





North Lake Shore Drive Public Input Opportunity

Alternatives Screening Results to Date & Next Steps



Level 2 Screening

RANGE OF ALTERNATIVES CATEGORY	RANGE OF ALTERNATIVES	RECOMMENDED FOR DISMISSAL (LEVEL 2 SCREENING) 	RECOMMENDED TO BE CARRIED FORWARD 
No-Action	No-Action	N/A	N/A
Context Tailored Treatments	Corridor Modernization	Modernizing the roadway	
	Compressed Roadway		
	Frontage Drive		
Transitways	Transit Advantages at Junctions		
	Bus on Shoulder – Right	Adding dedicated transit space	
	Dedicated Transitway – Left		
	Dedicated Transitway – Off Alignment		
Managed Lanes	3+1 Bus Only Lane		
	3+1 Managed Lane	Converting a general purpose lane(s) into a managed lane	
	2+2 Managed Lanes		
	3+2 Reversible Managed Lanes		
	4+1 Contraflow Bus Only Lane		

Context Tailored Treatments (CTT)

RANGE OF ALTERNATIVES CATEGORY	RANGE OF ALTERNATIVES
Context Tailored Treatments	Corridor Modernization
	Compressed Roadway
	Frontage Drive

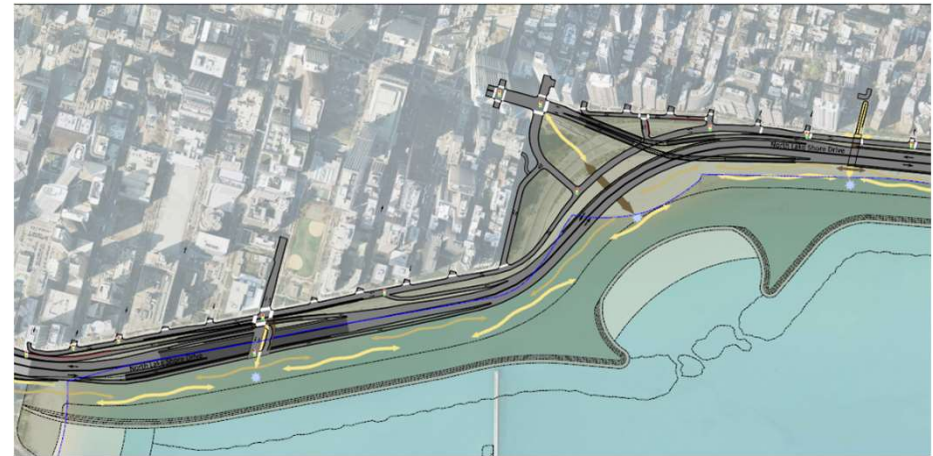
- These improvements focus on safety and operational improvements
- Bring NLSD to modern standards to improve safety and operations, with design tailored to unique project settings
- Include bicycle, pedestrian, and transit improvements
- Serves as a standalone alternative and provides the base for Transitway and Managed Lane alternatives



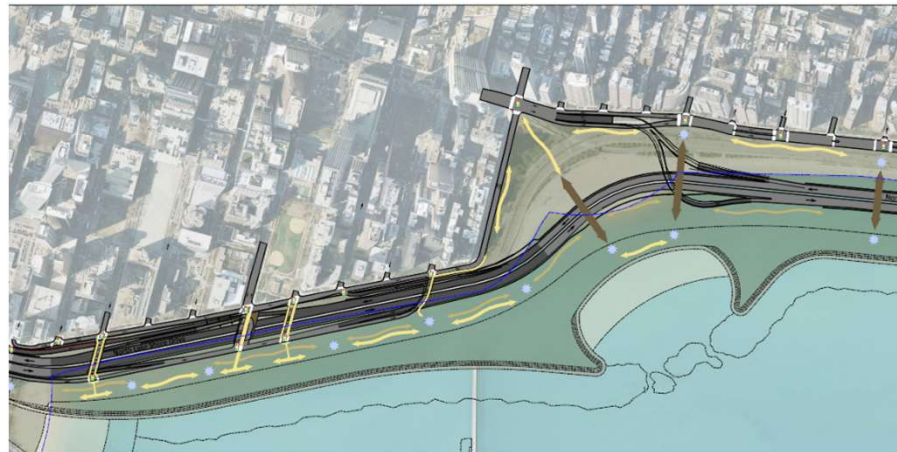
Context Tailored Treatments



Corridor Modernization Concept

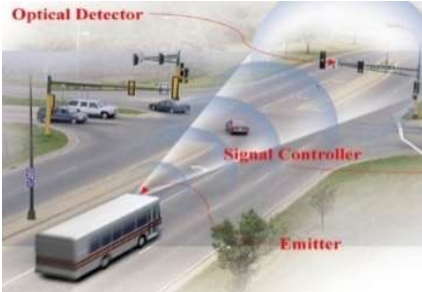


Compressed Roadway Concept



Frontage Drive Concept

CTT Alt. Recommended for Level 3 Screening



Bus Priority Signals



Queue Jump Lanes

Context Tailored Treatment with Transit Advantages

- Includes elements of all three Context Tailored Treatment alternatives
- Includes transit improvements
- Top performing alternative has optimal combination of improved travel performance with relative least footprint effects

Recommended to be carried forward to Level 3 Screening

Transitways

RANGE OF ALTERNATIVES CATEGORY	RANGE OF ALTERNATIVES
Transitways	Transit Advantages at Junctions
	Bus on Shoulder – Right
	Dedicated Transitway – Left
	Dedicated Transitway – Off Alignment

- Options that **add dedicated transit space** in addition to existing general purpose lanes to improve bus mobility
- Builds upon Context Tailored Treatment alternatives

Transitway Cross Sections



Bus on Right Shoulder



Dedicated Transitway-Left



Dedicated Transitway off Alignment

Transitway Alt. Recommended for Level 3 Screening



Dedicated Transitway-Left

- Adds bus only lane with dedicated access ramps
- Top performing alternative:
 - Provides relative best travel performance for transit and autos
 - Has similar or less footprint effects compared to other Transitway alternatives

Recommended to be carried forward to Level 3 Screening

Managed Lanes

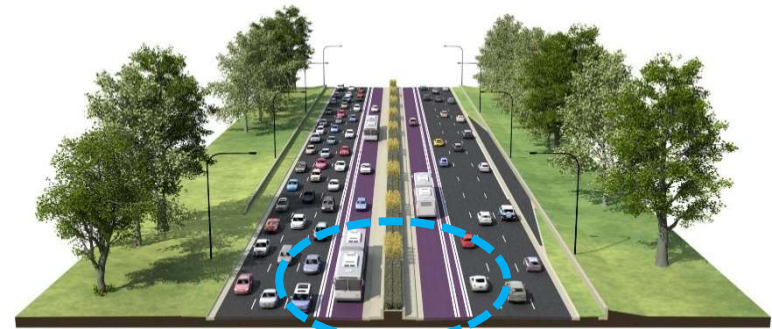
RANGE OF ALTERNATIVES CATEGORY	RANGE OF ALTERNATIVES
Managed Lanes	3+1 Bus Only Lane
	3+1 Managed Lane
	2+2 Managed Lanes
	3+2 Reversible Managed Lanes
	4+1 Contraflow Bus Only Lane

- Options that **convert one or more existing general purpose lanes** to a managed lane to provide high mobility for buses and potentially some autos
- Builds upon Context Tailored Treatment alternatives

Managed Lane Cross Sections



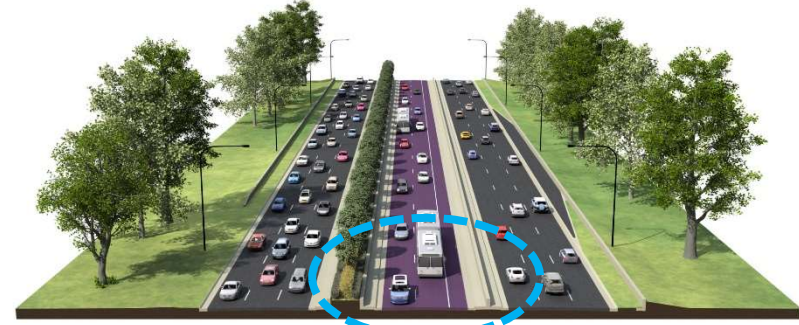
3+1 Bus Only Lane



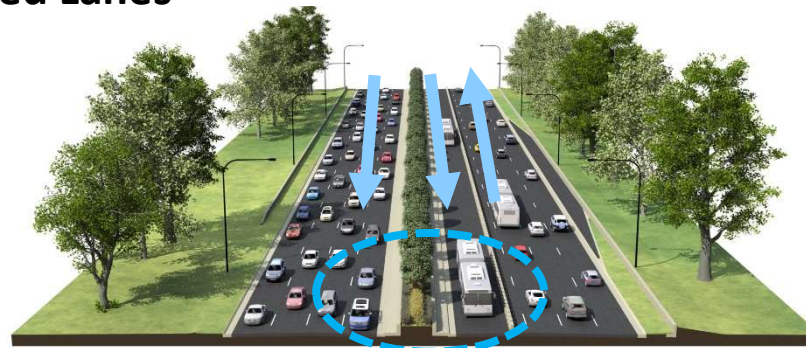
3+1 Managed Lane



2+2 Managed Lanes



3+2 Reversible Managed Lanes



4+1 Contraflow Bus Only Lane

Managed Lane Alts. Recommended to be Carried Forward



3+1 Bus Only Lane










3+1 Managed Lane



2+2 Managed Lanes

- Converts inner lane(s) to bus only lane or a tolled Managed Lane
- Top performing alternatives have comparable overall travel performance
- Similar footprint effects; less footprint impacts than other ML alternatives

Level 2 Screening

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No-Action	No-Action	N/A	N/A
Context Tailored Treatments	Corridor Modernization		 The Essential <i>Transit Priority – Ramps</i> (Top Performing CTT with Transit Advantages)
	Compressed Roadway		
	Frontage Drive		
Transitways	Transit Advantages at Junctions		
	Bus on Shoulder – Right	Bus on Shoulder – Right	
	Dedicated Transitway – Left		 The Addition <i>Transit Priority – Exclusive</i> (Dedicated Transitway – Left)
	Dedicated Transitway – Off Alignment	Dedicated Transitway – Off Alignment	
Managed Lanes	3+1 Bus Only Lane		 The Exchange <i>Transit Priority – Exclusive</i> (2+1 Bus Only Lane)
	3+1 Managed Lane		
	2+2 Managed Lanes		 The Flex <i>Transit Priority – Shared</i> (3+1 Managed Lane)
	3+2 Reversible Managed Lanes	3+2 Reversible Managed Lanes	
	4+1 Contraflow Bus Only Lane	4+1 Contraflow Bus Only Lane	 The Double Flex <i>Transit Priority – Shared</i> (2+2 Managed Lanes)

Alternatives Recommended to be Carried Forward



The Essential

Transit Priority – Ramps

(Top Performing CTT with Transit Advantages)



The Addition

Transit Priority – Exclusive

(Dedicated Transitway – Left)



The Exchange

Transit Priority – Exclusive

(3+1 Bus Only Lane)



The Flex

Transit Priority – Shared

(3+1 Managed Lane)

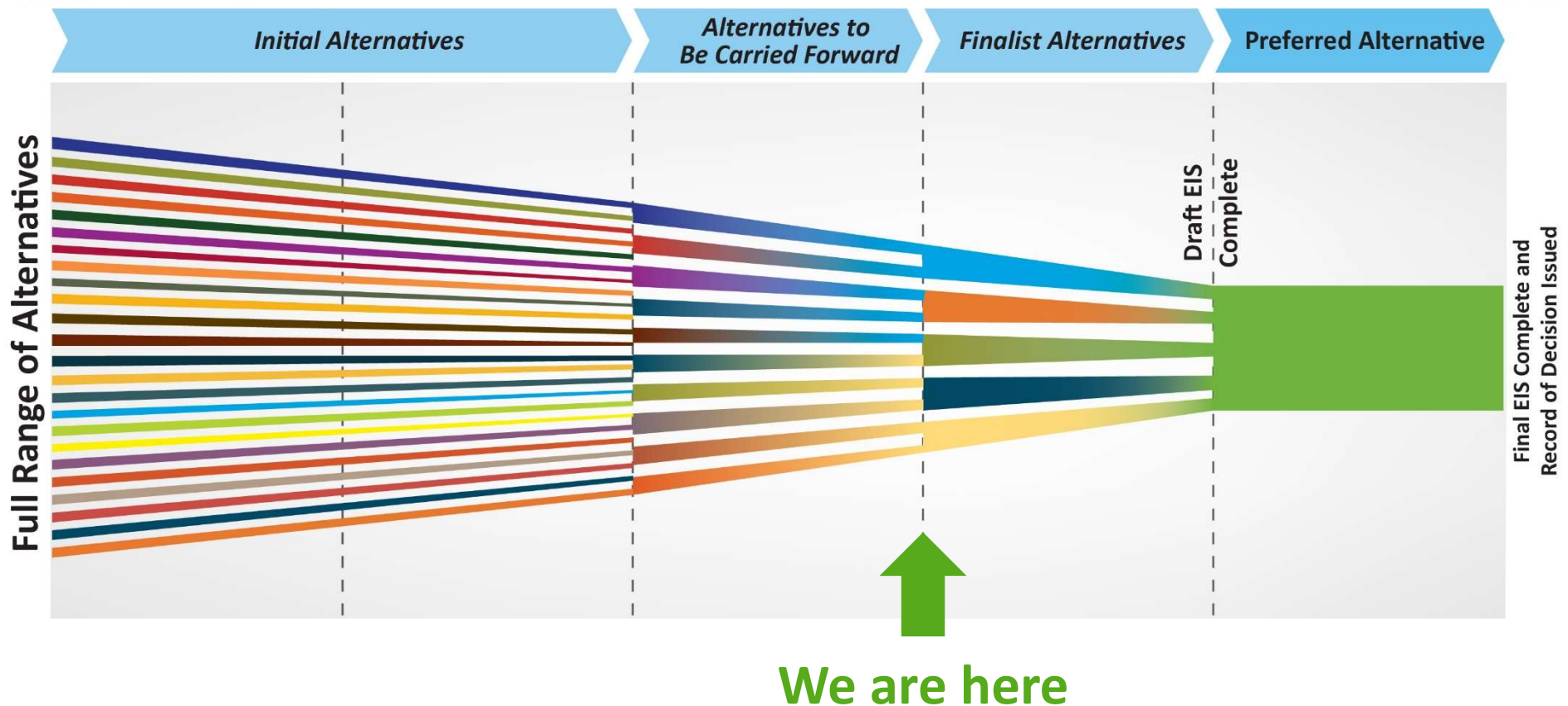


The Double Flex

Transit Priority – Shared

(2+2 Managed Lanes)

Alternatives Development & Evaluation

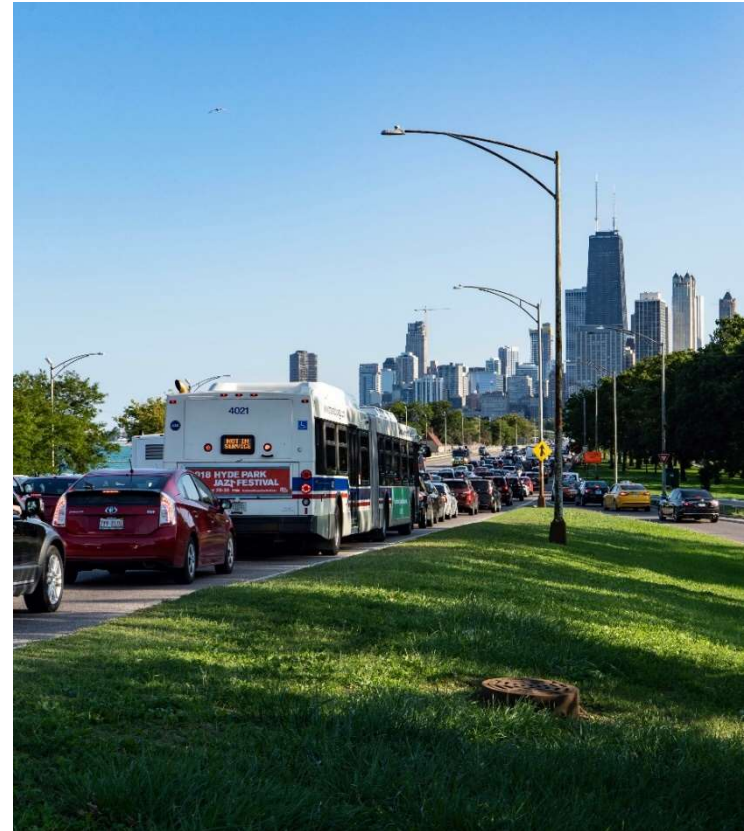


To review the Level 2 Screening Process in more detail, view the Alternatives Evaluation video in the Supplemental Videos section of the interactive website!



Level 3 Screening Process Preview

- Compare the five (5) alternatives carried forward
- Continued stakeholder involvement
- Continued agency coordination
- Measurable, objective criteria:
 - ✓ Expanded environmental analysis
 - ✓ Year 2050 travel modeling
- Assess benefits, impacts and costs
- **Project team anticipates many tradeoffs related to the design of the roadways, junctions, parks, and trails**



Level 3 Outcome: selection of a preferred alternative

Level 3 Screening – Evaluation Criteria (Preliminary)

Purpose and Need Factors*

- Transit mobility and reliability
- Vehicular mobility and reliability
- Network volume change
- Person throughput
- Safety

Social Factors

- Population and employment effects
- Displacements
- Equity

Economic Factors

- Construction cost
- Revenue potential
- Productivity

****Park and Transit Access – likely to have similar benefits***



Level 3 Screening – Evaluation Criteria (Preliminary)

Environmental Factors

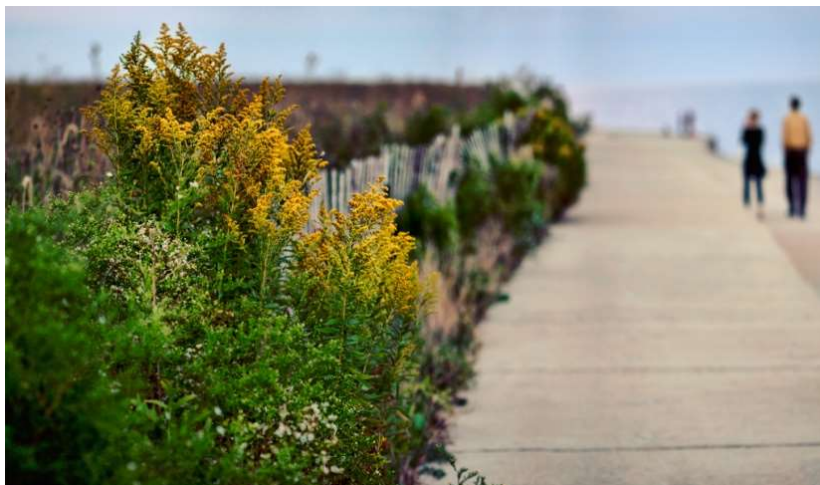
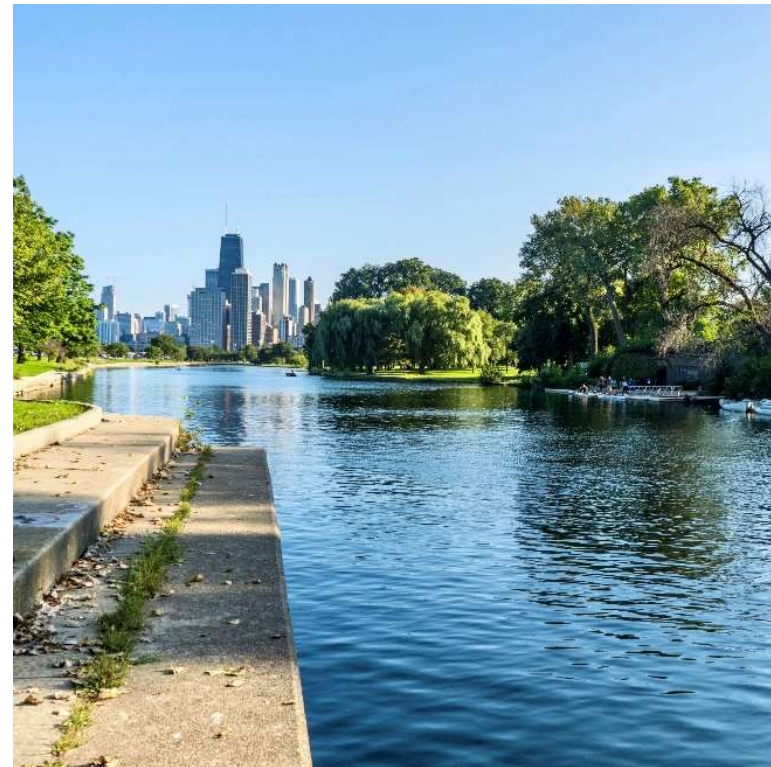
- Climate Change
- Natural resources
- T&E Species
- Historic Structures/Section 106
- Park facilities/Section 4(f)
- Change in paved surface and green space



Level 3 Screening – Evaluation Criteria (Preliminary)

Environmental Factors

- Environmental Justice (EJ)
- Surface water quality
- Waters of the US
- Visual effects
- Traffic noise
- Air quality
- Indirect and cumulative effects





Public Input Opportunity

- The project team has developed an interactive website that includes:
 - Mapping tool
 - Survey
 - Ideas Wall
- Traditional ways to provide input include:
 - Online comment form on under the “Contact Us” tab
 - Email the project team at info@northlakeshoredrive.org



Public Survey

Tell us how you use NLS and share your priorities for the corridor!

[Take the Survey](#)



Ideas Wall

Use virtual post-it notes to share with us, and other community members, your ideas on existing issues or the proposed improvements in the NLS corridor!

[Add Your Idea](#)

NLSD Phase I Study Next Steps

- Gather public feedback from Public Input Opportunity tools, survey, and comment forms
- Hold small group discussions on October 13 and October 14
- Review feedback provided from Public Input Opportunity and refine alternative designs
- Begin Level 3 Screening



Please provide comments by November 9 to be included as part of the Public Input Opportunity record.



Thank You!

www.northlakeshoredrive.org

