eligible improvements*

Improvement Components	Short Term	Medium Term	Long Term	Ongoing
Identify and establish needed easements from adjacent properties	X			
Bury overhead utilities	X			
Complete infrastructure improvements in coordination with Algonquin Road intersection improvements	X			
Advance video detection traffic control system for efficiency during weekend and special events	X			
Complete pedestrian bridge feasibility study	X			
Construct signature gateways, secondary identifiers, and fixed banners		X		
Install bus stop improvements		X		
Advance internal district transportation circulator system		X		
Advance off-site overflow parking, circulation, and remote parking shuttle service		X		
Construct pedestrian bridge			X	
Construct core pedestrian area improvements			X	
Construct landscape buffer improvements			X	
Construct pedestrian improvements outside of core area			X	
Construct additional improvements in coordination with adjacent development projects				X

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