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**
- **No Turn Allowed**
ALTERNATIVE 2 - ROUNDABOUTS

• Roundabout intersections
• Plantable narrow median space
ALTERNATIVE 2 - ROUNDABOUTS

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

EXISTING CONDITION

ALTERNATIVE 2
Narrow Median + Roundabouts

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ALTERNATIVE 2 - ROUNDABOUTS
ALTERNATIVE 2
TRAFFIC MANEUVERS

Vehicle turning movement
Pedestrian movement across State St
No Turn Allowed
**ALTERNATIVE 2**

**TRAFFIC MANEUVERS**

**EXISTING**
- Vehicle turning movement
- Pedestrian movement across State St
- No Turn Allowed

**ALTERNATIVE 2**
- 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

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

Existing Condition

Alternative 3
Wide Median

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ALTERNATIVE 3 – WIDE MEDIAN

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

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<tr>
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(in minutes)
I-94 INTERCHANGE OPTIONS

Alternative A: Narrow Median Configuration
I-94 Interchange Options

Alternative A: Roundabout Configuration
I-94 INTERCHANGE OPTIONS

Alternative A: Park-and-Ride Option
Alternatives were scored based on how well they achieve the project goals.
PLANNED OAKBROOK EXTENSION

Decrease in SB-to-WB and EB-to-NB traffic at State/Eisenhower

Peak Hour Percent Volume Change

- Planned Oakbrook Extension

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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