

Principle 4.

Accommodate Improved Mobility within the Corridor for all Modes of Travel

The Kishwaukee Street Corridor is a major thoroughfare which must accommodate trucks, cars, buses, bicycles, and pedestrians in order to facilitate the mobility of residents, employees, and visitors. The mixture of uses, specifically the industrial uses that require heavy truck access, necessitates careful planning and management to ensure that all users can safely navigate without conflicts.

A series of street types has been defined to provide guidance in creating consistent and appropriate treatment of various segments of roadway. In particular, accommodating pedestrian movement in conjunction with major intersections that experience heavy traffic volumes and significant truck traffic must be sensitively addressed. As seen in [Figure 7a](#), the variety of land uses to be supported in the northern end of the Corridor requires that varied circulation patterns be effectively integrated to ensure the safe movement of people and goods through the Corridor. [Figure 7b](#) depicts the southern end of the Corridor, which is more consistent in its land uses and would support a more consistent traffic circulation and streetscaping pattern.

The alteration of existing traffic patterns, including the potential construction of an **interchange at U.S. 20** and the re-orientation of one-way street pairs leading to the **Whitman Street Interchange** could improve circulation patterns through redesigned access points at each end of the Corridor. Both of these potential initiatives would require significant further study. **Rail consolidation opportunities** which are currently being evaluated by the City could provide the opportunity for industrial truck access to existing businesses along rear roadways. This could reduce the necessity of heavy trucking along portions of the Kishwaukee Street Corridor. This potential initiative will require more study (including a detailed traffic impact analysis).

Because of the diversity of uses within this section of the Corridor, traffic management strategies that segregate industrial and non-industrial traffic should be implemented in a manner that doesn't negatively impact the mobility of either group. Existing industrial businesses must be allowed adequate truck movement and access to ensure uninterrupted operations. When undertaking streetscaping activities, the City should coordinate with existing businesses to ensure that medians are sited at locations that will not interfere with truck movement. As depicted previously in [Figure 4](#) a potential rear truck access route between Blackhawk Park and Peoples Avenues could re-orient industrial access away from Kishwaukee Street. All truck movements on industrial streets should be controlled and staging areas should be provided at appropriate cross-street locations in another effort to both accommodate industrial truck access while managing circulation patterns.

Non-industrial users should also have a variety of modal transportation options from which to choose when traveling to work, school, or recreation. Workforce housing within walking or biking distance of employment opportunities is the ideal model, and if possible to achieve in the Kishwaukee Street Corridor because of the proximity of existing industrial, commercial and residential uses. In order to create an environment that encourages walking or biking to work, the sidewalk network should be complete and curb cuts should be limited throughout the Corridor. Fewer



Example of Transit Enhancements



Example of Bicycle Parking

Principle 4. {Continued}

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curb cuts on main arterials would encourage vehicular access from side streets in residential and commercial areas, allowing traffic to flow more smoothly with fewer interruptions along Kishwaukee Street. Cut-through traffic in residential neighborhoods could be discouraged through the implementation of limited closures at selected intersections, on a case-by-case basis with the agreement of adjacent property owners and public safety officials.

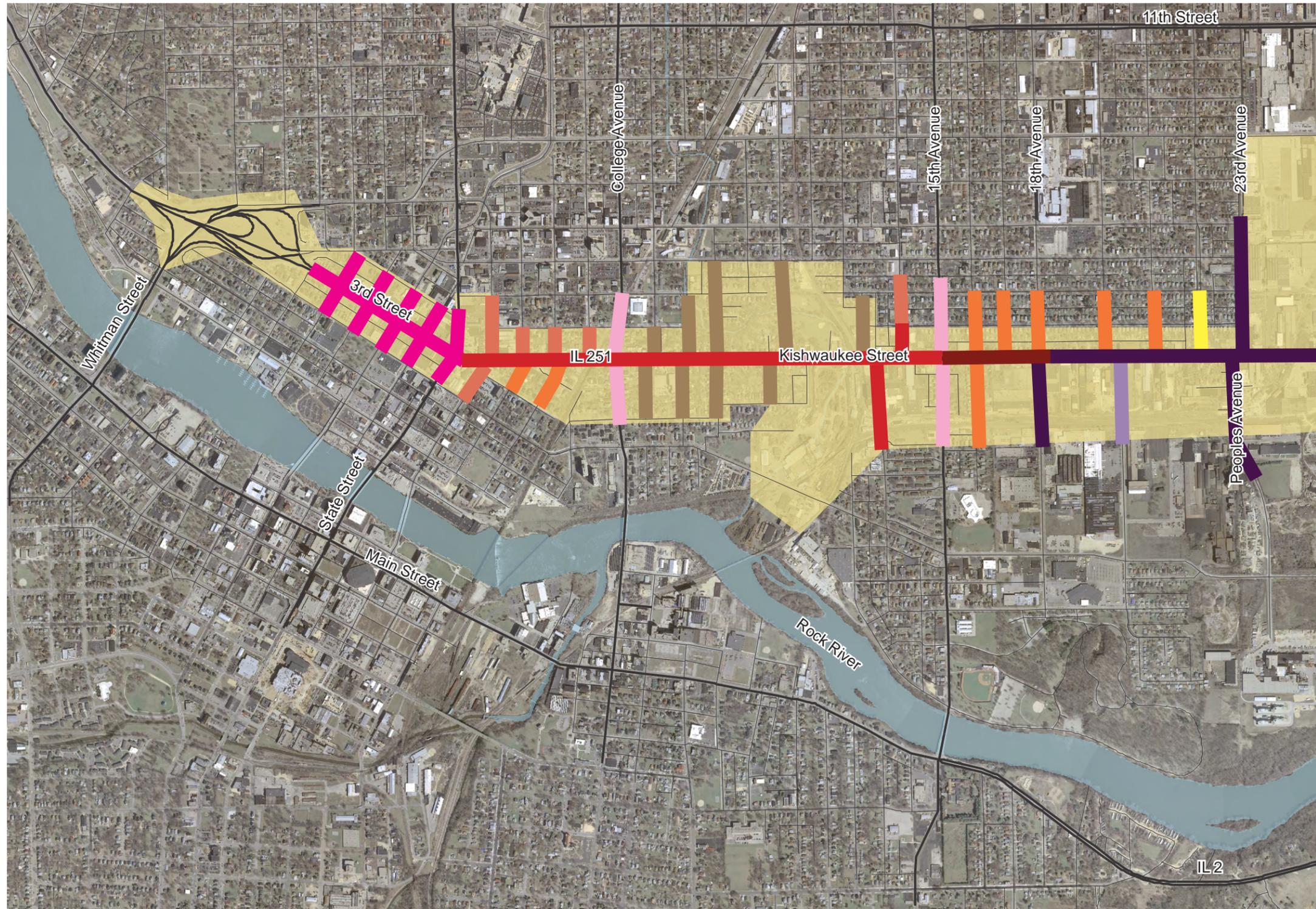
Public bus service currently operates within the Corridor, providing another modal choice. Existing bus stops should be coordinated with streetscape treatments at major intersections, including a minimum standard of a concrete pad between the sidewalk and curb, and the provision of benches, trash receptacles and free-standing signs. In addition to improving the transit-riding experience, these upgrades would improve the aesthetics of the Corridor and encourage transit ridership. These upgrades are an example of targeted public infrastructure improvements that could be used to catalyze complementary improvements undertaken by the private sector.

Despite the proximity of the Corridor to the Rock River waterfront, existing access to this natural asset is limited. The Keith Creek Greenway expansion project will enhance access at the northern end of the Corridor. All streetscape and mobility enhancements being considered in the study area should be coordinated with existing plans for bike route installation city-wide.



HNTB

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- Auto-Oriented Commercial Node (Reconstructed Street)
- Auto-Oriented Commercial Node (Existing Street)
- Pedestrian-Oriented Commercial Node
- Residential Stabilization Area
- Downtown Mixed-Use Area
- Arterial Street Access
- Residential Street Access
- Residential Boulevard Access
- Industrial Stabilization Area
- Industrial Access Greenway
- Airport Industrial Area

Note: See Typical Plans, Typical Sections, and Plan Studies for details on locations referenced on Streetscape & Character Overlay. Refer to Land Use Framework for key to land uses.

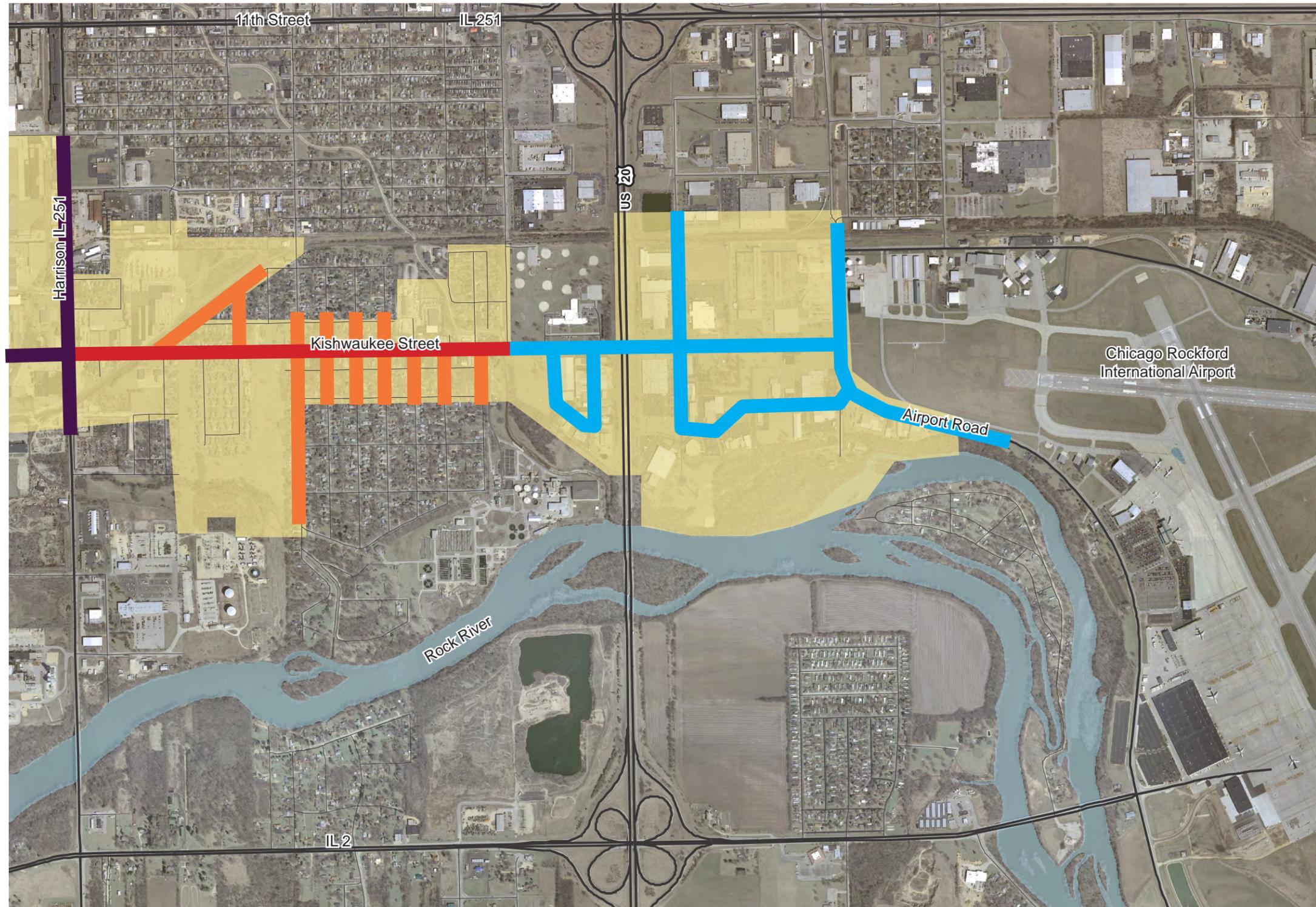
Figure 7A



Not to Scale



February 2009



- Auto-Oriented Commercial Node (Existing Street)
- Residential Street Access
- Industrial Stabilization Area
- Airport Industrial Area

Note: See Typical Plans, Typical Sections, and Plan Studies for details on locations referenced on Streetscape & Character Overlay. Refer to Land Use Framework for key to land uses.

Figure 7B



Not to Scale



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