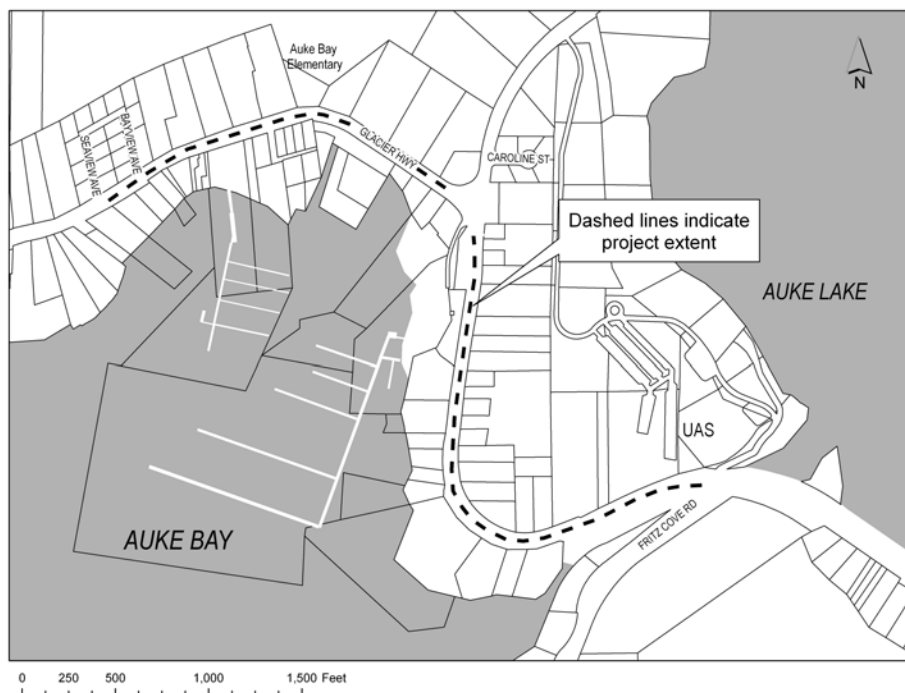




# NOTICE OF PUBLIC HEARING



**City & Borough of Juneau**  
Community Development Department  
155 S Seward Street • Juneau, Alaska 99801

**SHIP TO:**



**PROPOSAL:** Review of Alaska DOT&PF project 68471, Glacier Highway reconstruction and pedestrian improvements from Fritz Cove Rd to Seaview Ave, for consistency with locally adopted plans and ordinances.

File No:	CSP2014 0006	Applicant:	State of Alaska, DOT & PF
To:	Adjacent Property Owners	Owner:	AK DOT&PF
Hearing Date:	May 13, 2014	Size:	1 mile long, 80-90 feet wide
Hearing Time:	7:00 PM	Roadway Classification:	Arterial
Place:	Assembly Chambers Municipal Building 155 South Seward Street Juneau, Alaska 99801	Site Address:	Glacier Highway from Fritz Cove Road to Seaview Avenue

## 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 14 days prior to 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](mailto: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](http://www.juneau.org/plancomm).

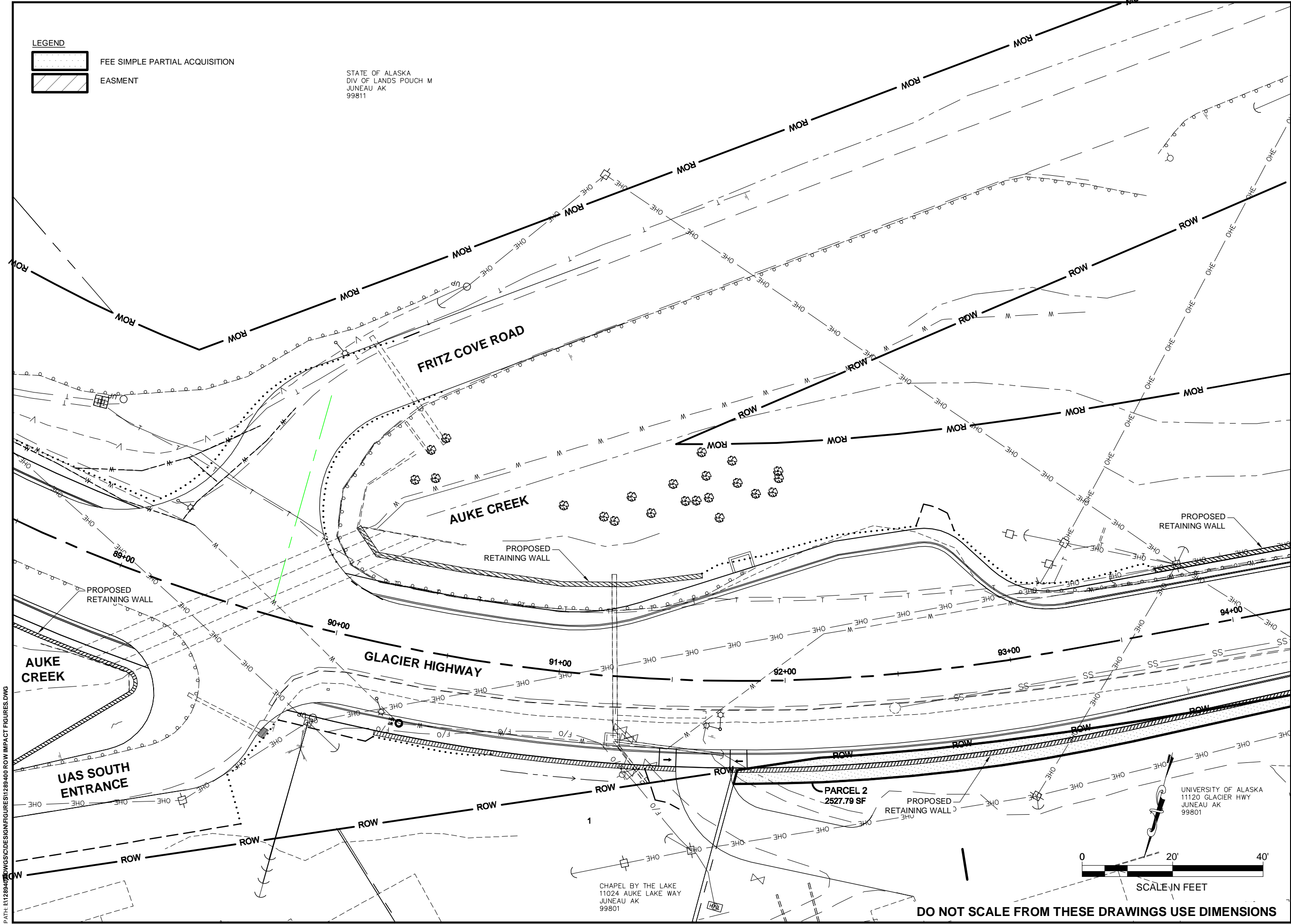
ATTACHMENT B

*Date notice was printed: April 8, 2014*

## **Attachment B**

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### Right-of-Way



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CINDI PANNONE  
5-Mar-14  
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

### PLAN LEGEND

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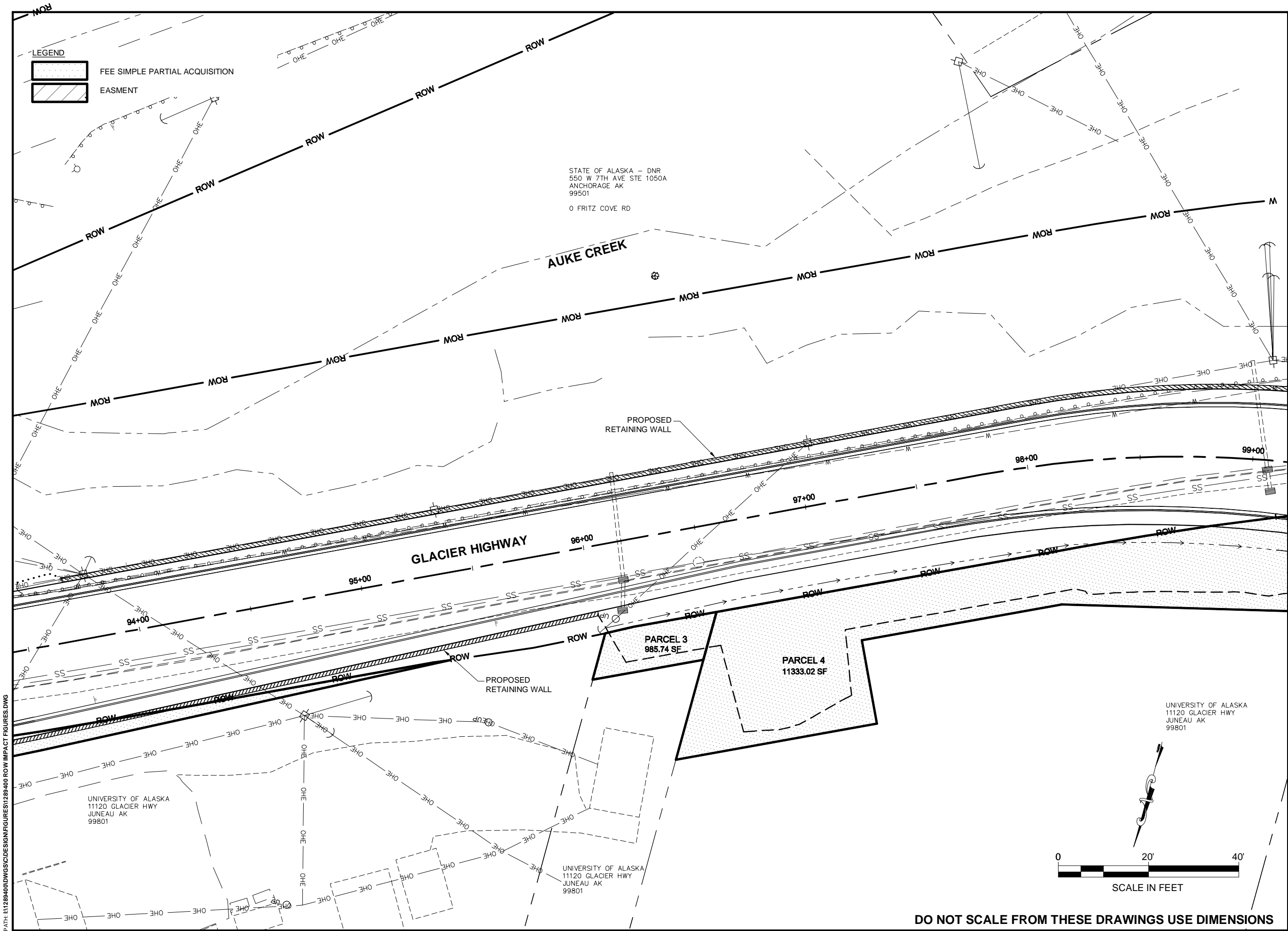
DESIGNED BY: I.NAME

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STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
SOUTHEAST REGION  
GLACIER HWY: FRITZ COVE TO SEAVIEW AVENUE, ROADWAY & PEDESTRIAN IMPROVEMENTS  
PROJECT #68471  
**ESTIMATED ROW IMPACTS GLACIER HIGHWAY PLAN VIEW**  
PROJECT DESIGNATION  
**0933039/68471**

STATE	YEAR
<b>ALASKA</b>	<b>2014</b>
SHEET NUMBER	TOTAL SHEETS
<b>F3</b>	<b>XX</b>

ATTACHMENT C



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CINDI PANNONE  
5-Mar-14  
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PLAN LEGEND

CHECKED BY: I.NAME

DESIGNED BY: I.NAME

DRAWN BY: I.NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

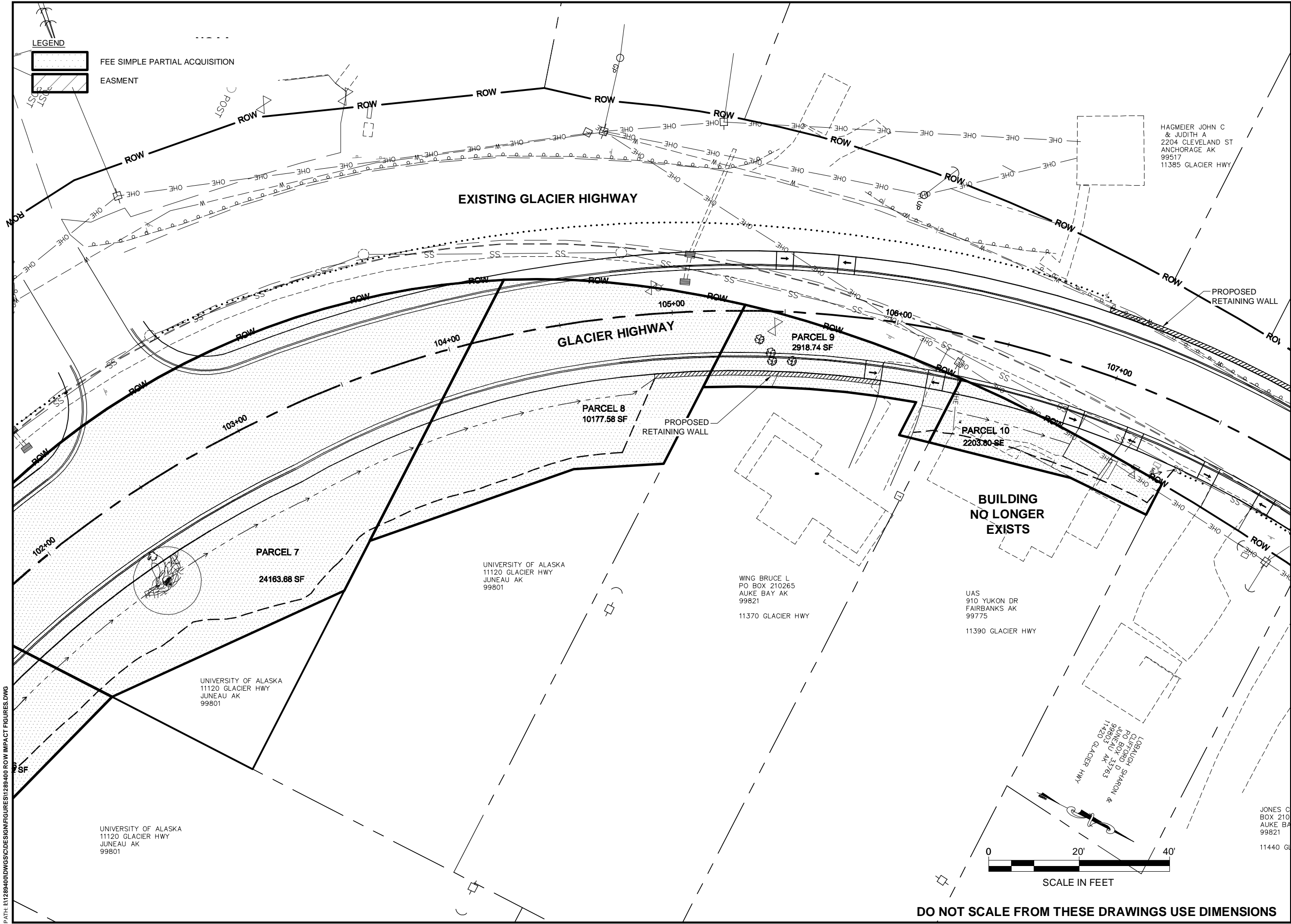
ESTIMATED  
ROW IMPACTS  
GLACIER HIGHWAY  
PLAN VIEW

PROJECT DESIGNATION

0933039/68471

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F4	XX





CINDI PANNONE  
5-Mar-14  
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PLAN LEGEND

CHECKED BY: I.NAME

DESIGNED BY: I.NAME

DRAWN BY: I.NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO SEAVIEW AVENUE, ROADWAY & PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

ESTIMATED ROW IMPACTS  
GLACIER HIGHWAY  
PLAN VIEW

PROJECT DESIGNATION

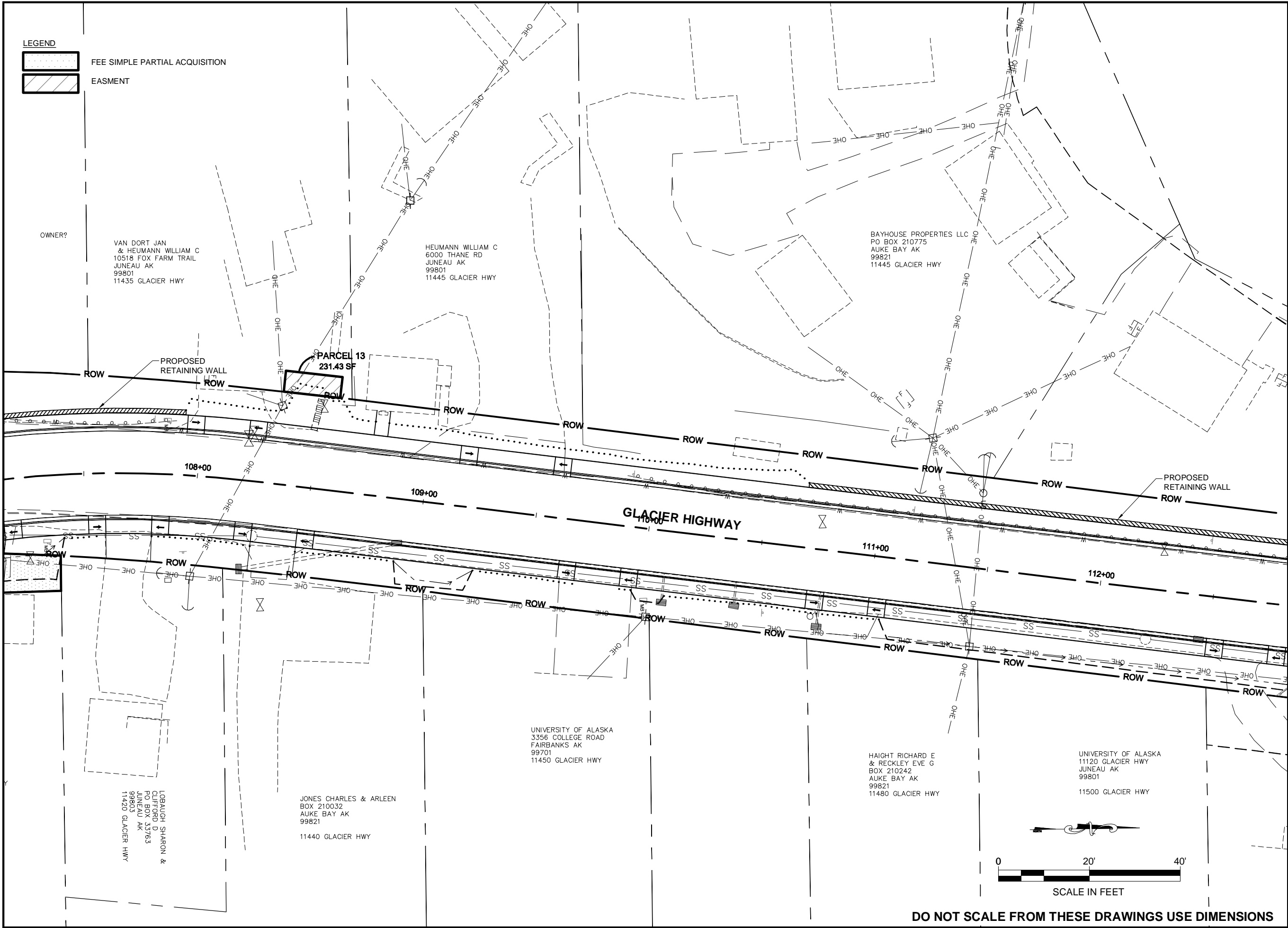
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ALASKA	2014

SHEET NUMBER	TOTAL SHEETS
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5-Mar-14  
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ADDENDUM NUMBER

ATTACHMENT NUMBER

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No.	DATE	DESCRIPTION

PLAN LEGEND

CHECKED BY: I.NAME

DESIGNED BY: I.NAME

DRAWN BY: I.NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

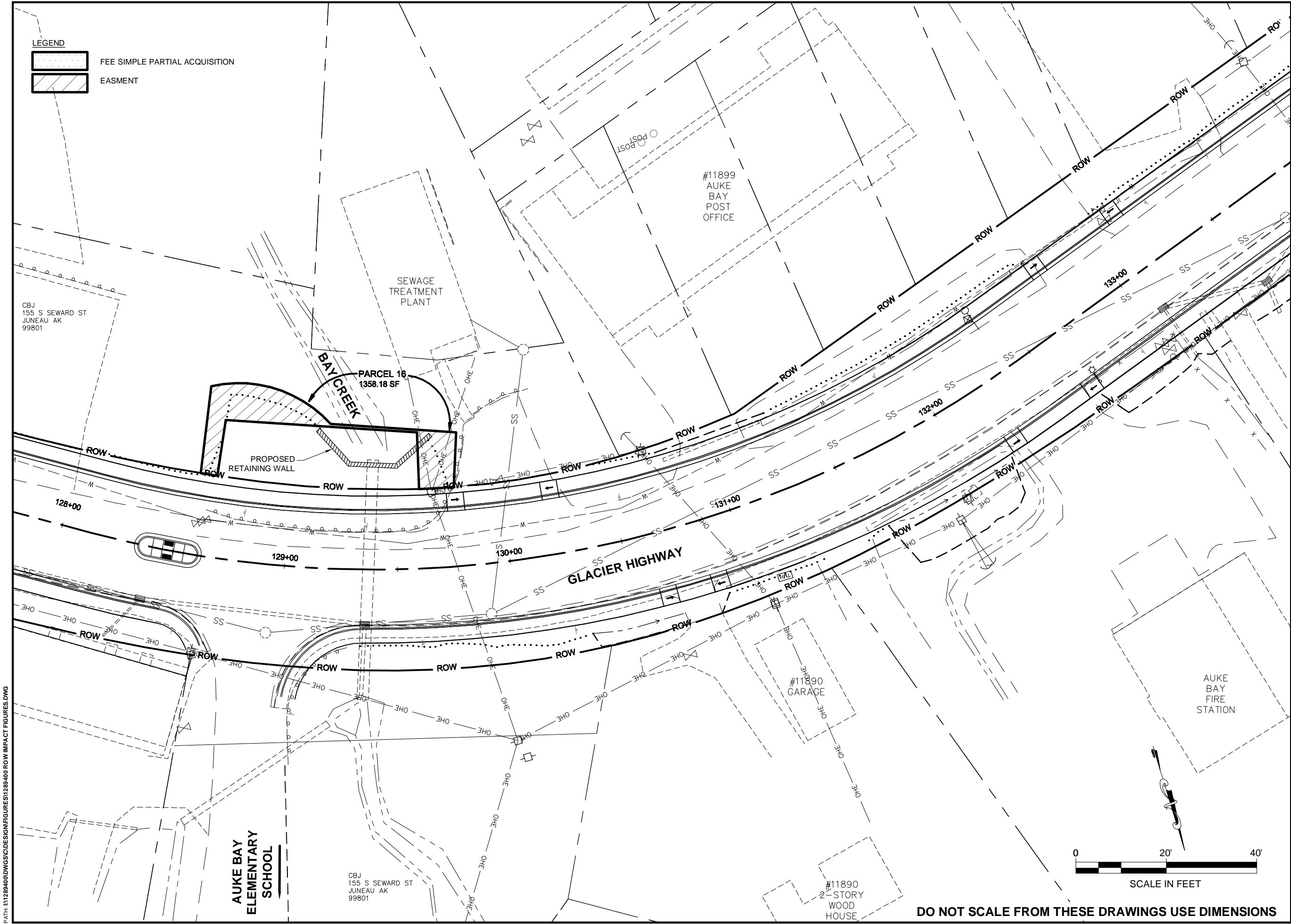
ESTIMATED  
ROW IMPACTS  
GLACIER HIGHWAY  
PLAN VIEW

PROJECT DESIGNATION

0933039/68471

STATE	YEAR
ALASKA	2014

SHEET NUMBER	TOTAL SHEETS
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5-Mar-14  
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ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

**PLAN LEGEND**

CHECKED BY: I.NAME

PROGRESS SET

DESIGNED BY: I.NAME

DRAWN BY: I.NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO SEAVIEW AVENUE, ROADWAY & PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

**ESTIMATED ROW IMPACTS GLACIER HIGHWAY PLAN VIEW**

PROJECT DESIGNATION

**0933039/68471**

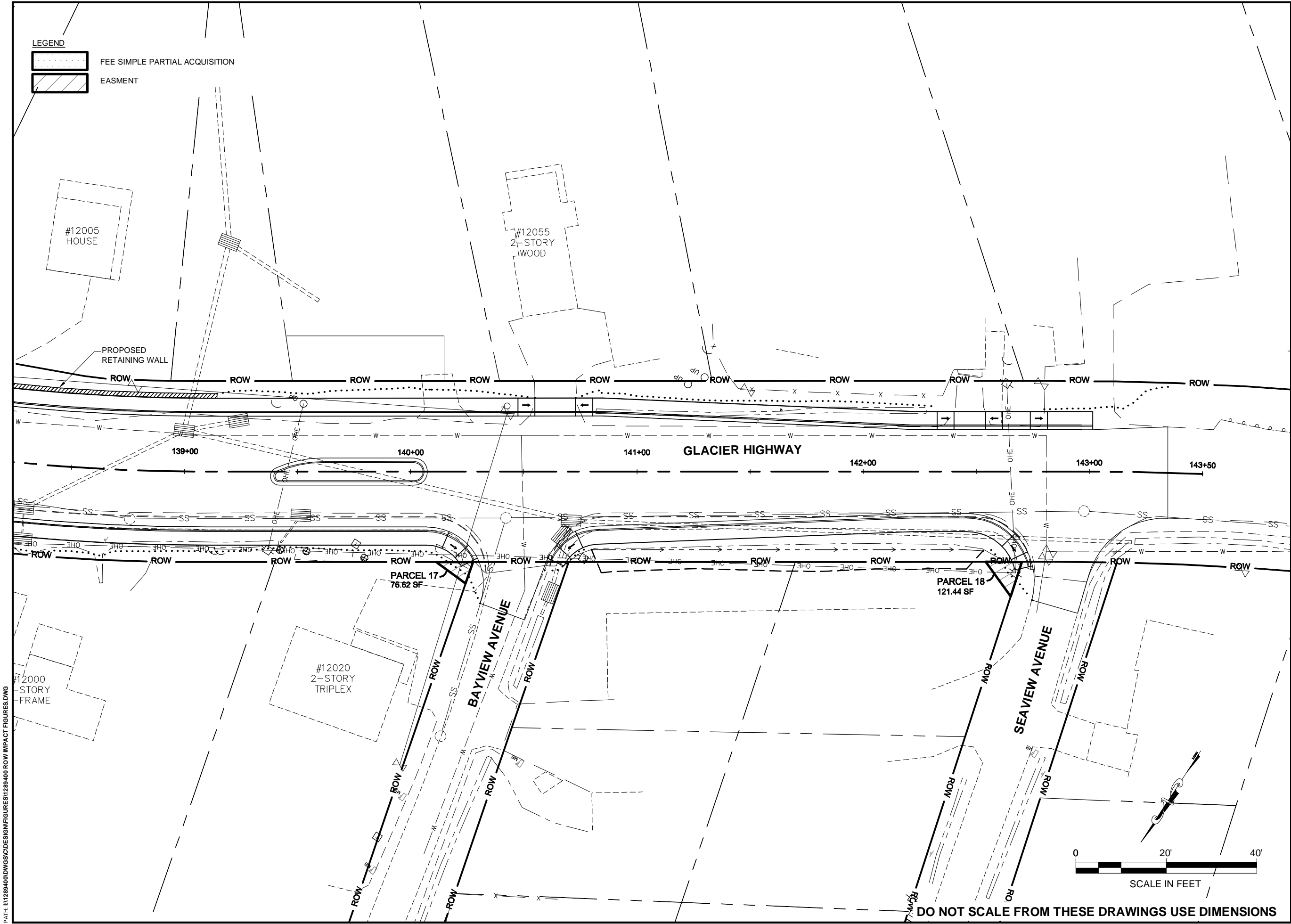
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ATTACHMENT C

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**LEGEND**

FEE SIMPLE PARTIAL ACQUISITION

EASMENT

CINDI PANNONE  
5-Mar-14  
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PLAN LEGEND

CHECKED BY: I.NAME

DESIGNED BY: I.NAME

DRAWN BY: I.NAME

STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION  
& PUBLIC FACILITIES  
SOUTHEAST REGION

GLACIER HWY: FRITZ COVE TO  
SEAVIEW AVENUE, ROADWAY &  
PEDESTRIAN IMPROVEMENTS  
PROJECT #68471

ESTIMATED  
ROW IMPACTS  
GLACIER HIGHWAY  
PLAN VIEW

PROJECT DESIGNATION

0933039/68471

STATE	YEAR
ALASKA	2014
SHEET NUMBER	TOTAL SHEETS
F13	XX



STATE OF ALASKA  
DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

IN REFERENCE TO: Glacier/Douglas Hwy

ORDER

Locally Defined as:

Glacier Hwy, 250 feet south of JCT with Don  
Statter Boat Harbor, Mile Post 12.1 to 800 feet  
east of JCT with Fritz Cove RD, Mile Post 11.4

Establishing a speed limit on a  
State Highway

State Route 296000, CDS mile point 27.89 to 28.58

WHEREAS Section 19.10.070 of the Alaska Statutes provides that the Department of Transportation and Public Facilities shall establish safe speed limits on the State Highways; and

WHEREAS the Department of Transportation and Public Facilities has conducted an engineering and traffic investigation; and

WHEREAS said investigation indicates that the hereinbelow ordered speed is the maximum reasonable and safe speed on the hereinbelow described State Highway or State-maintained road;

IT IS HEREBY ORDERED THAT:

Vehicles traversing Glacier Highway from 250 feet south of the JCT with Don Statter Boat Harbor access road, Mile Post 12.1 (CDS 27.89) to 800 feet east of the JCT with Fritz Cove Road, Mile Post 11.4 (CDS 28.58) shall not exceed a maximum speed of forty (40) miles per hour.

IT IS FURTHER ORDERED that the appropriate signs be erected along said roadway to advise the motorist of the speed limits set forth herein.

This order supercedes any previously conflicting order(s) issued for that portion of the roadway where the conflict exists.

10-25-91  
Date

Kurtis J. Smith  
S.E. Region, Traffic and Safety Engineer

10-27-91  
Date

DD Diekmeyer  
S.E. Region, Director, D&C

2/26/92  
Date

JW Sae  
S.E. Region, Director

Actual or Expected Posting Date:

Signed copies to Director, Standards and Technical Services, Traffic and Safety, Maintenance and Operations, and Enforcement Jurisdiction Agency

ATTACHMENT E

# MEMORANDUM

State of Alaska

Department of Transportation & Public Facilities

TO: Jonathan W. Scribner  
Southeast Regional Director

DATE: October 29, 1991

FILE NO:

TELEPHONE NO: 364-4347

FROM: D. D. Dieckmeyer, Director  
Design & Construction  
Southeast Region

SUBJECT: Brotherhood Bridge to Tee Harbor  
Speed Limit

At your request, the Traffic and Safety Section has reviewed the existing speed limits on Glacier Highway from Brotherhood Bridge to Tee Harbor. Our recommendations are described below and depicted on the attached plan.

## Brotherhood Bridge to Auke Lake Scenic Turn-out:

- This section is currently posted at 50 miles per hour.
- The 85th percentile speed for most of this section is 55 miles per hour.
- Accidents, pedestrians or frequency of driveways present no unusual problems.

50 Recommendation: No change. OK JWA

## Auke Lake Scenic Turn-out to Boat Harbor:

- This section is currently posted at 40 miles per hour.
- The 85th percentile speed is 42 miles per hour.
- The computed "safe" speed on the "Fish Lab" corner is 33 miles per hour. Curve warning signs are in place to warn drivers of the tighter curvature.
- Accidents, pedestrians or frequency of driveways present no unusual problems.

40 Recommendation: No change. OK JWA

## Boat Harbor to Sea View Street:

- This section is currently posted at 40 miles per hour.
- The 85th percentile speed ranges from 37 to 45 miles per hour.
- The "safe" speeds for the sharpest two corners are 33 and 36 miles per hour.
- The area is urban in nature with a sidewalk on one side and higher pedestrian volumes than other areas because of the boat harbor and commercial businesses. It includes a school zone and has many closely spaced driveways with limited sight distance.
- A higher accident rate exists at Dehart's and Fisherman's Bend than at adjacent locations.

35 Recommendation: Reduce the existing 40 MPH limit to 35 MPH. For much of the length of the zone, 35 is near the 85th percentile speed. OK JWA

## Sea View Street to Auke Nu Creek:

- This section is currently posted at 40 miles per hour.
- The 85th percentile speed ranges between 45 and 50 miles per hour.
- The sharpest curves have a "safe" speed of 49 miles per hour.

**State of Alaska**  
**Department of Transportation and Public Facilities**

IN REFERENCE TO:

State Route Name: **Glacier Hwy.**  
State Route CDS No.: **296000**

**ORDER**  
*Establishing a speed limit on a  
State Highway*

Direction of Travel:	Northbound	
Between:	Just west of Seaview Street	CDS MP: 31.39
and:	250 feet south of access to Don Statter Boat Harbor	CDS MP: 31.89

If speed zone boundaries are not the same for  
both directions, complete the following:

Direction of Travel:	Southbound	
Between:	400 feet west of Spaulding Beach Condominiums	CDS MP: 31.23
and:	250 feet south of access to Don Statter Boat Harbor	CDS MP: 31.89

WHEREAS Section 19.10.070 of the Alaska Statutes provides that the Department of Transportation and Public Facilities shall establish safe speed limits on the State Highways; and

WHEREAS the Department of Transportation and Public Facilities has conducted an engineering and traffic investigation; and

WHEREAS said investigation indicates that the hereinbelow ordered speed is the maximum reasonable and safe speed on the hereinbelow described State Highway or State-maintained road;

IT IS HEREBY ORDERED THAT:

*Vehicles traversing the above named road within the above specified  
boundaries shall not exceed a maximum speed of: **Thirty Five ( 35 ) MPH***

IT IS FURTHER ORDERED that the appropriate signs be erected along said roadway to advise the motorist of the speed limits set forth herein.

This order supercedes any previous conflicting order(s) issued for that portion of the roadway where the conflict exists.

7-2-93  
Date

*Kurtis J. Smith*  
S.E. Region Traffic Engineer

7/2/93  
Date

*JOE*  
S.E. Region, Director, D&C

8/4/93  
Date

*Ju Sain*  
S.E. Region, Director, M&O

\_\_\_\_\_  
Actual or Expected Posting Date

Signed copies to Regional Director, M&O, Traffic and Safety, EOS, and

JPD  
Enforcement Jurisdiction Agency

ATTACHMENT F



## **PUBLIC COMMENT SUMMARY**

**As of May 14, 2012**

**(note: Public comment period closed May 12, 2012)**

Approximately 35 people submitted 119 written or emailed comments regarding the Glacier Highway Improvement Projects at Back Loop Road and Fritz Cove Road. In addition to comments submitted directly to the project team, there was a petition circulated in the community by the “Friends of Auke Bay”. The petition, signed by approximately 450 people, stated:

- We wish to keep DeHart’s as a vibrant icon of and service to the community, the University, and visitors.
- We would like to see an inclusive planning process that considers the greater neighborhood as a whole before any changes are made to Glacier Highway between Fritz Cove Road and the Auke Bay Ferry Terminal, including the intersection of Back Loop Road.

***We have categorized the comments, and below is a summary of the most frequent comments. The Design Team is currently reviewing the comments and determining how best to address the concerns raised.***

**BACK LOOP ROAD ROUNDABOUT.** Many of the comments were in opposition to the roundabout that required the acquisition of DeHart’s. Commenters noted that it was an important community and commercial entity in the area (i.e. there is no place else to buy fuel, provisions, etc. in the immediate area). Some felt it was inappropriate to buy out a business for a road improvement project. Others noted that the 3-legged roundabout option had too great of an impact on access to DeHart’s. Many commenters felt the impact the roundabout created on DeHart’s was too great and unnecessary. Some questioned why a signal could not be installed instead. Concern was also raised about the ability of vehicles towing boat trailers and large trucks (particularly fuel trucks) to maneuver through the roundabout. Some commenters did acknowledge that the intersection needed to be improved and a few comments were in support of the roundabout that did take DeHart’s.

**SPEED LIMIT.** Many comments expressed a desire to lower the speed limit through this section of Glacier Highway (or keep it at the currently posted 35 mph). Some people felt that if the speed were lowered, some of the other proposed improvements would not be necessary (for example, improving the curve at Auke Bay Lab). There were a three comments expressing a desire to lower the speed limit to 30 mph or less to make the area a more “walkable community”.

**AUKE BAY COMMUNITY AND PROJECT PROCESS.** Many commenters felt that the project would harm the local community. Some believed that the project did not do enough to enhance the community and that there was a lack of coordination with UAS, Auke Bay Elementary, and CBJ Planning. Some noted a desire for a more pedestrian-friendly corridor (this was often tied to comments about the speed). A couple people noted that the project lacked public support and they felt the process was flawed. One advocated for a community planning study that would consider the livability and walkability of the





project corridor. A few people noted that the project wasn't necessary or felt the proposed improvements were overkill.

**FRITZ COVE INTERSECTION.** Many people commented that they do not like the indirect left turn. Reasons given included it being an unfamiliar movement, concern that no one would use it, and the U-turn being a difficult movement for large vehicles. Concern was also raised at the public meeting about the frequency of black ice forming on the road near the location of the proposed U-turn. Some folks also commented on a desire to improve sight distance for the Fritz Cove traffic.

**PEDESTRIAN SAFETY AT FRITZ COVE.** A few people mentioned a desire for a safe pedestrian crossing at Fritz Cove. Suggestions made included a signal or an underpass.

**BACK LOOP ROAD.** A few people expressed a desire to see a two way left turn lane added to Back Loop Road at the UAS intersection. Because of the steep grade, it is sometimes difficult for vehicles to get going again after being stopped behind a left turning vehicle when the road is icy or snowy. The location of the school bus barn on the Back Loop Road adds to the problem as many buses return during the PM peak hour and make the left turn into the facility.

Other comments we heard but not as frequently as those summarized above, include:

- Drainage problems in this area
- Widen the approach at Auke Lake Way
- What happens if harbor improvements don't get constructed before parking is eliminated on Back Loop Road? (and other concerns about losing the on-street parking on Back Loop Road)
- More improvements at the UAS entrance on Back Loop
- Better coordination with Transit
- More pedestrian crosswalks





## **GLACIER HIGHWAY IMPROVEMENT PROJECTS PUBLIC COMMENT RESPONSES**

**(Note: Public comment period closed May 12, 2012)**

**Thank you for your input!**

*We received over 140 written and e-mailed comments from our April public meeting. Thank You. A summary of those comments was e-mailed out last month and is now posted on the project website. We have categorized the most frequent comments below, and provided our responses.*

### **BACK LOOP ROAD ROUNDABOUT**

*In an effort to keep DeHart's, and minimize impacts to their access, the Design Team has investigated another alternative. In this alternative, the roundabout has been moved further away from DeHart's and into the UAS vacant lot. See figure (thank you to the couple of people who recommended this location). We have met with the adjacent property owners and this new roundabout location is now the proposed alternative. Please see the project website for a higher resolution Figure of this new location for the roundabout. <http://dot.alaska.gov/sereg/projects/abcorr/index.shtml>*



*Proposed Roundabout at Back Loop*



*The Design team looked at traffic signal alternatives in 2003 and 2011. These alternatives would require a retaining wall along side of DeHart's and would eliminate DeHart's direct access onto Glacier Highway. Some of the main reasons for using a roundabout at this location include; a roundabout is safer than a traffic signal, it will have fewer vehicles backing up on the steep grade of Back Loop Road and it will cost less to operate and maintain. Many communities prefer roundabouts because they are more environmentally friendly, slow traffic, and when accompanied with landscaping they are more aesthetically pleasing.*

## **SPEED LIMIT**

*Glacier Highway is designated as an Urban Principal Arterial. Therefore, its main function is to move traffic from one area to another. Decreasing speeds is not an objective of this project—improving safety and providing for future traffic growth are the objectives. The proposed road improvements are designed to be safe at the design speed and will include several improvements that will increase safety including; sidewalks on both sides of the street, 8-foot shoulders, left turn lane at Auke Bay Lab, center lane from Back Loop to Bay View, continuous street lighting, eliminating parking on the shoulders, and improved bus stops at better locations.*

## **AUKE BAY COMMUNITY AND PROJECT PROCESS**

*We heard from the public the importance that DeHart's has to the local community. In response, we have developed a new alternative that will maintain DeHart's and provide them reasonable access. We have met with UAS, CBJ, Auke Bay Elementary, and Capital Transit several times to coordinate this project with their plans.*

*As part of the Auke Bay Corridor Study from 2002 to 2004, there was an extensive public involvement program that included many public meetings and a Citizens Advisory Committee. The outcome of that planning process was a set of short term and long term recommendations. This project is the implementation of many of those short term recommendations, albeit with some revisions to reflect current traffic volumes and growth rates. We held public meetings in January 2011 and April 2012 where we received 250 written comments. The local community has played an important role in the development of this project and many of the design features are specifically based on public feedback. Balancing the needs of motorists, pedestrians, bicyclists, and the adjacent residents and businesses is always a challenge. We feel that the project will be a great improvement to the community and will continue to keep the public involved as the design continues.*

## **FRITZ COVE ROAD INTERSECTION**

*We understand that the indirect left turn is an unfamiliar turning movement for Juneau drivers, so was a roundabout until just a few years ago. It is important to remember that 90% of motorists will not need to use the indirect left turn. The indirect left turn is provided for drivers who do not want to wait for a gap in the traffic to make a standard left turn. Traffic design analysis indicates the only ones that may need to wait longer than recommended at this intersection are the 27 vehicles turning left out of Auke Lake Way during the peak afternoon hour (4:30 to 5:30). When compared to the other 1,093 motorists using this intersection, we do not feel that other intersection configurations that have large impacts to Auke Creek, construction cost, and the majority of motorists, are justified.*



## **PEDESTRIAN SAFETY AT FRITZ COVE ROAD**

*We investigated pedestrian crossings at this intersection and design standards indicate there are not enough pedestrians to justify a crossing. In addition, UAS has plans and funding to build a pedestrian overpass from the Anderson Building to the main campus. This will provide a protected crossing for UAS students and faculty. In addition, the bus stops are being relocated toward the Auke Lake wayside to improve sight distance for the pedestrians crossing the Glacier Highway.*

## **BACK LOOP ROAD**

*Funding appropriations do not include direct improvements to the Back Loop – UAS intersection. However, some improvements will be made including; adding paved shoulder and sidewalks, which will improve visibility for drivers coming out of UAS. We also investigated left turn lanes on Back Loop Road and determined that the numbers of left turning vehicles do not warrant adding left turn lanes, at this time.*

Other comments we heard with corresponding responses, are summarized below:

- Drainage problems in this area
  - *Drainage will be improved throughout the project.*
- Widen the approach at Auke Lake Way
  - *The approach will be widened enough to allow a bus to turn up Auke Lake Way.*
- What happens if harbor improvements don't get constructed before parking is eliminated on Back Loop Road? (and other concerns about losing the on-street parking on Back Loop Road)
  - *Construction of these projects will be an inconvenience to many. We appreciate your patience and look forward to having better facilities when the work is completed.*
- Better coordination with Transit
  - *We have met several times with Capital Transit and will continue to do so through design.*
- More pedestrian crosswalks
  - *Pedestrian crosswalks will be constructed on all three legs of the roundabout. There will continue to be a school crossing near Auke Bay Elementary School. We are also adding crosswalks at the UAS/Back Loop intersection.*

## **FUTURE PROJECT UPDATES**

*Project updates will be posted to the project website and will also be sent to everyone who has provided an e-mail address. If you received this project up-date by e-mail, you are already on the project e-mail list. If you would like to be added to the project e-mail list, or know of someone who wants to be added, you can subscribe to future project updates by going to this web address and entering your e-mail address.*

*<http://visitor.r20.constantcontact.com/d.jsp?llr=vphfazjab&p=oi&m=1110014336501>*



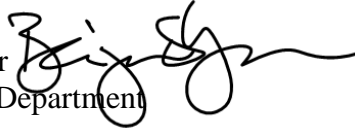
# MEMORANDUM

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

**DATE:** April 21, 2014

**TO:** Planning Commission

**FROM:** Ben Lyman, Senior Planner  
Community Development Department



**THROUGH:** Gerald Gotschall, Chair  
Auke Bay Area Plan Steering Committee

**FILE NO.:** AME2013 0012

**SUBJECT:** DOT&PF Project ID #23475, Glacier Highway Reconstruction: Fritz Cove Road to Seaview Avenue Consistency with Local Ordinances

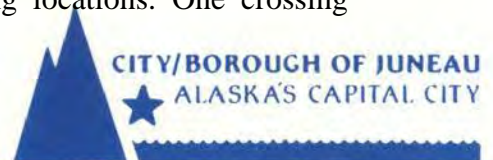
During its April 16, 2014 meeting the Auke Bay Area Plan Steering Committee reviewed the Alaska Department of Transportation and Public Facilities Project ID #23475, Glacier Highway Reconstruction: Fritz Cove Road to Seaview Avenue (the project), for consistency with local ordinances and plans adopted within CBJ 49, the Land Use Code, pursuant to AS 35.30.010 and CBJ 49.15.580, with the intent to forward a recommendation on consistency to the Planning Commission for its consideration.

After brainstorming desired capital transportation improvements over the planning horizon of twenty years (through 2034), the Steering Committee voted to review each relevant transportation improvement for its importance and to vote on whether that improvement was adequately addressed in the project plans.

Staff determined that nine transportation improvements listed during the brainstorming session were potentially within the scope of the project. The Steering Committee's recommendation regarding these improvements are listed below.

- 1) Queuing and turn lane capacity within the project area were considered **sufficient** if provided to a practicable extent, although concern was raised regarding the sufficiency of available space for northbound traffic turning left in to the new Statter Harbor parking lot north of the roundabout.
- 2) Provision of signage or gateway features as traffic calming measures were deemed important, but **not required** as part of the project for local consistency. This treatment may be a future capital improvement for the area.
- 3) There was unanimous consent that speed through the project corridor is a concern, although the degree of that concern was not unanimous; Steering Committee members voted that the project design **should be revised** for a 30 mph design speed throughout the entire project corridor.
- 4) Improving the safety of pedestrian crossings of Glacier Highway within the project area was voted as an important outcome of the project; **no specific recommendations** were made for additional crossing locations. One crossing

ATTACHMENT I



- location, at the Anderson Building curve, was discussed with particularity, but the construction of a safe crossing at this location was determined to be a separate, future capital improvement.
- 5) Sidewalks are being provided along both sides of Glacier Highway throughout the project area; the Steering Committee found that this improvement was **sufficient** in the project plans.
  - 6) Highway-style lighting is being provided along both sides of Glacier Highway throughout the project area; the Steering Committee found that this improvement was **sufficient** in the project plans.
  - 7) Bicycle lanes are being provided along both sides of Glacier Highway throughout the project area; the Steering Committee found that this improvement was **sufficient** in the project plans.
  - 8) Street trees are not being provided in the project; the Steering Committee found that this improvement was **not required** in the project plans.
  - 9) Sound barriers are not being provided in the project; the Steering Committee found that this improvement was **not required** in the project plans for consistency with local ordinances. It was noted that trees are being planted on the west side of the roundabout construction in the project area for sound mitigation purposes, and that these trees will be maintained by the University of Alaska Southeast.

Based on this discussion and the subsequent voting, the Steering Committee found that the attributes of the project are **largely consistent** with CBJ 49. The notable exception to this recommendation for a finding of consistency is that the **design speeds for the project are higher than the Steering Committee found was appropriate** for the corridor. Amending project design by narrowing travel lane widths, addition of on-street parking, inclusion of medians/pedestrian refuge islands, modifications to roadway geometry, or other measures deemed appropriate by the design team to result in a lower design speed were discussed and supported.

### **RECOMMENDATION**

The Auke Bay Area Plan Steering Committee therefore recommends that the project be found consistent with CBJ 49 pursuant to AS 35.30.010, **with the condition that the project design be modified to a 30 mph design speed throughout the project area.**

## Sarah Bronstein

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**From:** PC\_Comments  
**Sent:** Monday, April 21, 2014 3:47 PM  
**To:** Sarah Bronstein  
**Subject:** FW: DOT&PF project 68471 Glacier Highway

**From:** Vivian H. [<mailto:goldeneye35@live.com>]  
**Sent:** Monday, April 21, 2014 3:47 PM  
**To:** PC\_Comments  
**Cc:** Cody Salter  
**Subject:** DOT&PF project 68471 Glacier Highway

We may be traveling and unable to attend the Planning Commission meeting on May 13 but would like the following comments to be included for your review.

We understand that this project plan includes an increase in the speed limit from 35 mph to 40 mph. We strongly oppose to this speed increase because it is often already difficult to exit from Fritz Cove Road onto Glacier Highway in either direction. Several people who live on the road are afraid to make a left turn toward Auke Bay. They avoid this by making a right turn and then using the parking area by Auke Lake to turn around and go back toward Auke Bay (creating another kind of left turn hazard across Glacier Highway).

For many years the Fritz Cove/Glacier Highway intersection has been dangerous. The situation was improved when the cliff was cut back to improve visibility some years ago but despite that improvement the difficulty of exiting from the Fritz Cove Road has increased markedly in the past two or three years.

For as long as we can remember the 35 mile speed limit down off Pederson Hill has been routinely ignored. Increasing the speed limit between the Fritz Cove Road and Auke Bay will only exacerbate this problem and make exiting into the traffic stream on Glacier Highway more dangerous. We believe this increased this safety risk should not be built into the planning of Project 68471. We also question the wisdom of speeding up traffic before it enters Auke Bay, particularly since trailored boats that will be slowing for the turn into the harbor area are frequently in this traffic stream.

Sincerely,

Karl & Vivian Hegg  
2950 Fritz Cove Road  
Juneau, Alaska

ATTACHMENT J

## Sarah Bronstein

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**From:** Bonnie Bennetsen <bonnie\_bennetsen@yahoo.com>  
**Sent:** Monday, April 21, 2014 8:43 AM  
**To:** Sarah Bronstein  
**Subject:** concerns regarding DOT&PF project 68471

Dear Planning Commission,

I am writing to express my concerns about the proposed increase in speed limit (35 to 40mph) with the reconstruction of Glacier Highway between Fritz Cove Road and Seaview Ave. I am a resident on Fritz Cove Road and have children who attend Auke Bay Elementary School. Sight-distances are extremely limited from both directions at the intersection of Fritz Cove Road onto Glacier Highway. Even with the current speed limit, it is very difficult and dangerous turning left or right onto Glacier Highway from Fritz Cove Road, especially during high-traffic times. I also feel an increased speed limit in front of Auke Bay School will put children at greater risk. Classes of children often walk along or cross the highway in front of the school as part of local class field trips, and these occur outside of the drop off and pick up times (the only times when the speed limit reduces to 20mph). This increased risk to our children in front of their school is not worth the benefits a 5mph increase might have here. Please retain the current speed limit in both of these critical areas.

Thank you,  
Bonnie Bennetsen  
1255 Fritz Cove Road  
Juneau, AK 99801  
907-523-1041

ATTACHMENT K



## Sarah Bronstein

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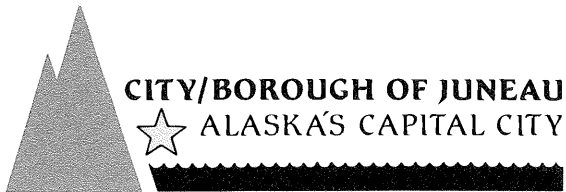
**From:** Lesley M. Lyman <lesleymlyman@hotmail.com>  
**Sent:** Thursday, April 24, 2014 4:07 PM  
**To:** Sarah Bronstein  
**Cc:** jon lyman  
**Subject:** Re: Fritz Cove Rd., left turns on to hwy.

I have grave (no pun intended) concerns about the safety of left turns onto Glacier Hwy from Fritz Cove Rd. I already consider this turn the most dangerous moment of my driving day.

I believe the present plan was based on a study done for right turns out of the University access road, but the left turn out of Fritz Cove Rd. needs a separate evaluation for safety and efficiency. Expecting people to turn right out of Fritz Cove Rd. and then left into the Auke Lake parking lot and then right out of there is not realistic either, as this means waiting for a break in traffic two additional times. I understand that the visibility looking left should be improved due to pulling the guard rail back to accommodate expanded bike and pedestrian access, but that improvement may be negated if the speed limit is increased from 35mph to 40mph.

If the speed limit were kept to 35mph past the junction with FCRd, I think people making that left turn would be a lot safer.

ATTACHMENT L



## **City and Borough of Juneau and Juneau Coastal District Scoping Comments**

February 9, 2011

Linda Smith, USKH Environmental Analyst  
State Dept. of Transportation / Public Works Projects #68471 & 69003  
Glacier Highway: Fritz Cove Road to Auke Bay Elementary School

Dear Ms. Smith:

Thank you for allowing the City & Borough of Juneau to comment on the Glacier Highway renovation projects (68471 & 69003) in the Auke Bay area and Fritz Cove Road. We have combined our comments on both projects in this letter, as follows:

### City/ State Review

Both projects will require a City-State Project Review (CSP review) from the CBJ Planning Commission. The CSP review will consider whether the project conforms with the 2008 CBJ Comprehensive Plan, 2009 Non-Motorized Transportation Plan, CBJ Land Use Code requirements, and 2001 Area Wide Transportation Plan. These plans recommend the following:

- Around Auke Bay and in front Squires Restaurant and UAS Bookstore, Glacier Hwy should have 'Main Street' treatments such as sidewalks at 8-10' widths on both sides of the street, pedestrian lighting, bicycle lanes, on-street parking, curb extensions, etc. to accommodate increased pedestrian usage and safety.
- Sidewalks should be at least 5 feet wide outside of the 'main street' area.
- Bicycle lanes should be provided throughout the project area, be identified with paving markings, and have a minimum width of 4 to 6 feet depending on curbed/curbless shoulder.
- Sidewalks should be separated from the roadway with a vegetated strip in areas of high speed/ volume traffic.
- Street shoulders should be a minimum of 4 feet wide.

### Habitat

Section 49.70.310(a) of the Land Use Code prohibits development within 330 feet of an eagle nest. If development (grading, etc.) will occur within 330 feet of an identified eagle nest shown on the submitted plans an approved Variance from the CBJ Planning Commission will be required. The CBJ 50-foot streamside setback ordinance has exception criteria for developments which must cross the stream, therefore this setback would not apply. The project does not appear to impact any wetlands that have been categorized in the Juneau Wetlands Management Plan. No Juneau Coastal Management Program policies apply to the proposed development.

ATTACHMENT M

Transit

Some of the transit stops within the project area are identified as being substandard by DOT/ PF, and their reconstruction would be warranted with the project. These stops are #87 and #88 at the intersection of the Back Loop Road and Glacier Hwy.

University of Southeast Alaska

The University of Alaska Southeast (UAS) has received funding for a pedestrian overpass connecting the main campus with the Anderson Building on the opposite side of Glacier Highway. Please coordinate efforts with UAS regarding the proposed re-alignment of Glacier Highway.

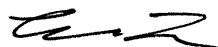
Safe Routes to Schools

The CBJ has received a Safe Routes to Schools grant from DOT/ PF. This grant will fund the use of a consultant to conduct a public process, create a Safe Routes to Schools plan, and make program and infrastructure recommendations to implement the plan. Auke Bay Elementary will be included in this process.

The principal objectives stated in the submittals, such as increased vehicular and pedestrian safety, improved pedestrian connectivity, and streetscape amenities are largely mirrored in the 2009 Non-Motorized Transportation Plan, 2008 Comprehensive Plan, and 2001 Area Wide Transportation Plan. The above recommendations will assist the projects to be consistent with these plans and other codes.

If you have any questions or comments about the recommendations stated above, feel contact me by phone, at (907) 586-0764, or via email, at [Eric\\_Feldt@ci.juneau.ak.us](mailto:Eric_Feldt@ci.juneau.ak.us).

Thank you,



Eric Feldt, Planner II, CFM  
Community Development Dept.  
155 South Seward Street  
Juneau, Alaska 99824  
Ph: (907) 586-0764  
Fax: (907) 586-3365  
E-mail: [Eric\\_Feldt@ci.juneau.ak.us](mailto:Eric_Feldt@ci.juneau.ak.us)

cc: Dale Pernula, CDD Director  
Greg Chaney, CDD Planning Manager