

I-81 Redevelopment Proposal: “Two Boulevards and a Bridge”

**Addendum: Redesign of N Salina St, N State St,
and Butternut St Intersections.**

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Revision 2016-04-14: Added alternate Salina/Butternut junction design.

Revision 2017-07-08: Replaced rejected first design with current image of street.

1 Overview

Following is a design exercise to see if the five intersections (three lighted) in and around where N Salina St and N State St cross can be reconfigured and reduced to just two roundabouts. The objective was to significantly improve traffic efficiency, and to create a more aesthetic and pedestrian friendly environment.

The initial insight for the design was that Salina St and State St could be merged into one road along the length of the block where they now cross. This would eliminate one intersection and pave the way for potentially handling the remaining four intersections with just two roundabouts. The southern roundabout revealed itself fairly easily as the sidewalks were extended to tightened around the new unified street.

A viable solution for the northern roundabout was much less certain, as it has five legs, one of which is receded from—does not reach—the round. A larger roundabout was considered, but rejected because it would require demolishing buildings and would be too large to be aesthetic or suitable for the neighborhood feel. An oblong roundabout shape was considered, but would create inefficient paths. The final solution includes a normal roundabout equal in size to the southern roundabout, plus a small half roundabout to connect the receded northeast leg. This provides short paths for virtually all traffic. See Figure 2.

The added bonus of the design is a large amount of reclaimed space (from unifying Salina St and State St for one block) which can be converted to pedestrian space where trees and benches can be added while also preserving space for on-street parking (recommended). It creates a sort of central piazza, a new gathering place for the neighborhood. This should generate a substantial increase in pedestrian activity and increase the social and economic vitality of the neighborhood. Expect property values and demand for new development in the area to increase.

The design is only a rough sketch created by a non-expert. It is offered as an illustrative example of how the included city intersections might be made substantially more efficient—as well as aesthetic—as a component (or not) of a street grid solution for the I-81 Redevelopment Project. I leave it to DOT engineers to determine its conceptual viability and/or relevant applicability to the project. See figure next page.

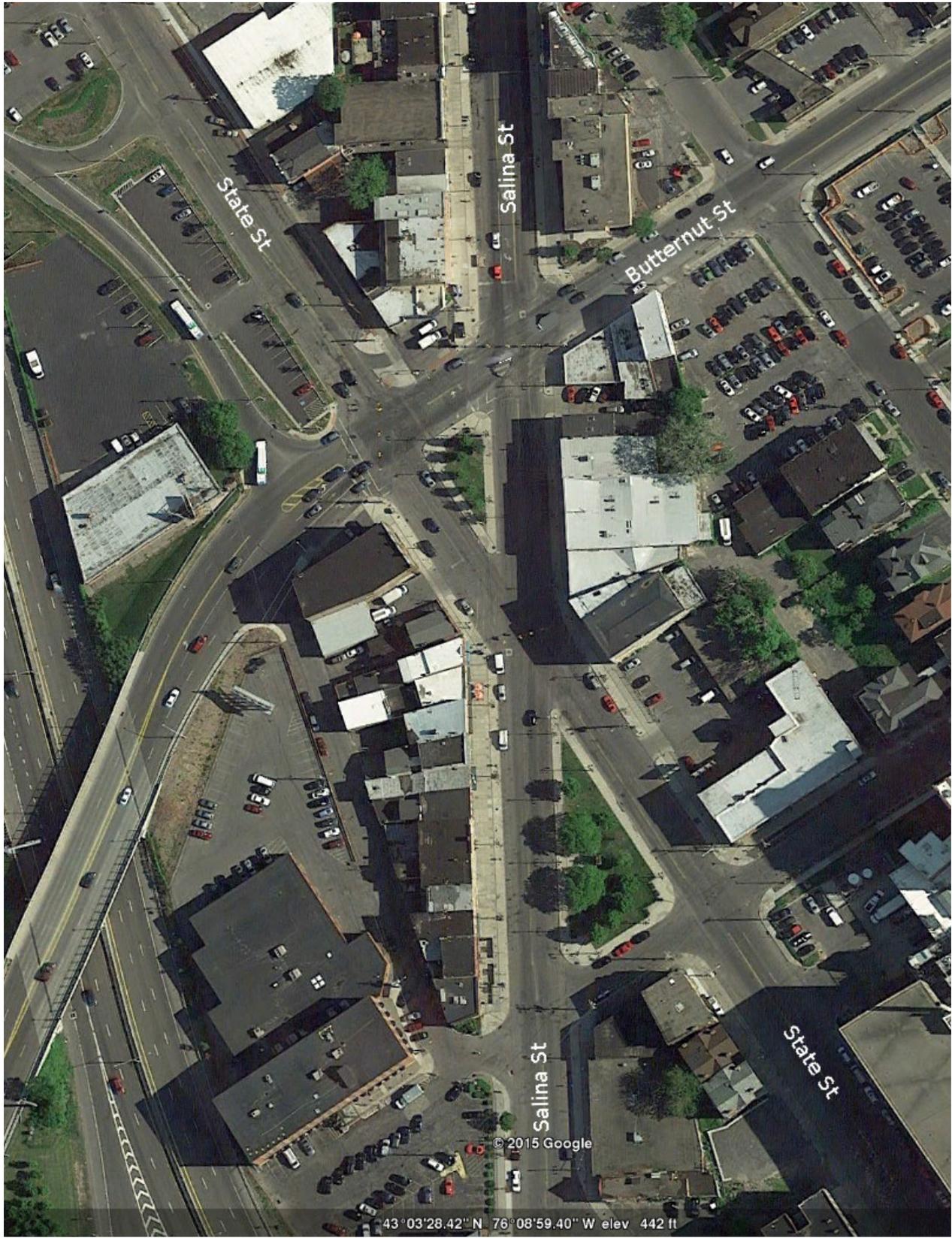


Figure 1: Current state of N Salina St, N Satate St, and Butternut St intersections.

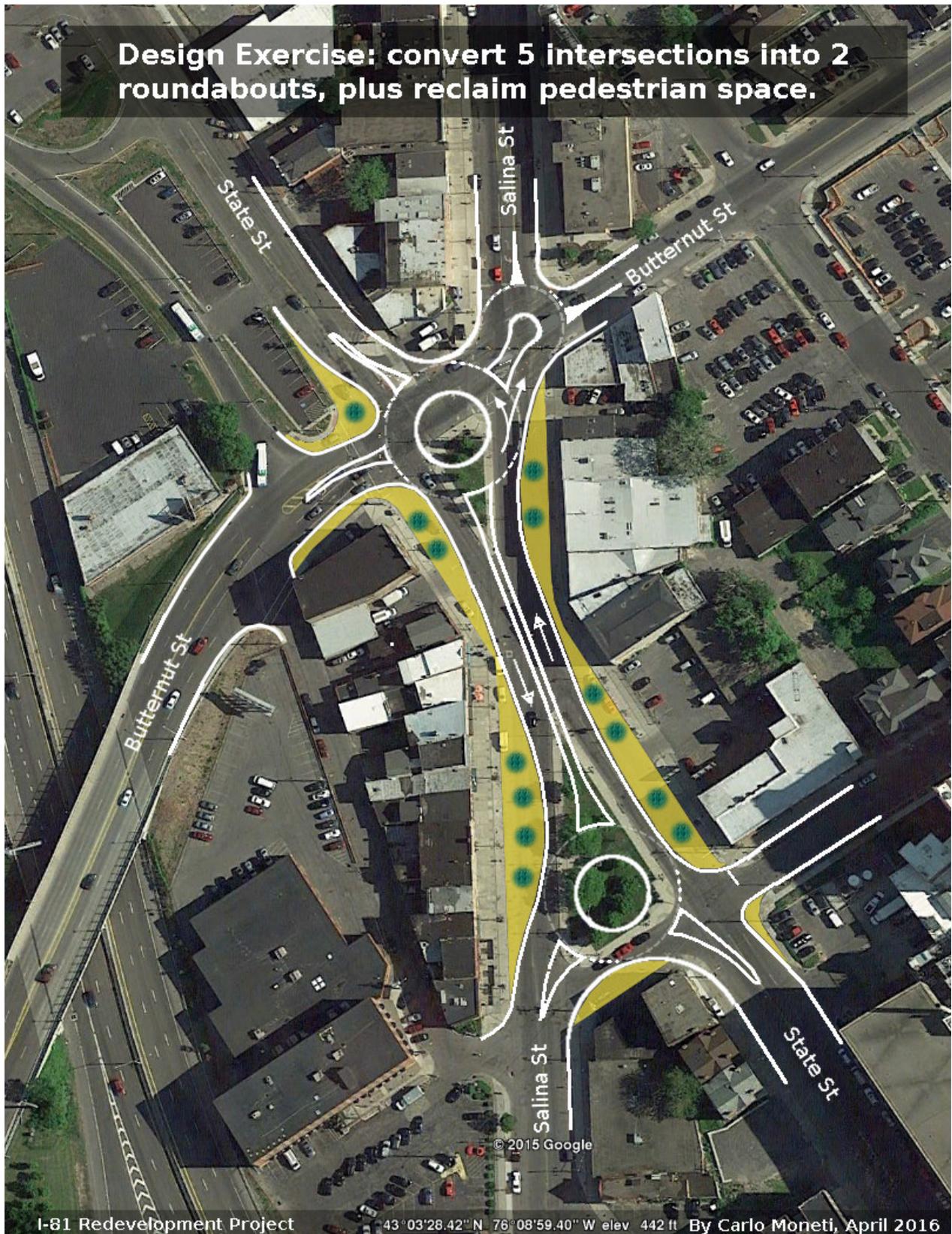


Figure 2: Sketch of proposed redesign of N Salina St, N Satate St, and Butternut St intersections. Combining Salina St and State St between the roundabouts creates dramatically more pedestrian space.

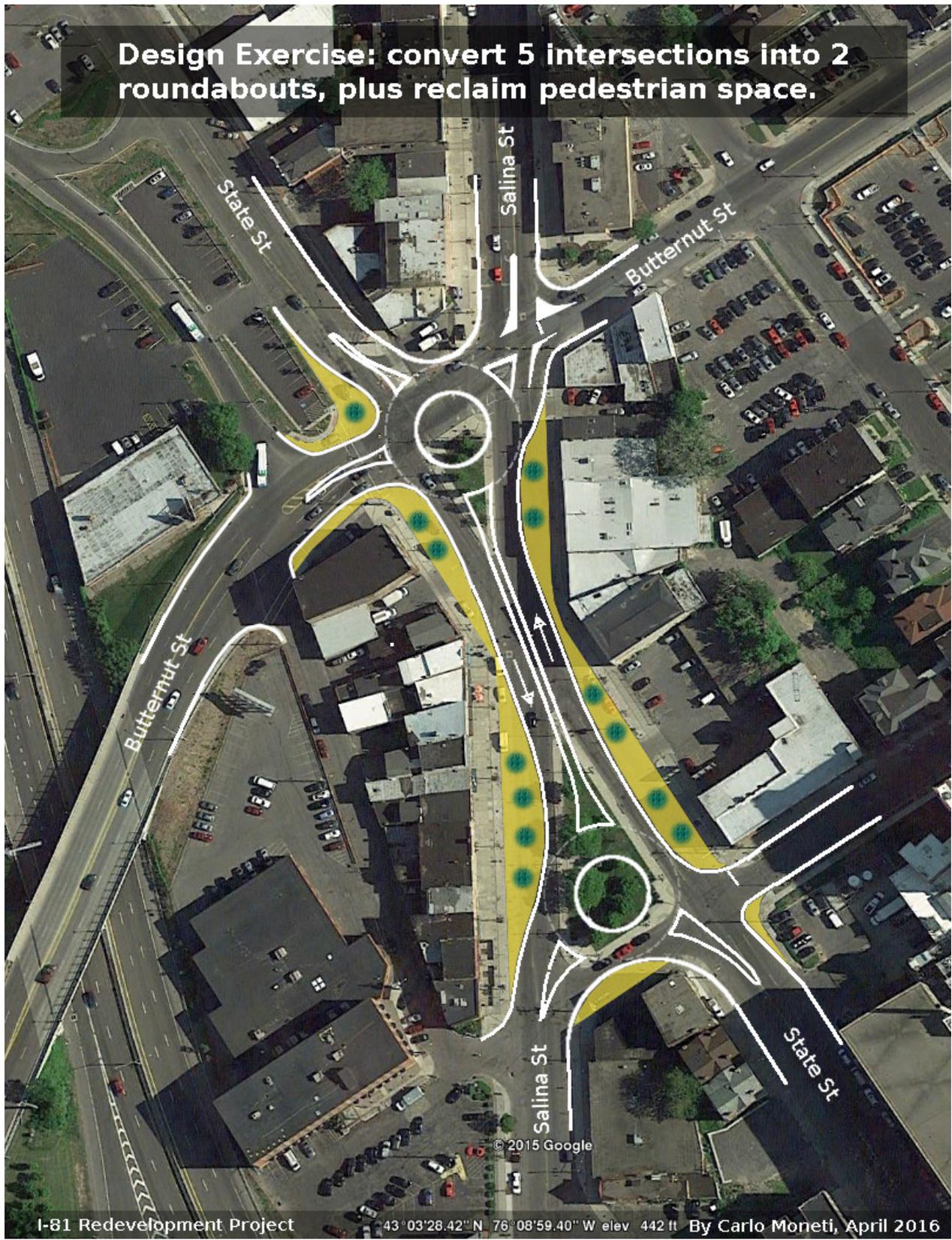


Figure 3: Originally proposed redesign of N Salina St, N Satate St, and Butternut St intersections.