



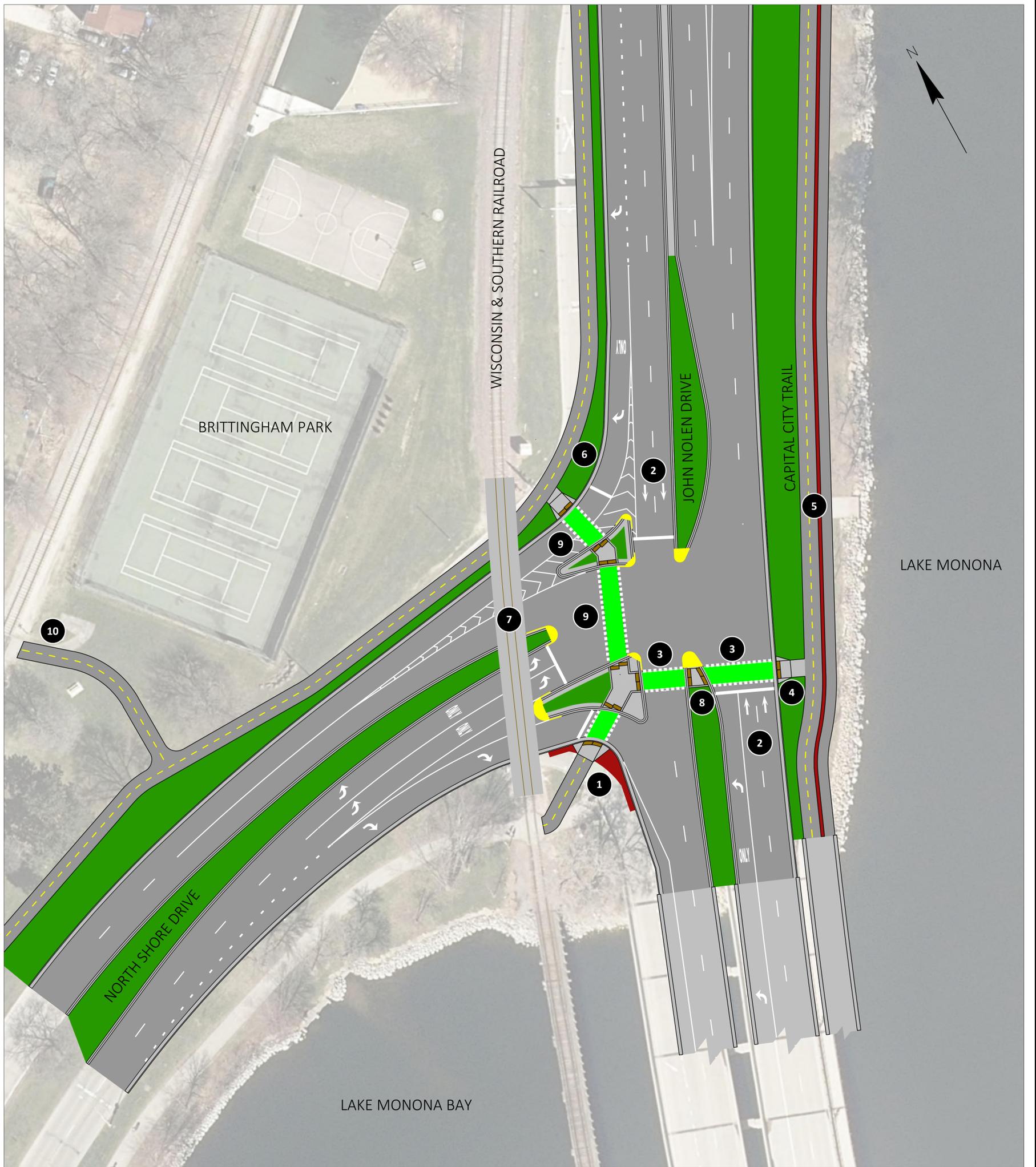
John Nolen Drive Reconstruct
Project ID 5992-11-20
Public Involvement Meeting No. 2
February 23, 2023

NORTH SHORE DRIVE INTERSECTION - EXISTING



INTERSECTION IMPROVEMENTS

- 1 TRACKING PAVEMENT FOR LARGE TRUCKS ALLOWS FOR NARROWER RIGHT TURN WIDTH WHICH REDUCES THE PEDESTRIAN/BIKE CROSSING LENGTH BY 10-FEET WHEN COMPARED TO EXISTING
- 2 NARROWER LANE WIDTHS SLOW DOWN TRAVELING VEHICLES THROUGH THE INTERSECTION
- 3 REDUCED THE TOTAL PEDESTRIAN/BIKE CROSSING LENGTH OF JOHN NOLEN DRIVE BY 14 FEET WHEN COMPARED TO EXISTING, THIS IS AIDED BY IMPROVED PERPENDICULAR CROSSINGS
- 4 NEW MONOTUBE SIGNAL CONSTRUCTION ALLOWS AN OVERHEAD SIGNAL FOR EACH TRAFFIC LANE WHICH INCREASES DRIVER AWARENESS
- 5 IMPROVED SHARED-USE PATH SPLITS PEDESTRIAN AND BIKE TRAFFIC USING A TWO FOOT BUFFER SPACE TO IMPROVE OVERALL SAFETY ON THE PATH
- 6 NEW SHARED-USE PATH CONSTRUCTION ON THE WEST SIDE OF JOHN NOLEN DRIVE PROVIDES CONNECTIONS TO BEDFORD STREET, BASSET STREET, AND BROOM STREET
- 7 IMPROVED RAILROAD CROSSING REDUCES THE TOTAL WIDTH OF VEHICLE CROSSINGS BY 8 FEET WHEN COMPARED TO EXISTING, FURTHER IMPROVING THE SAFETY OF THE CROSSING
- 8 BETTER REFUGE/STORAGE SPACE FOR PEDESTRIANS/BICYCLISTS CROSSING JOHN NOLEN DRIVE WHEN COMPARED TO EXISTING
- 9 SHARED-USE PATH CONNECTION TO SOUTH BASSET STREET INCREASES OVERALL MOBILITY FOR BIKES AND PEDESTRIANS



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- 3 REDUCED THE TOTAL PEDESTRIAN/BIKE CROSSING LENGTH OF JOHN NOLEN DRIVE BY 14 FEET WHEN COMPARED TO EXISTING, THIS IS AIDED BY IMPROVED PERPENDICULAR CROSSINGS
- 4 NEW MONOTUBE SIGNAL CONSTRUCTION ALLOWS AN OVERHEAD SIGNAL FOR EACH TRAFFIC LANE WHICH INCREASES DRIVER AWARENESS
- 5 IMPROVED SHARED-USE PATH SPLITS PEDESTRIAN AND BIKE TRAFFIC USING A TWO FOOT BUFFER SPACE TO IMPROVE OVERALL SAFETY ON THE PATH
- 6 NEW SHARED-USE PATH CONSTRUCTION ON THE WEST SIDE OF JOHN NOLEN DRIVE PROVIDES CONNECTIONS TO BEDFORD STREET, BASSET STREET, AND BROOM STREET
- 7 IMPROVED RAILROAD CROSSING REDUCES THE TOTAL WIDTH OF VEHICLE CROSSINGS BY 8 FEET WHEN COMPARED TO EXISTING, FURTHER IMPROVING THE SAFETY OF THE CROSSING
- 8 BETTER REFUGE/STORAGE SPACE FOR PEDESTRIANS/BICYCLISTS CROSSING JOHN NOLEN DRIVE WHEN COMPARED TO EXISTING
- 9 PEDESTRIAN/BIKE CROSSING (92 FEET) OF NORTH SHORE DRIVE INCREASES MOBILITY WITHOUT ADDING ANOTHER CROSSING OF JOHN NOLEN DRIVE
- 10 SHARED-USE PATH CONNECTION TO SOUTH BASSET STREET INCREASES OVERALL MOBILITY FOR BIKES AND PEDESTRIANS



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NORTH SHORE DRIVE INTERSECTION ALTERNATIVE 2



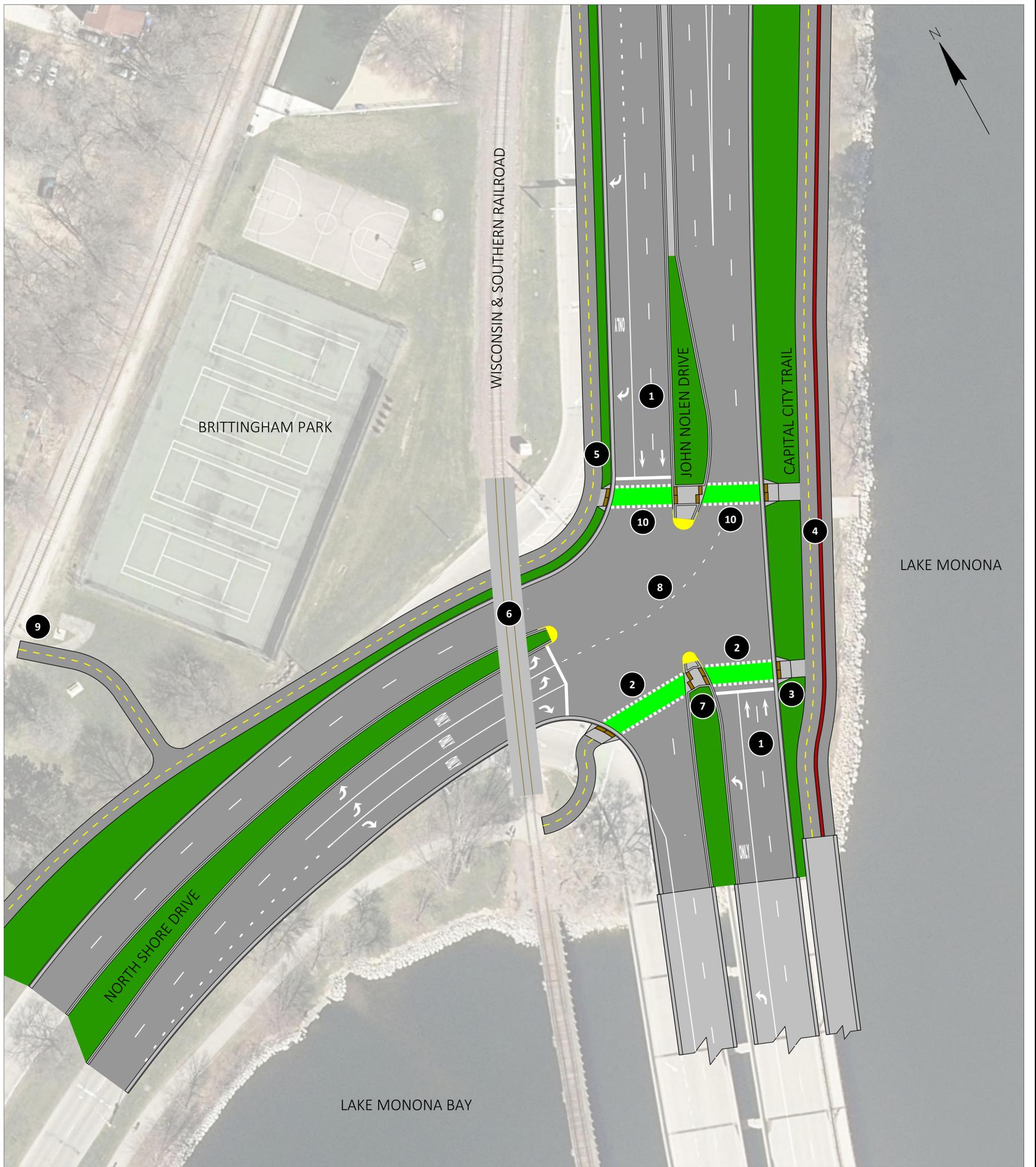
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- 1 TRACKING PAVEMENT FOR LARGE TRUCKS ALLOWS FOR NARROWER RIGHT TURN WIDTH WHICH REDUCES THE PEDESTRIAN/BIKE CROSSING LENGTH BY 10-FEET WHEN COMPARED TO EXISTING
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- 3 REDUCED THE TOTAL PEDESTRIAN/BIKE CROSSING LENGTH OF JOHN NOLEN DRIVE BY 14 FEET WHEN COMPARED TO EXISTING, THIS IS AIDED BY IMPROVED PERPENDICULAR CROSSINGS
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- 5 IMPROVED SHARED-USE PATH SPLITS PEDESTRIAN AND BIKE TRAFFIC USING A TWO FOOT BUFFER SPACE TO IMPROVE OVERALL SAFETY ON THE PATH
- 6 NEW SHARED-USE PATH CONSTRUCTION ON THE WEST SIDE OF JOHN NOLEN DRIVE PROVIDES CONNECTIONS TO BEDFORD STREET, BASSET STREET, AND BROOM STREET
- 7 IMPROVED RAILROAD CROSSING REDUCES THE TOTAL WIDTH OF VEHICLE CROSSINGS BY 8 FEET WHEN COMPARED TO EXISTING, FURTHER IMPROVING THE SAFETY OF THE CROSSING
- 8 BETTER REFUGE/STORAGE SPACE FOR PEDESTRIANS/BICYCLISTS CROSSING JOHN NOLEN DRIVE WHEN COMPARED TO EXISTING
- 9 SECOND CROSSING OF JOHN NOLEN DRIVE (115 FEET) WITH RIGHT TURN ISLAND ADDS GREATER MOBILITY FOR BIKES AND PEDESTRIANS
- 10 SHARED-USE PATH CONNECTION TO SOUTH BASSET STREET INCREASES OVERALL MOBILITY FOR BIKES AND PEDESTRIANS



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NORTH SHORE DRIVE INTERSECTION ALTERNATIVE 3



INTERSECTION IMPROVEMENTS

- 1 NARROWER LANE WIDTHS SLOW DOWN TRAVELING VEHICLES THROUGH THE INTERSECTION
- 2 REDUCED THE TOTAL PEDESTRIAN/BIKE CROSSING LENGTH OF JOHN NOLEN DRIVE BY 14 FEET WHEN COMPARED TO EXISTING, THIS IS AIDED BY IMPROVED PERPENDICULAR CROSSINGS
- 3 NEW MONOTUBE SIGNAL CONSTRUCTION ALLOWS AN OVERHEAD SIGNAL FOR EACH TRAFFIC LANE WHICH INCREASES DRIVER AWARENESS
- 4 IMPROVED SHARED-USE PATH SPLITS PEDESTRIAN AND BIKE TRAFFIC USING A TWO FOOT BUFFER SPACE TO IMPROVE OVERALL SAFETY ON THE PATH
- 5 NEW SHARED-USE PATH CONSTRUCTION ON THE WEST SIDE OF JOHN NOLEN DRIVE PROVIDES CONNECTIONS TO BEDFORD STREET, BASSET STREET, AND BROOM STREET
- 6 IMPROVED RAILROAD CROSSING REDUCES THE TOTAL WIDTH OF VEHICLE CROSSINGS BY 39 FEET WHEN COMPARED TO EXISTING, FURTHER IMPROVING THE SAFETY OF THE CROSSING
- 7 BETTER REFUGE/STORAGE SPACE FOR PEDESTRIANS/BICYCLISTS CROSSING JOHN NOLEN DRIVE WHEN COMPARED TO EXISTING
- 8 REMOVAL OF REFUGE ISLANDS SHRINKS THE OVERALL SIZE OF THE INTERSECTION FURTHER REDUCING THE AMOUNT OF IMPERVIOUS PAVEMENT
- 9 SHARED-USE PATH CONNECTION TO SOUTH BASSET STREET INCREASES OVERALL MOBILITY FOR BIKES AND PEDESTRIANS
- 10 SECOND CROSSING (84 FEET) WITHOUT RIGHT TURN ISLAND ADDS GREATER MOBILITY FOR BIKES AND PEDESTRIANS



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NORTH SHORE DRIVE INTERSECTION ALTERNATIVE 4