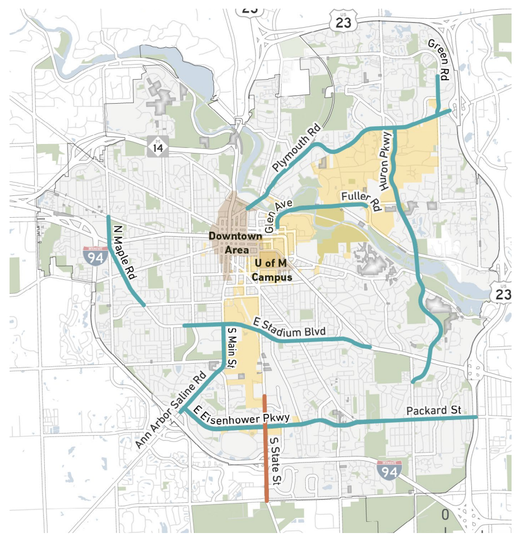
CORRIDOR RECOMMENDATIONS
6. STATE STREET

- **6A:** N of Oakbrook Dr to E Eisenhower Pkwy
- **6B:** E Eisenhower Pkwy to I-94
- **6C:** I-94 to W Ellsworth Rd



CORRIDOR 6: STATE ST

CORRIDOR CONTEXT

TRAFFIC AND SAFETY DATA

AVERAGE WEEKDAY CARS ON THE ROAD



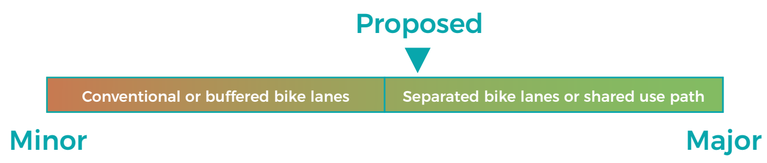
CRASH RATES

(fatal or serious injury crashes per mile per year)

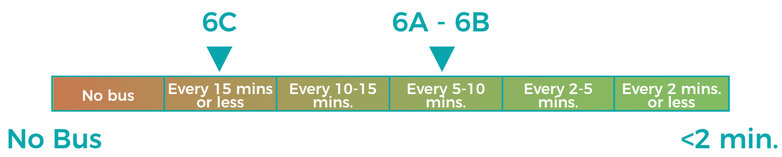
(2021-2025)



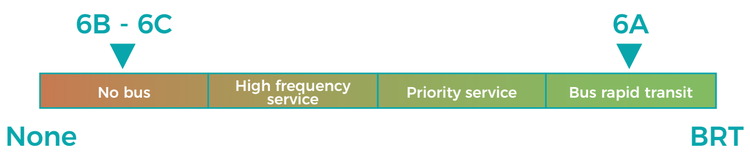
BIKE FACILITY TYPE



EXISTING WEEKDAY TRANSIT FREQUENCY



THE RIDE 2045 PROPOSED TRANSIT PRIORITY LEVEL



DRIVING SPEEDS



ENGAGEMENT THEMES

- **Major barrier to walking and biking**, especially across I-94.
- **Crossing I-94 safely** is the dominant issue.
- **The corridor is hostile to people walking and biking**, even among those opposed to road diets.
- Strong desire for **grade-separated or protected crossings and clearer access management**.

NEXT STEPS

Near-term work includes a new mid-block crossing in 6B, filling sidewalk gaps, and coordination with MDOT on a safer non-motorized connection across I-94. For 6B and 6C, a 2027 corridor study will evaluate additional safety improvements, transit reliability, and design options to support future Bus Rapid Transit service.

CORRIDOR RECOMMENDATIONS

OBJECTIVES

- Safer crossings for pedestrians
- Safer bicycle and transit facilities
- Reduced vehicle speeds
- Improved transit service

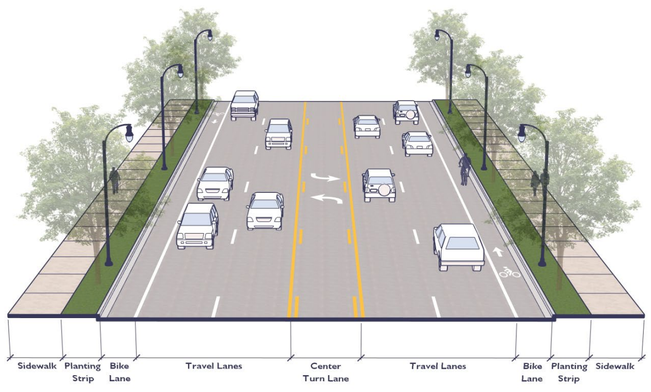
RATIONALE

CURRENT CONDITIONS

State Street serves major employment, shopping, transit, and regional travel. Segment 6A has more flexibility for lane reallocation, while 6B and 6C carry higher traffic volumes and include the difficult I-94 crossing. High speeds, incomplete walking and bicycling connections, and complex intersections create safety concerns, especially near the interchange.

WHAT THIS DESIGN ACHIEVES

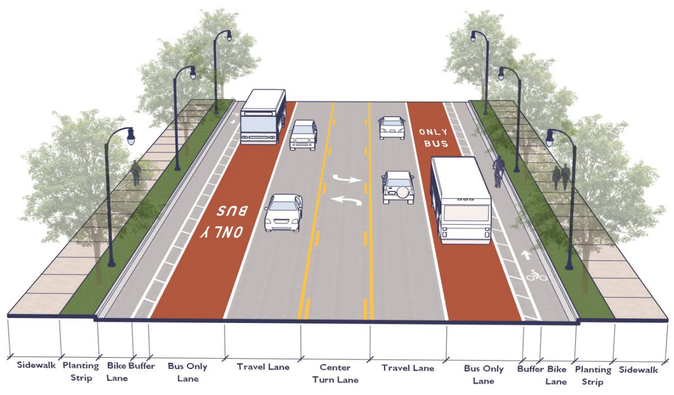
In 6A, lane reallocation can reduce passing opportunities, support lower speeds, and create space for safer bicycle and transit facilities. In 6B and 6C, near-term improvements focus on safer crossings, continuous walking and bicycling connections, intersection changes, and transit reliability while retaining dual through-lanes.



STATE ST: EXISTING



STATE STREET AT CONCORD CENTER (777 DRIVEWAY: EXISTING



STATE ST: PROPOSED



STATE STREET AT CONCORD CENTER (777 DRIVEWAY): PROPOSED