Table 2. Comparison of April vs. February 2014 project details.

Location	April 2013	What's Different – February 2014
Entire Corridor	• Resurface Egan Drive • Acquire portions of privately and publically owned properties for ROW. As a result, some parking at the National Oceanic and Atmospheric Administration (NOAA) Sub-port parking lot would be lost.	• No change from April proposal
10th St. to Whittier St.	• **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** o Possible alternative – bike lanes added to Egan in both directions (high volume of traffic at high speeds make this challenging for bikers) o 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 9 storm drains with outlets located in Gastineau Channel	• **Retain 8' sidewalk on seaward side and 6' sidewalk on landward side** • **Add a 6' buffered bike lane to both sides** • Bike lane is separated from driving lanes by 2' wide buffer; bike lane and sidewalk are separated from each other by curb and gutter • **Narrow driving lanes in *both* directions** • **Reduce median width**
Whittier St. to Willoughby Ave.	• 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	• **Two inbound lanes remain but the left through lane transitions to left turn only at Willoughby**

Location	April 2013	What's Different – February 2014
Willoughby Ave. Intersection	• 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	• No change from April proposal
Willoughby Ave. to Main St.	• 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	• No change from April proposal
Main St. Intersection	• 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 o **Alternative – extend the bike lane into the intersection**	• **End inbound bike lane west of intersection and merge with vehicle traffic**
Merchant's Wharf Retaining Wall	• 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	• No change from April proposal