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| 50 | Old Dairy Road Resurfacing and Bike Lane/Shoulder Widening | Reconstruct Old Dairy Road from Glacier Highway to Yandukin Drive and add bicycle lanes. Pavement width would be 31.5 feet, plus gutter, curb and sidewalk on the south side to Airport Blvd. Repair and upgrade drainage. | Near-term | 5 |
| 51 | Under Thunder Pathway | Along the base of Thunder Mountain, construct a pathway between the Mendenhall Glacier Recreation Area and Egan Drive. Provide connections from the pathway to neighborhood streets east of Mendenhall Loop Road. Connect Atlin Drive to Hurlock Avenue using existing right-of-way. | Near-term | 6 |
| 52 | Mendenhall Mall Road Improvement | The Mendenhall Mall Road is privately owned. Acquire public ownership and improve the street to include landscaping, bus pullout/shelter, curb and gutter, formalized access to parking areas and bicycle lanes. | Medium-term | 7 |
| 53 | Glacier Highway-Airport Area Streetscape Treatments | Coordinate and extend street furniture, landscaping and interpretive signage from the Mendenhall Loop Road Boulevard project. | Long-term | 8 |
| 54 | Airport Access Conceptual Only- No Priority Assessment | In the long term consider future airport development plans to ensure that development of the transportation system on Egan Drive is coordinated with future airport access needs. The future system should ensure efficient access between the regional system and the airport. In addition, consider that land use development and zoning in the area will influence future airport access needs. | | |
| 55 | Glacier Highway-Egan Drive to Glacier Highway North Conceptual Only- No Priority Assessment | It is forecast that the 2020 two-way traffic volumes will be approximately 12,000 vehicles per day on this section of road. A three-lane facility will accommodate these traffic volumes. Preserve the existing right-of-way to construct five lanes if needed at the end of the planning horizon. | | |
| 56 | Glacier Highway-McNugget Connection Conceptual Only- No Priority Assessment | To promote system redundancy, consider a road connection between the sections of Glacier Highway that terminate in the vicinity of the McNugget intersection. | | |

Industrial Blvd/Engineer's Cut-off Road, Back Loop Road Deficiencies

Forecast transportation deficiencies relate to isolated intersection capacity and/or geometric deficiencies on Glacier Highway at the Industrial Way, Fritz Cove, and the Back Loop intersections. In addition, there is potential for significantly more development to occur in this sub-area. Such development can be more easily accommodated if steps are taken beforehand to preserve right-of-way for transportation links and connections.

Industrial/Engineer's Cut-off, Back Loop Road Priority Solution List

| ID | SOLUTION | DESCRIPTION | TIMEFRAME | PRIORITY |
|----|--|--|-------------|----------|
| 57 | Glacier Highway-Riverside Drive to Jensine Street Improvement | Construct intersection and traffic flow improvements, particularly in the vicinity of the Industrial Blvd intersection. Widen Brotherhood Bridge to reflect new roadway section and alignment on both ends and provide for increased volumes of vehicles, pedestrians and cyclists. | Near-term | 1 |
| 58 | Industrial Boulevard, Engineer's Cutoff Road and Fritz Cove Road Pedestrian and Bicycle Improvements | Construct bicycle and pedestrian facilities on these roadways. Recognizing constraints, provide lighting as appropriate. | Near-term | 2 |
| 59 | Back Loop Road and Montana Creek Road Improvements | Construct a separated path from Mendenhall River School to the river. From the river to Auke Bay, construct pedestrian and bicycle facilities, bus pullouts/shelters and intersection street lighting. Widen Montana Creek Road and Skaters Cabin Road and add sidewalks and bike lanes. | Medium-term | 3 |
| 60 | Glacier Highway-Mendenhall River to Auke Bay Conceptual Only- No Priority Assessment | Preserve right-of-way and limit access onto Glacier Highway between Riverside Drive and Auke Bay to ultimately develop this road as a four-lane free flow facility providing higher capacity and mobility and less accessibility. This could be constructed instead of or in combination with the Auke Bay Bypass. | | |

Auke Bay/Glacier Highway Deficiencies

Forecast transportation deficiencies relate to Auke Bay specifically, in that the Glacier Highway is the only arterial through the area as well as the "main street" of the sub-area. Within a relatively congested area, there is a significant difference in travel speeds between motorized vehicles making local or through trips and pedestrians and bicyclists traveling along or across the highway. This area must be designed to adequately serve pedestrians, bicyclists, local vehicle trips and through vehicle trips.

Auke Bay/Glacier Highway Priority Solution List

| ID | SOLUTION | DESCRIPTION | TIMEFRAME | PRIORITY |
|----|---|--|-----------|----------|
| 61 | Glacier Highway-Fritz Cove Road to Auke Bay Ferry Terminal Roadway Reconstruction, Back Loop Road Intersection Improvement and Auke Bay "Main Street" Treatment | Construct a roundabout or traffic signal at the Back Loop Road intersection. Integrate the intersection with main street/traffic calming treatments through Auke Bay. Treatments to be used include landscaping, sidewalks on both sides of the street, access management, pedestrian level lighting, bus pullout/shelter, curb extensions and bicycle lanes. A roundabout could serve as a gateway treatment and a traffic-calming device in the school area. Include pedestrian crossing amenities between University of Alaska campus facilities that are separated by the highway. | Near-term | 1 |

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| 62 | Glacier Highway-Tee Harbor to Echo Cove Improvements | Widen Glacier Highway travel lanes and provide a pedestrian and bicycle pathway, or shoulder lane, from Tee Harbor to the end of the road. | Medium-term | 2 |
| 63 | Auke Bay Ferry Terminal Improvements | As more ferry service is provided, particularly fast ferry, there will be a need for additional on-site parking. Improved services for non-motorists will also be needed such as a shuttle service and bicycle connections. Improved USFS campground signage and route information is needed at the terminal. Install time sensitive flashing lights that are activated for motorist activity around a ferry arrival or departure. When activity subsides, flashing light will automatically turn off. | Medium-term | 3 |
| 64 | Lena Point/NOAA Access | Identify and improve the access route to the proposed NOAA facility at Lena Point. Alternatives include improving the existing road or constructing a new access road through the interior of Lena Loop. The interior road will also provide access to other CBJ lands for future development. | Near-term | 4 |
| 65 | Glacier Highway-Auke Bay Bypass | Realign Glacier Highway from Auke Lake to the ferry terminal to function as a bypass of Auke Bay. | Long-term | 5 |
| 66 | Future Ferry Terminal Conceptual Only- No Priority Assessment | If an additional ferry terminal is constructed north of the existing terminal, access and parking at both terminals should be evaluated as a function of the ferry service to be provided at each location. | | |