

CONTEXT TAILORED TREATMENTS ALTERNATIVES

Context Tailored Treatments (CTT) is one of the three alternative categories. Alternatives in this category would bring North Lake Shore Drive up to modern day roadway standards to improve safety and operations, with a design specifically tailored to the unique roadway setting. The design would address transit, bike, and pedestrian needs as well, and provide shoreline protection where required. These improvements also include transit advantages, which are spot improvements for transit, such as queue jump lanes (a bus-only lane at an intersection that allows the bus to “jump” ahead of general traffic), bus turnarounds, and bus staging and layover areas. Transit advantages are included in all alternatives regardless of category.

Transitways and Managed Lanes are the other two alternative categories. Features from all three

categories can be combined or serve as stand-alone alternatives for the corridor. All three CTT alternatives were presented at Public Meeting #3; an overview of these alternatives and the Level II screening process is included below. Similar analyses for Transitways and Managed Lanes will be presented at Public Meeting #4.

WHAT IS A JUNCTION?

A junction is a grade-separated intersection (one road passes over another) that allows crossing roadways to connect with NLSJ without interrupting traffic on the Drive. There are 13 junctions being considered as part of the CTT Alternative: Grand Ave/Chicago Ave · Michigan Ave · LaSalle Dr · Fullerton Pkwy · Belmont Ave · Addison St · Irving Park Rd · Montrose Ave · Wilson Ave · Lawrence Ave · Foster Ave · Bryn Mawr Ave, and Hollywood Ave.

CONTEXT TAILORED TREATMENTS (CTT) ALTERNATIVES AND FEATURES

Upon reviewing the alternatives and public input, the project team recognized opportunities to mix and match CTT alternatives at specific locations to optimize benefits. Since each CTT alternative has different benefits and impacts at individual junctions, the screening focused on identifying top performing alternatives at each junction, rather than for the entire NLSJ corridor. Therefore, the proposed Top Performing CTT Alternative represents a combination of all three alternatives.

Want to view the proposed Top Performing CTT Alternative in more detail?

Brochures for each junction along the corridor are available on the project website: www.northlakeshoredrive.org.

**Alternative 1:
Corridor
Modernization
Concept**

**Alternative 2:
Compressed
Roadway
Concept**

**Alternative 3:
Frontage
Drive
Concept**

CTT ALTERNATIVES	FEATURES
Corridor Modernization Concept	<ul style="list-style-type: none"> • A continuous landscaped median along the length of NLSJ • Increased separation between the Inner and Outer drives from Grand Ave. to LaSalle Dr. and from Belmont Ave. to Irving Park Rd.
Compressed Roadway Concept	<ul style="list-style-type: none"> • Minimizes transportation footprint and Inner/Outer Drive separation • A concrete barrier wall in place of landscaped median
Frontage Drive Concept	<ul style="list-style-type: none"> • Lowers Outer Drive below grade and splits Inner Drive into one-way frontage drives from Grand Ave. to East Lake Shore Dr. and from Belmont Ave. to Montrose Ave. • Increased separation between the Inner and Outer drives, and between Oak St. and LaSalle Dr.; this creates separate local and regional park spaces • Improves pedestrian access and circulation within Lincoln Park