

MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: December 3, 2013

TO: Planning Commission

FROM: Sarah Bronstein, Planner *SB*
Community Development Department

FILE NO.: CSP2013 0026

PROPOSAL: Review of AK DOT&PF safety improvement project at Glacier Hwy and Old Dairy Road/Trout Street intersection for consistency with adopted plans.

GENERAL INFORMATION

Applicant: State of Alaska DOT&PF

Property Owner: State of Alaska DOT&PF

Property Address: Intersection of Old Dairy Road/Trout Street and Glacier Highway

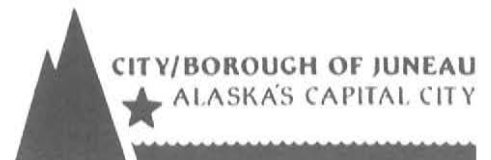
Parcel Code No.: 0

Site Size: Length of project: 450 feet
Roadway width: 42 feet (Old Dairy Road) to 55.5 feet (Trout Street)

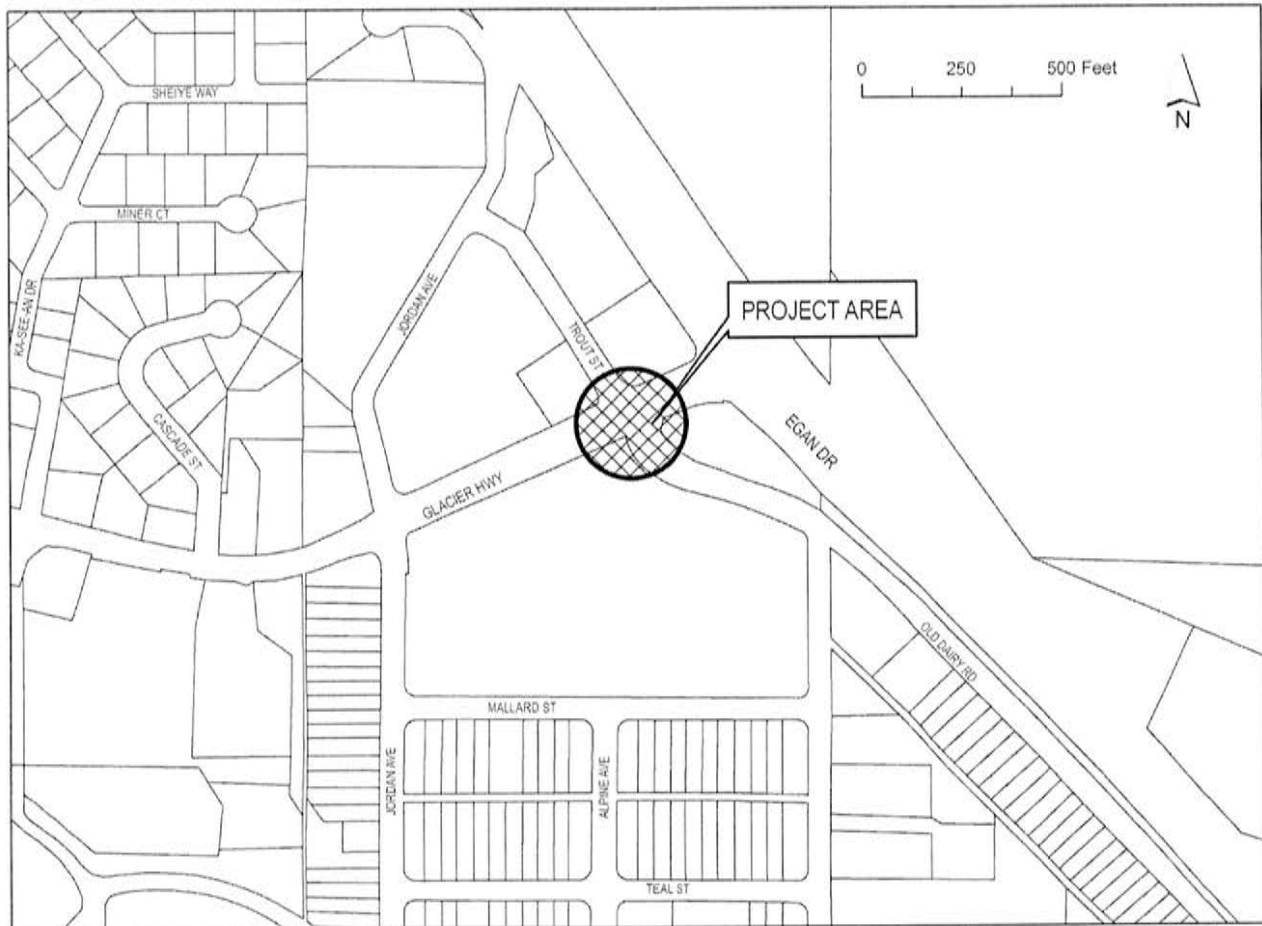
Comprehensive Plan Future Land Use Designation: General Commercial

Zoning: Minor Arterial, Collector Road and Street other than Arterial and Collector

Surrounding Land Use: North - Light Commercial: McDonalds, BreezeIn
South - General Commercial: Nugget Mall
East - Egan Drive: Multiuse path
West - Light Commercial: Jordan Creek Center



PROJECT SITE



ATTACHMENTS

Attachment A: Public Notice

Attachment B: 2004-2008 Trout Accident Study

Attachment C: Letter from Allen Ahlgren, Breeze Inn Corporation, to Caroline Morehouse, DOT&PF, February 12th, 2007

Attachment D: Letter from DOT&PF to Valley Breeze Inn, March 30th, 2012

Attachment E: Letter from Baxter Bruce and Sullivan to DOT&PF Re: Breeze-In Corporation Objection to Trout Street Closure to Left Hand Turns, April 20th, 2012

Attachment F: Letter to Dan Bruce, Esq., from David Epstein, DOT&PF, June 5th, 2012

Attachment G: DOT&PF Roundabout

Attachment H: Breeze Inn Roundabout

Attachment I: Emails between Al Clough, DOT&PF, and Phil Whitt, Breeze Inn, June 2013

CBJ 49.15.580 - State project review. *The commission shall review proposed Alaska State Capital Improvement Projects for consistency with this title pursuant to AS 35.30.010, and may impose conditions on and modifications to such projects.*

PROJECT DESCRIPTION

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) has applied for local consistency review pursuant to CBJ 49.15.580 and AS 35.30.010 for a proposed project described in the DOT&PF State Transportation Improvement Projects (STIP) list as:

Old Dairy Road Safety Improvements. Construct deflecting concrete "porkchop" medians to deter left turns from Trout Street and Old Dairy Road on to Glacier Highway/Nugget. Supplement with appropriate signage. (Project No. 67992)

DOT&PF proposes to eliminate left turn and through movements from Trout Street/Old Dairy Road onto Glacier Highway. Raised medians at the intersection will force all traffic exiting Trout Street/Old Dairy Road to turn right onto Glacier Highway. Traffic wishing to turn left or travel straight through will be rerouted along Jordan Avenue or Crest and Mallard Streets to the traffic light at Jordan Avenue and Glacier Highway.

BACKGROUND

Between 2004 and 2008, DOT&PF recorded 30 crashes at the intersection of Glacier Highway and Old Dairy Road/Trout Street. According to a traffic report provided by DOT&PF (See Attachment B), 17 of these crashes involved vehicles exiting Trout Street/Old Dairy Road while trying to turn left or travel straight through Glacier Highway. Signage prohibiting left turns onto Glacier Highway during the evening rush hour has not significantly reduced the number of crashes at the intersection. Between 2006 and 2010, 13 crashes resulted from turning movements off of Trout Street/Old Dairy Road at this location. The proposed project is intended to minimize crashes at the project location by eliminating the left turn movement onto Glacier Highway from both intersecting roads.

ANALYSIS

Traffic Impacts

Staff anticipates that the proposed change in traffic patterns will have impacts to the surrounding neighborhood, although these impacts are not yet quantified or fully understood. All McDonalds, Valley Breeze Inn, and Super 8 Motel customers wishing to return to Egan Drive from those

businesses will have to take an alternate and indirect route via Jordan Avenue. Alaska DOT&PF has not conducted a traffic impact analysis to determine the amount of traffic the alternative routes, especially Jordan Avenue, will see as a result of the restricted left turn.

Concerns were raised by the CBJ Streets Superintendent Ed Foster that Jordan Avenue is not constructed to a standard that would accommodate high traffic volumes. The street has intermittent and disconnected pedestrian facilities north of Glacier Highway, and a single sidewalk on the west side of the Jordan Creek Bridge. Although the impacts to Jordan Avenue are not known, it is certain that the street will see increased traffic, as a result of both the intersection changes proposed by DOT&PF as well as increased density along Jordan Avenue. North of Glacier Highway, Jordan Avenue currently provides access to Juneau Self-Storage, a 10 unit residential condominium and the Jordan Creek Office Condominiums. Two 13 unit apartment buildings are now under construction at the end of Jordan Avenue and will likely go onto the market early next year.

While the official alternative route suggested by DOT&PF will run along Jordan Avenue to the traffic light at Jordan Avenue and Glacier Highway, there is also potential for some drivers to choose to reroute through the front or back parking lots of the Jordan Creek Center.

Pedestrian Safety

The project design includes the installation of porkchop medians in the crosswalks on Old Dairy Road and Trout Street. These medians increase pedestrian safety and comfort by providing a safe two stage crossing.

The street department commented that the raised median design proposed includes a cut-through pedestrian route which requires a narrow sidewalk plow for snow clearance. The city currently only has one such device, and the likelihood of regular snow plowing on a facility in winter decreases if its use is required.

COMMUNITY INPUT

Beginning in 2007, Allen Ahlgren and Phil Whitt of the Breeze Inn submitted letters in opposition to the project on the grounds that the inconvenience imposed on Breeze Inn's customers will harm their business. Breeze Inn proposed an alternative design for the intersection involving a single lane roundabout (See Attachment H), which was not adopted by DOT&PF on the grounds that the intersection did not meet the criteria needed to justify a roundabout (See Attachment I). According to a letter from Southeast Region Director Al Clough:

Three main factors need to be satisfied in order for a roundabout to be constructed and work properly. Enough room must be available, either already in public right of way, or

by purchase or condemnation, traffic volumes should be similar on all legs of the intersection, and finally enough queuing space must be present in all legs to facilitate orderly traffic flow. (May 21st, 2013)

A DOT&PF designed roundabout design provided for the same intersection required significant right of way acquisition to accommodate a two lane configuration (See Attachment G).

CONFORMITY WITH ADOPTED PLANS

2008 Comprehensive Plan

The *Comprehensive Plan* supports improvements to the safety of the transportation network:

Policy 8.1: It is the policy of the CBJ to promote a balanced, well-integrated local multimodal surface transportation system that provides safe, convenient and energy-efficient access and transport for people and commodities. (p. 111)

The proposed DOT&PF project intends to eliminate unsafe behavior at the project intersection, which is consistent with this policy. Less intrusive changes to the intersection in the form of signage reduced the number of turning related accidents from 17 in a four year period to 13. According to DOT&PF Southeast Regional Director Al Clough, this accident rate still warrants improvements (See Attachment I).

Local businesses have voiced concern as to the impact that the project will have on their business. The *Comprehensive Plan* is also supportive of Economic Development:

Policy 5.1: It is the policy of the CBJ to develop and sustain a diverse economy, providing opportunities for employment for all residents. (p. 44)

At this time, there is inadequate data available to Staff to demonstrate that the proposed project will have a significant negative impact on adjacent businesses.

2001 Area Wide Transportation Plan

The *Area Wide Transportation Plan* states that in the Mendenhall Valley/Airport/Nugget Mall area, "Forecast transportation deficiencies relate to non-motorized connections within neighborhoods, and between neighborhoods and activity centers." No specific recommendations are made for the intersection of Trout Street/Old Dairy Road and Glacier Highway. The plan makes the following recommendation for Old Dairy Road:

Solution 50: Old Dairy Road Resurfacing and Bike Lane/Shoulder Widening
Reconstruct Old Dairy Road from Glacier Highway to Yandukin Drive and add

bicycle lanes. Pavement width would be 31.5 feet, plus gutter, curb, and sidewalk on the south side to Airport Blvd. Repair and upgrade drainage. (p. 19)

This proposed design for Old Dairy Road from the Priority Solution List neither precludes nor supports the proposed project.

2009 Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan lists “Adding corner ‘pork chop’ islands to shorten crossing distance at intersections (p. 46)” as a suggested pedestrian safety improvement at intersections. No specific designs are recommended for the intersection of Trout Street/Old Dairy Road and Glacier Highway.

HABITAT

There are no anadromous fish streams or eagle nests on the site or within the habitat setbacks prescribed at CBJ 49.70.310. No habitat issues are anticipated as a result of this project.

FINDINGS

Transportation safety improvements for motorists and pedestrians are supported by the *Comprehensive Plan* (Policy 8.1). While the *Comprehensive Plan* also supports the growth of local year-round employers (Policy 5.1), it is unknown what impact the project will have on the bottom line for adjacent businesses. To the west, The Valley Breeze Inn and McDonalds are both unique regional draws with a loyal customer base. Unlike in other communities where fast food and convenience stores are more common, there are no similar services nearby. To the east, the Nugget Mall maintains an access driveway directly onto Glacier Highway that preserves the left turn onto Glacier Highway.

It is possible that the project may have unforeseen impacts to both traffic safety and economic development in the area. However, given the information at hand at the time of this report, Staff finds that the proposed project is substantially in conformance with locally-adopted plans.

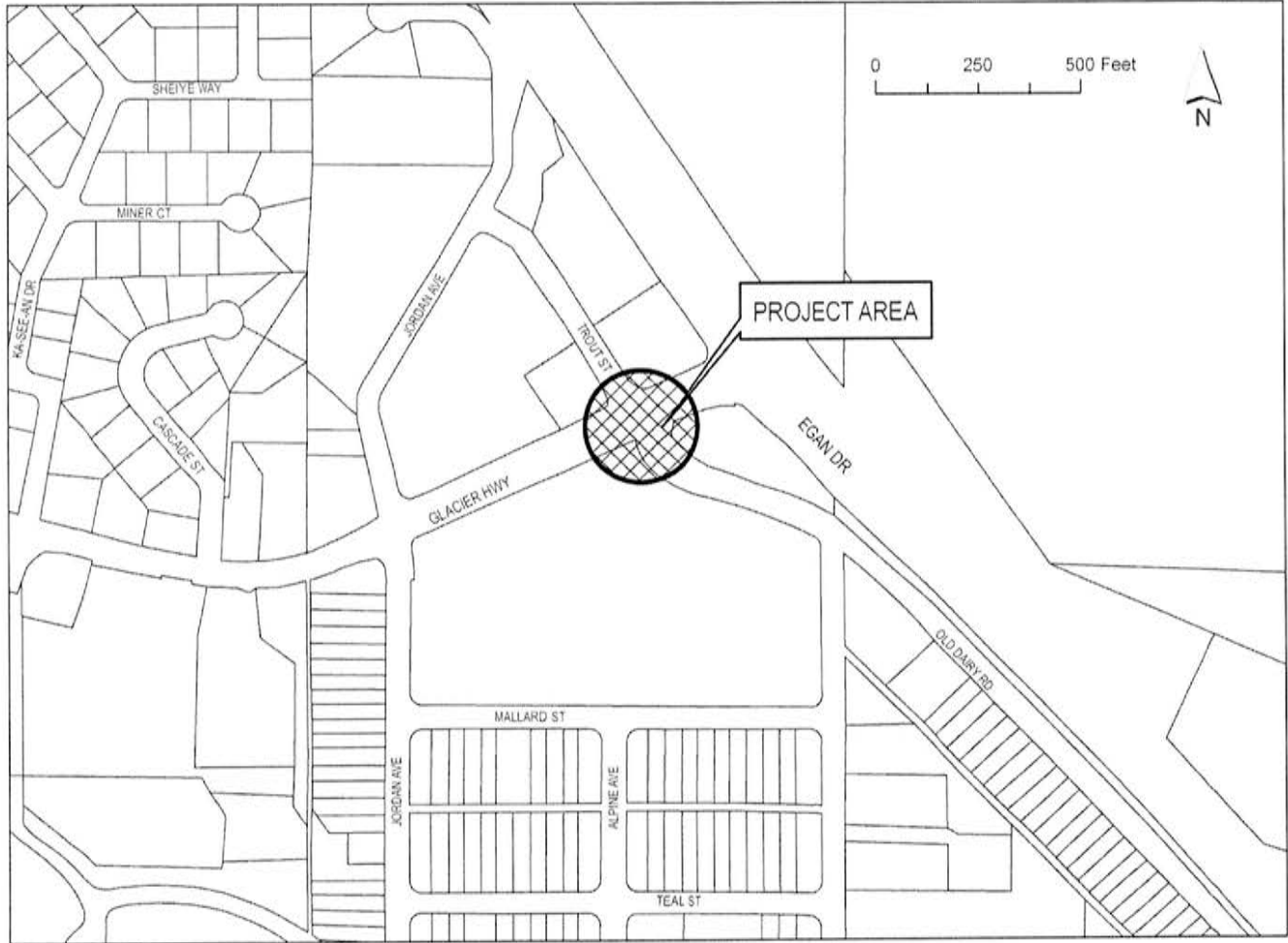
RECOMMENDATION

Staff recommends that the Planning Commission adopt the findings in this report, and recommend to the Assembly approval of CSP2013 0026 - Review of AK DOT&PF safety

improvement project at Glacier Hwy and Old Dairy Road/Trout Street intersection for consistency with adopted plans.

Additionally , it should be noted that, although Staff cannot make approval of DOT&PF's project contingent upon a CBJ project to improve Jordan Avenue, the Community Development Department suggests that sidewalk infill along Jordan Avenue, as well as new sidewalk plowing equipment, be added to the Capital Improvement Program to address the safety concerns raised by the CBJ Street Department. These investments are advisable regardless of the final outcome of this proposed project due to increased density on Jordan Avenue and the increase in proposed cut-out "pork chop" style median facilities in transportation projects throughout the Borough.

NOTICE OF PUBLIC HEARING



PROPOSAL: Review of AK DOT&PF safety improvement project at Glacier Hwy and Old Dairy Road/Trout Street intersection for consistency with adopted plans.

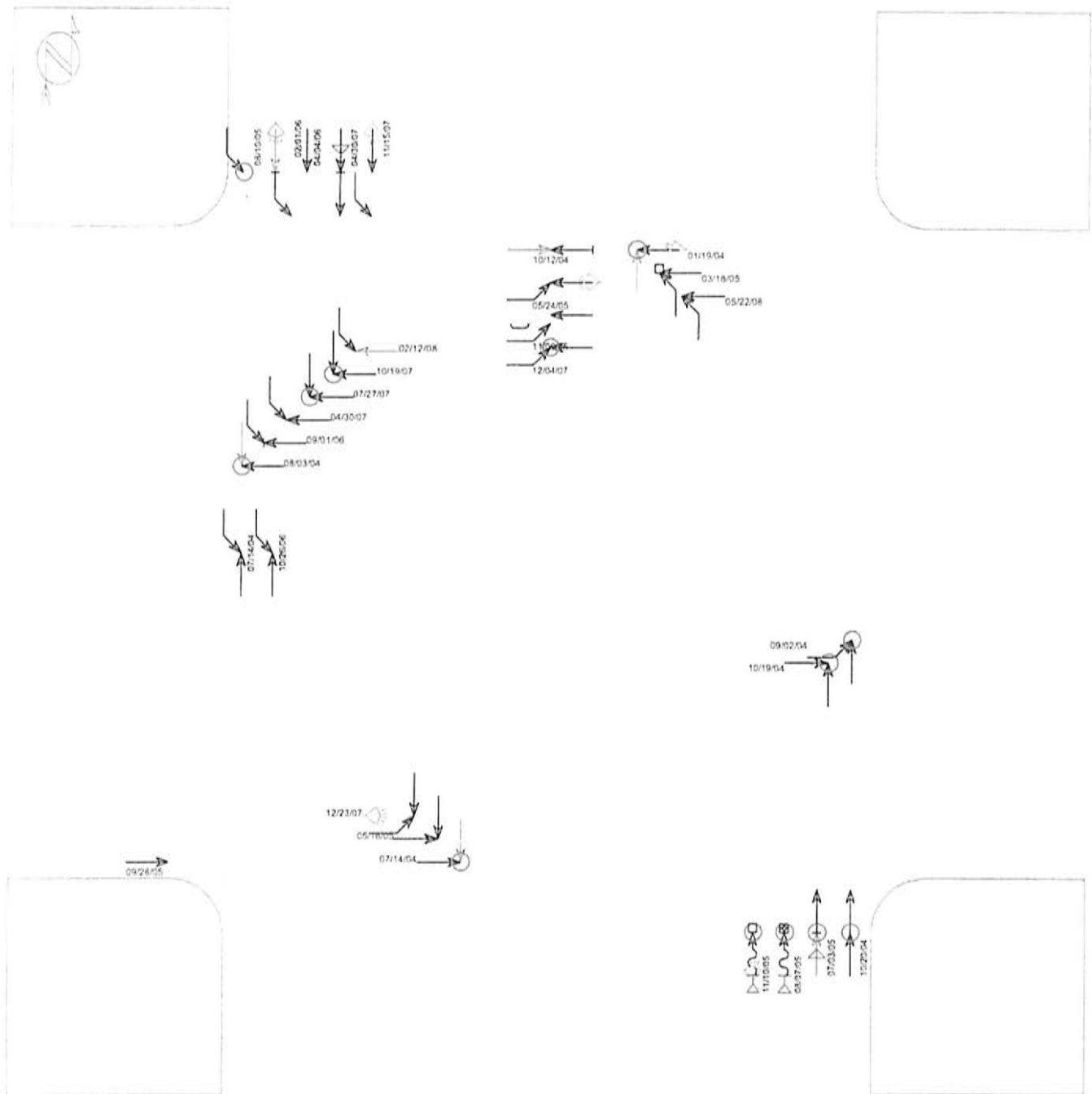
File No:	CSP2013 0026	Applicant:	State of Alaska
To:	Adjacent Property Owners	Property PCN:	N/A
Hearing Date:	December 10, 2013	Owner:	State of Alaska
Hearing Time:	7:00 PM	Project Length:	450ft
Place:	Assembly Chambers	Roadway width:	42ft (Old Dairy Rd) to 55.5ft (Trout St)
	Municipal Building	Zoned:	Minor Arterial, Collector Road and Street other than Arterial and Collector
	155 South Seward Street	Site Address:	Glacier Hwy & Old Dairy Rd
	Juneau, Alaska 99801	Accessed Via:	Glacier Hwy

PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Sarah Bronstein at sarah_bronstein@ci.juneau.ak.us or at 586-0466.

Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.



(clear filter), (3) accidents with insufficient data for display

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|--------------|------------------|--------------|----------------|----------|
| ← Straight | ▭ Parked | × Pedestrian | Fixed objects: | |
| ← Stopped | ⚡ Erratic | ⊗ Bicycle | □ General | ▣ Pole |
| ← Unknown | ⚡ Out of control | ○ Injury | ▣ Signal | ▣ Curb |
| ↔ Backing | ↘ Right turn | ⊙ Fatality | ▣ Tree | ⊗ Animal |
| ↔ Overtaking | ↙ Left turn | ⊙ Nighttime | ◁ 3rd vehicle | |
| ↔ Sideswipe | ↻ U-turn | ⊙ DUI | * Extra data | |

February 12, 2007,

To:
Caroline Morehouse
Traffic and Safety Engineer Southeast Region DOT
6860 Glacier Highway
P.O. Box 112506
Juneau Alaska, 99811-2506

From:
Allen R. Ahlgren
Breeze Inn Corporation
PO Box 32318
Juneau, Alaska 99803

Dear Ms Morehouse,

We strongly object to the proposed HSIP project to close the intersection of Trout/Old Dairy Road with Glacier Highway to left turns. We feel that if this were to happen it would have a serious effect on our ability to do business at this location. When a convenience store is no longer in a location that is easy to access it loses much of its drawing power. We are certain that this action would severely hurt our business.

The closure of left turns out of our store would force our clients away from the arterial and collector system and onto a very substandard and potentially dangerous city street. The Trout Street/ Jordan Avenue loop has two narrow bridges without guardrail, no sidewalks, curb and gutter, and no sidewalks.

Please keep us informed of any further developments regarding this proposed action.

Sincerely

Allen R. Ahlgren

Cc James J. Petropulos
PD&E Group Chief Southeast Region DOT
6860 Glacier Highway Box 112506

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SOUTHEAST REGION DESIGN & ENGINEERING SERVICES
PRECONSTRUCTION

SEAN PARNELL, GOVERNOR

6860 GLACIER HIGHWAY
PO BOX 112506
JUNEAU, AK 99811-2506

PHONE: (907) 465-4444
FAX: (907) 465-4414

March 30, 2012

Valley Breeze-In Grocery
PO Box 32318
Juneau, AK 99803

To Whom It May Concern:

The Alaska Department of Transportation and Public Facilities (DOT&PF), Southeast Region, is sending this letter to businesses located near the intersection of Glacier Highway and Trout Street/Old Dairy Road, Juneau, Alaska. We plan to move forward with a highway safety project at this intersection and request your comments on the proposed action.

Between 2004 and 2008, there were 27 crashes at this intersection, 17 of which involved vehicles exiting Old Dairy Road or Trout Street while crossing or turning left onto Glacier Highway. Although DOT&PF has put up signs prohibiting left turns coming out of these side streets during the afternoon rush hour, accidents persist - not only during peak times but all hours of the day.

We intend to construct small concrete islands on Old Dairy Road and Trout Street, where they physically meet Glacier Highway. These will enhance safety by forcing traffic to the right and inhibiting left turns and thru traffic out of Old Dairy Road and Trout Street. Traffic desiring to turn left onto Glacier Highway from Trout Street would instead cross over Jordan Creek via the bridge and proceed to the Jordan Avenue traffic signal. Traffic desiring to turn left onto Glacier Highway from Old Dairy Road would access the Jordan Avenue signal via Crest and Mallard Streets.

Closure of the Trout Street Bridge delayed our project but it is scheduled to be repaired within the next year. Therefore, planning and design of the intersection project has resumed. A copy of the project plan is enclosed.

We request your comments on the proposed action, particularly in regard to potential impacts to your business. If you have information that would assist us in our design, please provide comments and information to me via email at the address below by **4/20/2012**. Your comments will be included in the project's preliminary design study report.

In addition, we will be conducting two Open House sessions regarding this project on Wednesday, April 18, 2012. They will be held at the Nugget Mall Community Room #2, next to Gourmet Alaska and across from Hearthside Books. The first session will be from 12:00 p.m. noon to 2:00 p.m. The second session will be from 5:30 p.m. to 7:30 p.m. You are welcome to attend.

"Get Alaska Moving through service and infrastructure"

Thank you for your consideration of this request for comments. If you have questions or would like to request additional information, please feel free to contact me at (907) 465-4483 or by email at david.epstein@alaska.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "David B. Epstein". The signature is fluid and cursive, with a large loop at the end.

David B. Epstein, P.E.
Regional Traffic and Safety Engineer
Alaska DOT&PF, Southeast Region

Enclosure

Attorneys At Law

BAXTER BRUCE & SULLIVAN P.C.
Professional Corporation

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Daniel G. Bruce
Kevin J. Sullivan
Todd J. Araujo
Renee O. Wallace
Kris L. Barnum
Megan A. Wallace (VA & DC)
Fred J. Baxter of Counsel

April 20, 2012

David B. Epstein, P.E.
Regional Traffic and Safety Engineer
State of Alaska
Southeast Region
Department of Transportation
6860 Glacier Highway
Juneau, Alaska 99811-2506
david.epstein@alaska.gov

Re: Breeze-In Corporation
Objection to Trout Street Closure to Left Hand Turns

Dear Mr. Epstein:

This letter is to formalize the Breeze-In's objections to the proposed traffic safety project at the intersection of Trout Street and the Old Glacier Highway. As I stated at the public meeting on Wednesday, April 18, 2012, the Breeze-In functions as a convenience grocery and liquor store. Over the past 10 years it has increasingly relied upon the sale of ready to eat convenient foods such as sandwiches, donuts, pastries, bagels and drinks such as sodas, water and coffee. Over 99% of its business customers arrive and depart by motor vehicle. How many make a left hand turn off of Trout Street onto the Old Glacier highway is not quantified; however, there is no doubt that it is a significant percentage of the daily business. There is no question that if DOT eliminates the ability to make left hand turns off of Trout Street there will be a negative impact on my client's business.

A substantial negative impact on the Breeze-In will also have a negative revenue impact on the CBJ, due to the volume of sales at the Valley Breeze-In. We do not have any idea of the amount of property damage done in the 17 vehicle accidents caused when vehicles were making the left hand turns between 2004 and 2008. The negative impact on sales tax will be heightened by loss of revenue at McDonald's as well. The Breeze-In questions whether there is a less aggressive solution to the situation other than closure of the left hand turn lane out of Trout Street.

Baxter Bruce & Sullivan P.C.

David B. Epstein P.E.

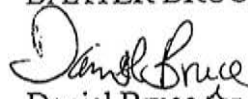
April 20, 2012

Page 2 of 2

Furthermore, it is our understanding that CBJ has not given its required concurrence on the project. We will be trying to quantify the impacts of the project on the Breeze-In and other businesses between now and the next round of public comment on the project.

Best regards,

BAXTER BRUCE & SULLIVAN P.C.


Daniel Bruce

DGB/cah

cc: client

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

SOUTHEAST REGION DESIGN & ENGINEERING SERVICES
PRECONSTRUCTION

SEAN PARNELL, GOVERNOR

6860 GLACIER HIGHWAY
PO BOX 112506
JUNEAU, AK 99811-2506

PHONE: (907) 465-4444
FAX: (907) 465-4414

June 5, 2012

Daniel Bruce, Esq.
Baxter Bruce & Sullivan, PC
PO Box 32819
Juneau, AK 99803

RECEIVED

JUN 06 2012

BAXTER BRUCE & SULLIVAN, P. C.
ATTORNEYS AT LAW

Dear Mr. Bruce:

CERTIFIED LETTER 7004 2890 0002 6819 5870

This letter is in response to your letter of April 20, 2012, regarding the objections of Breeze-In Corporation to State of Alaska DOT&PF Project no. 67992, Old Dairy Road Safety Improvements. This project will construct concrete medians to deter motorists from executing left turns from Old Dairy Road and Trout Street onto Glacier Highway. From your letter, it is understood that Breeze-In is concerned about the potential of the project to negatively impact its business.

This project is being pursued in order to reduce accidents at an intersection that had the seventh-highest number of vehicle crashes in Southeast Alaska between 2004 and 2008. Seventeen of these incidents were angle crashes, the type that could be corrected by the proposed action. Eight of these were property-damage-only crashes, another eight involved minor injuries (which did not require hospitalization), and one was a major-injury event (requiring hospitalization).

While I can appreciate the concerns of Breeze-in Corporation outlined in your April 20 letter, my main focus must be on traffic safety. We have tried to address the accidents through less intrusive measures (posting signs to prohibit left turns during afternoon peak hours). This was not effective in reducing the accident rate; therefore, we are proceeding with the next option available, the installation of concrete medians. Once the medians are installed, people wishing to turn left onto Glacier Highway will be able to cross the renovated Trout Street Bridge and make their turn at the Jordan Avenue signal. We are modifying access to Glacier Highway, not removing it. While it may not be as convenient, it will be safer.

You are correct that we have not yet obtained local concurrence from the City and Borough of Juneau. We will be seeking that approval as the design proceeds.

Please do not hesitate to contact me if you have further questions or concerns.

Sincerely,



David B. Epstein, P.E.
Regional Traffic and Safety Engineer

"Get Alaska Moving through service and infrastructure"

PLAN VIEW

REGIONAL BASIS / ADOPTED	DATE	
ADDITIONAL NUMBER		
ATTACHMENT / ALIASES		
RECORD OF REVISIONS		
NO.	DATE	DESCRIPTION

JUNEAU OLD DAIRY ROAD
SAFETY IMPROVEMENTS
PROJECT NO. 67992

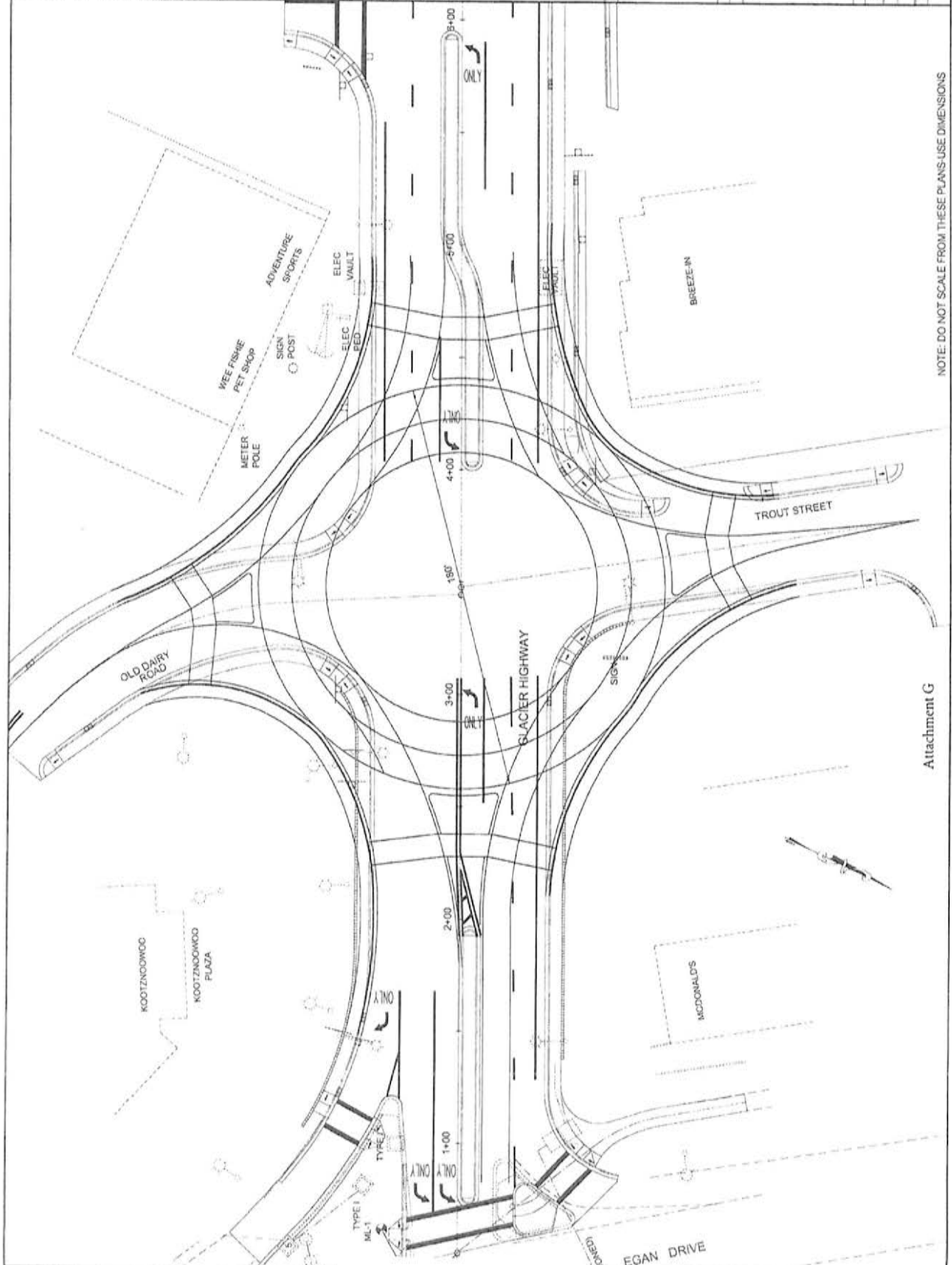
DESIGNED BY: J. MAJAK



CHECKED BY: G. EPSTEIN
DRAWN BY: G. EPSTEIN
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION

JUNEAU OLD DAIRY ROAD
SAFETY IMPROVEMENTS
PROJECT NO. 67992

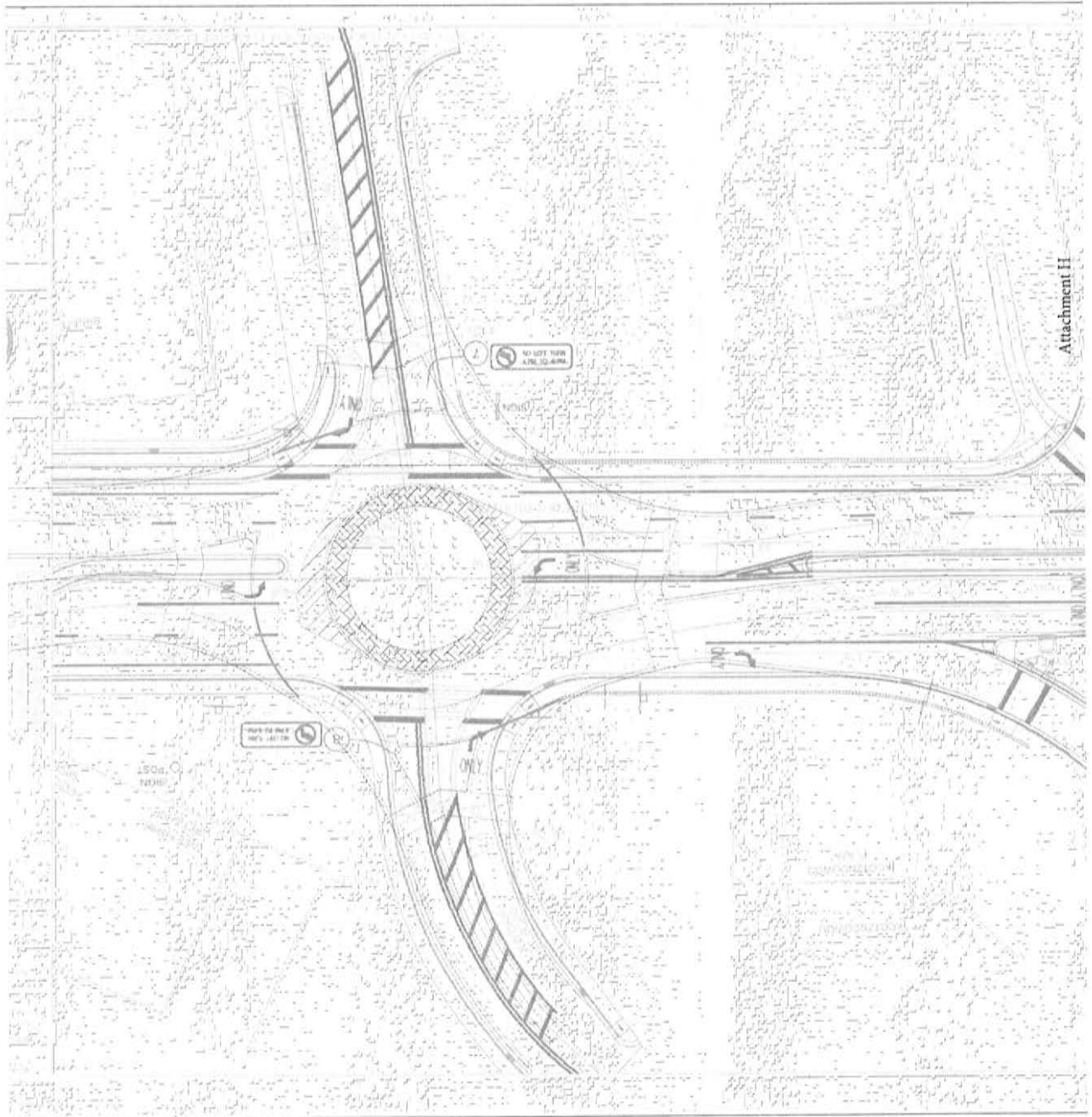
PLAN VIEW	
PROJECT DESCRIPTION NUMBER	67992 - HHE 0956(034)
STATE	ALASKA
YEAR	2012
SHEET NUMBER	1
TOTAL SHEETS	XX



NOTE: DO NOT SCALE FROM THESE PLANS-USE DIMENSIONS

Attachment G

Attachment G



Attachment H

Attachment H

From: Phil Witt
Sent: Thursday, May 30, 2013 3:09 PM
To: Clough, Al H (DOT)
Cc: pat.kemp@alaska.gov; Allan Ahlgren
Subject: Re: Trout Street Revision
Attachments: img006.pdf

Hi Al,

First I would like to say thank you for you and your staff's time and consideration on this project. We are of course disappointed with the results of your decision. We really had hoped a solution could be achieved that was both safer and less of a negative impact on our sales. I realize we differ on opinion when it comes to how our sales will be impacted but it is still in our best interest to try what we can. We have spoken with an engineer and also had a roundabout design concept created. I have attached the concept drawing and copied the points he made below in regards to your last email. I would appreciate if you would at least look them over. I would also like to reiterate that we would be happy to assist in areas where we can contribute to achieve a more agreeable solution. Thank you for your time.

-Phil

Below is from the engineer we hired to help us on this matter:

The roundabout concept DOT&PF prepared appears "over-designed". Given space limitation, 2-full lanes of circulation shouldn't be needed around the entire intersection to reflect relative demand on all of the approaches. This would reduce the overall right-of-way impact. Are there other design considerations that DOT&PF considered to reduce the overall width of the diameter (design vehicle, smaller diameter, etc.)?

Our goal of this intersection treatment is not design an intersection that serves "equal" demand on all approaches, but allow all approaches "equal" access to the State highway in a safe manner.

The roundabout design does not compromise the length of queue storage between the Egan Drive signal and Trout Street. From our experience, given that signal queues currently do not block the intersection, it would seem this particular criteria would not be a factor in impacting circulating flow? Also, if it does become an issue in the future, simple signal timing could be adjusted to remedy potential impacts.

If DOT&PF perceives this issue to be a factor now, why hasn't signal timing been adjusted to reduce this queuing as this could be a factor in the collision history?

What is the DOT&PF's accident experience threshold for safety improvements?
Collisions of between 2 to 3 on average per year seems very low to us given other intersections in the Juneau area.

On Tue, May 21, 2013 at 2:51 PM, Clough, Al H (DOT) <al.clough@alaska.gov> wrote:

Phil and others, Since we met on this issue several weeks ago I asked staff to take a close look at the salient aspects of the intersection. Following are the results of our discussions and efforts.

Roundabout: Three main factors need to be satisfied in order for a roundabout to be constructed and work properly. Enough room must be available, either already in public right of way, or by purchase or condemnation, traffic volumes should be similar on all legs of the intersection, and finally enough queuing space must be present in all legs to facilitate orderly traffic flow.

I have included a preliminary drawing which shows what the required roundabout for this intersection would look like. As you can see from the drawing the roundabout would be 180' in diameter and require considerable right of way acquisition from both McDonalds and the Breeze In. In fact in this rendition Breeze In would lose one of its driveways making traffic flows in the parking lot problematic. Traffic flows on each intersecting street are also unbalanced (the vast majority of the traffic is through traffic on Glacier Highway) thusly compromising the roundabout efficiency. Finally, the distance between the roundabout and the signalized intersection with Egan Drive is too short to allow the roundabout to function. There is not sufficient space to store they typical number of vehicles which queue up at the signal- this lack of space would result in the roundabout becoming plugged with traffic thusly ceasing to accept vehicles from any direction. This issue by itself is sufficient to rule out roundabout construction for the Trout Street intersection.

I have attached a drawing which shows the conceptual roundabout design.

Accident History: We also took a closer look at the accident history for the current intersection. The accident history at this intersection strongly supports revising the intersection. Although the number of collisions did decrease from 17 (2004-2008) to 13 (2006-20010) this number is still well within the accident frequency where positive intersection change is warranted.

For these reasons SE Region DOT/PF will be going ahead with the installation of a "puzzle piece" traffic control island which will prohibit left turns from Trout Street onto Glacier Highway. This traffic revision will not be installed until the completion of the Trout Street Bridge replacement (currently under construction). We currently anticipate both projects will be completed by this fall.

I fully understand your concerns over lost business due to these changes. I will point out that the reconfigured intersection will be much more pedestrian friendly with the resultant refuge island for crossing Glacier Highway. The completed two lane Trout Street bridge will also provide convenient access to the signalized intersection at Jordon Street and Glacier Highway. These positive changes may help offset potential loss of business with the left turn prohibition.

Please contact me should you have additional questions or suggestions.

Al

From: Phil Witt [mailto:philwitt@breezein.com]
Sent: Monday, May 20, 2013 10:29 AM
To: Clough, Al H (DOT)
Subject: Trout Street Revision

Hi Al,

Al had asked me to check in and see if any progress had been made with the roundabout idea between Trout Street and Old Dairy Road.

If you have any updates I will pass them on to the owners of McDonalds and Al.
Thanks.

-Phil Witt