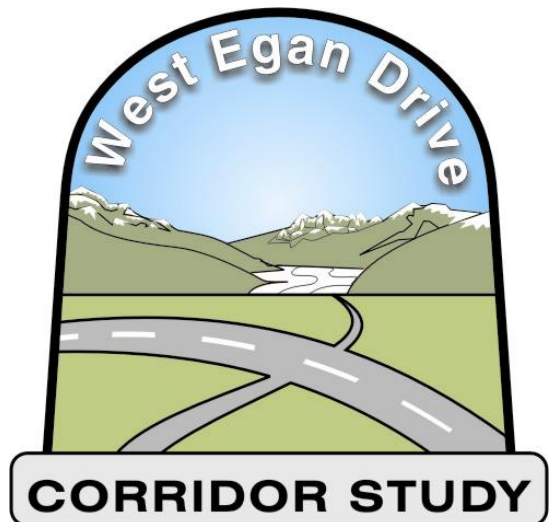
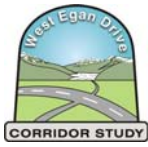


Section 3

Final Report Chapter 1 Appendix (Public Involvement)





Section 3: Public Involvement

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Public Event Summary 1

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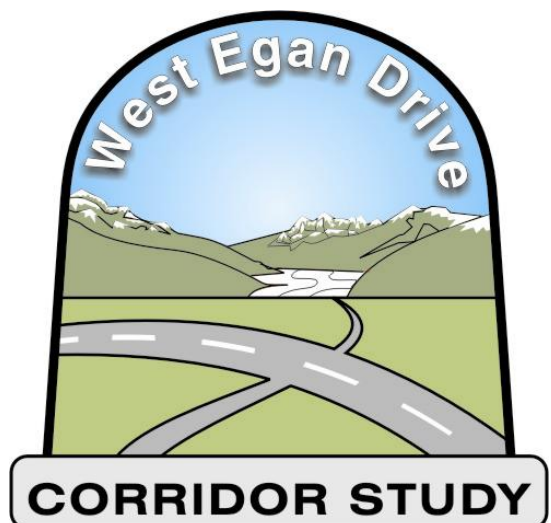
CBJ Meeting 1

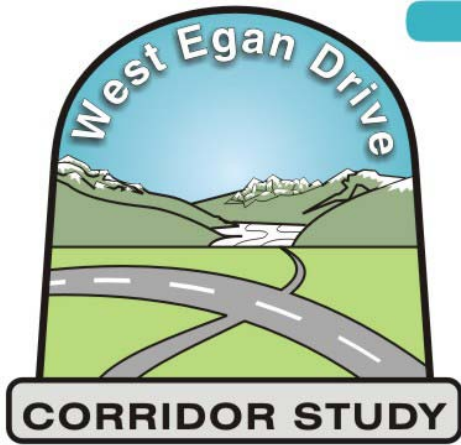
CBJ Meeting 2

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Section 3 – Public Involvement

CAC Summary 1





West Egan Drive Corridor Study

Citizens Advisory Committee Meeting #1—April 10, 2002 Summary

April 19, 2002

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

Attending

Citizens Advisory Committee (CAC) Members: Peter Anderegg, Larry Bauer, Susan Bowman, John Cooper, Mike Doyle, Dave Hanna, Joe Johnson, K Koski, Jack Manning, Peter Nakamura, Dave Ringle, Tom Satre, Tim Sunday, Murray Walsh, Tom Wehnes

Staff: Pat Carroll, David Hawes, Chris Morrow, and Rick Purves, Alaska Department of Transportation and Public Facilities (ADOT&PF); Sam Kito and John Stone, City and Borough of Juneau (CBJ)

Consultants: Lee Rodegerdts and Beth Wemple, Kittelson & Associates, Inc.; Elaine Cogan and Suzanne Roberts, Cogan Owens Cogan; Jane Gendron and Steve Jochens, CH2M Hill; Linda Snow, Southeast Strategies

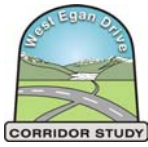
Guest: Al Kruse

Elaine Cogan opened the meeting by introducing Chris Morrow, who introduced the project team of ADOT&PF and CBJ staff and consultants. CAC meetings are scheduled at key points in the West Egan Drive Corridor (WEDCOR) study so the Committee's input can be considered in the decision-making process. CAC Members are the link between the public and the technical study.

Next, CAC members introduced themselves and described, in one word, Egan Drive within the study area. These are their comments:

- Freedom
- Traffic
- Interesting (mentioned twice)
- Congested (mentioned 3 times)
- Busy
- Urgent
- Jobs
- Uncertain
- Bottleneck
- Familiar
- Resources
- Confusing

Chris Morrow, project manager, thanked members for participating on the Committee. He said that this is the first time that ADOT&PF Southeast Region has worked with a CAC and he invited members to give him feedback as the study proceeds.



Chris explained that Egan Drive is 30 years old and it is time to study how it should serve Juneau in the future. The first newsletter was mailed to every postal customer in Juneau and about 180 responses to the questionnaire have been received so far. Some people do not seem to be aware that ADOT&PF is already looking at other intersections on Egan Drive, at Sunny Point and soon at Salmon Creek. The WEDCOR study area covers more than Egan Drive as problems and potential solutions are interrelated.

Discussion followed. Comments and questions from Committee members and guests are in italics. Responses from staff and the consultants follow in regular print.

Has ADOT determined a general policy for grade-separated interchanges in the middle portion of Egan Drive?

A free-flowing Egan Drive is not the Department's goal. We are proposing an interchange at Sunny Point but the Vanderbilt intersection will probably remain signalized for quite a few years.

Are we locked into the study area? School buses on Mendenhall Loop Road contribute to congestion in the morning. They are not mentioned in the technical memoranda (memos).

We are talking mainly about infrastructure improvements and are not looking at locations that far away from the study area. But we will consider your comment.

CBJ is considering widening Riverside Road. Will this study take that into consideration?

Yes, we plan to include information from other studies.

Work Program and Schedule

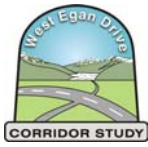
Next, Lee Rodegerdts, consultant team leader, distributed a diagram of the study process. He explained that we are at the beginning of the project, conducting the planning and engineering study. This will continue for about one and a half years and be followed by the environmental document phase required under the National Environmental Policy Act (NEPA). That portion of the study is expected to take from mid-2003 to late 2004. Final engineering and construction will follow.

During the current stage of the project, the planning and engineering study, the project team and the CAC will develop alternative solutions which will then be refined and analyzed, leading to the recommendation of a proposed action.

Will we receive updates throughout the process?

Yes, copies of all draft documents and rough concept solutions will be distributed to the CAC.

Will the three alternatives presuppose the choices of either free flow, not free-flow or a combination?



We have no preconceptions about the alternatives. There is more than one possible solution for any of the problems we will identify. We will begin with more than three alternatives, then narrow them down, looking at how everything fits together.

Will there be a new origin and destination survey?

No, our forecasts are based on a combination of historical traffic patterns and future population and employment projections.

The memos are missing a number of elements; for example at Industrial Drive, big vehicles can hardly move while others are speeding. We need to look at the mix of vehicles using the system.

We do intend to look at all types of users.

Can we have information about contacts?

Members were asked to be in touch with Chris, who will forward messages to other members of the project team as appropriate. (chris_morrow@dot.state.ak.us or WEDCOR@dot.state.ak.us)

Will we see the results of the questionnaire responses?

The deadline for responses is May 17 so we will have them all summarized in time to report at the next CAC meeting. The summary also will be available on the WEDCOR Web site (<http://projects.ch2m.com/WEDCOR>), which should be up next week.

Do you want our comments on the proposed solutions that are described in the memos? Some of them seem problematic, like the prohibition of turns at Glacier Highway/Old Dairy/Trout.

The turn restrictions are part of an ongoing project. Yes, the more input you give us, the more influence you will have on the study. Give and take is important. Decisions will not be made without the advice of the CAC.

Public Involvement

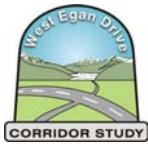
Next, Elaine Cogan described the public involvement program. There will be four newsletters during the study and five CAC meetings. For now, the meeting dates are June 19, August 28, December 11, 2002 and March 12, 2003. The Committee agreed that 6:30 pm is a good time to meet. Chris agreed to e-mail the list of meeting dates and a membership list to the CAC.

Decisions will be reached through consensus and general agreement.

The first public event will be June 20, 2002 at the Mendenhall Mall. CAC members agreed that the best time for the event is between 4:30 and 8:30 pm. Members were asked to spread the word and encourage people to attend.

Environmental and Transportation Conditions

Next, Lee introduced presentations of the current environmental and transportation conditions that are detailed in the Lay and Technical Memoranda #2 and #3.



Steve Jochens summarized the snapshot of the physical and environmental conditions in Technical Memo #2. Updated drafts as well as all graphics will be in the final technical memos and on the Web site. CAC members will receive all final memos and graphics.

Linda Snow then presented socioeconomic conditions of the study area. The three basic industries in Juneau are government jobs; tourism; and providers of region-wide services, retail, and recreation. Current conditions include the impacts from the downturn of timber, fishery and mining industries. If the capital moves out of Juneau, the City would become even more vulnerable to regional economic conditions.

The study area is the main commercial center of Juneau, with many retail and service businesses. Traffic flows through the study area, flows between points outside the study area and points within, and circulates between businesses within it.

To the northwest of the study area, about 12,000 people live in Mendenhall Valley. The study area is a through link to the airport, downtown, other transportation facilities, business centers, and businesses that transport freight and mail throughout the region.

We should mention that airport traffic contributes to the traffic bottleneck. Many drivers in that area do not know where they are going. The same could be said about the ferry terminal. The traffic leaving and entering the airport is distinctly different from other through traffic and should be considered as a fourth type of travel in the study area.

Are we including ferry terminal planning? Changes in ferry service will affect the traffic in the study area.

Based on our projections, we are not expecting an increase in traffic because of changes in the ferry schedules. That could change if a road to Juneau is built. The 20-year plan will be updated to reflect future changes in traffic.

Are you planning to analyze growth potential in the study area? We do not have much industrial/commercial land available. You need to look specifically at this use.

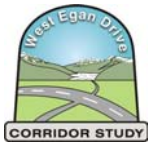
Our traffic projections are based on households and employment in and surrounding the study area as well as historical patterns.

When will the forecast be made?

We have just begun working on it and plan to present it at the next CAC meeting. The maps in the memos show the percentages of projected increases, many of which were based on the City's previous work.

Since this is a destination area, we need to look at development potential and what it means.

The City recently studied shrinking industrial areas due to commercial/business use in industrial zoned areas and recognizes the lack of commercial space and are looking at how to expand zoning for business.



Next, Beth Wemple presented traffic conditions and forecasts for all transportation modes. She asked members to look for any gaps in the data and advised them that their input will be taken into consideration as the study moves forward.

For pedestrian facilities, there are multi-use paths, sidewalks and crossings with good coverage on both sides of Egan Drive. However, the road itself is a barrier, due to its width and high speed. Bicycle facilities also are provided in most parts of the study area.

Glacier North has painted bike lanes now.

The condition of the Egan Drive path between Loop and Fred Meyer is poor.

A current project is looking at improving that path. The path mentioned is a vital bike link between Valley to Lemon Creek.

I assume all facilities that are mentioned in these memos are functioning at least up to code.

We will be studying that as alternatives are developed in more detail.

There has been discussion about trails in the wetlands, for example, recreational paths along Jordan Creek.

The Juneau Non-motorized Transportation Plan covers this. We will evaluate connections to the trails as alternatives are developed.

Technical Memo #3 documents where transit services exist but the key is where most passengers get on or off the buses. We will take this into consideration as we move forward.

Beth explained that the measures used to evaluate traffic conditions include the Level of Service (LOS) and volume-to-capacity ratio. Generally, conditions are fairly good during the morning peak hours but cars are becoming increasingly stacked up at some intersections. During the afternoon peak hours, traffic is near or over capacity at several intersections.

Regarding the AM LOS F at Glacier Highway/Trout/Old Dairy, has consideration been given to the new signals to be constructed at Jordan and at Shell Simmons?

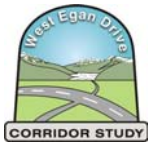
The analysis assumed the two intersections were signalized.

Are you taking the proposed new high school into consideration?

Yes, we have accounted for it and also for the recreation area in our forecasts.

At the intersection of Trout and Glacier Highway I turn right rather than left to avoid going through two red lights.

There are so many non-through trips on Glacier Highway that ADOT&PF has found significantly less delay is created by not coordinating the signals that will be constructed this summer. We are not planning to coordinate them initially.



Analyzing the drive patterns after the lights are installed will be valuable. Perhaps a fresh count 90 to 120 days after Glacier Highway improvements are finished?

We will look into that possibility.

Do you have a breakdown for accidents by intersection? I am curious about the rate for vehicles turning right from outbound Egan Drive to Mendenhall Loop then merging left to make the left from Mendenhall Loop into Super Bear (Mall Road).

The accident types and severities at each intersection are documented in Tech Memo 3. We are aware of that particular conflict (weaving) on Mendenhall Loop Road. However, at Mendenhall Loop and Egan Drive, most of the reported accidents are southbound.

When accidents occur at the Egan Drive/Fred Meyer intersection, Egan Drive is basically shut down for one to two hours. And they are serious accidents.

Project Goals

The last item on the agenda was a CAC discussion of the draft Project Goals that were developed by the project team. The Committee was asked if anything should be added or changed. The discussion is summarized below. The revised Goals will be distributed to members.

We should say we want to minimize and “mitigate for” impacts.

There should be more of an effort for landscaping. That could be a part of the natural resources impacts Goal. Currently the standard for landscaping is low.

That could be a standard that we set but is it really a goal that will help us with the transportation alternatives?

Maybe we could say “consider landscaping opportunities.”

I do not want to have ugly roads.

These goals seem to maintain the status quo. Maybe we could say something about enhancement of aesthetics. The Goals should be about improving conditions; use words like “maximize” or “exceed.”

Sometimes aesthetics can create unsafe conditions. I hope we make a point of creating safe road conditions.

We are talking about goals, not tools, which will be a part of the overall plan.

I like the Goals. They are fairly neutral. They can be the criteria by which we judge the alternatives.

The Goals should say that the alternatives we develop will be prioritized.

Would that actually be a goal to guide us through the process?



Our process already calls for the prioritization of alternatives but it would not hurt to say it in the Goals.

Do we already have good auto and pedestrian access? Change “maintain” to “provide.”

Add “reduce impacts to and impacts from maintenance.”

ADOT&PF already has criteria for evaluating projects in terms of funding. Safety and capacity are always high priorities. Do we want to change the emphasis of these goals to motor vehicles to improve our chances of receiving funding?

We are looking at all modes when ADOT&PF writes justifications in terms of safety and capacity.

I don't want to spend a lot of money to create unsafe auto conditions to accommodate bicycles.

We should leave it as is; we have to include bicycle needs.

Keeping bicycles off the roadway by providing them other facilities keeps Egan Drive safe.

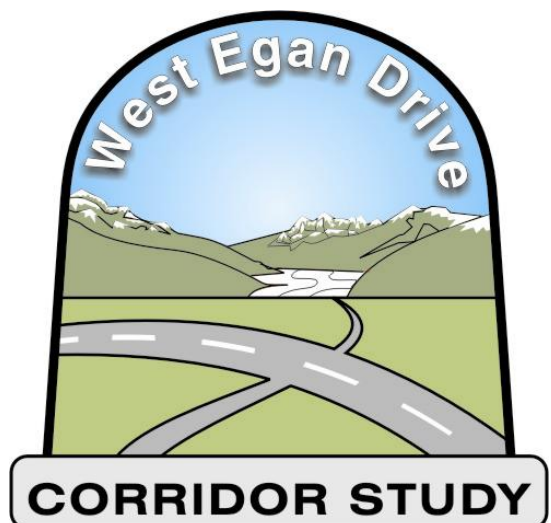
In all of the documents we've been given, autos are always listed last.

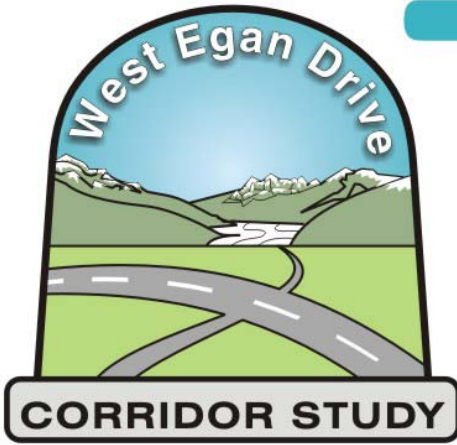
The Committee agreed to alphabetize the modes.

As there was no public comment, the meeting was adjourned. **The next meeting is Wednesday, June 19.**

Section 3 – Public Involvement

CAC Summary 2





West Egan Drive Corridor Study

Citizens Advisory Committee Meeting #2—June 19, 2002 Summary

July 23, 2002

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

Attending

Citizens Advisory Committee (CAC) Members: Peter Anderegg, Larry Bauer, Susan Bowman, John Cooper, S. Kirby Day, Mike Doyle, Peter Nakamura, Dave Ringle, Murray Walsh, Tom Wehnes, John Williams

Staff: Project Manager Chris Morrow, David Hawes, Rick Purves and Reuben Yost, Alaska Department of Transportation and Public Facilities (ADOT&PF)

Consultants: Lee Rodegerdts and Hermanus Steyn, Kittelson & Associates, Inc.; Elaine Cogan and Suzanne Roberts, Cogan Owens Cogan; Jane Gendron and Steve Jochens, CH2M Hill; Linda Snow, Southeast Strategies

Guest: Jonathan Morrow

Elaine Cogan opened the meeting by reviewing the agenda for the evening. CAC members were encouraged to participate in the first public event, scheduled for June 20. At this event, the public will view and comment on the work that has been done for this project thus far.

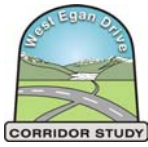
Questionnaire Results/ Review Progress of Study

Chris Morrow, project manager, presented the results of the questionnaire that was distributed in Newsletter #1 to every postal customer in the City and Borough of Juneau. A total of 251 questionnaires was received. Responses indicate that most residents are substantially familiar with the study area. The results also appear to validate the technical work by listing many of the same problems that have been cited by the Project Team.

Next, Lee Rodegerdts, consultant team leader, described the progress of the West Egan Drive Corridor (WEDCOR) Study. He explained that we are now at the end of the Purpose and Need task and in the midst of initial concept solution development. A summary of the discussion follows.

Purpose and Need

Lee reviewed the discussion from the last CAC meeting on existing and future conditions. The estimate of future delays is based on today's intersection configurations and estimated growth



and are the primary motivations for the ultimate solutions. The Purpose and Need will remain in draft form throughout this study.

Discussion followed. Comments and questions from Committee members and guests are in italics. Responses from staff and the consultants follow in regular print.

Traffic conditions vary greatly between winter and summer. When did you evaluate the conditions or did you measure the differences between the two seasons? Did you also consider the two new gas stations that are proposed?

Data was collected during peak season, i.e. summer. The summer season has the highest traffic volumes and is therefore the design condition. Although we did not consider proposed gas stations in exact locations, we did consider that there will be more additional growth.

How far into the future are your projections?

To the year 2025.

This will be a phased plan. ADOT&PF will start building and possibly update the plan if needed, based on our observations of traffic conditions. Factors could change, such as the relocation of the state legislature, but we based our projections on what we know now.

Many intersections will be at or over capacity, but you show them as acceptable. The Purpose and Need should include a chart showing intersections that will be over capacity and also safety aspects. More people can relate to safety issues than level of service.

The Purpose and Need addresses these issues by listing safety needs and including a table in the appendix that shows the volume-to-capacity (v/c) ratio as well as the level of service.

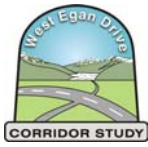
The concepts are not easily grasped by the general public. The tables are difficult to read. Safety data would be of interest to the average citizen.

Is it possible to predict accident characteristics with the data we have?

No, it is not easy to predict intersection safety. We can look at existing patterns and congestion. There are different types of accidents. We will look at ways to better illustrate future safety conditions before the next public event.

Next, Lee explained that the process begins with a broad range of alternatives that are compared with the Project Goals, draft Purpose and Need and the Evaluation Criteria. After this initial screening, the concepts will be narrowed down, and we will look at them in more detail, reporting those results at our August 28 CAC meeting. We will then narrow the alternatives down to three that are viable, at which time we will conduct a more detailed analysis.

The Purpose and Need plays a role in the National Environmental Policy Act (NEPA) process and also guides our project. It is the biggest screen we use to evaluate the alternatives. The first few pages of Technical Memo #4 summarize the Purpose and Need. The remaining pages provide supporting documentation.



Lee then summarized the five elements of the Purpose of the Action, which are consistent with the Project Goals, and the five primary elements of the Need for the Action. These elements are listed in Memo #4. Members were asked to comment.

There will eventually be a second crossing over Gastineau Channel. That is likely to be in the study area. This needs to be considered as we progress through the study.

ADOT&PF will be looking at that in the next few months. There is only one possible place in the study area for the crossing to connect (Yandukin). The Purpose and Need includes consistency with other plans in the Egan Corridor. The crossing will be looked at in that context. Do we want this issue elevated to the Purpose and Need, which drives the study?

Members agreed that the crossing does not need to be included in the Purpose and Need but that it should be considered in the study in terms of how it may affect the phasing of projects.

We should add reference to emergency vehicle access, particularly ambulance and fire. All are currently located near the airport and access to the valley, Switzer Creek and Industrial Boulevard is very bad. If it becomes any worse, we will lose fire insurance ratings due to slow response time.

This is one of our Goals and Evaluation Criteria. It will be looked at, but do we need to put it in the Purpose and Need?

The access is acceptable right now but we should be certain that our proposed alternative does not negatively affect access. My point is that the situation will get worse and needs to be included. But a fundamental issue is to get us more support in the NEPA process.

Where and how do we express it? Is there anyone who does not think it should be added to the Purpose and Need, under Safety?

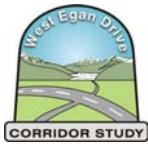
We could add it to Airport Access and change this heading to Airport Area Access, so that we are addressing emergency vehicles as well as airport traffic. Perhaps it would strengthen the Needs by adding this as a bulleted item.

Emergency vehicle access would be its own bulleted item and, in the memo, is mentioned under System Linkage.

We will add it as a bulleted item under System Linkage and make this change to the board before tomorrow's public event.

There is a lack of shoulders on Brotherhood Bridge. Can you add that as a bulleted item, under Pedestrian and Bicycle Facilities?

Yes.



Evaluation Criteria

Next, Lee introduced the draft Evaluation Criteria, which are a blending of the Purpose and Need and Project Goals. He explained that our first study of the alternatives will be a more broad (qualitative) application of the evaluation criteria and that later there will be a more refined (quantitative) application. He asked members for comments and explained that they, as well as the public, will be asked to give their rankings to the Evaluation Criteria.

What is the purpose of ranking them? I am not sure that any one should override another, although it does make sense to have the Purpose and Need first.

We are looking for guidance from the CAC on what is more important when we study the alternatives. It is very important to get public input as well. At this point, no evaluation criterion will be eliminated.

Ultimately, we should determine which of the Goals is most important.

The Goals are directly reflected in the Evaluation Criteria.

“Ranking” may not be the right word. We are looking for a sort, from most to least important. This will not be a numerical ranking of the 18 Evaluation Criteria.

Next, CAC members placed colored dots (green =very important, yellow = somewhat important, red = not important) on a display board of the draft Evaluation Criteria to indicate their opinions on the level of importance of each one. The result of this exercise is attached to this summary; it includes the worksheet from Committee member Joe Johnson, who was not present at the meeting but sent his response to ADOT&PF. [Note: after the exercise, the CAC agreed that the red dot should indicate less important, rather than not important. This change was made prior to the public event.]

In summary, **Safety, Traffic Operations and Compatibility with Pedestrians** scored the highest. Three of the four highest scoring criteria are also listed in the Purpose and Need. Compatibility with bicyclists was rated as less important than compatibility with pedestrians.

The public will be asked to complete the same exercise during tomorrow’s public event.

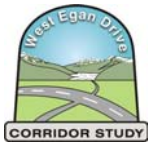
The results of the dot exercise give a good visual impression of what people’s opinions are.

That is the benefit of such an exercise—to allow us to see where we are as a committee and what we should pay more attention to.

Can a blank form of this exercise be sent to us so that we can complete it and send it in? This time, the form should allow us to rate with five levels of importance, rather than three.

Yes, we will do that and report how the responses differ from the exercise you just completed.

This will be a great exercise for the public. I will be curious to see the results.



Some of the Evaluation Criteria, such as right-of-way acquisition, are difficult to understand if you do not have the technical knowledge.

What if we give the public a limited number of dots so that their priorities more clearly stand out?

From our experience, most people understand how to do this exercise, and it very quickly tells us where they stand. It also helps people understand the compromises that we face in this study.

If we provide them with individual worksheets, people would be less likely to be influenced by what is already on the board. This would improve the validity of the results.

This would not be practical because people will be coming and going at different times throughout the event.

They could fill out the sheets and we could continuously update a display board with the results.

A valuable aspect of the public process is that people talk to each other. Adding steps to the original dot exercise simply takes more time. Putting the worksheet on the Web site and continuously updating the results is a good idea. The more people who provide comments, the better.

The Committee agreed to use the original dot exercise at the public event.

When will you want statistically valid data?

We do not want to use a mathematical formula as the sole mechanism for selecting an alternative. We want to get a general idea of what is important to the public. The results will not lock us into any decision. However they may influence the decision. If the final recommendation is significantly different from what is important to the public, we will have to explain why.

Do we want to give them a limited number of dots, as was suggested earlier?

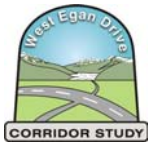
I don't think that would be necessary. This is intended to be a fun, interactive exercise that provides a snapshot of public opinion. It is not meant to be a statistically valid survey.

The Committee assented.

Initial Concepts

Next, Hermanus Steyn summarized the 12 initial concepts. He began by describing the general types of intersections that are included. The concepts are divided into three basic systems: at-grade intersections, interchange/grade separations, and full interchanges.

He explained that the ultimate solution can be a combination of several concepts, although we do want some uniformity to Egan Drive. The idea is ultimately to have three complete systems to take to a higher level of detailed analysis.

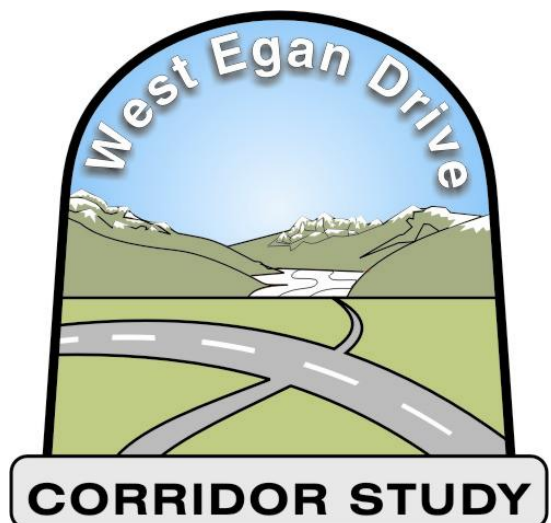


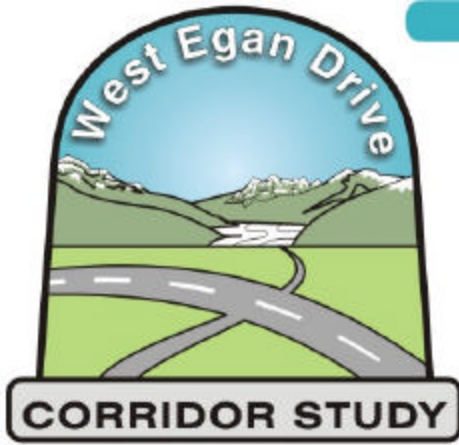
Members were asked to send any input they have on these concepts to the Project Team. At our next meeting we will revisit them, taking in consideration recommendations from the CAC and the public as well as results of further evaluation by the project team.

As there was no public comment, the meeting was adjourned. **The next CAC meeting is Wednesday, August 28.**

Section 3 – Public Involvement

CAC Summary 3





West Egan Drive Corridor Study

Citizens Advisory Committee
Meeting #3—August 28, 2002
Summary

November 12, 2002

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

Attending

Citizens Advisory Committee (CAC) Members: Peter Anderegg, Larry Bauer, Susan Bowman, John Cooper, S. Kirby Day, Tony Dummer, Dave Hanna, Joe Johnson, Jack Manning, Dave Ringle, Tom Satre, John Williams

Staff: Project Manager Chris Morrow, Pat Carroll, David Hawes, Rick Purves and Reuben Yost, Alaska Department of Transportation and Public Facilities (ADOT&PF); Sam Kito and John Stone, City and Borough of Juneau (CBJ)

Consultants: Lee Rodegerdts and Hermanus Steyn, Kittelson & Associates, Inc.; Elaine Cogan and Suzanne Roberts, Cogan Owens Cogan; Steve Jochens, CH2M Hill; Linda Snow, Southeast Strategies

Guest: Leanne Ng

Chris Morrow, ADOT&PF, project manager, reviewed the meeting agenda. The objective of this meeting is for the CAC to review the project team's 12 alternative solution concepts and possibly suggest three or four that will be studied in more detail. Some Committee members remarked they did not have enough time to review Memo #5 in sufficient detail before the meeting.

Next, Elaine reported that the first public event, held June 20, was well-attended and resulted on much valuable feedback. Many people commented that improvements to the study area are needed and the pedestrian, bicycle and environmental aspects, as well as traffic, need attention.

Lee Rodegerdts, consultant team leader, provided an update on the progress of the study. He explained that we are on schedule, nearing the end of the concept solution stage. In response to the CAC members' earlier questions and to address anticipated design issues, the project team conducted an Origin-Destination survey this past week. It shows where people are traveling to and from within the study area. The results of the survey will be summarized at the next CAC meeting and public event.

Describing the overall process for evaluating the concepts, Lee began by reviewing the evaluation criteria. The order has been adjusted with the Purpose and Need first, followed by the general priorities of the CAC and the public.



Discussion followed. Summarized comments and questions from Committee members and guests are in italics. Summarized responses from staff and the consultants follow in regular print.

Is it coincidence that the evaluation criteria are grouped so nicely or did the team do some reordering to make them fit together under broad categories?

To some degree, the categories are listed according to ADOT's priorities; they are very similar to the CAC's and public's priorities.

Why did you use an average rather than raw score when evaluating the alternatives against the criteria? It seems there was a clearer break in the raw data.

To get a general assessment--in high, medium and low categories. We have the raw data for later use.

When did a second crossing of the river become a part of the study?

It was mentioned a few times by the public as an option to consider.

Is ADOT exempt from CBJ zoning regulations?

Not completely; we have to coordinate with the CBJ.

Residents are not allowed access to an industrial area through a residential area. It would be ridiculous to try to do so. This area would suddenly become very busy. There is a house at the intersection.

Government agencies have more flexibility than residents, but all our plans will require review by CBJ. With all the options, we will respect current zoning ordinances.

The comprehensive plan would need to be amended.

If the will of the people is to provide access, the government is enabled to make this happen.

It would be very difficult and the people there would not like it.

There is a good reason for looking at crossing the highway from Vintage onto Industrial. This is a critical lifeline. If something obstructs it, we would not have emergency access to the area west of the river.

If there is a south highway crossing, it will go into industrial land.

Discussion of Alternative Solution Concepts

To formally begin the discussion of alternative solution concepts, Lee explained that the study area is divided into three sub-areas. First, he described Area #3, which is the west end of the study area, and the concepts for this area, 4D and 4E.



Area #3—Concepts 4D and 4E

Lee said the performance of the two concepts for traffic operation and non-motorized users is fairly similar. They both perform well and meet the Purpose and Need. The river crossing results in poor environmental ratings.

It is not clear how much traffic these concepts would affect. Trucks on Industrial are not going to this area. They go to the ferry or downtown.

The route would serve residents using Egan Drive to get home.

You lose access from that area to Auke Bay. It seems we are just moving the traffic.

Why have these concepts been studied before the Origin-Destination study? Also, what was the motivation for the second crossing? Was it safety or traffic volumes on intersections?

It is primarily the volumes on intersections as well as emergency vehicle access.

Why not utilize Crazy Horse Drive right-of-way up Sherwood Lane to the property by the Trooper station? This would open property and move the intersections further apart.

Should there be a connection from Crazy Horse to Nugget Mall?

There would be a real problem with left turns, especially for trucks, with the slippery hill.

Maybe the grade could be fixed.

It is possible to relocate Berners Avenue south, to the north border of the airport, on the south side of development. This may allow us to avoid industrial zoning problems.

These concepts would severely impact the people in the area and cross a very busy street. Although I recognize the need for improvements, I feel disheartened about moving toward an "Anchorage feel."

Because we have divided the study area into separate sections, doing nothing in this area is an option. It is important that we make improvements in Area #1 because it is identified in the Purpose and Need. The concepts in Area #3 may or may not need to happen. Looking out 30 or 40 years, if the concepts in Area #1 do not solve our problems, we will look at the concepts in Areas #2 and #3.

Area #2—Concepts 4A-C

Lee described the three general concepts, which are similar in traffic operations—they generally reduce delay.

In 4B, is there a divided median so that drivers cannot turn left? How does this affect access to the commercial development on the south side?



There would still be highway access.

It is not important that non-motorized traffic crosses the highway. It is more important that it can move along the corridor, to the bridge.

Many tour buses use the parking lot (near the trail) because of the view. This concept would make it too time-consuming to get to the parking lot. 4C would have the least change and provides a better way to turn left, but any of these concepts would make the turn almost infeasible.

Residents in the area may like to keep professional drivers out of the area. 4C is the most beneficial for tour buses.

Improvements to Vintage Boulevard and Riverside Drive would affect these concepts.

We should keep in mind that the Peterson Hill area is expected to develop. It would be a shame to force traffic into smaller neighborhoods.

We could move the intersection to Sherwood Lane, but this might result in worse intersection performance. It would be less safe because of the grade.

Yes, in addition, an unsignalized intersection is more affected by sight distance, especially on a horizontal curve.

The main idea is to focus left turns on one road.

Don't force tour buses or increased traffic into existing or future residential areas. Concept 4C does not do this.

A variation of this concept could include a frontage road.

Does the Committee agree on any of these concepts?

Something needs to be done. There is too much freight traffic to continue with the existing system. If we could agree on 4B with a frontage road for tours and recreation, I would be very happy.

It would help to have a frontage road for tourism and recreation. Concept 4C is not acceptable; 4A is where we will be in 15 years.

A frontage road is a good idea. It would be good to have more than one thoroughfare.

Could we have an extension to Sherwood Lane on 4A? This would provide trail access without creating problems for drivers on Egan and Industrial.

Should we put a light at Industrial?



Grade is a problem. A signal might solve problems, but only in the short term. Peterson Hill will be developed, causing more traffic down the highway on Sherwood.

These options would turn my five-minute commute into a 20-minute commute because of the limited access to Egan Drive.

There would be a problem with the right-of-way through Bentwood (near Semco Welding and the bus barn) because it is not as wide as we thought. Concept 4B is the best solution.

There should be some non-vehicle access to Brotherhood Bridge, perhaps underneath the bridge.

Area #1—Concepts 1A-C, 2A-F and 3A-C

Lee discussed the four general categories of evaluation criteria and how the twelve concepts scored. He explained why Concepts 2C and 2E rate the highest and Concepts 1A, 1B and 1C rate among the lowest for traffic considerations and for non-motorized users and public transit. He also presented the reasons why Concepts 1A, 1B and 1C rate the highest for environmental impacts and practical considerations. The remaining concepts ranked in the middle. He also explained that potential safety issues are associated with Concepts 1A, 1B, and 1C and need to be resolved to meet the project's purpose and need if they are carried forward to the next phase of the study.

It seems that some improvements could occur during the first phase, and others during the second phase, maybe 15 years from now. The evaluation criteria don't seem to reflect that possibility.

We are looking at staging the improvements. Specific details will come later when we study the three refined concepts.

Why are there no grade separations? It seems that an alternative from Old Glacier to McNugget would be an efficient solution.

An at-grade solution would add a fourth leg to an already large intersection. We would be looking at more lanes.

Traffic would either turn right onto Egan or go straight through, using existing lanes.

We would add a left turn on Egan.

Would we have to? People can still get to Fred Meyer.

There would still be an effect on the traffic flow.

The James Boulevard/Lemon Spur Road connection would take local traffic out of the Mendenhall Loop/Egan Drive intersection.

Consider links and how they affect intersections in the nearer future. Can we build the Atlin/Lemon Spur link and not need the Mendenhall Loop improvements for 15 years?



Creating a signalized intersection would be an interim fix. It may delay the need for an interchange for a while. We are predicting greater needs in the next 20 years.

We need an at-grade concept similar to 2C to have fair and even performance; otherwise we would be open to criticism.

For 1C to work, we would need to accept a questionable level of service or restricted movements.

Could we do 1C and frontage lanes? If we are talking about a blending, try to develop two roads closer together. This would decrease the size of intersections and make enough space in between for bicycles and pedestrians.

We have not talked about the idea of pedestrian/bicycle bridges instead of elevating traffic.

We would have to meet the Americans with Disabilities (ADA) requirements, but it can be done. (In our experience), pedestrian bridges are not well used.

We would be remiss not to consider a frontage road from Atlin to Fred Meyer. This would take traffic off Egan Drive.

Should we not continue with these ideas without at-grade intersections?

If we don't consider them, we will be asked why.

Concept 1C with new markings should be carried forward for further study. Otherwise, we will need to explain why it does not work. It will be looked at anyway during the environmental analysis. It goes nicely into 2C and 2E. Design an intersection at McNugget and a frontage road to relieve safety issues.

If we carry an at-grade concept forward, it should be the best one possible.

Concepts 2C and 2E do not provide a way to turn left out of Vintage and Riverside. We would be moving much traffic onto Mendenhall Mall.

Dimond Park is a major use area. There needs to be access to Riverside Drive. I like the grade-separated option, but we would not have efficiency of movement with frontage road intersections.

We could have diamond intersections on Egan at Riverside and Mendenhall Loop but eliminate westbound access from Mendenhall Loop to Egan.

We could also add a left turn lane under Egan to create more merging room.

I would be concerned about the free right turn on Riverside Drive and traffic on the frontage roads.

By eliminating the right turn, we would force more traffic into the shopping center area.



A right turn onto Vintage might be better than through the mall.

I am hearing many concerns with Concepts 2C and E.

Yes, especially with the planned growth.

Why does the frontage road seem more attractive? You would end up with multiple signals.

Yes, this decreases efficiency.

Waiting two or three lights is faster than waiting two or three cycles.

It is important to have whatever signal system is most efficient.

Regarding 2C, more people may want to use Mendenhall Loop Road than is shown.

I suggest looking at the Honolulu freeway system as an example. It is based on a split diamond design but with early off-ramps that provide more room to merge.

Grade separations solve the problem of through-truck movement but not local auto traffic. We should provide free movement for the majority rather than the minority of traffic.

Mendenhall Loop is designated as a major facility.

We could have a free right turn from Egan to Mendenhall Loop.

The majority of traffic flow will not always be on Mendenhall Loop. There is only so much room for growth on Mendenhall Loop. Dimond Park could generate more in the future.

We have two major intersections close together. We cannot plan on the same growth patterns that exist today. I don't like 2C and 2E. We need to improve access to both intersections. I am open to Vintage as an option.

Completing the Riverside connection seems like a good idea. The Vintage turn is unsafe; closing it off makes sense.

Concept 2C is the only good option, but to extend Vintage rather than Riverside. The frontage road system is an improvement.

Would it be too close to the bridge?

That is not an issue. I see Industrial moving down to Curtis Avenue. Vintage will need a grade-separated intersection. Brotherhood Bridge could be a double-decker.

With an interchange at Vintage, the ramp would extend at Riverside, making for a bridge that is not aesthetically pleasing.

I would not want driveways that would affect access to Industrial and the highway.



What elements of the concepts should we carry forward in this study?

The connection between Fred Meyer and Old Glacier Highway.

The extension to Atlin.

A one-way connection from Lemon Spur onto Egan, westbound. I predict that more areas will be developed as commercial in the future.

Another crossing/connection from the airport to Mendenhall Valley (either Vintage or Riverside).

What about the other end of the study area?

Would cul-de-sacs generate law suits? Is there a better way to accommodate businesses?

We will look more closely at this.

With a different type of intersection at McNugget, is a full interchange at Yandukin necessary? There would be no need for left movement.

There still would be accidents if it is left at-grade.

Why? Left turns could be eliminated.

If drivers can get to Fred Meyer from McNugget, there would be no need for left movement. The traffic between downtown and the airport could be addressed with signals.

The public has expressed concerns, especially with left turns out and back into town.

I am looking for a way to avoid more intersections because of their cost.

Twenty years from now, with expected growth, we will need them.

What elements of the concepts should we not carry forward?

Mendenhall Mall Road is treated as a public road. It is a parking lot and should be treated as such to avoid creating chaos with businesses in the area.

I am concerned about James Road, with the intersection with Mendenhall Mall Road. We would have two left turns in a short distance, which would lead to traffic jams. Two right turns would be somewhat less problematic.

We could close off one end and direct traffic to Riverside.

We should not be "cul-de-sacing" access to commercial areas unless necessary. Businesses tend to do miserably when access to them is limited. We should give more thought to these impacts.



I am not so concerned about this. Impacts to business could be controlled if improvements are made in the right order.

I disagree. Consumers are unpredictable but tend to choose businesses that are easily accessible.

The interchange should not dump traffic into the airport area. This study should coordinate with the Airport Master Plan. There needs to be a transition between high speed and lower speed areas.

There are no plans for changes to access in the airport area.

How can we slow down the traffic?

The curvature of the road can help.

It is important for commerce that there is access from Industrial to the airport. We also need access from either Vintage or Riverside to the highway to take pressure off other intersections.

Public Comment

Leanne Ng, manager of Safeway, said she is opposed to closing Vintage and Riverside because of its negative effect on her business. She said that making turns in this area is already difficult. She asked whether a light at Vintage would help drivers on Industrial.

I am opposed to closing Vintage. We have the opportunity to put in more office space there. If we close Vintage, traffic is pushed to the post office, which would be overburdened. Also, with the proposed second high school on Riverside, we need another arterial.

Chris reviewed the next steps, which include a project team meeting the following day to refine the 12 alternative concepts to approximately three, based on the comments from this CAC meeting.

I have not had enough time to distill the information we have received.

I would like to see the results of the Origin-Destination survey.

How much input can we provide to the three remaining concepts?

Have you already decided what they will look like?

We have no preconceptions of what the three concepts will look like.

We seem to be the most comfortable with 2C, but there are some spots with which we are still uncomfortable. It would be good if you could bring three or so concepts back to us. They should include serious attention to the Vintage/Riverside area, where I don't believe that all possible solutions have been presented.



In recognition that CAC input is needed to help refine the final concepts that will be recommended for further study, **an additional CAC meeting is scheduled for November 20, 2002.** The public event will be delayed until early 2003.

We need to see the material sooner for future meetings.

Meeting adjourned.

Section 3 – Public Involvement

CAC Summary 4





West Egan Drive Corridor Study

**Citizens Advisory Committee
Meeting #4—November 20,
2002**

February 19, 2003

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

Attending

Citizens Advisory Committee (CAC) Members: Larry Bauer, Susan Bowman, John Cooper, Tony Dummer, Dave Hanna, Joe Johnson, K Koski, Jack Manning, Peter Nakamura, Tom Wehnes

Staff: Project Manager Chris Morrow, Pat Carroll, Alaska Department of Transportation and Public Facilities (ADOT&PF); Allan Heese and Sam Kito, City and Borough of Juneau (CBJ)

Consultants: Lee Rodegerdts and Beth Wemple, Kittelson & Associates, Inc.; Elaine Cogan and Suzanne Roberts, Cogan Owens Cogan; Steve Jochens, CH2M Hill; Linda Snow, Southeast Strategies

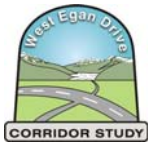
Guest: Bruce Abel, Joanna Markell

Elaine Cogan opened the meeting, reminding the CAC that the project team has narrowed the original list of 12 alternatives to four. Having four alternatives rather than three is the direct result group's input at the last meeting.

Chris Morrow, ADOT&PF, project manager, thanked members for their participation. This extra CAC meeting was added to the work scope to give members a full opportunity to discuss the alternatives before they are studied further. We are beyond the conceptualizing and brainstorming phase and hoping to have only minor revisions as a result of tonight's meeting.

He also explained that earlier in the day, the project team made a short presentation explaining the project to the CBJ's Public Works and Facilities Committee that was well received. The Committee members said they have appreciated being involved early and continuously in the process. They asked questions about overall impacts and the proposed extension of Lemon Spur to Jordan Creek. He explained to the Committee that we will look at the range of impacts later and that each decision will have tradeoffs.

Lee Rodegerdts, consultant team leader, reviewed the project schedule, slightly modified to accommodate this additional CAC meeting. This stage of the project, the Planning and Engineering Study, is still expected to be completed in the summer of 2003.



Origin-Destination Survey Results

Beth Wemple presented the results of the Origin-Destination study. The purpose of this study was to identify travel patterns within the study corridor in order to estimate the routes motorists might choose with new connections. The results were considered in the selection of the four alternatives.

Discussion followed. Summarized comments and questions from Committee members and guests are in italics. Summarized responses from staff and the consultants follow in regular print.

What did you learn about the motorists turning left on Egan from McNugget?

Sixty percent of them go out the road and 40% into the Mendenhall Valley.

What time of day were the counts made?

Counts were conducted during the morning and afternoon peak hours. That particular count was conducted during the afternoon peak, that is, from 4 to 6 pm. We did not look at the left turns from westbound Egan Drive to southbound Mendenhall Loop Road.

How many surveys were made?

They were conducted during one workday. It was the Tuesday before school began.

The percentages above seem high.

It would have been good to conduct the survey one week after school started. Wouldn't there have been more traffic?

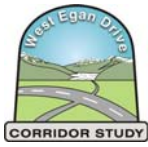
We were trying to determine traffic patterns, rather than quantity. We want to see where the bottlenecks occur and where new roadways are most needed.

What was the status of the Old Dairy/Glacier Highway? Were the signs up yet?

Yes, the signs were up.

Memo #5 Discussion of Functional Layouts and Confirmation of Four Alternatives

Next, Lee explained how the project team arrived at the four alternatives. Two meetings ago, the CAC agreed on the draft Purpose and Need. That is the foundation for the alternatives now being discussed. The team distilled the 12 alternatives the CAC reviewed at its last meeting to four concepts, capturing members' input as much as possible. The four concepts were then studied in detail and compared with the evaluation criteria and traffic operations.



The four alternatives can be categorized into two groups. The first, Alternative 4, essentially preserves the existing character of Egan, maintaining existing signalization and at-grade intersections. Turn lanes and through lanes are added; creating bigger intersections. This alternative now contains other things the CAC requested that were not part of the original at-grade alternatives, such as the extension of Lemon Spur Road. There are traffic signals at key intersections and an extension of Riverside Drive.

The other three alternatives are variations on the theme of trying to separate local and regional traffic. They preserve Egan for regional connections but also improve access for local trips. All modes benefit from this separation. Some variations are dependent upon each other, such as the Vintage and Industrial improvements, while others, such as improvements to the east end and west, are not.

After Lee described the distinguishing characteristics of each alternative, members discussed their questions and concerns.

Alternative 1

What is the grade on the south side of the Vintage intersection where Glacier Highway cul-de-sacs?

Egan is over the existing streets.

Why is Glacier Highway a cul-de-sac?

The angle of Glacier Highway at the intersection [Egan Drive South Ramp] would create difficulties for cars to negotiate the intersection.

Alternative 2

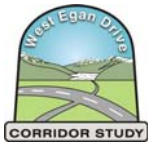
Can't we have a turn onto Egan from the Lemon Spur extension to go northbound onto Mendenhall Loop?

The off-ramp for Mendenhall Loop is in the same area. They would be too close together for an on-ramp. Anything less than half a mile is a problem--it creates a weaving section, which means that traffic in each lane needs to cross over to the other lane.

Why not create a bypass from the McNugget intersection so that a right turn off Egan allows you to merge into the bypass lane? Otherwise, it seems we have lost a critical connection between Fred Meyer and Mendenhall Loop. Basically, we could create a single lane that is parallel to Egan and a direct access to Mendenhall Loop.

When combining a frontage road with an off-ramp, we create a weaving section on the frontage road.

We would have one right-only access point onto Mendenhall Loop—it could not be left.



The challenge is that we would have two off-ramps very close together. The signage could be confusing.

It would connect to James or Mendenhall Mall. We still get the Fred Meyer traffic to Mendenhall Loop.

People could travel home without having to make one more loop around.

The environmental impacts at Lemon Spur would be great. I hope there would be a connection that would have little impact.

Reinforcing Mendenhall Mall Road would create safety hazards. Impacts to Jordan Creek can be minimized. I support a bypass to Mendenhall Loop.

We are trying to make each alternative the best it can be. We have looked at some detailed traffic options and still have other evaluation criteria to review.

At what point do you determine that an alternative will not work?

We are establishing a long-term framework—to 2025. Individual projects will be looked at along the way.

There should be a map of constraints, such as environmental, that we can consider as we develop options.

We did that to some extent in the qualitative analysis when we rated each alternative against the 18 evaluation criteria, which were prioritized according to input by the CAC and the public. We are not yet ready to declare fatal flaws but have determined that the airport area around a potential Egan/Yandukin interchange and churches will be protected. We recognize that there will be trade-offs. In the quantitative analysis, we will evaluate whether impacts outweigh benefits.

Alternative 3

Why is there not an off-ramp from Egan sooner, for a free right to Fred Meyer?

Egan is elevated at that point.

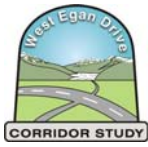
It may not cost much more to do.

Am I hearing a desire for direct access into Fred Meyer?

Yes. (general agreement)

More development is expected in Golden Heights. There should be more access to that area.

That is something we could consider including.



It seems we are putting more traffic onto Mendenhall Loop, which is not a good road now.

Yes, this would be one of the consequences.

General Discussion

Are the four alternatives comprehensive enough for analysis?

In Alternatives 1 and 4, we need to look at wetland maps when considering a connection between McNugget and James. We also need to address the damage that is there now. We may be able to move the route higher to reduce impacts.

It is appropriate to look at different routes. We may have to re-align anyway.

There are no routes in that area without significant impacts.

Our analysis may result in that part dropping out of consideration.

Alternatives 1 through 3 seem to widen Brotherhood Bridge, while Alternative 4 does not.

We will widen the bridge with any of the alternatives. In Alternative 4, the bridge has four lanes plus one center lane.

Lemon Spur has ponds and wetlands. There are three homes at the pond. We would cut through them. We also would be getting rid of the Atlin/Mendenhall Mall intersection.

The problem is that you still have a right turn off Egan, then a left onto Mendenhall Mall - there is no room.

You can't go across onto Atlin/Mendenhall Mall. It is not signalized.

You could go left off Mendenhall Loop onto Mendenhall Mall.

No. The only way is up to James and back. This is shown in Alternatives 1 and 3.

You could go straight up to Nancy and connect to Thomas, instead of crossing the pond.

There are more homes there. That could be a trade-off.

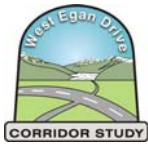
You would have to go through Jordan Creek to avoid the homes.

Connecting to James is one of the few ways to access Riverside.

What about Super Bear Pond? It is good fish habitat.

Dropping James 50 feet [further to the south] would avoid the ponds.

The Forest Service may be planning on having a building there. No, that is not the Back Loop.



If we know we want to avoid the pond, we can now talk about other issues.

Is anything proposed at Brotherhood Park (on the other side of the bridge) in the alternatives?

We cul-de-sac Industrial in Alternative 1 and Vintage in Alternative 3.

Could we realign either of them further into the park a little to keep Industrial open and allow for turn lanes in and out?

Shifting does not keep off-ramps from being too close together.

By elevating Egan across the bridge, the problem is compounded.

What if we keep Egan elevated to past Industrial so we have a cloverleaf interchange at Industrial to deal with grades?

We eliminated cloverleaf interchanges at the outset of this project due to the public's negative perception of them and problems they could create during winter weather. We talked about a half cloverleaf because we had to avoid the park, but this would be difficult to design.

At the last meeting, the CAC discussed tucking parking close to the bridge to minimize impacts to the park and nearby neighborhoods. Because of elevation, this did not work.

We could have an underpass connecting Vintage to Glacier North.

We looked at that but the challenge is the off-ramp down to Riverside or to drop Vintage/Glacier below grade. There would be water table problems because of the proximity to the river.

We are trying that at Sunny Point, where there is a dip. We should consider it—it would be relatively inexpensive.

We should keep in mind that Lemon Spur, between Fred Meyer and James, is an important habitat area. Where Jordan Creek is under Egan (the existing crossing) would be parallel to the highway toward Fred Meyer.

That could be looked at concurrently with the airport study. There may even be environmental gains. All impacts in that area should be looked at together.

There is much heavy truck traffic near the proposed intersections at Jensine. I don't see acceleration lanes, particularly on Egan, to smooth traffic. We need to take a serious look at this.

The intersection at Jensine is bad. It should be closer to the river, more in the middle of the industrial area, to accommodate businesses. There is much free space near the highway. We could realign to improve access on and off. A larger intersection closer to the river would not affect business.

How would we connect to the existing street system?



We could create a new road either straight down or a frontage road. Two or three may be needed.

We are connecting to Jensine because when we look beyond the next 25 years, we may need it. We need room to make future upgrades.

The solution is an urban renewal project. The highway may get it started. There is much bad design in all sectors. We will spend much on right of way acquisition expenses.

The width of the road will be difficult for pedestrians to cross.

The size of the intersections depends on how much traffic is going through. In Alternative 4, they are much bigger. When two intersections are close together and very big, they don't work well.

Are these [the spacing of the interchange ramp terminals] as tight as we can make them?

They are spaced to handle the longest queue we will have for a Level of Service (LOS) C (a 25 second delay), which is a shorter delay than some intersections have today. We cannot achieve this in Alternative 4. Even with all lanes, it will operate at LOS D.

Next Steps

Chris announced that the next step in the project, over the next few months, is to study the alternatives in detail compared with the remaining 17 evaluation criteria. The team will consider revisions to the alternatives, based on the CAC comments tonight.

We plan to take the four alternatives to our second public event on February 20, followed by a CAC meeting on March 5.

To inform the public, you should capture each alternative in a whole page in the newsletter. People comment on the roads but say they do not have enough time to attend our meetings.

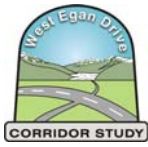
The newsletter is an effective way to reach the public. We received more than 250 replies to the questionnaire in the first newsletter, which is a significant amount. We can include another questionnaire in the next newsletter.

People who have a specific interest will always comment.

The diagrams and maps are particularly useful.

The Web site also is a good place to show this information, although we sometimes have technical difficulties with showing a lot of detail on the maps. We do want to hear from as many people as possible in this stage of the process.

Chris said that he plans to meet with individuals whose businesses or residences could be most impacted by the alternatives to make sure they are aware of the project and find out what their concerns are.



You should make sure that you talk to business owners on Industrial.

Public Comment

Bruce Abel of Don Abel Building Supply: *Cul-de-sacing Industrial would lead to substantial problems to businesses. I like that you are looking at various alternatives. It is good to suggest pushing over Industrial instead of Jensine and creating an underpass for Vintage. There should be a compromise. I chose this location for my business because of the access. Elevating Egan would impact my business.*

Any change we make will affect some business. My business is in the same area as Bruce and Alternative 4 would be the best for me.

For Alternative 3, the majority of widening would be on the south side. This would affect homes.

I hope that the process of refining the alternatives continues.

Do you have an idea of the cost of all the alternatives?

It would be over \$100 million.

If we were to build light rail, would we need these other improvements?

Yes. A study conducted in Anchorage showed that light rail would have little impact on the traffic. People find public transit too inconvenient. If they have a car, they will use it. Also, it would cost more than the alternatives we are considering, compared to the percentage of ridership expected.

Other high capacity transit is not precluded for the future. A local and express system can be accommodated by the alternatives.

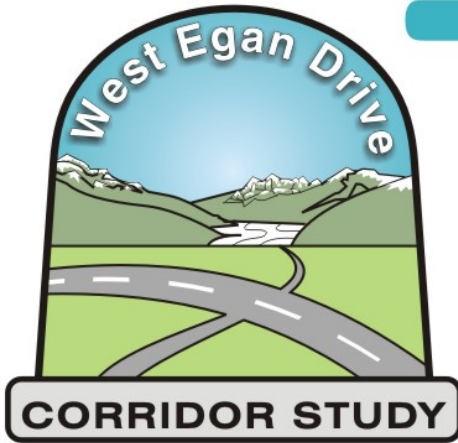
Meeting adjourned. **Public Event #2 will be February 20, 2003.**

The next CAC meeting will be March 5.

Section 3 – Public Involvement

CAC Summary 5





West Egan Drive Corridor Study

Citizens Advisory Committee Meeting #5—March 5, 2003 Summary

March 31, 2003

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

Attending

Citizens Advisory Committee (CAC) Members: Peter Anderegg, Susan Bowman, John Cooper, Dave Hanna, Joe Johnson, K Koski, Jack Manning, Peter Nakamura, Tom Satre, John Tomaro for Tony Dummer, Beth Weldon for Mike Doyle

Staff: Project Manager Chris Morrow, Pat Carroll and Rick Purves, Alaska Department of Transportation and Public Facilities (ADOT&PF); Sam Kito, City and Borough of Juneau (CBJ)

Consultants: Lee Rodegerdts and Hermanus Steyn, Kittelson & Associates, Inc.; Elaine Cogan and Suzanne Roberts, Cogan Owens Cogan; Jane Gendron and Steve Jochens, CH2M Hill; Linda Snow, Southeast Strategies

Guests: Lisa Kramer, Dan Kromarek, Ted Mervell, Pat Taylor

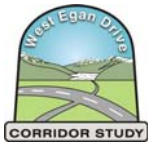
Elaine Cogan opened the meeting. Chris Morrow, ADOT&PF, project manager, reported that public comment at the February 20 event confirms the input of the CAC. After tonight's meeting, the project team will choose a Proposed Action. After that, according to Lee Rodegerdts, consultant team leader, the next step will be to develop a phasing plan for interim modifications to the transportation system that are consistent with the Proposed Action, which serves as a long-term (20-year) template.

Review of February 20 Public Event

Elaine said that more than 125 people attended the event, which was held from 4:30 to 8 pm at the Mendenhall Mall, February 20. Attendees commented on each of four alternatives in their entirety, as well as their specific characteristics. (An updated summary of responses is attached to this meeting summary.)

Summarized comments and questions from Committee members and guests are in italics. Summarized responses from staff and the consultants follow in regular print.

With a possible additional alternative, will we consider phasing? For example, in Alternative 3, Industrial Blvd. is grade-separated, which is fine for a while, but ultimately something more will be needed in that area. Are we getting to that level of detail now?



We want to build for what we expect the future to look like, based on 20-year estimates. We also will develop a phasing plan to implement the improvements over time, while we continue to monitor how traffic develops. If it does not occur as we expect, we will modify our plans.

Public Comment

Lisa Kramer and Dan Kromarek: *We own a lot next to McQueen Motors and plan to begin building on it this spring. It would be obliterated by Alternative 3. Until you make a final decision, we are unsure about how to proceed.*

Discussion of Alternatives

Elaine opened discussion of the alternatives, first raising the issue of at-grade vs. grade-separated intersections.

At-Grade vs. Grade Separation

Alternative 4 (in which all improvements are at-grade) seems less popular with the public than Alternatives 1-3. Comments?

At the public event, I heard tepidity for grade-separation although people realize it would help in some areas. For example, the Loop/Egan Drive intersection, where only so many people can get through, may benefit from grade-separation. Also, I talked with property owners who could potentially be affected and recognize their problem; we need to look at where some of these intersections will be located.

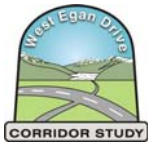
I like Alternative 4 in general and prefer at-grade intersections. Grade separation would create monstrous intersections.

I also prefer at-grade intersections, because they cause less disruptions. I don't believe we will have the population growth you are projecting and don't think grade separation is needed. Currently, we sit and wait for traffic lights even when there are no cars on the road. We need to change the timing of the signals.

Hearing about people having development projects on their property stymied by this project has a strong impact on me.

We hope to select a preferred alternative to study in the next week. However, the timeline for construction and right-of-way issues will remain unknown until the environmental document is completed. We are sympathetic to the concerns of property owners. If I were in their position, I would continue with my plans, with the understanding that ADOT&PF is obligated pay me fair market value if they take my property. We cannot make promises but will have a better idea of where we are going after this week.

The CBJ will not place any restrictions on development permits until ADOT&PF has a defined plan. A reconnaissance report does not count as a plan unless perhaps it is accompanied by a formal request from ADOT&PF. After a preferred alternative is evaluated in an environmental impact statement, the CBJ would seriously consider imposing restrictions on permits.



Lee described the following changes that were made to the alternatives after discussion at the last CAC meeting: Alternative 2, a connection between Glacier Highway (airport) and Lemon Spur Road to tie in with Lemon Spur's extension to Loop Road and a shift of Industrial Blvd. and additional connections to the west. In Alternative 3, changes include new right-in/right-out access from Vintage Blvd. onto Egan Drive and removal of the westbound frontage road between Loop Road and Riverside Drive.

Does the addition to Lemon Spur consist of two lanes to Loop Road? If so, would it create a weaving problem?

Yes it does and the weaving is a consequence.

At the last meeting, we discussed our concerns about wetlands and streams. I don't see that discussion reflected.

Based on your comments and our analysis, the proposals are based on the best information we have at this time. These and other design details may be modified during the environmental study phase. The Refined Evaluation in Memo 6 explains all 18 evaluation criteria. Alternatives 1, 2 and 3 have the highest level of wetland impacts, the bulk of which are not all along Lemon Spur, but specifically at the Yandukin interchange. The widening of Egan Drive also affects wetlands by pushing the edges of the road further into wetlands that are the drainage areas for Egan Drive. Most of these are along the north side of Egan, but not in any one place.

It should be noted that we cannot completely portray wetland effects based on square footage. Quality should also be considered.

Appendix C of Memo 6 summarizes the specific acreage of impacts and designates areas of high value and potential opportunities for enhancement. A more thorough study on environmental impacts will be conducted in the next phase.

Would at-grade improvements result in less lateral expansion of the roadway?

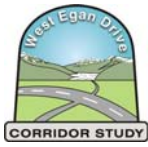
Yes.

Environmental impacts include a variety of elements, such as to noise and air quality, which we will factor into our analysis. For this phase of the project, Memo 6 refers to a combination of impacts, not just major issues. From that standpoint, there do not appear to be any fatal flaws in any alternative.

For traffic operations, we looked at total delay on all systems in the study area and on Egan Drive. Delay decreases in grade-separated intersections, although at-grade improvements are better than none. Delay on Egan Drive compared to delay in Alternative 4 is more, but there also is more traffic.

Construction costs for Alternative 4 are about half of what they would be for the other three.

Why is the system-wide delay shown for Alternative 1 higher than for Alternatives 2 and 3?



There really is not a substantial difference. We estimated delay at all intersections in the study area. The difference among the alternatives is in different shifts in traffic patterns. The system-wide numbers are much higher than on Egan Drive with grade-separated improvements.

Why would Alternative 1 result in less delay on Egan Drive than the others?

It would have the least amount of on and off-ramps. The frontage roads are not included as part of the delay on Egan Drive but are included in the systemwide delay estimates.

Elaine then opened discussion of the alternatives according to the areas on the map of the corridor. For each, she described key public comments, and then asked members for input.

Industrial/Vintage Area

Could we combine Alternatives 2 and 3 so that we have an interchange at Vintage Blvd., a relocation of Industrial Blvd. and a right-in/right-out? This would be the best compromise at Don Abel's and the best solution for future problems.

Your idea would improve it, given other ramps in the area.

I don't like the solution for Industrial Blvd. in Alternative 3. Alternative 2 has some appeal for a short-term solution but Alternative 1 is more like where we will end up. It is possible we will have to develop north of Egan Drive and in the classic industrial area and then, we will need the interchange. I hope we use Alternative 2 as a short-term solution while preserving the Jensine Street location with the understanding we will develop higher density locations. Hopefully we will design for better traffic flow in the future.

In the vicinity of Don Abel's, would it be possible not to join so far down on Industrial? There is much vacant land in that area. I believe people should see the route they are taking; otherwise they will be detoured to another route.

Yes, it should be easy to refine these lines.

A less acute angle also would help trucks see the route.

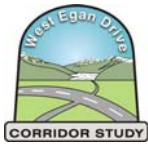
Agreed. That will be a part of our consideration.

I am concerned about the trade-off between Vintage and Industrial Blvds. I think Industrial Blvd. carries more traffic. I lean toward Alternative 3 as is (with outbound access as is and the ability to turn in).

Any further detail on Alternative 2 needs to consider how Jensine ties in with this area.

Maybe we can create a hybrid there between Alternatives 2 and 3.

We could section off the street that is vacated for more parking. This could be a possible compromise (with more direct routes).



Loop/Riverside Area

I favor Alternative 1 with modifications. I am concerned about having interchanges at Vintage Blvd. when there will continue to be growth in the Mendenhall Valley. The right-in/right-out access has always created problems. We need to fix these problems.

I agree but I don't know how we could create a road through the Mall area without takings.

Mall Road would be returned to a public road. This road would become the arterial that it was meant to be. This best addresses our problems.

McNugget Area

I would say that 75% of those who say they oppose the connection in Alternative 3 do so because they don't like the flow of traffic through neighborhoods. People seem to like the McNugget/Fred Meyer intersection. The environment was also a factor in this area, but not as strong.

This area probably is treated the most differently in each alternative.

In Alternative 2, what was the rationale for Old Dairy Road? The alignment there is bad. Why not designate Old Dairy on to Crest for local traffic only?

Alternative 2 cuts off a business.

We may be able to keep the roadway where it is with further refinement of the design.

We should look at retaining the streets in that area.

I have heard that people don't like Alternative 1. They believe more traffic will use Lemon Road. I don't think they understand that they would not have to take a circuitous route to Fred Meyer.

The rerouting needed in this area will cost the Fire Department response time.

There will not be any signals but there will be a greater distance. Alternatives 2, 4, and particularly 3 would likely create improved response time.

Yandukin Area

I would like to move the design from Alternatives 1 and 2 to Alternative 3.

Location is the biggest difference between Alternatives 2 and 3.

There will be more airport development and more commercial activity there, although it also will create more flexibility.

Alternative 3 would have the largest impact on the airport.

I favor Alternative 1 because it has fewer impacts.



I prefer the interchange in Alternatives 1 and 2 and I like how Lemon Spur hooks around in Alternative 2.

I like Alternative 2 from Nugget and Yandukin. I like Alternative 3 from McNugget, north until southbound Vintage.

Would we be able to turn right on Yandukin in Alternative 4?

Yes, it would be a full intersection.

The location of Lemon Spur Road in Alternative 1 seems better for traffic movement, but it seems also as if the location could end up more like in Alternative 2 in order to reduce wetland impacts.

In Alternative 1, if we cannot get onto Egan Drive, where does the traffic go?

There is a variety of other ways it could go.

People already use alternate roads and traffic is increasing on those roads.

That area contains many houses. If we create a cul-de-sac, there will only be two accesses.

What are your thoughts about potential impacts of Alternative 1 to businesses in the mall areas?

People would figure out how to get to these businesses. I am not worried about it.

That is a concern. An advantage to Alternative 1 is that we could have a signalized intersection at Lemon Spur Road. The level of damage to businesses is affected by how we go about constructing these improvements and managing them afterwards.

The use of signs directing people to businesses would be helpful. If access remains realistic and manageable, there would be little damage.

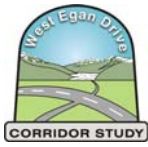
Alternative 1 has the best option for Old Dairy and the second best for the airport.

James/Mendenhall Mall/Lemon Spur

At the public event, we heard a lot of concern about proposed improvements to this area.

In the drawings of bike paths and multi-use lanes on the north side of Lemon Spur Road, you show the bike path on the roadway. That route is likely to become popular for bicyclists and pedestrians, especially to McNugget. We should replace the sidewalk and bike lane with a 12-wide paths, on the north side of Lemon Spur Road, that could be used for walking and bicyclist.

The biggest hazard we have is the Loop/Mall intersection area. Any alternative that does not get traffic out of the Mall and eliminates two-way access is not adequate. There are too many access points. Alternative 1 does a decent job by changing access points and making Mall Road



a road again. A stoplight at James Blvd would provide reasonable weaving distances. Alternative 3 also does this.

Isn't Mall Road private? It is a parking lot.

I like the Lemon Spur to Loop connection, but do not see what we gain if we are not moving faster—it seems redundant. The McNugget to Fred Meyer connection seems more functional if we add a bike path.

Lets just add more lanes and not extend the road.

I see Lemon Spur carrying the most traffic from the Valley to McDonald's, Nugget Mall and Fred Meyer. Would this be more traffic than it is designed to handle?

We used the Origin-Destination Study as a guide. Yes, it is smaller, but traffic patterns may change.

Traffic alone does not justify this extension. The north intersection would still have a bottleneck at intersection and through the neighborhood. In addition, this is one of last nice areas of Jordan Creek and one of the last big blocks of suitable development. We would be reducing usable land by a half or more. It is valuable and already has infrastructure. I suggest not building Alternatives 2 and 3 at all in this area.

I agree. If this is a residential area, we will increase impacts to Jordan and Duck Creeks, which we cannot afford to do.

Riverside Extension

There were no comments about this area.

Hurlock Area

I don't like the proposal in Alternative 2 in this area. The space created for movement is too tight.

Alternatives 1 and 3 create a good intersection with good visibility. They also protect the intersection at Loop from current problems.

Grandma's Featherbed has proposed development in this vicinity, as well as another property owner.

We need to provide access and egress onto Hurlock that is not on private property. I manage Travelodge where we have a problem of drivers going through the parking lot to get to Hurlock.

Would a full intersection, straight onto Del Rae create problems?

This has already been planned in the Duck Creek Plan.



Concerns about the stream could be addressed. The Mendenhall Watershed Partnership sees opportunities for wetland enhancement in this project and hopes the trend continues.

General Discussion

Do you have any specific concerns about proposed bicycle/pedestrian treatments?

Bicycle access alone would be inadequate on Old Dairy Road. Bicycles and pedestrians want to travel to businesses.

We show a bicycle/pedestrian facility in Alternative 3.

Dot Exercise—“Express Your Preferences”

Next, members used dots to indicate, for each subarea, the treatments they favored. The results showed a strong preference for Alternative 2 in the Industrial/Vintage and McNugget areas. Members favor Alternative 1 for the Riverside extension and in the Loop/Riverside and Hurlock areas. They slightly favor Alternative 3 for the James/Mall/Lemon Spur area and Alternative 4 for Yandukin.

Chris said the project team will consider these results along with all other public comments and share their decision with the CAC at the final meeting in May. The team will look at possible ways to mix at-grade and grade-separated solutions.

When you commented on Alternative 4, were you commenting mainly on the at-grade element?

I wasn't thinking about a mix, but difference of grade was not my deciding factor for Alternative 4.

What about for Egan Drive?

It should be strictly at-grade.

Is it really possible to have a mix?

Yes, particularly when the difference is between the middle and the ends of a road.

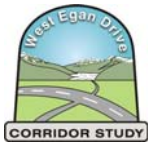
Grade-separated improvements are now planned for Sunny Point. We are proceeding with design of the interchange at K-Mart, Jordan Creek and Vanderbilt Road.

This will give us an idea of how grade separation will work.

We hope to build it in the next three years.

We have also begun the Auke Bay study.

We haven't seen the Advisory Committee meeting advertised for the Auke Bay study.



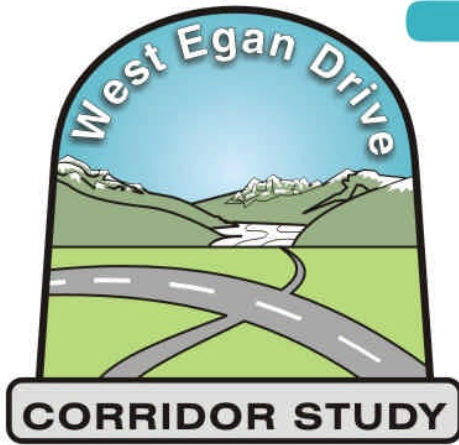
Their next meeting is in early April. It will be advertised in the newsletter that will be sent to all residents.

Hearing no further comments, it was announced that the project team will review all the comments of the CAC and the public-at-large to recommend a Preferred Action. This will be discussed at **the final WEDCOR CAC meeting will be May 28, followed by a Public Event on May 29.**

Section 3 – Public Involvement

CAC Summary 6





West Egan Drive Corridor Study

Citizens Advisory Committee Meeting #6—May 28, 2003 Summary

August 12, 2003

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

Attending

Citizens Advisory Committee (CAC) Members: Peter Anderegg, John Cooper, Dave Hanna, Joe Johnson, K Koski, Beth Weldon for Mike Doyle

Staff: Project Manager Chris Morrow, Pat Carroll, David Hawes, and Rick Purves, Alaska Department of Transportation and Public Facilities (ADOT&PF); Sam Kito, City and Borough of Juneau (CBJ)

Consultants: Lee Rodegerdts and Hermanus Steyn, Kittelson & Associates, Inc.; Elaine Cogan and Suzanne Roberts, Cogan Owens Cogan; Linda Snow, Southeast Strategies

Guests: Dick Myren, Mel Perkins

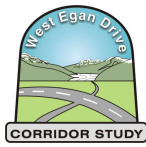
Elaine Cogan opened the meeting with the information that earlier in the day, the project team presented an update of the study to the Public Works and Facilities Committee of the City and Borough of Juneau (CBJ). They responded very favorably and expressed an interest in attending the public event on May 29.

Next, Chris Morrow, ADOT&PF, project manager, said the project team has received many comments, several of which support the Proposed Action. Some people expressed concerns with specific details but most recognize we are trying to address challenging issues. He added that the CAC is an important reason this project has been a success and that ADOT&PF appreciates members' commitment.

At this final CAC meeting members will have the last chance for input on the Proposed Action. Their comments, and any from the public tomorrow, will be considered in the environmental phase that follows.

Chris added that some businesses in the Nugget Mall area have expressed concerns about the Proposed Action, particularly the inability to make a right turn into the area. Consultants and staff will meet with them separately tomorrow to discuss their specific issues.

One individual from a neighborhood south of Riverside Drive called with concerns about impacts of the Proposed Action on their area.



Next, Lee Rodegerdts, consultant team leader, thanked members for their participation and explained the team is nearing the end of the first phase of the project. The last remaining task is to combine all the work to date, including public comments and meeting summaries, into a final report.

Proposed Action

To provide an overview and context of the process, Lee reviewed the final Project Goals that the CAC developed at its first meeting and described how the Proposed Action meets those goals. Regarding the goal of *balancing connectivity*, this has not been achieved completely because it also was important to address other factors. As for *minimizing and mitigating for environmental impacts*, the Proposed Action seems to meet this goal. Additional discussion will take place in the next phase. Members generally agreed that the Project Goals are met by the Proposed Action.

Summarized comments and questions from Committee members and guests are in italics. Summarized responses from staff and the consultants follow in regular print.

Next, Lee reviewed the Draft Purpose and Need, and how the Proposed Action addresses it, reviewing the five areas ADOT&PF adopted after CAC input. This will be a starting point for the next phase.

What are the top five hazardous intersections in the study area?

The intersection with the highest accident rate is Egan Drive and Loop Road. The other four are Egan Drive and Vintage Blvd., Egan Drive and Yandukin Drive, the McNugget intersection, and the intersections of Mendenhall Mall and Loop Roads.

The Proposed Action has features that are similar to Alternatives 2 and 3, with some modifications in response to input from the CAC, the public and CBJ/ADOT&PF. For example, Industrial Blvd. will be moved west due to the treatments at Vintage Blvd. that require as much space as possible. This also provides a more smooth transition to the widened Brotherhood Bridge.

The core area uses a ramp system similar to Alternative 3, with ramps to downtown and to Loop Road and Riverside Drive, onto Egan Drive. Vintage Blvd. ties to a ramp to retain the same access.

Lee then corrected the numbers on Page 25 of Memo #6, Refined Evaluation of Most Viable Alternatives.

Does Egan Drive cross over the couplet at Loop Road?

It is a variation of Alternative 3. The heaviest movement is to the right, creating a heavy weaving pattern.

So that is the Riverside Drive extension? How high will the ramps be?



Yes, it is. The surface of the roadway will be about 25 feet above what is now.

For how far?

Egan Drive stays low in general and rises when it needs to go over streets, such as at Glacier Highway and McNugget.

Will it be at-grade between Riverside Drive and Loop Road?

No, there would not be enough space for it to come down then go back up again.

I am concerned about the state's budget shortfall and possible population decrease. What happens with this plan if the population stabilizes or drops?

We developed the phasing plan because we recognize that all the improvements cannot be made at once. After the environmental study, the department will begin right-of-way acquisition, then begin individual projects, always evaluating whether they are still needed.

Chris said that he told the CBJ that the ADOT&PF's funding level for the foreseeable future is gloomy and Congress is expected to provide less money to the state. The department has already built projects with advanced funding, in effect, using future money. Next year, they do not anticipate a large amount of construction. Other projects, such as Sunny Point, are expected to be delayed, but there is still much uncertainty. The phased plan provides a 20-year plan with checks throughout.

What about changes in the interim?

There are some at-grade solutions in the phasing plan and there are interim phases for a few years. Our goal is to say "this is what future looks like based on what we know now," but things can change.

We have priorities for when the funding is provided. First are the improvements at Yandukin Drive.

Another alternative should be to look at public transit and additional signals.

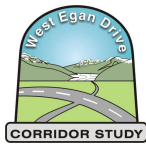
ADOT&PF could suggest public transit along with the Proposed Action, but it is the CBJ's responsibility to provide the funding. The Proposed Action is advantageous to mass transit.

We have not addressed the short length between Egan Drive and Mendenhall Mall Road. It is potentially one of the most dangerous intersections in the CBJ.

Traffic patterns will be better there than they are today, due to signals to control right turns.

Will the plan have impacts on Mall Road, and if so, should we show them?

We have not focused on the impacts there. We have assumed the same traffic as today.



Maybe we should remove this portion from the plan.

I agree with cutting it out of the plan. We need to tell the City and mall owners what they need to do to support this project. Maybe ADOT&PF should talk to owners specifically about that.

We expect traffic to increase only four percent in the Mendenhall Mall area.

We are dealing with a compartmentalized area and have not addressed reducing highways and single occupancy vehicles. We need to look at transit issues. You assume everyone wants to drive but that is not really true. Europe is a good example of systems with alternate modes.

We should not have to accommodate all the auto traffic that is predicted.

It is our right to drive. It is the responsibility of supporters of alternate modes to make them more attractive so people will want to use them. Transit supporters should encourage employee unions to let people out of work early to take an express bus home. People will do what is in their best interest.

ADOT&PF has a specific mission to accommodate increasing traffic and the CAC's role is to assist with that mission.

There are ways to create incentives and improve cost-effectiveness. For example, BART in San Francisco has feeder systems into the suburbs. Cheap electricity and finite hookup areas in Juneau would make this a good place for such a system. Our CAC can say we prefer that money goes into rail or another transit system.

I want to avoid the impression that our recommendations were based on consensus. I want our comments documented somewhere.

They are in the meeting summaries that will be in the final report.

How much public input will be included in the environmental phase?

The current phase has been informal. The next is regulatory and public involvement is required. If we undertake an Environmental Impact Statement (EIS), we will need to consider all reasonable alternatives, rather than just the Proposed Action. Regardless of the type of study we conduct, extensive public involvement about impacts will be required and could drive changes to the Proposed Action.

So the comments you receive from the McNugget area representatives tomorrow comments will change it?

They could affect the design.

Regarding the right turn on McNugget, it seems that a short section of new construction near the Super 8 Motel would tie Egan Drive with Trout Street and would make the turn easy.



The problem is that mixing types of traffic can create unsafe situations. The weave from the ramp would be problematic.

It seems you are just moving the current Fred Meyer problem to Nugget Mall.

This difference is that the Nugget Mall area has back road access. We are trying to change the function of Egan Drive so that there are less local trips and more use of local streets.

Will Glacier Highway be widened to five lanes?

Yes, in that area. This should help smooth out traffic.

What about on Glacier Highway, past Travelodge?

That will also be widened to five lanes and will be similar to the area by Nugget mall.

Will that involve right-of-way acquisition?

Yes.

(Guest): I have two properties in that area—Best Western and Grandma's Featherbed.

Right now, we have limited information. The environmental phase is where we will know more about buildings and look at ways to minimize impacts to them.

How much wider would the highway be?

Two lanes (24 feet).

Phased Implementation Plan

Lee said the sequence of the Phased Improvement Plan reflects the way to build what is needed first. After the environmental phase is complete, ADOT&PF plans to acquire right-of-way early on. It can be done at that point for any projects.

He described the order in which improvements would be made and the approximate timing of them. First is the Yandukin Drive area.

Lee continued explaining that the plan basically divides the improvements into three phases. This is good from a financial standpoint because all the money will not be available at once and ADOT&PF can see how traffic develops and adjust the plan accordingly. The first step is to split Egan Drive, creating a couplet between Vintage Blvd., Riverside Drive and Loop Road. This will preserve right-of-way in the center and keeps Egan at-grade for about ten years.

Will you build it all out so you know all the environmental impacts?

Yes, it will all be done early. Egan Drive will be a wide median for long time. This is good for the environment and saves money because it gets traffic out of the way when Egan is eventually raised.



What will it look like?

Like Egan Drive is now, but with a wide median down the middle. The two intersections will be about 200-300 feet apart--similar to a downtown block.

What is the footprint now, from one side to the other?

The roadway is 80 feet now. In the future, it will be more than double that. Signals would be coordinated to maintain flow.

Will this CAC be participating and commenting in the environmental document?

We are not sure if we will have a CAC in the next phase but we think it is not likely. We may not have an environmental phase for the entire plan. If some improvements have independent utility, we will produce a separate environmental document for each, with an overall master plan. You will have the same opportunities as other residents to provide input. Also, we will still be dealing with special interest groups.

Lee continued describing the plan, saying that access to Brotherhood Bridge will be built at the same time as the parking lot.

What is the projected survivability of the bridge?

Most of the problems are structural and could be changed with the proposed improvements. However, if funding is delayed, we can't put off those improvements. They may become a priority, but this plan fits in with what we think we can do structurally.

Will the parking lot be changed?

It will be reconfigured because we will be cutting into it.

The last piece of the plan is the McNugget interchange, which cannot be done halfway because we don't want to allow a movement at the interchange during an interim stage and then take it away later.

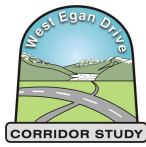
Why can't the Lemon Spur/Glacier Highway intersection be run like Loop Road is now, with mostly minor movement going across? It seems that would simplify and reduce some problems.

Would we affect the interchange much if we didn't provide the left turn?

With the left turn, we would be adding a whole phase to the signal, making it more complicated. We suggest that these improvements be done together.

What if we make a right lane with a left turn on Egan Drive at McNugget, keeping the left turn lane into McNugget and adding an extra light?

It is not an option to go straight and also have a double left turn lane. We would be building in a non-standard way that would be a challenge if we provided the left turn. People, especially truck



drivers, tend to use both lanes when making a turn. Trucks need the space of both lanes. We would have to widen the road to allow for those factors.

We would also have to add a “no right turn” sign.

One thing I really like about this plan is that Lemon Spur has more value and we spread out how long we can live with an at-grade Egan Drive. We will take people off of Egan Drive who turn left. Maybe we could add an extra signal.

People should learn to take advantage of the Yandukin interchange.

Why is Yandukin ahead of others in priority?

We received many public comments that this area should be fixed. It has a high accident rate and fits in with Sunny Point improvements. We will be completing a full access that people will use.

Overall, this is a reasonably well-balanced plan. The CAC and ADOT&PF have done a good job.

Public Comment

Mel Perkins, owner of Best Western and Grandma’s Featherbed Hotels, said he appreciates all the work that has been done. He said he has had much success with his two hotels in the Mendenhall Valley and likes the idea of a central parking area for tourists.

He said that Egan Drive is not a freeway and should not be treated as one. He suggested the project team look at the transportation systems in Europe. Since traffic is only a problem for certain hours of the day, ADOT&PF should look into creative solutions such as flexible work hours. There should be more consideration of improved transit service.

He likes the at-grade approach, which will create a safe environment during the transition to the Proposed Action.

He said it is hard to find developable land in the City, and that the team should be aware of the many impacts this project could have to many people. For example, there may be more development opportunities where the new roads will be.

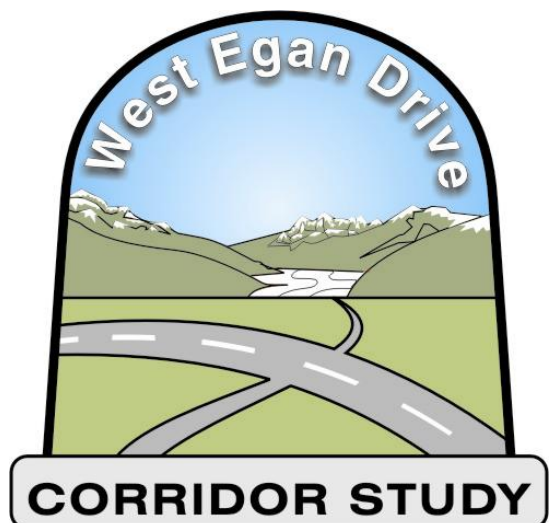
David Hawes, ADOT&PF, said he appreciates the work the team has done, particularly its willingness to respond to concerns that came up during the process.

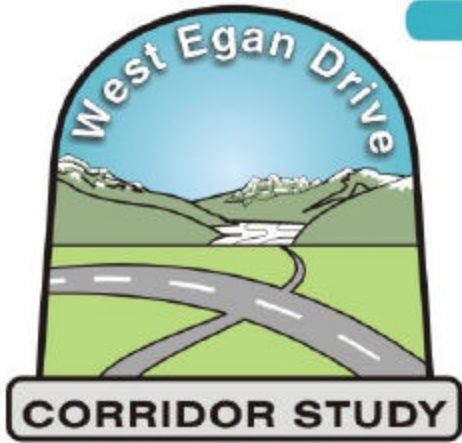
Chris thanked members for their participation and said he hoped the experience had been worthwhile.

The meeting was adjourned.

Section 3 – Public Involvement

Public Event Summary 1





West Egan Drive Corridor Study

Public Event #1

June 20, 2002

Summary

July 23, 2002

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

Introduction

The first public event for the West Egan Drive Corridor (WEDCOR) Study was held on Thursday, June 20, 2002 at the Mendenhall Center. The public was invited to visit any time between 4:30 and 8 pm to receive project information, ask questions and listen to a presentation about the study. Approximately 40 people attended.

A vacant store in the Mendenhall Center was divided into five stations to highlight various portions of the study. At each station, visitors had the opportunity to view display boards of information and discuss issues with the Project Team, which consists of Alaska Department of Transportation and Public Facilities (ADOT&PF) staff and consultants led by Kittelson & Associates. Members of the Citizens Advisory Committee (CAC) also attended and helped staff some of the stations. Participants were invited to post their comments on sticky-back notes, write on easel pads and answer a written questionnaire. A summary of their comments follows, organized by station. Verbatim comments are attached in the appendix.

Study Area/ Project Background

As people entered the room, they were asked to place colored dots on a map of the Juneau vicinity to indicate where they live and work. Though the dots were widely distributed throughout the map, the majority of attendees live in the Mendenhall Valley north of the study area. Several others live in the WEDCOR Study area or in the Auke Bay area. The majority of participants said they work in the WEDCOR Study area, while several others work in downtown Juneau or in the Mendenhall Valley.

At this station, attendees also viewed display boards showing the project process and an aerial map of the study area. Comments about current conditions were posted on these boards and are found in Appendix A.

Built and Natural Environment

At the next station, display boards indicated the location of surface waters and wetlands as well as pedestrian, bicycle and transit facilities; existing and future peak levels of service for the transportation system; and crash locations within the study area. Several people commented that signage is poor for bicycle and pedestrian facilities. They generally indicated a desire for a more



complete and connected bicycle and pedestrian path system throughout and beyond the study area. There also were comments that existing paths need improved maintenance.

Draft Purpose and Need/ Evaluation Criteria

Display boards listed the key elements of the WEDCOR draft Purpose and Need statement. Most comments posted to these boards related to alternative transportation modes such as bicycles and public transit. Several people commented that improving the bicycle and transit systems would help relieve auto congestion and result in less of a need for improvements for autos. Some suggested that a coastal trail be added to the study (Appendix A).

Participants used colored dots to rate each of the 18 draft Evaluation Criteria as either very important, somewhat important, or less important. Safety, compatibility with pedestrians, emergency vehicle access/circulation, and constructability were rated as most important. Right-of-way requirements and the ability to satisfy design requirements were rated as the least important Evaluation Criteria (Appendix B).

Initial Concepts

At this station, attendees were invited to view diagrams of the 12 initial ways to solve the transportation problems in the study area. The interchange/grade separation concepts received the greatest amount of comments, particularly about proposed connections with Lemon Spur Road. Overall, comments were generally positive and/or offered constructive suggestions about specific areas.

The transportation planning consultant used tracing paper over the aerial maps and diagrams to sketch additional ideas of attendees. These ideas, along with all other comments received at the public event, will be considered by the Project Team as they continue to refine the concepts.

Presentations

Project manager Chris Morrow, ADOT&PF, and consultant team leader Lee Rodegerdts, Kittelson & Associates, made two presentations—at 5 and 6:30 pm. They provided an overall description of the WEDCOR Study, including its phases and the public involvement process. They also summarized the results of the mail-back questionnaire that was distributed in Newsletter #1; the Project Goals that were approved by the CAC; and the draft Purpose and Need. Next, they discussed the draft Evaluation Criteria and encouraged people to participate in the exercise to indicate those Criteria they consider most important. They explained that the 12 initial concepts have just been developed and that public comment in this early stage is very important.

Questionnaire Responses

When they arrived at the public event, participants were given a welcome sheet providing a general description of the WEDCOR Study and the public event. On the reverse side was a



questionnaire. Responses indicate that the event was very helpful to most attendees. Other comments noted the need for improved bicycle facilities and public transportation (Appendix C).

The following are included in the appendix:

- Appendix A: Comments from Display Boards
- Appendix B: Results from the Evaluation Criteria Exercise
- Appendix C: Questionnaire Comments
- Appendix D: Live/Work Map Exercise Results

West Egan Drive Corridor Study



Public Event #1
June 20, 2002
Appendix A:
Comments from Display Boards
July 23, 2002

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

Study Area Map

- ◆ Observed vehicle using path (from Riverside/Vintage intersection) for access to Safeway.
- ◆ Atlin light is too slow to change; access to Safeway; no LT Fred Meyer inbound.

Purpose and Need

- ◆ Coastal trail should be added to the project. (5 green dots, indicating agreement, were added to this comment)
- ◆ Add coastal pedestrian/bicycle trail from downtown to airport “Alternative Transportation Expressway.”
- ◆ Need for Action:
 - Bicycles need to travel with vehicular traffic instead of mixing with pedestrians.
 - Transit stops need to be convenient to homes and businesses.
- ◆ If you make the bike paths better and connect maybe less people would drive.
- ◆ Not enough emphasis on demand control—we should provide transit with 15 minute headways to reduce demand.
- ◆ Light rail over lots of interchanges.
- ◆ Given a choice, I would prefer congestion on Egan Drive to congestion in local neighborhoods and shopping areas. (1 green dot)
- ◆ Good work.
- ◆ Remove Hill near Sunny Drive. Most adults drive but kids under 16 and the handicapped still need good access to shopping areas.

Pedestrian Facilities

- ◆ No pedestrian connections through [Mendenhall] Mall and Riverside?
- ◆ Path should connect to Dimond Park. Vintage Park should be forced to maintain Riverside footpath per traffic planned unit development permit.
- ◆ Add path signs for tourists.

Bicycle Facilities

- ◆ Bike path signage is very poor. Out of town cyclists coming into town don't know there is a bike path. (mentioned twice plus one green dot)
- ◆ Footpath under bridge needs improvement; rail (trail?) on Riverside and connection to Glacier Highway.



- ◆ Path should be on both sides of Egan Drive [between Riverside and Mendenhall Loop Road].
- ◆ Bike lanes needed on Loop Road. Path is unsafe because it is below grade.
- ◆ Shoulder disappears without warning [Mendenhall Loop Road at Nancy Street]. (one green dot)
- ◆ More brown lines (bike lanes) [through Mendenhall Loop Road/Egan Drive area].
- ◆ Right now, connect end of Teslin to bike path put opening in fence.
- ◆ Include bicycles in vehicle traffic (perhaps on Egan) not on pedestrian paths.
- ◆ Bike paths are rough because of roots—this needs to be fixed (Glacier Highway).
- ◆ Bike paths need to be built sturdy enough not to break up. Tree roots. Personally I prefer to use the road shoulder.
- ◆ This path is under water in the winter. Fix it now. [Egan Drive, in the vicinity of the airport]
- ◆ Allow bicycles on Egan Drive, all the way to town. (one green dot)
- ◆ Bicycle crossing need at Yandukin to get to/from airport.

Weekday PM Peak Hour Traffic Operations

- ◆ No left turns on Egan.

At-Grade Intersection Concepts

- ◆ System 1A:
 - No existing eastbound left-turn at Vintage.
- ◆ System 1B:
 - Good idea—Riverside extension.
- ◆ System 1C:
 - Mendenhall Loop connection with Industrial—good idea.

Interchange/Grade Separation Concepts

- ◆ System 2A:
 - Park land; federal law prohibit taking?
 - I like this one because of separation. Also takes away less from current homes, churches, etc.
 - ◆ System 2B:
 - I like it. Just remove the Lemon Spur Road.
 - Tie into James or even further north.
 - ◆ System 2C:
 - Do not like design on Lemon Spur Road near Loop Road.
 - I like this layout, especially with the Lemon Spur Road idea.
 - ◆ System 2D:
 - With grade separation, what is the possibility of the road freezing or visibility problems increasing accidents?
 - ◆ System 2E:
 - A dead-end at Vintage is not a good idea. Too much traffic now as it is.
-



Full Interchange Concepts

- ◆ System 3A:
 - Add a top level to Egan Drive. Will ease summer congestion, and during winter, the lower level will be free of ice and snow.

Results from Draft Evaluation Criteria Exercise

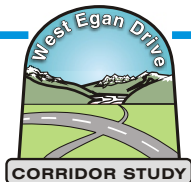
Please place one dot next to each of the evaluation criterion to indicate how important it is for you.

Very Important = Green

Somewhat Important = Yellow

Less Important = Red

Evaluation Criteria	Importance?		
	Green	Yellow	Red
<p>1. Traffic Operations Quantifies and interprets the quality of traffic flow (e.g., level of service, volume to capacity ratio, and queuing)</p>	14	9	6
<p>2. Safety Qualitatively addresses the degree to which existing safety problems are mitigated and future safety issues minimized.</p>	23	2	2
<p>3. Compatibility with Public Transportation Qualitative evaluation of the degree to which the proposed solutions would facilitate transit service in the study area.</p>	15	11	1
<p>4. Compatibility with Pedestrians Qualitative consideration of the degree to which the proposed network provides safe and desirable access and circulation for pedestrians.</p>	17	9	0
<p>5. Compatibility with Bicyclists Qualitative consideration of the degree to which the proposed network provides safe and desirable access and circulation for bicyclists</p>	18	6	5
<p>6. Local Circulation Qualitative consideration of the benefits to local circulation. Evaluates the ability to provide alternate routing options.</p>	9	14	5



West Egan Drive Corridor Study

Alaska Department of Transportation & Public Facilities



Results from Draft Evaluation Criteria Exercise

Please place one dot next to each of the evaluation criterion to indicate how important it is for you.

Very Important = Green

Somewhat Important = Yellow

Less Important = Red

Evaluation Criteria	Importance?		
	Green	Yellow	Red
<p>7. Compatibility with Built Environment Qualitative assessment of degree and efficiency of access the concept provides to development within the study area.</p>	5	17	4
<p>8. Airport Access Qualitative assessment of how well the concept under consideration accommodates the movement of people between and among air, and ground transportation in and around the study area</p>	11	8	9
<p>9. Emergency Vehicle Access and Circulation Qualitative consideration of access and circulation for emergency vehicles in the study area.</p>	16	9	1
<p>10. Environmental Impacts Qualitative evaluation of the environmental impacts of the alternatives. This category includes the impact to streams, wetlands, noise/air impacts, and other natural resource impacts.</p>	13	4	10
<p>11. Right-of-Way Requirements Qualitative consideration of the extent of right-of-way acquisition required for each alternative.</p>	5	7	16
<p>12. Satisfies Design Requirements Considers ability to comply with AASHTO, ADOT&PF, and local design guidelines.</p>	3	9	16



West Egan Drive Corridor Study

Alaska Department of Transportation & Public Facilities



Results from Draft Evaluation Criteria Exercise

Please place one dot next to each of the evaluation criterion to indicate how important it is for you.

Very Important = Green

Somewhat Important = Yellow

Less Important = Red

Evaluation Criteria	Importance?		
	Green	Yellow	Red
<p>13. Phased Implementation & Expandability Qualitative consideration of the feasibility of constructing the design alternative in phases in order to optimize capital improvement budgets. Also considers the feasibility of expanding the design alternative to accommodate changes in future traffic volumes and patterns.</p>	12	8	5
<p>14. Constructability Qualitative evaluation of the ability to physically construct improvements.</p>	18	4	4
<p>15. Construction Costs Qualitative consideration of the relative overall costs of construction including engineering, roadway construction, and structures. Includes right-of-way acquisition and utilities costs as provided by ADOT&PF.</p>	5	15	6
<p>16. Funding Feasibility Qualitative consideration of the ability for the design alternative to be funded through identified monetary resources including Federal, State, local government, and private sources.</p>	11	11	4
<p>17. Consistency with Other Planning Efforts Qualitative consideration of how well the concepts integrates with ongoing CBJ or ADOT&PF planning efforts.</p>	14	7	4
<p>18. Maintenance Requirements Qualitative consideration of annual costs to maintain (e.g. snow removal, landscaping, striping) the concept under consideration.</p>	5	11	9

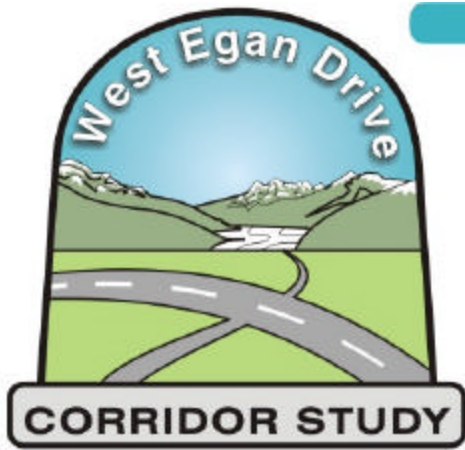


West Egan Drive Corridor Study

Alaska Department of Transportation & Public Facilities



West Egan Drive Corridor Study



Public Event #1
 June 20, 2002
 Appendix C:
 Questionnaire Comments

July 23, 2002

Kittelson & Associates, Inc.
 in association with CH2M Hill
 Cogan Owens Cogan, and Southeast Strategies

Please tell us how we did

On a scale of 1 to 5, how helpful was this public event in helping you understand the WEDCOR Study?

Not helpful 1	2	Somewhat helpful 3	4	Very helpful 5
		6	6	10

Comments:

Initial Concepts

- On and off ramp is a great idea.
- As a driver, I like the convenience of the airport as is.
- I like the presentation of the different concepts.
- It was useful to see the diagrams. I was surprised at the lack of consideration of public transportation.

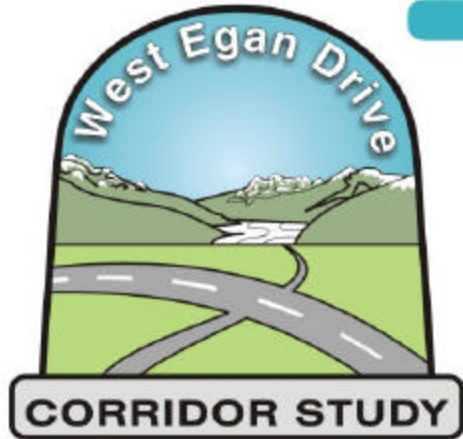
Other Transportation Improvements

- Keep options for public transport open. The cost of a lot of the proposed construction could operate local feeder transit and fast transit buses, thereby removing the need for the infrastructure expansion.
- As a bicyclist (frequent commuter), I would like to be part of the vehicular flow through this study area. I do not like being relegated to the pedestrian pathways; bicycles are vehicles for commuters.
- The separated path from Lemon Creek Spur to Loop Road is the most dangerous part of my bicycle commute from downtown to the ferry terminal.
- Create a coastal bike trail from downtown to airport to provide an alternate transportation expressway from one end of town to the other.
- Install signal warning/advisory signals in advance of high-speed corridor intersections along Egan expressway.
- Activate the East Valley Corridor road access to Egan Drive and old Glacier Highway to Juneau. The proposal was presented around late 1970s or early 1980s. The purpose of three corridors was to move traffic out of the valley.



Public Event

- Wow--it looks that you are going to great lengths to get public comment on this issue. Great charts and aerial maps. Easy to understand.
- A definition of what qualifies as a “high quality marsh” (as opposed to a “low quality” one) attached to the land use chart would be helpful.
- Terrific presentation and very informative material.
- Great, streamlined, and easy to input feelings about the Egan Corridor. Thank you for all your time put into this.
- Presentation was good. The charts were not remedied properly, and it would take too much time in this small group repeatedly.
- Presenter needs to take control of meeting. Try to keep disruptive people at bay.
- Greatly appreciate the commendable efforts to reach out to the public.
- Would like to suggest that your public event notices further delineate what all there is to view so there is a greater appreciation of the material to be shared. There are lots to view and if the public is aware of what all there is to view and discuss, it would make them better understand the timeframes for the public event.
- Very good.
- The cookies/refreshments were a great plus. Thank you.
- It is easy to see that there is no easy solution. I see by the many suggestions on how the road system can be improved that CBJ and the contractors of the late 70's and early 80's only had dollar signs in their eyes, not common sense. I look forward to the slow process to the end.



Alaska Department of Transportation & Public Facilities

West Egan Drive Corridor Study

Public Event #1
 June 20, 2002
 Appendix D:
 Live/Work Map Exercise Results

July 23, 2002

Kittelson & Associates, Inc.
 in association with CH2M Hill
 Cogan Owens Cogan, and Southeast Strategies

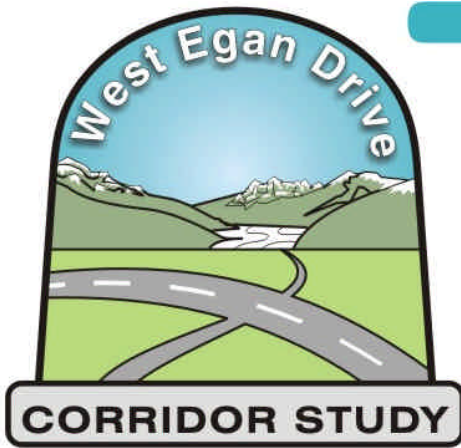
Attendees placed colored dots on a map of the Juneau vicinity indicating where they live and work. The table below indicates the number of dots placed on the map, according to location.

	Mendenhall Valley	Downtown Juneau	WEDCOR Study Area	Auke Bay Area	Glacier Highway (between the WEDCOR Study area and downtown Juneau)	Douglas
Live	26	5	8	8	4	4
Work	8	13	15	3	7	1

Section 3 – Public Involvement

Public Event Summary 2



West Egan Drive Corridor Study**PUBLIC EVENT**

Thursday, February 20, 2003

4:30 to 8 pm

Mendenhall Mall

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

SUMMARY OF RESULTS

March 4, 2003

The purpose of this event, attended by at least 125 people, was to provide information and receive public input on the four most promising alternatives proposed to solve transportation problems in the WEDCOR study area. Attendees responded by completing a written questionnaire and also by placing colored dots and stickee notes on functional design layouts of each alternative.

Following the public event, some questionnaires were mailed or faxed directly to ADOT&PF. Letters and email messages were also received. Those comments have been added to this public event summary.

COMMENTS ON THE ALTERNATIVES

The following are the results of both the 34 written questionnaires received to date and the functional design layouts, organized by alternative.

	Do not support 1	Somewhat oppose 2	Neutral 3	Somewhat support 4	Strongly support 5
Alternative 1	11	4	1	5	7

Questionnaire Responses

- I live at the corner of James Blvd. and Riverside. I would hate to see the Lemon Spur connection because it would make James a major access route for the new high school at Dimond Park. Also, there is already enough happening at that corner that any more would be dangerous to kids walking to Riverbend along James and crossing Riverside.
- I disagree with turning James into a collector. Granted, traffic will increase with development (especially the high school) but why would you encourage more traffic onto a residential street?
- Concerned about displacement on James.
- Too much traffic at James.
- I don't like Lemon Spur tied to James Blvd. Why not Mendenhall Mall Road?
- I don't like that you cannot cross from Vintage Blvd. to Glacier Hwy.



- Support access both ways on Vintage Blvd.
- I like Riverside extended to Glacier Hwy.
- Would like a high-speed overpass out of Mendenhall Valley to relieve traffic. This would divert traffic away for Egan pass under.
- I like this option best except the Industrial Blvd. option.
- Not sure why Industrial Blvd. is dead-ended. Can't go to Don Abel's from the Valley. Why not put overpass there?
- Limits access to Don Abel Building Supply.
- Concerned about changed access of Don Abels.
- I live out the road and see more difficulty getting to Carr's from that direction. Uses too much wetlands to extend Yandukin to Lemon Creek.
- Isolates Don Abel and Fred Meyer. Lemon Spur is not needed.
- Glacier Hwy. dead-ending by Radcliffe will overload airport with traffic heading to town. You should be able to exit access road at Glacier and enter access south at Glacier.
- Glacier/airport treatment will induce too much town-bound traffic onto Lemon Spur.
- Maplesden Way to TEMSCO will be straightened by airport. This new intersection needs to be accommodated by Yandukin intersection upgrade. Would like to see Industrial Blvd. Option 3 included here.
- Like the Lemon Spur. Glacier Highway (airport) needs better access.
- I really like the Lemon Spur extension. It would enable me to avoid the high speed traffic on Egan when I want to go to Fred Meyer or the dump.
- I like the tie-in at McNugget.
- I like the at-grade intersection at realigned Industrial Blvd. (west)—Jensine Street, including Vintage Blvd. and the James Blvd./Lemon Spur Road/Glacier Hwy. (airport) connection. Do not like the split diamond interchange between Vintage Blvd. and Loop Road and the tight urban diamond interchange at realigned Yandukin Drive (east).
- Seems most agreeable.
- As a first responder for Capitol City Fire/Rescue, I find this to be the best plan for reducing auto accidents. Good job.
- Best choice because: (1) safest, (2) best traffic flow, (3) most economical in long run – any other option will require upgrading in a few years, (4) ties Glacier Hwy/Lemon Spur to Loop Rd. – important step towards East Valley arterial.
- Goes through our house. Too expensive. I question whether population warrants this many revisions. Don't need bike lanes and sidewalks on both sides of all streets.
- This is our preferred alternative.
- Costly. Maximum amount of wetland impact.



- Takes up too much land and money. Keep it low, slow and on the ground.
- Extreme over-design. High impact on adjacent properties.
- Generally seems like too much for Juneau.
- I dislike Alt. #1 since the entire valley has to use two sets of on and off ramps from Vintage Blvd through Mendenhall Loop Road. Future growth up the valley and west of the Mendenhall River will have to use these ramps unless an additional interchange is constructed west of the river.
- Some good things in all but needs more brainstorming.
- In all alternatives, please keep use of eminent domain to a minimum. This method of land acquisition does not build communities.
- Signals needed at Eagan and Jensine St. as well as at Glacier Hwy and Fred Meyer.

Functional Design Layout Responses

Attendees placed green dots on characteristics of the alternatives they agree with and red dots on those with which they do not agree. They also posted comments written on stickie notes. Below is a summary.

Placement of Dots

- Many attendees do not favor the proposed cul-de-sac on Industrial Blvd., although they seem to support the intersection with Jensine Street.
- Several support the proposed split-diamond interchange between Vintage Blvd. and Loop Road.
- While opinion is divided about extending Riverside Drive south of Egan Drive, more appear to favor this.
- People feel strongly, both for and against, the proposed James Blvd./Lemon Spur Rd./Glacier Hwy (airport) connection.
- Participants support the proposed grade-separated intersection at Glacier Hwy (airport).
- Several support the tight urban diamond interchange at realigned Yandukin Drive (east).
- Some expressed disagreement with the proposed cul-de-sac on the street off of Lemon Spur Road, near the airport.

Comments

- James Blvd. is a residential street, not a collector.
- There are houses here [where Riverside would extend south of Egan Drive]. Eminent domain divides communities. It does not unite them.
- Frontage roads need sidewalks on both sides.
- Wetlands/natural area [in the area of the proposed Lemon Spur extension, north of Glacier Hwy (airport)].



- Salmon from Jordan Creek live here [in the area of the proposed Lemon Spur extension, north of Glacier Hwy (airport)]. This should be at existing road by Fred Meyer tight urban diamond interchange at realigned Yandukin Drive (east)].

	Do not support 1	Somewhat oppose 2	Neutral 3	Somewhat support 4	Strongly support 5
Alternative 2	10	4	3	2	7

Questionnaire Responses

- I don't like that you cannot cross from Vintage Blvd. to Glacier Hwy. I don't like Lemon Spur tied to James Blvd. Why not Mendenhall Mall Road?
- Keep pressure off James Blvd.
- I like Riverside extended to Glacier Hwy.
- Keeps traffic on Egan and dumps Glacier Hwy traffic into another commercial area to disperse, not a residential area. New Brotherhood Bridge geometry is a bit extreme and will be difficult to design and build.
- Alternatives 2 and 3 seem similar but I like the access to Industrial Boulevard in 3 better than in 2.
- Not sure why Industrial Blvd. is dead-ended. Can't go to Don Abel's from the valley. Why not put overpass there?
- Limits access to Don Abel Building Supply.
- Concerned about changed access to Don Abels.
- Too big a change for Industrial Blvd.
- Maplesden Way to TEMSCO will be straightened by airport. This new intersection needs to be accommodated by Yandukin intersection upgrade. Would like to see Industrial Blvd. Option 3 included here.
- Circuitous route from the Valley to Fred Meyer.
- Isolates Don Abel and Fred Meyer. Lemon Spur is not needed.
- Lemon Spur now connects with frontage road better than in Alternative 1.
- Lacks Glacier Hwy/Lemon Spur extension to Loop Road.
- Dislike its elimination of the Lemon Spur extension.
- I do not like the exit to Wild Meadow Drive through wetlands near the bridge. We lose too much wetland by extending Yandukin to Lemon Creek.
- Good treatment of McNugget intersection.
- Yandukin intersection seems like overkill.
- Seems to be way more than is needed.



- Costly. High wetland impact.
- Extreme over-design. High impact on adjacent properties.
- Too extensive a design. Can Juneau really absorb the level of growth implied here?
- Causes too much trouble.
- Takes our house. Question funding and extent of project and population predictions.
- Bike lanes and sidewalks need to be designed to avoid being plowed over and elevated to be usable.
- Clear, planned system.
- I like the extra on and off ramp from Riverside Drive.
- I like all Egan access.
- Support access both ways onto Vintage Blvd.
- Makes a bigger deal of Vintage Blvd than may be warranted.
- Question whether the underpass at Vintage Blvd is really needed (seems like this might a good place to save money and preserve space for future traffic development west of the river).
- Signal needed at Glacier Hwy and Fred Meyer.
- My ideal choice would probably be this plan with combination of the Lemon Spur/Glacier Hwy configuration of Alt. #1, and possibly the Vintage Blvd configuration of Alt. #3.

Functional Design Layout Responses

Placement of Dots

- Several attendees do not favor the proposed cul-de-sac on Industrial Blvd.
- Many support the proposed improvements to Mendenhall Loop Road and the Lemon Spur connection to Glacier Hwy. (airport).
- Reactions seem divided about the split diamond interchange between Vintage Blvd. and Loop Road, but participants favor the signalized intersection of Loop Road and James Blvd., and the extension of Riverside drive to south of Egan Drive.
- Some do not like the connector road drawn on the map between Mendenhall Loop Road and Glacier Hwy. (north).
- Some disagree with the proposed cul-de-sac on the street off Lemon Spur Road near the airport.
- Slightly more are in favor of the proposed tight urban diamond interchange at realigned Yandukin Drive (east).

Comments

- Bike route should go through Egan Drive between Riverside and Mendenhall Loop.
- James is a residential street, not a collector.



- Salmon live here [in the area of the proposed westbound frontage road between Glacier Hwy. (airport), Loop Road and Riverside Drive]. Please design accordingly.
- Eagle’s nest [where Lemon Spur connects to Glacier Hwy. (airport)].

	Do not support 1	Somewhat oppose 2	Neutral 3	Somewhat support 4	Strongly support 5
Alternative 3	12	2	0	12	3

Questionnaire Responses

- This is a little better than the other alternatives dumping onto James. I preferred the earlier layout that put through traffic at the west end of James onto the Mall Road.
- I don’t like the dead-end at Vintage Blvd. and Glacier Hwy.
- Bad access to Vintage Blvd.
- Need access both ways onto Vintage.
- I don’t like the missing frontage road between Loop Road and Riverside.
- I like the Industrial intersection more here than in Alternatives 1 and 2.
- Reasonable approach to Industrial Blvd congestion.
- I like this option for Industrial Blvd.
- Great access to Don Abel’s Building Supply and the businesses on Egan/Industrial.
- Make Jensine into truck route.
- Affects salmon resources the least in Jordan Creek.
- Provides best access to Fred Meyer and Don Abel; doesn’t build Lemon Spur.
- I don’t like the Fred Meyer intersection—you cannot exit Egan to Fred Meyer.
- I do not like the at-grade intersections at Jensine Street and Industrial Blvd. Need Lemon Spur Road like Alternative #1. Need Industrial Blvd./Jensine St. like Alternative #1.
- Strongly favor this Lemon-Yandukin layout over others. No need for separated bike path Fred Meyer-to-McNugget. Fairest treatment of Industrial Blvd.
- Lemon Spur/Yandukin tie at location of present Lemon Spur cul-de-sac poor design. Interchange south (east) of Bethel Christian (Juneau Christian Center) provides far better flow.
- Seems like a more realistic Yandukin/Lemon Spur link.
- Will reduce the congestion at Mend. Mall Road at Loop Road.
- I just don’t like the Yandukin Drive thing—would obliterate the McQueen lot, new vet clinic lot and Jensen lot. SE Alaska vet clinic has already spent \$40,000-\$50,000 and hopes to break ground on a new clinic this spring between McQueen Motors and the bank.



- We own lot #2A (next to McQueen Mts.). We have plans to build a \$2 million dollar veterinary clinic on this lot, starting this spring. Triplette Construction is our contractor. We have been working on this project since 1999.
- Glacier Highway (airport) needs better Egan access.
- This uses too much wetlands to get people from airport to downtown. Too much emphasis on Riverside Drive.
- Wow. Takes up too much land and money. Seems to be way more than is needed.
- Extreme over-design. High impact on adjacent properties.
- Better than Alternatives 1 and 4 but still wonder if all of this is necessary. Maybe all we need is a few more stoplights, signs directing tourists to the airport and left-hand turn lanes.
- Dislike the elimination of frontage roads between Mend Loop Rd and Riverside in this plan. There is probably going to be more traffic out the road with growth in University, NOAA programs, Auke Bay tourism, and possible completion of a road up Lynn Canal. Preferable to maintain westbound access than have traffic go through Mend. Mall Road, James Blvd, or cut through neighborhoods to reach Riverside Drive.
- I don't agree with elements, but this seems to be the best balance between intrusion and improvement. Still, an improved public transportation system might make this all unnecessary.
- Most realistic.
- Takes our house. Question population projection; cost seems too great. Like additional lights.
- Eliminates our property (future building site for our business adjacent to the USA Credit Union).
- Signal needed at Glacier Hwy and Fred Meyer.

Functional Design Layout Responses

Placement of Dots

- There is considerable support for the proposed intersection of Vintage Blvd. and Egan Drive.
- There is some support for at-grade intersections at Jensine Street and Industrial Boulevard.
- Many disagree with proposed changes to the eastern Mall access.
- Some attendees support relocating Hurlock Avenue access.
- Opinion is divided regarding the split diamond interchange between Riverside Drive and Loop Road.
- Several support proposed frontage roads between Glacier Hwy. (airport) and realigned Yandukin Drive (west), particularly at the intersection of Egan Drive, Lemon Spur Road and Glacier Hwy. (airport). There also is support for bicycle access in this area.
- Support for the realigned Yandukin Drive (west)/Lemon Spur Road connection is divided.



Comments

- We need a light now [at the intersection of Jensine Street and Industrial Blvd.].
- A retired family lives here [at the proposed intersection of Riverside and the street connecting it with Loop]. Eminent domain does not build communities.
- James Blvd. is a residential road, not a collector.
- Jordan Creek area remains in natural state.
- This [Lemon Spur connection with Glacier Hwy. (Lemon Road)] wipes out three lots as well as wetlands.
- Bike paths should connect on south side between Riverside and Loop.

	Do not support 1	Somewhat oppose 2	Neutral 3	Somewhat support 4	Strongly support 5
Alternative 4	16	½	2	4 ½	6

Questionnaire Responses

- I live at the corner of James Blvd. and Riverside. I would hate to see the Lemon Spur connection because it would make James a major access route for the new high school at Dimond Park. Also, there is already enough happening at that corner that any more would be dangerous to kids walking to Riverbend along James and crossing Riverside.
- I disagree with turning James into a collector. This alternative is worse in that it does not improve LOS on Egan much, encouraging even more traffic to bypass onto James.
- May put too much pressure on James Blvd.
- I like a light at Industrial Blvd. It is a busy intersection. I do not like frontage roads.
- Need access both ways onto Vintage.
- Make Jensine into truck route.
- No access to Don Abel's.
- Least disruptive. Cheapest. Makes use of the Fred Meyer intersection.
- At-grade intersections make the most sense economically, for looks and otherwise. It makes sense to slow down traffic and keep high-speed accidents to a minimum.
- Flat (at-grade) intersections unthinkable in view of future growth.
- No grade-separated intersections.
- Very opposed to ALL options that elevate Egan Drive. Far less expensive solutions exist. Juneau population increased 19% over the last 17 years; your premise for expansion of our valley roadways is flawed. In addition: (1) Virtually no building lots available in valley. (2) Only during very limited times is there any semblance of a problem. (3) Current trends indicate significant



population growth is unlikely. (4) These are uncertain times economically. An \$80-100 million design is way overkill and unnecessary for the next 20 years.

- Good access without circuitous routes.
- Cheapest, least invasive, meets community needs.
- Fairly realistic; still significant property impacts, but tolerable.
- Good, planned system.
- Has the least impact on current property owners while improving traffic flow considerably. Admittedly, it may have the most limited useful life but then there would be \$50 million unspent money to make further improvements.
- Won't work long term. It is a short-term fix for a long-term problem.
- If it's going to be done, raised grades would be better than same grade—better to go higher than wider.
- I don't believe at-grade will be workable for pedestrians and bicyclists.
- Pedestrian bridges needed at Mend Loop Road/Egan and at McNugget. Bridge design model suggestion would be the S.Bragaw/E.Tudor Rd ped bridge in Anchorage.
- Needs overpass access.
- We need to construct overpasses to solve long-term car problems.
- Lack of work on Egan.
- Takes our house. Like added traffic lights.
- This alternative is our second choice. We prefer alternative #1. This is the least expensive of all the alternatives. As a result, if #1 is cost-prohibitive, this alternative would be our preferred solution.
- This alternative stinks; the only positive thing about it is its price tag. Juneau's population will grow, probably to 50,000-150,000 people in 30-50 years. We will all benefit from a well thought out transportation system. If Alt #4 is the best we can do, we should probably just give up, move the capital to Anchorage, and shut down the town.

Functional Design Layout Responses

Placement of Dots

- Many attendees do not favor the Lemon Spur extension, although some support it extending to Glacier Hwy. (airport).
- Some support the proposed right-in/right-out at Glacier Hwy. (airport)/Trout Street/Old Dairy Road and the idea of providing full, signalized access on Yandukin Drive.
- A few do not like the connector road between Mendenhall Loop Road and Glacier Hwy. (north).
- Opinions are mixed about the right-in/right-out proposed at Vintage Blvd./Glacier Hwy. (north) and also about the proposed intersection at Riverside Drive and Egan Drive.



Comments

- Bridge needs bike lanes. Cyclists should not ride on sidewalks.
- Eminent domain. What is the “fair market value” on a family’s hopes and dreams?
- James is a residential street, not a collector.
- Frontage roads need sidewalks on both sides.
- I like being able to easily access Lemon Spur Road from this intersection [Glacier Hwy. (airport) and Egan Drive].

Additional Comments from Questionnaires

- Please carefully consider pedestrian and bicycle flow. All alternatives should maintain a separated bike path between the Valley and Fred Meyer.
- Why not put this amount of energy into improving our public transportation system by studying incentives for use? It seems we could accommodate all of this growth at very little cost compared to constructing roads so every individual in town can drive their own car.
- We should spend more money on disaster planning and evacuation routes before making it possible to use single vehicles (non-public) to get somewhere faster.
- Prefer separate paths for bikes and pedestrians where possible if they can lower impact on existing homes and businesses. Above grade – slippery in winter. Like the split near town and all other bridges. Finding airport would be easier with more and better signs.
- The graphics in the newsletter were too difficult to understand; less than 5% of people probably understand what you’re doing. You should start the public process over and re-present the plans in a manner that people can actually understand.
- If the Lemon Spur extension is built you should consider extending Tongass Blvd to meet it and eliminate left turns at Nancy/Loop.
- If James Blvd is to receive more traffic via Lemon Spur extension, consider widening and straightening it and putting in buffers to shield it from the remaining residences.
- Suggest a Mendenhall Loop-type road west of the Mendenhall River to accommodate future growth. Also, suggest an Auke Bay bypass that runs north of Auke Lake. Alternative #3 version of Vintage Blvd better accommodates these ideas.
- Separated bike/ped paths are desirable over bike lanes and sidewalks.

Other Letters and Emails

- Oppose any impacts to Grandma’s Feather Bed. Plans have been made to construct an additional 27 units. – Country Lane, Inc.
- Recommendations from Mendenhall Watershed Partnership:
 1. Compile more detailed information for the James Blvd/Lemon Spur Rd area.



2. Incorporate existing management and development plans within and adjacent to the area (e.g., Juneau Wetlands Management Plan, Juneau Coastal Management Plan, restoration plans for Duck Creek, ACOE Restoration Plan, etc.).
 3. Develop a Storm Water Pollution Prevention Plan.
 4. Avoid development of important riverine and wetland areas; if unavoidable, incorporate a mitigation plan that includes riparian buffers for Jordan Creek.
 5. Maintain or improve fish passage and stream hydrology. If feasible, terminate Del Rae Road with a cul-de-sac at Duck Creek and remove the existing culvert.
 6. Protect water quality.
 7. Minimize development; utilize existing road footprints whenever possible.
 8. Mitigate adverse environmental impacts.
- Add a pedestrian underpass under the Brotherhood Bridge. A bike/ped route is needed from Dimond Park to the Airport Dike Trail. – Kim Kiefer, CBJ Parks and Rec Director
 - Favor Alt #3. Alt #2 seems extremely inconvenient for Valley residents stopping to shop at Fred Meyer on the way home. Alt#1 should have an interchange closer to Fred Meyer.
 - Favor Alt's #1 and #2, especially Alt#1 which gives great access but would likely increase traffic on James Blvd. Suggest continuing Lemon Spur Extension to Tongass Blvd to relieve pressure at Loop Rd interchange.
 - Alt #1: favor Lemon Spur extension. Alt #3: Favor Yandukin intersection. Alt #4: Favor extension of Riverside Dr, also changing east access to Mendenhall Mall.
 - Alt #2: oppose the relocation of the entrance to Brotherhood Bridge parking lot to Wildmeadow Lane due to wetlands impacts. Propose instead to leave it where it is and disallow left turns from the parking lot. Add a center turn lane to accommodate left turns into the parking lot.
 - Favor Alt #1 except for the Industrial Blvd connection. Use Alt #2's Industrial Blvd treatment. Dislike the other alternatives' limitations on frontage roads. Favor the Lemon Spur extension as shown on Alt #1. Connecting James Blvd to Mend Mall Road is a good idea, too. Give consideration to the likely location of the Second Channel Crossing.
 - Regardless what alternative is chosen, (1) enable inbound left turns at Vintage and (2) connect Lemon Spur to James.
 - Need better, longer-lasting traffic markings. Also, restore the Glacier/Glacier North to its original configuration.
 - Favor Alt #1 .
 - Need more reflectors and better lighting, especially out near Auke Bay.
 - Prefer Alt #1's treatment of Industrial, Vintage (except connect Glacier North to Egan), and Lemon Spur Extension; and Alt #3's treatment of Riverside and Loop and Yandukin. Questions whether all signals shown will be needed, at least right away.

Presentations

At 5 pm, and again at 6:30, Chris Morrow, Project Manager, ADOT&PF, and Lee Rodegerdts, Consultant Team Leader, Kittelson & Associates, gave presentations to describe the overall WEDCOR project and summarize the four alternatives. Questions and concerns raised by attendees are listed below, in italics, followed by responses in regular print.

Would above-grade roadways create more traffic noise in the neighborhoods?



A raised roadway does create more noise and we will look at these impacts, as well as potential mitigation, as part of our environmental study. If we make no improvements, the increased traffic congestion also would create more noise.

We have plans to develop a new business on property that could potentially be impacted by some of the alternatives. Until you make a decision, we don't know what to do.

ADOT&PF is required to pay fair market value for your property after the decision is made. In addition, there is the possibility we can work with specific hardship cases in advance.

Alternative 4 seems the cheapest by far.

How does the timing of this project fit with environmental regulations?

As environmental regulations are updated, we will have to readjust accordingly.

With Alternative 4, will you look at reducing traffic speeds on Egan Drive?

Yes.

Are you looking at other ways to accommodate pedestrians, such as overpasses or tunnels?

We have discussed this, but have found that many people, particularly children, do not use pedestrian overpasses. We are still considering other ways to accommodate them.

You should consider all costs that would be involved in increased maintenance resources for new roads.

Good point.

Bike paths often become buried by snow and therefore unusable.

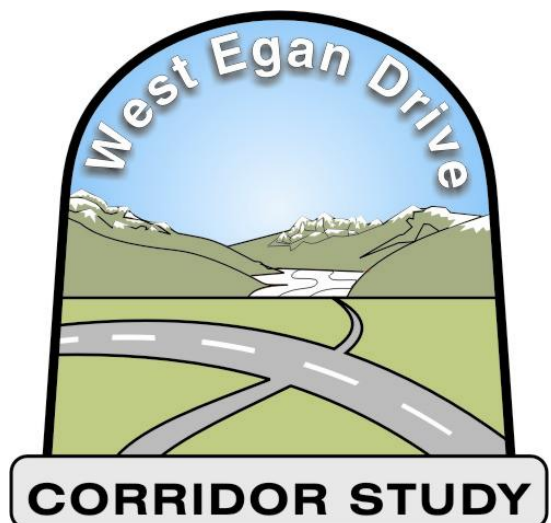
We have already begun addressing this issue on the existing bike paths.

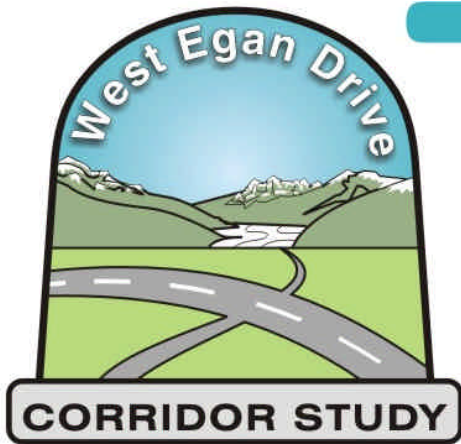
Consider Jordan and Duck Creeks.

Wetlands are valuable and we are looking at ways to protect them.

Section 3 – Public Involvement

Public Event Summary 3





West Egan Drive Corridor Study

Public Event #3

May 29, 2003

Summary

August 12, 2003

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

Introduction

The third and final public event for this phase of the West Egan Drive Corridor (WEDCOR) Study was held on Thursday, May 29, 2003, at the Mendenhall Center. The public was invited to visit any time between 4:30 and 7:30 pm to learn the details of the Proposed Action and Phased Implementation Plan. Approximately 100 people attended.

The Project Team, consisting of Alaska Department of Transportation and Public Facilities (ADOT&PF) staff and consultants led by Kittelson & Associates, were available to answer questions. Participants were invited to post their comments on sticky-back notes, write on easel pads and complete a comment form.

As people entered the room, they were asked to place colored dots on a map of the Juneau vicinity to indicate where they live and work. The majority of attendees live in the Mendenhall Valley and work in the WEDCOR Study area or in downtown Juneau. They then proceeded around the room to review graphical displays and ask questions.

Based on the 22 completed comment forms received, participants seem most concerned about continued access to familiar locations in the corridor and impacts to safety, noise and other quality of life issues. Some participants said they want more consideration given to improving alternate modes of transportation and thereby decreasing dependence on automobiles and energy. Comment form responses are attached in Appendix A.

Presentations

During the evening, Chris Morrow, Project Manager, ADOT&PF, and Lee Rodegerdts, Consultant Team Leader, Kittelson & Associates, made two 45-minute presentations to describe the process to date and the Proposed Action and Phased Implementation Plan. Questions and concerns raised of attendees are noted below, organized according to subject. They are in italics, followed by responses in regular print.

Proposed Action

The at-grade alternative seemed interesting. Why is it no longer an option?

It would not adequately solve delay problems. Egan Drive will be at-grade until near the end of the 20-year construction schedule.



Why is Egan Drive elevated?

To minimize impacts to businesses and homes.

Is there any study showing that less fuel is burned waiting for traffic signals?

A direct correlation has been found. The overall system delay is expected to be no worse, in fact it may be better, than it is today. Egan Drive will see much less delay.

You are doubling the amount of traffic lights. How does that decrease delay?

We have closely spaced intersections and can time lights so the majority of traffic sees only green lights. The bigger the intersection, the more time traffic needs to get through.

I have seen a similar light system in Anchorage and it does not work.

Would it be possible to keep Egan Drive flat and lower the side streets, rather than building overpasses?

This would have a negative effect on the water table and also would have access implications.

Where will the frontage roads be located?

On each side of Egan Drive.

How much wider will Egan Drive be?

It will be about 300 feet—wider than it is today.

Will you rebuild Brotherhood Bridge?

Yes, we plan to replace it in the next 10-20 years. It is near the end of its usable life.

Where will the bike paths and sidewalks be?

They will be on both sides of Egan Drive up to McNugget, where they will follow the new extension of Old Glacier Highway and the cross streets there.

How wide will they be? Will they be able to accommodate both bicyclists and pedestrians on both sides?

The paths will conform to national standards. They will be ten feet wide for pedestrians and bicyclists.

How will you deal with the impacts to the Lutheran Church on Riverside Drive?

Currently, we think we can fit through that spot, but we do not know yet what the exact impacts could be.



Maybe you could add a light there or just above it.

Del Rae will be disconnected at Loop Road. There is no plan for a light there.

One benefit I see to the Yandukin interchange is that it will remove much traffic from Lemon Creek.

Have you designed the Proposed Action so that it will not preclude the possibility of light rail in the future?

The Proposed Action will provide flexibility. Preserving space gives us options.

Have you considered below-grade pedestrian facilities at Egan Drive and Loop Road?

Not specifically, but multi-use paths parallel to Egan Drive will be created.

Sidewalks should be on both sides of the street. Otherwise, you will have many wrong-way bicyclists. The Egan Drive/Loop Road intersection is used by many pedestrians and bicyclists, so if you elevate the roadway, you should be able to grade-separate that too.

We are providing full access under the overpass structures and bringing Egan Drive down as soon as we can.

But there would still be access to cross at the light.

It seems that a right turn from Del Rae Road to Mendenhall Loop Road would not be so bad. Why do you cut off so close to Loop Road? The connection has been there since the highway was built.

It was requested by the Mendenhall Creek Partnership because there is a culvert there.

It would be nice to have a pedestrian/bicycle access over the creek, even if there are no cars.

Phased Implementation Plan/ Construction

With space at a premium, have you considered constructing with concrete and steel, rather than earth?

We may be able to in some places but intersections can only be so close together. We will consider a variety of options.

When will you connect Fred Meyer to McNugget?

The connection will be made when we develop the McNugget interchange, approximately ten years from now. It would not fit before that time.

That connection would make a big difference in the short term.

What is the timeframe for right-of-way acquisition?



It will be one to three years from now, if we have the funding.

When is the entire Proposed Action expected to be complete?

We are planning to complete it in 2025 but we won't build improvements if we don't need them, so completion may take longer.

Process

Is there a summary report of the process thus far?

We will produce a final report on the study in about two months. It will include all technical memos, public comments and meeting summaries and will be available on the WEDCOR project Web site and in the ADOT&PF office.

What is the population increase on which you are basing your projections?

We used the same growth assumptions as are in the overall Transportation System Plan.

The population (of Juneau) is only expected to increase about 1% per year. I am concerned we are building improvements we do not need.

Egan Drive traffic has been increasing at a rate of 2% per year.

Will there be an opportunity for input during the design phase?

Yes, there will be opportunities during both the environmental and design phases.

How does the right-of-way process work?

ADOT&PF is bound by federal law to pay fair market value for any property it acquires.

Other Considerations

Have you considered a second crossing to Douglas?

That process is in an early stage and we do not have the answer.

Two good locations would be Fritz Cove Road or Engineer's Cutoff.

I don't understand why this project is moving forward before a second bridge to Douglas is built.

We are working on all plans simultaneously.

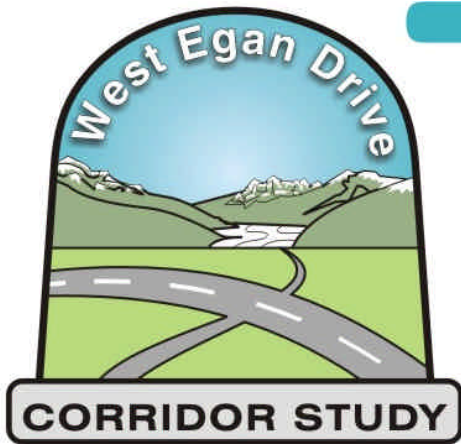
You should consider reduction of fossil fuel consumption as part of your plan.

Our (ADOT&PF) mission is to accommodate traffic needs. Public officials make the policy decisions.



The following are included in the appendix:

- Appendix A: Comment Form Responses
- Appendix B: Public Comments received by ADOT&PF



West Egan Drive Corridor Study

Public Event #3

May 29, 2003

Appendix A: Responses from
Written Comment Forms

August 12, 2003

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

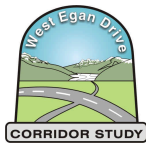
1. Do you have any additional questions that were not answered today?

Project Information

- Thanks for offering this opportunity.
- Good information was available. However, on the large maps (page 2 of 2) was a box called "Proposed Action" but that information was not on the small handout maps.
- Is Juneau going to have the opportunity to vote on these changes? Would it be possible for a representative from DOT to canvass affected neighborhoods for input?
- More information on timeline would be appreciated.
- The questions which were not answered today were questions which were not answered several years ago at the CBJ meeting at the Centennial Building.
- Why was not the handout in color? Would be much easier to understand.
- Please send a copy of the sequence of construction phasing. You ran out.
- How about a mailing list that people can join/leave via the Web site?

Quality of Life

- What is the plan for compensating residents for the impact the project will leave on their quality of life (i.e., view, loss of land, etc.)?
- Must we make the same mistakes that all other U.S. cities have, designing for cars instead of for people, destroying community aesthetics?
- Drainage – as the roads keep going in around us higher and higher our problem is more pronounced. We are at 9494 Glacier Highway. The house was built in 1955 so even the other houses are on higher ground.
- Why did none of the project goals include to maintain a safe and quiet neighborhood?
- Will a noise study be conducted to determine the impacts of elevated roads and increased traffic area?



Improvements

- What about the 2nd crossing – shouldn't your plan be made after that location has been chosen?
- Why aren't other projects such as Switzer Intersection and 2nd crossing a part of the selection process? Won't these have cumulative impacts/benefits?

Bicyclists/Pedestrians

- How would one walk/bike from McDonald's to Fred Meyer? Why does the Lemon Spur Road near McNugget get routed up the mountain instead of at the same level (elevation) as near Fred Meyer? Are the bike/walk paths planned to be cleared of snow? If so, by whom? Is a walk/bike underpass at Brotherhood Bridge planned?
- Provisions for bicycles and pedestrians are not clearly described in the maps provided at the public meeting. Would like to know what, if any, provisions will be incorporated into this plan.

Public Transit

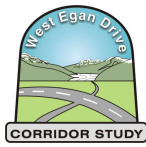
- In this engineering effort, where do we see attention to transit oriented development?
- Why no additional work on public transit as an alternative solution to the traffic problem?

Safety

- Part of your justification is safety – "Highest accident rate in SE." So how does any of this compare on vehicles per day or hour at peak? With highest population and highest traffic rate and speed, why not expect or accept that as natural? Have you considered roundabouts?
- I back out of my driveway onto Glacier Highway. How can this alternative be considered safe? What actions can be taken to ensure that it is safe? What are the projections for increased traffic flow on Glacier Highway after implementing any of the phases of the project?

Other

- ◆ What energy source(s) are we assuming will power the traffic volume that will require this level of improvements?
- ◆ Why wasn't any resident living on Glacier Highway between DOT and Fred Meyer on the Citizen's Advisory Committee?



2. *Do you have any other comments?*

Improvements

- I am not satisfied that we are solving existing traffic flow problems/issues (left turn into Safeway while southbound on Egan Drive.) We are using this project to anticipate for a questionable future, but not solving known problems.
- My first reaction is that these changes are more than Juneau needs. Given a 20 year build-out period, it may be needed after all but I would hope we could do staged upgrades and only as they are needed.
- Hurlock Avenue should continue to allow a right turn onto Glacier Highway and on to Egan Drive rather than sending all that daily traffic for Cornerstone House through the neighborhood.
- I liked the earlier idea to close off the Loop Road side of the Mendenhall Mall. Eliminating turns on that side would really improve the traffic flow.
- Second crossing from Douglas should come in at Fritz Cove or Engineer's Cutoff.
- I would recommend making Loop Road from Mall Road to the glacier four lanes.
- Patricia Place cul-de-sac--Riverside changes dramatically impact views. Could you please consider making the new road through the unpopulated backside of Faith Lutheran instead?
- I want to make you aware that the Juneau Raptor Center recently acquired a site for an educational and rehabilitation facility at the end of Wildmeadow Lane, in partnership with CBJ. While the Alaska Coastal Wildlife Center will not actively seek large numbers of visitors, and does not plan to construct a large amount of parking on site, there will be visitors who will access the site via Wildmeadow Lane and by the paved walking path. We are not far enough along in our planning to estimate the number of visitors, but we are planning a 28,000 square foot facility with exhibits, classroom, conference room, etc. as well as a clinic and rehab areas. There should be a lot of school classes and some other group visitation.
- Why have you not considered traffic technology from other countries such as the European turnabouts which can handle any number of entrances and exits with minimal traffic light necessity. It would seem appropriate for our area and minimize the impact of additional roadways.
- The bike path at Brotherhood Bridge should cross Egan Drive as well as the river.

Environment

- The wetlands are not untouchable.
- The Final Project Goals and Draft Purpose and Need do not consider energy. Why not? The primary objective should be to reduce transportation fuel consumption.
- Hydrogen and fuel cells are not a panacea for our personal vehicle energy consumption problem; neither is an energy source. Hydrogen fuel must be made from an energy source, like hydropower. The entire output of the Lake Dorothy Hydro Plant (proposed), about



140 gwh/yr, would be need to supply (replace) the about 10 million gal/yr highway gasoline consumption now in Juneau. The fuel cell electric vehicle (FCEU) is about two times as efficient in connecting fuel energy to VMT as the gasoline-fueled ICE vehicles. Thanks for thinking about the above.

Timing

- Please start as soon as possible.
- Even sidewalks have impact. How much notice will we have? We commercial fish four months of the year.
- Which intersection will be constructed/reconstructed first? Answered during Open House.
- Old Glacier Highway extension behind Fred Meyer is of top importance. Should be early phase (may already be – have not had time to look at everything).

Alternate Modes of Transportation

- I do not believe we have seriously considered community and transportation design alternatives to near-total reliance on personal vehicles.
- We cannot conclude that people and politicians want to continue near-total dependence on personal vehicles until we have credibly and thoroughly explored an alternative strategy with the public. We have not done so.
- I would like to see a study on light rail as an alternative, particularly for getting students and workers back and forth from the valley to town. Your current plan just moves the bottleneck to town where traffic will become a nightmare.

Other

- Very good presentation.
- Intensive driver education would be cheaper and probably improve safety more.
- I hope that the State has not paid too much for this study as I do not think that it is worth anything. Egan Drive does not have to be replaced.
- This program is a disaster. It will result in increasing the problem it attempts to address. There is no limit to the expansion of the number of miles driven when there are no limitations placed upon the process. This growth in highways will continue until people say enough. But it is not the people who control the process and their “enough” will be understood as the voice of the people, and not the special interests from whom the mandate of forever expanding the road system.

The effect of the present project will in the long-term degrade the quality of life in Juneau. This degradation will take several forms which will decrease our humanity and will weaken our democracy. The evidence of that weakening is already visible in our nation, and is at the bottom of the ongoing tension between the Republican, Democratic and Green Party of Nader.



Basically, to plan such a social disaster takes a lot of ignorance about culture and the decline of civilizations. You people can be either open and aware the democratic process has been corrupted in your process or blind to it and continue along your merry path and the systematic destruction of a democratic society.

E:\Current Projects\0136-Juneau\Public Event #3\comment form responses.doc

Section 3 – Public Involvement

Newsletter 1





West Egan Drive Corridor Study

from your Alaska Department of Transportation and Public Facilities

Study addresses serious transportation problems

Most of us in Juneau are aware of the growing traffic along the west end of Egan Drive, between Yandukin Drive (Fred Meyer) and the Mendenhall River.

Growth in the Lower Mendenhall Valley has created considerable challenges for this section of Egan Drive. Traffic moves more slowly along Egan Drive than in years past due to increased traffic and added traffic signals. Drivers endure long waits from all directions at the Mendenhall Loop Road intersection. Left turns at unsignalized intersections are difficult and in some cases no longer allowed. Pedestrians struggle to cross Egan Drive, hurrying at the signals, dodging high-speed traffic elsewhere, and often walking where no pedestrian facilities are present.

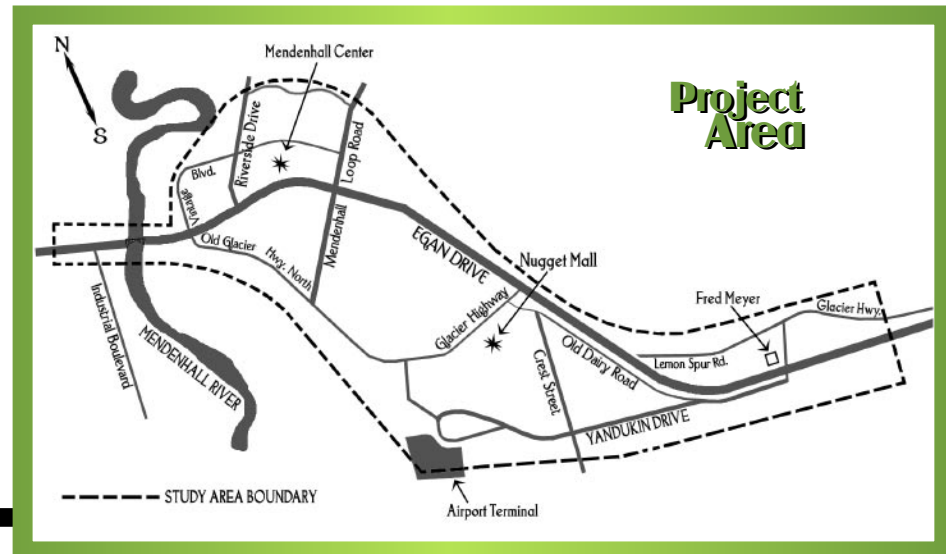
As our community grows, these and other problems will become even more serious along this stretch of Juneau's most important highway.

Help is on the way!

The Alaska Department of Transportation and Public Facilities (ADOT&PF) is undertaking a 16-month study to consider the major transportation issues that affect this section of Egan Drive and develop a comprehensive improvement plan. ADOT&PF, along with a consulting team led by Kittelson & Associates, Inc., and assisted by the City and Borough of Juneau, will examine safety, connectivity and efficiency for automobiles, trucks, buses, bicycles and pedestrians.

The purpose of the West Egan Drive Corridor (WEDCOR) Study is to analyze the problems and identify potential improvements for all means of transportation along and across Egan Drive between Industrial Boulevard and Yandukin Drive (please see map). Among the streets that are being studied are Egan Drive, Industrial Boulevard, Glacier Highway, Vintage Boulevard, Riverside Drive, Mendenhall Loop Road and Yandukin Drive.

Project Area identified



Get Involved!

Read the newsletters and respond to questionnaires. This is the first of four newsletters that will provide project updates and announce upcoming events.



Participate in the public events.



Visit the project Web site <http://projects.ch2m.com/WEDCOR/> for more detailed information



Send us your questions & comments

Project Divided into Three Phases

The public will play an important role throughout this study. We will seek your input at our public events and on our project Web site to help us identify the best future transportation system that meets the needs of all users of the West Egan Drive Corridor.

Phase I, through April 2002: We are examining current and future environmental, transportation, social and economic conditions in the area.

Phase II, between April and September: We will evaluate a wide variety of possible solutions to meet the needs of pedestrians, bicyclists, truckers, transit and automobile users identified in the first phase of the project. The public will help narrow down alternatives to several considered most feasible.

Phase III, between September 2002 and April 2003: We will analyze in greater detail the remaining alternatives in terms of additional safety, environmental consequences, and construction requirements, as well as advantages and disadvantages to the transportation system. We will then select an alternative and prepare a phasing plan to implement the recommended improvements.

Following completion of this study, the ADOT&PF will prepare an environmental document that addresses the recommended improvements.

To help guide our discussion of possible solutions, the project team has suggested the following Project Goals. We will be asking for public comment at our first public event.

Draft Project Goals for Public Review

- ◆ Develop a safe and efficient transportation system for pedestrian, bicycle, transit, automobile and commercial transportation in the study area.
- ◆ Balance connectivity and efficiency for all users.
- ◆ Integrate the transportation system with existing and future development in the area.
- ◆ Avoid creating new barriers to travel.
- ◆ Maintain reasonable access for existing and projected development, both locally and in the surrounding transportation system.
- ◆ Maintain safe and efficient access for emergency vehicles.
- ◆ Minimize impacts to natural resources.
- ◆ Minimize social and economic impacts.
- ◆ Meet engineering standards, while being sensitive to the needs of all users.
- ◆ Develop cost effective solutions that can be carried out by ADOT&PF and the City and Borough of Juneau.

Citizens Advisory Committee (CAC)

The CAC, individuals with a wide range of perspectives, will meet periodically to review and advise on the technical findings and recommendations. As this newsletter is printed, the following have agreed to serve: *Peter Anderegg; Larry Bauer; Susan Bowman; Earl Clark; Kirby Day; Fr. Tony Dummer; Cheryl Hull; Jack Manning; Dr. Peter Nakamura; Dave Ringle; Tim Sunday; Murray Walsh; Tom Wehnes; John Williams.*

The CAC will meet at least five times, approximately every other month. The first meeting will be held 6:30 to 9 p.m. on Wednesday, April 10, at the Aspen Hotel, 1800 Shell Simmons (next to the airport.) All CAC meetings are open to the public. Watch for future meeting dates in upcoming newsletters and on the project Web site.

Questionnaire

Please take a few minutes to answer these questions.

1. Do you live in the study area? (please see map) Yes No
 Do you work in the study area? Yes No
 Do you shop in the study area? Yes No

2. How often do you use each of the following means of travel within the study area? (check all that apply)

	At least once a day	At least once a week	At least once a month	Rarely
Personal automobile				
On foot				
Bicycle				
Public transportation				
Business/government vehicle				
Other (which?) _____				

3. In your opinion, what are the major transportation problems inside the study area?

Yes, I want to hear more! Please put my name on the mailing list.

Name _____
 Mailing Address _____
 Phone _____ Fax _____ E-mail _____

Please complete and return by **May 17, 2002** to:
 Chris Morrow, Alaska Department of Transportation and Public Facilities
 6860 Glacier Highway, Juneau, AK 99801
 Fax: 465-3506

*You also may contact Chris for more information at the above address or e-mail at:
 wedcor@dot.state.ak.us or call (907) 465-4513
 THANK YOU!*

We need to hear from you!

Citizens are encouraged to comment throughout the study and to attend the three public events. **The first is on June 20.** Watch for additional information

on our Web site and in a second newsletter prior to the event. We will ask you to:

- ◆ Comment on the draft Project Goals
- ◆ Identify the transportation needs in the study area, today and in the future, such as
 - gaps in connectivity
 - desired travel routes

- ◆ Help narrow down the number of proposed alternatives

At the second public event in November 2002, we will ask for public comments on the alternatives selected for further review and the preliminary “Department’s Proposed Action.”

During the third public event in March 2003, we will seek public opinion on the final recommended implementation strategies.

**First
Public Event
You
Are
Invited!**

Thursday, June 20th

Mark your calendar and watch for more information, including time and location!



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WEDCOR Study
Alaska Department of Transportation &
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Juneau, AK 99801

Section 3 – Public Involvement

Newsletter 2





June 2002

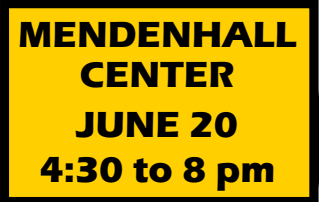
West Egan Drive Corridor Study

from your Alaska Department of Transportation and Public Facilities

Working with a 20-member Citizens Advisory Committee (CAC), the Alaska Department of Transportation and Public Facilities (ADOT&PF) is evaluating problems and possible improvements to transportation along and across Egan Drive between Industrial Boulevard and Yandukin Drive (please see map inside). In this West Egan Drive Corridor (WEDCOR) Study, ADOT&PF is being assisted by the City and Borough of Juneau (CBJ) and a technical consultant team led by Kittelson & Associates, Inc.



**First
Public
Event**



**MENDENHALL
CENTER
JUNE 20
4:30 to 8 pm**

We received 246 responses to the questionnaire in the last newsletter. From the range of responses, it is clear many people are concerned about transportation problems in the study area. Traffic congestion and delays rate highest, followed by pedestrian safety and connectivity. The Yandukin/Egan intersection (at Fred Meyer) was listed most often as a problem area. A more detailed summary of the results will be reported at the next CAC meeting, June 19.

**What
do people
think about
traffic
in the
study area?**

Drop in! Stay as long as you like!

- ✓ Hear about progress of the study (half-hour presentations at 5 and 6:30 pm).
- ✓ Comment on the overall project goals.
- ✓ Help identify transportation needs affecting Egan Drive within the study area.
- ✓ Comment on and suggest possible transportation solution concepts.
- ✓ Visit displays and talk with the project team.

Citizens Advisory Committee Holds First Meeting

The CAC plays an important role in the WEDCOR study by reviewing and commenting on technical findings and helping develop possible solutions. At the first meeting, held on April 10, CAC members reviewed and commented on consultant reports of current environmental, socioeconomic and transportation conditions. They also discussed the overall project time schedule and the public involvement process and revised the suggested **Project Goals** listed in our first newsletter. The revised **Goals** are listed below. Attendees of the June 20 **Public Event** will be asked to comment.

At the next **CAC meeting on June 19**, the Committee will continue discussing current and future transportation conditions. Members also will review the draft Purpose and Need and possible transportation system alternatives.

CAC Meeting Schedule

June 19, 2002

August 28, 2002

December 11, 2002

March 12, 2003

All CAC meetings are 6:30 to 9 pm at the Aspen Hotel, 1800 Shell Simmons (next to the airport) and are open to the public.

Citizens Advisory Committee (CAC)

Peter Anderegg, Larry Bauer, Susan Bowman, Earl Clark, John Cooper, S. Kirby Day, Mike Doyle, Tony Dummer, Dave Hanna, Cheryl Hull, Joe Johnson, K Koski, Jack Manning, Peter Nakamura, Dave Ringle, Tom Satre, Tim Sunday, Murray Walsh, Tom Wehnes, John Williams

Draft Purpose & Need Statement

This **Purpose and Need Statement** explains why the improvements in the study area are necessary and sets the framework for the range of possible solutions. It also documents why any environmental impacts caused by the proposed action are in the best interest of the public. This draft statement will be updated during the WEDCOR study to reflect further work by the project team and public input received throughout the process.

The **purpose** of the WEDCOR planned improvements is to improve traffic flow, capacity, efficiency, safety, and accessibility for all travel modes along and across Egan Drive in the study area for at least the next twenty years

The **needs** that the WEDCOR planned improvements will address are based on a detailed assessment of the existing conditions and future projections for the transportation system in the study area. Needs identified thus far are summarized as follows:

- ◆ *Address existing and projected deficiencies in roadway capacity along Egan Drive.*
- ◆ *Improve the efficiency of movement along and across Egan Drive. This includes satisfying two types of trips: regional trips that use Egan Drive to pass through the study area or to reach key destinations within the study area; and local trips that use or cross Egan Drive within the study area.*
- ◆ *Improve access, that is efficient and readily apparent to visitors, to key transportation terminals such as the Juneau*

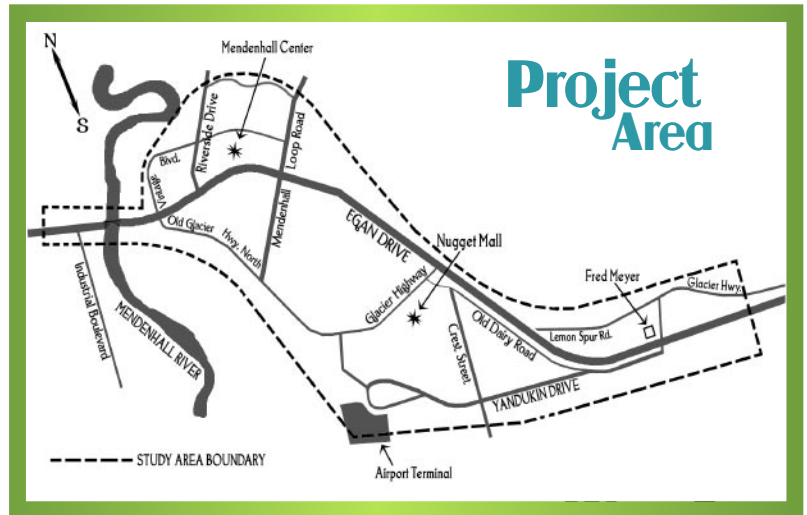
International Airport and the Auke Bay Ferry Terminal.

- ◆ *Improve travel safety, with specific improvements to intersections with high accident rates.*
- ◆ *Improve access across Egan Drive for pedestrians and bicyclists.*

Draft Project Goals

Develop a safe and efficient transportation system for automobiles, bicycles, commercial vehicles, pedestrians and transit on or across Egan Drive within the study area.

- ◆ Balance connectivity and efficiency for all users.
- ◆ Integrate the transportation system with existing and future development in the area.
- ◆ Avoid creating new barriers to travel.
- ◆ Provide reasonable access for existing and projected development, both locally and within the surrounding transportation system.
- ◆ Improve safe and efficient access for emergency vehicles.
- ◆ Minimize and mitigate for impacts to natural resources.
- ◆ Minimize and mitigate social, economic and aesthetic impacts.
- ◆ Meet engineering standards, while being sensitive to the needs of all users.
- ◆ Develop and prioritize cost-effective solutions that can be carried out by ADOT & PF and the City and Borough of Juneau.
- ◆ Reduce impacts to and from maintenance activities.

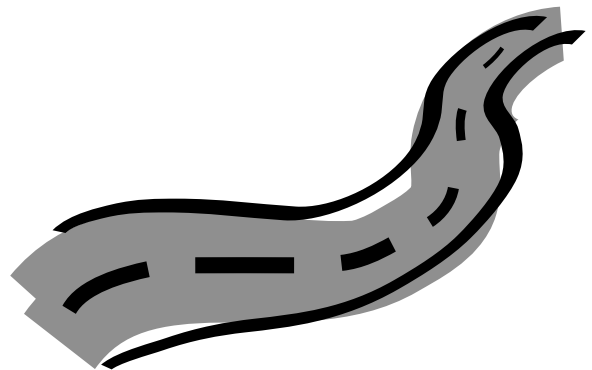


Next Steps

After considering comments from the CAC and the public, the project team will narrow the list of potential alternatives and study them in more detail. They will be the subject of future CAC meetings and public events.

Check the project Web site: <http://projects.ch2m.com/WEDCOR/> for updated information, including future events.

For more information, please contact:
Chris Morrow, Project manager
ADOT & PF
wedcor@dot.state.ak.us
6860 Glacier Highway
Juneau, Alaska 99801-7999
Phone (907) 465-4513 or Fax (907) 465-3506



West Egan Drive Corridor Study
Alaska Department of Transportation & Public Facilities



Join Us!

**June 20
4:30 to 8 pm
Mendenhall Center**



For complete meeting summaries and results. . .

<http://projects.ch2m.com/WEDCOR/>

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Juneau, AK 99801

Section 3 – Public Involvement

Newsletter 3





February 2003

West Egan Drive Corridor Study

from your Alaska Department of Transportation and Public Facilities

Solutions to Problems Considered

Of the original 12 alternative concepts, four have been chosen to study further. Since January 2002, the Alaska Department of Transportation and Public Facilities (ADOT&PF) has been evaluating problems with and possible improvements to transportation along and across Egan Drive between Industrial Boulevard and Yandukin Drive. In this West Egan Drive Corridor (WEDCOR) Study, ADOT&PF is being assisted by the City and Borough of Juneau (CBJ) and a technical consultant team led by Kittelson & Associates, Inc.

We need your comments! Learn more about the problems and possible solutions at our:

- ⇒ Which alternative do you favor?
- ⇒ Is there anything we should change?

We want to hear from you!

Drop in! Stay as long as you like! Half-hour presentations at 5 and 6:30 p.m. Visit displays and talk with the project team.

Next Steps

Over the next few months, ADOT&PF staff and consultants will evaluate the alternatives in detail, considering public input, the Draft Purpose and Need, and Project Goals that were formulated earlier. The result will be one proposed alternative that will be discussed at our **final public meeting May 29, 2003.**

Second Public Event
February 20, 2003
Mendenhall Mall
4:30 to 8 p.m.



**How can
transportation
on and around
Egan Drive be
improved?**

The Citizens Advisory Committee (CAC) consists of individuals with a wide range of perspectives including neighborhoods, tourism, retail, and environmental interests. They help guide the study by reviewing technical reports and providing direction and comments. All meetings are open to the public. Please see the last page of this newsletter for a schedule of upcoming meetings.

Citizens Advisory Committee

*Peter Anderegg, Larry Bauer, Susan Bowman, John Cooper, S. Kirby Day, Mike Doyle, Tony Dummer,
Dave Hanna, Joe Johnson,
K Koski, Jack Manning, Peter Nakamura, Dave Ringle, Tom Satre, Tim Sunday, Murray Walsh,
Tom Wehnes, John Williams*

Concepts being Studied

Of the four alternatives, the first three are variations on the theme of trying to separate local and regional traffic. They preserve Egan Drive for regional connections and improve access for local trips. To be effective, some changes, such as to Vintage and Industrial, are dependent upon each other; others can be built separately.

While Alternative 4 preserves the general character of Egan Drive and its current signals and intersections, each intersection along Egan Drive is larger due to additional through and turn lanes. Lemon Spur Road and Riverside Drive are both extended. There are new traffic signals at a few key intersections.

Specific descriptions of each option are followed by graphical renderings.

Alternative 1

- Connects Egan Drive to Mendenhall Loop Road, Riverside Drive and Vintage Boulevard. System of interchanges allows Egan Drive to pass over each cross-street with a full exchange of traffic.
- Extends Riverside Drive south from Egan Drive to Glacier Highway.
- Continues Lemon Spur Road west to Mendenhall Loop Road at James Boulevard.
- Relocates the existing intersection of Yandukin Drive with Egan Drive to the east. Adds interchange that passes Egan over Yandukin and allows a full exchange of traffic between the two streets.
- Widens Glacier Highway and Riverside Drive to accommodate future travel needs.

Alternative 2

- Connects Egan Drive to Mendenhall Loop Road, Riverside Drive and Vintage Boulevard with a system of interchanges.
- Extends Riverside Drive south from Egan Drive to Glacier Highway.
- Instead of extending Lemon Spur Road, creates a westbound frontage road between Glacier Highway to Mendenhall Loop Road and Riverside Drive.
- Converts the Glacier Highway/Egan Drive (McNugget) intersection to a partial interchange with access only to and from Downtown.
- As in Alternative 1, relocates the intersection of Yandukin and Egan Drive and widens Glacier Highway and Riverside Drive to accommodate future travel needs.

Alternative 3

- Connects Egan Drive to Mendenhall Loop Road, Riverside Drive and Vintage Boulevard with frontage road and separate on and off-ramps.
- No westbound frontage road between Mendenhall

Loop Road and Riverside Drive.

- Eliminates connection between Glacier Highway and Egan Drive.
- Connects Glacier Highway with Yandukin Drive near the airport with a frontage road.

Alternative 4

- Maintains Egan Drive at existing elevation.
- Adds no interchanges; several intersections include two left-turn lanes.
- Creates a right-in/right-out intersection at Glacier Highway (north)/Vintage Boulevard/Egan Drive. Left turns to and from Egan Drive prohibited.
- Creates three lanes on Egan Drive in each direction, from Mendenhall Loop Road to Yandukin Drive.
- Creates five lanes on Glacier Highway (airport) between the intersection of Mendenhall Loop Road and Egan.
- Creates five lanes on Riverside Drive between Egan and James Boulevard.
- As in Alternative 1, extends Lemon Spur Road to connect with James Boulevard at Mendenhall Loop Road.



Transportation jargon can be confusing. Following are definitions of the most commonly-used terms.

At-grade Intersection: A crossing of two roads that are at the same level.

Diamond Interchange: Separate entrance and exit ramps from both directions of a highway. The ramps form a diamond shape and usually provide access to a road that crosses the highway.

Frontage Road: A public or private drive, generally parallel to a public highway, that provides access to private properties while separating them from the busier highway.

Grade Separation: A crossing of two roads at different levels. This may include an overpass or an underpass.

Interchange: A system of interconnecting roadways, with one or more grade separations; provides for the movement of traffic between two or more roadways on different levels.

Intersection: The general area where two or more roads join or cross, without a grade separation.

Split Diamond Interchange: A form of diamond interchange where two or more roads cross a highway and are interconnected with ramps and frontage roads.



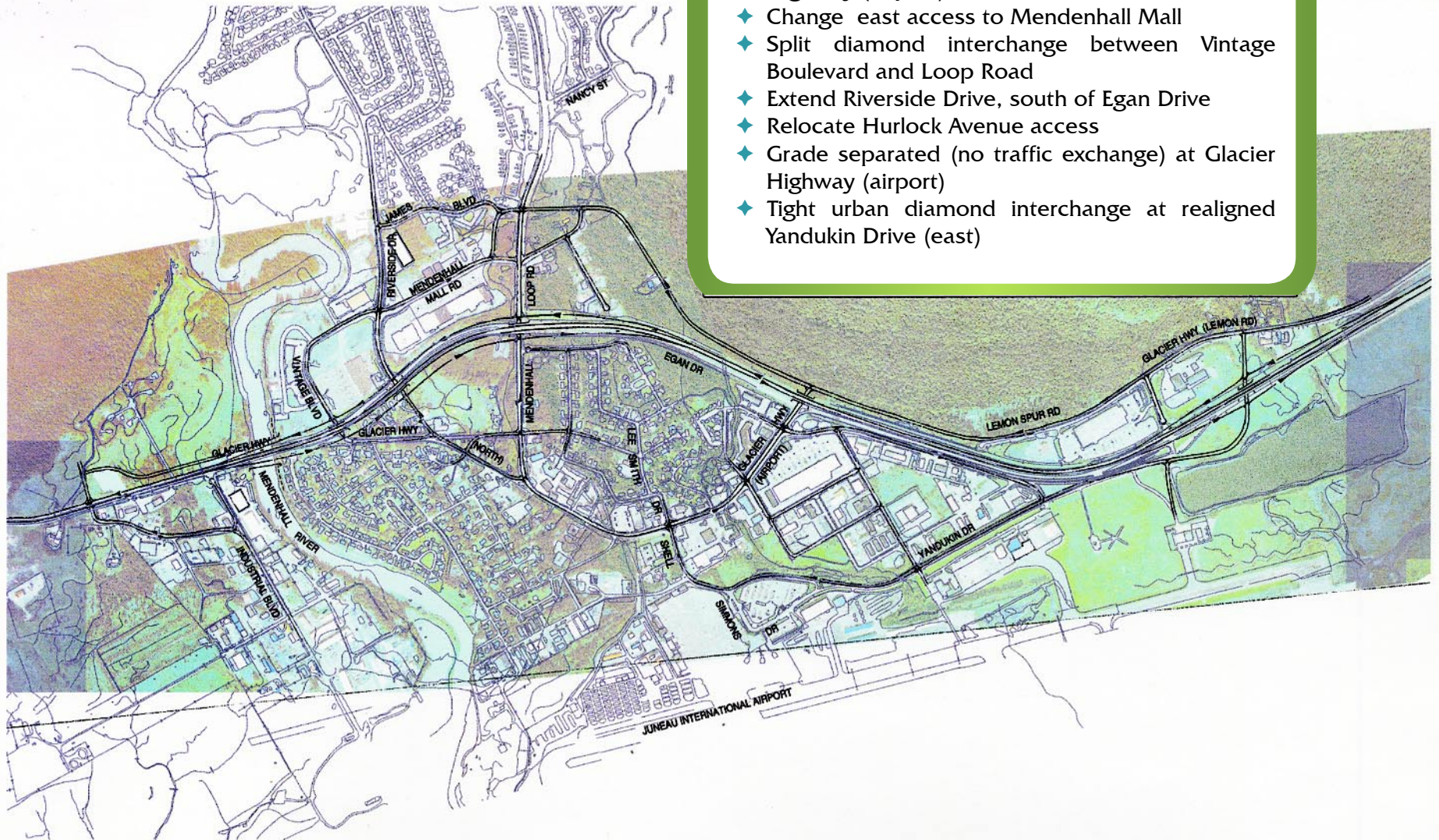
West Egan Drive Corridor Study

from your Alaska Department of Transportation and Public Facilities

February 2003

Alternative 1

- ◆ At-grade intersection at realigned Industrial Boulevard (west) - Jensine Street
- ◆ James Boulevard/Lemon Spur Road/Glacier Highway (airport) connection
- ◆ Change east access to Mendenhall Mall
- ◆ Split diamond interchange between Vintage Boulevard and Loop Road
- ◆ Extend Riverside Drive, south of Egan Drive
- ◆ Relocate Hurlock Avenue access
- ◆ Grade separated (no traffic exchange) at Glacier Highway (airport)
- ◆ Tight urban diamond interchange at realigned Yandukin Drive (east)





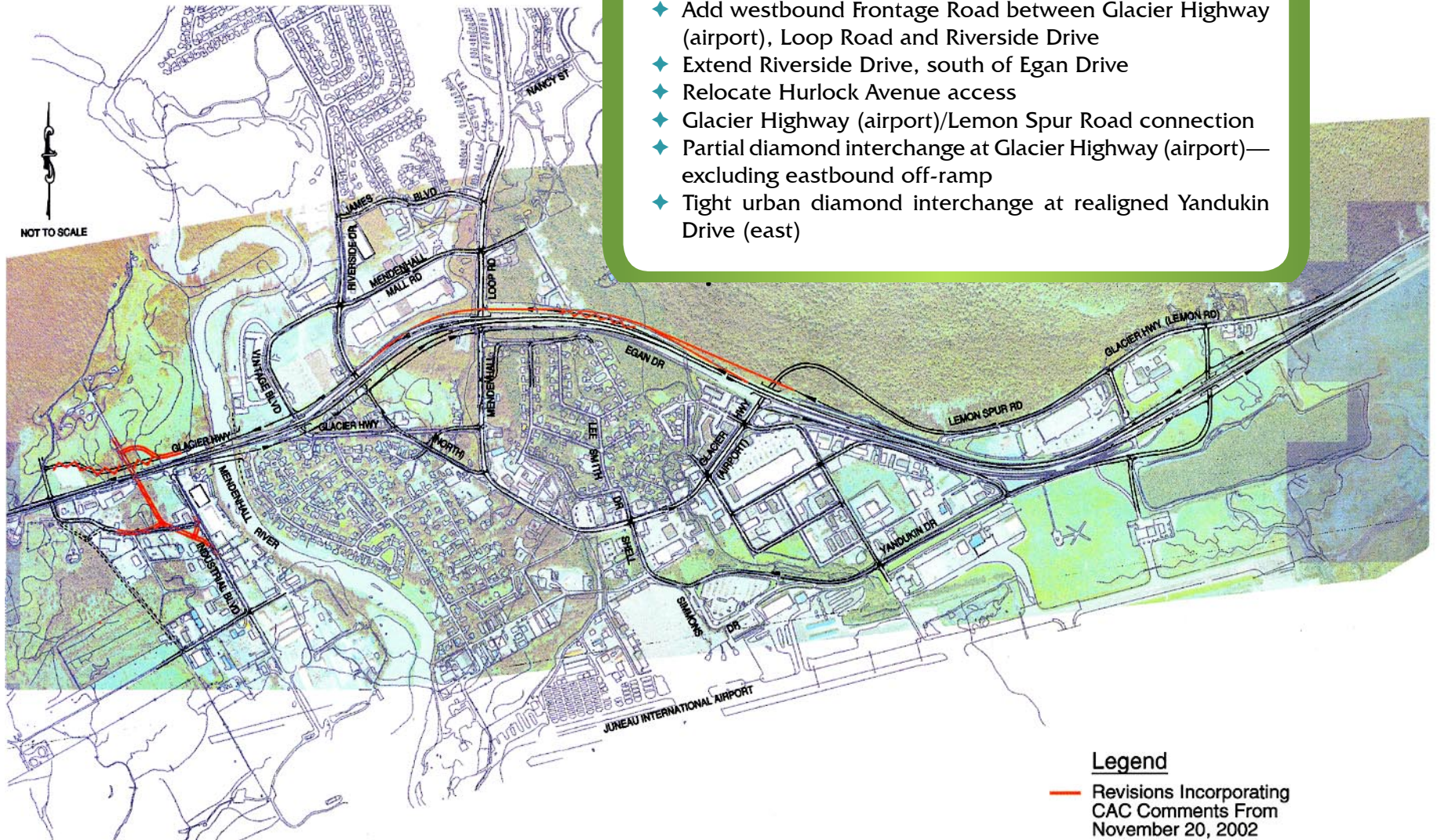
West Egan Drive Corridor Study

from your Alaska Department of Transportation and Public Facilities

February 2003

Alternative 2

- ◆ At-grade intersection at realigned Industrial Boulevard (west) - Wildmeadow Lane
- ◆ Split diamond interchange between Vintage Boulevard and Loop Road (two sets of ramps to/from east and one set of ramps to/from west)
- ◆ Add westbound Frontage Road between Glacier Highway (airport), Loop Road and Riverside Drive
- ◆ Extend Riverside Drive, south of Egan Drive
- ◆ Relocate Hurlock Avenue access
- ◆ Glacier Highway (airport)/Lemon Spur Road connection
- ◆ Partial diamond interchange at Glacier Highway (airport)—excluding eastbound off-ramp
- ◆ Tight urban diamond interchange at realigned Yandukin Drive (east)



Legend

- Revisions Incorporating CAC Comments From November 20, 2002



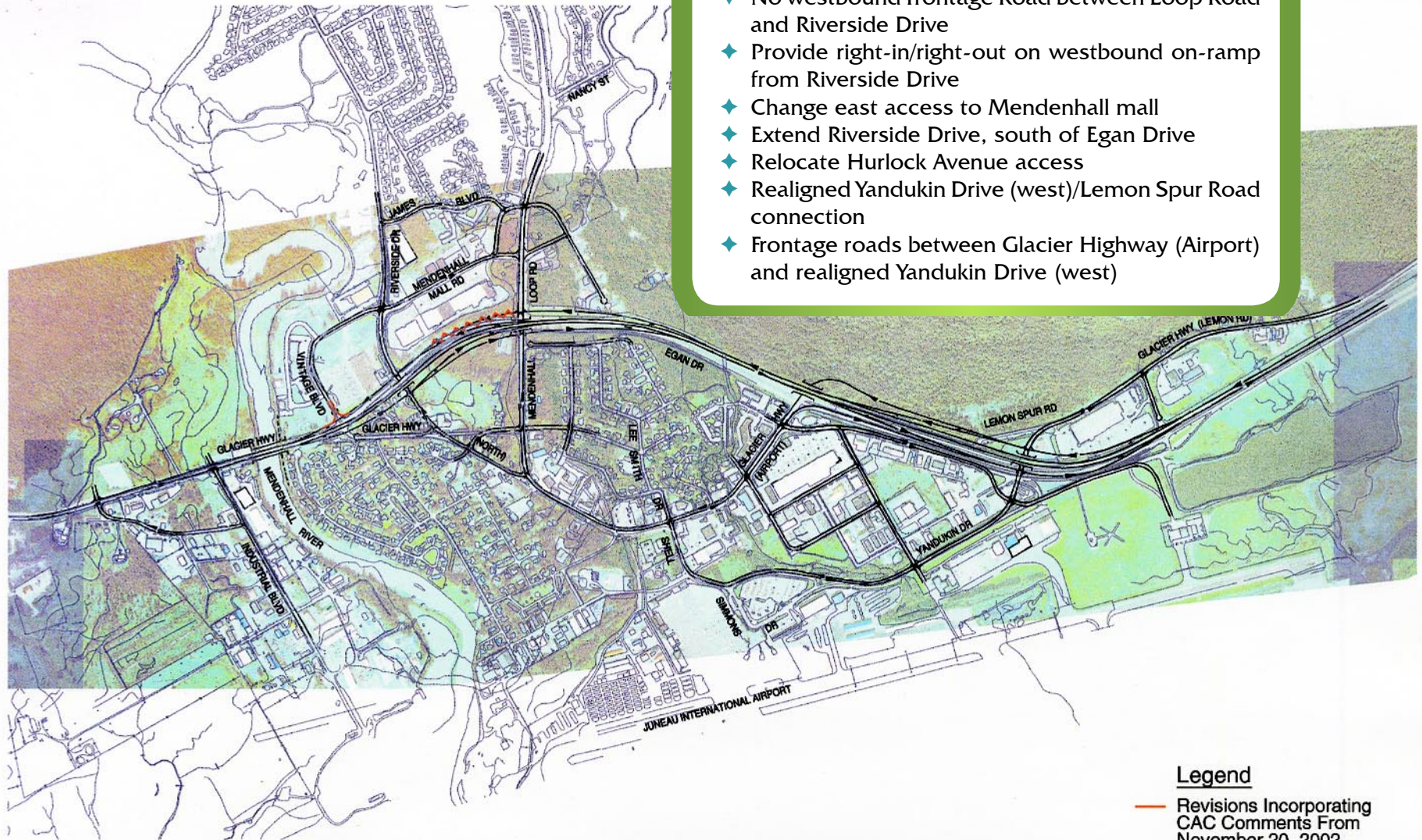
West Egan Drive Corridor Study

from your Alaska Department of Transportation and Public Facilities

February 2003

Alternative 3

- ◆ At-grade intersections at Jensine Street and Industrial Boulevard
- ◆ Split diamond interchange between Riverside Drive and Loop Road (two sets of ramps to/from east and one set to/from west)
- ◆ No westbound Frontage Road between Loop Road and Riverside Drive
- ◆ Provide right-in/right-out on westbound on-ramp from Riverside Drive
- ◆ Change east access to Mendenhall mall
- ◆ Extend Riverside Drive, south of Egan Drive
- ◆ Relocate Hurlock Avenue access
- ◆ Realigned Yandukin Drive (west)/Lemon Spur Road connection
- ◆ Frontage roads between Glacier Highway (Airport) and realigned Yandukin Drive (west)



Legend

- Revisions Incorporating CAC Comments From November 20, 2002



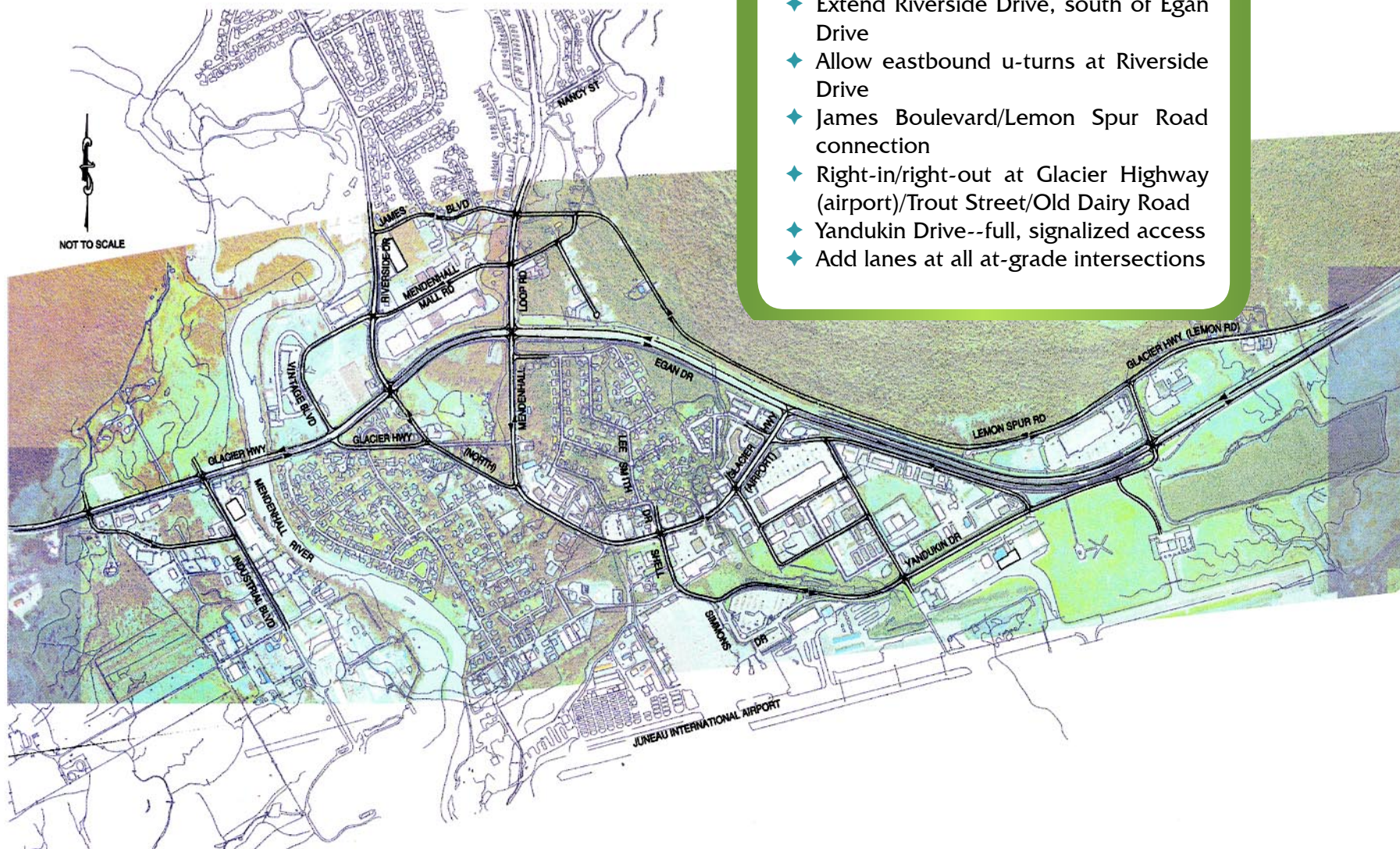
West Egan Drive Corridor Study

from your Alaska Department of Transportation and Public Facilities

February 2003

Alternative 4

- ◆ At-grade intersections at Jensine Street and Industrial Boulevard
- ◆ Right-in/right-out at Vintage Boulevard/ Glacier Highway (north)
- ◆ Extend Riverside Drive, south of Egan Drive
- ◆ Allow eastbound u-turns at Riverside Drive
- ◆ James Boulevard/Lemon Spur Road connection
- ◆ Right-in/right-out at Glacier Highway (airport)/Trout Street/Old Dairy Road
- ◆ Yandukin Drive--full, signalized access
- ◆ Add lanes at all at-grade intersections



Citizen Input Affects Selection of Options

The first step in the WEDCOR project was to define the transportation problems in the West Egan Drive Corridor and establish objectives. To accomplish this, the CAC agreed on a Draft Purpose and Need Statement and a list of Project Goals. This was followed by comments at the first public event last June as well as written questionnaires completed by several hundred people. This input guided the development of 12 initial concepts that have now been narrowed down to four.

Purpose of the Action

The purpose of the modifications will be to improve traffic flow, capacity, efficiency, safety and accessibility for all modes of travel in the study area. More specifically, they will:

- ⇒ Decrease travel time and delay at identified locations;
- ⇒ Improve the efficiency of local trips on or across Egan Drive as well as traffic traveling through the area along Egan Drive;
- ⇒ Improve access to and from the Juneau International Airport;
- ⇒ Improve safety at high-accident locations; and
- ⇒ Improve or add pedestrian and bicycle facilities where needed.

Summary of the Need for the Action

Capacity and Level of Service

Unacceptable delay is anticipated at 16 of the 21 intersections in the area.

The close spacing between some traffic signals creates unacceptable weaving conditions.

System Linkage

Local trips leaving, entering, and crossing Egan Drive are adversely affected by delays on Egan Drive.

Many local trips within the study area require the use of Egan Drive because no alternatives exist.

Effectiveness of emergency services is limited, due to the lack of alternative routes.

Airport Access

Travel between Juneau International Airport and other key destinations often requires the use of a local street network that is not immediately obvious to visitors.

Safety

Five of the study intersections have accident rates that rank among the highest in southeast Alaska.

Other safety problems include inadequate or marginal sight distances and poor intersection alignments.

Pedestrian and Bicycle Facilities

The unsignalized intersection on Egan Drive is difficult for bicyclists and pedestrians to cross.

Pedestrian walkways and shoulders on Brotherhood Bridge are narrow and inadequate.

Transit stops near some unsignalized intersections have difficult pedestrian crossings.

Project Goals

Develop a safe and efficient transportation system for automobiles, bicycles, commercial vehicles, pedestrians and transit on or across Egan Drive within the study area.

- Balance connectivity and efficiency for all users.
- Integrate the transportation system with existing and future development in the area.
- Avoid creating new barriers to travel.
- Provide reasonable access for existing and projected development, both locally and within the surrounding transportation system.
- Improve safe and efficient access for emergency vehicles.
- Minimize and mitigate for impacts to natural resources.
- Minimize and mitigate social, economic and aesthetic impacts.
- Meet engineering standards, while being sensitive to the needs of all users.
- Develop and prioritize cost-effective solutions that can be carried out by ADOT & PF and the City and Borough of Juneau.
- Reduce impacts to and from maintenance activities.



Public Events

**February 20, 2003
4:30 to 8 p.m.
Mendenhall Mall**

**May 29
Time and location to be determined.**

CAC Meetings:

- **March 5, 2003**
- **May 28
6:30 to 9 p.m.**

Aspen Hotel, 1800 Shell Simmons (next to the airport). Open to the public.

For more information, please contact:
Chris Morrow, Project Manager
ADOT & PF
wedcor@dot.state.ak.us
6860 Glacier Highway
Juneau, Alaska 99801-7999
Phone (907) 465-4513 or Fax (907) 465-3506
Web site: <http://projects.ch2m.com/WEDCOR/>

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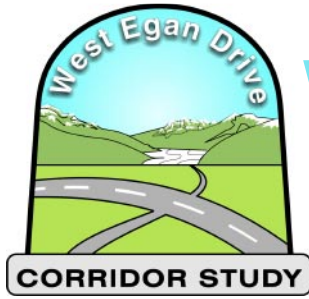
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Section 3 – Public Involvement

Newsletter 4





West Egan Drive Corridor Study

from your Alaska Department of Transportation and Public Facilities

**Final
Public
Event**
May 29th
Mendenhall Mall
4:30 to 7:30 p.m.

Since January 2002, citizens, the Alaska Department of Transportation and Public Facilities (ADOT&PF) and consultants have been studying how to improve traffic in the West Egan Drive corridor. We began with 12 alternatives, narrowed them down to four, and are down to one Proposed Action. We listened to your comments and studied the technical details to develop the best possible set of improvements to transportation along and across Egan Drive between Industrial Boulevard and Yandukin Drive.

See and hear about proposed traffic improvements for the West Egan Drive corridor. Please join us for our Final Public Event. You can drop in any time, stay as long as you like, visit displays and talk with the project team. Half-hour presentations will be at 5 and 6:30 p.m.



See inside for more information

In this West Egan Drive Corridor (WEDCOR) Study, the Alaska Department of Transportation and Public Facilities (ADOT&PF) is assisted by the City and Borough of Juneau (CBJ) and a technical consultant team led by Kittelson & Associates, Inc.

Proposed Action

Key elements that influenced the Proposed Action include the following:

- The CAC and public generally support a grade-separated highway rather than at-grade solutions, even though it significantly changes the character of the area in the long term. However, many CAC members and the public have expressed a desire to maintain at-grade intersections for as long as possible. To accomplish this, ADOT&PF is considering interim development phases where at-grade intersection options can function adequately, at least for a while.
- There generally is agreement that access between Mendenhall Valley and Fred Meyer is important, but not at the expense of neighborhoods and wetlands. Therefore, the Lemon Spur extension ends at Glacier Highway (Airport) and a frontage road completes the connection to Mendenhall Loop Road. There are no direct connections to James Boulevard.
- Maintaining full access and improving safety at Industrial Boulevard also are imperative. To achieve this, Industrial Boulevard is realigned west of its current location opposite Wildmeadow Lane, and a

traffic signal is added. This will facilitate left turns to and from Industrial Boulevard, provide improved distance for lane-changing that may occur between Industrial Boulevard and Vintage Boulevard, and provide access to potential future development on the north side of Glacier Highway.

- A full interchange at Yandukin Drive and Egan Drive also is important. A location east of Fred Meyer will have the least impact while still serving the needs of the area, including the airport.



Transportation jargon can be confusing to laypeople. Following are definitions of the most commonly used terms.

At-grade: A crossing of two roads that are at the same level.

Frontage Road: A public or private drive, generally parallel to a public highway, that provides access to private properties while separating them from the busier highway.

Grade Separation: A crossing of two roads at different levels. This may include an overpass or an underpass.

Interchange: A system of interconnecting roadways, with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

Proposed Action

Based on input from the Citizens Advisory Committee and the public, ADOT&PF has recommended a Proposed Action to solve the transportation problems in WEDCOR. See adjacent map and primary characteristics, below.

• **Egan Drive crosses over Riverside Drive, Mendenhall Loop Road, Glacier Highway (Airport), and Yandukin Drive.**

• **At each of these locations, an interchange provides either complete or partial access to and from Egan Drive and the adjacent streets.**

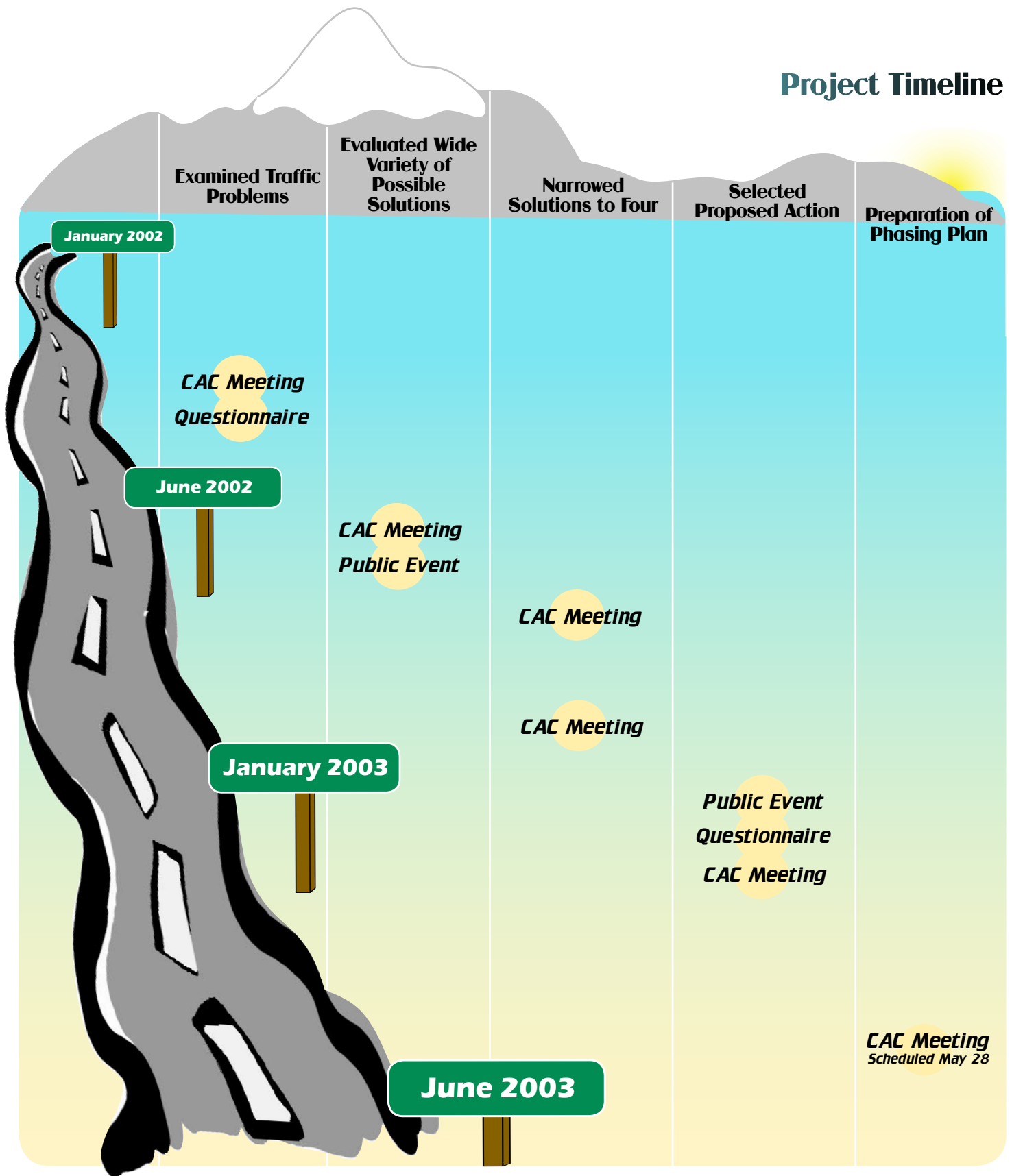
• **Industrial Boulevard is re-aligned opposite Wildmeadow Lane, with a traffic signal.**

• **Riverside Drive extends south to Glacier Highway (North).**

• **The connection of Glacier Highway (North) to Egan Drive is removed.**

• **Lemon Spur Road is extended to Glacier Highway (Airport).**

Project Timeline



Next Steps

Immediately after the WEDCOR study is completed, we will begin the environmental document phase. Final engineering and construction will follow based on the phased implementation plan.

Important Dates:



Final CAC Meeting

May 28

6:30 to 9 p.m.

Aspen Hotel, 1800 Shell Simmons

Final Public Event

May 29

4:30 to 7:30 p.m.

Mendenhall Mall

For more information, please contact:

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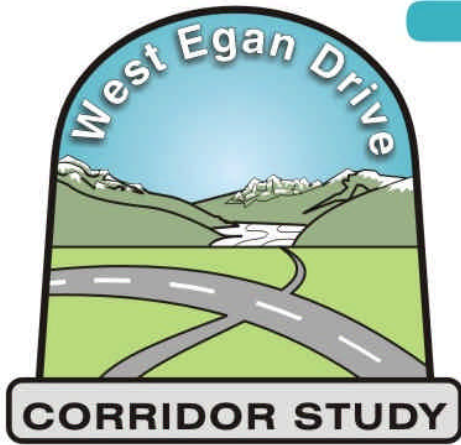
WEDCOR Study
Alaska Department of Transportation &
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Section 3 – Public Involvement

Newsletter 1 Questionnaire Response Summary





West Egan Drive Corridor Study

Newsletter #1 Questionnaire Response Summary

June 17, 2002

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

Introduction

Newsletter #1 included a questionnaire that solicited public opinion on what were the major transportation problems within the study area. This memo summarizes the results of the survey.

16,500 newsletters were mailed out and 300 copies were set out at the area libraries and city hall. 251 people responded by mailing, faxing, or emailing in their completed questionnaires. Although the survey is not as representative as a scientific poll, the information generated by the questionnaire does provide significant information about how the public views the West Egan Drive Corridor.

The questionnaire provided an opportunity for readers to join a project mailing list. 152 of the respondents asked to be put on the list and consequently will receive personally addressed newsletters and public notices.

Profile of Respondents

Respondents were asked about their relationship and familiarity with the study area.

- 51% of the respondents said they live and/or work in the study area. 98% said they shop in the study area.
- 93% said they travel via automobile on at least a weekly basis within the study area, 77% on a daily basis.
- 33% said they travel on foot at least once a week within the study area, 16% said they walk within the study area every day.
- 17% said they travel by bicycle at least once a week within the study area, 4% every day.
- 6% said they use public transportation on at least a weekly basis, 3% every day.

The people that responded to the questionnaire are obviously very familiar with the West Egan Drive Corridor. Half of the respondents live and/or work and virtually all shop within the study area. Nearly everyone travels on at least a weekly basis in the study area. The automobile is their primary conveyance, yet a significant number of them walk and/or bike.



Specifically Identified Problem Areas

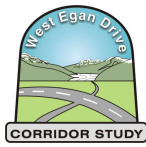
Many respondents identified specific problem areas. The following table lists the most frequently identified areas in priority order (as determined by the percentage of respondents who listed them) and summarizes problems identified at those areas.

Location	% Respondents	Concerns
Yandukin/Egan (Fred Meyer) Intersection	22%	<ul style="list-style-type: none"> ▪ Difficult left turn off Egan ▪ No access to inbound Egan ▪ Difficult merge to outbound Egan
Vintage/Glacier (North)/Egan Intersection	8%	<ul style="list-style-type: none"> ▪ Restriction on left turns ▪ Difficult left turn from Glacier
Mendenhall Loop/Egan Intersection	7%	<ul style="list-style-type: none"> ▪ Delays ▪ Difficult merge to turn left into Mall after exiting right off Egan
Brotherhood Bridge	5%	<ul style="list-style-type: none"> ▪ Bottleneck ▪ Widen bridge, add more lanes
Industrial Blvd/Brotherhood parking entrance/Glacier Hwy Intersection	4%	<ul style="list-style-type: none"> ▪ Delays ▪ Difficult left turns
Trout/Old Dairy/Glacier (Airport)	4%	<ul style="list-style-type: none"> ▪ Delays ▪ Difficult left turns
Glacier/Egan (McNugget)	3%	<ul style="list-style-type: none"> ▪ Delays ▪ Difficult merge inbound

General Concerns

A variety of comments were received that can be distilled into nine general categories of concerns as summarized below. They are also listed in priority order.

- *Increased traffic, congestion and delays* appear to be a concern of more than half of the respondents who either directly said so or inferred it in their identification of problem intersections or in their comments about difficult intersection turning movements, traffic signal timing and delay, and other problems associated with high traffic volumes.
- *Traffic safety* was on the minds of about 40% of the respondents, judging by some of the same comments associated with traffic volumes as well as requests to lower the speed limits, add more turn lanes, add more traffic signals, and comments about confusing roadway geometry.



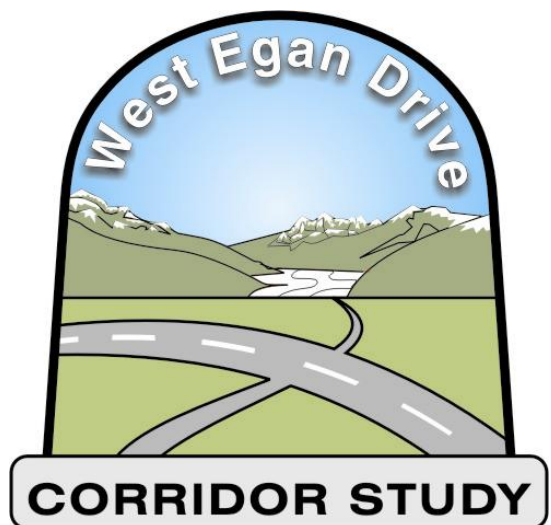
- *Bicycle/pedestrian access and safety* concerns were raised by 20% of the respondents. More facilities were requested, particularly across Egan Drive, as were safer crosswalks, improved lighting, and better maintenance.
- *Driver behavior* was a surprisingly common concern, voiced by 11% of the respondents. Driving too fast, driving too slow, and staying in the left (fast) lane were the typical complaints. Although seen as inconsiderate driver behavior, much of the fault is likely attributable to deficient expressway geometry; for example, left turning traffic have no choice but to use the left lane.
- *Alternate connecting routes* were suggested by 8% including extending Glacier Highway to McNugget or Teslin, building another Gastineau Channel crossing, extending La Perouse Ave. to Cessna Dr., and improving access into the Ka-See-An neighborhood.
- *There are no problems*, said 6% of the respondents, or at least none that warranted additional infrastructure (one person said the problem was Juneau's failure to maintain control of its population).
- *Better highway illumination, striping, and signing are needed*, said 4% of the respondents.
- *Transit improvements in Mendenhall Valley* were requested by 2% of the respondents. More frequent service along Riverside Drive, more and improved bus stops throughout the Valley, and a shuttle between major shopping areas were among the suggestions.
- *Mass transit alternatives* like light rail should be considered, said 1%.

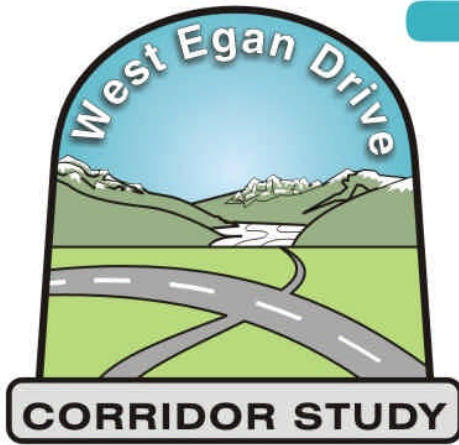
Conclusion

The results of the survey validate the conclusions the project team has reached regarding what problems exist along the West Egan Drive Corridor. Relieving traffic congestion, increasing traffic safety, improving bicycle and pedestrian facilities, and enhancing connectivity are important issues to the public as well as the traffic professionals.

Section 3 – Public Involvement

CBJ Meeting Summary 1





West Egan Drive Corridor Study

**Presentation to the CBJ
Public Works and Facilities Committee
November 20, 2002
Summary**

February 19, 2003

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

The WEDCOR project team made its first presentation to the Public Works and Facilities Committee of the City and Borough of Juneau (CBJ) on November 20, 2002. Project Manager Chris Morrow, Alaska Department of Transportation and Public Facilities (ADOT&PF), led the presentation, accompanied by Lee Rodegerdts, consultant team leader, and Elaine Cogan, public involvement consultant.

Chris explained that this Planning and Engineering Study is scheduled to be completed by summer 2003 and will be followed by an environmental study. ADOT&PF then expects to build the improvements by phases so that some parts are operational before others are completed.

The project team has worked with a Citizens Advisory Committee (CAC) to develop overall project goals to identify problems and find a range of solutions. Four alternatives will be studied in detail.

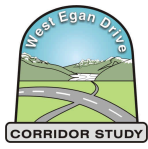
Elaine described the public involvement process. Two newsletters were mailed to every household in the CBJ. The first included a mail-back questionnaire, from which the project team received over 250 replies. The CAC, a key link between the project team and the community, will have its fourth meeting tonight. All written materials are translated into laypersons language so that they can be easily understood by the public.

The first public event was held in June 2002 at Mendenhall Mall and was well attended. The location allowed the project team to attract shoppers and others who may not have otherwise attended.

Next, Lee reviewed the key elements of the draft Purpose and Need Statement, which was developed after input by the CAC, the public and the technical consultants. He explained that the project is focusing on improving both regional and local trips in the corridor, concentrating also on access and all modes of travel. He then described the four alternatives that will be studied further.

Discussion followed. Summarized comments and questions from Committee members are in italics. Summarized responses from staff and the consultants follow in regular print.

Did you look at transit options, such as a park and ride?



We did not look specifically at park and rides but we will design the system so that connection to both regular and express transit can be enhanced in the future as needs arise.

How will you address environmental issues dealing with the extension of Lemon Spur Road and the proximity to a wetland?

Environmental impacts are part of the 18 evaluation criteria that we will use to study the alternatives. We are just beginning the detailed analysis of impacts. Alternative 2 does not include this extension. We recognize that each alternative has tradeoffs.

What is proposed for the Fred Meyer intersection?

One of our main goals in that area is to improve access and safety while minimizing impacts to the airport.

Are you looking at trail connections? There may be a possible connection under Thunder Mountain.

We are trying to connect trails when we can and also to allow for future connections. We also are planning to create more bicycle facilities near existing trails.

What is the timeframe for the project?

We will hold a public event in February 2003 to review the results of our evaluation of the four alternatives; soon after, with the advice of the CAC, we will select a preferred alternative. We expect to complete this phase in July 2003. Then, we will begin the environmental analysis.

Meeting adjourned.

Section 3 – Public Involvement

CBJ Meeting Summary 2





West Egan Drive Corridor Study

**Presentation to the CBJ
Public Works and Facilities
Committee**

May 28, 2003

June 27, 2003

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

The WEDCOR project team made its second presentation to the Public Works and Facilities Committee of the City and Borough of Juneau (CBJ) on May 28, 2003. Project Manager Chris Morrow, Alaska Department of Transportation and Public Facilities (ADOT&PF), led the presentation, accompanied by Lee Rodegerdts, Kittelson & Associates, consultant team leader, and Elaine Cogan, Cogan Owens Cogan, public involvement consultant.

Chris began the presentation by saying that given the uncertainty of funding in the foreseeable future, ADOT&PF is delaying some of its projects. In the last few years, the agency built many projects with advanced funding.

He added that the last meeting of the WEDCOR Citizens Advisory Committee (CAC) was scheduled for that night and the third and final public event for the following day, May 29. Since the Proposed Action was announced in the latest WEDCOR project newsletter, he has received numerous public inquiries, many of which were positive.

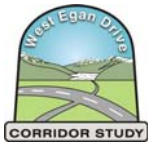
Public Involvement Process

Elaine then described the public involvement process, thanking Chris for his efforts in involving significant numbers of people in Juneau. Four newsletters were mailed to every resident in the CBJ. The purpose of the newsletters was to inform people of the study and encourage their participation.

She said that another important element in the public involvement process was the Citizens Advisory Committee (CAC). The CAC, consisting of 17 residents with a wide range of perspectives, provided input during key points in the study that significantly influenced the final Proposed Action. CAC members also helped sponsor the two public events, the second of which was attended by over 100 people. The CAC and the general public helped develop the Project Goals and the 12 alternatives that were first narrowed down to three. An additional alternative was added in response to the public and CAC. The final CAC meeting is scheduled for this evening.

Proposed Action

Next, Lee said the team is almost done with the 18-month process to develop a Proposed Action. The project has involved a variety of interests. The process began with the Project Goals and Draft Purpose and Need. They were developed by the project team and reviewed by the CAC



and public, whose suggestions guided the remainder of the study. The Draft Purpose and Need contains five main objectives, one of which is to improve the efficiency of local trips. Currently, Egan Drive in the study area, serves the majority of both local and regional trips. This is one cause of the current traffic problems.

The project team started with a range of options that underwent technical and public scrutiny to arrive at the Proposed Action on the table today.

In response to a question from the Committee, Chris said that ADOT&PF has not yet decided whether the next environmental phase will involve an Environmental Assessment or an Environmental Impact Statement. The latter would involve a further evaluation of all reasonable alternatives.

Lee then described the configuration of the Proposed Action. Two major connections will help people travel through the area without using Egan Drive, which will be grade-separated through most of the area to encourage regional trips without eliminating local access.

The various parts of the Proposed Action are interconnected. For example, for safety reasons, interchanges cannot be located too close to other intersections. Therefore, Industrial Blvd. must be moved to the west, with the additional of a signalized intersection.

Discussion followed. Summarized comments and questions from Committee members are in italics. Summarized responses from staff and the consultants follow in regular print.

Where will Bentwood Place end?

It will still end at Industrial Blvd., which will be aligned opposite Wildmeadow Lane.

McNugget also provides access to most local movements, including downtown and Lemon Spur/Old Glacier. Traffic movement to Old Dairy Road also is improved.

The Yandukin intersection will be located further east, with full movement from all directions. This will not affect the airport and in fact preserves space for the airport to expand in the future.

Will Mendenhall Mall Road become an ADOT&PF road?

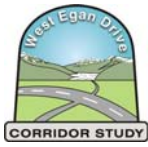
No.

How will the Proposed Action affect emergency vehicles?

The Proposed Action provides a separate system that can accommodate traffic that needs to be diverted. We also have provided some new direct access points.

How do you plan to accommodate bicyclists in Auke Bay and Mendenhall Valley?

The Proposed Action includes multi-use paths on both sides of Egan Drive and also on Glacier Highway, which connects into downtown.



Phased Implementation Plan

Lee said that phasing of the proposed improvements over 20 years is important for funding reasons and also because all the projects are not needed at the same time. One of ADOT&PF's first activities will be to acquire right-of-way.

First on the construction schedule is to build the Yandukin interchange, followed by frontage roads to create a one-way at-grade couplet in the Loop/Egan/Riverside area. Industrial Blvd. will be realigned, but not yet widened. All McNugget improvements will be done at the same time. This series of improvements will take about ten years.

Next is to replace the Brotherhood Bridge, finish widening Industrial Blvd., and widen Egan Drive at Loop Road. Finally, Egan Drive will be raised in the Loop/Egan/Riverside area, with new ramps. Lesser improvements, such as turn lanes and signals, may be made over time.

When will the first dirt be turned?

The current study ends this summer, to be followed by the environmental process, which could last one or several years. The timing of construction will depend on the availability of funding. The last Statewide Transportation Improvement Program (STIP) indicates construction will begin in 2008 but we are not certain at this time. It will be at least three or four years from now. If a particular area becomes a problem, we could make it a higher priority or create an interim solution.

What is the time frame for the phased implementation plan?

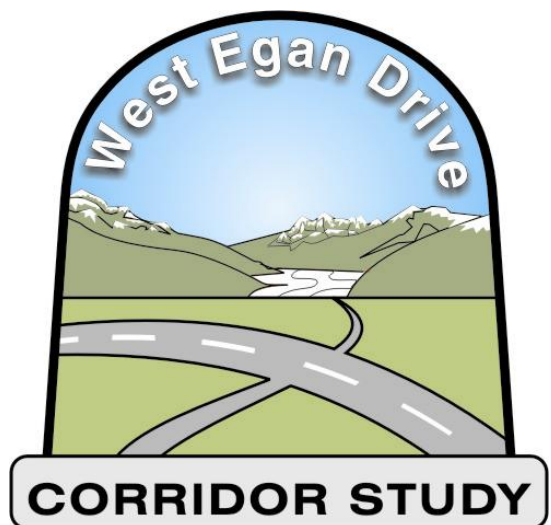
The timeframe is 20 years—to the year 2025.

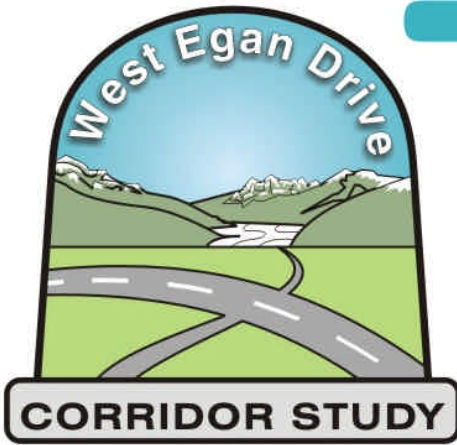
Thank you very much. We really appreciate the work of the project team and the CAC.

The WEDCOR presentation concluded.

Section 3 – Public Involvement

Nugget Mall Business Representatives Meeting Summary





West Egan Drive Corridor Study

Discussion with Nugget Mall Area Business Representatives

Summary
May 29, 2003

August 12, 2003

Kittelson & Associates, Inc.
in association with CH2M Hill
Cogan Owens Cogan, and Southeast Strategies

Attending

Business Representatives: Allan Ahlgren, Breeze In Corporation; Wade Blyson, Subway; Ron Flint, Nugget Alaskan Outfitter; Julianne Hanson and Lance Mearig, USKH; Bud Jaeger, Nugget Mall; Bill Laliberte and Mike White, McDonald's; Ellen Rose Varosi, Juneau Urgent Care and Dairy Building, LLC

Staff: Project Manager Chris Morrow, Pat Carroll and Rick Purves, Alaska Department of Transportation and Public Facilities (ADOT&PF)

Consultants: Lee Rodegerdts and Hermanus Steyn, Kittelson & Associates, Inc.; Elaine Cogan and Suzanne Roberts, Cogan Owens Cogan

Chris Morrow, ADOT&PF, project manager, opened the meeting by describing the purpose and process of the WEDCOR study. Next, Lee Rodegerdts, consultant team leader, summarized the Proposed Action and Phased Implementation Plan.

As noted by Lee and Chris, Egan Drive is a regional facility that also is used by many for local trips. Bottlenecks are starting to appear and can be expected to become worse with future growth. Several intersections on Egan Drive have high accident rates and are also dangerous for bicyclists and pedestrians to cross.

The extensive public involvement process included a Citizen's Advisory Committee (CAC), composed of 17 individuals representative of various interest in the area; four newsletters sent to all residents; and three public events to update the public on the progress of the study and receive their comments. Unfortunately, the designated representative from the Nugget Mall area was unable to attend all the CAC meetings. The project team added a fourth alternative to the original list of three in response to CAC and public input. An environmental review will follow this phase, possibly beginning in late summer.

For practical and funding reasons, all the proposed improvements cannot be made at once. Therefore, the team has developed a Phased Implementation Plan that recommends a sequence of constructing the elements of the Proposed Action through 2025. ADOT&PF hopes to acquire all of the right-of-way as soon as possible.



Summarized comments and questions from business representatives are in italics. Summarized responses from staff and the consultants follow in regular print.

The maps (in the recent newsletter) are so small that it is impossible to comment because I cannot tell what will be happening. Old Dairy Road does not appear to be addressed. The plan does not appear very bus friendly.

Old Dairy Road is not shown because it is not slated for any improvements.

What is your plan for getting to some of these intersections?

Lee described the proposed routes.

So if I am in the Nugget Mall area, how can I get to the Mendenhall Valley?

Lee described the three possible routes.

That route is much longer than the conventional route.

That is a problem. The history of the Valley is based on its accessibility, which will be significantly impacted by this plan. I did not see the socioeconomic impacts on businesses included in this study.

There is only one way to exit Egan Drive but it seems like there is room for an off-ramp.

That level of detail will happen in the next stage, where we will formally deal with each impact.

I thought you were going to consider the environmental and business impacts side-by-side; otherwise, we are left behind.

During this current planning phase our focus has been to analyze the environmental and general influences of traffic volumes through the area so we have some sense of where we are and what is needed. In the next phase, we will have a much more detailed analysis of matters important to the public.

The Proposed Action tells planners how to begin guiding land uses. We do not intend to redraw the alternative at this point, but we will address problems in the next phase.

We evaluated how trips would change on various routes and the possible impacts of those changes. We found that on Old Glacier Highway, for example, there would not be any substantial change.

Perception and habit override facts. There is clearly enough room for an on-ramp.

It is ironic that you will be providing more access in smaller business areas. The alternative would be acceptable (to me) if two-way access were added. You cannot divert all traffic without significantly impacting the economy of the Valley.



My biggest concern is the effect on impulse business, which is not planned and therefore not included in your data. About 55 to 70 percent of patrons of McDonald's are impulse customers, depending on the time of year.

Things trigger your mind as you are driving. If something is on your way, you will stop, if not, you won't bother going out of your way.

Our businesses form an economic hub that is successful because of the convenient access from the Valley. The McNugget proposal will eliminate one-third of our access. By comparison, the Yandukin intersection will have an insignificant impact on the city.

People going to Fred Meyer use the frontage road to access our area. We would lose the traffic that is not on Egan Drive and close to us. Also, the traffic on Egan Drive would just fly by us.

The access around Fred Meyer is difficult now.

I want to see a three-dimensional model of the plan so I can see more details, such as whether proposed roads will be one-way or two. I cannot tell from this drawing.

We encourage you to attend tonight's public event where you can look at the large displays. A ramp at McNugget is not planned because of the spacing on Egan Drive. Many cities struggle with the same issue in which intersections are too close together and bottlenecks and rear-end collisions occur from the weaving of traffic.

Lee showed where the heaviest movement is today and how the Proposed Action addresses it without making Egan Drive too wide. By providing alternative routes to Egan Drive, Glacier Highway becomes a possible route.

The Proposed Action will relieve congestion on Riverside Drive, so there would be less impacts on McNugget.

Yes, but we still need to look at all the McNugget improvements together. We probably could design another way to exit the area, but people on Old Dairy Road or Trout Street cannot make left turns between 4 and 6 pm.

People make them anyway. There is no enforcement.

It is going to become more difficult as traffic increases. Those turns could be prevented by adding a median.

How beneficial is the overpass at Vintage Boulevard and Riverside Drive? People pass over the Valley and then slow down for the Brotherhood Bridge. I remember two years ago a well-spaced, functional intersection was created to keep people on Egan Drive. A signal would be better than an overpass in the middle of the suburbs. Also, the Loop Road/Egan Drive intersection has just been corrected.



The overpass will not be built right away because it is not yet needed. Ramps and overpasses will be built later in the process. If traffic does not increase as projected, we will postpone the improvements even further.

Anchorage has had a decrease in population. This is a trend we need to be watching.

If people drive down Loop Road and turn left under Egan Drive, will there be two lanes turning left?

Yes, they merge into one before joining Egan Drive.

There is much volume to get straightened out before McNugget so I can see why two lanes would be difficult.

We hope that more drivers will be diverted. We want to reduce the pressure of left turns, which are a problem now.

Will these intersections be signalized?

Yes, and they are required to operate in close coordination with each other.

A connection, either by ramp or frontage road, would have safety problems because there is such a short distance to Old Dairy Road.

What if you put a frontage road on the other side and enable people to come through the traditional way?

A ramp on a two-way road would create safety problems.

There has to be a way to allow people to use the traditional way. If you build a frontage road, can you have two-way traffic?

It can run along Egan Drive but has to connect further up.

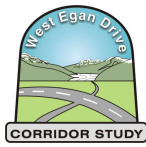
I don't think the entire overpass is necessary. You should look at the impact of improving Riverside Drive first.

That will happen early on.

What will be the cost of constructing the Proposed Action?

It is estimated at \$104 million in today's dollars.

Our dilemma has been that the variety of uses served by Egan in this study area are all tied together. We wanted a comprehensive plan to phase in the improvements so we can see the effects of the traffic as we go along. If we don't need particular improvements, we won't build them. We also want to identify future uses so we can acquire right-of-way.



We need three-dimensional models of the plan in libraries and other venues in the Valley because it is hard for me to see what it will be like. Maybe high school students could get involved in the project by building the models.

What is the overall goal of the plan in terms of easing congestion?

We want to make sure congestion does not get worse than it is today and give people more options.

You will be removing an option by cutting off access from the Valley to an economic hub of the city.

The overpass does not accomplish anything, yet it causes more problems at the Nugget Mall area.

It only helps people "out the road." I cannot imagine more than 10 to 15 percent of the people benefiting. The congestion is caused by people turning left.

It helps serve Riverside Drive.

Juneau is linear and an overpass will not change what we do. If they have to, people will just leave earlier to get where they want to on time. More options at Fred Meyer are the only benefit.

Loop is a main arterial, so why do we need an overpass in that area?

Roughly the same amount of traffic goes out the road as uses Loop Road.

So 75% of Egan Drive's eastbound traffic is from the Valley, and 25% is from out the road? If people coming from out the road want to get to the Nugget Mall area, they need to make that decision by the time they are on the Brotherhood Bridge?

Yes.

Regarding the off-ramp at McNugget, is the weave problem confirmed by your volume counts or is it just an assumption?

We know that such a ramp would have visibility problems. We would need an auxiliary lane. People would have a very short distance in which to change lanes.

What about an on-ramp over existing Egan Drive?

A flyover would be a complicated approach and have the same spacing issues with the ramp; in fact, it may be even closer to McNugget.

We had proposed a connection to James Boulevard to help make that connection, but dropped it because of environmental and neighborhood impacts.



That would not help maintain our impulse traffic.

One alternative we considered had a continuous frontage road, but it didn't solve any congestion problems.

Couldn't we keep the frontage road so people don't have to merge on and off?

We need to see if the interchange can handle the traffic. Also, three signals so close together would not work well.

Will property be condemned in this area?

There definitely will be right-of-way impacts, at least to an apartment complex and a church. A property is condemned only if the owners refuse to sell.

Have you contacted these owners?

Not yet. We hope to acquire vacant lots.

Are you putting sidewalks on Old Dairy Road?

Yes, at the City's request.

Chris then described next steps of the project. Everything in the plan is predicated on getting funding, and we can't predict when that will be.

No matter what we (ADOT&PF) do, some people are going to be affected.

Have you looked at raising Old Glacier Highway instead, at McNugget?

It would be elevated too high that it would not help access.

With overpasses, we need to see a model while we can still comment.

How can we see the traffic counts you conducted?

On the project Web site.

The meeting was adjourned after Chris thanked all the participants for attending and assured them their comments would be considered in the next phase of the project.