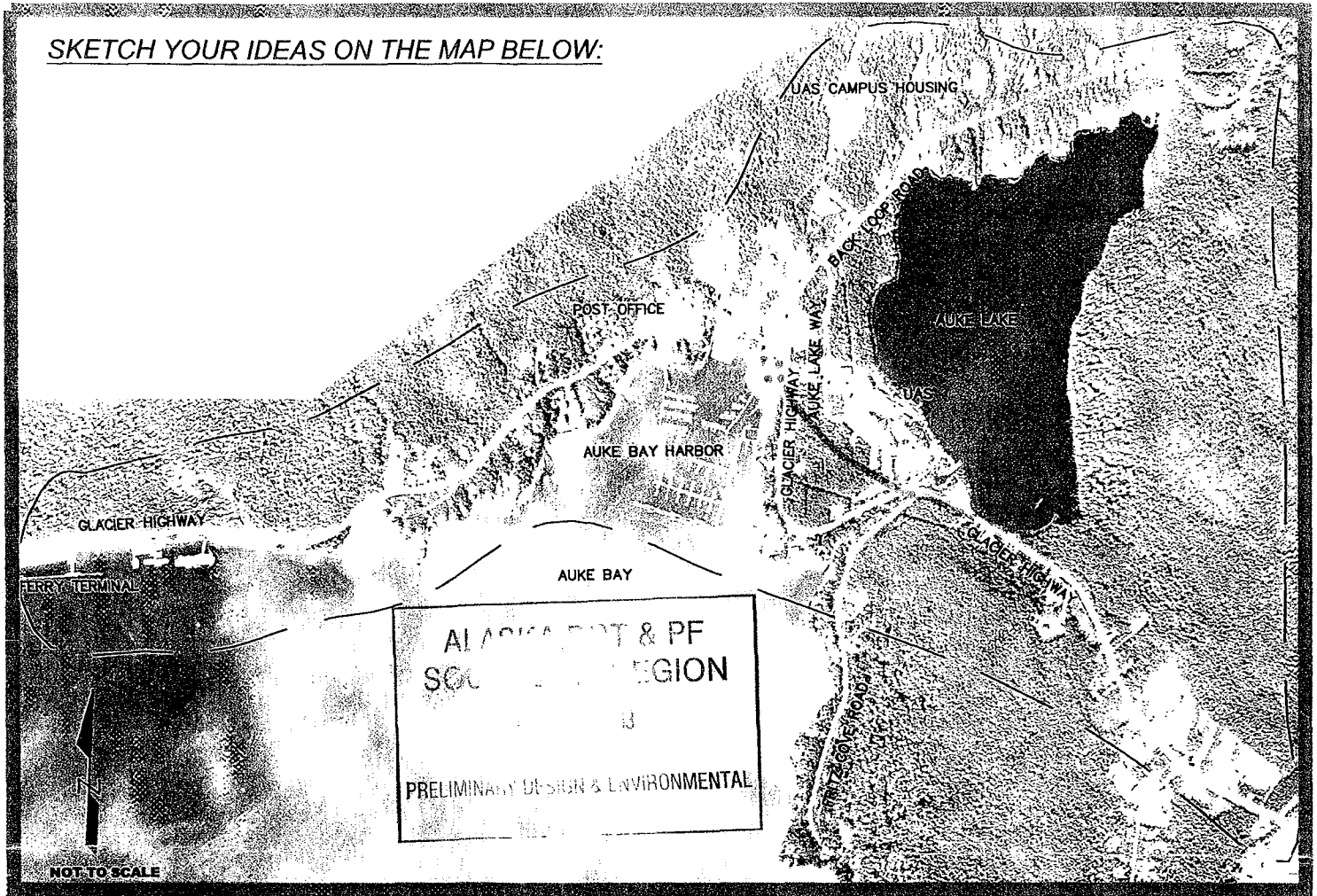


**Appendix V. Written Public Comments from Public Meetings**

**April 2003**  
**Public Meeting Comments**

SKETCH YOUR IDEAS ON THE MAP BELOW:



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**APRIL 2003**

**COMMENTS**

Would you like to be on our mailing list?

NAME: *LEX & DEB Kerrell*

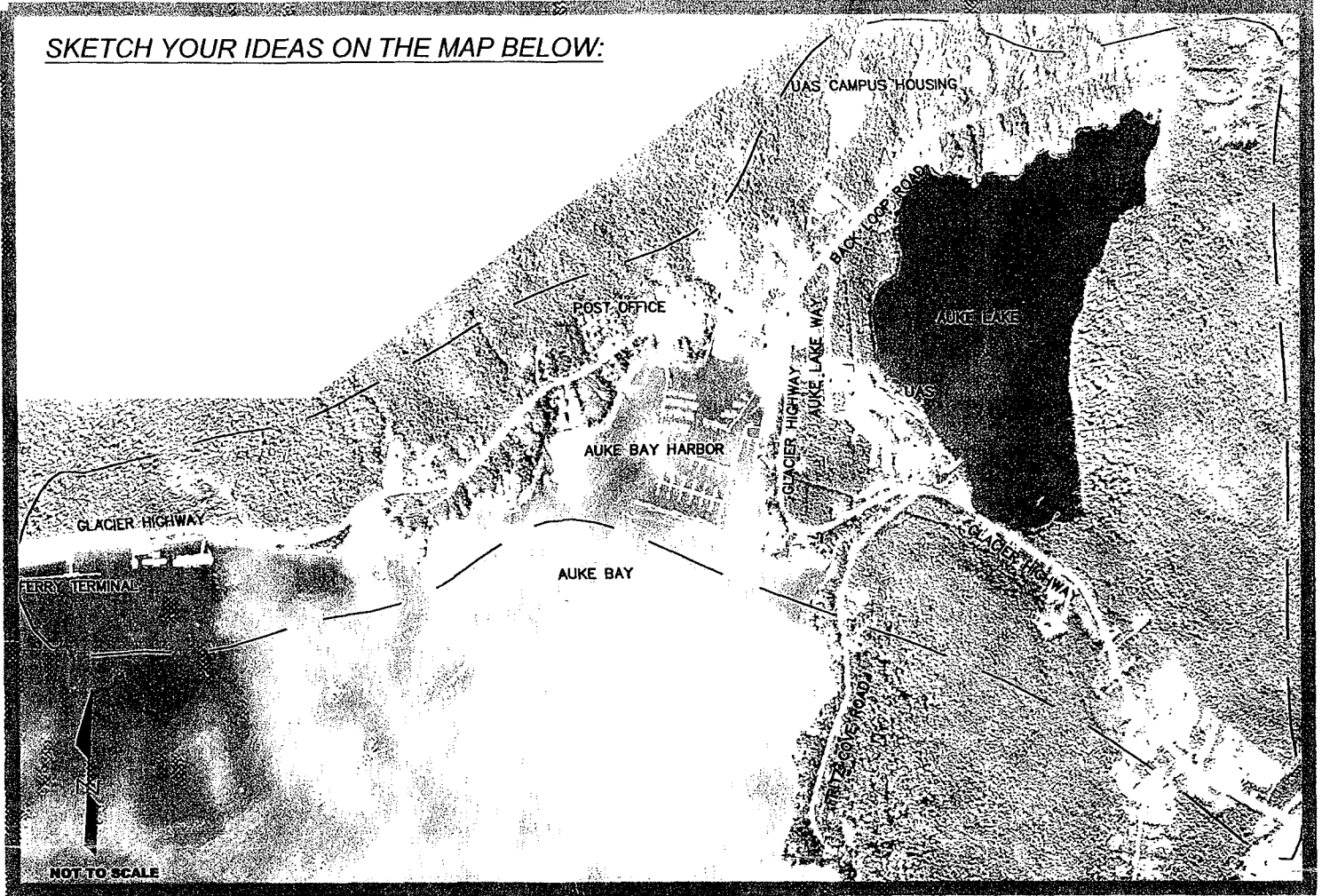
MAILING ADDRESS: *P.O. Box 210704 Auke Bay AK 99821*

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

*Being from New England I have been used to driving thru small towns, Route 16, 30, 140 etc. In Mass. go thru numerous small towns, lets keep this project simple with the least disruption. (1) Put a light at Deharts and (2) Modify the curve between Fute Cove Rd and Deharts, a turn lane from the Harbor to Fishermen Bend should be studied.*

*In addition noise abatement needs to be examined we can see a difference over the past 10 years with the development out the road, sound reading above and below the road should be taken.*

SKETCH YOUR IDEAS ON THE MAP BELOW:



**GLACIER HIGHWAY  
RECONNIASSIANCE STUDY**



**APRIL 2003**

**COMMENTS**

Would you like to be on our mailing list?

NAME: *Lynn Shepherd*

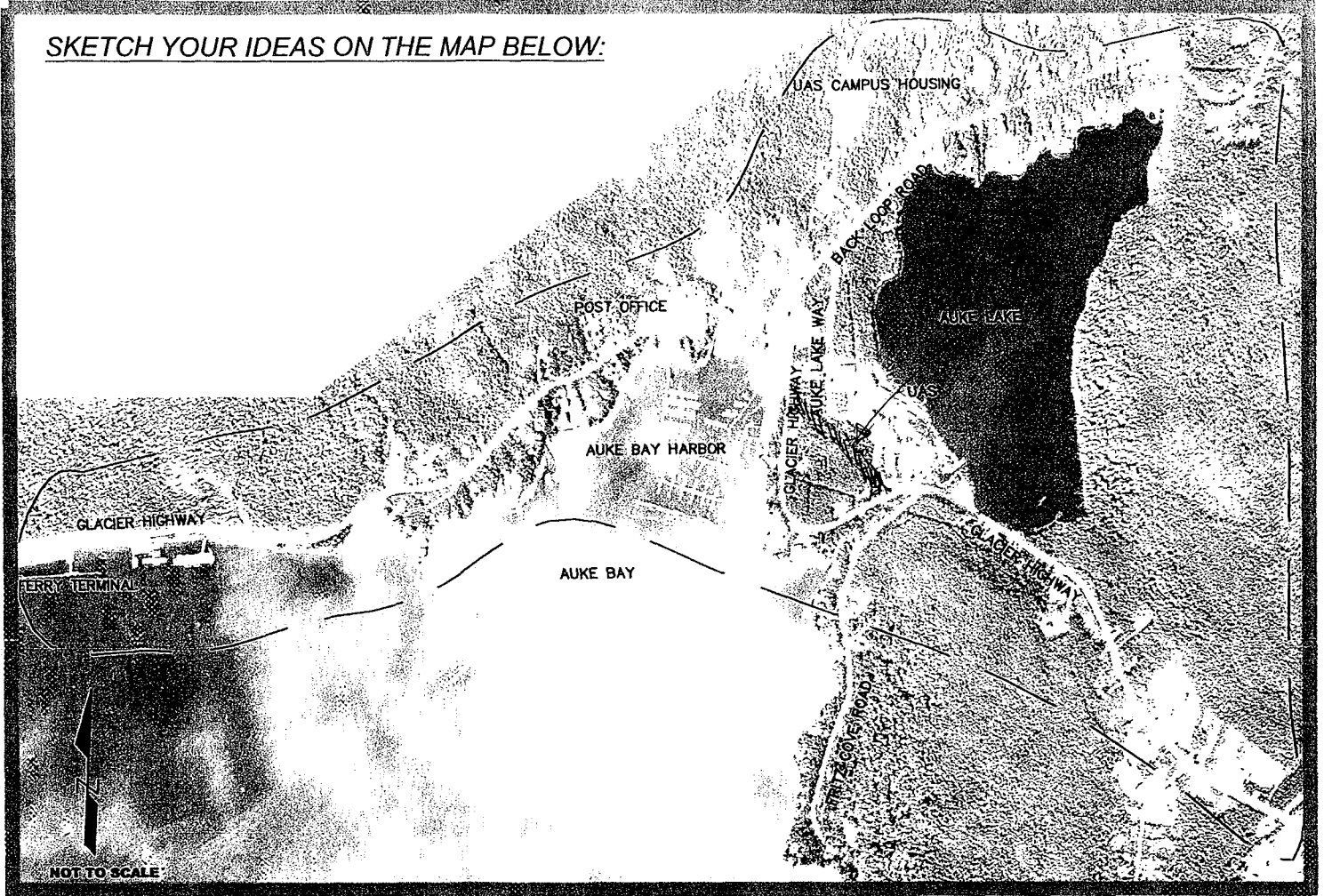
MAILING ADDRESS: *3050 Douglas Highway,  
Juneau AK 99801  
(Soon to be an Auke Bay resident)*

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to [michael\\_lukshin@dot.state.ak.us](mailto:michael_lukshin@dot.state.ak.us)

- 1) Provide a well-lit trail from UAS campus to Anderson Building on the waterfront, with a skybridge over the highway no matter where the highway is routed
- 2) Rerouting of either Glacier Highway or Back Loop Road should be nearer the UAS campus (should include consideration of pedestrian and bicycle traffic around campus itself - ingress + egress - dormitory complex, recreation building, and library)



SKETCH YOUR IDEAS ON THE MAP BELOW:



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**APRIL 2003**

**COMMENTS**

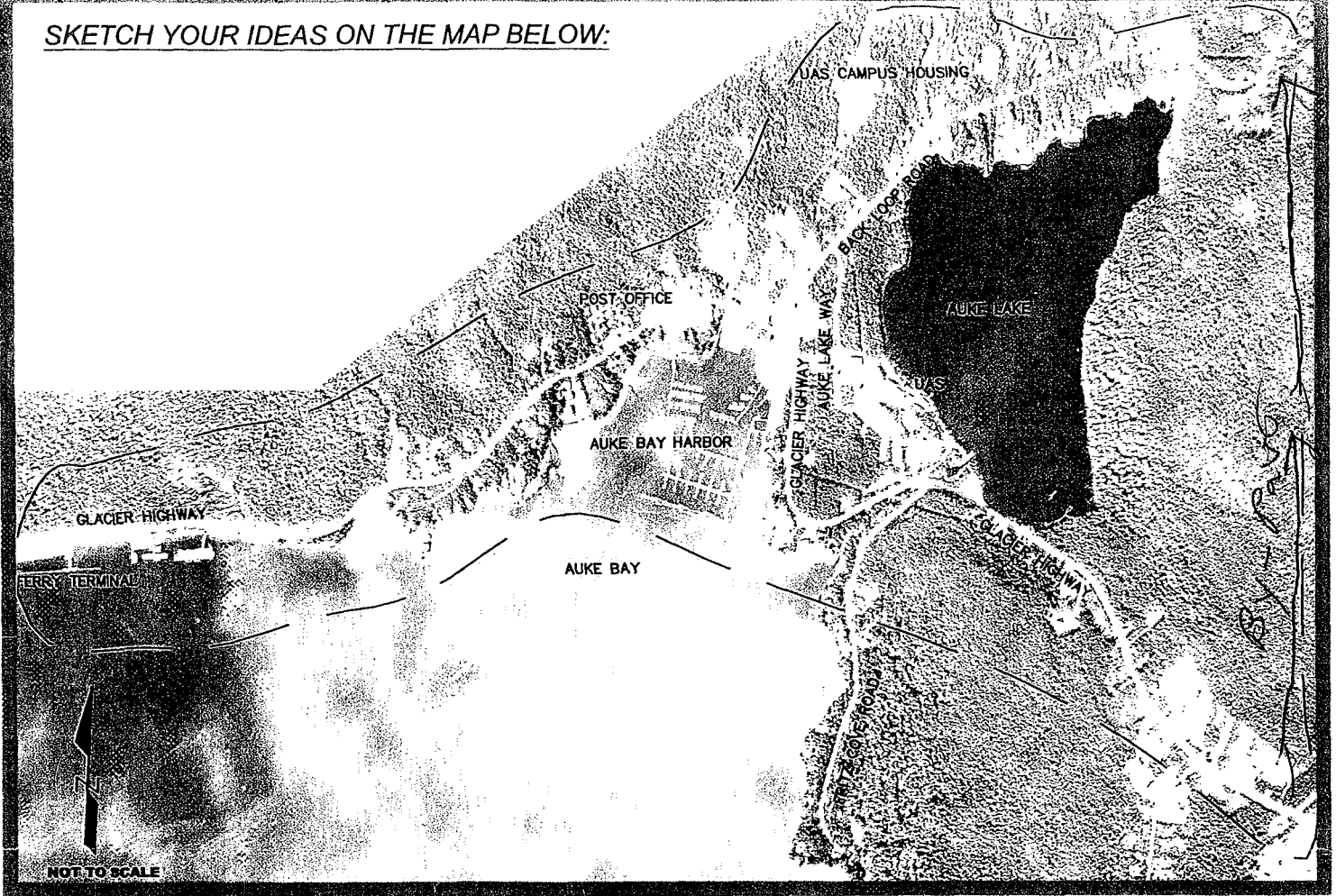
Would you like to be on our mailing list?

NAME: Alex L  
 MAILING ADDRESS: 20948 Sunny Drive  
 Sunrise 99801

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

- ① Consider tunnel under UAS campus  
 Get rid of "BAD CURVE" @ Auke by UAS  
 Tunnels may cost a little more, but they cause the least visual impact.
- ② Consider separation <sup>lanes</sup> for pedestrians & non-motorized vehicles to ferry terminal
- ③ Repro intersection Glacier Hwy & back loop to avoid potential of head-on meeting points  
 CONSIDER SIGNALS
- ④ Maintain idea of state highway as paramount

SKETCH YOUR IDEAS ON THE MAP BELOW:



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**APRIL 2003**

**COMMENTS**

Would you like to be on our mailing list?

NAME: John Pugh

MAILING ADDRESS: University of Alaska Southeast  
1120 Glacier Hwy  
Juneau, AK 99801

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

As Chancellor of UAS, I oppose the two alternatives that go through the campus. I feel these alternatives would significantly impact the character of the campus. I also am concerned about the noise pollution impact on the learning environment.

My preferred alternative is the Auke Bay by pass. Secondly, I support the realignment of the curve at the NOAA facility.

Visit our website: <http://www.dot.state.ak.us/stwdplng/projectinfo/ser/abcrr>

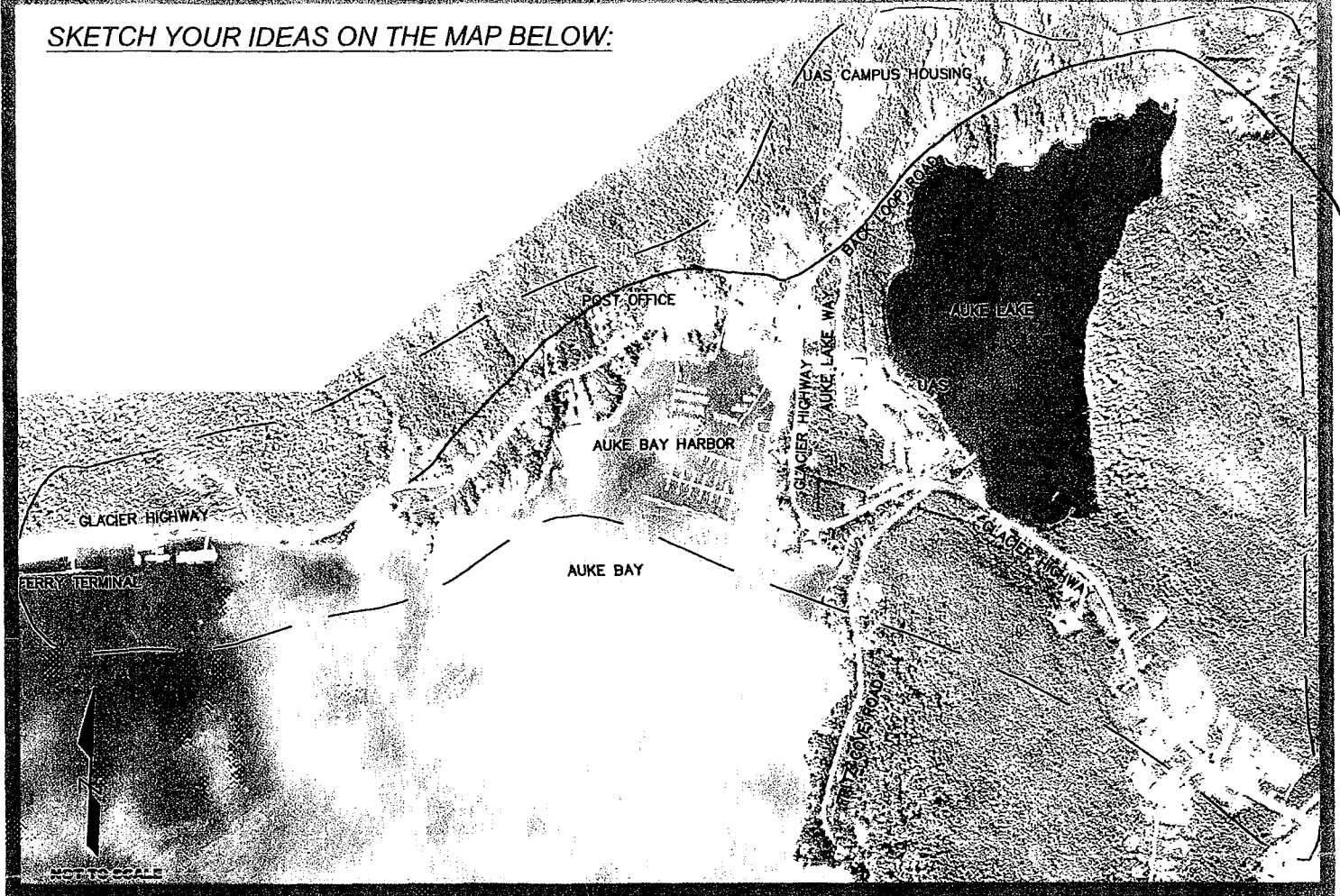
Additional space on back for comments

DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
6860 GLACIER HIGHWAY  
JUNEAU, ALASKA 99801  
ATTN: MIKE LUKSHIN

FOLD

I also recommend the project improve pedestrian safety (sidewalks) & bike access. Additionally, the project needs to look at ways to move students across the highway, safely & more efficiently.

SKETCH YOUR IDEAS ON THE MAP BELOW:



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**APRIL 2003**

**COMMENTS**

Would you like to be on our mailing list?

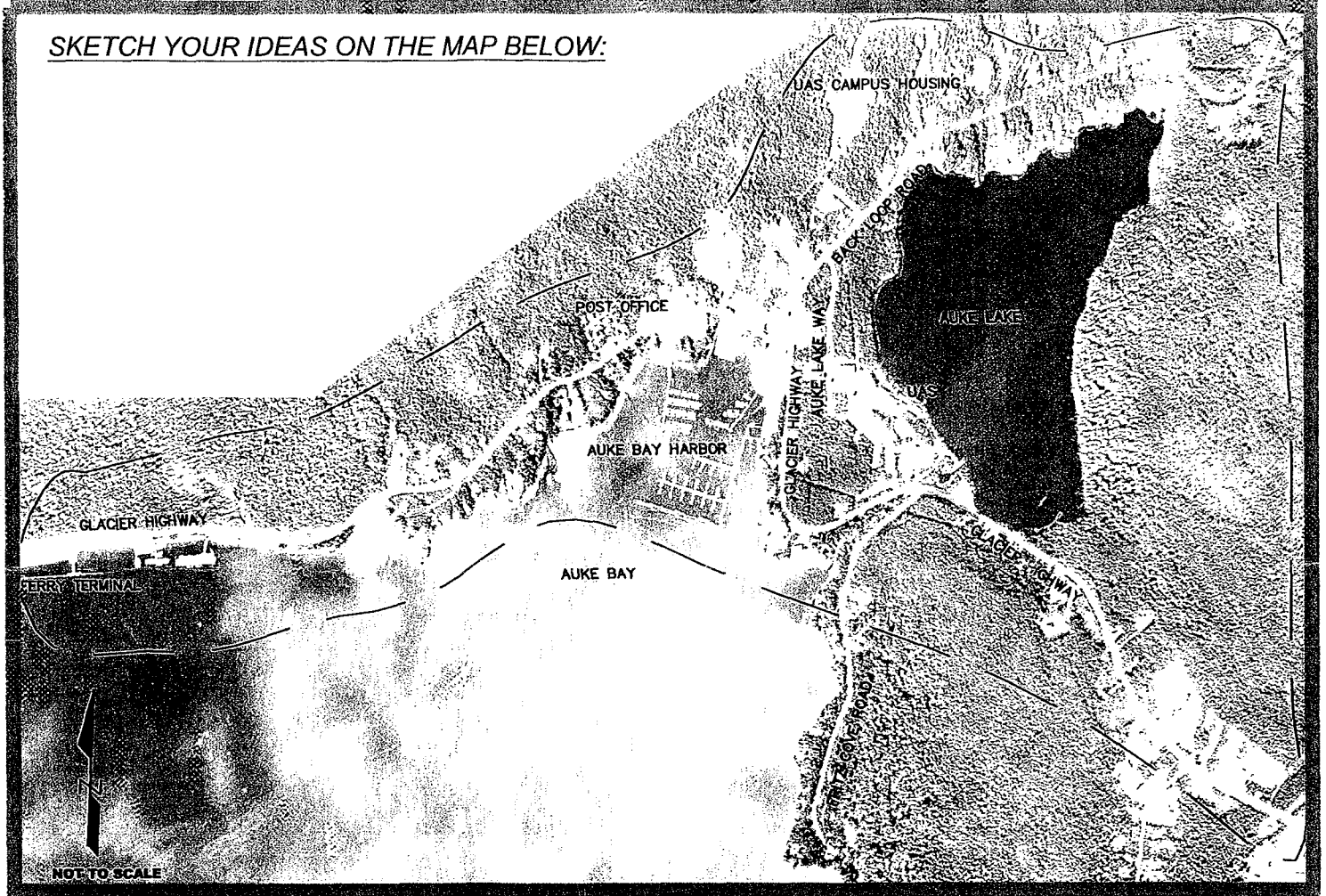
NAME: Detor B Wright

MAILING ADDRESS: Box 210562  
Auke Bay 99824

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

~~FT~~ The Current Glacier Hwy corridor thru Auke Bay in the future should only be an access road. A bypass is the only viable alternative and it should extend as far as possible towards The Brotherhood bridge.

SKETCH YOUR IDEAS ON THE MAP BELOW:



GLACIER HIGHWAY  
RECONNAISSANCE STUDY



APRIL 2003

### COMMENTS

Would you like to be on our mailing list?

NAME: BRITA BISTOP

MAILING ADDRESS:

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

I think that it is important to make efforts to coordinate planning between city, state, etc. While this may be happening at some level, the information being presented to the public does not provide enough information to make good decisions. ~~that~~ I think we should avoid building through the East side of Auke lake as its a wildlife corridor of a recreational area, however, if the city is developing the area anyway. I'd be less opposed but would want it as far away from lake as possible.

I am very opposed to placing a highway behind Auke Bay School. I like the idea of a roundabout, and just slowing the traffic

DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
6860 GLACIER HIGHWAY  
JUNEAU, ALASKA 99801  
ATTN: MIKE LUKSHIN

→ If yes, public transport is not the realm of DOT, but good planning looks at all kinds of elements outside of their immediate area.

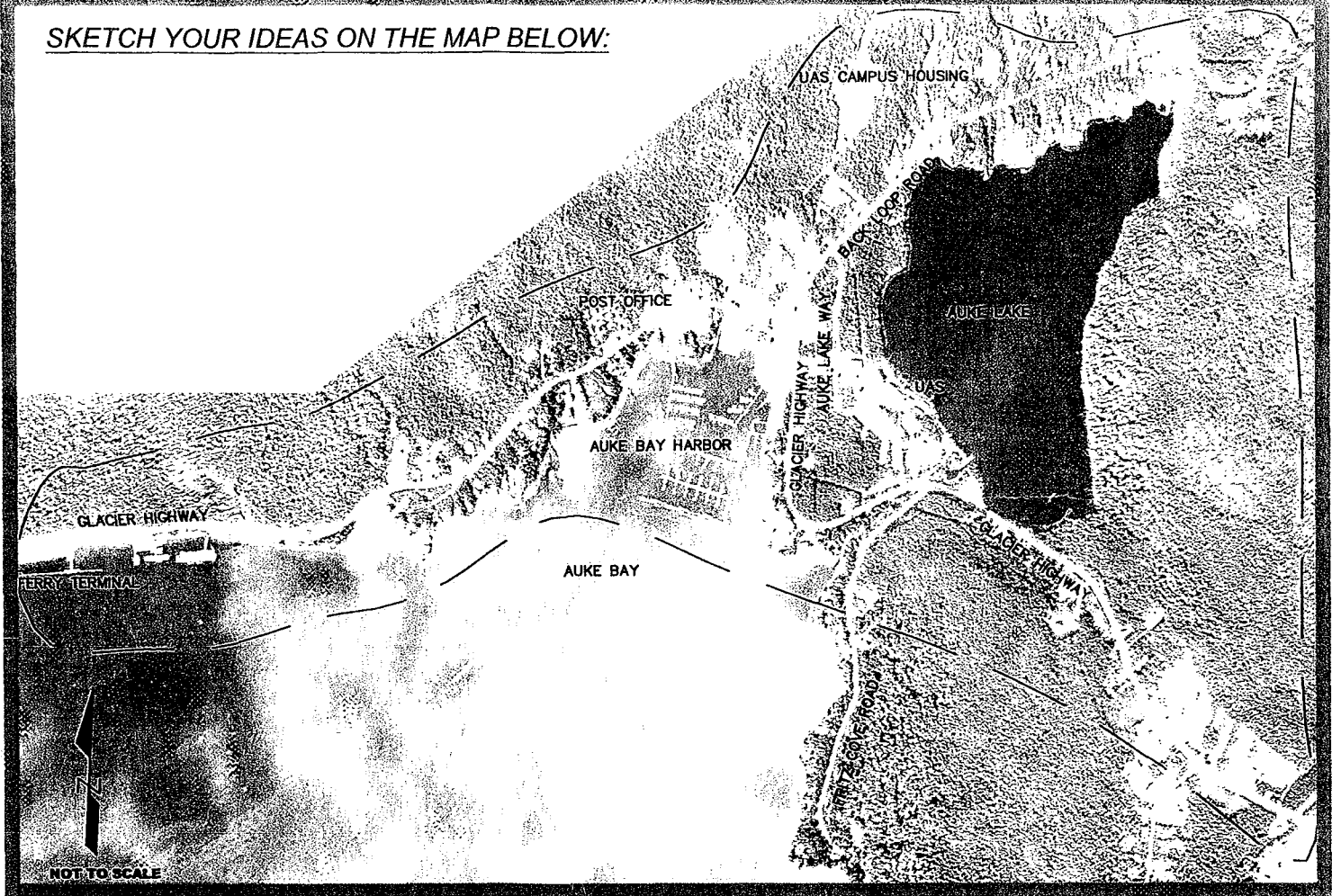
FOLD

down. I like the idea of improving public transport & putting in a lane for bus & carpool only perhaps (?). Probably not enough room. (Adding bike parking etc. to allow folks to bike to bus.) I would like Auke Bay to be developed as a neighborhood - the benefits would outweigh the disadvantages of spending a little longer driving home.

I support the idea of a water walk along the road from ferry terminal to In Towad town.



SKETCH YOUR IDEAS ON THE MAP BELOW:



NOT TO SCALE

**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**APRIL 2003**

**COMMENTS**

Would you like to be on our mailing list?

NAME: Richard Haight  
MAILING ADDRESS: PO Box 210242  
Auke Bay, AK 99821

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

*Thank you for this planning meeting.*

*My greatest concern is widening the highway through Auke Bay and taking a big chunk out of my front yard. Keep the highway at its present width.*

*Showing traffic and controlling traffic at junctions are the most important considerations.*

April 3, 2003

To: Department Of Transportation  
State of Alaska

From: Richard Haight  
P.O. Box 210242  
Auke Bay, AK 99821

Subject: Traffic flow on Old Glacier Highway from Fritz Cove Road to Ferry Terminal

I have lived on Glacier Highway in Auke Bay for 36 years (11480) and have walked to work at the NMFS Auke Bay lab during this period. Both my wife and I are getting ready to retire and plan to continue living at our home here in Auke Bay. During this period, the numbers of vehicles using the highway has increased dramatically.

I understand that DOT is looking for ideas on ways to slow traffic down through Auke Bay. Since I live here and walk frequently on the roadway, I have observed that most people drive sensibly and at safe speeds through the community. The problem is the few people who drive at excessive rates of speed. They don't seem to realize they are driving through a community with many driveways and two major intersections. The most dangerous location for pedestrians, I believe, is the sidewalk crossing where the Back Loop Road merges with the highway. Many drivers coming from town race down the highway and enter the Loop Road at speeds of 40 and 50 mph. Pedestrians that don't stop and look both ways at this intersection could be killed by these speeding motorists.

Here are some suggestions, that I feel will work to slow traffic down through Auke Bay.

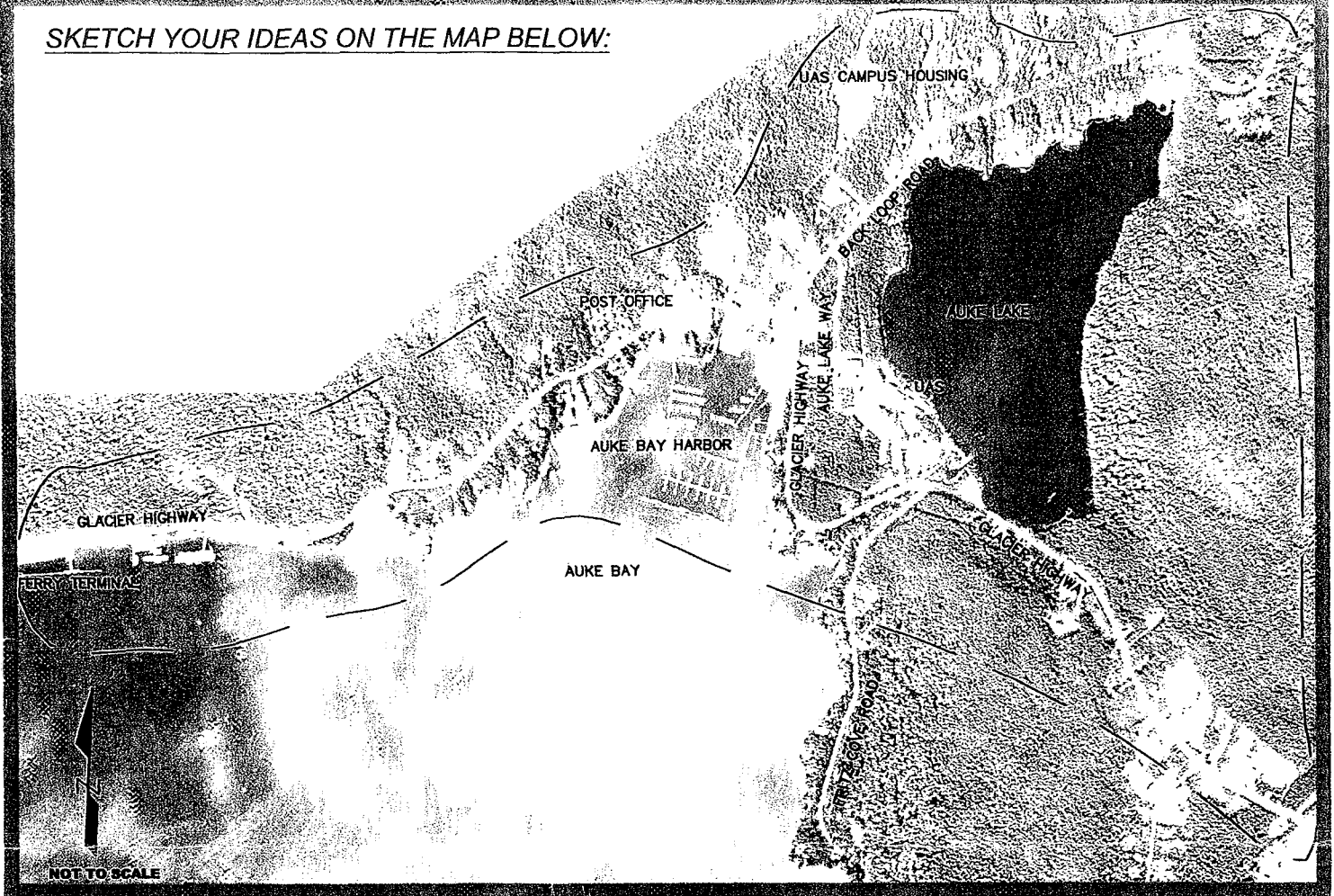
Install two traffic lights, one at the Fritz Cove Road and Chapel-University Drive intersection near Auke Lake and a second at the Marina and Back Loop Road intersection located by DeHarts. The lights would remain green for highway through traffic and turn to red only when a vehicle came up to the highway. At the Fritz Cove Road intersection, the only people activating the traffic light would be those automobiles approaching the highway in the left turn lane. At the Back Loop Road and Marina intersection, any automobile coming out of the marina would activate the traffic light for a left or right turn. Those autos entering the highway from the Loop Road and in the left turn lane would activate the light.

On either side of Auke Bay before approaching the traffic lights, install flashing warning lights and signs that warn of traffic lights and a controlled speed zone ahead.

*Richard Haight*



SKETCH YOUR IDEAS ON THE MAP BELOW:



**GLACIER HIGHWAY  
RECONNIASSIANCE STUDY**



APRIL 2003

check your spelling!

**COMMENTS**

(I AM ON THE LIST)  
 Would you like to be on our mailing list?

NAME: LAURIE FERGOSON CRAIG  
MAILING ADDRESS: PO BOX 33306, JUNO 99803

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

- 1) SLOW DOWN TRAFFIC WY, <sup>REDUCED</sup> SPEED LIMITS
- 2) ENFORCE LOWER SPEED LIMITS.
- 3) ACCOMMODATE WILDLIFE MOVING ALONG A <sup>NATURAL</sup> CORRIDOR ATOP MENDOZITAUX PENINSULA. THIS PATTERN CROSSES ~~GLACIER~~ HWY BETWEEN 10 MILE + AUKE LAKE OVER PEDERSON HILL.
- 4) REDUCE LAND TAKINGS IN HOMEOWNERS' YARDS + PRIVATE PROPERTY
- 5) PRESERVE HABITAT FOR FISH + WILDLIFE
- 6) INSTALL MORE GUARD RAILS WHERE DROPOFFS EXIST.
- 7) MAINTAIN THE AUKE BAY COMMUNITY ATMOSPHERE
- 8) MANY DESIGN PLANS PRESENTED TONIGHT ARE UNREALISTIC, INCREDIBLY EXPENSE AND OVERBUILT
- 9) MINIMIZE IMPACTS TO HOMES + TO UNDEVELOPED AREAS. VALUABLE AS )
- 10) REVIEW PAST DOT PLAN COMMENTS, ↓ WILD AREAS.

Visit our website: <http://www.dot.state.ak.us/stwdplng/projectinfo/ser/abcorr>

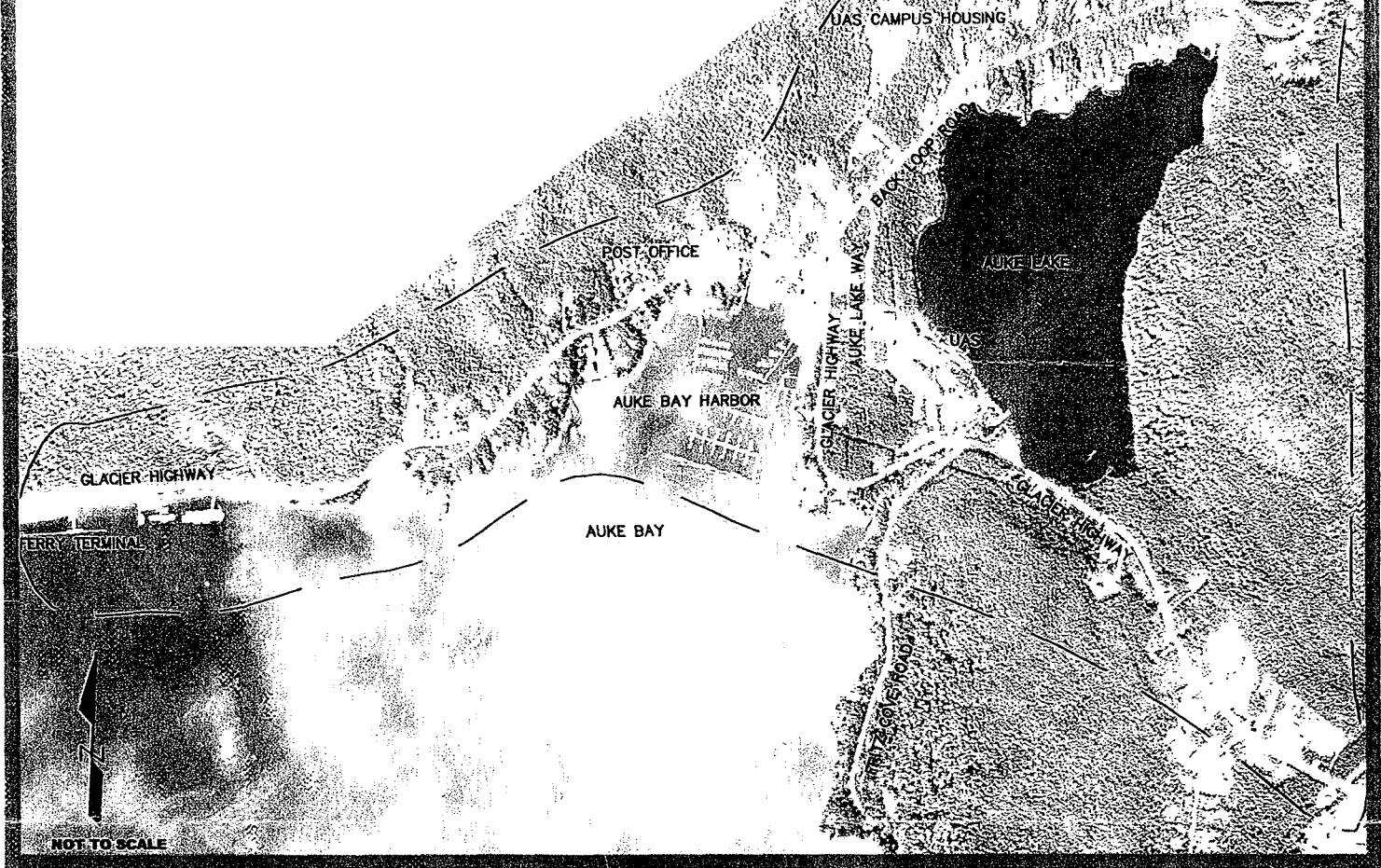
Additional space on back for comments

DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
6860 GLACIER HIGHWAY  
JUNEAU, ALASKA 99801  
ATTN: MIKE LUKSHIN

*FOLD*

THAT WERE SUBMITTED AT ANOTHER MEETING IN SMITH HALL  
11) INSTALL STOP LIGHTS AT DENHARTS + FRITZ/UAS INTERSECTION

SKETCH YOUR IDEAS ON THE MAP BELOW:



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**APRIL 2003**

**COMMENTS**

Would you like to be on our mailing list?

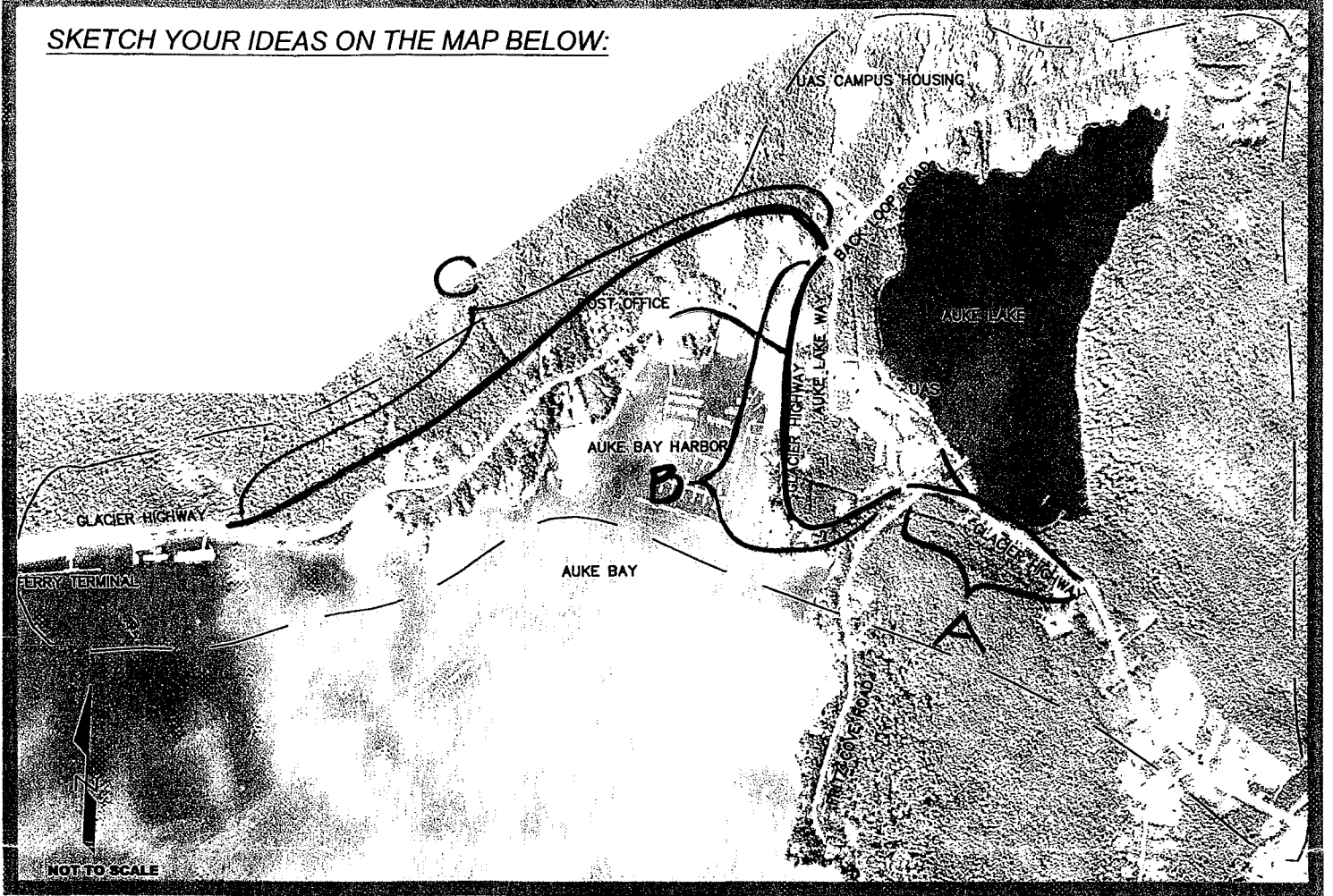
NAME: JOYCE LANDINGHAM

MAILING ADDRESS: PO Box 210055 AB

*Auke Bay is a community. I'd like to see approaches to slow traffic rather than constructing bypasses. Am definitely not in favor of a bypass (with attendant noise + exhaust) in back of Auke Bay school. The area in back of school is used for recreation + environmental ed (Dan Bishop Trail). Better signage +/or signals. One idea - extend 40 mph to top of Pederson Hill (Engineer's Cutoff) so traffic is slower when it reaches UAS/ Frilly Cove intersection,*

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael.lukshin@dot.state.ak.us

SKETCH YOUR IDEAS ON THE MAP BELOW:



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**APRIL 2003**

### COMMENTS

Would you like to be on our mailing list?

NAME: LAWRENCE LEE OLDAKER, BOX 210996,  
MAILING ADDRESS: AUKE BAY, AK 99821

imperatives: keep a sense of auke bay community in designing the roadway north; avoid the UAS campus in the traffic flow, enhance the chapel-by-the-lake and UAS entrance via bridge over AUKE CREEK, lessening hazard 90° turn at church; extend glacier highway to AUKE LAKE shoreline to create more vision for FRITZ COVE ROAD intersection [see map section A]. Keep traffic moving at neighborhood speeds around "fisheries" corner in three-lane highway with center turning lane; the roadway

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ALASKA DOT & PF  
SOUTHEAST REGION

APR 28 2003

PRELIMINARY DESIGN & ENVIRONMENTAL

DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
6860 GLACIER HIGHWAY  
JUNEAU, ALASKA 99801  
ATTN: MIKE LUKSHIN

FOLD

traffic destined for "out the road" would extend beyond DEHART'S up back loop road [map section B] to by-pass road that re-enters the highway convenient to FERRY TERMINAL [map section C]. ... traffic to town from beyond the ferry terminal would be encouraged to use the by-pass; the existing roadway through the commercial-school zone-residence area of Auke Bay would be posted with lower speed limits and a stop sign at DEHART'S.



University of Alaska Southeast

Juneau Ketchikan Sitka

Lawrence Lee Oldaker

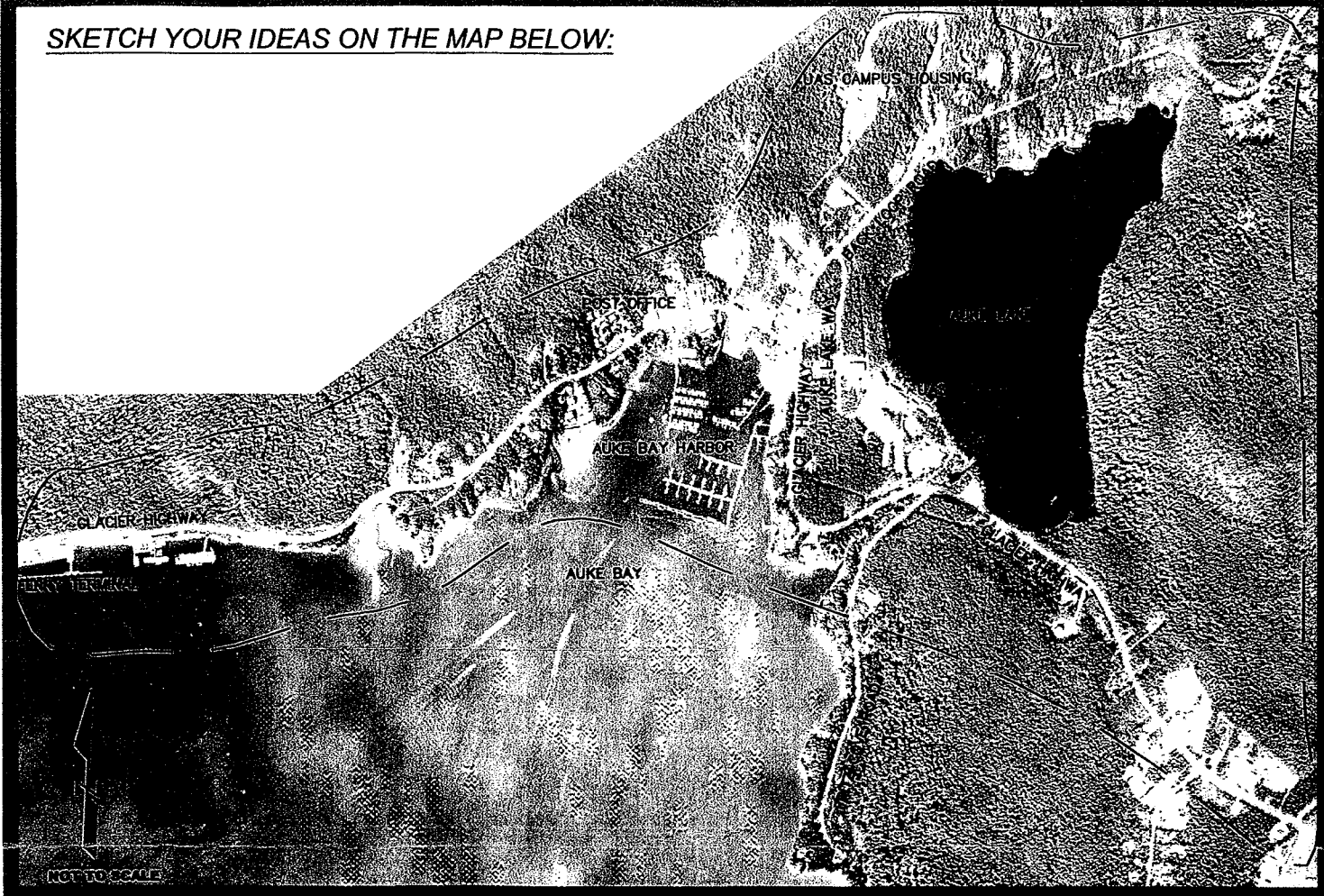
Professor Emeritus  
Academic Programs  
Juneau Campus

P O Box 210996  
Auke Bay, Alaska 99821

Home: (907) 789-0820  
lawrence.oldaker@uas.alaska.edu

MIKE: i have been a member of the AUKEBAY-university community since 1975, currently attempting to move from LENA COVE to AUKEBAY home or condo... i support the needs of the residents and organizations in the area, and the needs to plan for future growth and traffic...

SKETCH YOUR IDEAS ON THE MAP BELOW:



**GLACIER HIGHWAY  
RECONNIASSIANCE STUDY**



**APRIL 2003**

**COMMENTS**

Would you like to be on our mailing list?

NAME: MILDRED ZENGER

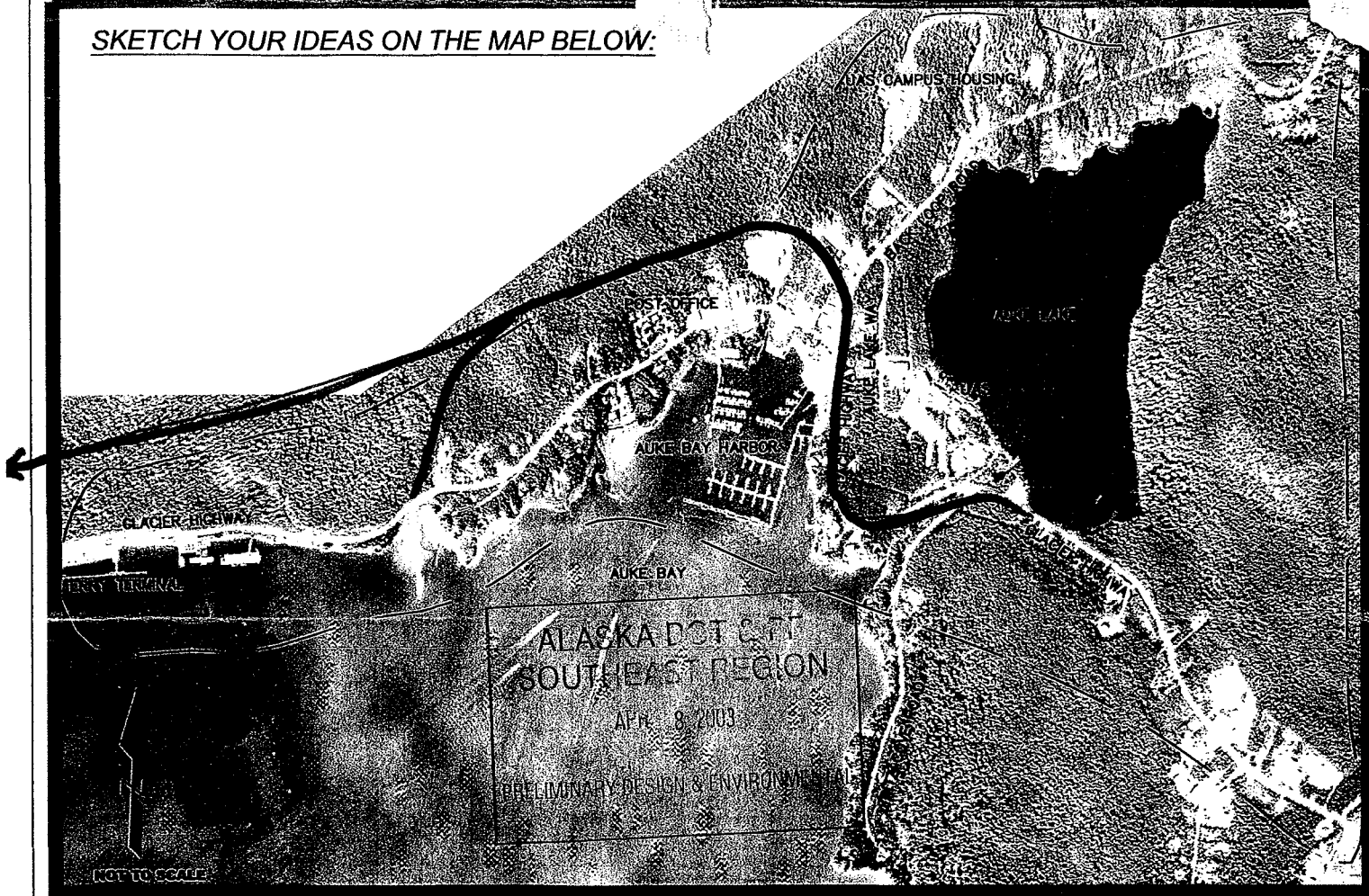
MAILING ADDRESS: P O BOX 33193  
JUNEAU, AK 99803

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

IS THERE ANY THOUGHT ABOUT  
RAISING THE SECTION OF ROAD THAT DIPS DOWN BETWEEN  
STABLERS POINT AND THE LOCATION OF THE SE. NURSERY?  
IT IS A BLACK ICE TRAP.



SKETCH YOUR IDEAS ON THE MAP BELOW:



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**APRIL 2003**

**COMMENTS**

Would you like to be on our mailing list?

NAME: \_\_\_\_\_

MAILING ADDRESS: \_\_\_\_\_

No.1 Priority - Do everything to protect and enhance the UAS campus. No.2 Priority - Protect and enhance the Anker Bay Community. No.3 Priority - Reduce accidents by

reducing speed using traffic lights if necessary. No.4 Priority - create a pedestrian friendly community connected with sidewalks and bike paths throughout. No.5 Priority - Sea walk on water side both ways from the Ferry Terminal to connect with sidewalks through Anker Bay and on Otter Way. No.6 Priority - Bike path from UAS along new bypass. No.7 Priority - Bike path UAS campus to Brotherhood Park. No.8 Priority - Connect bypass to Anker Rec bypass. No.9 Priority - Pedestrian bridge to connect UAS campus to Fisheries Labs. No.10 Priority - Protect Dan Bishop trail for Anker Bay School.

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

April 3, 2003

RF: Written testimony regarding Glacier Highway improvements from Fritz Cove to Sea View Drive

In April of 1999, we expressed our concerns regarding discussion of a four-lane highway in Auke Bay and now four years later more hearings are being held which include many of the same options discussed in 1999. After having said that, we want to reiterate our absolute opposition to any four-lane highway in Auke Bay. We are property owners in the area and have relied on the City/Borough comprehensive planning process as the mechanism for determining the development plans for the area. DOT transportation and road plans should be consistent with the comprehensive plan. While we understand that needs change, the most recent comprehensive plan did not identify the potential for a four-lane highway.

Further, some of the plans being discussed would be extremely detrimental to the UAS campus. This continued consideration of these extreme solutions, makes it appear that DOT believes that because the University is a public landholder, their interests will not coincide with the interests of the community and that citizens will not defend the campus because university loss of property will protect our own private holdings. If that is true, it shows that you think the citizens are naive. If the university campus can be traversed with a four-lane highway, it can be my property or my neighbors' property next.

A shortsighted vision now, will destroy the opportunity for the Juneau university campus to grow to meet the educational needs of our community and region into the next century. The quality of all of our lives and our economic futures are enhanced by the presence of a university center. A relatively large number of DOT workforce have post secondary education and have personally benefited from having a university education. While that education may not have been at UAS Juneau campus, your leadership should be protecting that investment not looking to diminish its presence in this community.

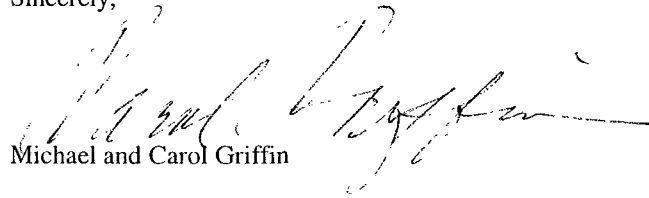
Auke Bay is a small neighborhood within the community of Juneau and if you are concerned about accidents along Glacier Highway then, from my perspective, a simple solution is to enforce the speed limits, add curbs, sidewalks, bike paths, hiking paths, street lights and traffic lights, all of which would slow traffic and maintain the quality of our small neighborhood. In short, treat this like a street not a highway. Those enhancements to our neighborhood would promote increased local community foot traffic in the area, develop tourist foot traffic and as research demonstrates, they would also reduce over all traffic speed. If future traffic needs to be moved more quickly than can be accommodated on a community street, we suggest that you review the last two comprehensive plans and consider potential sites for building a by-pass road as identified there.

It is my observation that narrow winding roads are a function of any roadway that is developed along a waterfront; this is true not only in Alaska but every other state I've lived in. The water and the trees along that portion of Glacier highway are an important part of the character and the life experience that brought most of us to this area. Water view property is becoming very limited in Auke Bay area and a four-lane highway is certainly not the highest and best use. It is important that we preserve some of the values that



brought us to this area for future generations. Once the hillside and the trees are gone and a four-lane highway is built the character of our small neighborhood will be changed forever.

Sincerely,



Michael and Carol Griffin

cc: Governor Murkowski  
Representative Weyhrauch  
Representative Kerttula  
Senator Elton  
Mayor Smith  
Regent Demeksa  
University of Alaska Southeast

**Subject: ABCOR Thoughts**

**Resent-From:** abc@dot.state.ak.us

**Date:** Thu, 3 Apr 2003 10:02:52 -0900 (AKST)

**From:** ABCor.Web.Site@hydra1.dot.state.ak.us

**To:** abc@dot.state.ak.us

**Name** Andrew M. Spear  
**Street** 945 Fritz Cove Road  
**City** Juneau  
**State** AK  
**Zipcode** 99803  
**E-Mail** Alaskasailing@yahoo.com  
**Mailing\_list** Yes

**Thoughts**

I am uncertain how Fritz Cove Road will be considered in this process. However, with the increased pressure from new building projects, commercial tourist activities (primarily bicycles) and private recreational activities at Smuggler's Cove, traffic has become dangerous at times on Fritz Cove. I have met fully loaded dump trucks, a dozen cyclists and a gaggle of would-be mountain climbers all at once on the "Cliffs" curve. I have witnessed several accidents at the 3/4 mile curve (just before the cliffs and watched part of the whole road disappear into Auke Bay. For these and other reasons it is my hope that DOT can make Fritz Cove road safe for all of these divers uses. Thank you for making this e-mail comment site available.

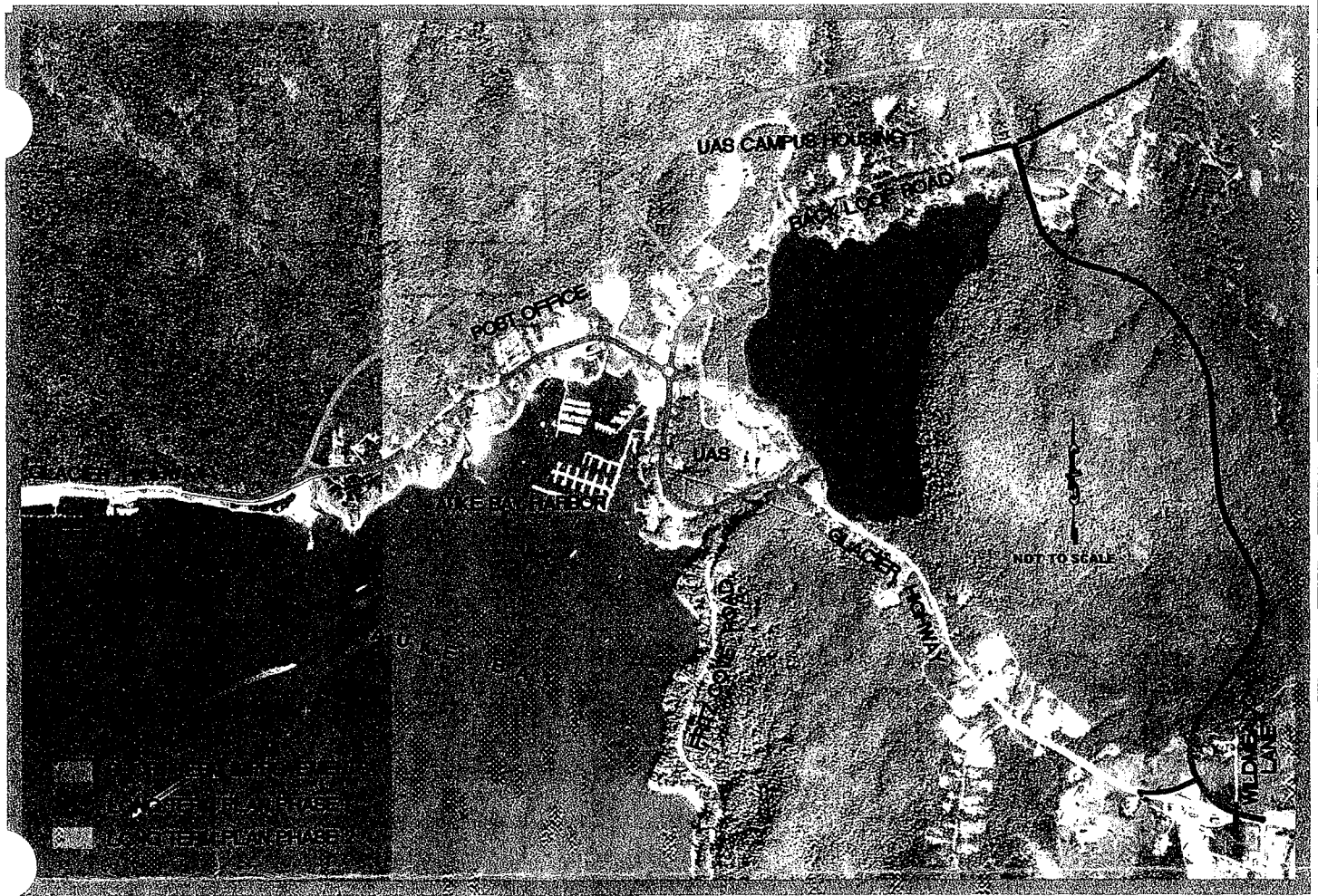
**Subject: ABCOR Thoughts****Resent-From:** abcor@dot.state.ak.us**Date:** Thu, 3 Apr 2003 21:43:22 -0900 (AKST)**From:** ABCor.Web.Site@hydra1.dot.state.ak.us**To:** abcor@dot.state.ak.us

**Name** Becky Carls  
**Street** 3001 Fritz Cove Rd.  
**City** Juneau  
**State** AK  
**Zipcode** 99801  
**EMail**  
**Mailing\_list** Yes

**Thoughts**

I'm sorry I couldn't make tonight's meeting but family obligations prevented my attendance. Please accept these comments via e-mail instead. As you can see, I live in Auke Bay. My trips through Auke Bay are to commute to work, shop, for recreation, to reach the ferry, and to go to school (UAS). The problems I have seen follow: Getting out of Fritz Cove left, right or straight ahead can take a great deal of time, and can be hazardous due to line of sight problems. People speeding down Peterson Hill are an added hazard. A traffic light seems to be the best solution, unfortunately. When turning left into Fritz Cove from Glacier Hwy. many people cut the corner. I have nearly had a head-on collision with these folks MANY times! I would appreciate an asphalt separator (traffic island?), like at the entry to Mendenhall Mall Road from Loop Road, where Riverside Drive intersects Egan, or the road to Costco from Glacier Hwy have to keep folks from colliding head-on in those areas. I have even had folks cut in behind me from the highway when I want to make a left hand turn out of FCR. The road is very wide where it intersects the highway and some folks have confusion as to where they belong. A good short term solution before there is a really tragic accident would be to continue the yellow stripe further along the highway until it is across at least half of the exit side of FCR. Folks tend to automatically key their stopping and turning point based upon where the end of the yellow line is. Getting into and out of Auke Bay Lab is a challenge due to line of sight problems. Good luck with this one. Getting folks to go 50 mph when they can up Peterson hill has been a problem ever since your last work on Glacier Hwy in the area. The limit was 40 mph for so long that some folks are still in that habit years later! This makes for inefficient travel for some folks. Maybe more speed limit signs would help this. Crossing Glacier Hwy as a pedestrian or on a bike at FCR is dangerous and so is walking along Glacier Hwy. If one is going to take the city bus, one has little space to walk from FCR to the bus stop. A traffic light would also help the crossing problem. A wider pedestrian pathway on Glacier Hwy on the Fritz Cove side north of the intersection would help also. Folks parking in the vacant area beside FCR at the Glacier Highway interseciton often blocks line of sight for drivers creating a hazard. Some folks also pull out on the highway here, which is another hazard. Perhaps a metal barricade as is along the highway in many places would keep folks back from the highway and prevent pulling out at a bad spot. My biggest concern is the with the folks who make a left turn onto FCR at a high rate of speed and nearly collide with people in or approaching the left turn lane out of Fritz Cove Road. I hope a solution can be had for this before many more years pass, as the volume of traffic has increased! That traffic island could be installed without a lot of time passing.

**October 2003**  
**Public Meeting Comments**



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**October 2, 2003**

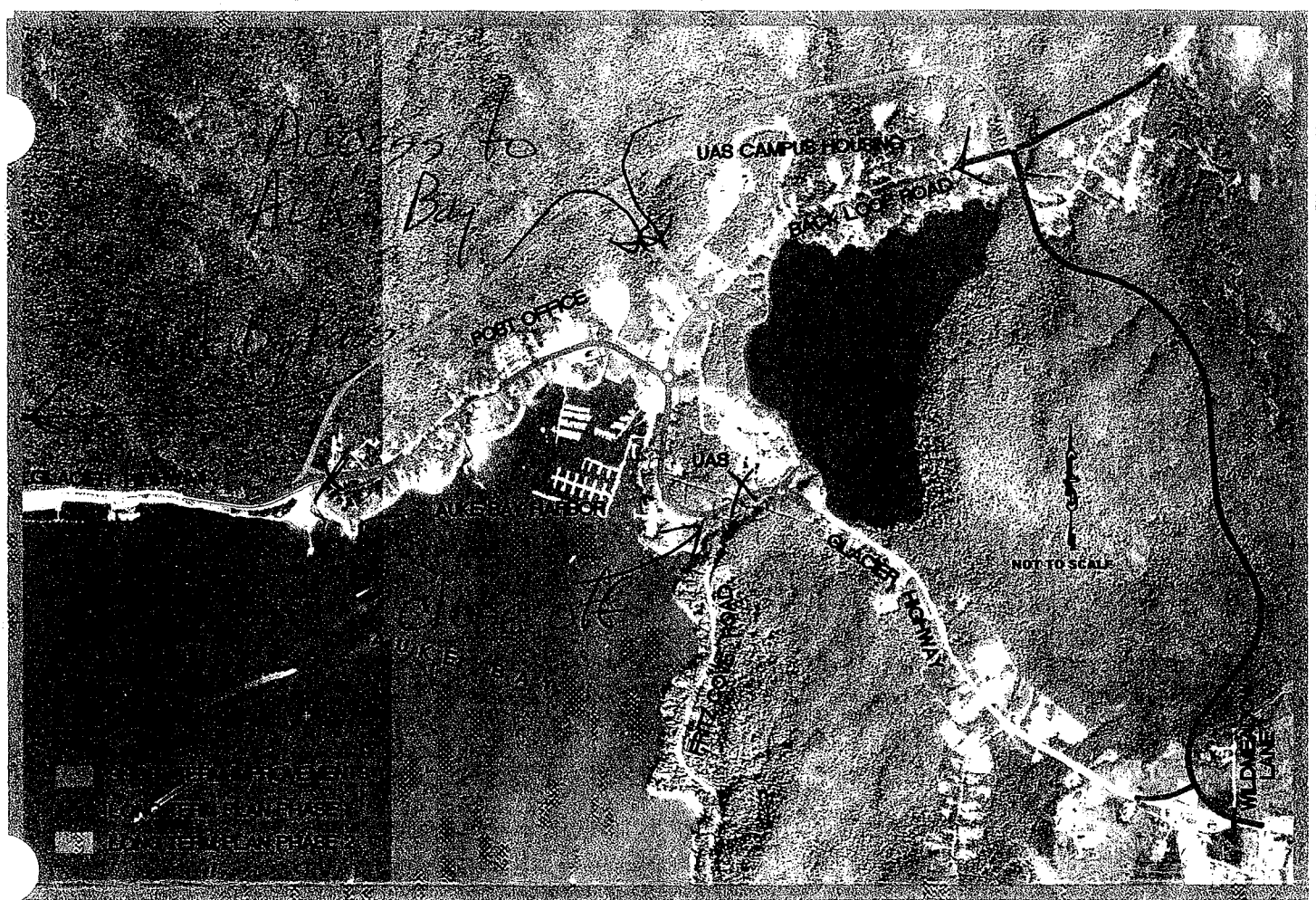
**COMMENTS**

**NAME:** Susan Conant  
**MAILING ADDRESS:** 13980 Glacier Hwy Juneau, AK  
99801

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

1. Roundabout. Master Gardeners maintain triangle at Auke Bay at present. I would like to see some kind of plants; perennials, shrubs, trees, + annuals in a round about instead of solid cement.
2. Something needs to be done with the long turn at Auke Bay hab.
3. Drivers need to obey traffic speeds in Auke Bay area.
4. Beach walk area would be great. Kayak access area too.  
Bicycle access possibility.

25 year resident of AB area



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**October 2, 2003**

**COMMENTS**

NAME: Bruce Conant  
 MAILING ADDRESS: 13980 Glacier Hwy  
 Sumner, Alaska 99801

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

1. I support the round about concept. I recommend that the centers of them be maintained in grass or flower beds or a combination of both instead of concrete. Local folks, the garden club or Master gardeners could maintain them. They would look so much better than concrete.
2. One way to make the bypass work would be to close off access to Glacier Hwy at Stabler's Point and just past Fritz core so the access to Arke Bay would only be from the by pass access road that goes to UAS main entrance. See above map notes.

Visit our website: <http://abcorr.alaska.gov>

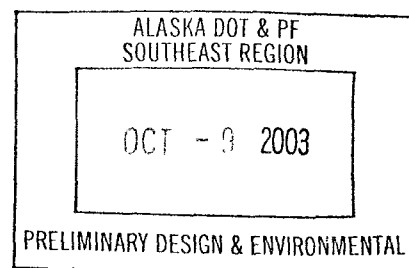
Additional space on back for comments

over

Bruce Conant  
13980 Glacier Hwy  
Juneau, Alaska 99801



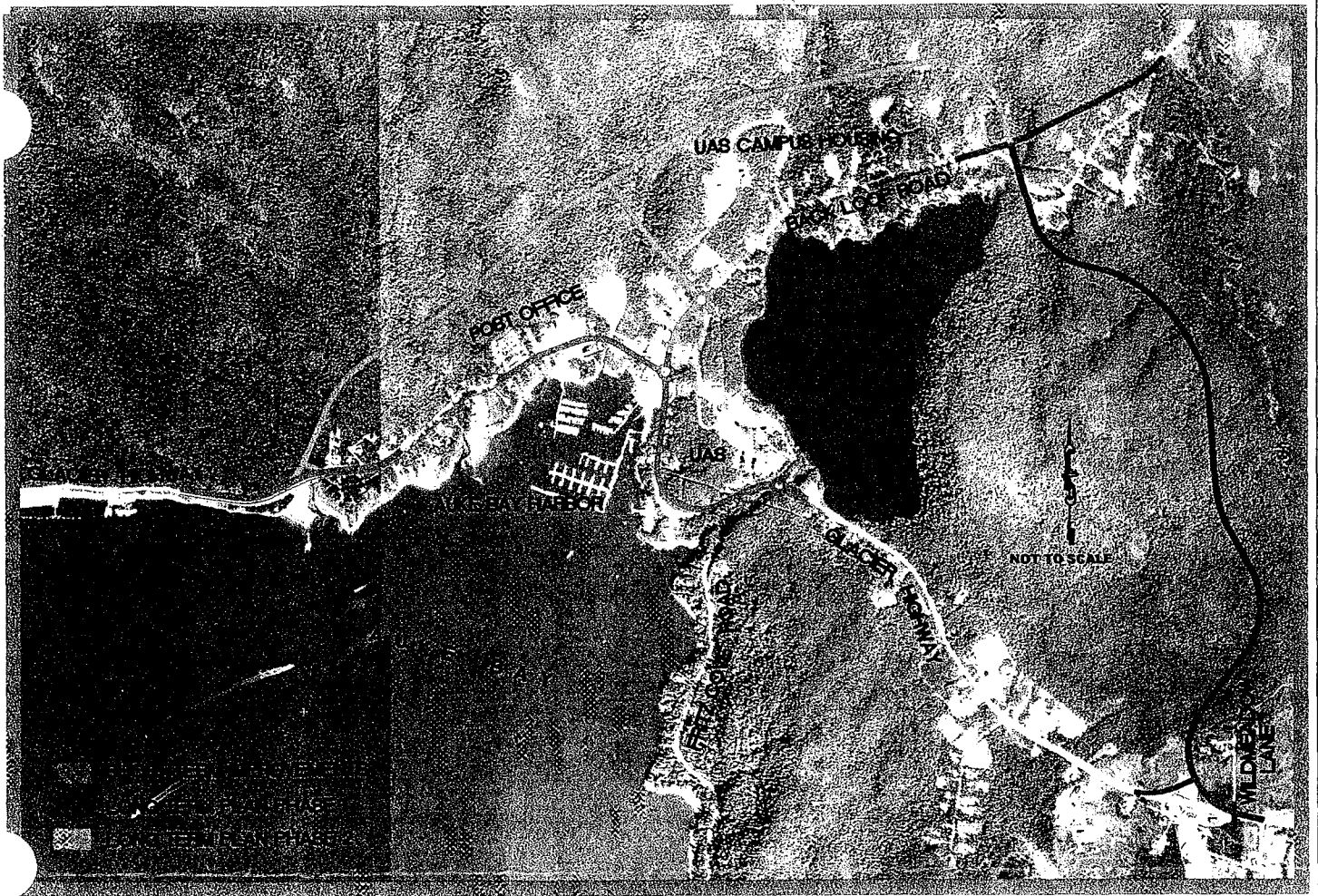
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
6860 GLACIER HIGHWAY  
JUNEAU, ALASKA 99801  
ATTN: MIKE LUKSHIN



FOLD

- (See note on map)
3. Have you considered extending the by pass above the ferry terminal instead of connecting at Stabben's Point? It could connect there as well as past the Arke Rec area to help the flow of traffic on out the road to new NOAA site and beyond. Traffic will increase with port and residential development out there!
  4. Since drivers tend to exceed the speed limit in general, I do not favor straightening the curves except possibly at the current NOAA site. Drivers need to learn to slow down when conditions are poor for driving (ie fog, snow, ice, etc.)
  5. I favor pedestrian/bicycle friendly designs for Arke Bay to ferry terminal area. This is important for residents as well as increasing tourist volume at ferry terminal. This will only become more important if cruise ships start to stop at Arke Bay. It could enhance property values and enrich the growing University atmosphere.
- Thanks for asking for comments, Bruce Conant





**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**October 2, 2003**

**COMMENTS**

**NAME:**  
**MAILING ADDRESS:**



Ms. Leeann Irene Thomas  
PO Box 20977  
Juneau, AK 99802-0977

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to [michael\\_lukshin@dot.state.ak.us](mailto:michael_lukshin@dot.state.ak.us)

\* I feel that if you straighten the road at Stable's point we will have less road accidents (which will involve pedestrians) through the Anvik Bay Community. Part of this plan has to involve lowering the speed limit from ~~40~~ Fritz Cove Road to the new highway at Indian Cove. There are so many pedestrians + bikes from the Ferry Terminal to UAS. Speed is truly a safety issue.

\* The short-term improvements are a great idea!! I love the idea of round-a-bouts. They will slow down traffic + make any accidents that do occur smaller in size + injuries. However, 5-years away is to far off. Something needs to be done sooner.

Visit our website: <http://abcorr.alaska.gov>

Additional space on back for comments





**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**October 2, 2003**

**COMMENTS**

NAME: PETE SCHNEIDER  
 MAILING ADDRESS: PO Box 20977 Juneau, AK 99801

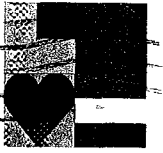
We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

- ① I am in full support of the "round-a-boats". They are efficient + will help slow traffic.
- ② I would like to see DOT consider lowering speed limits thru Anhe Bay from 35 to 30  
 ? not increase the 45mph zone at Wadlick to 50mph until it gets to the "new" highway.  
 50mph in front of the ferry terminal is too fast. People will just have to lump it.
- ③ Can the timeframe for the "short-term improvements" be shortened? There is a need for something now.
- ④ I'd rather see the \$ used to "straighten" the road at Stablers Point be used for something else.

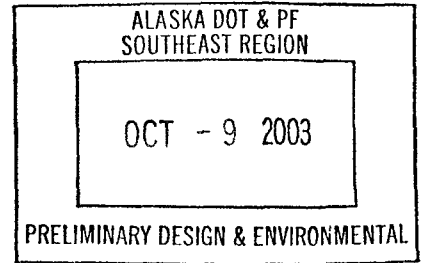
SCHWEIDER

PO Box 20977

Juneau, AK 99802

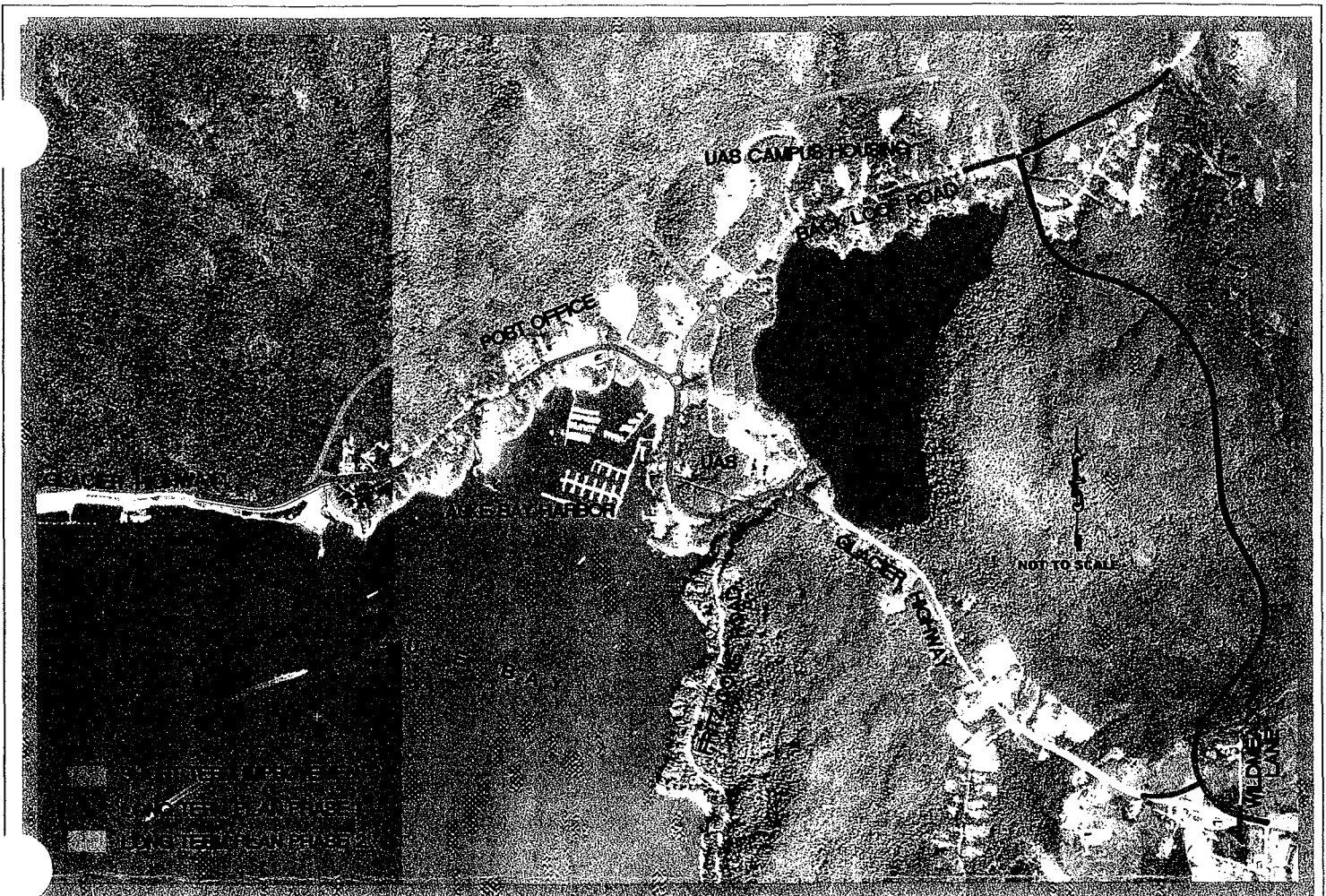


DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
6860 GLACIER HIGHWAY  
JUNEAU, ALASKA 99801  
ATTN: MIKE LUKSHIN



FOLD

⑤ Will there be \$ to use bridges, bottomless arches, <sup>2</sup>/<sub>3</sub> squash pipes at all or most creek crossings?  
I'd like to see any on-site mitigation focus on increasing/improving anadromous access



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**October 2, 2003**

**COMMENTS**

NAME: *CAROL GREEN*  
 MAILING ADDRESS: *11120 Glacier Highway*

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

*look*  
 I asked for numbers of people and traffic from 1997 - 2001 at a minimum. The projections from 1997 forward makes me question whether the numbers support your projections or actually disprove them. I suggest that at the last public hearing there was significant emphasis on pedestrian traffic - hiking trails, sidewalks and cross walks such as over or under pass at Anderson Building. Do you listen to or if the written comments (criticisms) are they published so they can be read by others. Without the accountability how can citizens trust that they

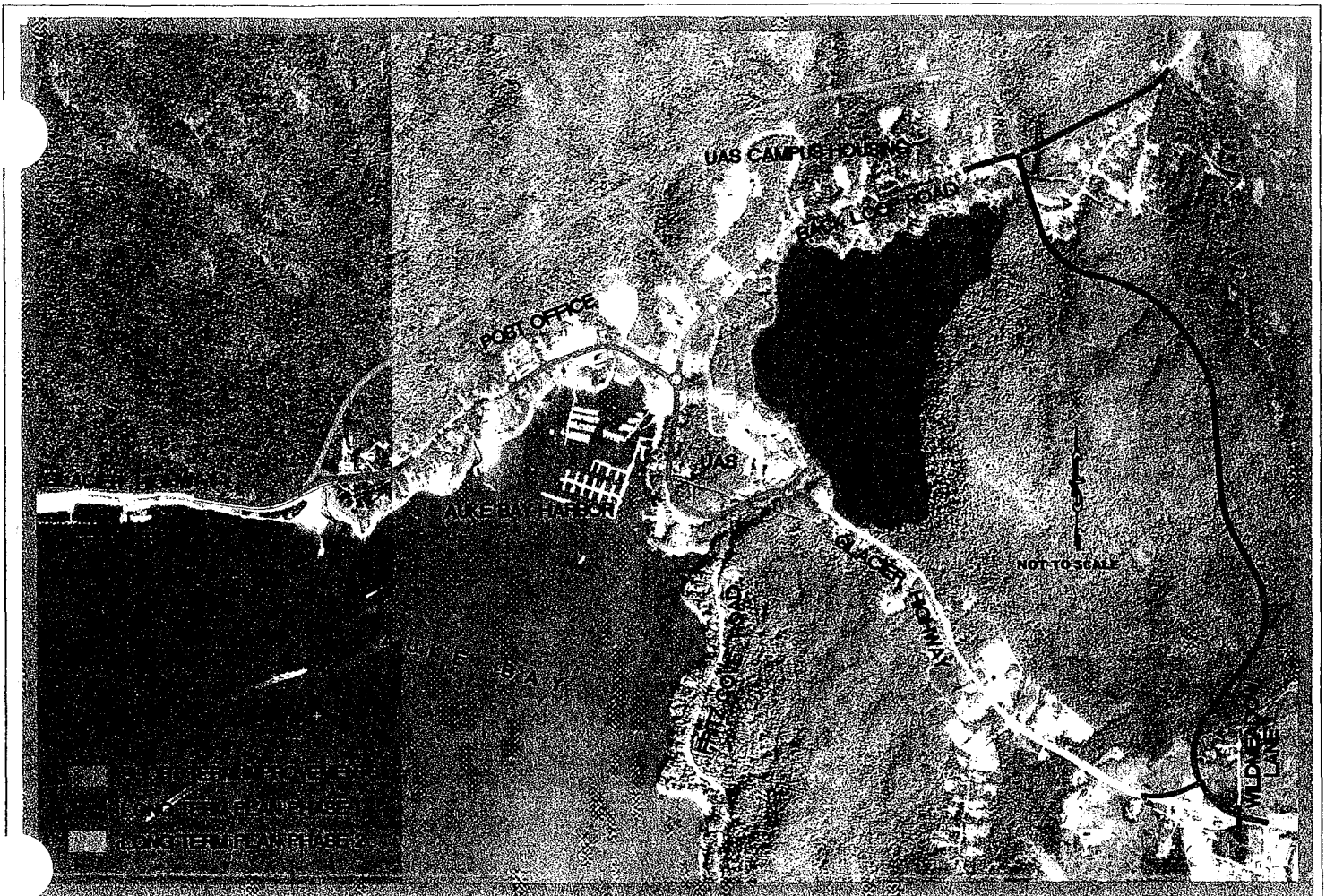
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DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
6860 GLACIER HIGHWAY  
JUNEAU, ALASKA 99801  
ATTN: MIKE LUKSHIN

*Have we had input into this process?*

FOLD

*Carol Griffin*



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**October 2, 2003**

**COMMENTS**

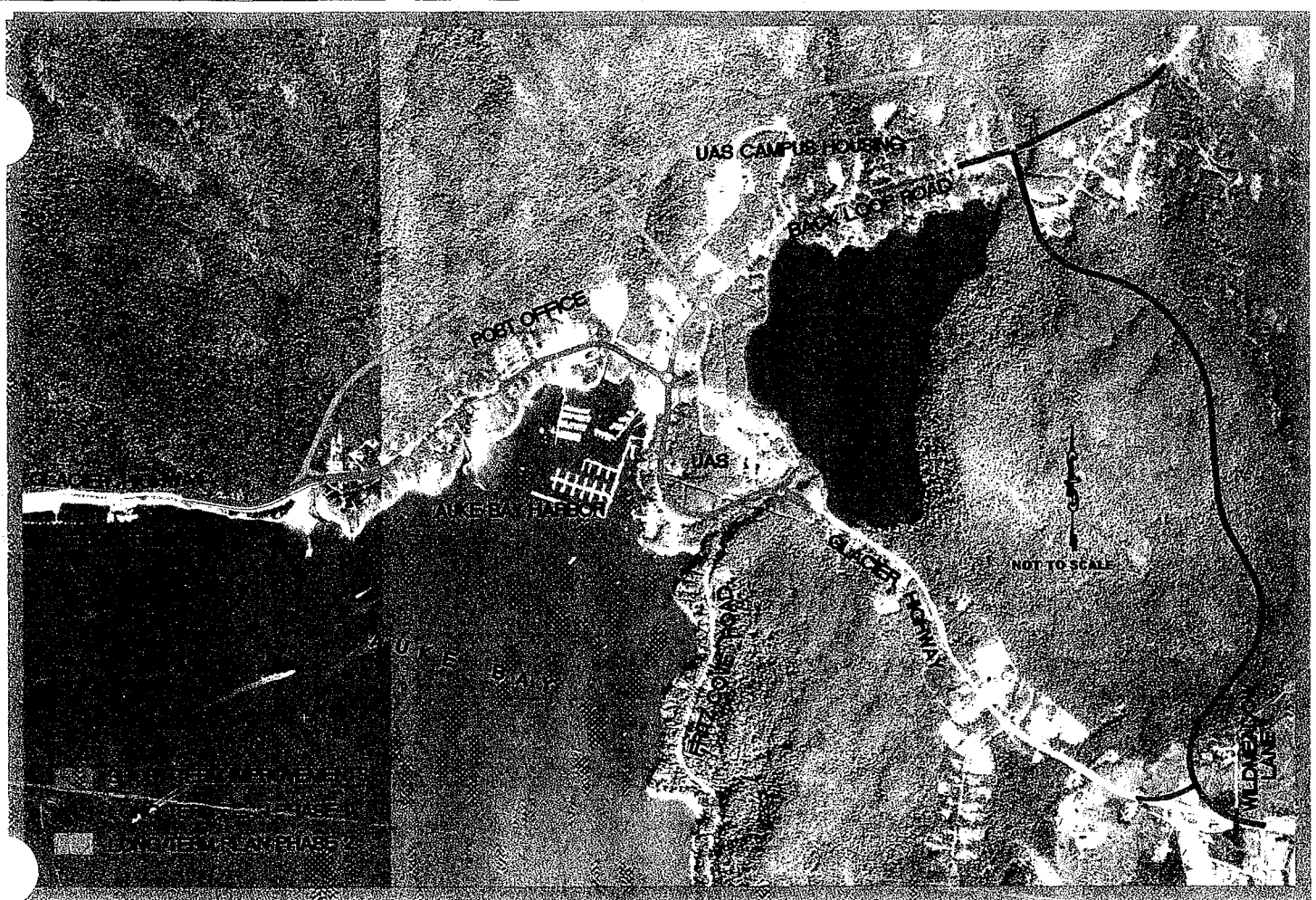
**NAME:** MARCIA STIER  
**MAILING ADDRESS:** POB 211014 Auke Bay 99821

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

#1 I like the idea of a bypass to create quieter communities without all the tourist buses and commuter traffic. Would like a bypass at Tee Harbor, 20 miles, someday too — especially with possibility of a road to Skagway.

#2 I especially like, on the Auke Bay plan, the seawalk and sidewalks





**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**October 2, 2003**

**COMMENTS**

NAME: *Jeff Hoover*  
 MAILING ADDRESS: *9143 Wolfram Way  
 Juneau AK 99801*

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

*I love the Purple phase I plan. I hope it can be implemented in next 10 years. It would open up residential lots, which are desperately needed. In addition, it would ease traffic issues for back loop residents (where I live)*

*I also love the sidewalks on both sides of highway, since there is a lot of people walking around Auke Bay. You need to make sure crosswalks exist at the School.*

*We need short term improvements on highway around school to reduce speed & improve safety*

Visit our website: <http://abcorr.alaska.gov>

Additional space on back for comments

*Reducing speed limit, better crosswalks, sidewalks*



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**October 2, 2003**

## COMMENTS

NAME: EDWARD M. MCKRILL  
MAILING ADDRESS: 10507 FOX FARM TRAIL  
JUNEAU AK 99801.

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

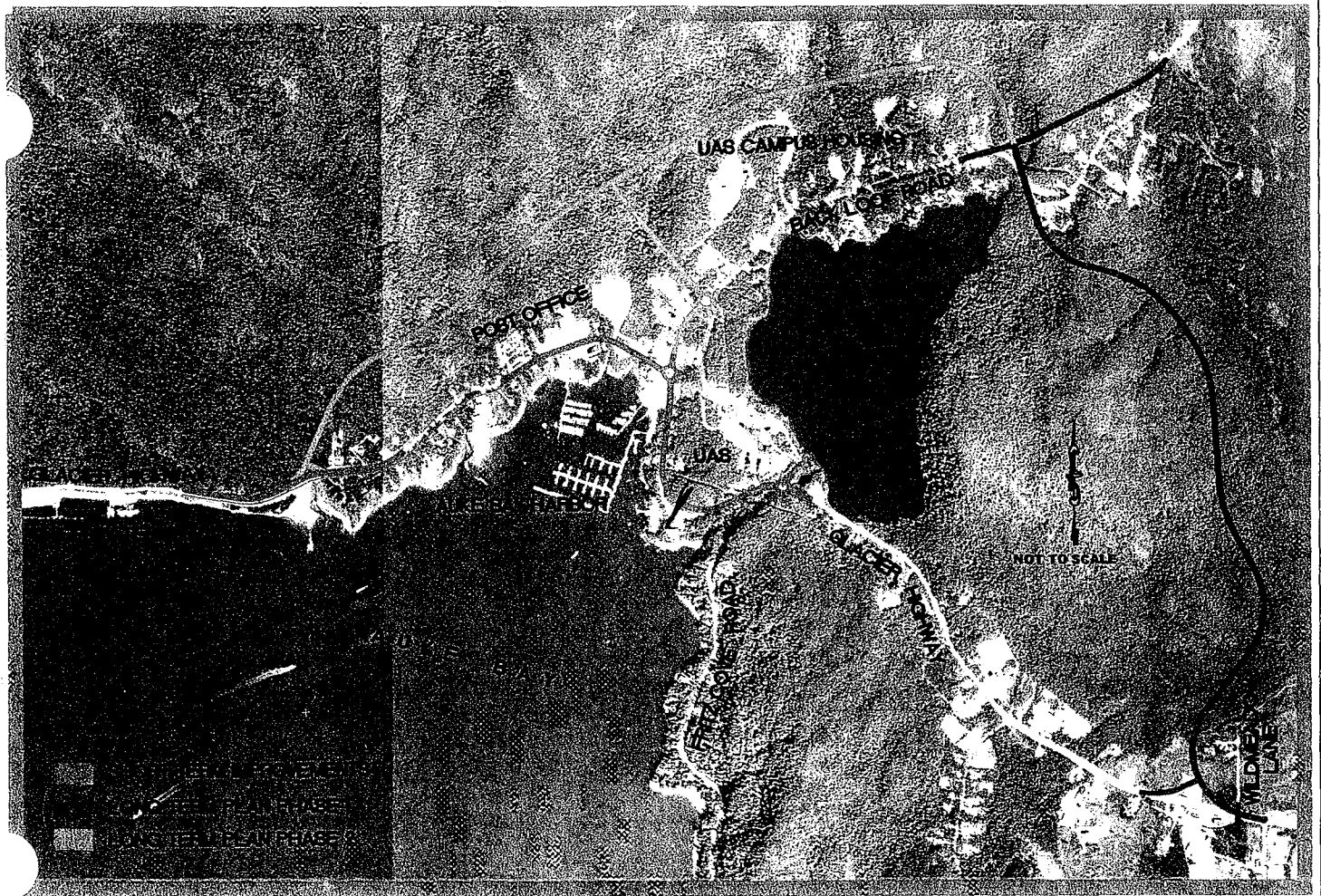
I THINK THE TRAFFIC CIRCLES ARE A GOOD IDEA. MY PERCEPTION FROM THE MEETING IS THAT MOST PEOPLE OPPOSE THEM BUT THAT STEMS FROM IGNORANCE AND FEAR OF CHANGE.

MY EXPERIENCE IN OTHER COUNTRIES HAS BEEN POSITIVE AND I BELIEVE THE CONCEPT WOULD WORK WELL AT FRITZ COVE AND DEHARDS INTERSECTIONS.

FISH LAB CORNER IMPROVEMENTS INCLUDING TURN LANE WILL BE A VERY NEEDED CHANGE.

Visit our website: <http://abcorr.alaska.gov>

Additional space on back for comments



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**October 2, 2003**

**COMMENTS**

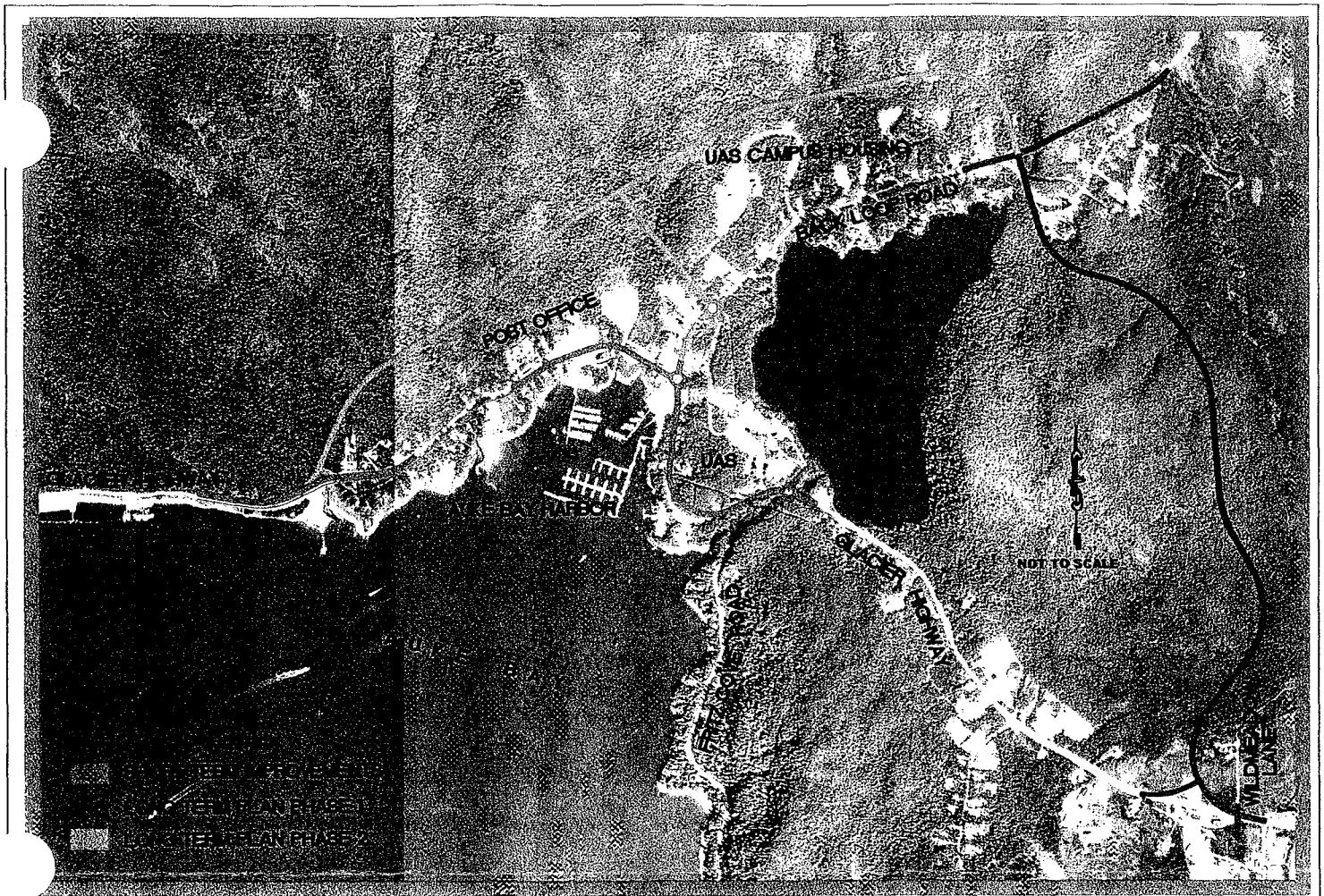
NAME: Jonathan and Mary Anderson  
 MAILING ADDRESS: 9162 Jerry Dr  
 Fairbanks 99801

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

Jonathan: We desperately need a walkway or overpass for students going to the Anderson Bldg at ~~the~~ Glacier Hwy on the north curve.

Mary: DOT money can be better spent resolving the state fiscal crisis.





**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**October 2, 2003**

**COMMENTS**

**NAME:**  
**MAILING ADDRESS**

~~XXXXXXXXXX~~  
**Jenny Pursell**  
**P.O. Box 33578**  
**Juneau, Alaska 99803**

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

I attended the Oct. 2 meeting at Smith Hall. I support the safety improvements that DOT will implement over the next 4 years in the Anake Bay area, though I am concerned about how people's homes + property in the area may be compromised due to the construction. I am strongly opposed to phase II + III which would entail a by-pass around Anake Lake and another road that would be built behind U.A.S. ~~camp~~ dorm campus. Those areas are viable forest and habitat for wildlife. Many local people believe that Peterson Hill is a wildlife corridor so that animals

Visit our website: <http://abcorr.alaska.gov>

Additional space on back for comments

can get to the mendenhall wetlands + river mouth for feeding. This is also a route that allows wildlife to get to the wetlands + river mouth.



**GLACIER HIGHWAY  
RECONNAISSANCE STUDY**



**October 2, 2003**

**COMMENTS**

**NAME:** Michael W. Tobin  
**MAILING ADDRESS:** PO Box 33578  
 Juneau, AK 99803

We value your input. You may use this form for written comments. To mail comments, please fold the form so the return address shows and affix postage. You may send comments by fax to 907-465-3506. You may also send comments by email to michael\_lukshin@dot.state.ak.us

I have no criticism of the short term plan which seems good.

Regarding the long term plan, building the Bypass from Wilflower Lane to Backloop Rd, then on to Glacier Highway beyond Antle Day would impact a large area of relatively untouched habitat and cross what many local people<sup>to be</sup> to be a major wildlife corridor.

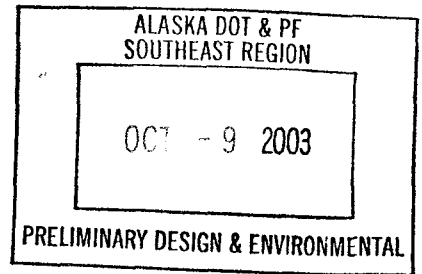
It is unlikely that actual population increases north of Antle Day would account for the need for this expensive road. My concern is that this project is a way to accommodate increased traffic due to a Juneau access road from Skogeway.



LOBRUG HS  
3340 Fritz Cove  
Juneau



DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
6860 GLACIER HIGHWAY  
JUNEAU, ALASKA 99801  
ATTN: MIKE LUKSHIN



FOLD

Cars to speed up on the curve

Good sight ... would have been better to do something 30 yrs ago! Always costs more when a problem is ignored.

Thank you for a good presentation on Thursday well advertised even if we aren't in agreement with alternative #1.

\* One of our major concerns is that the 3<sup>rd</sup> House from the corner to be changed is OURS. Looking at the space, terrain, + options - it is way out of the right of way! ~~needs~~ We will object to the being needed to complete this project. Our son lives there - He is disabled + we have looked for a place for him for many years. We object

**Gary L. Eddy, P.E.  
P.O. Box 210513  
Auke Bay, Alaska 99821**

October 6, 2003

Julianne Hanson, P.E.  
USKH, Inc.  
3031 Clinton Drive, Suite 200  
Juneau, Alaska 99801

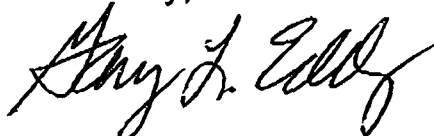
Subject: Auke Bay Corridor Study Comments

Dear Julianne,

I have the following comments on the Auke Bay Corridor Study:

- Fritz Cove intersection does not need a round a bout (traffic circle). What it needs is a left turn lane for Fritz Cove road and a right turn lane for the UAS access road. If, you don't provide a right turn lane to UAS, you should eliminate it.
- I agree with the left turn lane into the NOAA Lab. You also need a left turn lane for access to the Auke Bay Harbor and the Auke Bay Post Office.
- A round a bout (traffic circle) will not work at the Back Loop intersection. You need to handle the traffic into the Auke Bay Harbor and DeHarts Store.
- What you are doing at Wildmeadow Lane needs to be coordinated with the WEDCOR Study. This area is a bottle neck for the tourist buses in the summer.
- I do not see someone driving the extra distance to get around Auke Bay. You need to keep the highway open for the residents that live beyond Auke Bay.

Sincerely,



Gary L. Eddy, P.E.

**Juneau Empire Article**

**October 3, 2003**





[Click here to return to the original story](#)

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## State presents traffic plans for Auke Bay

Proposals include bypass road, circular roadways

**Friday, October 3, 2003**

**By TIMOTHY INKLEBARGER  
JUNEAU EMPIRE © 2003**

Circular roadways, additional sidewalks and a bypass road around Auke Lake are among the state Department of Transportation's preliminary plans for transportation upgrades in the Auke Bay area.

DOT presented the plans to more than 50 people Thursday night at the Chapel by the Lake and is asking residents to submit comments within the next few weeks.

"This is a reconnaissance study and the purpose of a reconnaissance study is to look at all the issues," said Julianne Hanson, an environmental project manager with USKH, a consulting firm that helped develop the proposal.

Short-term plans for the Auke Bay Corridor study include two circular roadways, also known as roundabouts, on Glacier Highway. One would be built where Glacier Highway intersects with Fritz Cove Road and another would sit at the Back Loop Road intersection.

Lance Mearig, a project manager for USKH, said the Fritz Cove Road roundabout could reduce traffic congestion during peak drive times in the evening when residents are headed home from work.

He said traffic delays at the intersection are approaching 50 seconds in the evening. DOT classifies such intersections as failing.

"The advantages to a roundabout (over a traffic signal) is that traffic typically does not have to stop as it moves through the intersection," Mearig said, noting that roundabouts are less accident-prone than other types of intersections.

He said the traffic projections are based largely on projected population growth in Juneau. In its research, USKH also considered potential business growth in the area and the possibility of increased traffic brought on by construction of a road from Juneau to Skagway.



DOT's short-term plan also includes a left-turn lane to the National Oceanic and Atmospheric Administration lab at Auke Bay and sidewalks on both sides of Glacier Highway from Fritz Cove Road to the Spaulding Meadows trailhead. The plans also include adding sidewalks on Glacier Highway and realigning a section of Glacier Highway near the Auke Bay Post Office.

This plan would require widening that portion of Glacier Highway, resulting in the removal of five homes near the proposed turn lane.

Construction of the short-term projects would cost about \$8.9 million, according to DOT Project Manager Michael Lukshin. The design phase of the project is expected to begin in the fall of 2004 and construction could begin sometime after 2009, Lukshin said.

Long-term plans are 20 to 50 years away, he said.

One of the most ambitious sections in the long-term plan would build a four-mile road beginning at Industrial Boulevard, running north of Auke Lake and ultimately connecting with Glacier Highway near Auke Nu Creek.

"We're looking at the potential of a bypass because it's been a topic of conversation for many years," Mearig said. "We don't take credit for thinking that up. The reason the bypass is attractive is it does allow traffic to make the connection from Glacier Highway to Back Loop Road."

Connecting Glacier Highway at Industrial Boulevard to Back Loop Road would be the first phase of the project, Mearig said.

Lukshin said the bypass project is expected to cost about \$20.4 million. In all, long-term and short-term plans would cost about \$43.3 million.

Hanson said once comments are received by DOT, the agency will begin work on design of the project and conduct a study of the environmental impacts.

For more information on the Auke Bay Corridor Study visit <http://abcor.alaska.gov>. Comments can be faxed to 465-3506 and sent by e-mail to [michael\\_lukshin@dot.state.ak.us](mailto:michael_lukshin@dot.state.ak.us).

- *Timothy Inklebarger can be reached at [timothyi@juneauempire.com](mailto:timothyi@juneauempire.com).*

#### **Short-term proposals:**

- Roundabout at the Glacier Highway and Fritz Cove Road intersection.
- Left turn lane into the Auke Bay NOAA lab.
- Sidewalk on both sides of Glacier Highway from Fritz Cove Road to the Spaulding Meadows Trail parking lot near the Alaska Marine Highway ferry terminal.
- Roundabout at the Glacier Highway and Back Loop Road intersection.

- Realignment of sharp curves in the road near the Auke Bay Post Office and Stablers Point.

**Long-term proposals:**

- Bypass road starting at Industrial Boulevard, running along the east side of Pedersen Hill, crossing Back Loop Road at Goat Hill and connecting to Glacier Highway near Auke Nu Creek.
- Road connecting Back Loop Road to the bypass road.
- Roundabout at Back Loop Road and bypass connector road intersection.
- Sidewalks on both sides of Back Loop Road from the bypass connector road and on the bypass connector road to the University of Alaska Southeast/National Guard joint-use facility.
- Seawalk from Spaulding Meadows trailhead to the Auke Bay ferry terminal.

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## **Appendix W. CAC Member List**

**ABCOR  
CAC Members**

<b>Name</b>	<b>Home Phone Number</b>	<b>Another Phone Number</b>	<b>Fax</b>	<b>email</b>	<b>Address</b>	
Dick Deems	789-7401		790-3531	<a href="mailto:dickd@ptialaska.net">dickd@ptialaska.net</a>	Box 210196	Auke Bay, AK 99821
Rick Wolfenberger	789-7312				Box 210627	Auke Bay, AK 99821
Steve Ignell	789-6029		789-6094	<a href="mailto:steve.ignell@noaa.gov">steve.ignell@noaa.gov</a>	11305 Glacier Hwy.	Juneau, AK 99801
Tom Satre	789-6362				2266 Industrial Blvd	Juneau, AK 99801
Don Reid	463-9329		463-3298	<a href="mailto:dreid@aml.lynden.com">dreid@aml.lynden.com</a>	100 Mt. Roberts St.	Juneau, AK 99801
David Newton, ABES Site Council	463-1775		463-1751	<a href="mailto:newtond@jsd.k12.ak.us">newtond@jsd.k12.ak.us</a>	10014 Crazy Horse Drive	Juneau, AK 99801
Paul Kraft	465-6461		465-1715	<a href="mailto:Paul.Kraft@uas.alaska.edu">Paul.Kraft@uas.alaska.edu</a>	11120 Glacier Highway	Juneau, AK 99801
Mark Graves	465-6517		465-6328	<a href="mailto:jsmfg@uas.alaska.edu">jsmfg@uas.alaska.edu</a>	11120 Glacier Highway	Juneau, AK 99801
Ron Klautdt	789-0433	463-2416	463-2416	<a href="mailto:rklautdt@gci.net">rklautdt@gci.net</a>	Box 211322	Auke Bay, AK 99821
Gary Jenkins	789-9621		780-6303	<a href="mailto:gjenkins@gci.net">gjenkins@gci.net</a>	Box 210194	Auke Bay, AK 99821
Ron Flint	789-0839	789-0956	789-3635	<a href="mailto:ron@nuggetoutfitter.com">ron@nuggetoutfitter.com</a>	12070 Cross Street	Juneau AK 99801
Gary "Pepper" McCallon	789-9267				Box 210162	Auke Bay, AK 99821
Bill Cole	789-2811				Box 211047	Auke Bay, AK 99821
Jeff Pilcher	789-3226		789-3105	<a href="mailto:pilcher@gci.net">pilcher@gci.net</a>	12020 Glacier Highway #3	Juneau, AK 99801
Nancy Lehnhart	789-5421			<a href="mailto:lehnhart@gci.net">lehnhart@gci.net</a>	11755 Glacier Highway	Juneau, AK 99801
Keith Kelton	789-1377			<a href="mailto:kakelton@aol.com">kakelton@aol.com</a>	1040 Fritz Cove Rd	Juneau, AK 99801
Dick Rountree	789-5170		790-2961	<a href="mailto:leasing@gci.net">leasing@gci.net</a>	Box 33183	Juneau, AK 99803
Eric Twelker	789-9895	789-6800	789-3742	<a href="mailto:twelker@alaska.net">twelker@alaska.net</a>	10430 Dock Street	Juneau, AK 99801

## **Appendix X. CAC Meeting Minutes**

# Auke Bay



# Corridor Study

Auke Bay Corridor Reconnaissance Study  
Citizen Advisory Committee Meeting  
Wednesday, November 13, 2002  
7:00 to 9:00 p.m.  
UAS, Hendrickson Annex, Room 104

## NOTES

(CAC Member comments and questions shown underlined and italicized)

Start time: 7:05pm

CAC Members Present:

Dick Deems  
Rick Wolfenberger  
Tom Satre  
Don Reid  
Ed Engquist (for Paul Kraft)  
Mark Graves  
Ron Klautt  
Gary Jenkins

Ron Flint  
Juanita McCallon (for Pepper McCallon)  
Bill Cole  
Jeff Pilcher  
Nancy Lehnhart  
Keith Kelton  
Dick Rountree  
Eric Twelker

Project Staff Present:

DOT&PF Southeast Region

Chris Morrow, P.E., Preliminary Design Group Chief  
Pat Carroll, P.E., Reconnaissance Engineer

USKH, Inc.

Lance Mearig, P.E., Project Manager  
Julianne Hanson, P.E., Meeting Facilitator  
Kathy Peterson, Note Taker  
Dustin Johnson, Staff Engineer

Kinney Engineering

Randy Kinney, P.E., Traffic Engineer



## **Introduction and Welcome – Julianne Hanson**

What would you like this project to accomplish? What are your concerns?

- Getting in and out of Caroline is a problem at times, especially when vehicles are parked on the highway shoulder.
- Fritz Cove Road and Glacier Highway intersection is bad, especially for left turns onto Glacier Highway.
- Why is DOT considering building new roads when not maintaining existing roads?
- Line of sight is bad at Fritz Cove Road and at DeHart's
- Concern for pedestrians, especially children also that improvement be aesthetically pleasing.
- Delivery trucks come to Auke Bay, egress/ingress at Marina is a problem.
- Accessibility to student building along the corridor is a concern.
- General concerns after 25 years living in Auke Bay.
- Left-turn lane into NOAA, Lab- pedestrians on shoulder when there is not a trail
- No action for 5-6 years concerns me.
- Kids at Auke Bay School need to be considered, traffic has really grown over the last three years.

## **Purpose of the CAC – Chris Morrow**

Why we're doing this - want to do better than in the past, need public input. There will be public meetings, newsletters, check the website! Go to [www.dot.state.ak.us](http://www.dot.state.ak.us) → Project Information Index → Auke Bay Corridor (ABCOR) Study.

What is the CAC? Representatives of the users of the corridor. Role is as an informed advisory so you can help make key decisions, let others know what's going on.

What you're not: we won't be voting, not a democracy.

There will be 5 meetings total and we will get the info to members at least a week in advance.

We want the public's input.

## **Project Past, Present, Future – Chris Morrow**

History: Glacier Hwy built in 1920 gravel roadway, then extended to Tee Harbor and beyond. Paved in 1950, Ferry terminal built in the early 60's plus several reconstructions

Auke Nu Drive reconstruction – was once a log corduroy road

Paved to Tee Harbor in 1959

This project has been sidetracked in the past. Public Meeting 5 to 6 years ago, then 2 to 3 years ago to begin Reconnaissance Study.

1980 to 1982 another study looked at realignment through UAS campus. UAS chancellor was favorable to the realignment at that time but nothing happened.

Back in 1982-83 CBJ & DOT had plans to build marina facilities from Auke Bay to the Ferry Terminal. Are there still plans? Is this project the first step toward fulfillment of the earlier plans?

Future STIP – plan document – construction 2009 is what we're shooting for. If we work through environmental process, get the project ready and work for 11 million dollar estimate according to STIP (statewide transportation improvement plan or process)

Pointed out the project area and what would be included:

- Public involvement plan

- Gathering information & prep data.

- Goals and Objectives – we're in that stage now

- Purpose and need phase will be next

- Alternative Ideas stage to come up with a preferred solution

- Study will be complete in one year

What can the money used for?

Federal highway administration funding is for capital improvements. Can be used for design, property acquisition, construction process, and administrative.

### **Draft Goals and Objectives – Lance**

This is a work in progress – started planning in September.

Took this graph to Steering Committee meeting yesterday and they added some comments.

The goals and objectives will become the basis for the purpose and need – the basis for environmental documentation.

Go over the goals – need people to verbalize their concerns.

Goal 1 – to create a safe corridor – one change brought up by project steering committee was to clarify – meet current design standards for all modes (including pedestrians and bicyclists).

What are DOT's concerns?

Chris says we'll work up to it.

Are we fixing the existing road or creating a new one?

We do not know yet.

Reduce the number of accidents and make it safer.

We will add this to the objectives list as we progress.

Goal 2 – We want to balance accessibility and mobility, improve efficiency of local and tier traffic. Increase pedestrian and bike accessibility or mobility. Also emergency response should be reasonable.

Goal 3 – To develop a project that is compatible for both human and natural development

Minimize impact to natural environment as well as social and economic impacts. Actively involve the public. Be consistent with future land use plans, e.g.: commercial loading dock facility.

Goal 4 – Needs to be feasible, then financial feasibility, community acceptance were added.

Do we already have an idea of what we're going to do?

We know of some problems and based on the number there are a range of possibilities.

Project should anticipate future traffic growth and be designed to accommodate it. Should future traffic be under Goal 1 (Create a safe corridor)?

Safety addresses the control of the traffic flow. We will address the traffic in the next 20 years.

Will fast ferry change the traffic conditions?

There is a lot of traffic to and from the Greens Creek Mine Ferry; makes it hard to get out from side streets.

Is this area residential? Is it coastal development?

Add to goal 3 (Develop a project that is compatible with the human and natural environment) – not just about function – we want to keep it residential-ish and mesh with the businesses. What ever is done it needs to look and feel nice. It needs to fit in to the Auke Bay area.

History of Auke Bay – once saw a plan from 1982 that showed all commercial development along the highway and no residences. It was a DOT plan that was not favorable. Make sure this is NOT going to happen.

Wants to see public access to the water.

Says DOT has not been truthful in the past. Skeptical.

Auke Bay is a beautiful and special area. We should consider developing a park in the area as part of this project.

Can we handle future volume of traffic with existing facility?

We don't know yet.

Would like to put the school into the graph somewhere.

Keep things aesthetically pleasing. Make it a special category.

Will DOT take property if needed?

Yes.

Add access to Auke Bay School and UAS as separate sections.

There are dangerous spots in the corridor. The corner by NOAA has killed many people, as has the corner by the flower nursery.

Randy spoke about the Y section as hazardous. The traffic records do not indicate the actual hazards one perceives as when one drives the road.

Tourism hasn't been brought up – bike tours operate on Fritz Cove Road, UAS area, and Back Loop. Need to add to objectives.

There is a new mini-park located across the road from the Thai restaurant. Project should include access to mini-park.

What is the plan for UAS and how will that affect this project?

Yes, we will coordinate with the university's plan.

CBJ Areawide Transportation Plan (AWTP) ideas should be considered in this project.

Yes, we will consider ideas from AWTP as well as other plans.

There are several planned developments that will be accessed through the project area (NMFS facility at Lena, fish processing plant by ferry terminal). Need to account for traffic from these future developments.

Parking of trailers is tearing up the shoulder of road and is a safety concern. They block site distance when pulling out of Caroline Street.

Add to Goal 1 – projections of future traffic.

Add to Goal 2 – improve access to school and UAS.

Add to Goal 4 – area enhancement, make sure it fits in and looks good.

Add a new goal? – tourism issues need to be addressed.

Add trailer-parking issues.

Is UAS going to add parking?

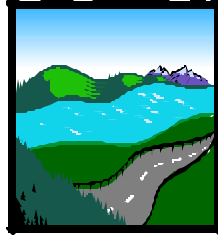
Who owns the property in the area?

Will roundabouts be considered?

Yes.

Next CAC meeting will be held in January.

# **Auke Bay**



# **Corridor Study**

Auke Bay Corridor Reconnaissance Study  
Citizen Advisory Committee Meeting #2  
Wednesday, January 8, 2003  
7:00 to 9:00 p.m.  
Chapel By the Lake, Smith Hall

## NOTES

(Note: CAC Member comments and questions *underlined and italicized*)

### CAC Members present:

Nancy Lehnhart

Tom Satre

Keith Kelton

Richard Rountree

Eric Twelker

Ron Flint

Ron Klaudt

Bill Cole

Steve Ignell

Don Reid

David Newton

Dick Deems

Pepper McCallon

Gary Jenkins

Paul Kraft

### Members of the public in attendance:

Bob Millard

Chip Morris

Nathan Bishop, CBJ Community Development Department

### Project Staff present:

#### DOT&PF Southeast Region

Chris Morrow, P.E., Preliminary Design Group Chief

Michael Lukshin, P.E., Regional Traffic Engineer, Project Manager

#### USKH, Inc.

Lance Mearig, P.E., Project Manager

Julianne Hanson, P.E., Meeting Facilitator

Dustin Johnson, Staff Engineer



Kinney Engineering  
Randy Kinney, P.E., Traffic Engineer

7:05pm **Introduction and Welcome** – Julianne Hanson

Summary of last meeting with a description of the objectives.

Chris Morrow introduced Mike Lukshin to the CAC and explained that Mike would be taking over the project management responsibilities for him for the Auke Bay Corridor Study.

### **Goals and Objectives Ranking Exercise**

A questionnaire containing several goals and objectives that were discussed in the previous meeting was given to the CAC members. Members ranked each objective on how important they felt it was to the project. The questionnaires would be tallied and the results would be presented later in the meeting.

7:16pm **Condition and Needs Assessment**

#### **Collision Data** – Randy Kinney

Sixty-seven accidents have occurred in the study area from 1996 to 2000. A possible geometric solution is to flatten curves (larger radii).

*If the curves are flattened could speeds increase in those areas?*

#### **Intersection Conflict Analysis** – Randy Kinney

Conflict studies are used to verify collision potential at locations where accident history isn't conclusive.

*Drivers turning left out of Fritz Cove Road (FCR) are currently patient but as volumes pick up they may become impatient and conflicts could increase.*

*The city bus pullout hinders sight distance with the FCR intersection.*

#### **Origin Destination Study**

Traffic patterns were observed during morning and evening commuting hours.

*It would be useful to know the traffic patterns of the pedestrians in the Auke Bay area.*

#### **Geometric Analysis** – Lance Mearig

The following geometric elements were evaluated for compliance with current design standards:

- Highway curvature
- Highway grades
- Cross section (lane/shoulder/sidewalk width)

–Intersection sight distance

The beginning of project (BOP) needs to extend back to Engineers Cutoff Road. Chris Morrow said that Planning set the limits but some alternatives may extend the project limits.

This study must address the current and future traffic volumes. Traffic volumes fluctuate drastically with the seasons in Auke Bay. What is the variance from school traffic in the fall versus the boat traffic that occurs in the summer?

Concern was raised over the design speed in the area of the school and post office. 40 mph is too fast for that area.

Currently pedestrians and bicyclists already use their own paths and the paths are not always the sidewalks. The only crosswalk within the whole project is by the school. Future plans need to include pedestrian crosswalks at locations people want to cross (near the college). Bicycle traffic often do not stop when coming down the (Backloop) hill.

#### **Traffic Forecasts – Randy Kinney**

Future forecasted traffic volumes will help dictate what type of design suits Auke Bay the best.

UAS intends to close the south UAS entrance to all but delivery traffic. This will drastically change the traffic patterns at that intersection and increase traffic at the Y intersection.

Is there a definite relationship between volume versus risk (safety)? How does the season affect accidents? The data shows that there are more accidents in the winter.

What is the ideal capacity of a two lane road? Randy Kinney answered: The capacity varies greatly depending on character of the road (rural versus urban). The number of intersections and driveways affects capacity.

It was requested for the next meeting a map displaying right of way so people can get an idea of where the right of way is and give them a chance to review the information. People would also like to see who owns what land within the corridor.

8:23pm **Break**

8:34pm **Discussion of Goals and Objectives Ranking Exercise – Julianne Hanson**

The results from the Goals and Objectives Ranking Exercise was shared with the CAC (See summary of results). Members were most concerned with safety and

meeting current design standards. Members were least concerned with the boat trailer problem. The question regarding being consistent with existing and future land use plans had the highest standard deviation, which may indicate that this objective is confusing.

Concerned was raised about the future land use plans because people own a lot of land along the Corridor.

We should not get hung up on zoning but on the actual land use patterns. It was also said that objective 3-4 (future land use plans) was too vague. Its hard to know what the statement means.

The boat trailer issue shouldn't be overlooked. It isn't possible to fix everything in finding the best solution.

About 10 percent of the people who work at the fish lab have been involved in an accident. The majority of these accidents are rear-ends when somebody is turning into the fish lab and the accidents often go unreported.

It may be a better approach if the money spent on this project were spent on the problem areas like the fish lab turning lane and the "Y" intersection and leave the good areas alone. This would concentrate funds for the problem areas and prevent wasting money in areas that currently work fine.

It may be interesting to see how scores may change over the course of the project as more information becomes available. It may be beneficial to group some of these objectives together.

8:49pm **Public comment**

Bob Millard had no comment. He was there on behalf of Chapel by the Lake and is interested in alternatives that impact the Chapel.

Chip Morris stated that the design should not be driven by what people want to drive. Safety and data gathered today is pushing DOT to use the 85<sup>th</sup> percentile speed which would mean a by-pass. There are only two bypass routes, so Chip will also save his comments until there are some alternatives.

Nathan Bishop- CBJ Planner was in attendance for the second half of the meeting. At the conclusion of the meeting Nathan said they should protect land use patterns. Nathan also mentioned he couldn't find the meeting site and requested the next meeting be posted better.

### **Future CAC meetings and Involvement- Julianne Hanson**

The next CAC meeting will be April 1<sup>st</sup> at the Chapel by the Lake in the Smith Hall (same place).

There will also be a public meeting on April 3<sup>rd</sup> also in Smith Hall at the Chapel by the Lake.

# Auke Bay



# Corridor Study

Auke Bay Corridor Reconnaissance Study  
Citizen Advisory Committee Meeting #3  
Tuesday, April 1, 2003  
7:00 to 9:00 p.m.  
Chapel by the Lake, Smith Hall

## NOTES

(Note: CAC Member comments and questions underlined and italicized)

### **CAC Members present:**

Nancy Lehnhart  
Keith Kelton  
Eric Twelker  
Paul Kraft  
Jeff Pilcher

Steve Ignell  
Dick Deems  
Ron Flint  
Rick Wolfenberger

### **Members of the public in attendance:**

Peter Wright  
Karen Forrest  
Ken Engquist (UAS)  
Leanne Pilcher

### **Project Staff present:**

DOT&PF Southeast Region

Chris Morrow, P.E., Preliminary Design Group Chief  
Michael Lukshin, P.E., Project Manager  
Pat Carroll, P.E., Reconnaissance Engineer  
David Hawes, Transportation Planner

USKH, Inc.

Lance Mearig, P.E., Project Manager  
Julianne Hanson, P.E., Meeting Facilitator  
Dustin Johnson, Staff Engineer

Kinney Engineering

Randy Kinney, P.E., Traffic Engineer

Northland Systems Engineering

Karyn Wise, P.E., Traffic Engineer

7:03pm – **Introduction and Welcome** – Julianne Hanson

Recap of previous meetings and the results  
Overview of project progress  
Outline of what will be covered in meeting #3

7:10pm – **Design Concepts for the Auke Bay Corridor**- Lance Mearig

Several different displays were shown to the CAC demonstrating ideas that could be implemented into the preferred alternative for improvements in the Auke Bay Corridor. These ideas included changing the route of Glacier Highway. New route ideas introduced included rerouting the highway around Auke Lake, going under UAS campus via a tunnel, modifications to realign the NOAA lab corner, and rerouting traffic behind the community of Auke Bay.

Possible streetscape ideas were shown to the CAC. Ideas included adding a center turn lane through the urban area of Auke Bay. The turn lane could also be converted to a center island with landscaping where no turns are needed. Sections with sidewalks were shown.

Three ideas of improving the intersection of Back Loop Road and Glacier Highway were shown:

- The first idea showed realigning Back Loop Road to intersect Glacier Highway at a 90-degree angle.
- The second idea showed Glacier Highway merging directly into Back Loop Road and realigning Glacier Highway (inbound) to intersect at a 90-degree angle.
- The third idea showed a roundabout in place of the existing configuration.

Any of these ideas could also be used for the Fritz Cove Road and Glacier Highway intersection.

*What would a 4-way stop do to these new typical section ideas?*

A 4-way stop may cause major backups due to unbalanced volumes entering the intersection. The predominant movement is through on Glacier Highway and these vehicles may be unnecessarily delayed..

*Would a Roundabout create confusion or be an annoyance for everyday commuters?*

Typically roundabouts can handle the traffic loads that are currently in the Auke Bay area. It has been shown the learning curve for a community to adjust to a new roundabout is very fast. A roundabout also typically allows drivers to just slow down to 10-20 mph instead of completely stopping as required in a stop sign or signaled intersection.

*One CAC member asked if the roundabout would be a problem for new drivers that have just arrived in Juneau from the ferry. Another CAC member mentioned*



that many people getting off the ferry and going to Juneau might have already have seen roundabouts down south.

Could a roundabout create congestion or collisions?

Randy Kinney explained that roundabouts actually have fewer points of conflict than traditional intersections and less severe accidents. The collisions that typically occur in roundabouts are the low speed merging type that result in less damage than a rear-end or angle accident, which are more common at conventional intersections.

How would pedestrians interact with the roundabout?

It was demonstrated where pedestrian crossings are located in a typical roundabout. The roundabout at the Dehart's and Backloop intersection lined up the existing sidewalks and the UAS pathway. It was also demonstrated how bicycle traffic would move through a typical roundabout.

Will the roundabout be able to handle the traffic in 10, 15, 20 years?

Before building the roundabout DOT&PF would do an in depth analysis to make sure anything that is built would not be obsolete in a few years. One benefit to building the roundabout, as shown, was that this roundabout could easily accommodate increases in traffic by adding an additional lane. The second lane would be constructed inside the single lane roundabout and additional lanes of traffic along Glacier Highway would not necessarily be needed. A second lane in the roundabout can be added at less cost than increasing lanes at a conventional intersection.

8:00pm – **Small group discussion and feedback on concepts**

Three separate stations were set up for groups to get a close up view of the ideas presented earlier and provide feedback on each concept. CAC feedback, questions, and concerns are as follows:

Alternative Station:

- Positive feedback about rerouting Glacier Highway through Fritz Cove Road and building a bridge across Auke Creek. Possible combination: re-route across Auke Creek with T-intersection (Glacier Spur to Auke Bay) with a bypass of Auke Bay from Back Loop to the ferry terminal.
- Positive feedback about bypassing Glacier Highway around the community of Auke Lake. Citizens encourage the idea of less traffic going through the community.
- Move DeHart's.
- Look at a bypass on the lakeshore in front of the university.

Intersection Station:

- Concern over access (motorized and non-motorized) to DeHart's if a roundabout is installed.
- Concern over the position of the roundabout and the grade of the road.

- Rerouting Glacier Highway around Auke Lake is a good idea, but is it feasible?
- Positive feedback on the roundabout
- Negative feedback with the stop at the bottom of the hill (concept Back Loop Road T into Glacier Highway).
- Would site distance at the harbor access be improved by the roundabout? What effect would the roundabout have on this intersection?
- Would roundabout be sized adequately to allow trucks to pass through the intersection? What about vehicles with boats/trailers?
- How would snow removal and other maintenance be affected by the roundabout?
- Concern that a roundabout would be noisier than other options.

Typical Section (Traffic Calming) Station:

- Concern with width issues (ROW) with the added lane and sidewalks through the urban area of Auke Bay.
- Positive feedback on a buffer zone between the roadway and the sidewalk.
- Suggest removing landscape on sides, put in bike path instead.
- Use variable widths of raised median when ROW is limited

8:00pm – **Public Comment Period:**

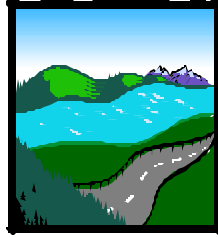
A member of the public had the following comments:

- Can't continue to route traffic through the Auke Bay area. A bypass would be "awesome." The bypass would create a great bicycle loop.
- Project should strive to maintain a greenbelt between new bypass route and existing developed properties.

9:00pm – **Meeting adjourned.**

Next CAC meeting on May 13, 2003, 7:00 to 9:00 p.m., at Chapel by the Lake.

# Auke Bay



# Corridor Study

Auke Bay Corridor Reconnaissance Study  
Citizen Advisory Committee Meeting #4  
Thursday, May 15, 2003  
7:00 to 9:30 p.m.  
Chapel By the Lake, Smith Hall

## NOTES

(Note: CAC Member comments and questions underlined and italicized)

### **CAC Members present:**

Bill Cole	Paul Kraft
Dick Deems	Nancy Lehnhart
Ron Flint	Jeff Pilcher
Steve Ignell	Don Reid
Garry Jenkins	Tom Satre
Keith Kelton	Eric Twelker
Ron Klaut	

### Members of the public in attendance:

Nathan Bishop (Project Steering Committee)  
Keith Gerken (Project Steering Committee)

### **Project Staff present:**

DOT&PF Southeast Region  
Chris Morrow, P.E., Preliminary Design Group Chief  
Michael Lukshin, P.E., Project Manager  
David Hawes, Transportation Planner

### USKH, Inc.

Lance Mearig, P.E., Project Manager  
Julianne Hanson, P.E., Meeting Facilitator  
Dustin Johnson, Staff Engineer

### Kinney Engineering

Randy Kinney, P.E., Traffic Engineer

7:05pm - **Introduction and Welcome** – Julianne Hanson  
Recapped three previous CAC meetings.  
Reviewed the project preliminary purpose and need statement.  
Presented the meeting format.

7:12pm – **DOT's goals for this meeting** - Mike Lukshin

Described how DOT&PF will use the feedback from tonight's meeting in the project development, stressing that CAC member feedback would be most effective if they described why they liked or disliked a concept.

7:18pm – **Background of the Concepts** – Lance Mearig

Explained to the CAC how USKH combined ideas to form seven concepts that each span the corridor and address the identified problems.

7:25pm – **Future Traffic Performance of Existing Alignment** – Randy Kinney

The intersections of Fritz Cove Road with Glacier Highway, Backloop Road with Glacier Highway, and the back entrance to UAS with Backloop Road have all shown that improved traffic controlling devices will be necessary to accommodate future growth. A signal or roundabout at Fritz Cove Road has been considered for all concepts. A double lane roundabout would be necessary at this location. If a signal were installed, five lanes would be needed on Glacier Highway. A roundabout or a signal could be put in place at the intersection of Backloop Road and Glacier Highway. At this location a single lane roundabout would be sufficient. If a signal were installed, four lanes would be required for Glacier Highway.

7:30pm – **Questions and Comments** – Julianne Hanson

The floor was open to questions and comments before the presentation of concepts.

*Why isn't the corridor extended towards Juneau? What's the point of upgrading the road in Auke Bay if the road into the area isn't able to keep up? There could be future bottlenecks/safety hazards with increased traffic volumes. As an example, there are no turning lanes in the section of road from Engineers Cutoff Road leading to Fritz Cove. With several houses located on this stretch of Highway there could be turning conflicts leading to backups/collisions.*

7:35pm – **Presentation of Concepts** – Julianne Hanson and Lance Mearig

Lance Mearig introduced each concept with a brief overview. Julianne Hanson randomly selected CAC members to score the concept and present their reasoning or opinion. Every member of the CAC was given an opportunity to voice their opinion on how the feel each alternative meets the purpose and need statement.

Each CAC member was given the opportunity to score the concept by a gradient scale of agreement. The scale ranged from one to five and each number represented the following:

1. Endorse
2. Agree with reservation
3. Mixed feelings
4. Don't like but won't reject
5. Reject

**Concept 1**

- Why can't we bring the traffic all the way around Auke Bay (ie. No traffic on Back Loop Road and Glacier Highway through Auke Bay)
- Good idea on getting people around Auke Bay.
- Misses the point of the goals set for this project. People will probably still use the old road running through Auke Bay.
- Doesn't address the NOAA Lab curve problems.
- Doesn't address any of the goals set for this project. Why can't we get the bypass road further uphill away from Auke Bay? It seems like we're taking the traffic from the front yard and moving it to the back yard.
- The bypass is good, but this concept misses most of the problems.
- The NOAA lab curve isn't addressed in this concept.
- This concept increases the number of curves within the Auke Bay area and could result in more cars in the ditch in winter.
- May ruin the view from UAS across the lake.

Concept 1						
Endorse	Agree with reservation	Mixed feelings		Don't like but won't reject		Reject
		X	X	X	X	X
		X		X		X
				X		X
				X		X
						X

**Concept 2**

- Good idea for a bypass, but is this really feasible?
- Totally impractical
- Concerned about the construction disruption to the university
- This probably would be the best idea for the 50-year outlook of the community if we ignore the money issue.
- Waste of money.
- Allow for an off ramp for UAS access to take pressure off the NOAA lab curve.
- Could we do this and implement traffic calming measures on the NOAA lab curve?
- Terrible impact on the university
- Would it be possible to move the bypass higher uphill away from the community of Auke Bay?
- Bypass is a good idea.
- Concern over kids getting to school and overall pedestrian safety.
- Off ramps would improve this concept

Concept 2				
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject	Reject
	X	X	X	X
	X	X		X
	X			X

**Concept 3**

- Too many ideas squished into this concept. Half bypass and half through the community doesn't work.
- Gets away from UAS entrance, which is better than concept 2.
- Terrible idea, worst concept of all. Puts traffic right through the community of Auke Bay.
- This concept takes away valuable land that the university needs for future growth.
- What's the point of going through the university without bypassing the community of Auke Bay?
- Bad for the university.
- The NOAA lab corner is fixed, but the rest of the concept is bad.
- Too expensive for what you get.
- Good idea incorporating a roundabout to slow the traffic through the community of Auke Bay.
- If there isn't going to be a bypass there needs to be a roundabout to slow traffic going through the community of Auke Bay.
- This fixes the Wye intersection, Fritz Cove Road intersection and the NOAA lab curve and do we really need a bypass?

Concept 3					
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject		Reject
	X	X	X	X	X
			X	X	X
			X		X
					X
					X
					X

**Concept 4**

- Solves the problems of the present but doesn't address the long-range future problems.
- Has low impact on the community, which is good.
- I like how it fixes all the geometric problems within the project.
- Conservative and modest.
- It achieves all the goals that we've set for this project.
- Would rather see a bypass, but this idea is realistic.
- Concerned about the route and taking out houses.
- Straight forward and simple
- Concerned about boat trailer parking along Backloop Road from Caroline Street down. But if a roundabout is in place, and it can solve this problem this idea would work.
- Good idea but would prefer a bypass.
- Combine the corner cut with the bypass would be the best.
- Roundabouts could cause problems for large rigs pulling trailers.
- Looking long term a bypass is necessary to preserve the community of Auke Bay.
- Still keeps a lot of traffic flowing through the community of Auke Bay.

Concept 4				
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject	Reject
X	X	X	X	X
X	X	X		
	X			
	X			
	X			
	X			
	X			

**Concept 5**

- This idea is good and takes care of everything, but still want bypass.
- This idea is OK but there still will be a lot of traffic flowing through the community of Auke Bay.
- Bypass is needed for the long term future growth outside of the Auke Bay area (ie. The road out of Juneau, or Greens Creek development)
- Prefer a bypass, but a bridge would be a neat idea, but traffic is still flowing through Auke Bay.
- It's a good idea to straighten out the NOAA lab curve.
- Concern about the amount of rock coming out of the corner of Fritz Cove Road, do we really want to move that much rock?
- Concept 4 would be better for this type of route.
- Concern over the bridge running over the hatchery on Auke Creek. It is essential that water quality remains where it's at for fish habitat.
- This concept would hinder the university plans of expansion.
- Concept 4 was a better idea.
- Not a good idea to bring the road closer to the NOAA lab.

Concept 5				
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject	Reject
	X	X	X	X
	X	X	X	
		X	X	
		X	X	
		X	X	

**Concept 6**

- This idea addresses everything the CAC has talked about
- Would like to see the bypass route run higher up the hill.
- **Use the corner cut from concept 4 and the bypass from concept 6. \***
- This idea is the best of the worst.
- Move the bypass further up the hill (only maybe 500 yards or so from what's shown)
- Mixing too many ideas but this idea has merits.
- Modify this idea with the corner cut from concept 4.
- Boat trailer concerns with this concept.



- What's the point of a bypass if you leave the community of Auke Bay at the intersection of Backloop Road and Glacier Highway?
- This concept may interfere with future UAS expansion.
- Don't like the idea of a bridge

Concept 6				
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject	Reject
X*	X	X	X	X
	X	X		
	X*	X		
	X*	X*		
	X*			
	X*			

\* Use the corner cut from concept 4 and the bypass from concept 6.

### Concept 7

- This idea makes the least sense of any concept presented.
- Solves no problems
- Why bypass around the lake only to come right back into the community of Auke Bay.
- Makes no sense.
- Wouldn't help Auke Bay as a community.
- This idea would be good if a total bypass around the community of Auke Bay was put into place.
- It would be good if you could combine this idea with concept 6 for a total bypass
- This concept is definitely "not it"
- Concern about pedestrian traffic between UAS housing and campus.
- A total bypass would be better.

Concept 7				
Endorse	Agree with reservation	Mixed feelings	Don't like but won't reject	Reject
			X	X
			X	X
				X
				X
				X
				X
				X
				X
				X
				X
				X

9:15pm – **Where do we go from Here** – Julianne Hanson

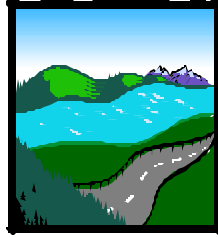
The next CAC meeting will take place sometime in August. At that point three solid concepts will be presented to the CAC for their review. After the fifth and final CAC meeting a public meeting will be held.

9:20pm - **Where should the bypass leave the existing Glacier Hwy –**

Mike Lukshin

*The bypass should follow the path of concept 7 and leave behind UAS housing and go higher on the ridge. This assures that the roadway would not hinder any future development by the university or the community of Auke Bay.*

# Auke Bay



# Corridor Study

Auke Bay Corridor Reconnaissance Study  
Citizen Advisory Committee Meeting #5  
Thursday, August 7, 2003  
7:00 to 9:30 p.m.  
Chapel by the Lake, Smith Hall

## NOTES

(Note: CAC Member comments and questions underlined and italicized)

### **CAC Members present:**

Bill Cole	Pepper McCallon
Dick Deems	Jeff Pilcher
Steve Ignell	Tom Satre
Gary Jenkins	Eric Twelker
Paul Kraft	Rick Wolfenberger
Nancy Lehnhart	

### Members of the public in attendance:

Nathan Bishop (Project Steering Committee)  
Keith Gerken (Project Steering Committee)  
Sam Kito (CBJ)  
Dave Hanna

### **Project Staff present:**

DOT&PF Southeast Region  
Michael Lukshin, P.E., Project Manager  
David Hawes, Transportation Planner  
Andy Hughes, Planning Chief

### USKH, Inc.

Lance Mearig, P.E., Project Manager  
Julianne Hanson, P.E., Meeting Facilitator

### Kinney Engineering

Randy Kinney, P.E., Traffic Engineer

Julianne Hanson presented the evening's agenda and gave a brief synopsis of the work done since the last CAC meeting. Lance Mearig, Randy Kinney and Julianne Hanson then presented the three alternatives. Lance presented data about geometry, intersection control and cross sections, and cost and preliminary ROW impacts. Randy presented information about traffic performance and potential accident reduction of each alternative. Julianne preliminary environmental issues associated with each alternative.

**Public Comment**

*Dave Hanna wanted to know why we chose an alignment through his property?\_Mike said that he directed USKH to develop an alternative that provided the best sight distance where Alternative 3 intersects Back Loop Road. He also said that all the alternatives were designed to be cost affordable, looked at the best route regardless of who the property owners were, and that the best location was chosen based on the available engineering information. Mike added that we would further refine Alternative 3 if it were advanced as the preferred alternative.*

**CAC Member Comments**

*Were does the seawalk start?*

*Why are Alternative 3 accidents up by six over Alternative 2, but cost is only up by \$2,000?*

*Traffic volumes in front of the lab on Glacier Highway under Alternative 3 are still more than current volumes.*

*What is the length difference between the alternatives?* About one mile.

*What would attract people to use the bypass on Alternative 2?*

*Why cannot some of the components of various alternatives be combined? It is hard to choose between just the three.*

*It is hard to limit to just one, each alternative should address all the issues.* Mike says DOT & PF wants to divest of duplicate routes – help DOT & PF determine their action.

Julianne asked CAC members to rank the alternatives. We gave every CAC member three cards: one card marked with the number “1,” one marked “2,” and the third marked “3.” Julianne instructed the CAC to use the “1” card to indicate their most favored alternative and the “3” card for the least favored. As Julianne called for votes on the alternatives, each member placed a card in front of them to indicate their opinion. We collected the cards and tallied the votes as follows. The alternative with the lowest total score ranked the highest.

	Rank			Total Score
	1	2	3	
Alternative 1	XXXX	XXXX	XXX	21
Alternative 2	XXXX	X	XXXXX	24
Alternative 3	XXX	XXXXXX	XX	21

**CAC Member Comments**

*We want another alternative.*

*There is no perfect plan. Maybe the message is - We want it all.*

*Alternative 1 is clearly best. Alternative 2 is a road with no traffic. Alternative 3 is too far off to see any improvement to existing conditions.*

*I am drawn to Alternative 1. I like the aspect of improving the existing road, but I still keep seeing the trucks and buses. We need to get rid of those to make a community. What could Auke Bay become if the traffic was gone and the University and NOAA Lab move nearer to highway, becoming a community place. We need to get the traffic out without all the compromises*

Alternative 2 is good but not great. SE (Region) should start setting aside corridors on government land to eventually move traffic from community areas. We need to reserve the ROW now or we never will get it. Do spot improvements on the existing highway and start putting money toward a new corridor. Make spot improvements compatible with Alternative 3. It is difficult to advance-acquire ROW.

I favor a bypass now as a first step (Alternative 2).

Alternative 2 is my first choice. It seems doable, especially as building block toward Alternative 3. It is unfair to Back Loop residents to defer action now and then come through later.

Just start by reserving government land in the corridor. David Hawes said that corridor preservation is difficult to fund because it is not a formal state process.

CBJ does identify future corridors.

If what Mike says is right, then we should go for Alternative 3 now, but still fix the problems on the existing highway.

Alternative 3 is my preferred corridor – provided we also fix the existing highway.

Is it realistic to build Alternative 3 by 2009? If we are really looking at 2019, then all the problems on the existing highway stay. The last time I was asked to participate on a committee that looked at improving Glacier Highway was 8 years ago. Nothing's been done since. I say we fix the existing problems now (Alternative 1).

I see this as a series of baskets: Basket 1 – fix the immediate needs, Basket 2 – enhance the community of Auke Bay, and Basket 3 – do what is least disruptive to UAS. I am steering more towards Alternative 1, but am not satisfied with any.

We need a combination of the alternatives to address immediate problems and long term needs.

## **Public Comments**

The environmental issues are severely deficient. Alternatives 2 and 3 have much more impact than Alternative 1. Alternative 3 impacts the last wetland on Auke Lake. There are a lot of environmental issues. Three-way intersections are better. Can we stagger the four-ways to make three-ways? I am curious, was there a system to pick out all individual pieces and score them to select a set that makes up the preferred alternative? Mike explained that, yes, we did that. Sixteen segments were presented at the last CAC meeting in May which were then combined into seven concepts.

Nathan Bishop asked the CAC members if it was the CAC wanted the chicken or the egg? Cake and eat it, too? Are we willing to put off a bypass to make improvements in Auke Bay?

We need to prioritize goals to reach a final project down the road. Work on Alternative 3 now. It will take 5 to 10 years to realize. We still need to fix some problems on the existing highway in the interim.

I need to know the priority of improvements.

Can DOT&PF partner with CBJ? DOT & PF works on a bypass, while CBJ works on Alternative 1? Nathan Bishop said it is possible, but we need more information.

Sam Kito said the CBJ's near-term struggle is Riverside Drive, which will suck up money all of the CBJ's available funding until the end of the decade. The CBJ would be willing to take over and maintain the existing Glacier Highway alignment when DOT&PF built a new bypass.

How does Alternative 2 not address safety issues?

Can we restrict access to the existing highway? No trucks or buses.

We could configure the intersections to advantage Alternative 2.

We still have a destination for buses in Auke Bay at the marinas (30+ buses/day at Fisherman's Bend). It is a destination.

I am uncomfortable about the desire by "the bench" to force a choice between alternatives. My interest is an additional alternative based on the CAC conversation tonight. Take Alternative 3 and add priority improvements on Glacier Highway.

Mike Lukshin concluded the meeting with a discussion on what's the next step. He explained the preferred alternative selection process and said DOT&PF's preferred alternative would be presented to the public at the final public meeting. Mike thanked the CAC members for their attendance and participation in the ABCOR project and released them of any further duties. Mike then invited the CAC members to come see and listen to the preferred alternative presentation.

PUBLIC MEETING RE-SCHEDULED TO THURSDAY, OCTOBER 2, 2003. The public meeting will be in Smith Hall at Chapel by the Lake, from 6-9 PM.