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
- Difficultly 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
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
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

- **Insufficient Turn Lane Length**
- **Skewed Alignment**
- **Peak hour congestion**
- **Mixed response to signal and roundabout**
- **Egress Difficult**
- **Driver Confusion**
- **Stop signs on Riverside Drive may increase demand on Mendenhall Loop.**
- **Enhance school crossings**
- **Investigate Connection in coordination with CBJ**
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