

## Transportation and Infrastructure Focus Group

In Attendance – AEL&P, CBJ Utilities Department, CBJ Engineering Department, Alaska Department of Transportation and Capital Disposal

### S.W.O.T. Analysis

#### **STRENGTHS:**

- Central location for the industrial uses, AEL&P, CBJ facilities like recycling center
- Adequate bike lanes
- Convenient access for customers and employees; short commute from the Valley; can avoid Downtown traffic
- Lots of flat, industrial land

#### **WEAKNESSES:**

- Traffic (the DOT light at Davis will help)
- Biking between W. Auto and Breeze-Inn is difficult; heavy traffic, gravel and dust
- Dust on the roads
- Not bike-friendly along Glacier Highway
- Zoning is a challenge; increased residential use in a historically industrial area
- Making left turns onto Glacier Highway can be difficult, especially at W. Auto and Breeze-Inn
- The location of the sewer utilities in the right-of-way

#### **OPPORTUNITIES:**

- Hauling materials (gravel) via train instead of trucking it
- Air quality testing
- Extending Short St. to recycle center to provide a 2<sup>nd</sup> access
- Round-a-bout at Concrete Way and Glacier Highway
- Creating a bike path that would allow cyclists to avoid most of Glacier Highway; down Anka, cross over Lemon Creek and cut through the neighborhood before connecting back to Glacier Highway somewhere past Switzer Creek
- Constructing a full intersection at Concrete Way and Glacier Highway
- A 2<sup>nd</sup> access to Home Depot/Costco area; this could help keep some of the heavy truck traffic off Glacier Highway
- A bypass for industrial uses

#### **THREATS:**

- Separation of uses: industrial/commercial vs. residential; bike/pedestrian vs. auto/truck traffic
- Lack of land
- Safe routes for pedestrians and cyclists

**10 YEARS FROM NOW WHAT WOULD YOU LIKE TO SEE CHANGE IN LEMON CREEK:**

- Improved public transportation
- A bike path that avoids Glacier Highway