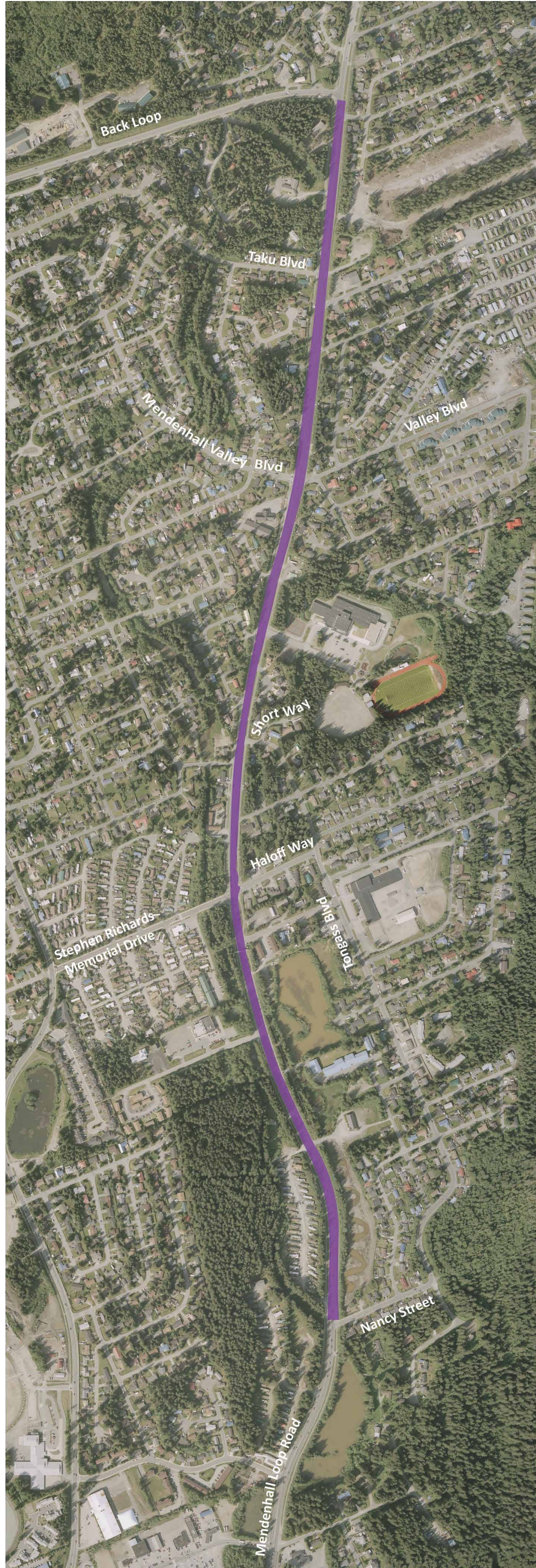


WELCOME

Mendenhall Loop Road Capacity Improvement Project



Please place a sticker where your residence/business is located



Project Purpose & Need

- Improve the vehicular capacity on Mendenhall Loop Road
 - Nancy Street to Back Loop
- Meet the transportation needs for all
 - Residents
 - Businesses
 - Institutions
- Provide efficient pedestrian and bicycle facilities
 - Crossings
 - Longitudinal treatments
- Identify feasible, cost effective treatments to improve safety



Project Timeline

- Analysis & Design Concepts
 - Summer 2013 - Summer 2014
- Environmental Process & Engineering Design
 - Winter 2014 - Fall 2015
- Bidding/Contractor Selection
 - Winter 2015/2016
- Construction
 - Spring 2016 - Fall 2016



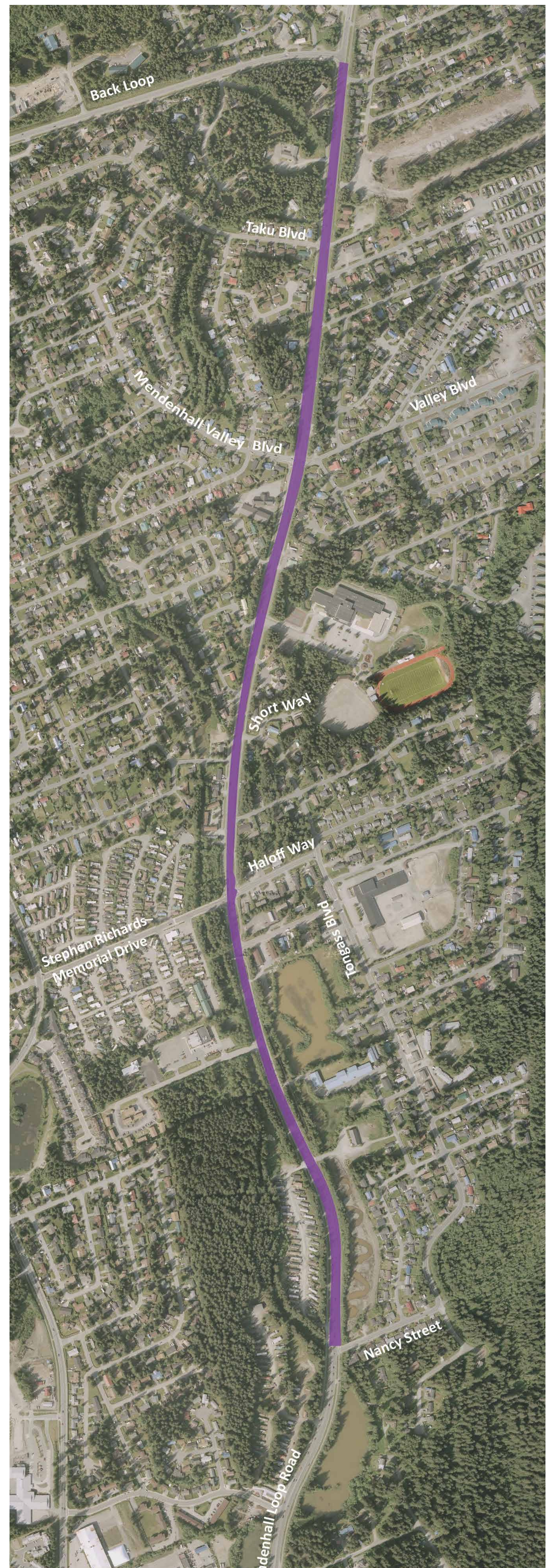
Corridor Overview

➤ Character

- Serves as major commute route
 - Connects residential areas to Egan Drive
- Serves local destinations
 - Glacier Valley Elementary School
 - Floyd Dryden Middle School
 - Churches
 - Mendenhall Glacier Visitor Center
 - Movie theater and commercial uses
- Important link in bicycle network
 - Partial shoulder bike lanes
 - Multiuse path on both sides

➤ Challenges

- Peak hour/direction vehicle congestion
- Difficulty exiting side streets, including Floyd Dryden and Nancy Street
- Conflict areas throughout corridor
- Crash history at signalized intersections
- Pedestrian and bicycle crossing spacing



Corridor Concepts Summary

➤ Concept A Family: Corridor Widening

- Assembled from three- and five-lane cross sections
- Presented at Advisory Group and Open House
- Concern over widening impacts

Concept A1: Five-lane north to Stephen Richards/Haloff Way

Concept A2: Five-lane north to Floyd Dryden Access

Concept A3: Five-lane north to Mendenhall/Valley

➤ Concept B Family: Intersection Widening

- Developed in response to public comments
- Three-lane cross section with targeted widening at Stephen Richards
- Concepts include signals, roundabouts, and a mixed corridor

Concept B1: Expanded Stephen Richards signalized intersection

Concept B2: Roundabout at Stephen Richards

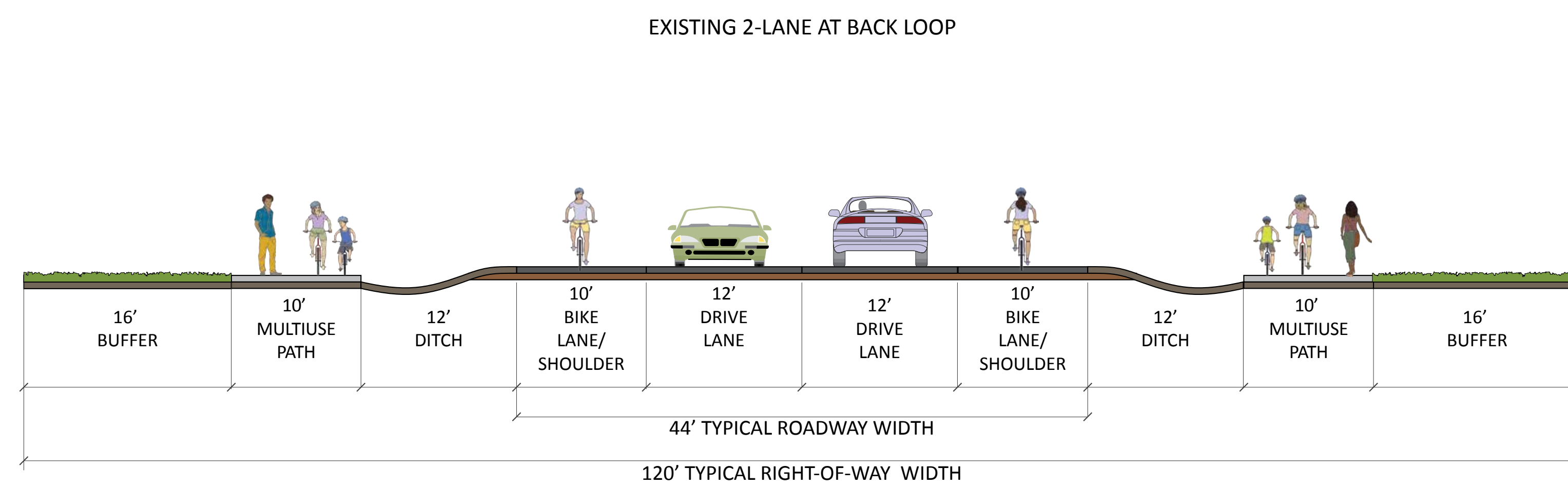
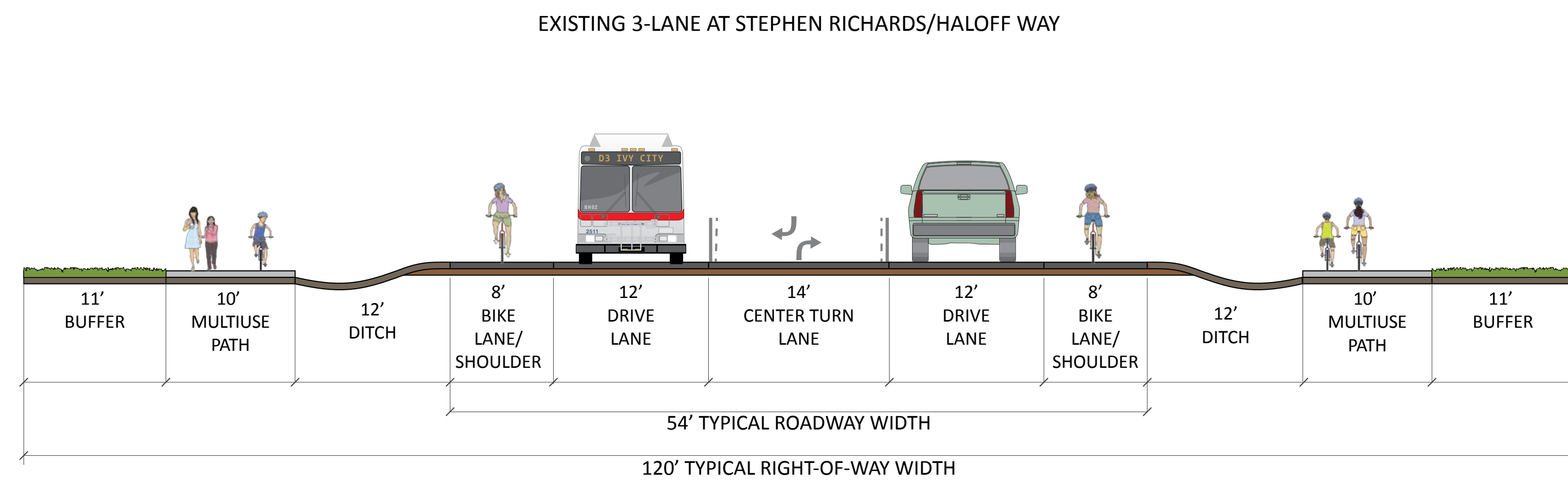
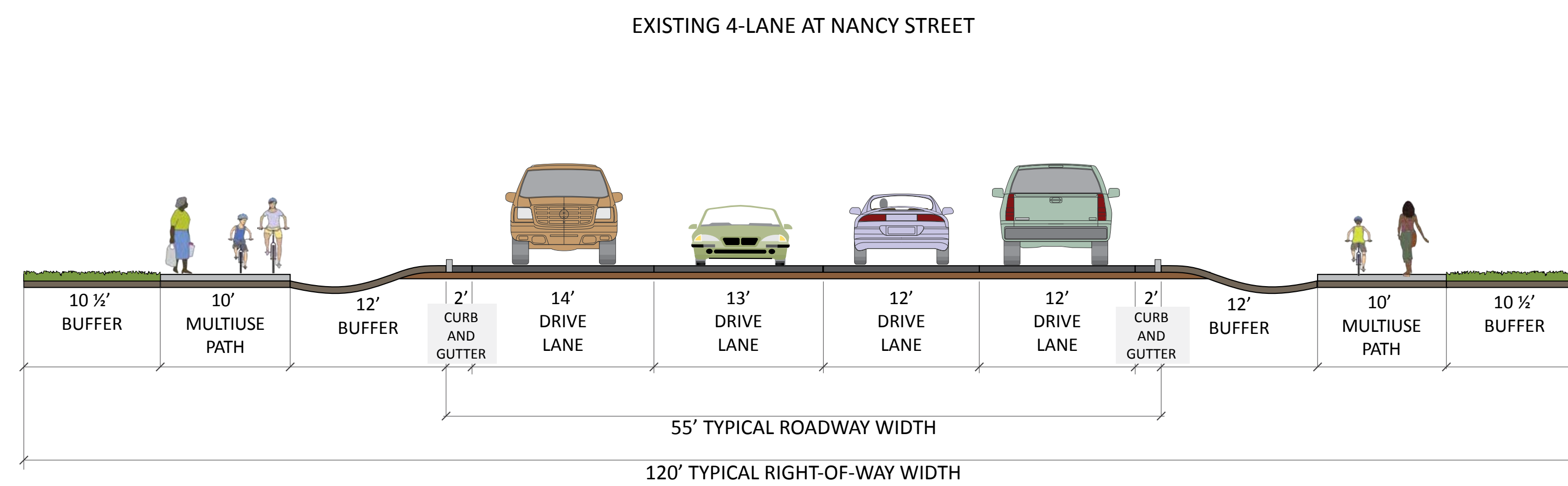
Concept B3: Roundabouts at Stephen Richards and Floyd Dryden

Concept B4: Roundabouts at Stephen Richards, Floyd Dryden, and Mendenhall/Valley

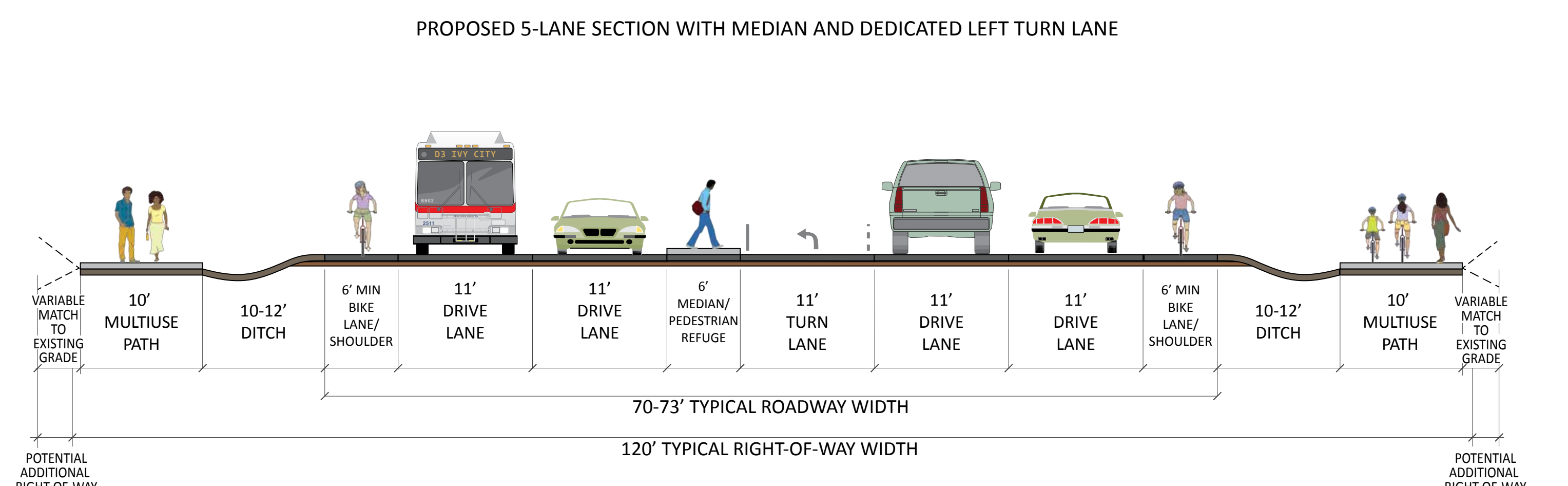
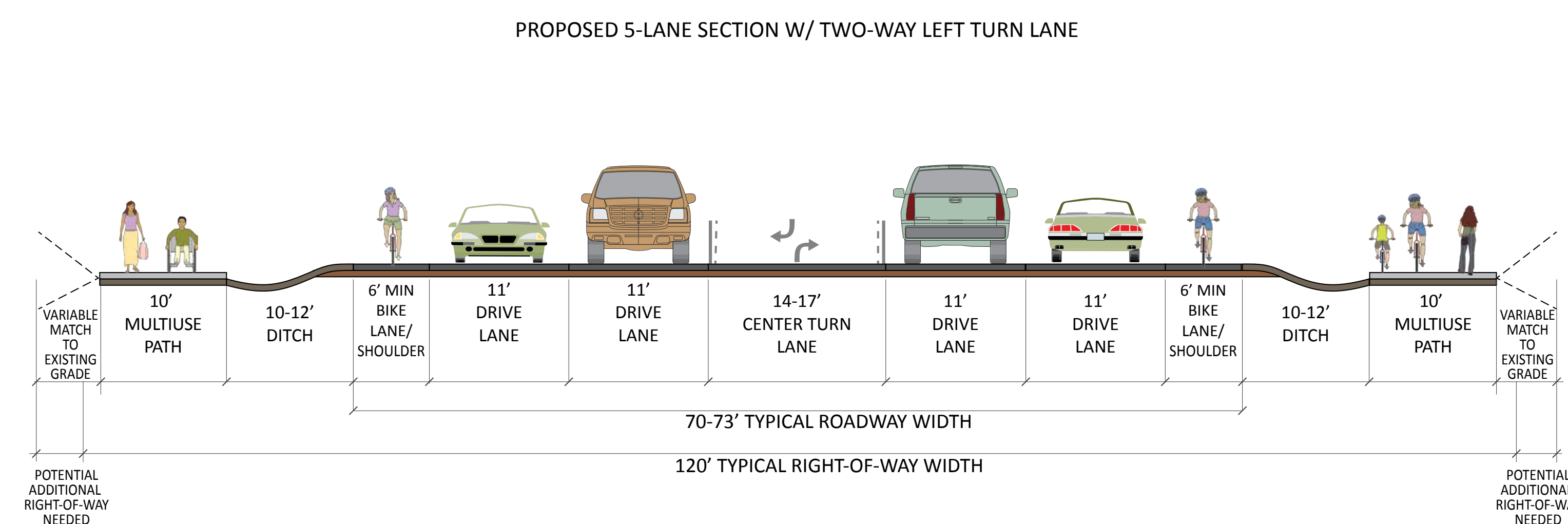


Existing and Proposed Roadway Cross Sections

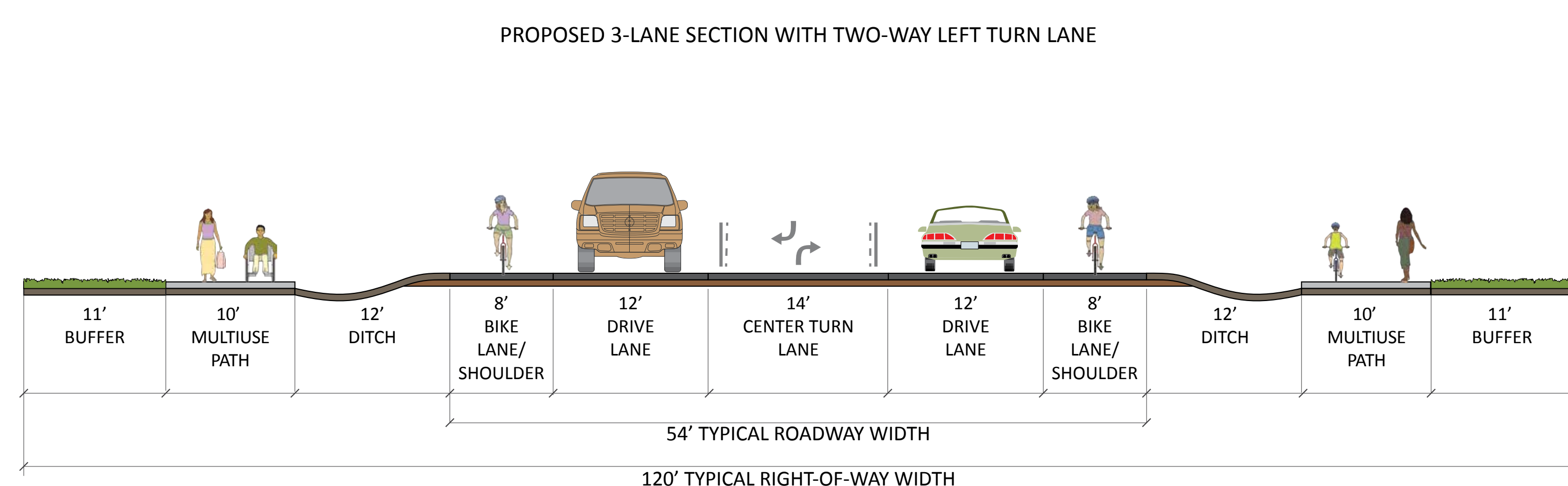
Existing Cross Sections



Proposed 5-Lane Section



Proposed 3-Lane Section



Roundabout Benefits vs. Traffic Signals

➤ Traffic Operations

- Improves efficiency by reducing delay and number of stops
- Make vehicle travel speedy more consistent

➤ Traffic Safety

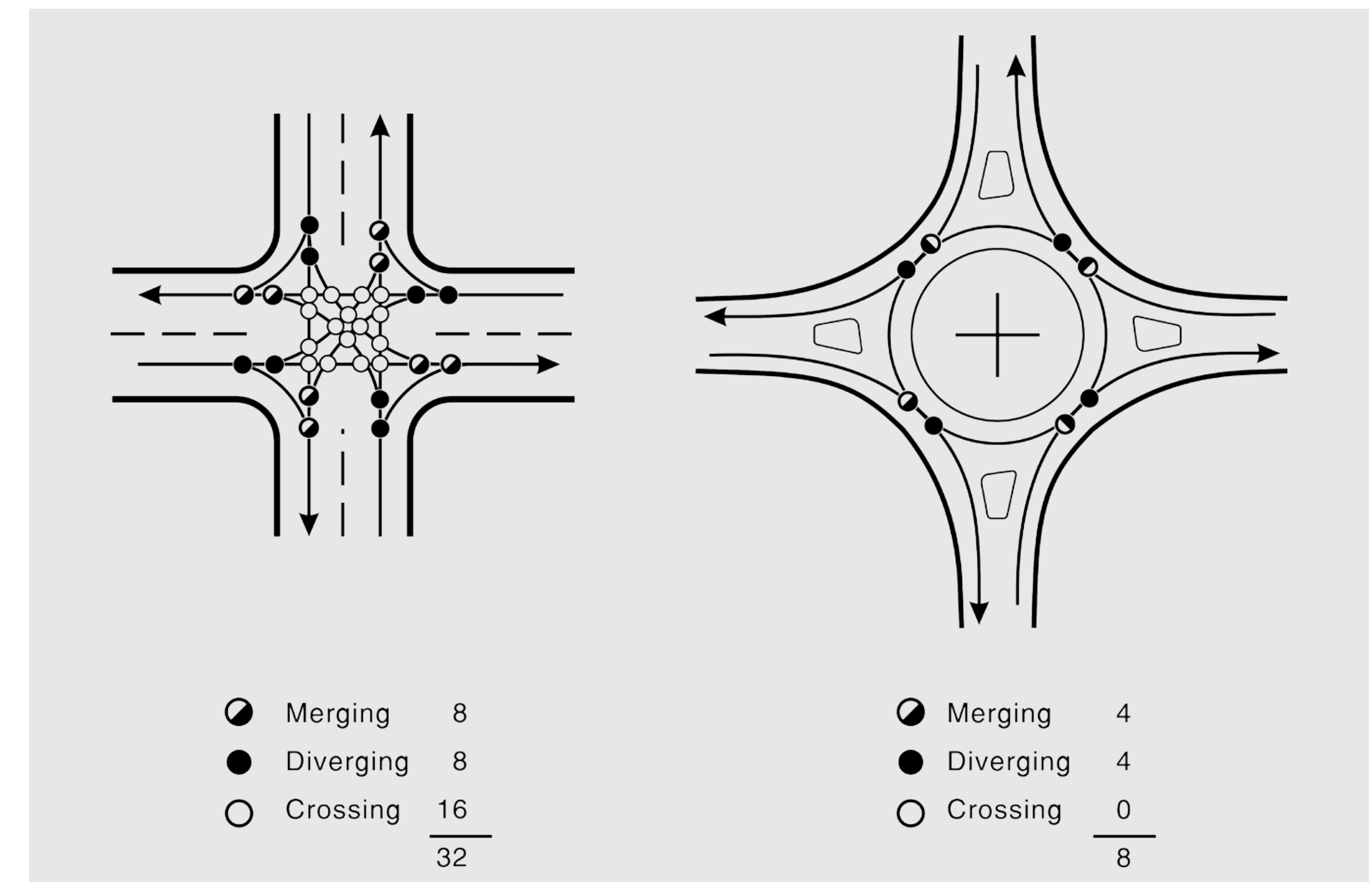
- 40-50% reduction in overall crashes with roundabout(s)
- 70-80% reduction in injury crashes with roundabout(s)

➤ Right of Way

- Requires more right-of-way at intersection, but possibly less on roadway segments

➤ Pedestrians and Bicyclists

- Roundabouts reduces conflict points
- Bicyclists can ride in circular roadway or traverse roundabout around the perimeter as a pedestrian
- Pedestrians cross via marked crosswalks with raised medians and supplemental traffic control for multilane crossings



November Open House & Stakeholder Meeting

➤ General Corridor Comments

- Bike Lanes
 - Need clear signage and striping
 - Improve width and continuity
- Consider marked crosswalks and median refuges
- Design must facilitate effective snow removal
- Area-Wide Transportation Plan calls for 35 mph boulevard
- Bus Stops
 - Need pedestrian crossings at bus stops
 - Consider additional bus pullouts
- Avoid corridor widening
 - Longer pedestrian crossings
 - Reduced buffer and snow storage
 - Focus widening at Stephen Richards
 - Three lanes consistent with traffic volumes

➤ Location Specific Comments



Short Way-Floyd Dryden Connection



- Provide secondary access to Floyd Dryden Middle School via Tongass Boulevard to Haloff Way Signal
- Relieve congestion at Floyd Dryden Access Road
- Needed under concepts without Floyd Dryden roundabout



Corridor Concept Evaluation

► All Concepts

- Intersection and corridor improvements reduce vehicle delay and queuing
- Protected-only and flashing yellow arrow left-turn control reduce crashes 40-60%
- Consolidating driveways reduces conflicts, particularly with path users
- Additional lighting, crossings, and transit facilities improve user experience

► Concept A Family (Concepts A1, A2, and A3):

- Improves side street delay slightly
- Increases pedestrian crossing distance and time
- Reduces vegetation and noise buffer
- May require additional right-of-way
- Predicted to experience more crashes than three-lane section
- Increases construction costs
- Impacts vary by extent of widening

► Concept B Family (Concepts B1, B2, B3, and B4):

- Concept B1
 - Similar benefits to Concept A1 with fewer widening impacts
- Roundabout Concepts (B2, B3, and B4)
 - Improve traffic operations beyond Concept A levels
 - Decrease crash frequency and severity
 - Decrease pedestrian crossing delay
 - Require right-of-way acquisition at intersections
- Concepts B3 and B4
 - Substantial traffic operations improvement at Floyd Dryden
 - Roundabouts in sequence enable U-turns in place of difficult left turns out of side streets and driveways

