

NORTH LAKE SHORE DRIVE PHASE I STUDY - ALTERNATIVES TO BE CARRIED FORWARD

THE ESSENTIAL

Transit Priority - Ramps

Formerly...

Context Tailored Treatment
+ Transit Advantages (CTT+TA)

THE ADDITION

Transit Priority - Exclusive

Formerly...

Dedicated Transitway – Left
(DTW-L)

THE EXCHANGE

Transit Priority - Exclusive

Formerly...

3+1 Bus-Only Lane
(3+1 BOL)

THE FLEX

Transit Priority - Shared

Formerly...

3+1 Managed Lane
(3+1 ML)

THE DOUBLE FLEX

Transit Priority - Shared

Formerly...

2+2 Managed Lanes
(2+2 ML)

Alternative Descriptions



Transit queue jump lanes provided at exit and entrance ramps. **Four** general purpose lanes remain, similar to existing conditions.

Modernizes the corridor by incorporating **baseline safety and operational improvements**.

Transit improvements include transit queue jump lanes (the Essential only), transit priority signals, transit layover and staging areas



Four general purpose lanes remain, similar to existing conditions. **Adds a dedicated transit lane**

The Essential + adds a new dedicated transit lane in each direction. Access to the transit lane would be provided via dedicated ramps at designated junctions.



Three general purpose lanes remain. **Converts one lane into a dedicated transit lane**

The Essential + converts an existing general purpose lane in each direction to a **dedicated transit lane**. Access to the transit lane would be provided via dedicated ramps at designated junctions.



Three general purpose lanes remain. **Converts one lane into a transit priority lane**

The Essential + converts an existing general purpose lane in each direction to a **flexible lane**, providing a transit priority lane. Transit priority lanes maintain free flow speed for transit by requiring variable priced tolling for some automobiles. Access to the flexible lane would be provided via dedicated ramps at designated junctions.



Two general purpose lanes remain. **Converts two lanes into transit priority lanes**

The Essential + The Flex + converts a second existing general purpose lane in each direction to a **flexible lane**, providing a transit priority lane. Transit priority lanes maintain free flow speed for transit by requiring variable priced tolling for some automobiles. Access to the flexible lanes would be provided via dedicated ramps at designated junctions.

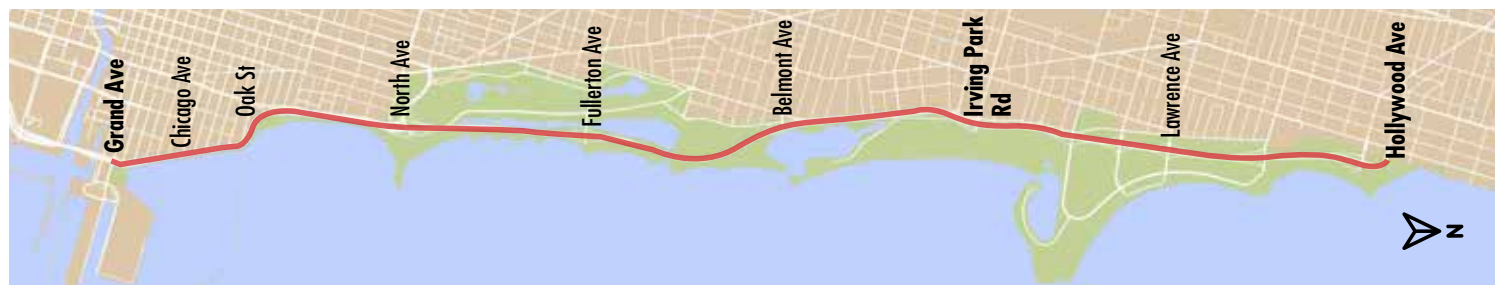
Alternative Renderings (North of Irving Park Road)



Alternative Renderings (South of Irving Park Road)



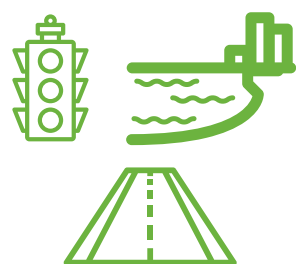
North Lake Shore Drive Corridor Map



Common Improvements to All Alternatives



Common improvements include Lakefront Trail and park access improvements, transit improvements (such as transit priority signals and transit layover and staging areas), shoreline protection and park space improvements, and roadway improvements. Explore these further in the Project Updates Video: *Common Improvements to All Alternatives*.



If you have any comments on these alternatives, please provide them through the tools on the interactive website or email info@northlakeshoredrive.org.