

State Street Corridor Study

Project Stakeholder Meeting

October 22, 2015





AGENDA

- Study Goals
- Alternatives Overview
- Performance
- Evaluation
- Next Steps



STUDY GOALS



Safety: Provide safe conditions for all travelers



Entry: Create a more attractive entry to the city



Pedestrians: Improve conditions for pedestrians along/across State St



Bicycles: Provide a safe place for bicyclists separate from travel lanes



Transit: Enhance transit conditions through traffic flow, stop accessibility



Vehicles: Maintain reasonable traffic operations along the corridor



Land Use: Support planned land use described in S. State St. Corridor Plan



Access: Ease accessibility of corridor businesses



ALTERNATIVES OVERVIEW

- Alternative 1: Narrow Median with Direct Left Turns
- Alternative 2: Narrow Median with Roundabout Intersections
- Alternative 3: Wide Median with Indirect (“Michigan”) Left Turns



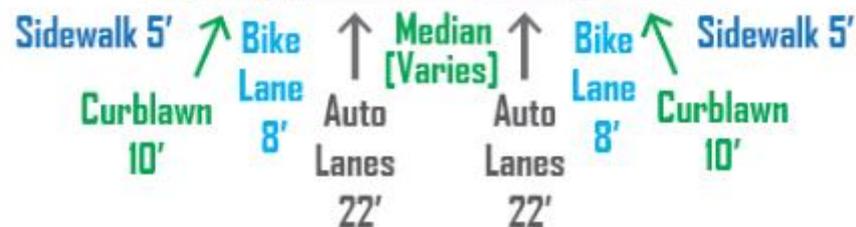
COMMON DESIGN FEATURES

- Curbside buffered bike lanes
- Continuous sidewalks
- Transit stop pull-outs (where feasible)
- No right-of-way impacts beyond minor corner encroachments



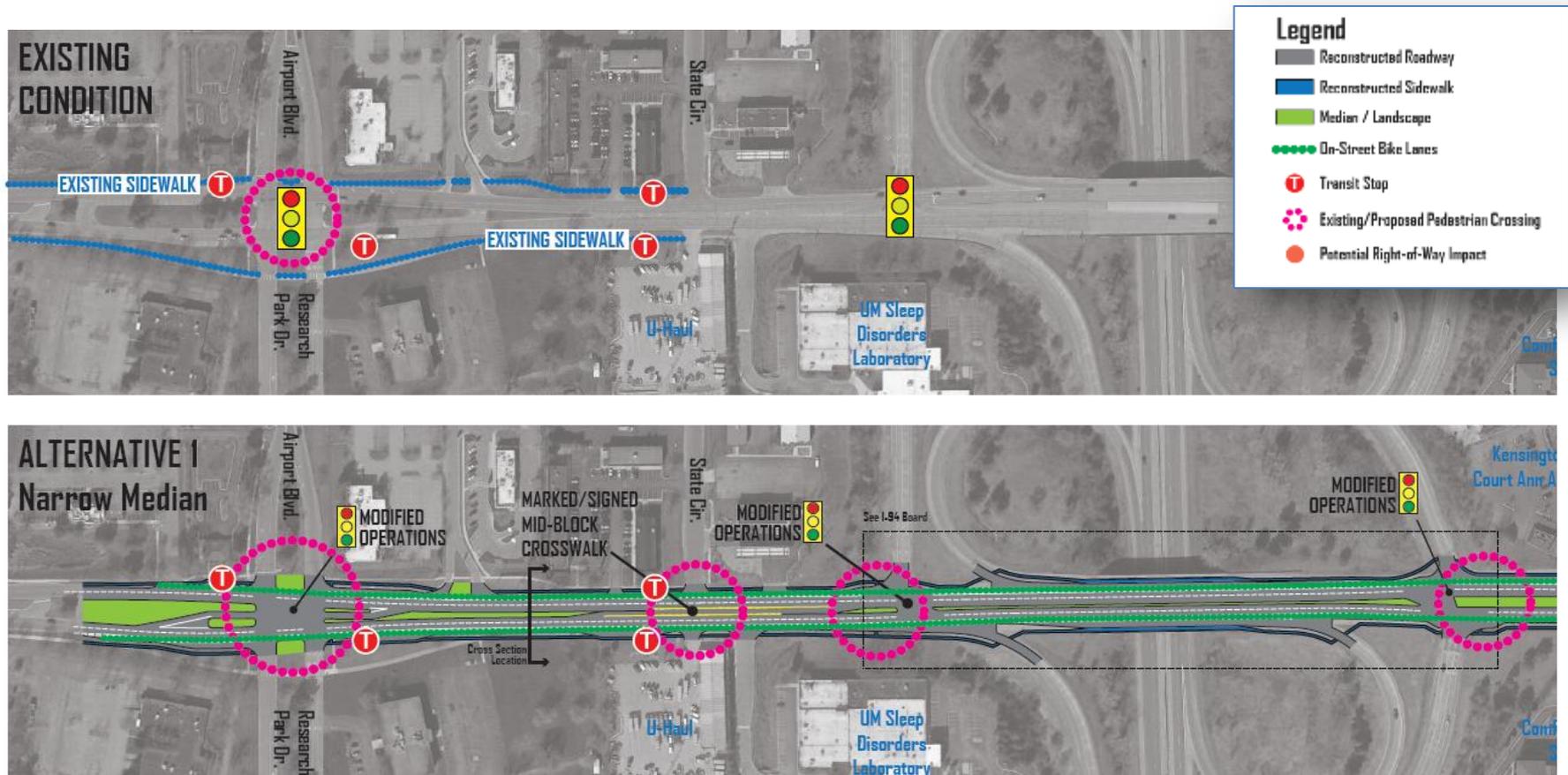
ALTERNATIVE 1 - NARROW MEDIAN

- Direct left-turns
- No u-turns
- Plantable median space



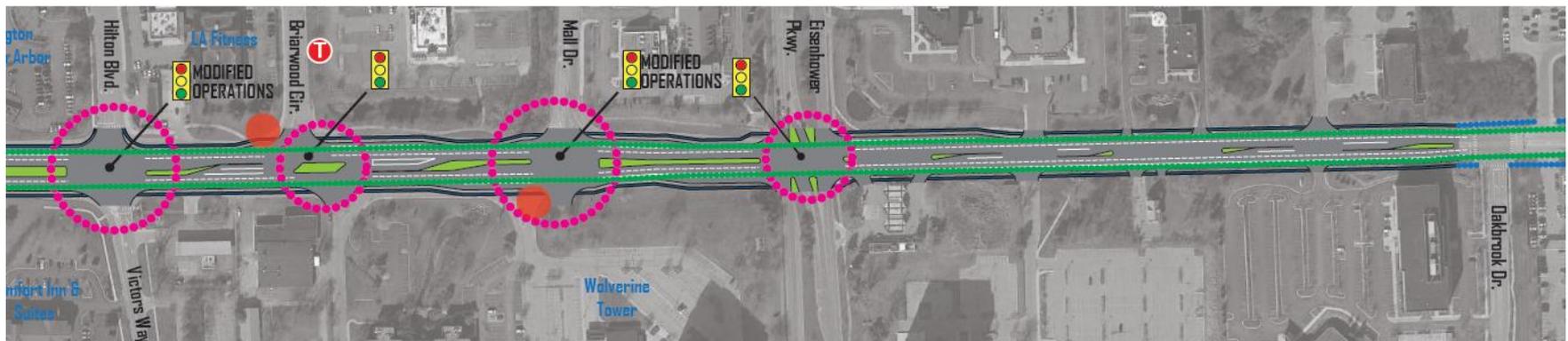
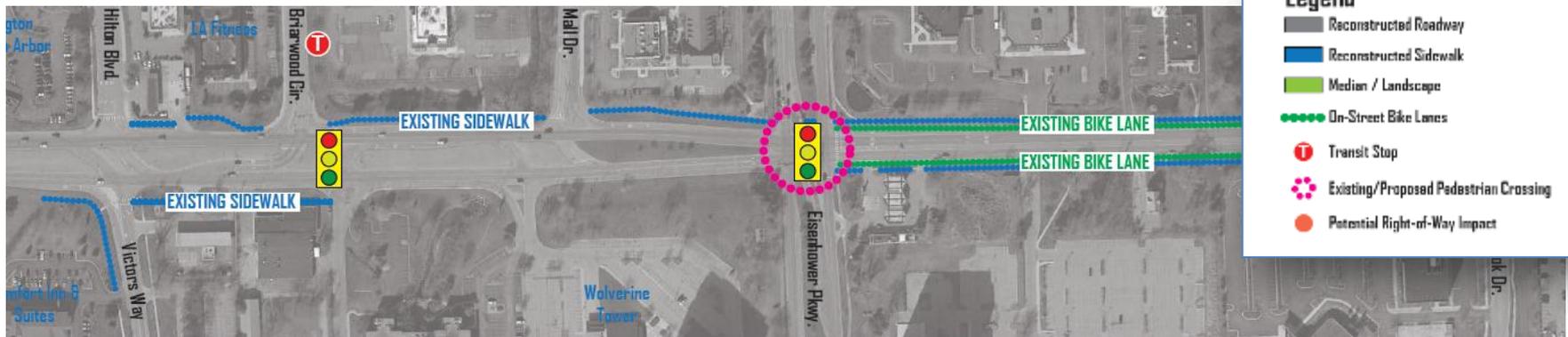


ALTERNATIVE 1 - NARROW MEDIAN



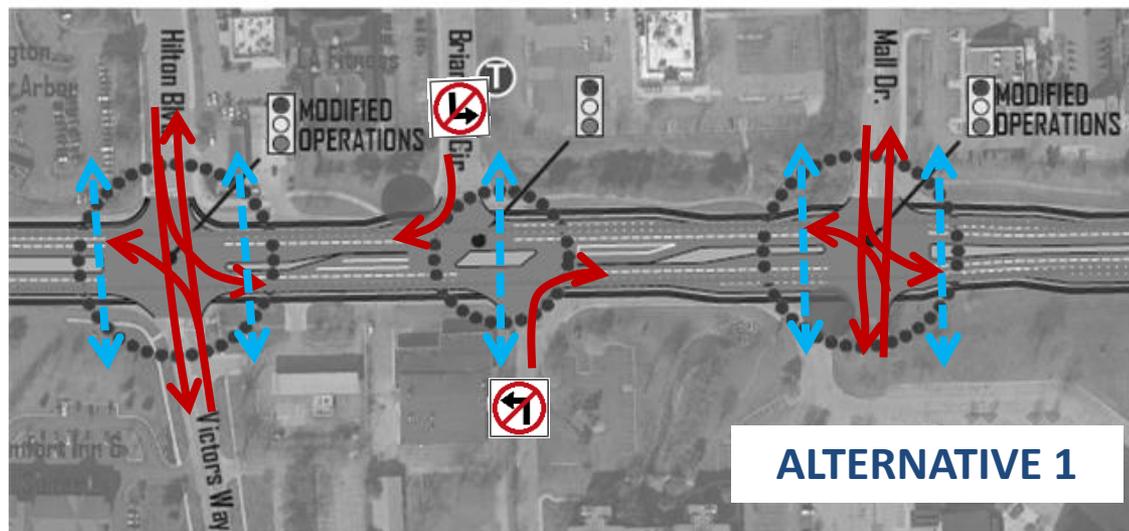
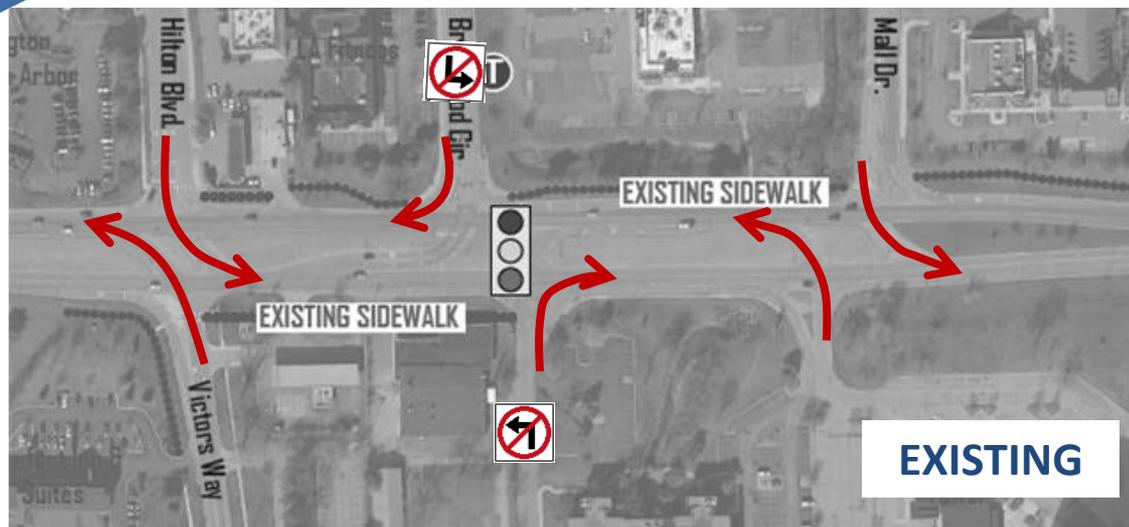


ALTERNATIVE 1 - NARROW MEDIAN





ALTERNATIVE 1 TRAFFIC MANEUVERS



Vehicle turning movement



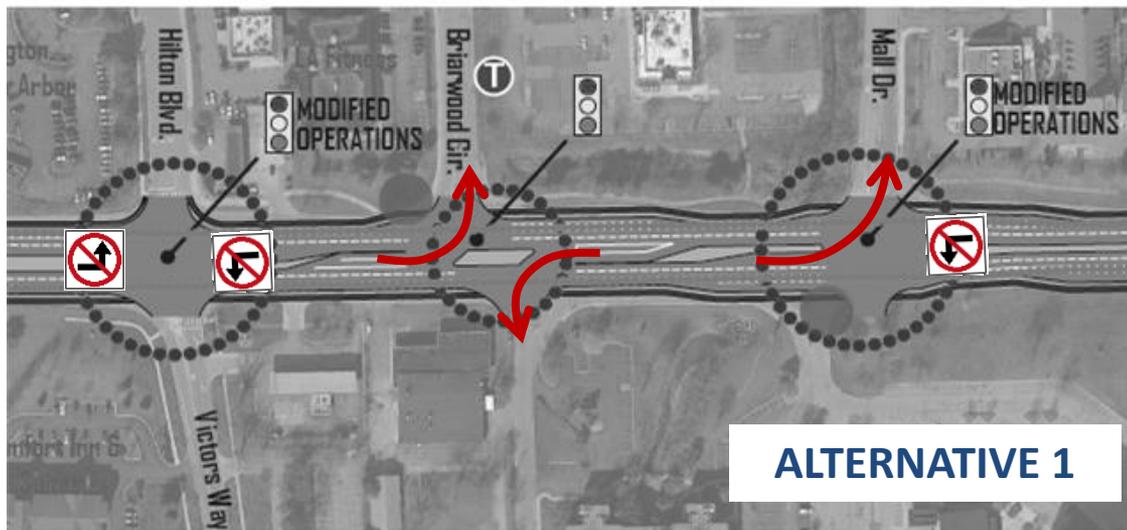
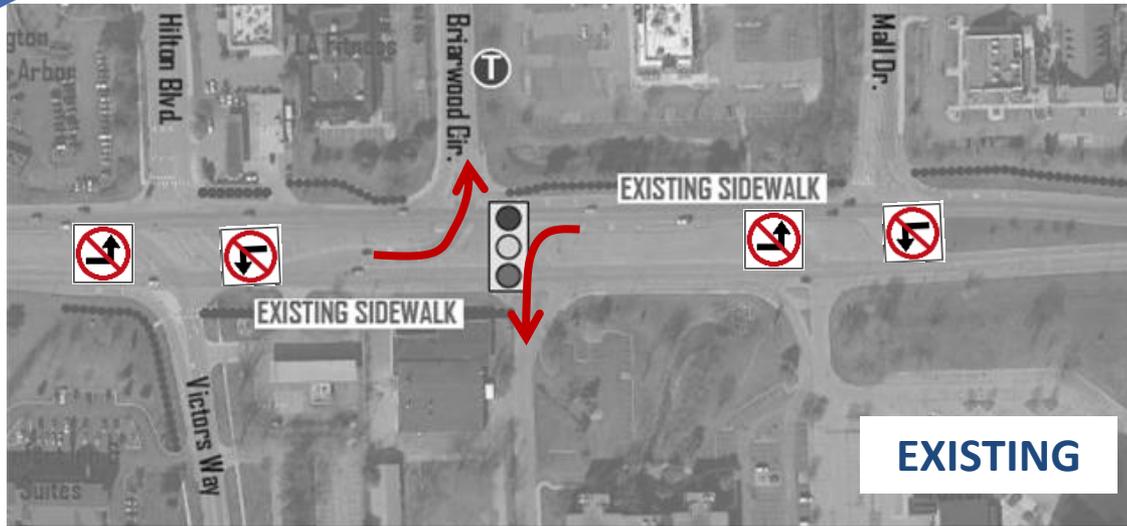
Pedestrian movement across State St



No Turn Allowed



ALTERNATIVE 1 TRAFFIC MANEUVERS



 Vehicle turning movement

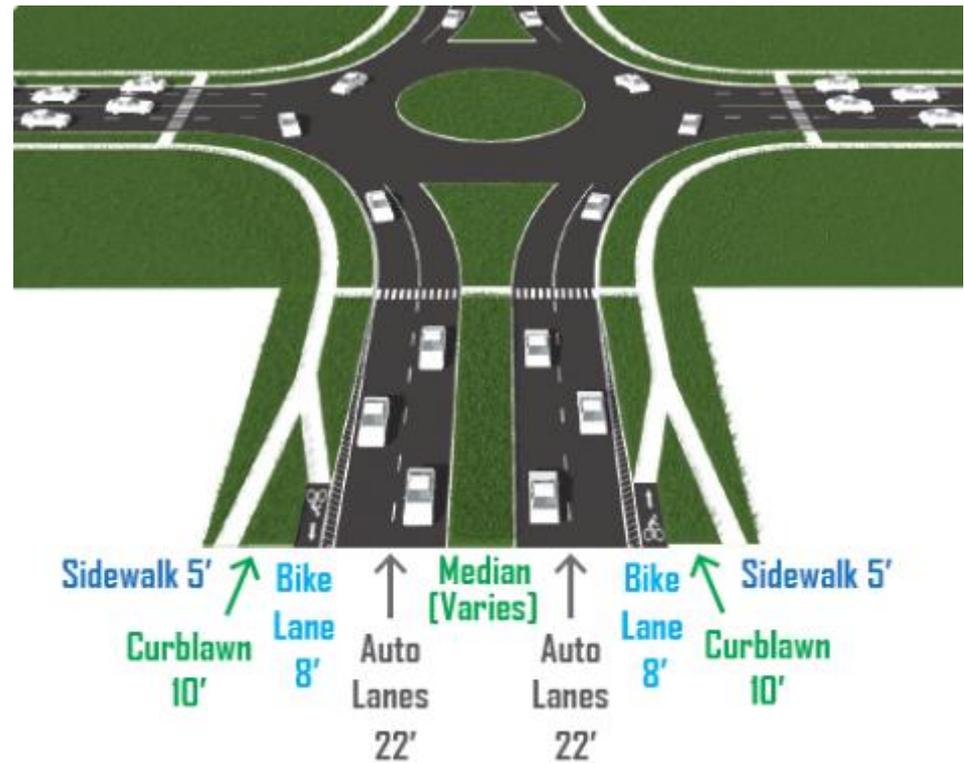
 Pedestrian movement across State St

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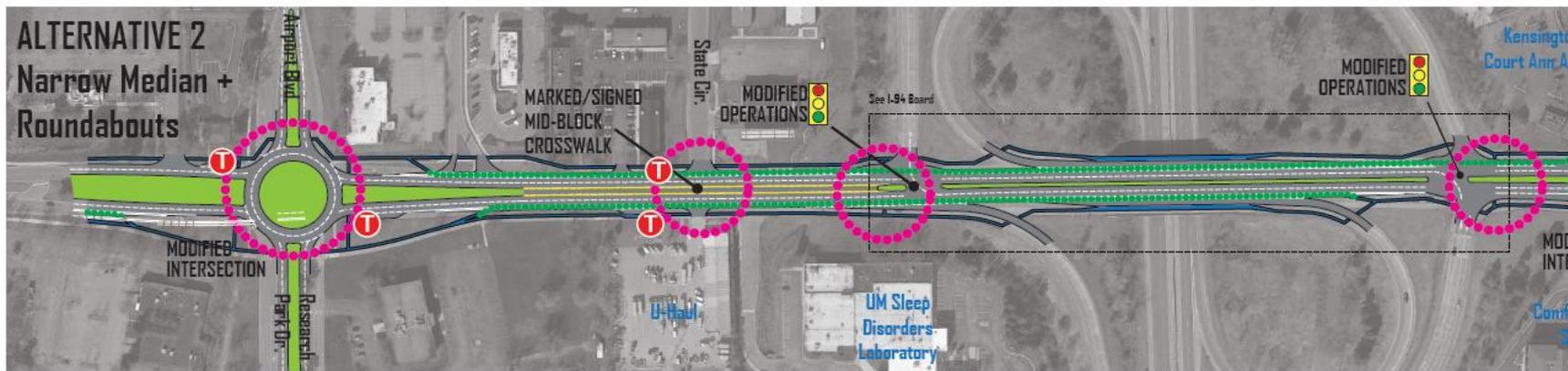
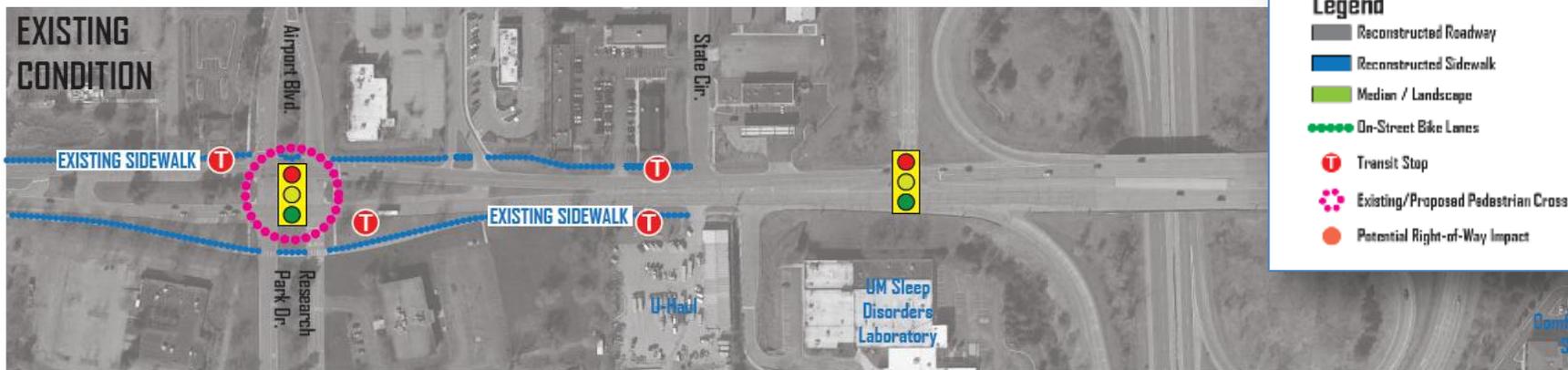
ALTERNATIVE 2 - ROUNDABOUTS

- Roundabout intersections
- Plantable narrow median space



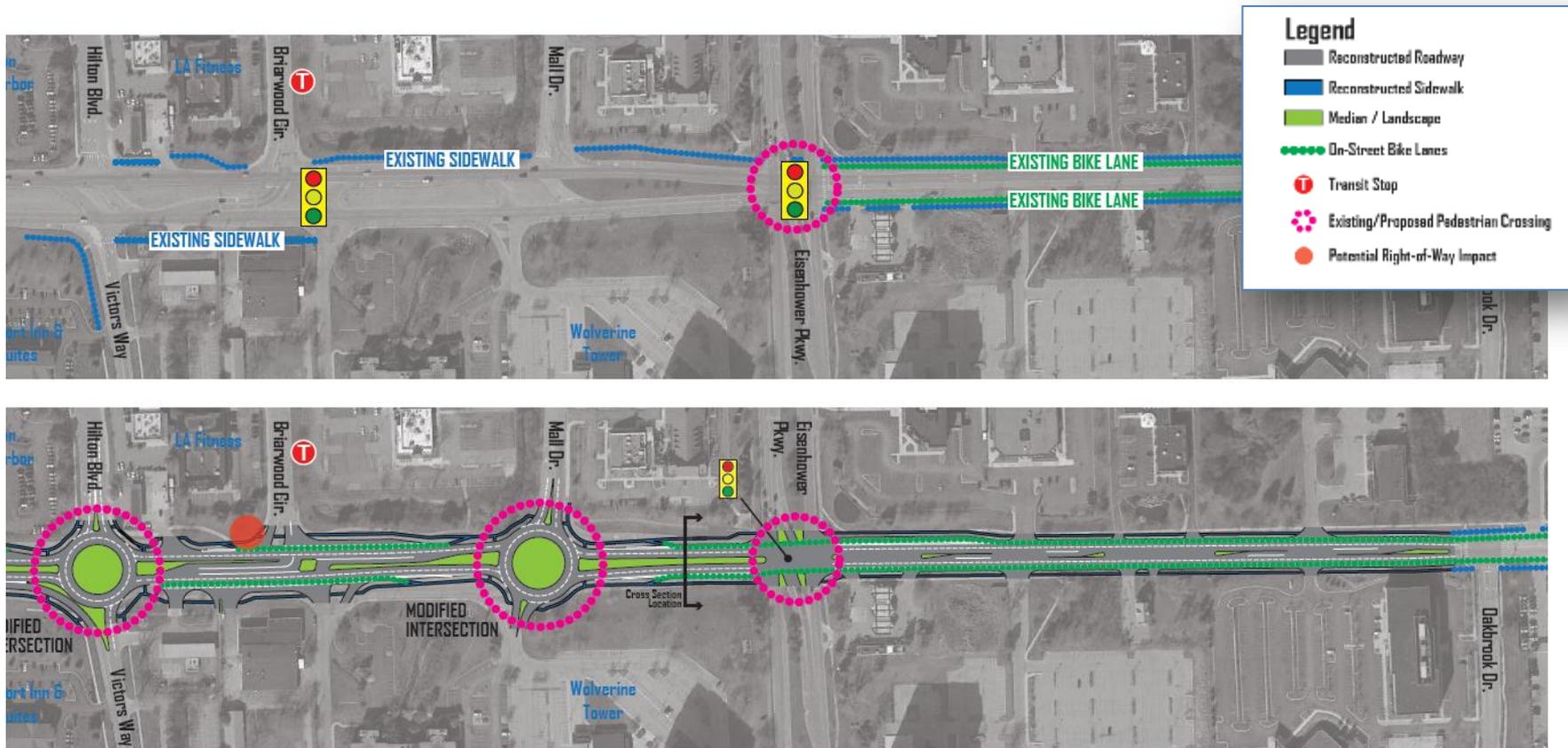


ALTERNATIVE 2 - ROUNDABOUTS



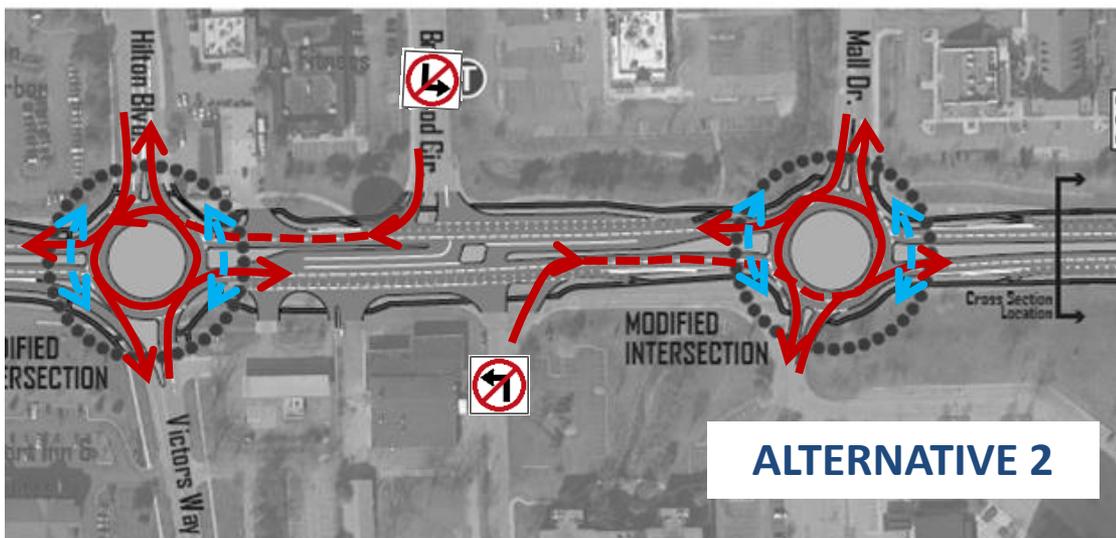


ALTERNATIVE 2 - ROUNDABOUTS





ALTERNATIVE 2 TRAFFIC MANEUVERS



Vehicle turning movement



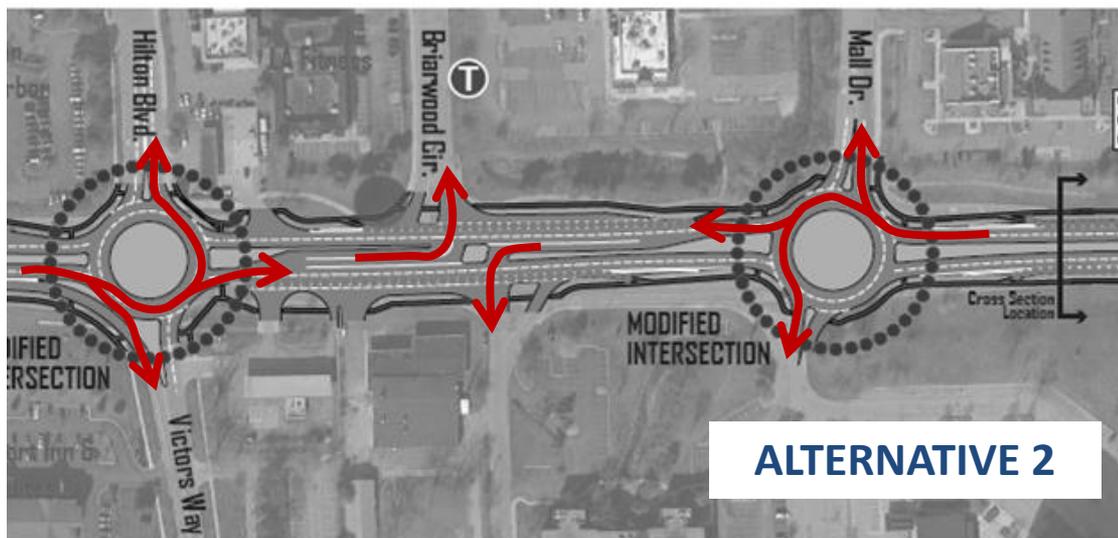
Pedestrian movement across State St



No Turn Allowed



ALTERNATIVE 2 TRAFFIC MANEUVERS



 Vehicle turning movement

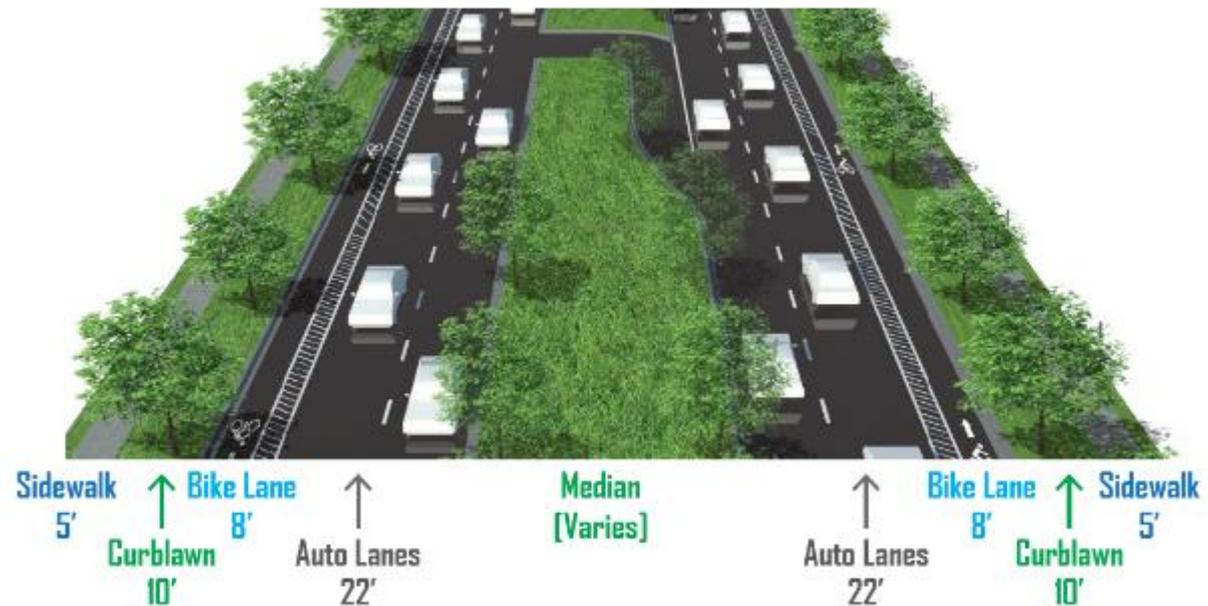
 Pedestrian movement across State St

 No Turn Allowed

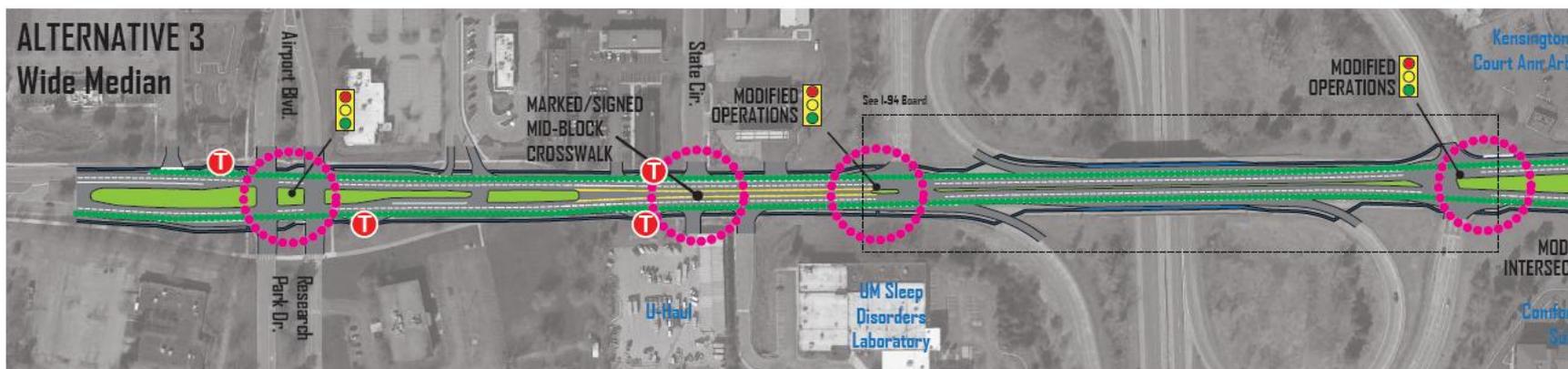
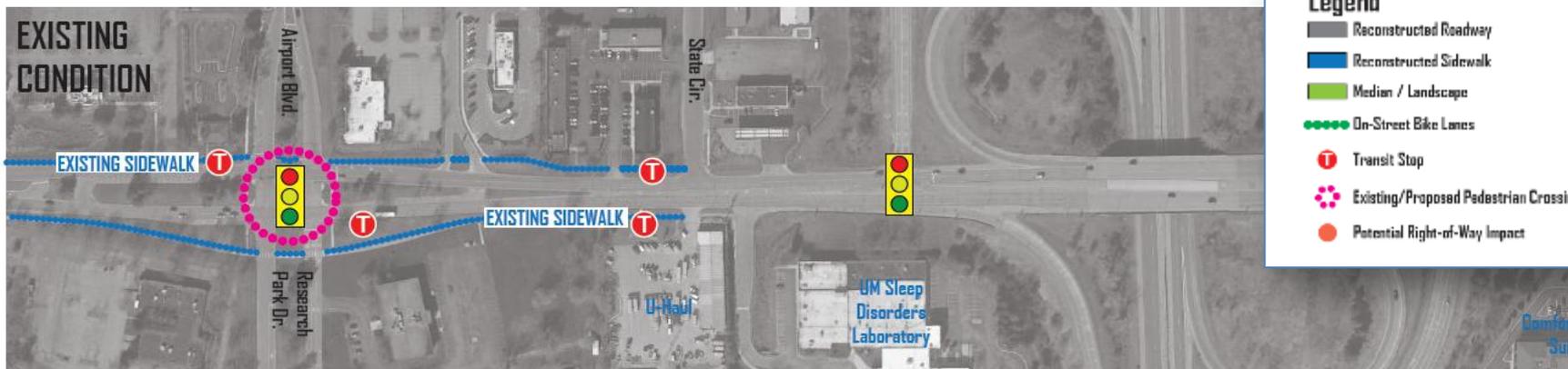


ALTERNATIVE 3 – WIDE MEDIAN

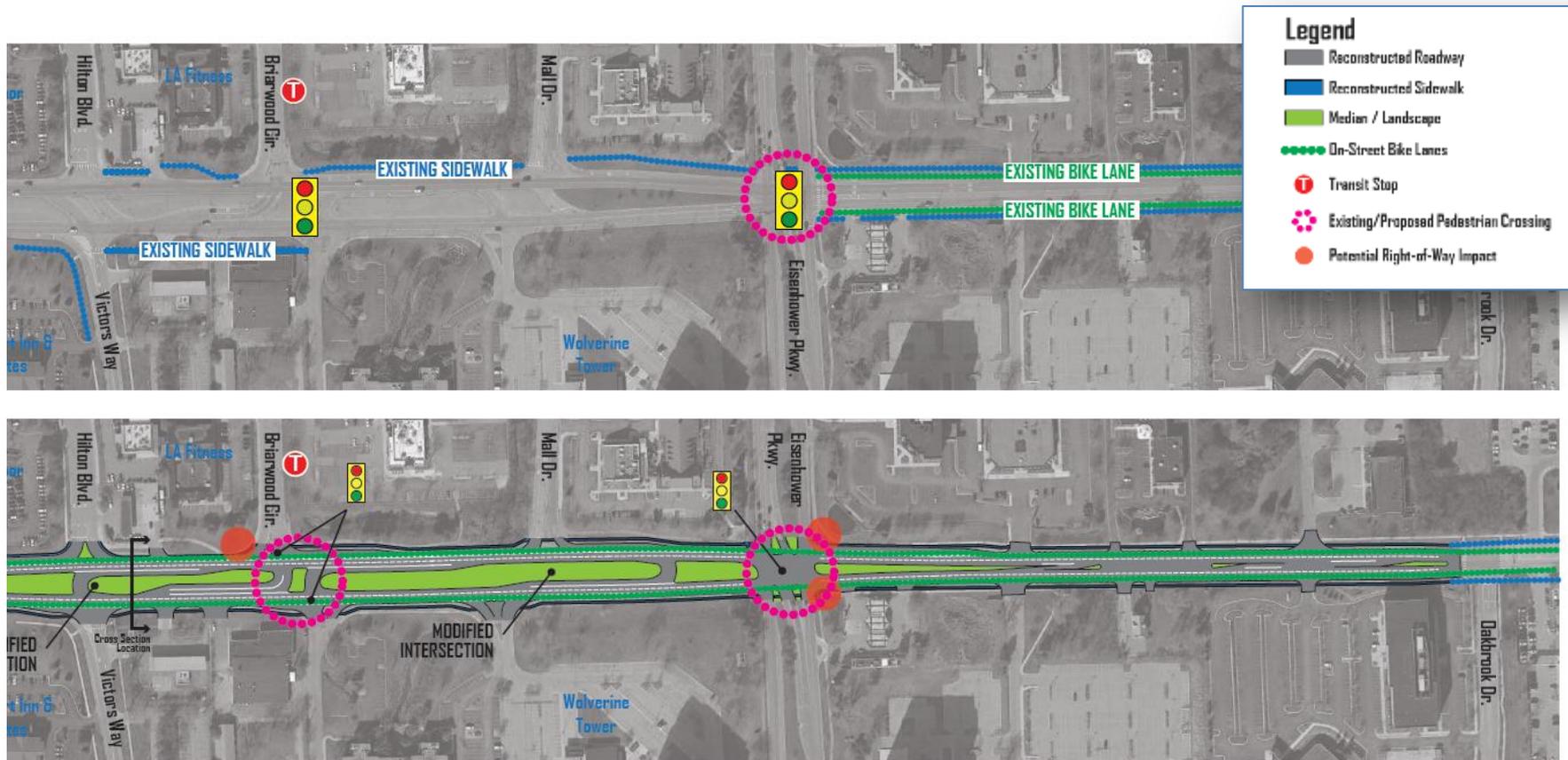
- Indirect (“Michigan”) left turns
- Plantable wide median space



ALTERNATIVE 3 – WIDE MEDIAN

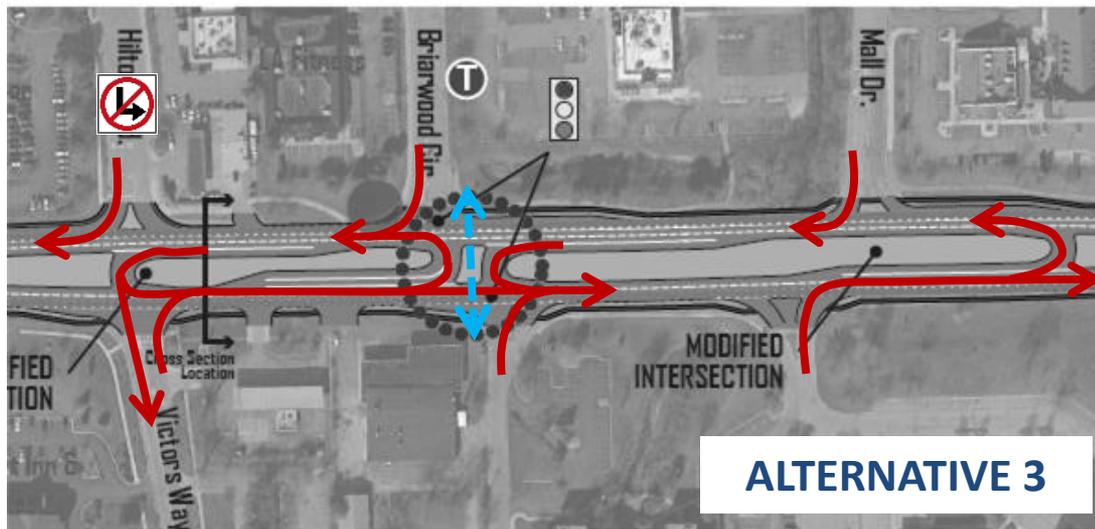
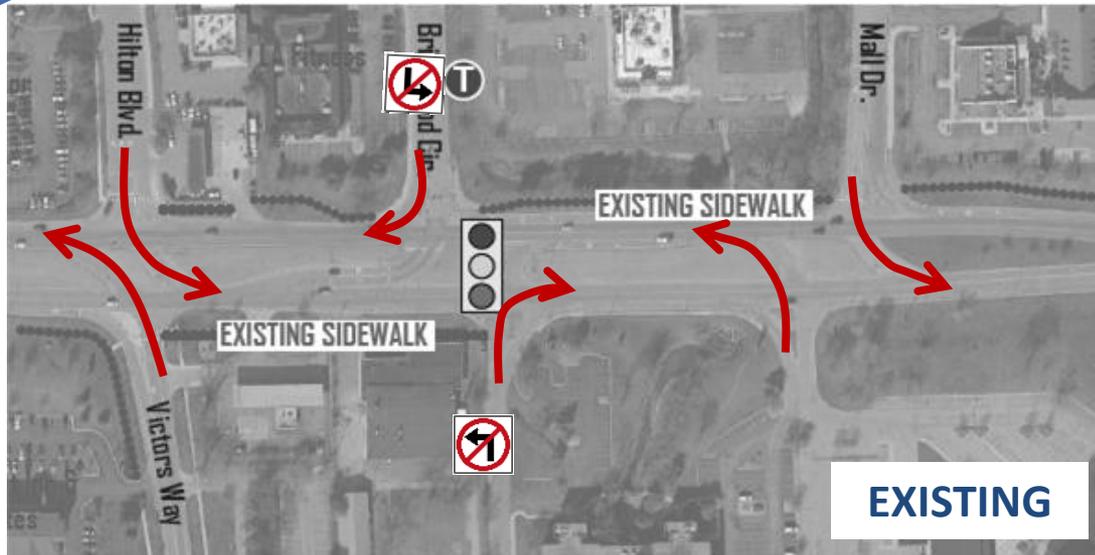


ALTERNATIVE 3 – WIDE MEDIAN





ALTERNATIVE 3 TRAFFIC MANEUVERS



Vehicle turning movement



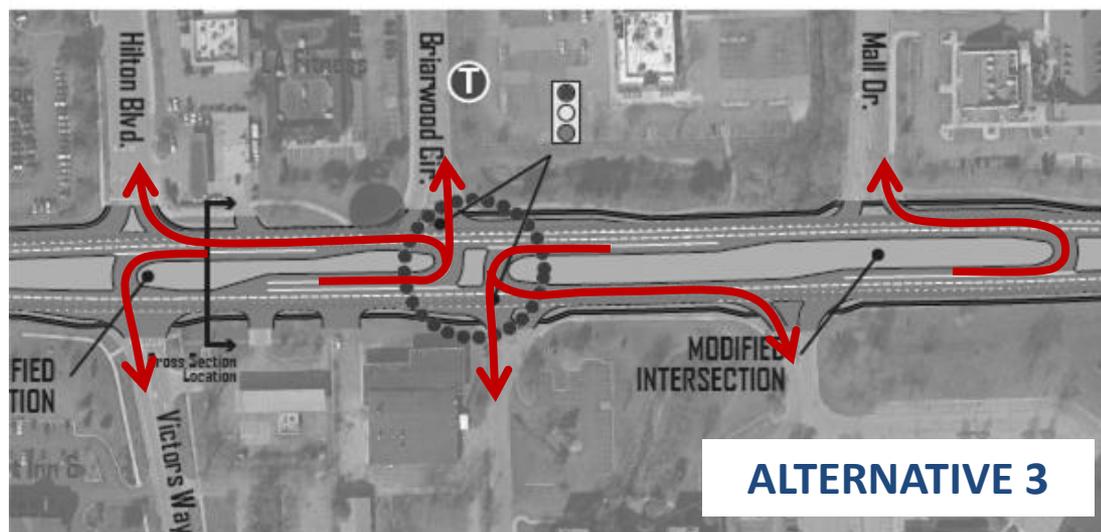
Pedestrian movement across State St



No Turn Allowed



ALTERNATIVE 3 TRAFFIC MANEUVERS



Vehicle turning movement



Pedestrian movement across State St



No Turn Allowed



Travel Time Performance

2035 Projected Conditions

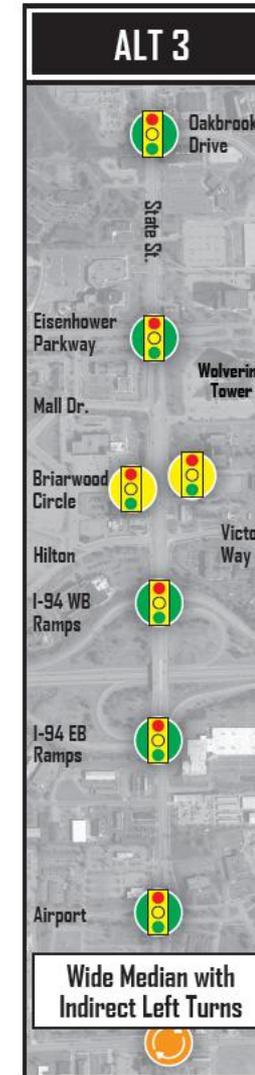
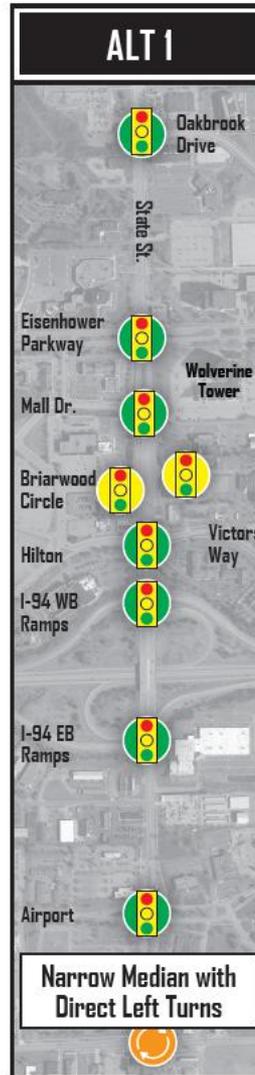
INTERSECTION TRAFFIC CONTROLS

- Traffic Signal
- Partial Traffic Signal (not all movements signalized)
- Roundabout

Estimated Travel Time Comparison

2035	AM PEAK		PM PEAK	
	NB	SB	NB	SB
No-Build	4-5	3-4	3-4	3-4
ALT 1	4-5	3-4	3-4	5-6
ALT 2	9-10	4-5	6-7	>10
ALT 3	4-5	3-4	3-4	4-5

(in minutes)



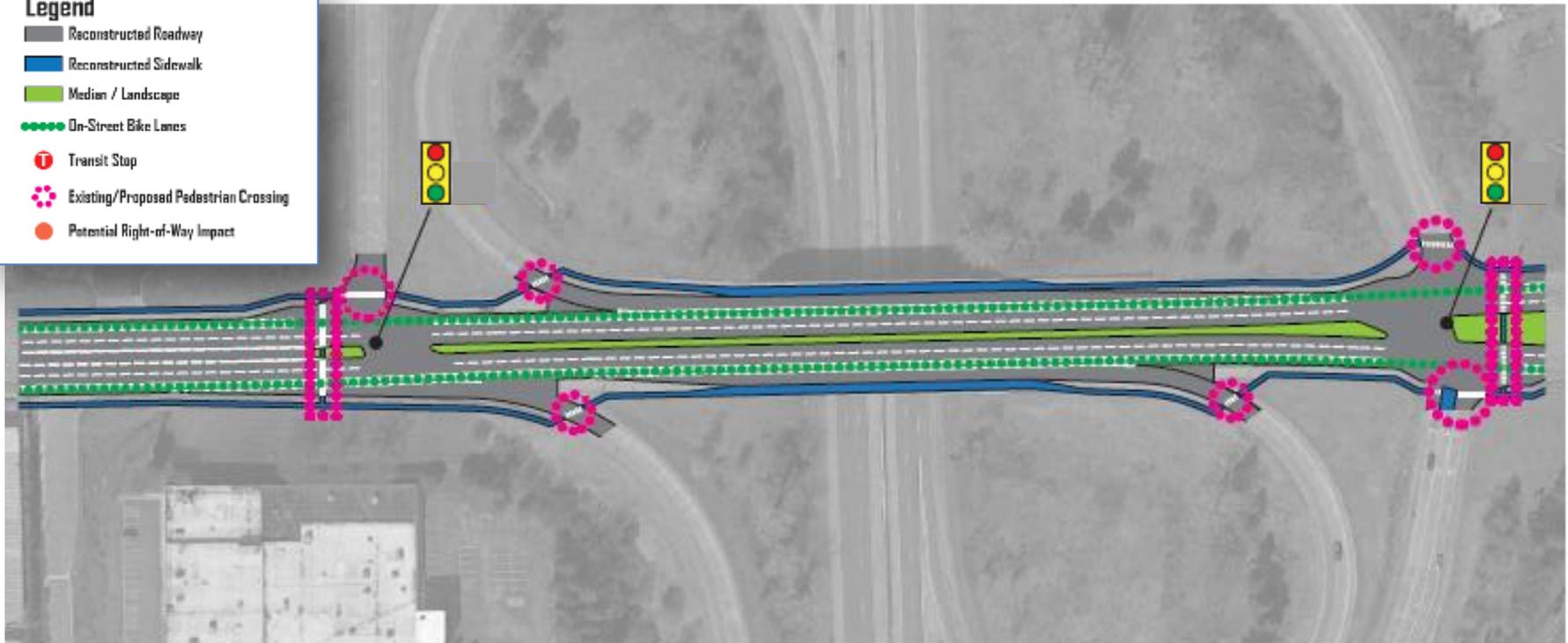


I-94 INTERCHANGE OPTIONS

Alternative A: Narrow Median Configuration

Legend

- Reconstructed Roadway
- Reconstructed Sidewalk
- Median / Landscape
- On-Street Bike Lanes
- Transit Stop
- Existing/Proposed Pedestrian Crossing
- Potential Right-of-Way Impact





I-94 INTERCHANGE OPTIONS

Alternative A: Roundabout Configuration

Legend

- Reconstructed Roadway
- Reconstructed Sidewalk
- Median / Landscape
- On-Street Bike Lanes
- Transit Stop
- Existing/Proposed Pedestrian Crossing
- Potential Right-of-Way Impact





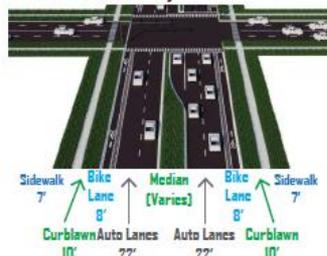
I-94 INTERCHANGE OPTIONS

Alternative A: Park-and-Ride Option

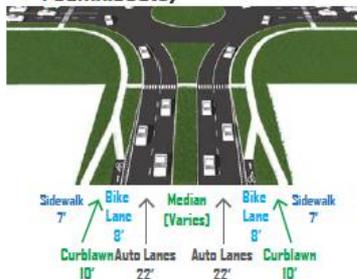


Alternatives were scored based on how well they achieve the project goals

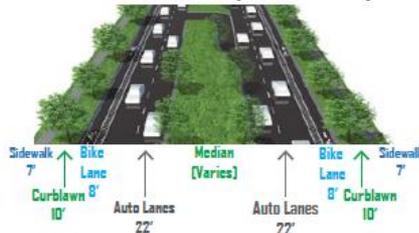
Alternative One (narrow median + direct left turn)



Alternative Two (narrow median + roundabouts)



Alternative Three (wide median)

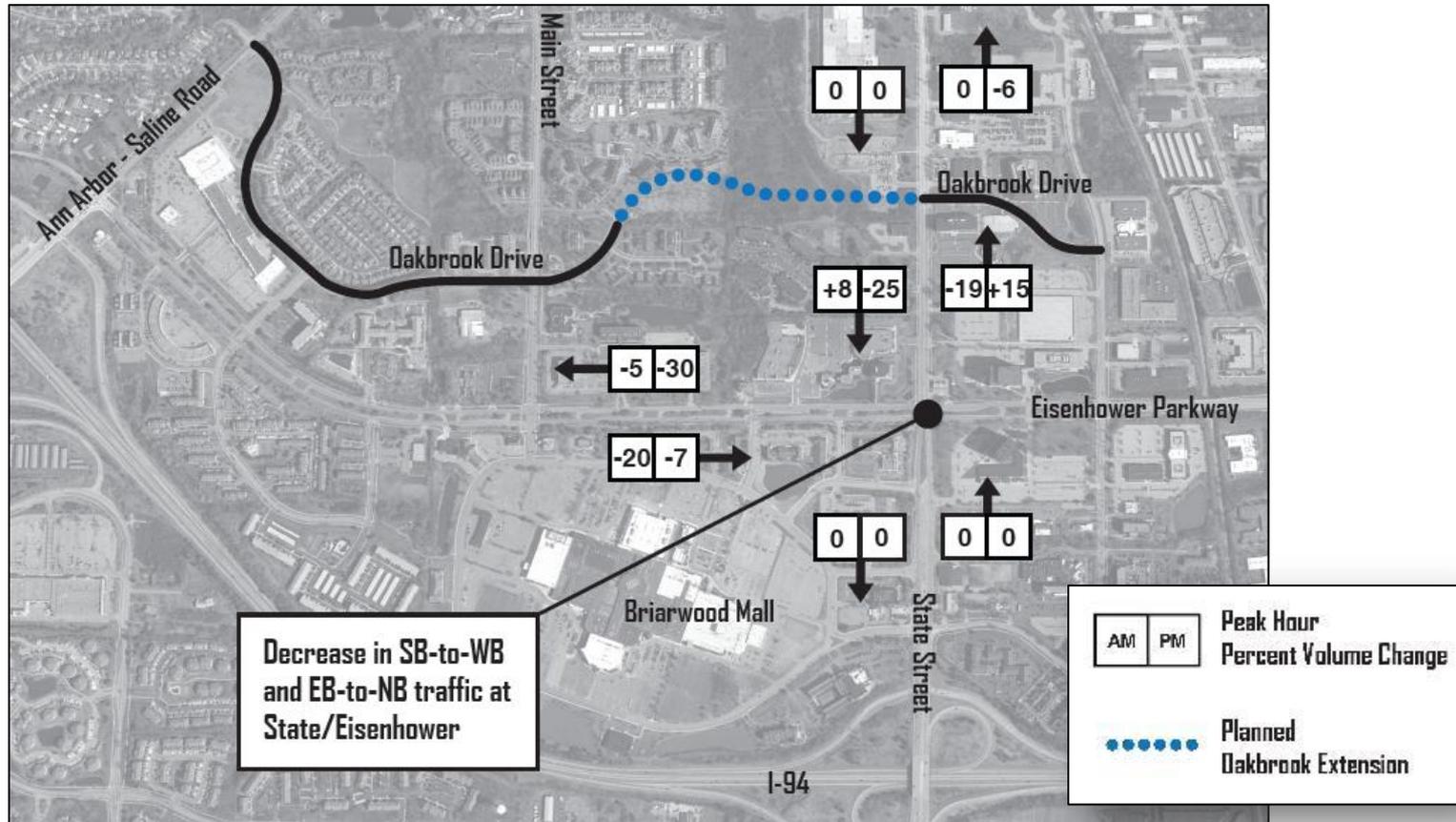


	SAFETY Provide safe conditions, reduce potential for vehicle crashes and their severity	ENTRY Create a more attractive, aesthetically pleasing, entry to the City.	PEDESTRIANS Improve safety and conditions for pedestrians walking along and crossing State Street.	BICYCLES Provide a safe place for bicyclists separate from travel lanes.	TRANSIT Enhance transit conditions through traffic flow, stop locations and street treatments.	LAND USE Complement planned land use and its design per the City's plan	VEHICLES Maintain reasonable traffic operations and travel time, reduce congestion	ACCESS Ease accessibility of corridor businesses.
Alternative One								
Alternative Two								
Alternative Three								

Scoring Guide BEST BETTER THAN EXISTING SIMILAR TO EXISTING WORSE THAN EXISTING



PLANNED OAKBROOK EXTENSION





GIVE US YOUR FEEDBACK!

- Talk one-on-one with our team
- Provide input on which study goals are most important to you
- Rate and provide feedback on the project alternatives



NEXT STEPS

- Project team will use analysis and feedback to select a recommended alternative
- Further preliminary design will be conducted
- Recommended alternative will be presented at subsequent meetings in early 2016