

Rockwell Street Corridor Plan

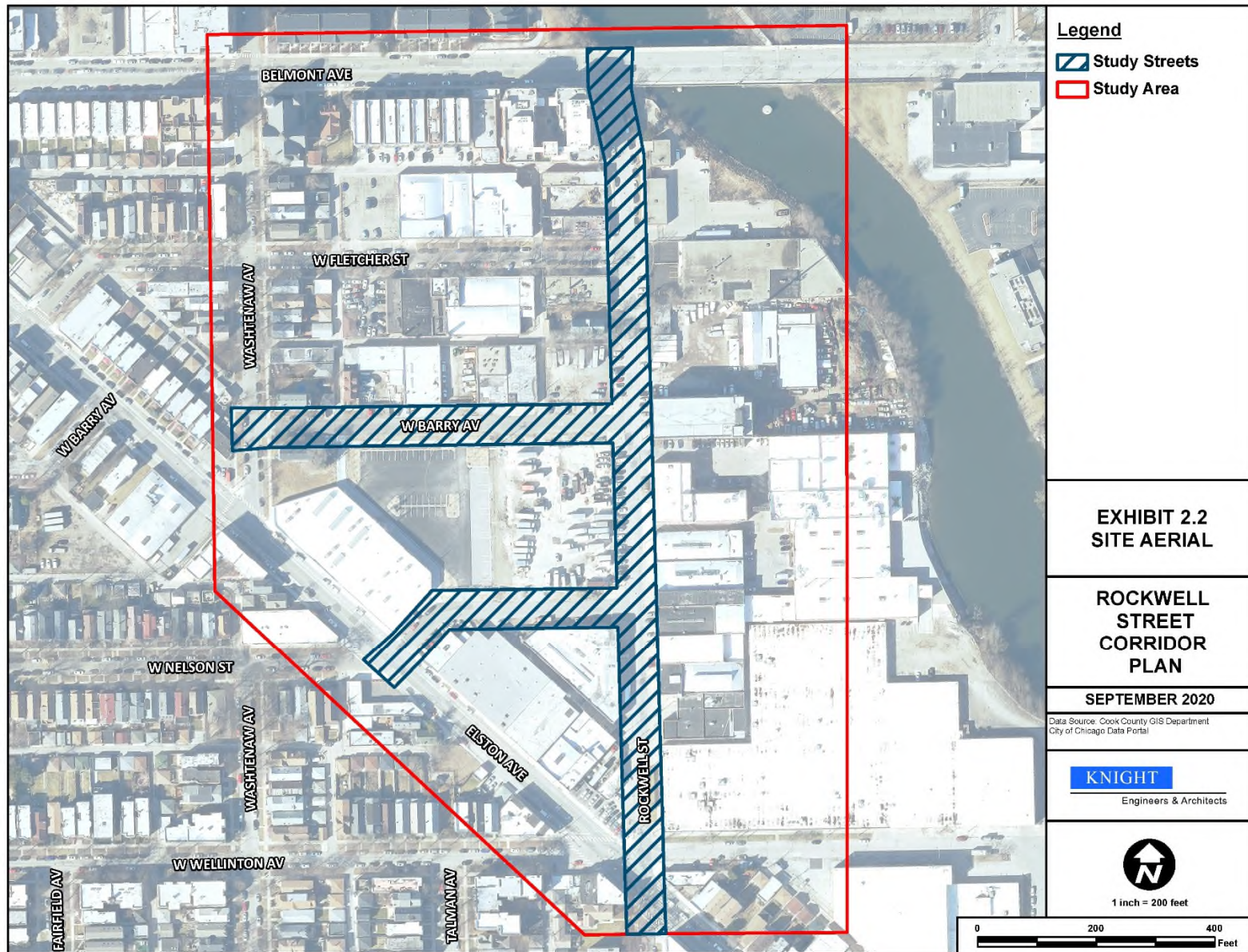
Belmont Avenue to Elston Avenue

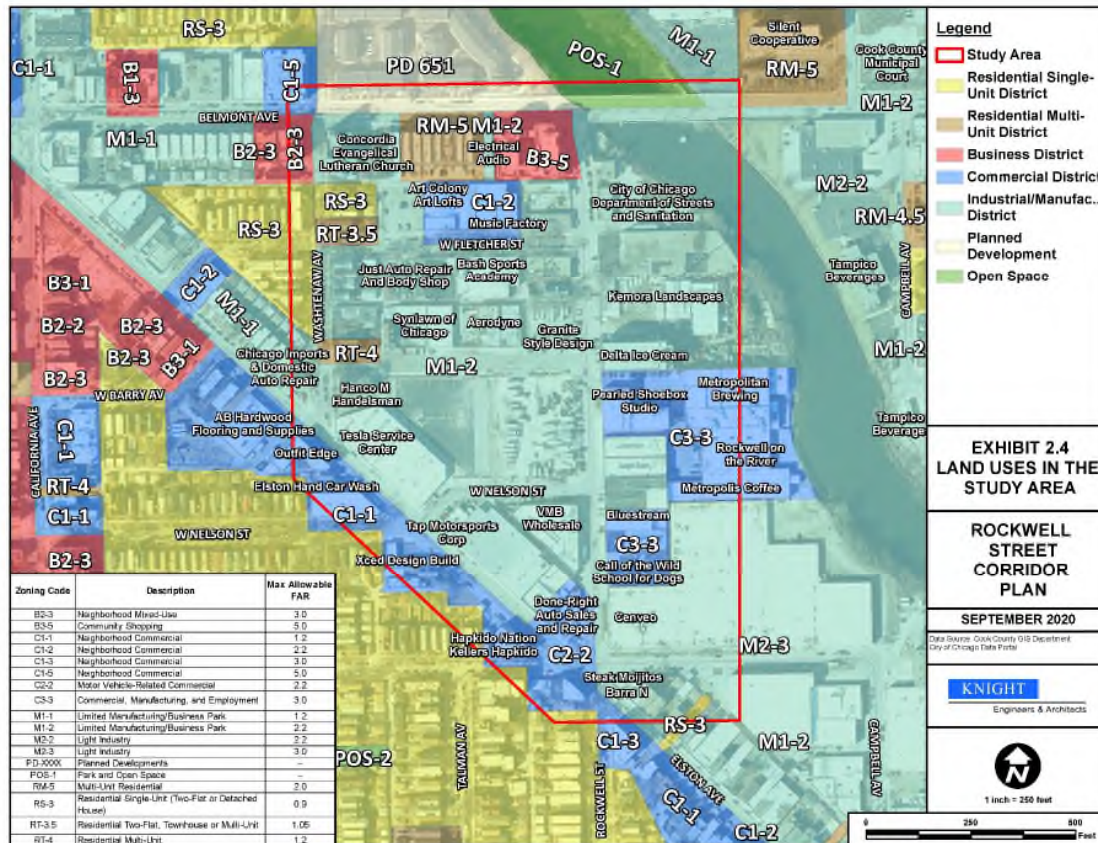
A dark blue map of Chicago with a grid of streets. The Rockwell Street Corridor is highlighted in a lighter blue color, running from Belmont Avenue to Elston Avenue.

Chicago Department of Transportation
Public Input Meeting
October 6, 2020

Agenda

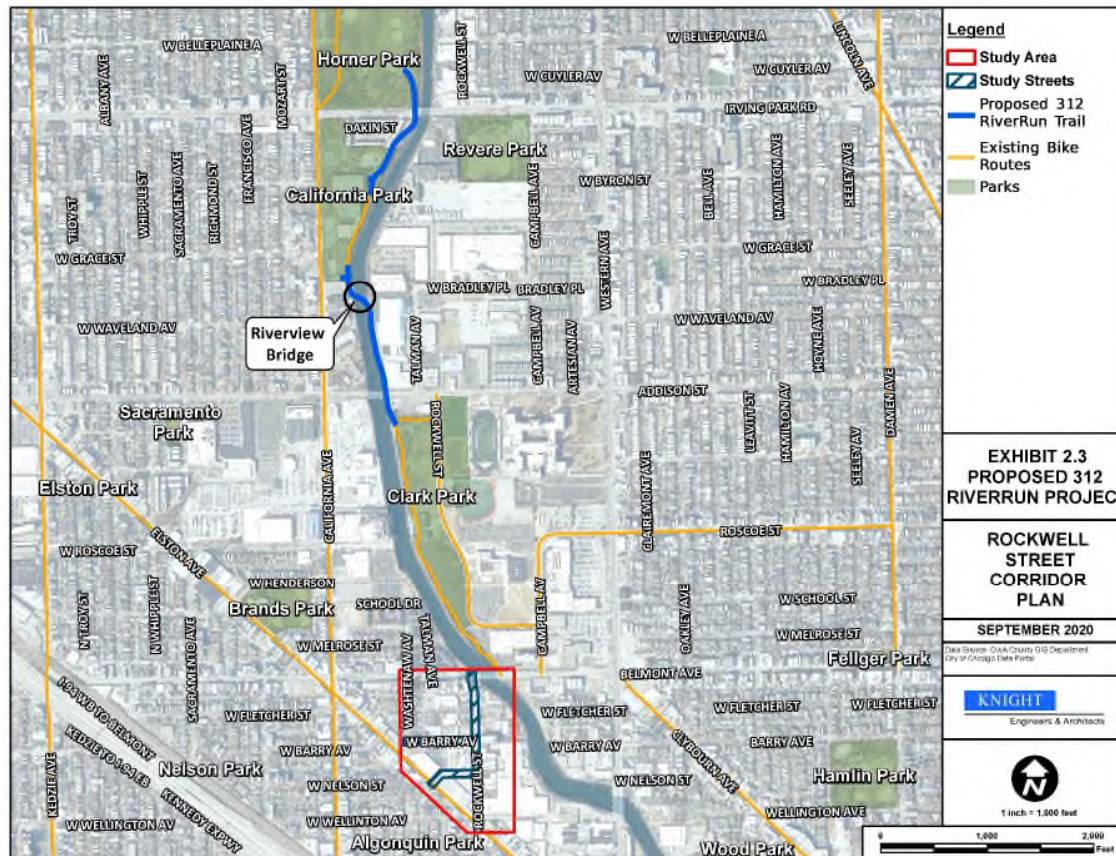
1. Location and Project Limits
2. Project Goals and Scope
3. Study Area Characteristics
4. Discuss Initial Design Alternatives
5. Gather Feedback





- Historically Industrial/Manufacturing Land Uses
- Vehicle-Focused Area (Truck Loading, Parking)

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There is a need to better accommodate all modes of transportation on Rockwell as recent changes in the area projected to increase Peds/Bicycles

- 312 RiverRun Trail
- Land Use Changes/Future rezoning-commercial/entertainment
- Increase in bike accommodations in surrounding area and importance of connectivity

Project Goals

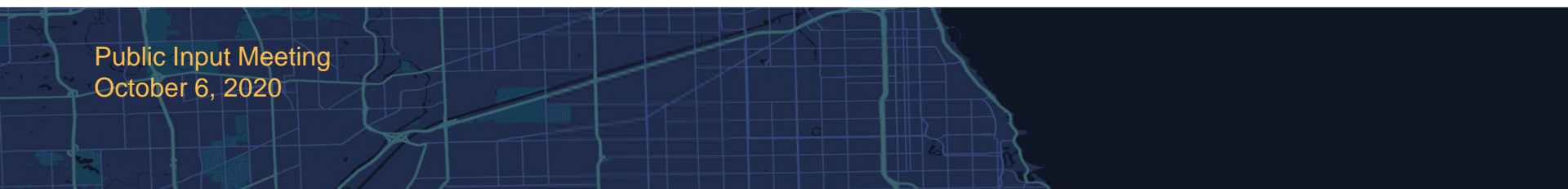
- Determine how to safely and efficiently accommodate all modes of transportation while continuing to accommodate the existing needs of the surrounding area
- Create a set of recommendations that will guide the form, function, and character of the public right of way

Project Scope

1. Data Collection

- Site Visits to Catalog/Observe Existing Conditions
- Collect Vehicle/Pedestrian/Bicycle/Parking Counts
- Perform Limited Topographic Survey (Corroborate with OUC Info)
- Review of Area Information (Public Transportation, Land Uses/Zoning, Crash Analysis)
- Review Relevant Design References/Planning Initiatives

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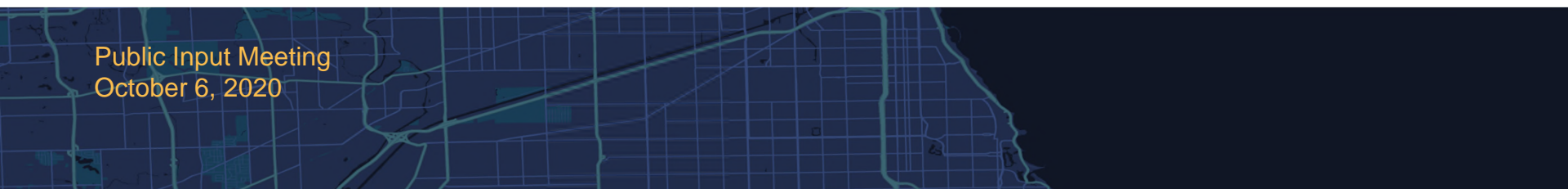
A dark blue map of Chicago with a grid of streets and highways, serving as a background for the bottom section of the slide.

Project Scope

2. Preliminary Concepts

- Identify Existing Issues following Data Collection Phase
- Create Complete Streets Alternatives
- Explore Sustainable Infrastructure Designs
- Determine Need for Utility Relocation
- Utilize Community and Agency Feedback to Evaluate Alternatives

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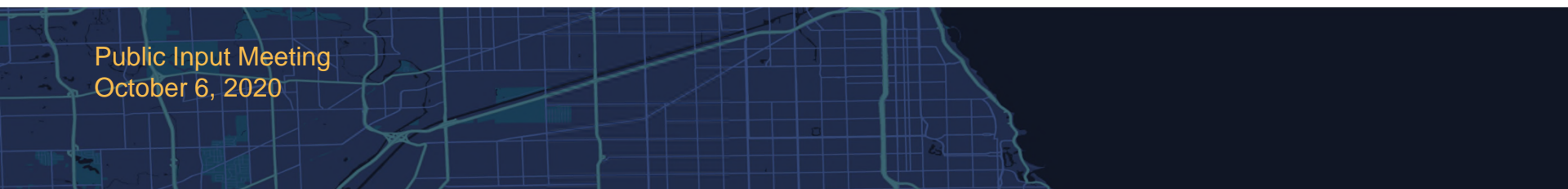
A dark blue map of Chicago with a grid of streets and water bodies, serving as a background for the bottom section of the slide.

Project Scope

3. Planning/Design and Presentation

- Determine Final Design Concepts based on Safety, Efficiency and Community/Agency Feedback
- Develop Plans, Sections, and Renderings of Design
- Prioritize Phased Improvements and Estimate Costs
- Present Plan to Community and other Agencies for Feedback
- Prepare Final Corridor Plan

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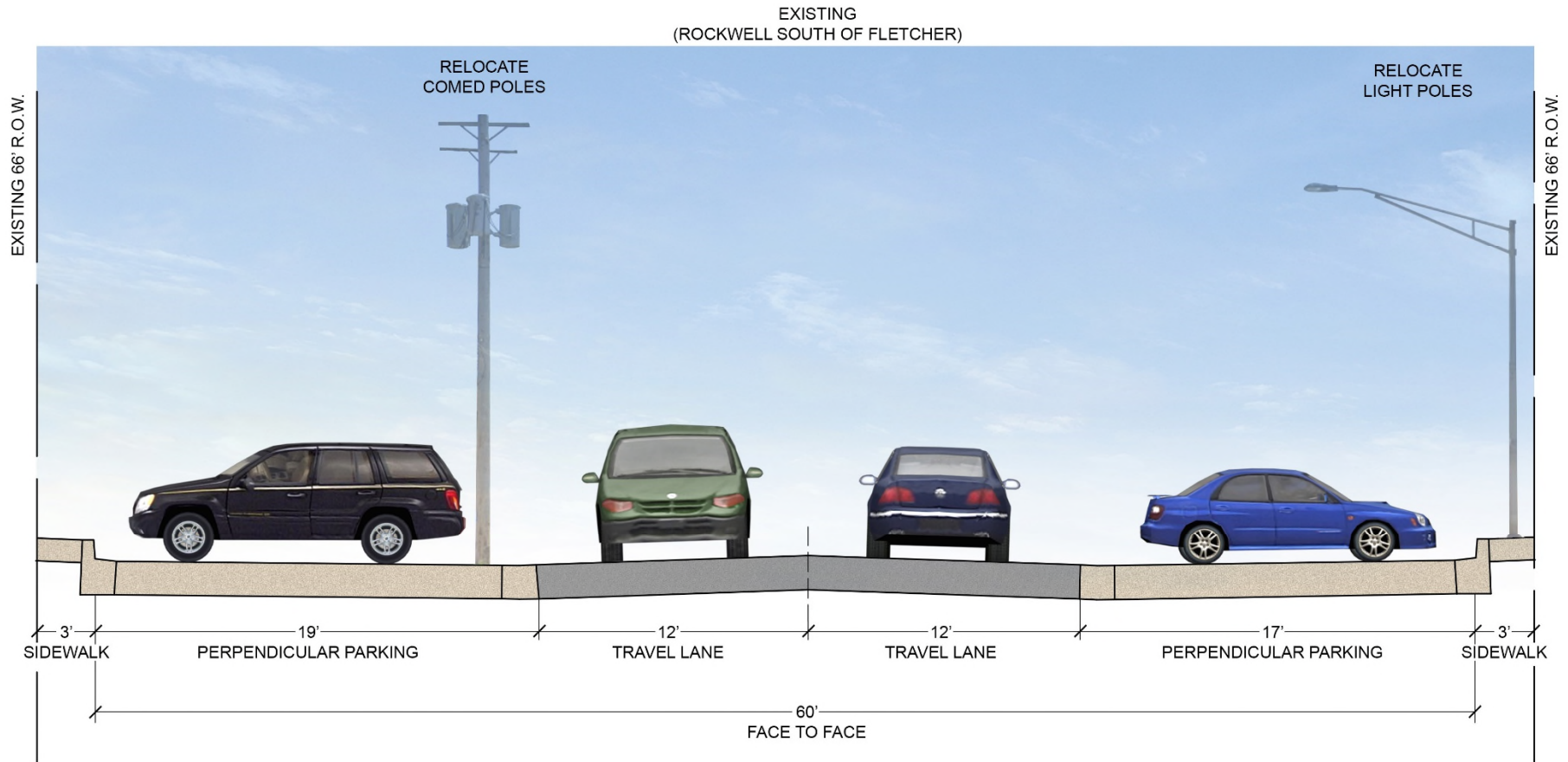
Rockwell Street

- 24 Hour Traffic Counts (At Barry Avenue)
 - 3,700 vehicles
 - 124 Trucks (12 Semi-Trucks, mostly SU, 4%)
 - 300 Peds
 - 130 Bikes
- Sidewalk only provided near Belmont and Elston on east sides of the street with limited parkway
- No Bicycle Accommodations
 - 6 ped/bicyclist crashes over last 5 years
- Overhead Utilities





Rockwell Street
(Looking South at Nelson Street)





Rockwell Street
(Looking North at Nelson Street)

Barry Avenue and Nelson Street

- Commercial/Industrial Uses
- Perpendicular Parking Blocks sidewalk
- No Curb and Gutter
- Limited Sidewalk
- No Bicycle Accommodations
- Overhead Utilities will Require Relocation

Nelson Street
(Looking East towards Rockwell Street)



Fletcher Street

- Existing Curb and Gutter
- Existing Sidewalk
- Parallel Parking Provided



Fletcher Street
(Looking West)

Rockwell Street Design Alternatives

Design Considerations

- Ped/Bike Safety, Operations, and Projected Volumes
- Street and Vehicular Traffic Operations
 - Potential One-Way Conversion
- Truck Access/Loading
- Parking
- Crash History and Operational Safety
- Opportunities for Landscaping/Streetscaping
- Geometry and Utilities (particularly overhead and lighting)

On-Street Parking

Existing Parking Supply Includes:

- Illegally Parked Vehicles
- Atypical/Non-Compliant Parking

These Conditions have occurred due to:

- Non-Compliance by Drivers
- Poor Design (No Curb, signage, striping)
- Lack of Enforcement

Mid-morning Count - overall 72% occupancy rate within walking distance

- Belmont and parts of Elston underutilized





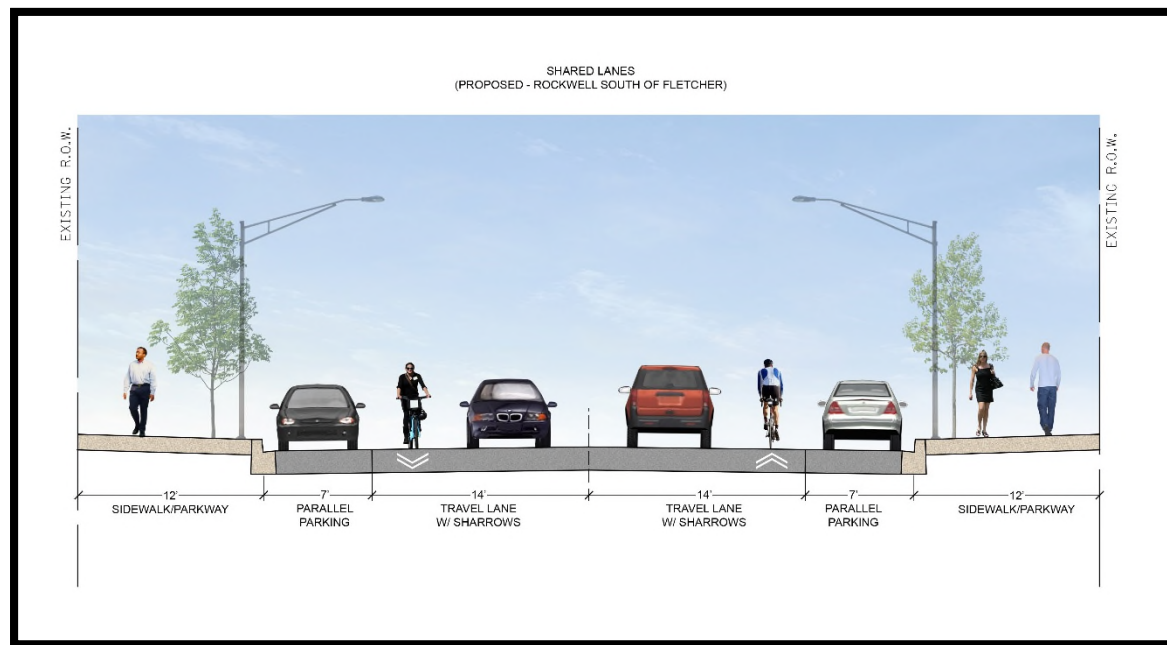
On-Street Parking

All Alternatives Recommend Parallel Parking

- Increased Right-of-Way for Non-Vehicular Traffic
- Improved Safety for Bicyclists (Improved Visibility and Awareness)
- ~132 parallel on-street parking spots

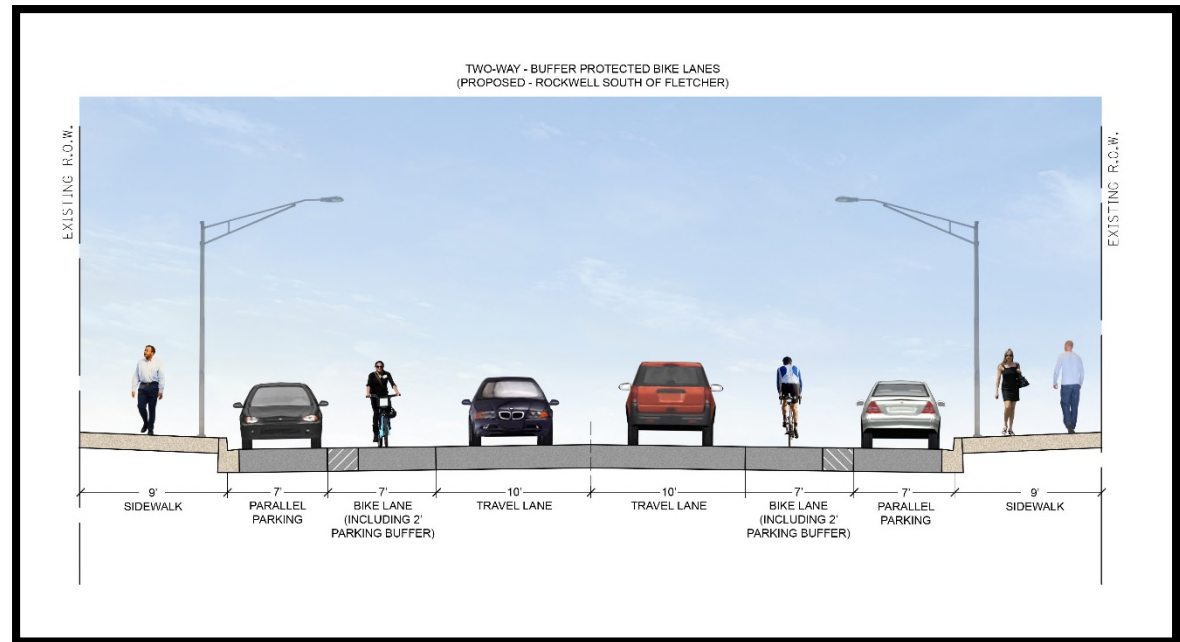
Rockwell Street Design Alternative #1: Marked Shared Lanes

- Provides Sidewalk/Parkway
- Sharrows Make Drivers Aware of Bikers but No Exclusive Space Provided
- Maintain Wide Lanes for Truck Traffic
- Conversion to Parallel Parking
- Overhead Utility Relocation Required
- Skip dash line or designated



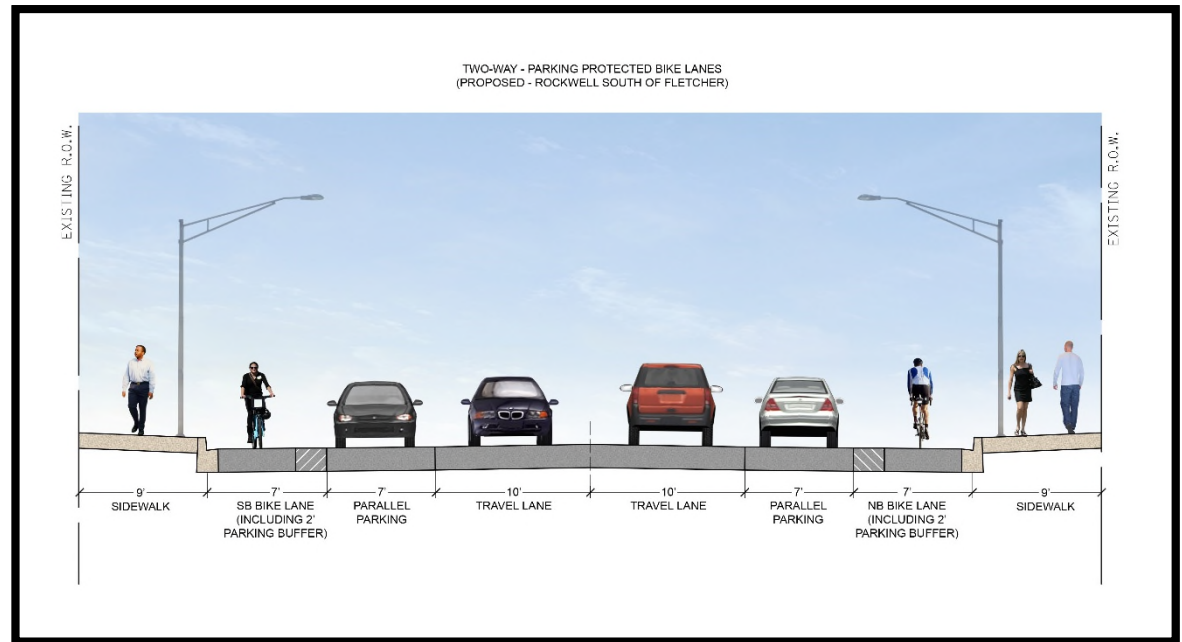
Rockwell Street Design Alternative #2A: Buffer-Protected Bike Lanes

- Exclusive Space for Peds AND Bikes
- Limited/No Space for Parkway
- 10' Travel Lanes
- Parallel Parking
- Overhead Utility Relocation Required



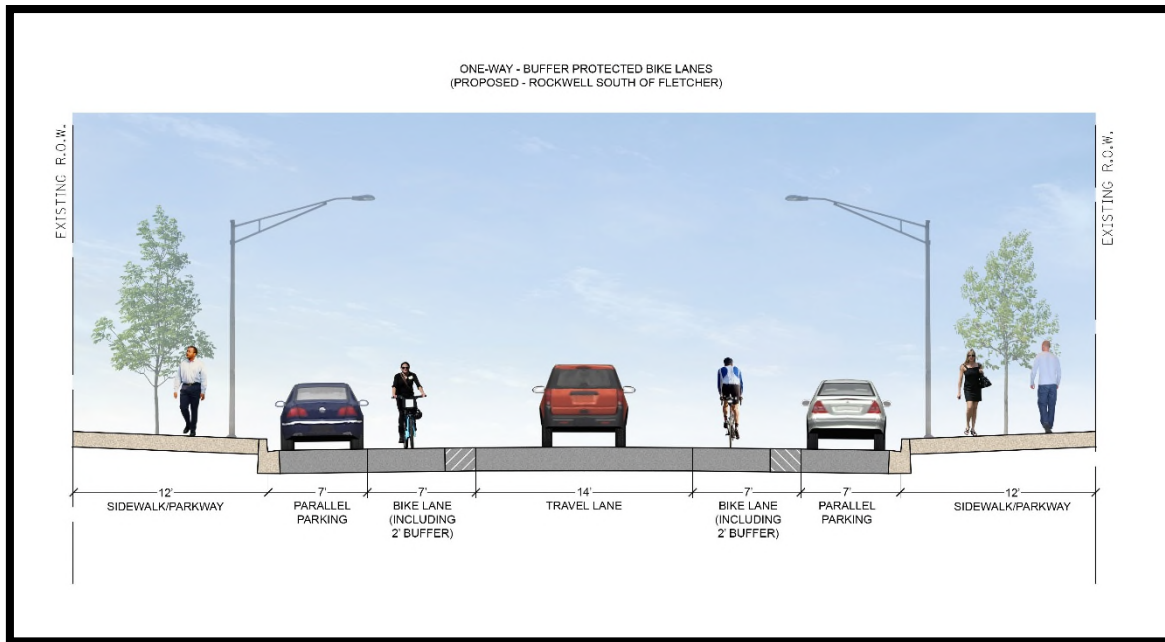
Rockwell Street Design Alternative #2B: Parking-Protected Bike Lanes

- Exclusive Space for Peds AND Bikes
- Increased Safety for Bikers
- Limited/No Space for Parkway
- 10' Travel Lanes
- Parallel Parking
- Overhead Utility Relocation Required



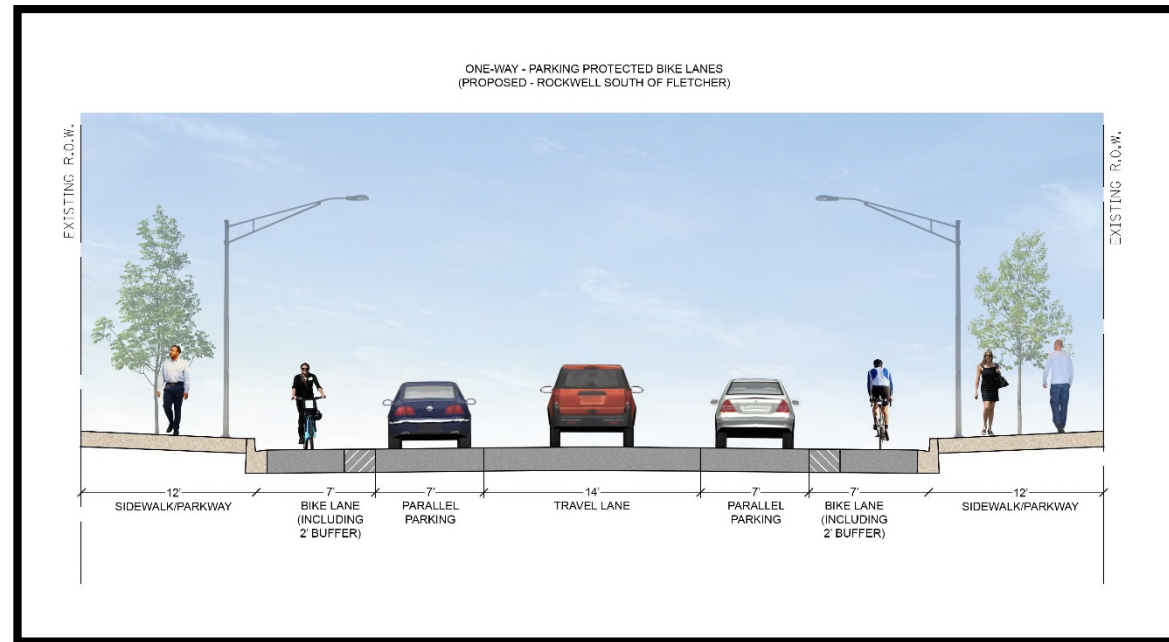
Rockwell Street Design Alternative #3A: One-Way Northbound Travel Only with Buffer-Protected Bike Lanes

- Wide Exclusive Pedestrian/Bicycle Space
- Maintain Wide Travel Lanes for Truck Traffic
- Northbound One-Way Restriction
 - Requires Washtenaw to be Converted to One-Way Southbound
 - Limiting Turning Movements Improves Safety
 - Limits Impact on Major Arterial Intersections



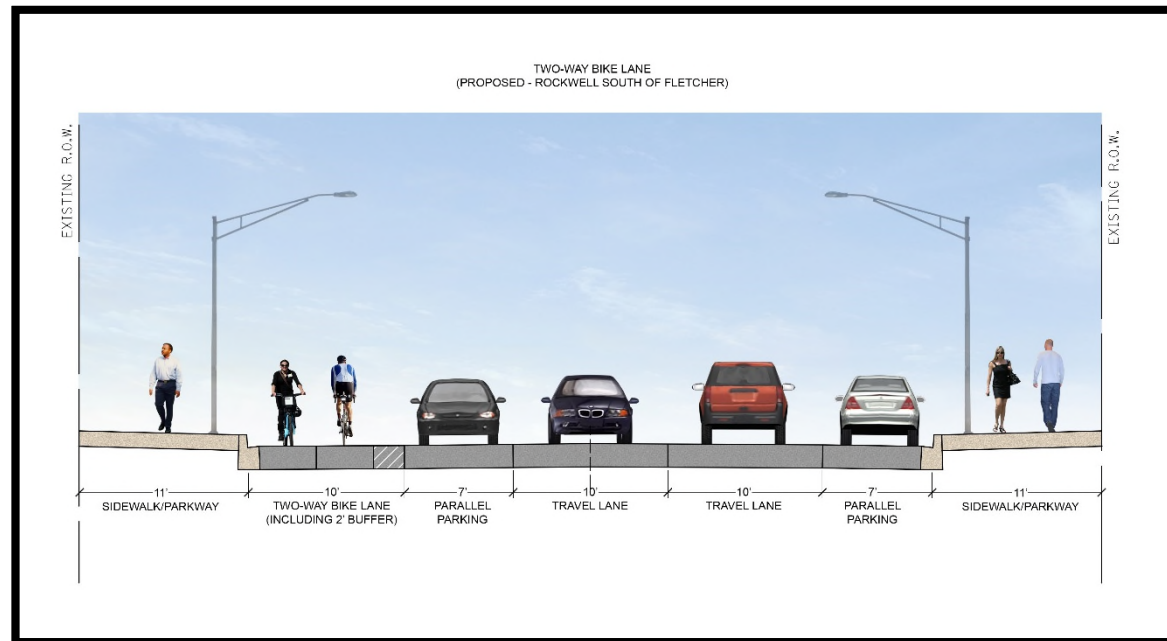
Rockwell Street Design Alternative #3B: One-Way Northbound Travel Only with Parking-Protected Bike Lanes

- Wide Exclusive Pedestrian/Bicycle Space
- Increased Biker Safety
- Maintain Wide Travel Lanes for Truck Traffic
- Northbound One-Way Restriction
 - Requires Washtenaw to be Converted to One-Way Southbound
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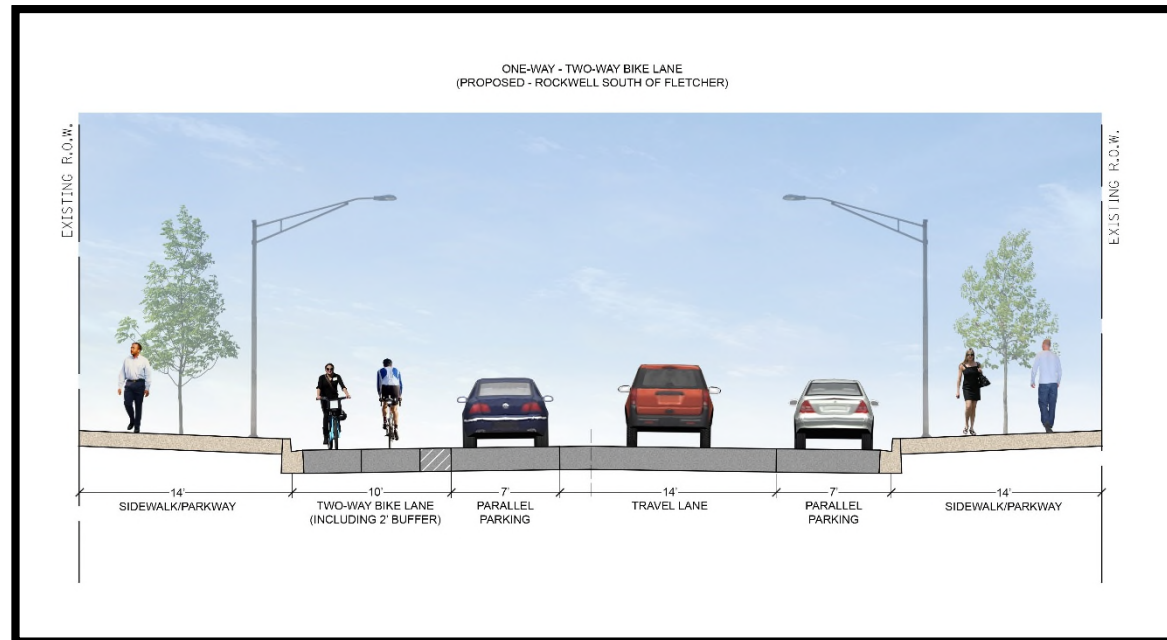
Rockwell Street Design Alternative #4A: Protected Two-Way Bike Lane

- Exclusive Ped and Protected Bike Space
- Two-Way Bike Lane Improves Safety for Crossing at Belmont
- Parallel Parking
- Overhead Utility Relocation Required



Rockwell Street Design Alternative #4B: Protected Two-Way Bike Lane with One-Way Northbound Travel Only

- Wide Exclusive Pedestrian/Protected Bicycle Space
- Two-Way Bike Lane Improves Safety for Crossing at Belmont
- Northbound One-Way Restriction
 - Requires Washtenaw to be Converted to One-Way Southbound
 - Limiting Turning Movements Improves Safety
 - Limits Impact on Major Arterial Intersections



Streetscape Elements

- Sod Planting or Landscaping
- Tree Pits and Grates
- Landscaped Planters
- Public Use: Street Furniture, trash receptacles, and or bicycle parking
- Private Use: Sidewalk Cafes
- New Lighting
- Community Identifier
- Maintenance Partner



Comments and Questions