

APRIL 2013

Detailed Project Description & Alternativ

The proposed project would

- resurface Egan Drive from 10th Street to Main Street
- add bike lanes
- widen sidewalks
- improve pedestrian crossing opportunities by reducing the number and/or width of driving lanes
- improve and add Americans with Disabilities (ADA) compliant pedestrian facilities
- repair the Merchants Wharf retaining wall

Specific project details are outlined in **Table 1** below and depicted on **Project Overview Sheets 1-5** listed in the documents page.

Table 1. Proposed Project Activities and Alternatives **(APRIL 2013)**

Location	Proposed Activity & Alternatives APRIL 2013
Entire Corridor	<ul style="list-style-type: none"> • Resurface Egan Drive • Acquire portions of privately and publically owned properties for ROW; some parking at the National Oceanic and Atmospheric Administration (NOAA) Sub-port parking lot would be lost
10th St. to Whittier St.	<ul style="list-style-type: none"> • Widen the existing sidewalk on the seaward side from 8' to 11', • convert to a multi-use path • retain the vegetated buffer between path and driving lanes: path would accommodate pedestrian and two way bike traffic* <ul style="list-style-type: none"> ○ Downside: cyclists mixed with pedestrians ○ Possible alternative – bike lanes** added to Egan in both directions (high volume of traffic at high speeds make this challenging for bikers) ○ Possible alternative – split path into a) area for pedestrians only, and b) a one way cycle track*** into town (challenge is what to do with returning bike traffic – along Willoughby or Egan) • Narrow driving lanes on the inbound side of Egan Drive • To accommodate the widened path, desired buffers, and medians, potentially widen corridor by up to 4' on the seaward side and by up to 1' on the landward side • insert liners in approximately nine storm drains with outlets located in Gastineau Channel
Whittier St. to Willoughby Ave.	<ul style="list-style-type: none"> • Construct 6' bike lanes in both directions • Remove existing raised median and install at new location with new layout • Merge two inbound lanes to one • Two outbound lanes remain but the beginning of the right lane would be a protected right turn from Willoughby on to Egan • Relocate storm drain and lighting system on seaward side
Willoughby Ave. Intersection	<ul style="list-style-type: none"> • Reduce number of outbound through lanes entering intersection from two to one • Provide dedicated lane for right turns from Willoughby on to Egan for a total of two outbound lanes leaving intersection • Reduce number of inbound through lanes from two to one and provide a dedicated left turn lane from Egan onto Willoughby • Construct median refuge island to provide a two stage pedestrian crossing of Egan • Provide street access to seaward side utility vaults

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Location	Proposed Activity & Alternatives APRIL 2013
Willoughby Ave. to Main St.	<ul style="list-style-type: none"> • Reduce outbound traffic to one lane • Reduce inbound traffic to one lane • Retain dedicated left turn lane from Egan onto Main • Construct 6' bike lanes in both directions • Widen sidewalks • Add two-way left-turn lane for vehicles accessing the Goldbelt Hotel, Seadrome Building, and Merchants Wharf • Relocate storm drain and lighting system on seaward side
Main St. Intersection	<ul style="list-style-type: none"> • Widen sidewalk along south side of intersection • Reduce outbound traffic to one lane and construct a bike lane • End inbound bike lane west of intersection and merge with vehicle traffic <ul style="list-style-type: none"> ○ Alternative – extend the bike lane into the intersection
Merchants Wharf Retaining Wall	<ul style="list-style-type: none"> • fill existing wave scour that is undermining the retaining wall • provide future erosion/wave scour protection on outside of repaired wall, which could be in the form of driven sheet pile, an excavated and constructed wall with back fill, or riprap
<p><i>For more info on the alternatives referenced above, visit the websites listed below or their links listed on this website's documents page.</i></p> <p>* Bikeway Facility Design Survey of Best Practices: http://www.portlandoregon.gov/transportation/article/334689</p> <p>** Bike Lanes Alternative: http://nacto.org/cities-for-cycling/design-guide/bike-lanes/</p> <p>*** Cycle Track Alternative: http://nacto.org/cities-for-cycling/design-guide/cycle-tracks/</p>	