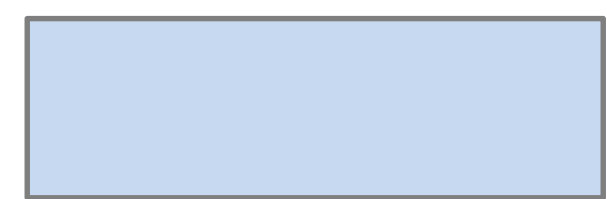
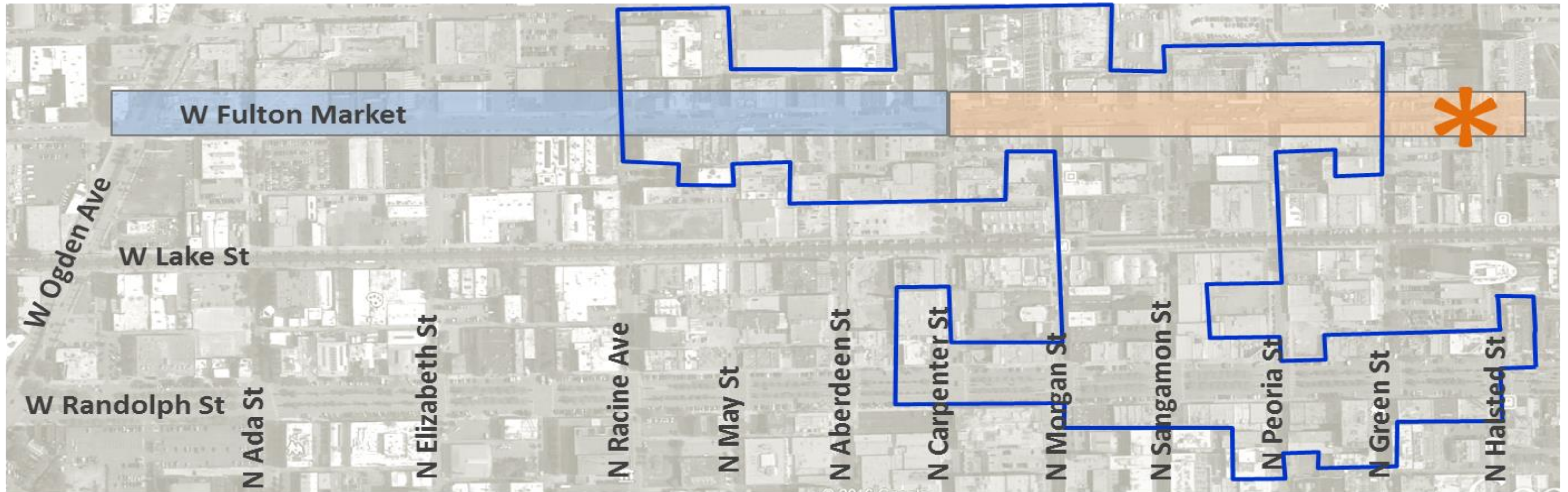


Project Overview



Section 2



Section 1



Historic District Boundary



Existing Gateway

Project Goal

Maintain **flexible use** of the right-of-way,
improve **public safety**,
upgrade **infrastructure**, and
provide **enhancements** that respect the
historic character and significance of the area.

Public Involvement

- Gateway/Full Corridor
 - Design Workshop (2014)
 - Task Force Meetings (2014/2015)
 - Public Meetings (2014/2015)
- Section 2
 - 1st Task Force Meeting (March 9, 2017)
 - 14+ Stakeholder Meetings (March 2017 – present)
 - Public Meeting (April 11, 2017)
 - 2nd Task Force Meeting (October 4, 2017)



Public Comments

SAFETY

- Address pedestrian safety and accessibility
- Need for ADA accessible sidewalks
- Concern about wrong-way drivers
- Safety and lighting
- Prioritize pedestrian and bicyclist safety during/after construction
- Speeding during off-peak hours

ROAD CONFIGURATION

- Accommodate truck movements & forklift operations
- Rationalize curbside uses
- Need for flexibility in the street
- Rationalize traffic pattern
- Consider improving Racine Ave.
 - Widen pavement
 - Racine one-way southbound and May St. one-way northbound
- Add traffic signal at Ogden

CULTURE AND CHARACTER

- Cultivate culture and community
- Preserve unique and historic character of Fulton Market
- Increase unique programming and activities
- Support multiple types of active transportation and public art

STREET FURNITURE

- Support planters, trees and street furniture
- Encourage planters and cobbles for aesthetics

PARKING

- At least no loss, better to increase
- Consider metered parking
- Remove parking on one side of Racine

ADDITIONAL COMMENTS

- Need for resurfacing
- Extend the project further west
- Incorporate the rapid rate of development through the corridor in the final design
- Address drainage and ponding issues

Recent Public Questions and Responses

Public Question	Project Team Response
Considering congestion, why are you converting two (1-way westbound) lanes to one?	There is currently only one wide lane. This lane will be narrowed to discourage speeding.
Will there be additional pedestrian space and space for cultural expression?	Additional space will be provided by narrowing the one-way westbound traffic lane and widening the south sidewalk.
Double parked trucks currently block the roadway. Will there be dedicated space for truck parking? Are forklifts factored into design?	The angle parking will be flexed for truck parking and a loading zone.
Will there be a bike-sharing station? Where will it go?	The Divvy station will be on the north sidewalk, west of May.
Why aren't trees included in design?	Existing healthy trees on Fulton and cross streets will remain, and new trees will be added on cross streets.
Why are you maintaining one-way and two-way stretches, instead of reconfiguring to all one-way or two-way?	The one-way and two-way stretches serve different purposes on Fulton. The one-way flexes for truck loading and car parking, and the two-way serves existing & new uses.
Are you planning for the large 18-wheel trucks?	Truck movements were considered in design of bump-outs, and for both one-way and two-way traffic configurations.
How will future development be accommodated?	<p>The project team coordinated with developers in the corridor and will continue to do so. For example, the south parkway between Ada and Elizabeth was a coordination with a developer.</p> <p>Left turn lanes and traffic signals will be installed at Ogden to accommodate future development.</p>

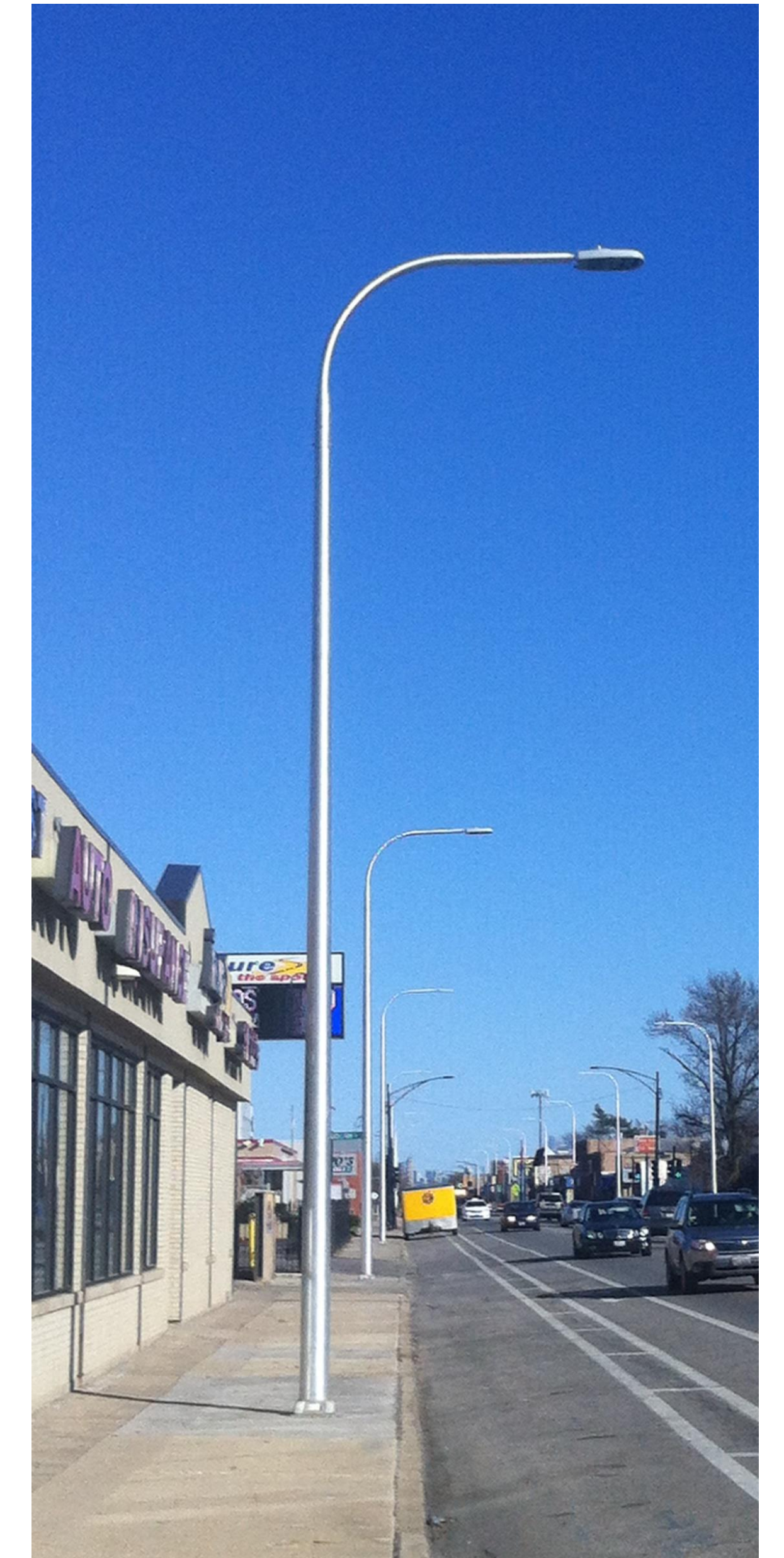
Streetscape Materials



Reuse of Historic Granite Cobble



Aluminum and Wood Benches



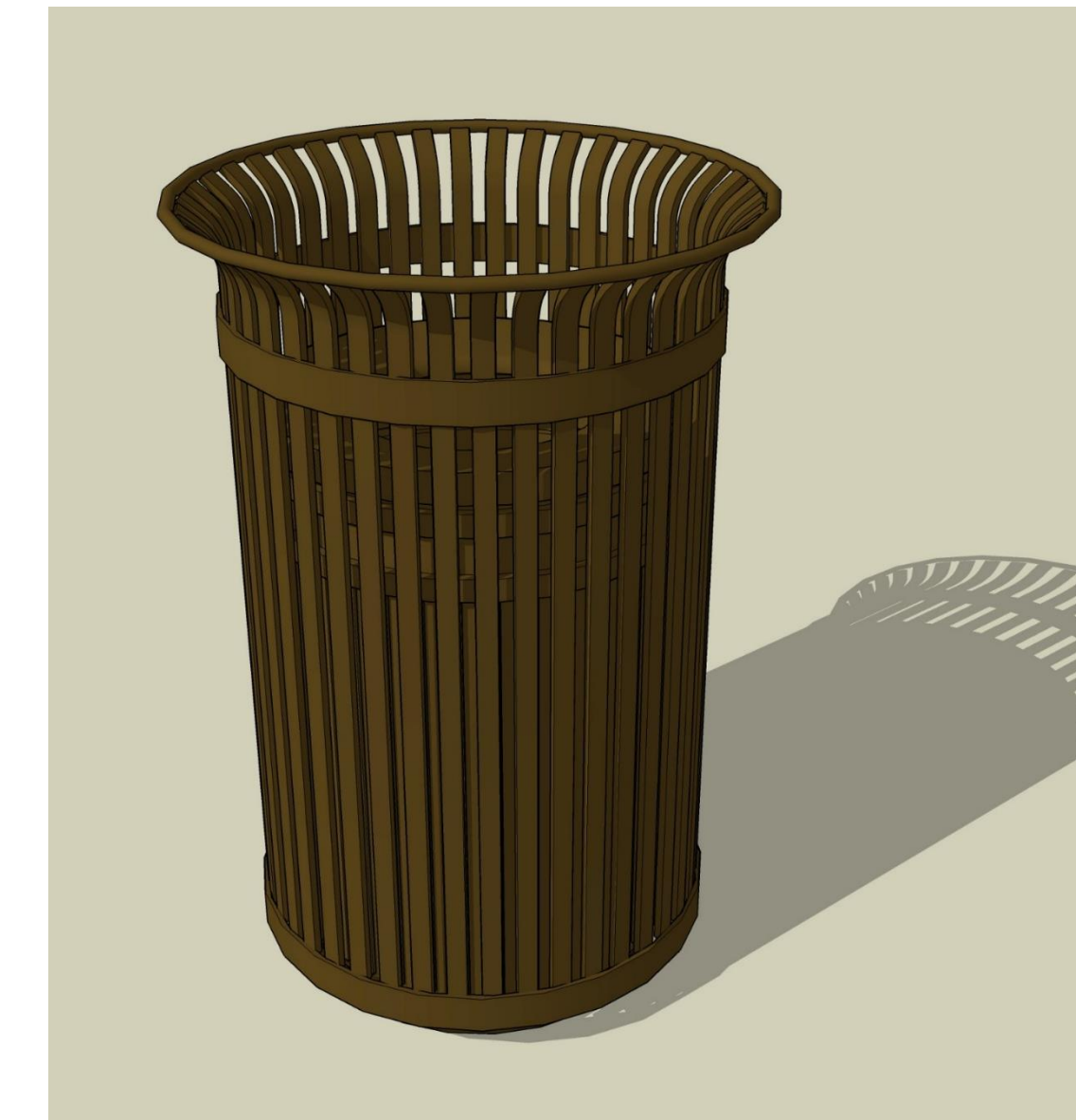
35' Davit Arm Light Poles



Raised Sidewalk and Steel Pipe Railings



Stainless Steel Bike Racks

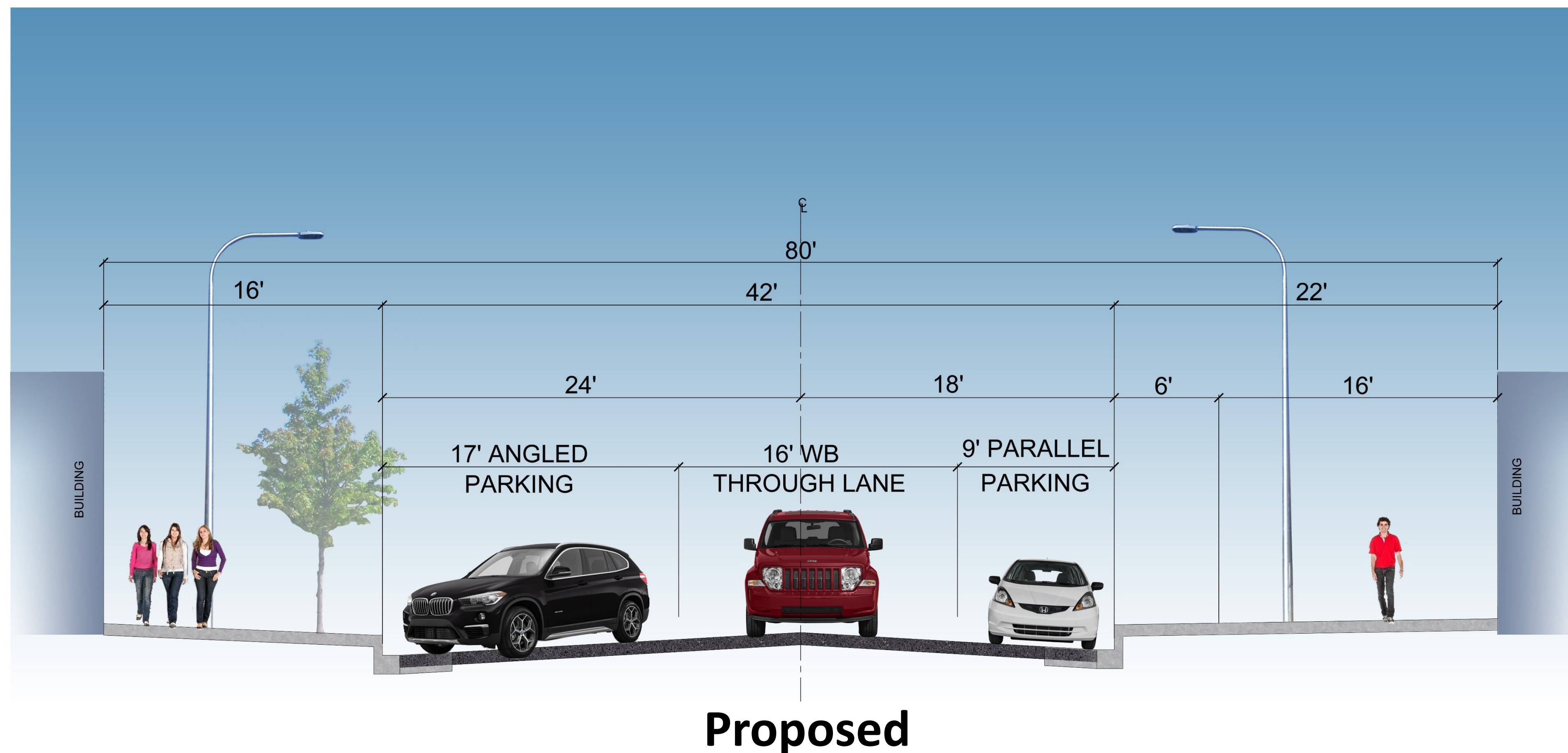
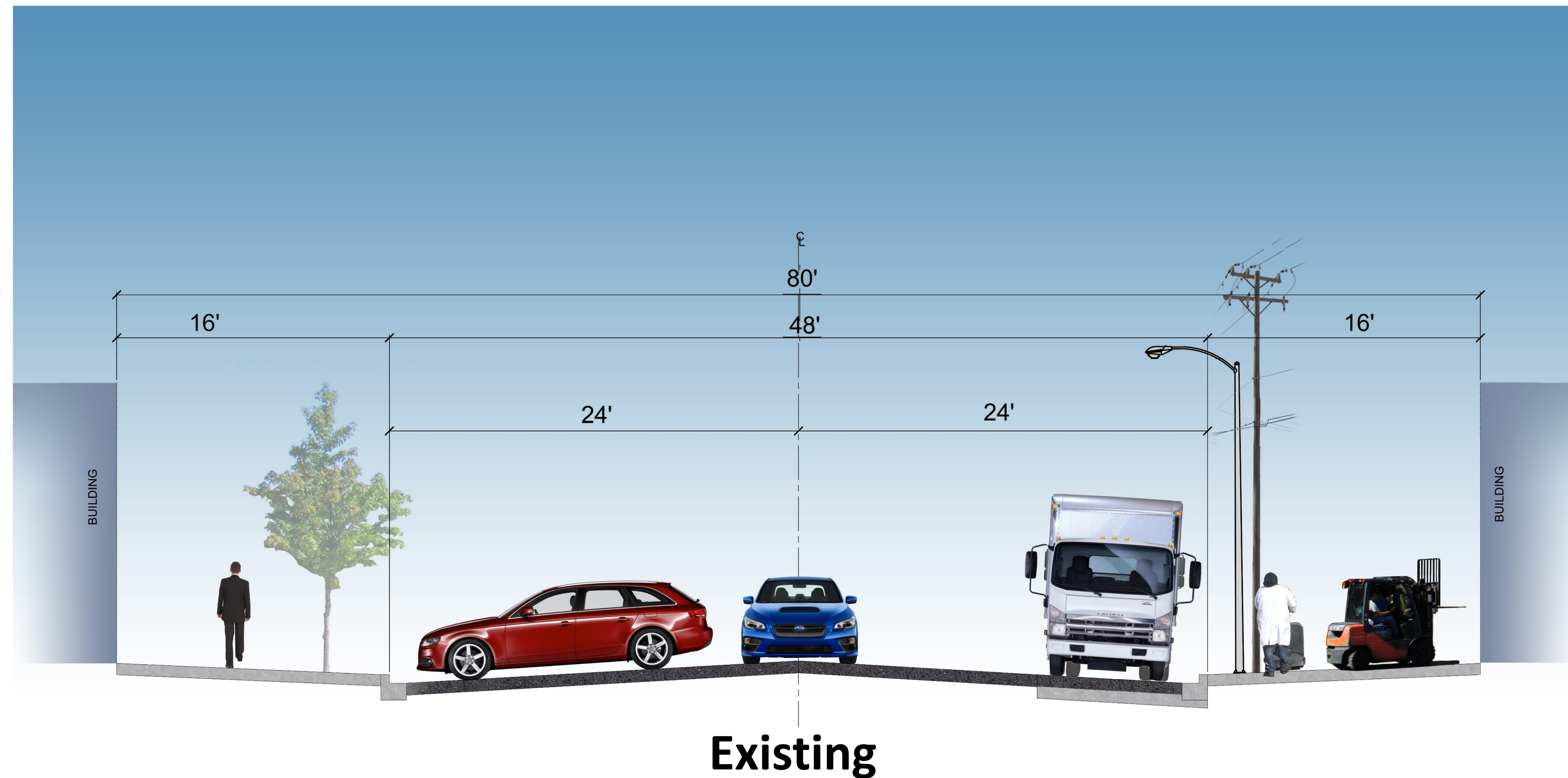


Brown Trash Cans



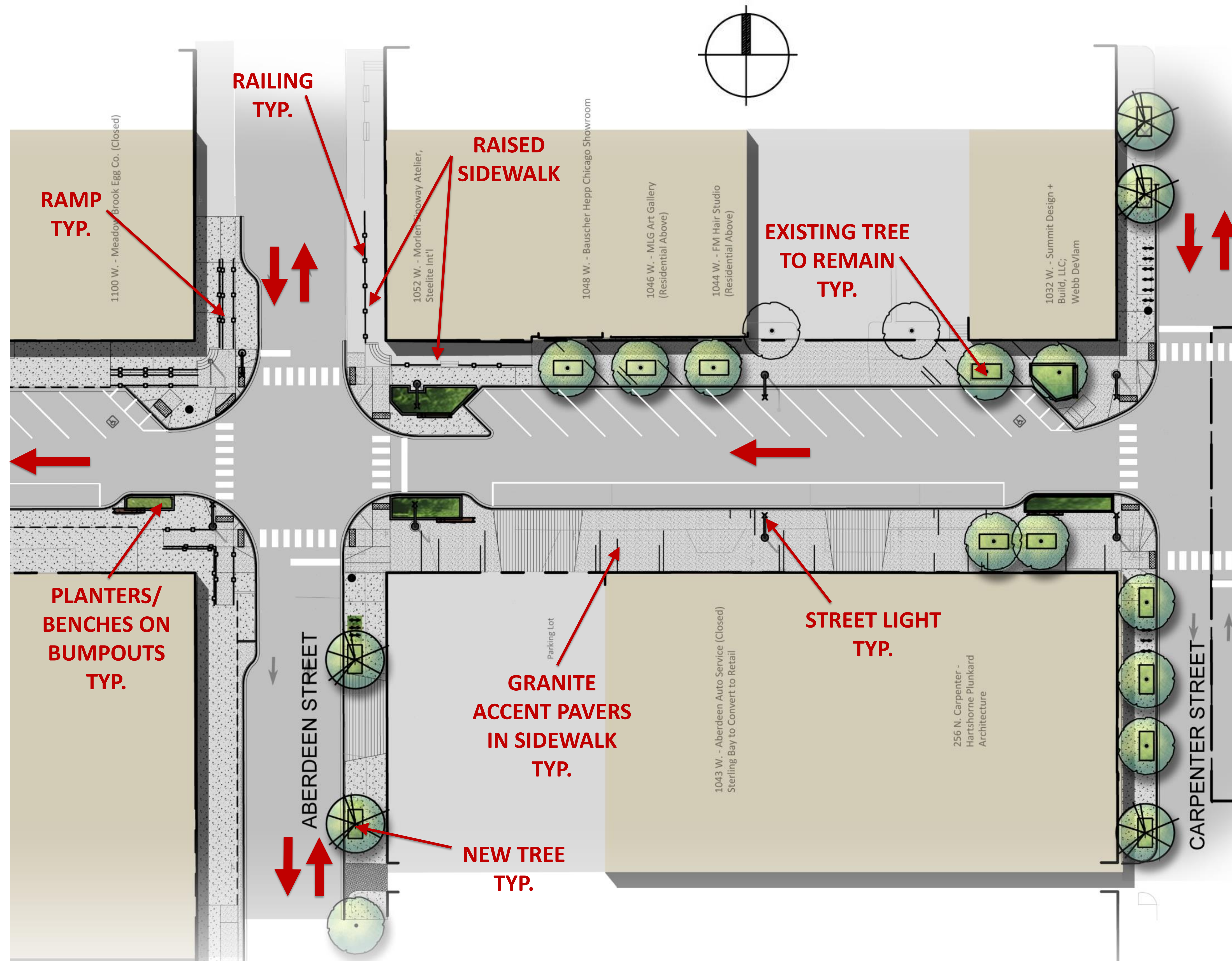
**Grey Colored Sidewalks,
Parking Lanes & Gutter**

Section 2 – Existing and Proposed Cross Sections Carpenter to Aberdeen



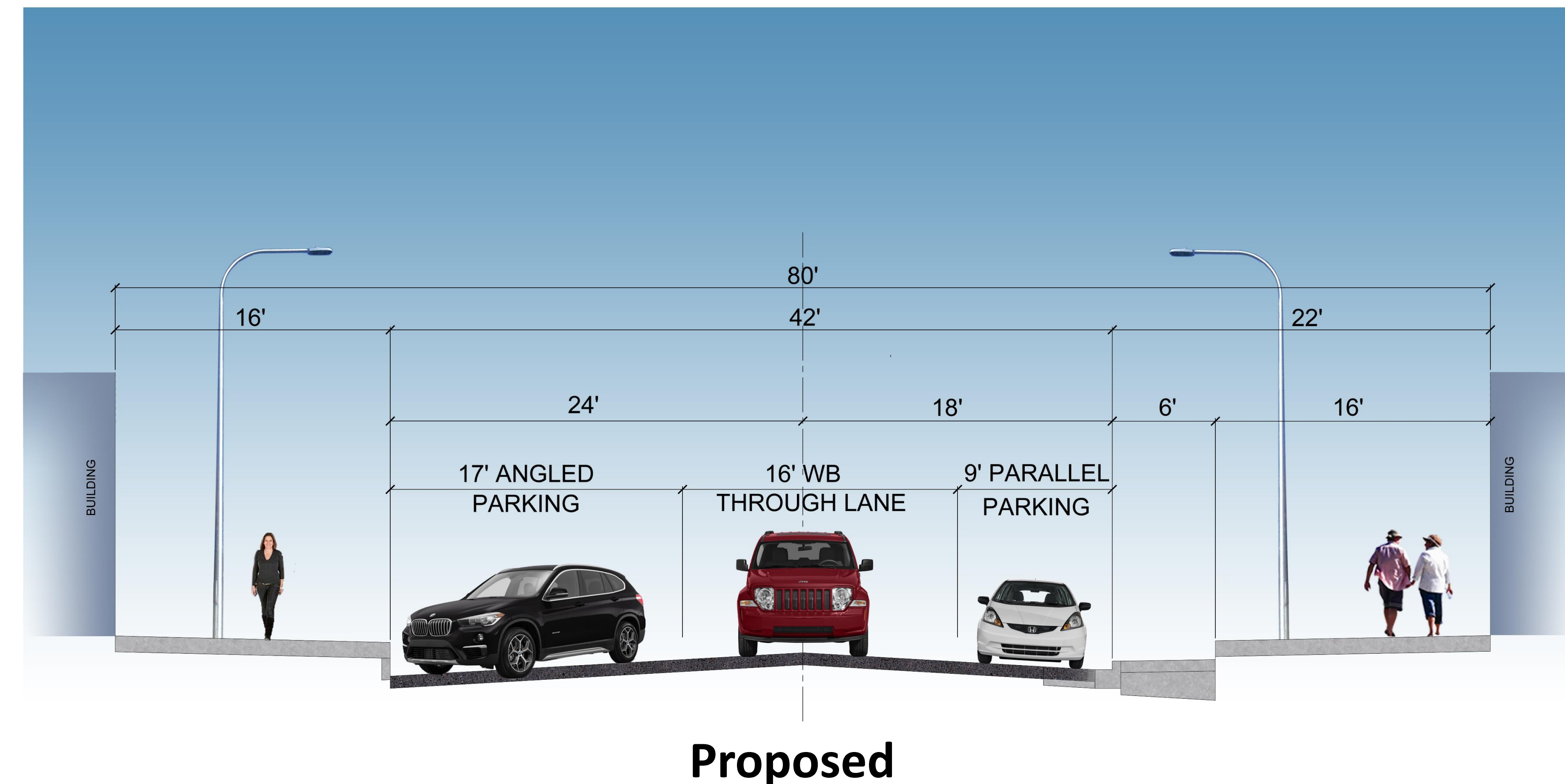
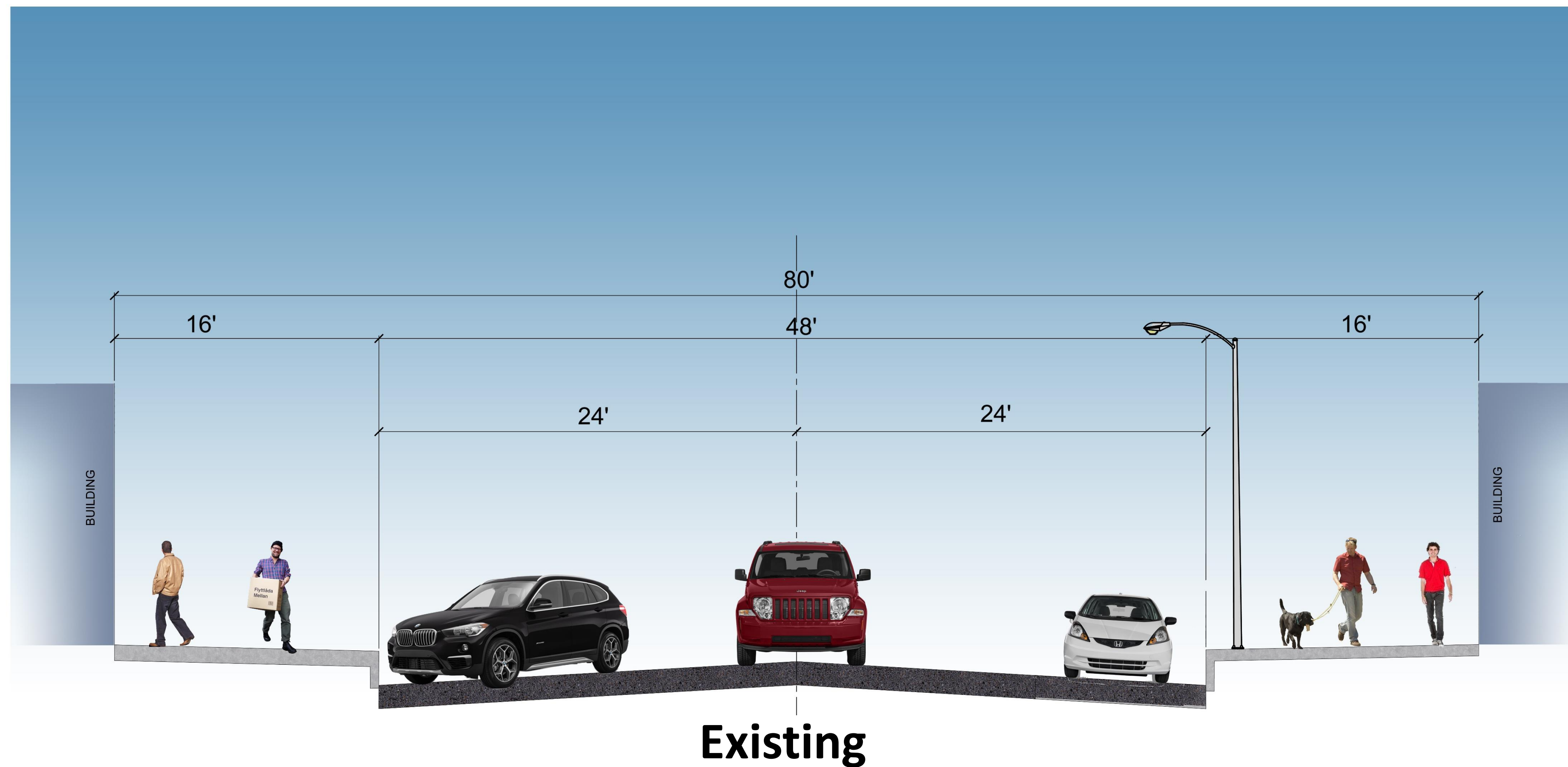
- 16' wide one-way west bound through lane
- Defined 17' angled parking lane on north side of street
- 9' parallel parking lane on south side of street
- South sidewalk width increased from 16' to 22' (raised condition maintained where existing)

Section 2 Proposed Improvements – Carpenter to Aberdeen



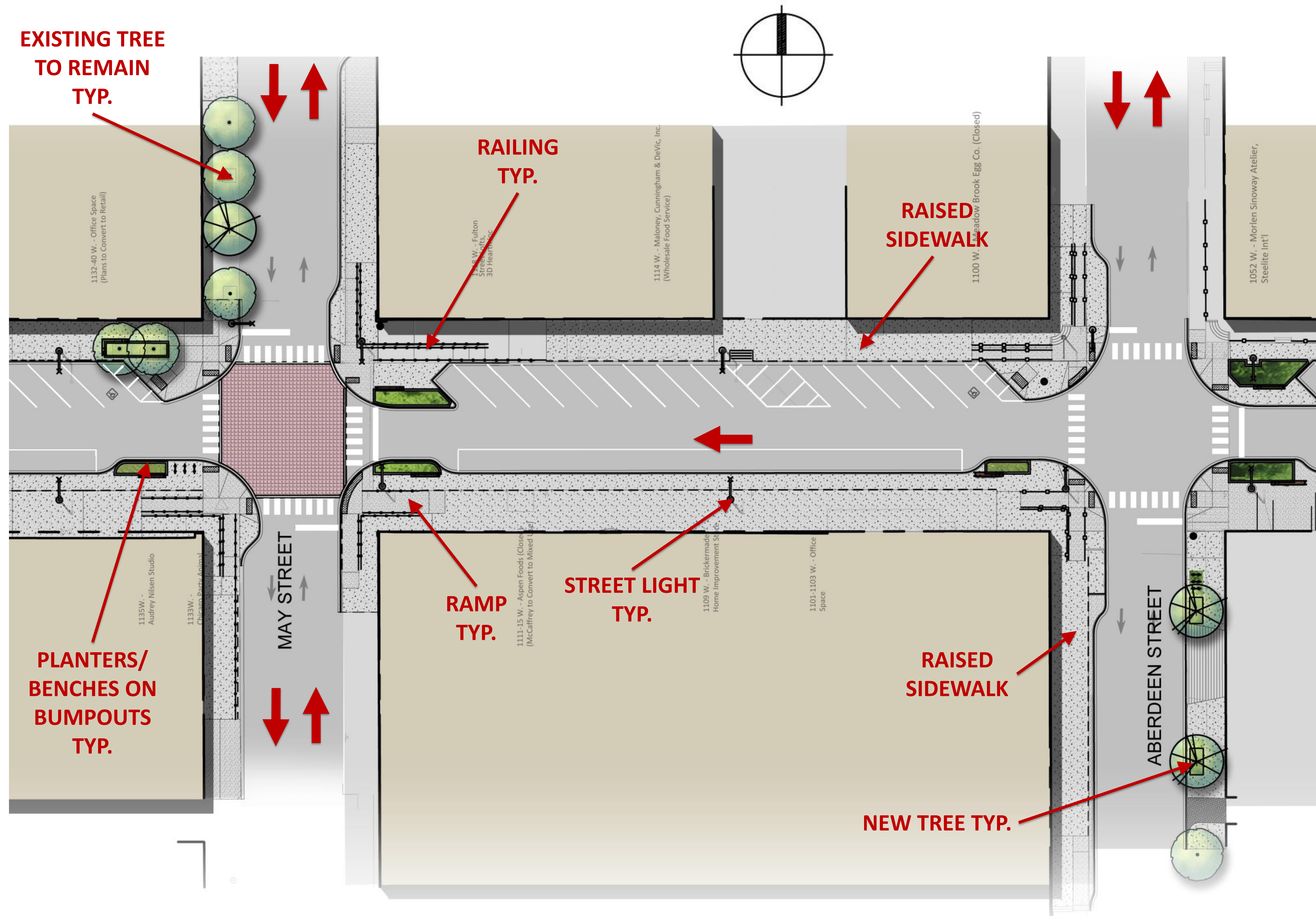
- One-way west bound single through lane
- Traditional curb height sidewalks along south side widened
- Raised sidewalks/docks along north side maintained, ramps and approved handrails added for accessibility and safety, and painted steel faced curbs along raised areas
- Planters and benches consolidated on bumpouts
- Granite accent pavers in sidewalk
- 3 light poles per side of street

Section 2 – Existing and Proposed Cross Sections Aberdeen to May



- 16' wide one-way west bound through lane
- Defined 17' angled parking lane on north side of street
- 9' parallel parking lane on south side of street
- Raised sidewalks/dock maintained
- 6' wide, 6" nominal height sidewalk added along raised area on south side of street. This narrows the through lane and allows for door swing of parallel parked cars.

Section 2 Proposed Improvements – Aberdeen to May



- One-way west bound single through lane
- Raised sidewalks/docks along both sides of the street are maintained, ramps and approved handrail is added for accessibility and safety, and painted steel faced curbs along raised areas
- Planters and benches consolidated on bumpouts
- 3 light poles per side of street
- Reclaimed cobble intersection at May

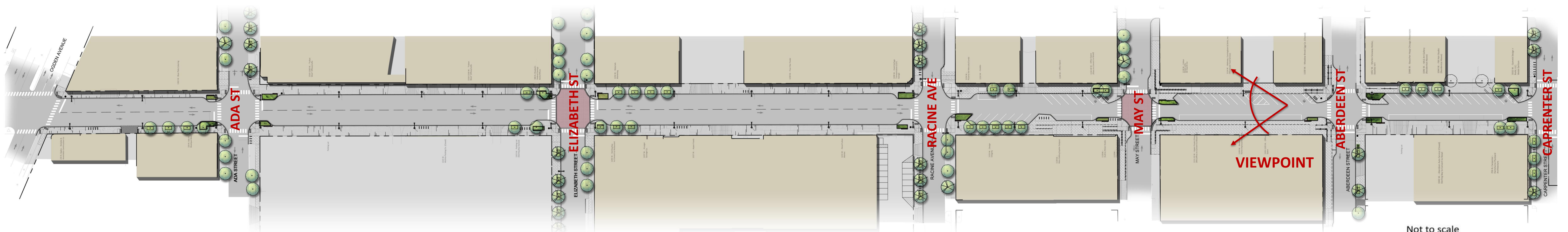
Section 2 Proposed Improvements Looking West from West of Aberdeen



Before



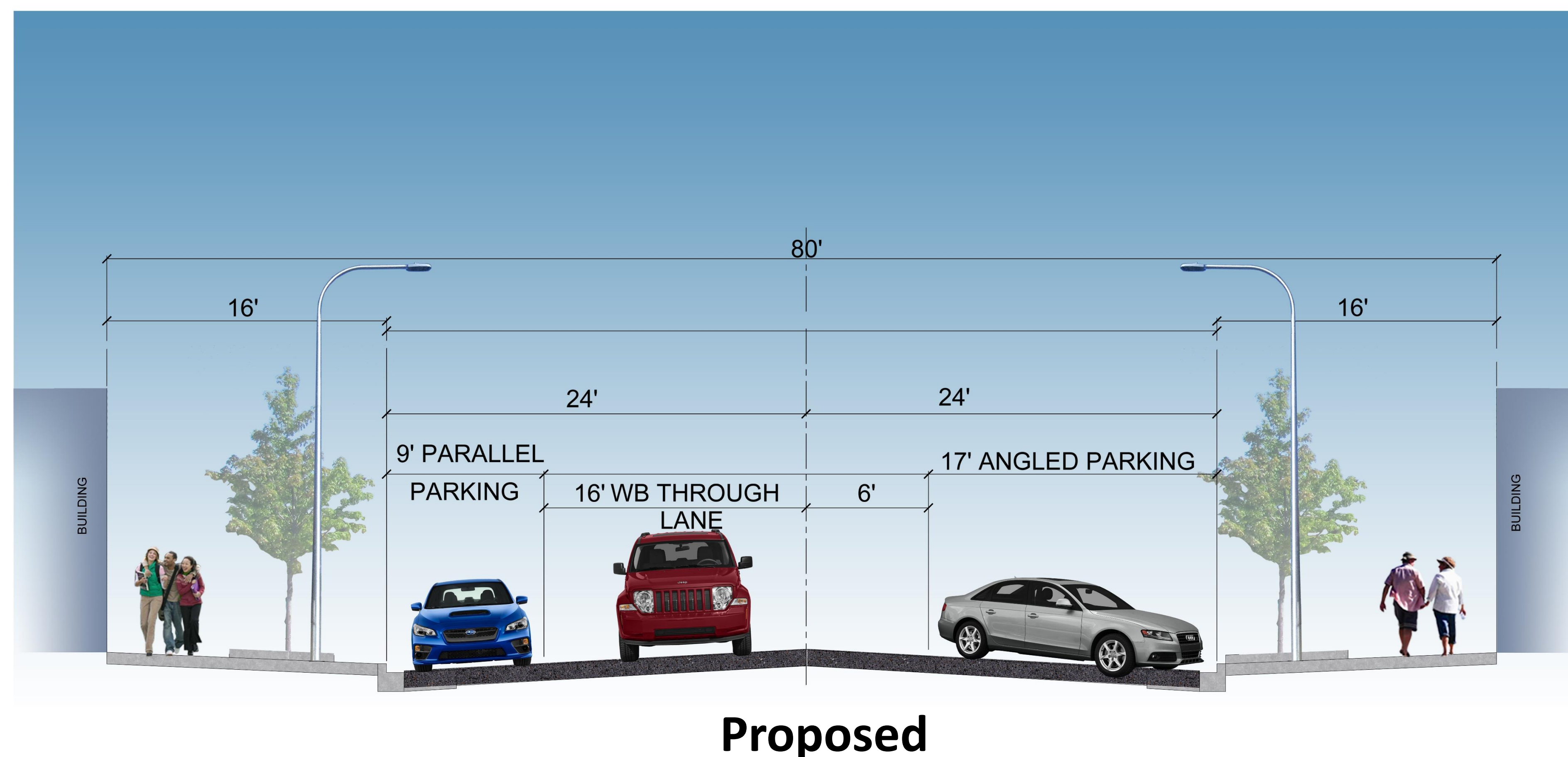
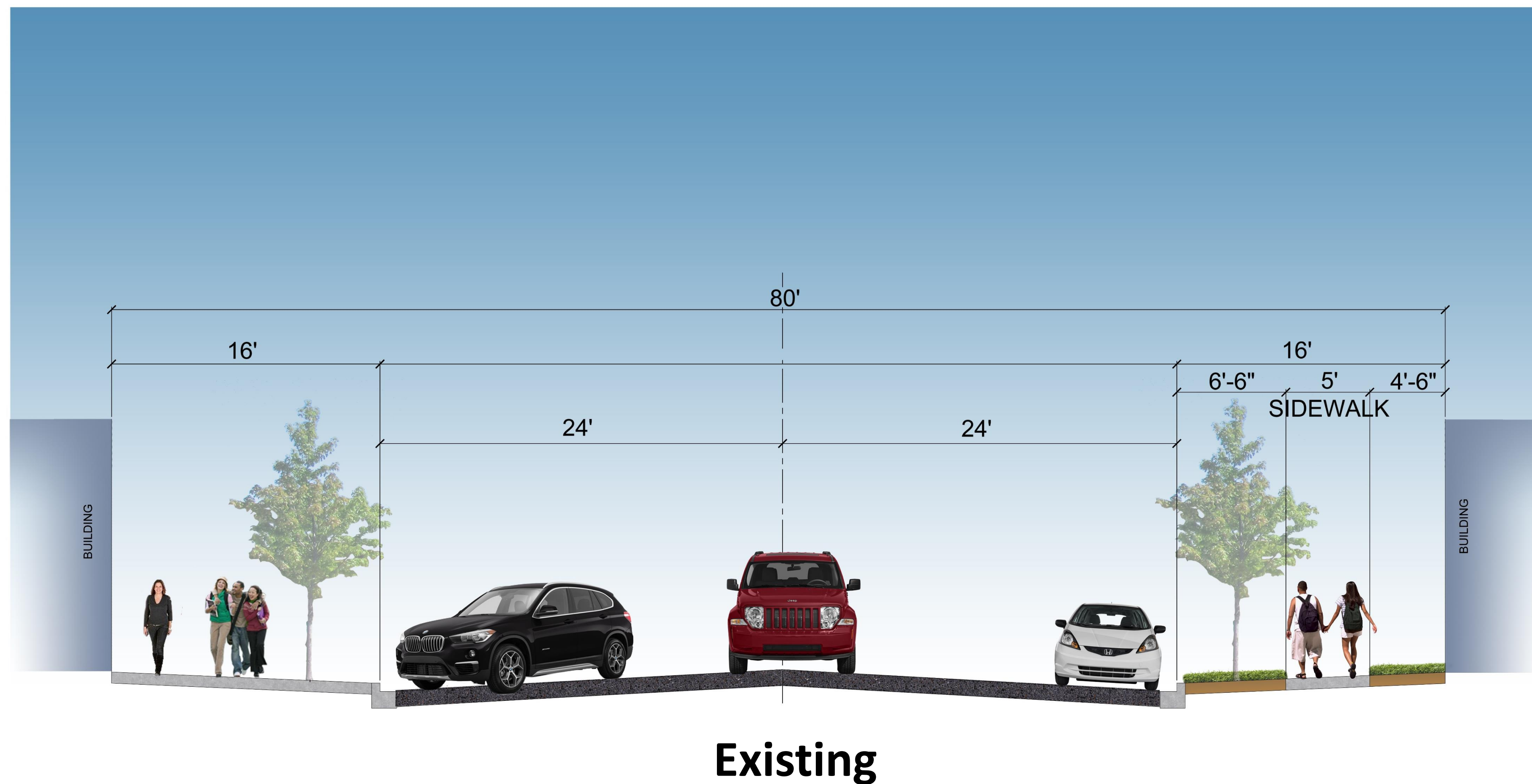
After



Not to scale

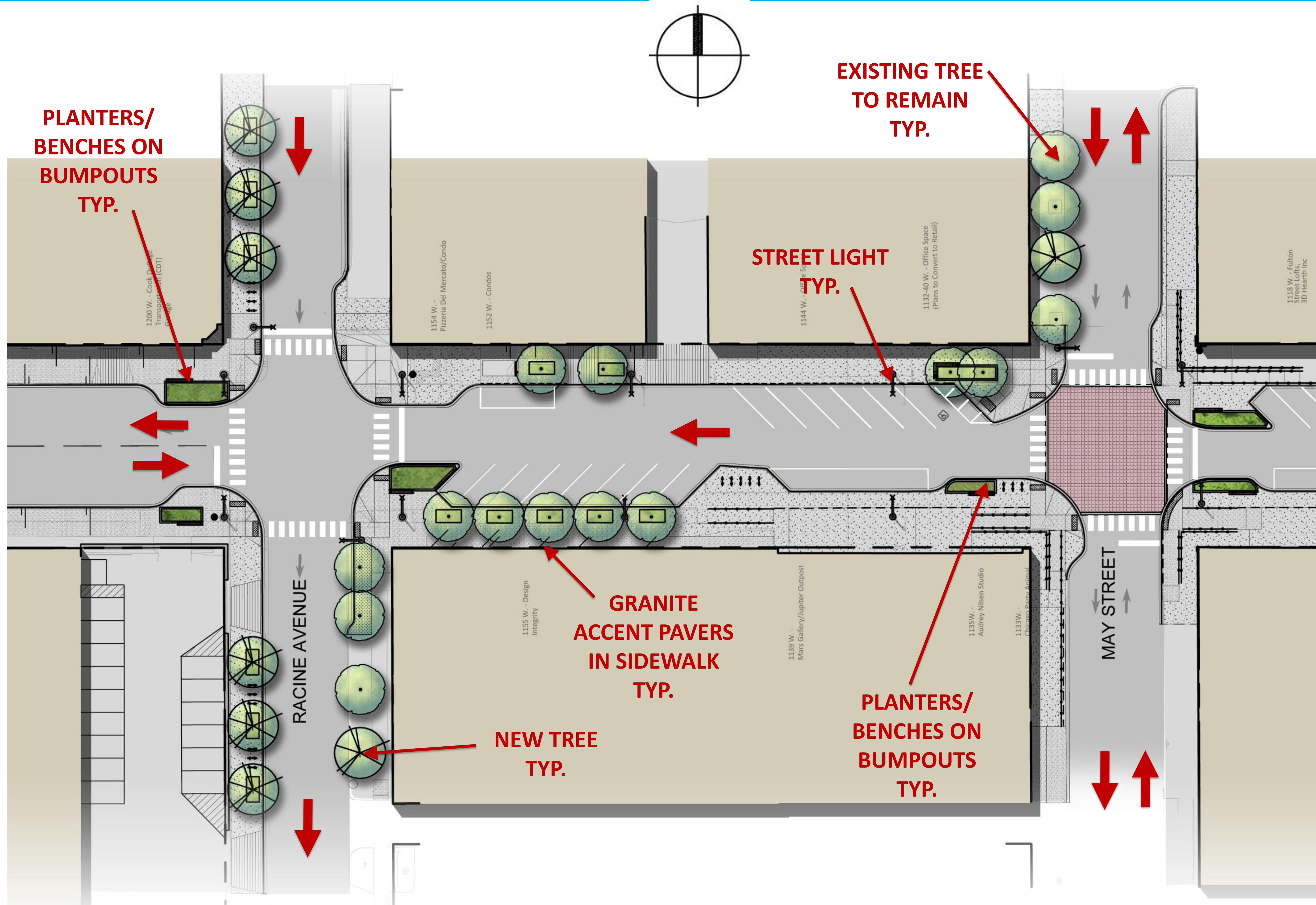


Section 2 – Existing and Proposed Cross Sections West of May to Racine



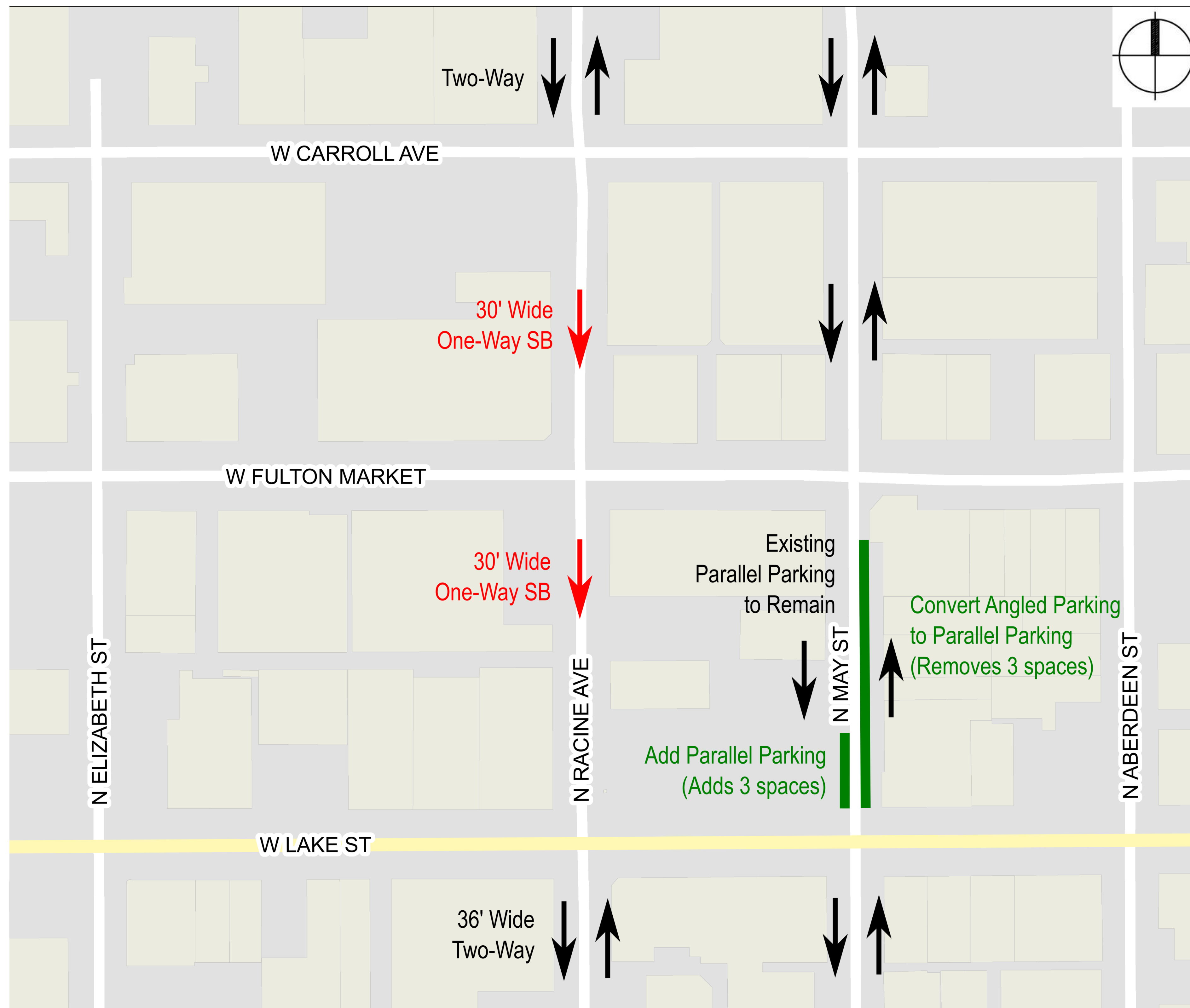
- 16' wide one-way west bound through lane
- Defined 17' angled parking lane on north side of street for the first half of the block
- 9' parallel parking lane on south side of street
- Angle parking and parallel parking flip sides to allow for traffic shift
- Angle parking flips from north to south and parallel parking flips from south to north

Section 2 Proposed Improvements – May to Racine



- One-way west bound single through lane
- Raised sidewalks/docks along both sides of the street are maintained, ramps and approved handrail is added for accessibility and safety, and painted steel faced curbs along raised areas
- 6' wide, 6" nominal height sidewalk added along raised area on south side of street for the first half of the block to narrow through lane and allow for door swings
- Planters and benches consolidated on bumpouts and mid-block bumpout forces traffic shift
- 3 light poles per side of street

Section 2 Proposed Improvements – Racine Avenue and May Street



Racine Avenue

- Existing width: 30' (curb to curb)
- Proposed: One-way 14' wide SB single through lane from Carroll Ave to Lake St. 8' wide parallel parking on both sides of street
- Impacts: Approximately 80 to 100 fewer vehicles on Racine Avenue in peak hours

May Street

- Existing width: 38' (curb to curb)
- Proposed: Maintain two-way. Install striping and signage to enforce 8' wide parallel parking from Lake Street to Fulton Market. Adds 3 parallel parking spaces to west side, north of Lake Street.
- Impacts: Approximately 70 to 90 additional northbound vehicles on May Street in peak hours. The number of on-street parking spaces remains the same.

Section 2 Proposed Improvements

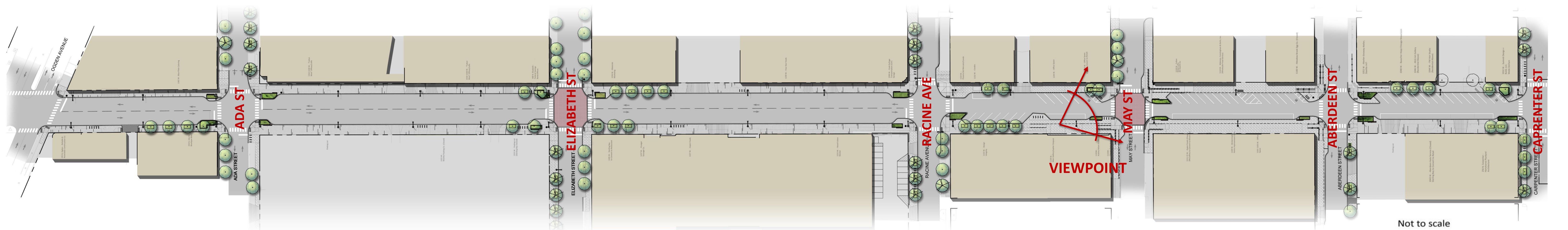
Looking East at May, along the South Sidewalk



Before



After



Not to scale



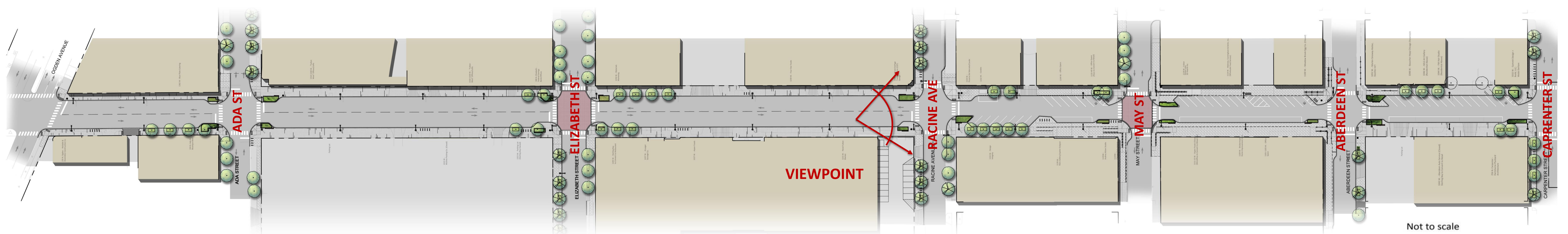
Section 2 Proposed Improvements Looking East from West of Racine



Before



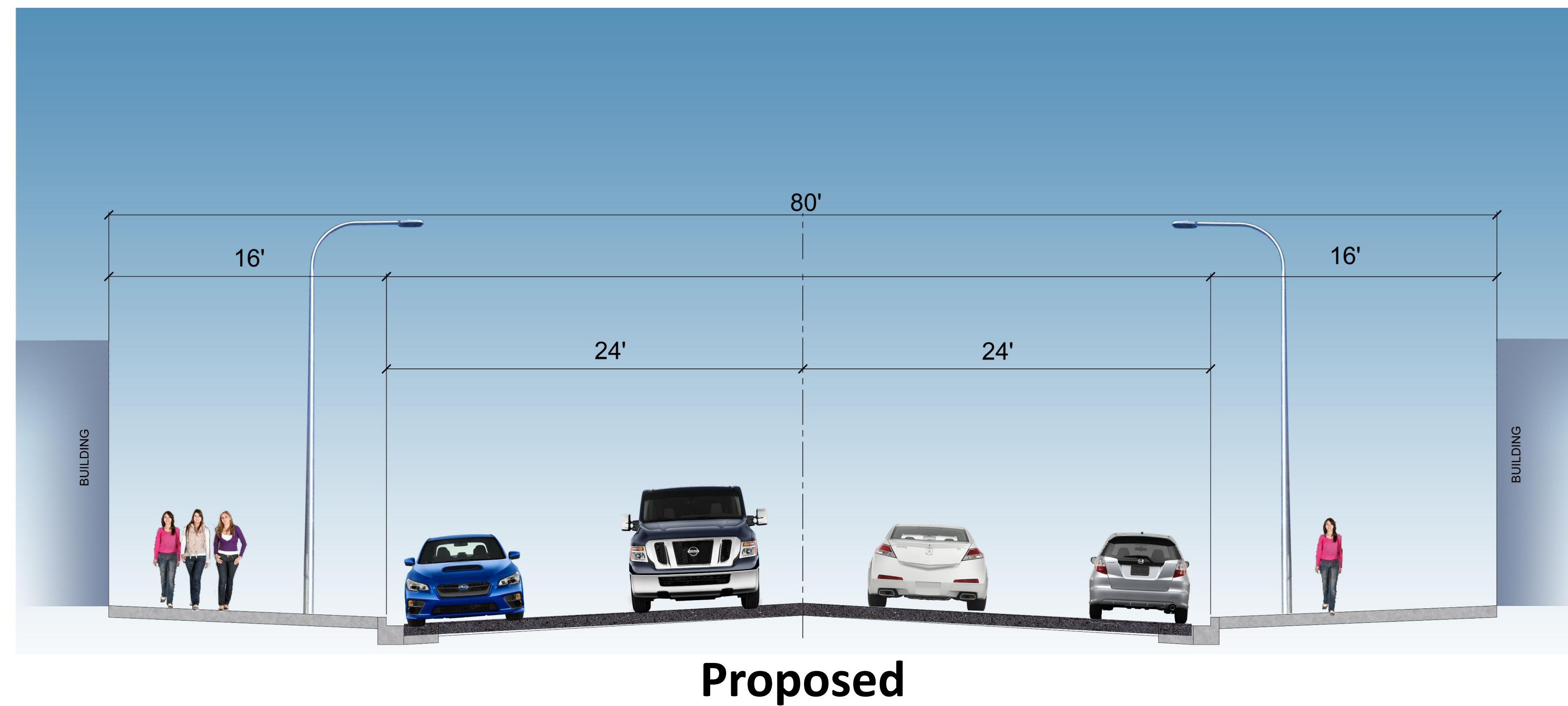
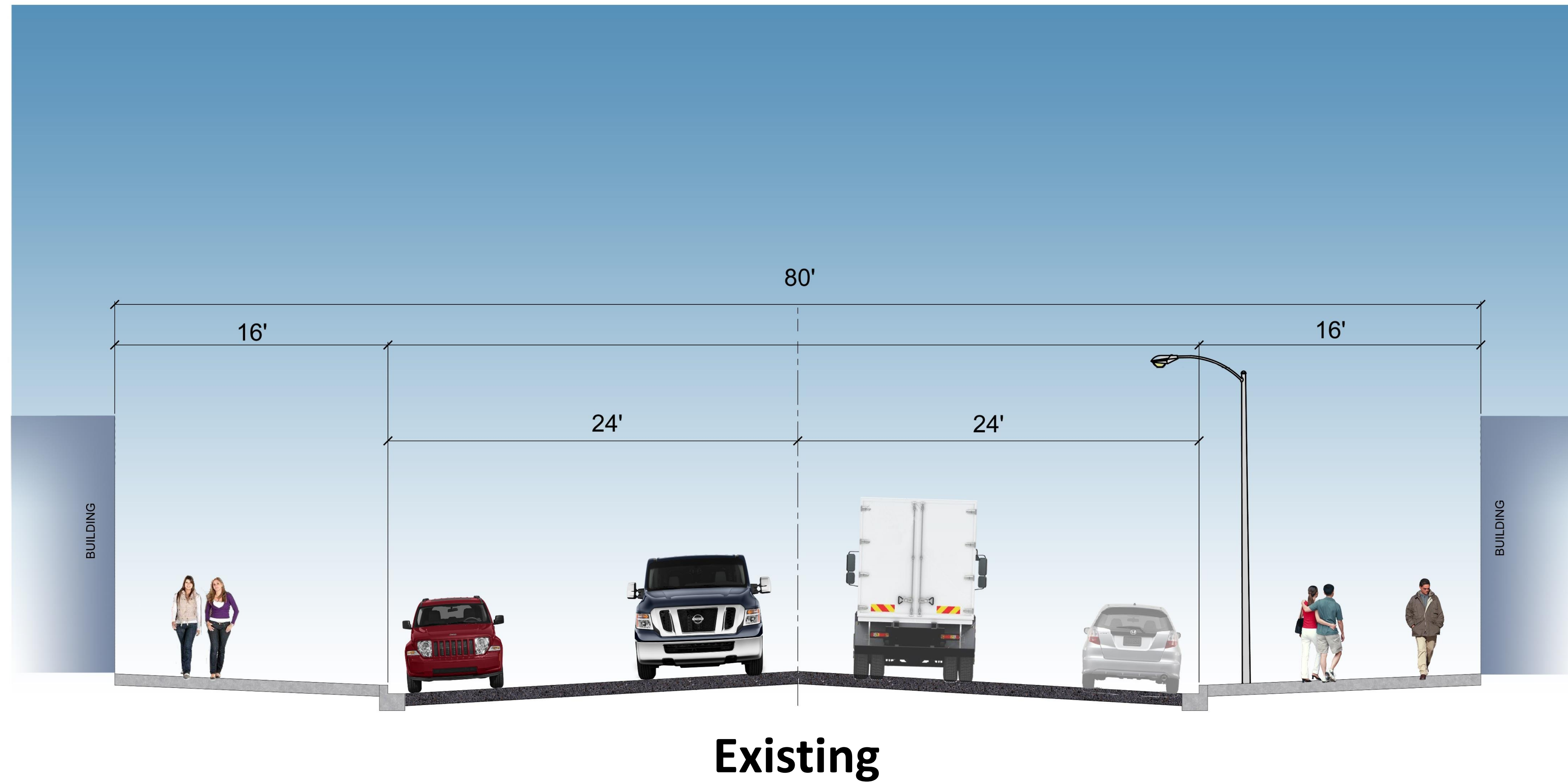
After



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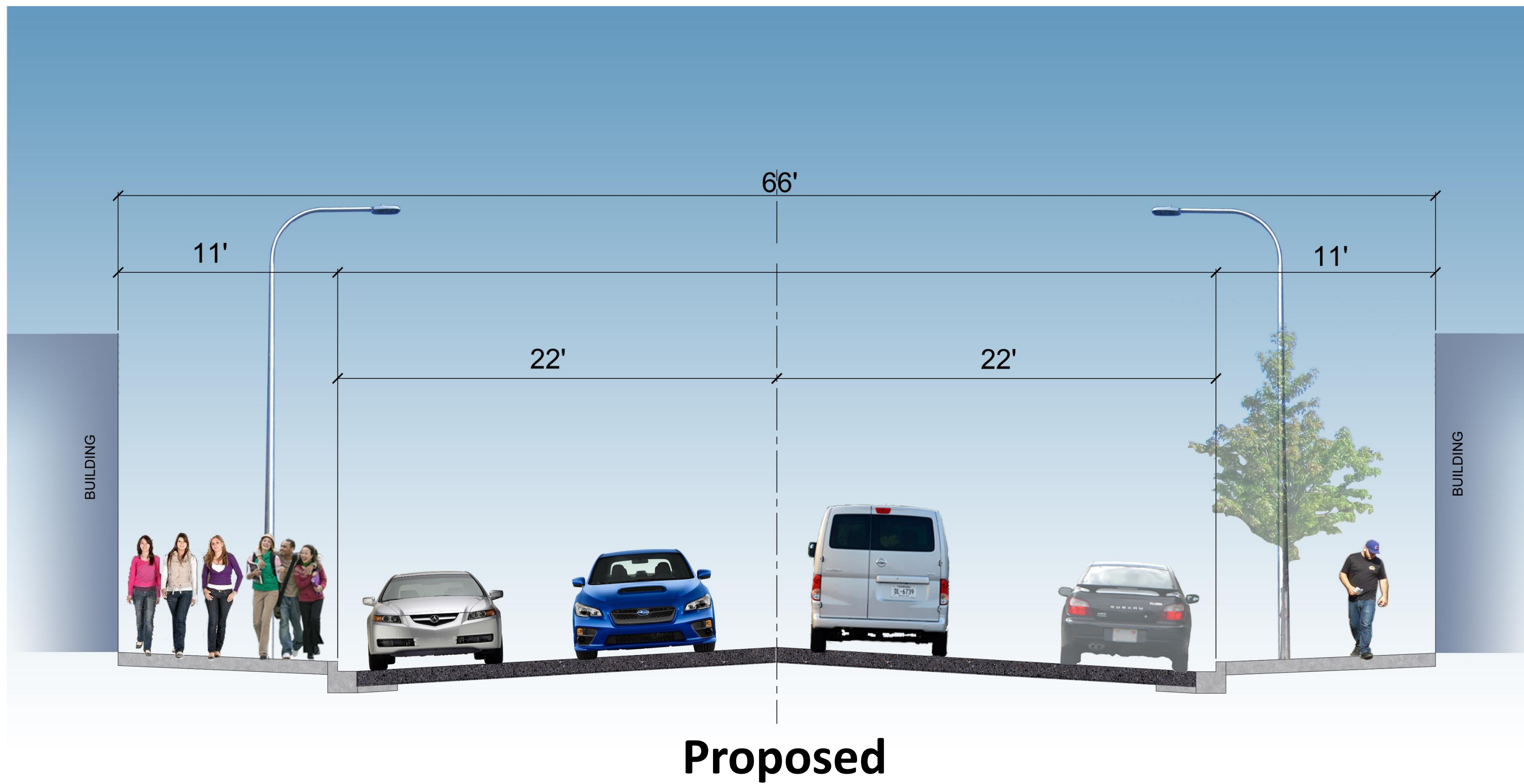
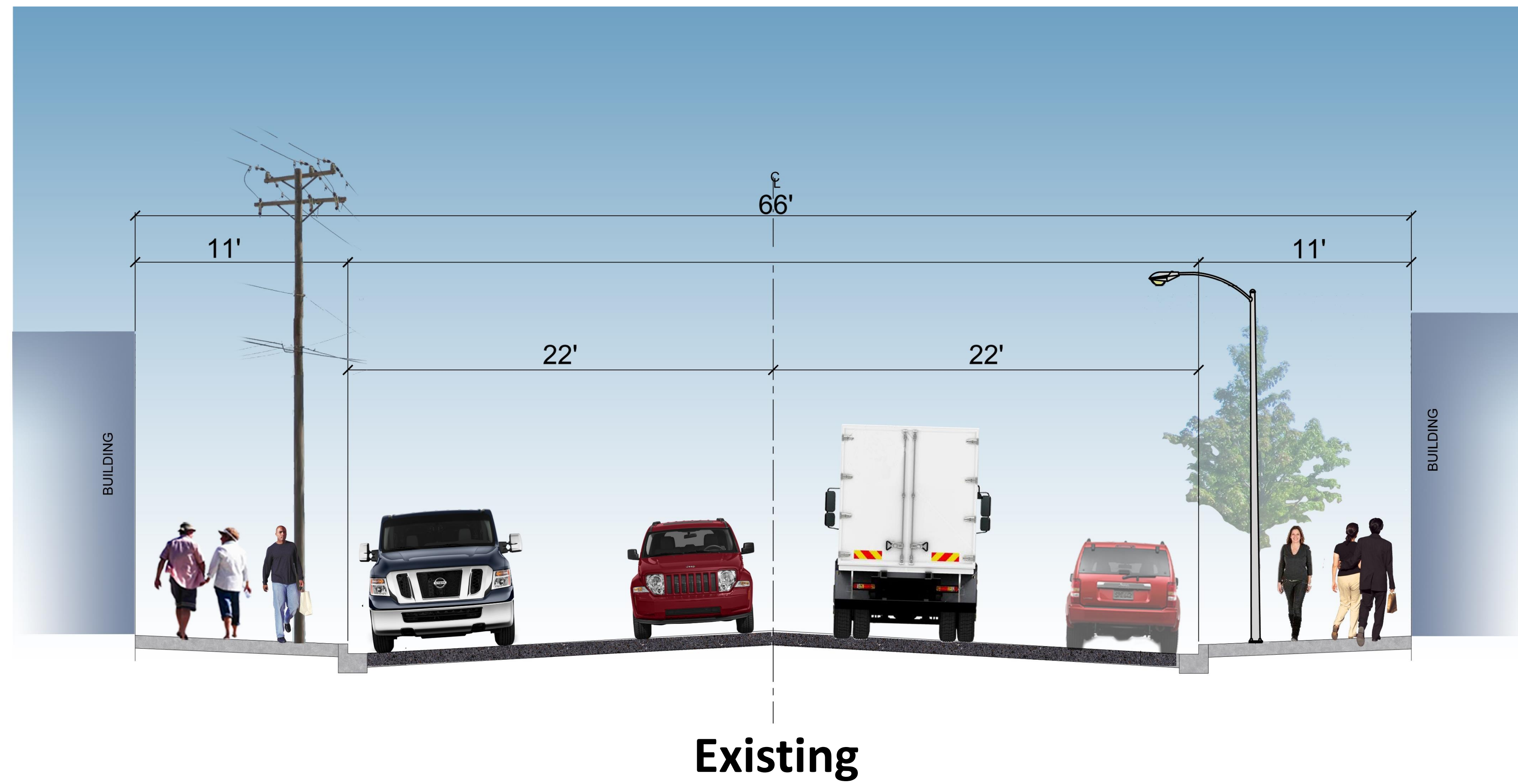


Section 2 – Existing and Proposed Cross Sections Racine to Ada



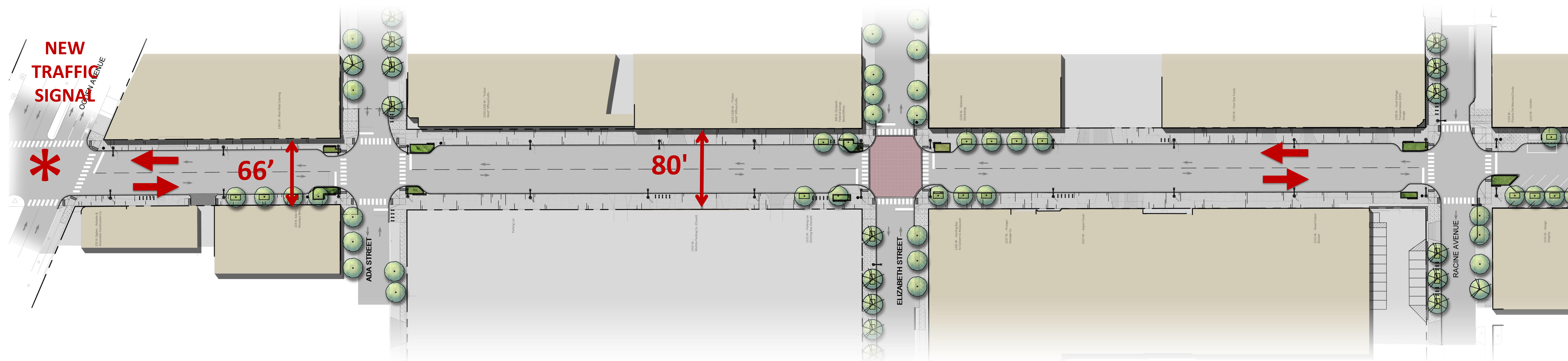
- Maintains “traditional” curb height and two-way traffic with parallel parking on both sides of the street

Section 2 – Existing and Proposed Cross Sections Ada to Ogden

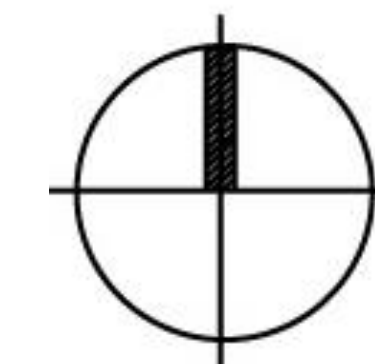


- Roadway cross-section is maintained

Section 2 Proposed Improvements – Elizabeth to Ogden



- Design provides for a single contiguous streetscape beyond the Landmark District from Halsted to Ogden
- Planters and benches are consolidated at corners and use the same design and color as within the Landmark District
- Grey colored concrete is used on all sidewalks along Fulton
- Historic granite block will be used at the Elizabeth intersection and granite accent pavers will be used in sidewalks



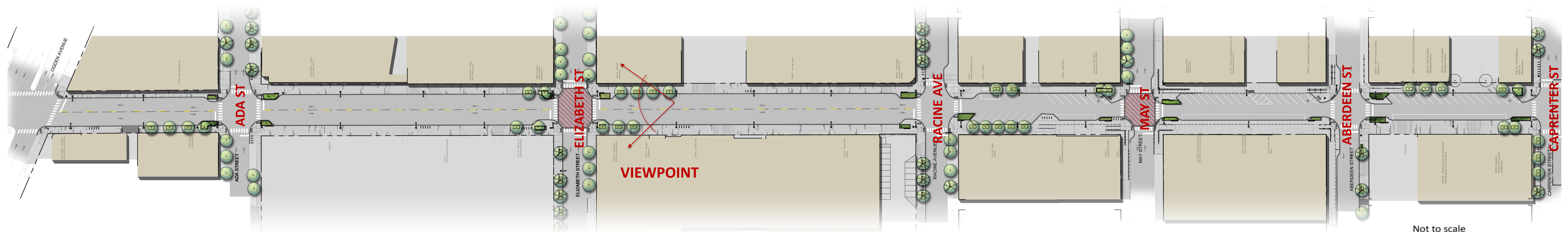
Section 2 Proposed Improvements Looking West from East of Elizabeth



Before




After



Not to scale



Timeline and Next Steps

- Winter 2018
 - Present Final Design at Public Meeting 
 - Finalize Plans and Procure Construction Services
- Spring/Summer 2018
 - Begin Construction

