

APPENDIX R

Open House #2 Summary

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EGAN / YANDUKIN



Intersection Improvements



Participation Summary

SFHwy00079 Egan-Yandukin Intersection Improvements

Public Open House #2

Juneau, Alaska
November 25, 2020



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Acronyms and Abbreviations

DOT&PF	Alaska Department of Transportation & Public Facilities
Egan/Yandukin	Egan-Yandukin Intersection Improvements
HSIP	Highway Safety Improvement Program
P&N	Purpose and Need
PEL	Planning and Environmental Linkages

Introduction

This participation summary is used for tracking and documenting public and agency participation activities. It outlines involvement strategies and tactics used to engage the public and agency stakeholders on the Egan-Yandukin Intersection Improvements (Egan/Yandukin) project. The summary includes a description of the participation strategies implemented, tools used for implementation, and results of the participation activities.

The goal of these activities was to fulfill a step in the Planning and Environmental Linkages (PEL) process being conducted by the Alaska Department of Transportation and Public Facilities (DOT&PF). This step is focused on engagement with the community and key agency stakeholders to request feedback on the draft alternatives, evaluation criteria, and results before beginning the finalization process.

Public Participation Activities

The project team conducted several activities to engage with and solicit input on the draft alternatives, evaluation criteria, and results from the public and agencies. Participation activities included:

- Agency Meetings – June 30 and August 20, 2020
- Community Focus Group Meetings – July 1 and August 21, 2020
- Virtual Public Meeting – October 14, 2020
- Online Open House – October 14 through November 12, 2020

These activities provided opportunities for the public and agencies to engage with the project team and provide feedback. Each of the participation activities are further discussed in the following sections.

Agency Meeting #2

On June 30, 2020, the project team hosted an Agency Meeting from 9:00 AM to 12:00 PM using the Cisco WebEx virtual platform. The purpose of this activity was to provide information on the project; solicit comments on the revised purpose and need (P&N) statement, draft range of alternatives, draft screening process, and evaluation criteria; and foster positive agency relations.

Sixteen agency representatives attended the meeting, which provided them the opportunity to meet with the project team. The agencies represented included the U.S. Army Corps of Engineers, City and Borough of Juneau, Alaska Department of Natural Resources, and Alaska Department of Fish and Game. See Attachment A for the full list of attendees.

At the meeting, the project team reviewed the content presented online via an ESRI StoryMap website (Attachment B). The project team also presented information on the range of alternatives, screening process, next steps in the project process, and how to submit comments. Opportunities for participant input and dialogue were offered throughout the meeting. Lastly, the

presentation included a request for feedback through an online survey. Participants were encouraged to provide written comments through July 10, 2020.

Please see Attachment A for the full summary of the meeting, including the attendees and items discussed, and input provided. Attachment E includes input received from both Agency and Community Focus Group members during and after meetings on June 30 and July 1, 2020, respectively.

Community Focus Group Meeting #2

On July 1, 2020, the project team hosted a Community Focus Group from 9:00 AM to 12:00 PM using the Cisco WebEx virtual platform. The purpose of this activity was to provide information on the project; solicit comments on the revised P&N statement, draft range of alternatives, draft screening process, and evaluation criteria; and foster positive community relations.

The meeting hosted 17 community representatives from local businesses, public services, government agencies, and community organizations. See Attachment E for the full list of the attendees and organizations represented.

At the meeting, the project team reviewed the content presented online via an ESRI StoryMap website (Attachment F). The project team also presented information on the range of alternatives, screening process, next steps in the project process, and how to submit comments. Opportunities for participant input and dialogue were offered throughout the meeting. Lastly, the presentation included a request for feedback through an online survey. Participants were encouraged to provide written comments through July 10, 2020.

Please see Attachment E for the full summary of the meeting, including the attendees, items discussed, and input provided. Attachment E includes input received from both Agency and Community Focus Group members during meetings on June 30 and July 1, 2020, respectively.

Agency Meeting #3

On August 20, 2020, the project team hosted an Agency Meeting from 9:00 AM to 12:00 PM using the Cisco WebEx virtual platform. The purpose of this activity was to provide information on the project, solicit comments on the draft Level 1 Screening results and draft Level 2 Screening Criteria and process, and foster positive agency relations.

Three agency representatives attended the meeting, providing them with the opportunity to meet with the project team. The agencies represented included the U.S. Army Corps of Engineers, City and Borough of Juneau, and Alaska Department of Natural Resources. See Attachment C for the full list of attendees.

At the meeting, the project team reviewed the content presented online via an ESRI StoryMap website (Attachment D). The project team also presented information on the draft Level 1 Screening results, draft Level 2 Screening Criteria and process, next steps, and how to submit comments. Lastly, the presentation included a request for feedback through an online survey. Participants were encouraged to provide written comments through August 28, 2020.

Please see Attachment C for the full meeting summary, including the attendees, items discussed, and input provided. No comments were received through the online survey or via email.

Community Focus Group Meeting #3

On August 21, 2020, the project team hosted a Community Focus Group from 9:00 AM to 12:00 PM using the Cisco WebEx virtual platform. The purpose of this activity was to provide information on the project, solicit comments on the draft Level 1 Screening results and the draft Level 2 Screening Criteria and process, and foster positive community relations.

The meeting hosted 12 community representatives from local businesses, public services, government agencies, and community organizations. See Attachment G for the full list of the attendees and organizations represented.

At the meeting, the project team reviewed the content presented online via an ESRI StoryMap website (Attachment H). The project team also presented information on the draft Level 1 Screening results, draft Level 2 Screening Criteria and process, next steps, and how to submit comments. Lastly, the presentation included a request for feedback through an online survey. Participants were encouraged to provide written comments through August 28, 2020.

Please see Attachment G for the full summary of the meeting, including the attendees, items discussed, and input provided. No comments were received through the online survey or via email.

Virtual Public Meeting

On October 14, 2020, the project team hosted a Virtual Public Meeting from 5:30 PM to 7:30 PM, accessible via the project website (dot.alaska.gov/eganyandukin) and telephone. The purpose of this meeting was to provide information on the project; solicit comments on the draft range of alternatives, draft Level 1 and Level 2 evaluation criteria and screening process, and draft Level 1 Screening results; and foster positive public relations.

A 37-minute prerecorded presentation was played at the virtual public meeting; the transcript of this presentation is included as Attachment S. Topics covered included: project timeline, recent work, process for developing and draft criteria for evaluating alternatives for improving the Egan-Yandukin intersection, draft range of alternatives, and draft Level 1 Screening results. Afterwards, project team members were available to receive comments and answer questions from participants.

The event hosted 182 viewers and provided them with an opportunity to submit comments and ask questions of the project team for two hours. Questions could be submitted via a website form, telephone number, email, and text message. A summary of the questions submitted during the event is included as Attachment T. Overall, the attendees asked questions and provided feedback on a variety of topics.



Advertising

The project team advertised the Virtual Public Meeting on the project’s website (dot.alaska.gov/eganyandukin) and through outlets described in Table 1.

Table 1: Advertising for the Virtual Public Meeting and Online Open House

Outlet	Date(s)	Details
Juneau Empire	09/30/2020 11/08/2020	Print advertisement (Attachment I) in the local newspaper for the Virtual Public Meeting
State of Alaska Online Public Notice	10/01/2020	Online Public Notice notifying the public of the Virtual Public Meeting and comment period (Attachment J)
Juneau Empire	10/08/2020 11/11/2020	Digital advertisement (Attachment K) in the local newspaper for the Virtual Public Meeting
Facebook Event	09/30/2020	Facebook Event created through the DOT&PF Facebook page
E-blasts	10/07/2020 11/10/2020	Two e-blasts (Attachment L) notifying the public about project events: one to announce the Virtual Public Meeting and comment period, and one to remind the public about the end of the comment period
Postcard	9/28/2020	Postcards (Attachment M) mailed to all residents and businesses within a 1-mile radius of the Egan-Yandukin intersection, as well other identified stakeholders (see Attachment N for the mailing list)
Press Release	10/13/2019	Press release (Attachment O) from DOT&PF alerting the media to the Virtual Public Meeting
KINY 800/94.9 & KTOO 104.3	09/30/2020	Public service announcement on the radio and a calendar entry on the radio stations’ websites

Attendance

The Virtual Public Meeting received 543 views from 169 participants (Attachment P).

Materials and Information Presented

At the Virtual Public Meeting, the project team presented information through a prerecorded video presentation (see Attachment S for the outline of the prerecorded video). Meeting participants interacted with the project team through live chat, telephone, text message, and email during a live question and answer session.

Earned Media

Table 2 identifies the media coverage after the Virtual Public Meeting.

Table 2: Earned Media

Outlet	Date	Title
Juneau Empire	10/17/2020	<i>DOT presents 5 options for Fred Meyer intersection There were 15, DOT hopes to have one by spring</i>
KTOO	10/18/2020	<i>DOT to design safety improvements at Juneau’s Fred Meyer intersection</i>

The media following the Virtual Public Meeting included information about the event, aiding the project team in their advertising efforts.

Online Open House #2

On October 14, 2020, Online Open House #2 was published online via an ESRI StoryMap website. The purpose of this Online Open House was to provide the public and other



stakeholders an opportunity to view information and materials presented during the Virtual Public Meeting on October 14, 2020. This allowed individuals who were not able to attend the Virtual Public Meeting to learn about the project and submit comments through November 12, 2020.

The Online Open House hosted 725 views from October 14 through November 12, 2020 (Attachment Q).

Materials and Information Presented

At the Online Open House, the project team presented information through ten sections, which contained downloadable materials and the same 37-minute prerecorded presentation that was played at the virtual public meeting. The transcript of this presentation is included as Attachment S. Table 3 outlines the Online Open House website content. Please see Attachment R for the Online Open House #2 content and downloadable material.

Table 3: Online Open House #2 Outline

Station	Description	Downloadable Material
Orientation	Provided information on how to navigate the Online Open House	
Submit Comment	Provided the comment period information and the comment submission process	Interactive comment form
Project Update	Contained the prerecorded Virtual Public Meeting presentation video	Virtual Public Meeting presentation script
Project Timeline	Provided a summary of the 2020 project timeline	Project timeline graphic
Public Involvement	Provided a synopsis of the public involvement events hosted by DOT&PF to collect ideas and suggestions for improving the intersection	Public Involvement summary graphic
Purpose and Need	Provided the project's P&N and other goals ; also highlighted the four ways the Highway Safety Improvement Program (HSIP) would improve driver safety	Purpose and Need Statement fact sheet; How Public Comment Informs Project Purpose and Need graphic; Highway Safety Improvement Program graphic
Evaluation	Provided the draft screening process and results and how Agency and Community Focus Group comments are incorporated	Screening Process, and Agency and Community Focus Group Comment graphics; Draft Level 1 and Draft Level 2 graphics/factsheets
Alternatives	Presented the draft range of alternatives and screening results.	Draft Screening Results chart; maps and Draft Screening Results graphic; videos of the alternatives
Contact	Provided the contact information for the DOT&PF Project Manager and project website address	Links to the Project Manager's email and project website
Project Area	Informed visitors of the project area, the intersection's use, corridor traffic, crash analysis, and current intersection configurations	Photographs and graphic of the project area; 2019 traffic analysis and graphics; accident data; current intersections configurations graphic



Comments

As a result of the public and agency participation activities, the project team received a total of 62 comments from 30 commenters during the comment period, which lasted from October 14 through November 12, 2020. All comments are summarized in Attachment T and listed in Attachment U.

Public engagement for the Egan/Yandukin project is primarily generated by design and process questions. Thus, understanding the project team’s processes and potential future designs are topical for most commenters even if they are not directly mentioned in comments.

The project team categorized the suggestions for intersection improvements into 11 categories. Table 4 outlines the 11 categories and the number of comments in each category.

Table 4: Comment Categories

Category	Number of Comments	Description
Design or Process Questions	12	Comments that ask for additional information, data, or clarification
Left Turn Elimination	9	Comments opposing the elimination of left turns
Support Interchange	8	Comments that support constructing an interchange
Frontage Road	8	Comments supporting the construction of the frontage road
No Traffic Light	6	Comments that oppose addition of traffic lights
Other	5	Comments regarding median crossover, project costs, delay concerns, HSIP, and pedestrian overpass
Safety	5	Comments addressing safety in general
Support Traffic Light	3	Comments supporting addition of traffic lights
McNugget Interchange	2	Comments supporting construction of an interchange at Glacier-Nugget intersection
Support Roundabout	2	Comments that support the roundabout design option
No Interchange	2	Comments that oppose construction of an interchange

Figure 1 is a graph showing the 11 categories and number of comments in each category.

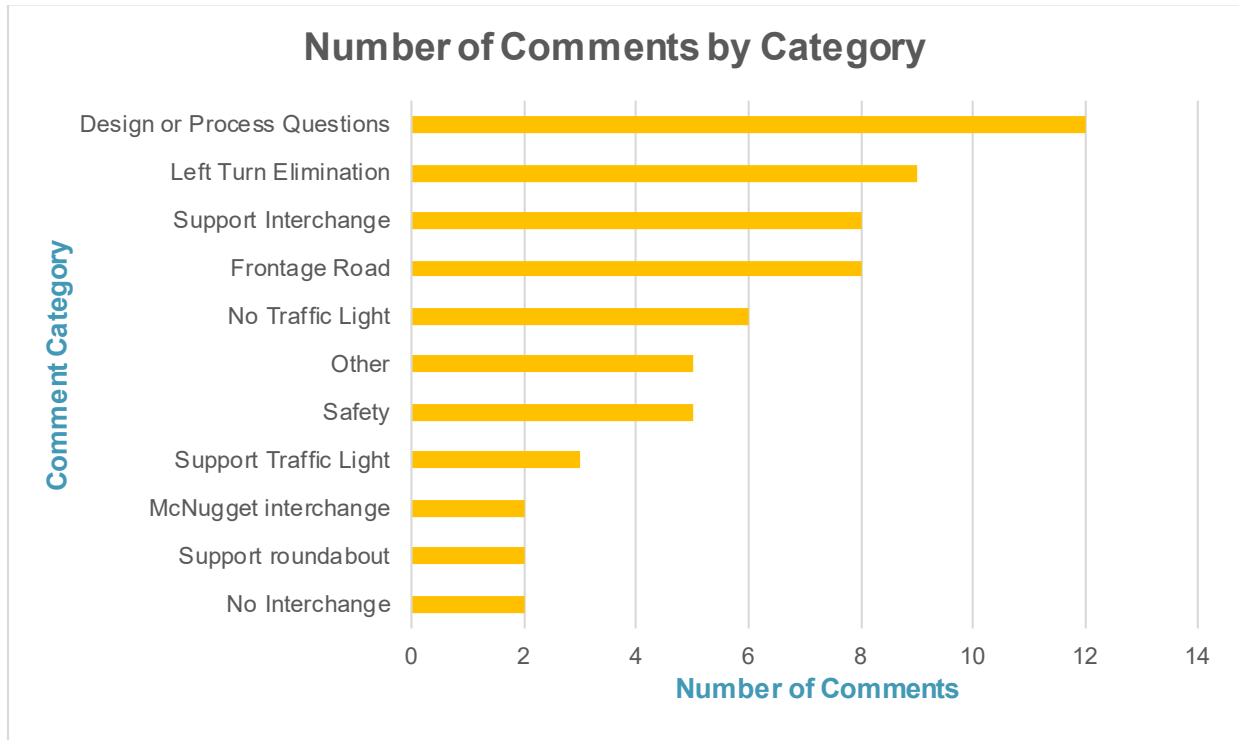


Figure 1: Number of Comments in the Identified Categories

Follow Up

All attendees who provided contact information and agreed to sign up for the email list have been added to that list. The project team encouraged attendees to visit the project website for future updates.



Attachment A: Agency Meeting #2 Summary

WORKSHOP SUMMARY



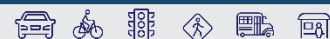
Prepared by:	Taylor Horne, HDR
Project:	Egan Drive and Yandukin Intersection PEL – SFHWY00079
Meeting Subject:	Agency Workshop #2
Meeting Date/ Time:	Tuesday, June 30, 2020 9:00 am – 12:00 pm
Location:	Webex
Meeting Website:	https://storymaps.arcgis.com/stories/25803b2c89fc4a79b2c91990faff041c

Group Members and Attendees:	PROJECT TEAM	AGENCY MEMBERS
Bold: in attendance	Jim Brown, DOT&PF Joanne Schmidt, DOT&PF Ben Storey, DOT&PF Marie Heidemann, DOT&PF Verne Skagerberg, DOT&PF David Epstein, DOT&PF Christy Gentemann, DOT&PF Ryan Bare, DOT&PF Emily Haynes, DOT&PF Jill Taylor, DOT&PF Joseph Galgano, DOT&PF Sam Dapceovich, DOT&PF Taylor Horne, HDR Gina McAfee, HDR Chase Quinn, HDR Aurah Landau, HDR Josie Wilson, HDR Jeanne Bowie, Kinney Engineering Michael Horntvedt, Parametrix	Barbara Trost, ADEC Bill O’Connell, ADEC Adeyemi Alimi, ADEC Terri Lomax, ADEC Jesse Lindgren, ADF&G Kate Kanouse, ADF&G Judith Bittner, DNR Sarah Meitl, DNR Lee Cole, DNR Chris Carpeneti, DNR Irene Gallion, City and Borough of Juneau Alix Pierce, City and Borough of Juneau Benjamin Soiseth, USACE Delana Wilks, USACE Matthew Brody, USACE Randy Vigil, USACE

Summary of Agency Workshop #2

1. Workshop Welcome, Roll Call, Housekeeping Items – Josie, Aurah
 - Josie welcomed everybody to the second in the series of Agency meetings to discuss progress on the Egan / Yandukin Intersection Improvements Project. She oriented attendees on how to navigate the workshop website and participate in the meeting. She held roll call and Aurah assisted individual participants with audio and visual challenges.
2. Agency Role Review – Jim
3. Agenda Review – Jim
 - Jim provided an agenda overview for the workshop. Agenda items were:
 - Recent Work and Results from Public Outreach

- Area and Data
 - Purpose and Need
 - Intersection Improvement Alternatives
 - Screening Criteria
 - Next Steps
4. Project Presentation – Taylor, Jim, Jeanne
- Taylor summarized stakeholder and public outreach efforts from winter 2019/2020.
 - The project is in the planning and public outreach phase. The Project Team is working to find the best improvement options for this intersection by examining:
 - Interim solutions that offer high-value, low-cost options to improve safety; and
 - Potential long-range solutions for the intersection and corridor
 - At the last Agency meeting in November, the Project Team presented traffic and accident data and the group workshopped the project purpose and need.
 - After that, the Project Team hosted a public meeting, an online open house, and a comment period ending in late December to ask people what they thought about the intersection.
 - More than 100 people attended the public meeting, 168 people visited the online open house, and over 50 folks attended CFG and agency meetings. There was quite a bit of conversation on social media about the intersection as well.
 - Jim highlighted public comments and explained the Highway Safety Improvement Plan (HSIP) nomination and process.
 - We've received lots of feedback, including 132 discreet comments. Many people highlighted safety and alternate routes as primary needs to meet when improving the intersection.
 - In response to the high interest in improving safety in the intersection area, DOT&PF recently submitted a funding request through the State of Alaska HSIP for a near-term, lower-cost project that can reduce the number and likelihood for serious crashes at the intersection.
 - Jeanne explained the HSIP nomination.
 - People commented that when heading southbound and turning into Fred Meyer, they cannot tell if a northbound vehicle is in the right turn lane into Fred Meyer or in the right through lane.
 - Offsetting the right turn lane and placing reflective markers will help distinguish which lane northbound travelers are in.



- We also heard people say they aren't confident that northbound vehicles turning into Fred Meyer will yield to southbound vehicles turning into Fred Meyer.
 - A concrete curb traffic island will be added so that it will not be a question if there is an open space available to you to complete your left turn across the two lanes of northbound traffic. It will help drivers make the turn with confidence.
- Additionally, DOT&PF is proposing to adjust the left turn locations in both north and southbound directions to reduce the total width of pavement drivers must cross to complete the left turns.
- The final component in the submitted HSIP nomination is lowering the posted speed limit to 45 mph during the darker, poor-weather winter months. This is because both reduced visibility and roadway conditions have been identified as contributing to the number and severity of crashes.
- Jim added that the proposal must compete for funds, and the Egan / Yandukin intersection improvements project is continuing.
 - This HSIP nomination will be scored against other proposed safety improvements throughout the state. The Project Team will know in September/October whether or not the proposal is accepted.
 - If funded, the HSIP nomination package would be moving in the next year, with the goal of finishing construction by fall 2022 at the earliest.
 - HSIP implementation will also include coordination with local law enforcement and a public education campaign.
 - Other identified needs such as alternative routes and bicycle and pedestrian improvements are not met by this smaller-scale HSIP project.
 - Those will be addressed in the intersection improvement project Planning and Environmental Linkages (PEL) process that is ongoing.

5. Area and Data – Taylor

- Taylor provided a short navigation tutorial on the area and data section of the website so people can review that information later on their own.

6. Purpose and Need – Michael H.

- Michael H. explained that the project Purpose and Need statement evolved in response to public comment.
- The primary purpose is to improve safety for all users at the intersection. Secondary purposes address creating route diversity, improve access for people walking, cycling, or using any other active transportation mode, and to maintain traffic flow through the area.
- Several other economic considerations were added as additional goals for the project.

- DOT&PF's Statewide Environmental office has approved the draft Purpose and Need. The language will officially remain a draft until it is adopted in a later environmental process used to develop a project.

- Discussion:

Terri asked what other land use plans are mentioned.

Michael: We want to make sure we are consistent with the City of Juneau land use. If there are economic or land use improvements that are planned, then we want to make sure we are considering those plans before we propose a parallel route that may interfere with it.

Terri: Is there a watershed plan or a community that is developing a plan?

Michael and JB: We are unsure of this, but will look into this and provide an answer.

Emily knows there are some in Juneau, but is unsure if there is one at this particular intersection.

Alex: We have them for specific watersheds; I don't know about those in the area.

7. Intersection Improvement Alternatives – Jeanne

- Over the last few months, the Egan / Yandukin Project Team has developed a draft range of 15 alternatives for improving the intersection and 6 design features called Compatible Elements that may overlay the alternatives.
- Many of the public comments on the project contained specific design suggestions. Those were included in the draft range of alternatives. The Project Team sometimes used more than one of these ideas in an alternative.
- The various design features and alternatives are grouped into types for review: Compatible Elements, Intersection, Closure, and Overpass/Interchange.
- Jeanne explained each of the six Compatible Elements that layer over alternatives: Travel Demand Management, Intelligent Transportation Systems, Flashing Intersection Ahead or Signal Ahead Sign, Median Crossover, Frontage Road to Nugget, and Grade Separated Connection between Yandukin Drive and Glacier Lemon Road.
- Discussion:
 - Jesse:** ELE-5 – is this always open or just if there is an accident?
 - Jim:** The intention here would be an always-open road.
 - Sarah:** Would the grade design option have an on-off ramp option to get off Egan at Yandukin Drive?
 - Jeanne:** As a Compatible Element, no. There are some overpass alternatives that would use the on-/off-ramp.
- Jeanne described how to read the graphics of the alternatives.

- The upper right-hand corner has the three “needs” for the project. This shows the purpose met by each alternative. There is also a Compatible Element circle that shows which of the Compatible Elements could be included in the improvements.
- Click left and right through intersection alternative groups to see all alternatives. Click on the alternatives to see larger versions without the overlay text boxes.
- Jeanne then explained each alternative.
 - Intersection Alternatives
 - INT—1: No Build – HSIP Alternative Safety Improvements
 - INT—2: Partial Access Signalized Intersection
 - INT—3: Full Access Signalized Intersections
 - INT—4: Move Signalized Intersection from Glacier/Nugget to E/Y Intersection
Example: If you’re coming from downtown, you’d come to Egan / Yandukin and turn left to go toward the airport or housing back there, no longer being able to turn left at Nugget.
 - INT—5: Roundabout Intersection
This would be two lanes. Right now it is not designed for non-motorized access, but we could add signals for non-motorized access.
 - INT—6: Two Signalized T-Intersections
 - INT—7: Relocate Intersection to Southeast of Church
This can utilize any of the signal options.
 - INT—8: Diverted Left Turn Intersection
This is used more in the lower 48, but not in Alaska. This includes three lights, but if they are timed well, you would likely stop at only one of them. The main benefit is at the main intersection, to be able to travel at the same time. This is more efficient for traffic flow, but takes up more space.
 - INT—9: Diverging Diamond Intersection Pair (Nugget and Yandukin Intersection)
If coming from downtown to go to the airport, you’d come to a signal at Glacier Lemon to cross to the other side of the road. Now, when we make the left turn, it would act like a right turn, so the vehicle does not cross traffic.
 - Terri:** Is there a learning curve for drivers when switching over to the other side?
Causing an initial spike in crashes and confusion?
 - **Jeanne:** There is a learning curve, but once it’s learned, it’s designed to feel natural, and you don’t feel like you’re doing something you’re not supposed to.
- Closure Alternatives (started at 10:20 a.m.)



- CLS—1: Southbound Left Closure at the Egan / Yandukin Intersection and Two-Way Frontage Road to Nugget
Extending Glacier Lemon Road all the way down to the Nugget intersection.
- CLS—2: Median Closure and Two-Way Frontage Road to Nugget from Egan / Yandukin Intersection
- CLS—3: Median Closure at Egan / Yandukin Intersection, Interchange at Nugget Intersection
- Interchange/Overpass Alternatives
 - OVP—1: Single Point Urban Interchange
Ramp traffic all meets at one signal under the bridge. This allows all movements at this intersection.
 - OVP—2: Diamond Interchange
Egan Drive traffic goes over the intersection with no stop. All alternatives allow non-motorized traffic under the bridge.
 - OVP—3: Split Diamond Interchange Pair (Nugget and Yandukin Intersections)

Alex: It would be helpful to see the land ownership in the areas where new ramps or roads are proposed.

Jeanne: The next round will include more information on these impacts.

Randy: What are the different tradeoffs that are represented by these alternatives? Traffic flow, pedestrians, etc. Will this be outlined somewhere?

Josie: We haven't talked about screening, but will get into that shortly. If this next section does not answer your question, let us know.

Josie: Are there any missing ideas? Any other comments on the alternatives presented?

Terri: I have no comments yet, since I'm not from Juneau and this is not ADEC's wheelhouse. But it looks like the group has looked at quite a few options, although some look a bit easier than others for a driver navigating.

8. Screening Criteria – Michael

- Michael described the screening process and the screening criteria developed based on the purpose and need.
 - Screening Process: 1. Describe Needs, 2. Develop Alternatives, 3. Screen Alternatives
 - Use a two-level screening system to analyze qualitative information.
 - Level 1 screening criteria are drafted for your comments:
 - Safety is the primary purpose for the project, so if one of the safety criteria is not met, the alternative will be screened out.

- Providing alternate driving routes and improving non-motorized access are also important project purposes.
- Other criteria that will be used for screening in Level 1 of the screening process are those related to economic growth, the environment, cost, and traffic operations.

- Discussion:

Terri: Are the environmental impacts assumed to occur just during construction? I'm thinking of storm water runoff; would this be one of the factors being considered?

Michael: No, this is long-term effects, the permanent impacts.

Christy: This is an impact that would be considered in the NEPA process and we would look at the impact during construction as well.

Jesse: Fish habitat would be an area to consider, but this might be something that would be addressed later. Some of these alternatives might need to move streams.

Sarah: There is some preliminary research that can be done regarding the ages of the built environment through tax records to get the number of historic age buildings in the area or GIS data of new structures going in.

Randy: Another item to be discussed could be technology and how each alternative would affect construction. Whether or not each alternative is within current technology, and what designing or constructing these alternatives would impact.

9. Next Steps – Jim

- Jim provided information on next steps.
 - After this workshop is complete and comments are submitted, the Project Team will compile input and send each participant and group member a summary.
 - Suggestions on the draft range of alternatives and Level 1 screening measures will be incorporated.
 - The Project Team will then screen each alternative with the Level 1 screening measures and draft the Level 2 screening measures. Both of those will be shared in the next Agency meeting.
 - September is a tentative date for the next Public Open House meeting.
 - Agency members are requested to provide comments on the range of alternatives and draft Level 1 screening criteria. Comments are most useful by July 10, 2020.

10. Comment Form – Josie

- Josie provided information on the comment form and what to expect after this workshop.
 - Everyone will receive a link to the workshop website in an email.

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- The website will have all information presented along with a comment form and a survey to provide feedback on how the virtual workshop went.
- Josie restated that comments would be most useful by July 10, 2020.
- She added that agency representatives can contact the Project Team using the contact information on the last page of the website.

DRAFT

Egan / Yandukin Intersection Improvements Project

Agency Meeting #2 - Virtual Workshop

Roles and Content with Script

Meeting Dates/Times/Delivery

	Date	Time	Delivery	Log In
Agency Meeting	Tuesday, June 30, 2020	9 AM – 12 PM	Webex	<ul style="list-style-type: none">• www.webex.com• Meeting number (access code): 146 109 8761• Meeting password: ZmcFJfmy432• Join by phone: +1-408-418-9388


Project Team Roles


Name	Role	Duties
Jim Brown	Host	Welcome, Agenda, Project Overview with Taylor, Closing Remarks
Aurah Landau	Producer	Keep tech running, troubleshoot all things, backup for Josie



Name	Role	Duties
Josie Wilson	Moderator	Workshop guidance items for audience, move group through agenda, monitor chat comments, backup for Aurah
Taylor Horne	Presenter	Project Overview with Jim, Area & Data
Michael Horntvedt	Presenter	Purpose & Need, Screening Criteria
Jeanne Bowie	Presenter	Alternatives
David Epstein, Ryan Bare, Christy Gentemann, Joanne Schmidt	Issue experts	Support for Q&A


Content

- Presented via Webex

Time	Script	Storyboard Text from Website	Visual
9 AM	<p>Workshop Title – Josie</p> <p>Hi, welcome. We will get started in a few minutes.</p> <p>Welcome to the Egan / Yandukin Community Focus Group (Agency) Workshop.</p> <p>I'm Josie Wilson with HDR. I'll be your moderator for the meeting. We also have Aurah Landau on the line who will be our producer handling meeting technical needs.</p> <p>We really appreciate your participation and are excited to discuss the Egan / Yandukin project with you today</p>	<p>Agency Workshop</p> <p>Gathering input for the Egan / Yandukin Intersection Improvements Project</p> <p>Alaska Department of Transportation and Public Facilities Photo: DynaHover June 30, 2020</p>	

Time	Script	Storyboard Text from Website	Visual
	<p>This workshop will cover a lot of ground. So here are a few technical instructions and housekeeping items.</p> <ol style="list-style-type: none"> 1. All lines are muted. If you want to speak, please remember to unmute. 2. You can chat your questions at any time in the chat box. 3. They will be addressed at specific times throughout the workshop, and there are additional Q&A sessions for discussion time. 4. Everyone will receive a summary of this Workshop with chatted questions and answers after the meeting. 5. And finally, this workshop is being recorded, solely for our note taking purposes and to make sure we catch everything. It won't be shared publicly. If you need us to pause the recording at any time, please let us know. <p>We will provide a link in the chat box on how to use Webex.</p> <p>Aurah share Webex instructions link in chat box</p> <p>If you need any technical support, please chat that in. We are standing by to help you.</p> <p>Again, welcome!</p>		

Time	Script	Storyboard Text from Website	Visual
	<p>I'm going to do a quick roll call so we can have a mic check and get started.</p> <p>Please unmute when I call your name. 😊</p> <p>Roll call & mic check – use checklist –</p> <p>Aurah show membership list</p> <p>Now, I'll list the project team members.</p> <p>Aurah show project list</p> <p>I want to recognize Representative Andi Story and Senator Jesse Kiehl for joining us today.</p> <p>ask for anybody else</p> <p>Aurah mute everybody when done</p>		
<p>9:15 AM</p>	<p>Navigating the Workshop – Josie</p> <p>Great! Thanks, everyone, for joining us today! We appreciate your time and participation.</p> <p>What you are seeing on your screen is a website created to provide a workshop experience in a virtual setting.</p> <p>This site will be live after our meeting and available online so you can review the information in detail, submit comments, and fill out the workshop survey.</p>	<p>NAVIGATING THE ONLINE WORKSHOP</p> <p>Thank you for participating in the Egan / Yandukin Improvements Project Agency Workshop hosted by the Alaska Department of Transportation and Public Facilities (DOT&PF).</p> <p>We consider your time valuable and have created an easy-to-navigate environment to provide you with the latest information about the Egan / Yandukin project and to receive your feedback.</p>	

Time	Script	Storyboard Text from Website	Visual
	<p>You will receive an email after this meeting ends with the website and related information.</p> <p>The website address will be added to the chat box for your reference.</p> <p>Aurah chat website address</p> <p>We are going to walk you through everything and answer questions. We also have a planned break during this meeting. However, at any time, if you need to get a drink of water or take a break, please do so. You do not need to let us know.</p> <p>And now, I would like to turn it over to our workshop hosts at the Alaska Department of Transportation and Public Facilities.</p>	<p>The goal of this meeting is to provide an in-person workshop experience in an online setting.</p> <p>To navigate the information after the workshop, please follow the steps listed below.</p> <ol style="list-style-type: none"> 1. Use your mouse to scroll down through the workshop or use the scrolling navigation bar to the right. 2. Jump quickly to different sections using the navigation bar with titles at the top of the screen. 3. There will be a note on presentation materials to enable you to click through any slideshows. 4. Follow directions to leave comments on the project and the workshop. <p>If you need additional assistance navigating the workshop, contact aurah.landau@hdrinc.com or 907-205-6573.</p>	

9:20 AM

Welcome - Jim

Hi, I'm Jim Brown, DOT&PF's Project Manager for the Egan / Yandukin Intersection Improvements project and I would like to welcome all of you back for the second in our series of meetings to discuss progress on the project.

- I prefer meeting with you face to face but circumstances being what they are I want to thank each of you for your flexibility in meeting in this format because it is still vital to a successful PEL process and to moving from the PEL into a NEPA process.

AGENCY REVIEW

Thank you for being a member of the Egan / Yandukin jurisdictional agency group.

DOT&PF is engaging the community of Juneau and key agency stakeholders in a Planning and Environmental Linkages (PEL) process to help guide the development and delivery of improvements to the area of the intersection of Egan and Yandukin Drives.


The PEL process outlines key issues in the area and will include the development of products that can inform a subsequent related National Environmental Policy Act (NEPA) evaluation, such as project Purpose and Need, inventory of environmental resources, development and screening of transportation alternatives, identification of preliminary environmental impacts and mitigation, and full public and agency involvement.



It is critical that the PEL process includes involvement of jurisdictional agencies (23 U.S. Code § 168) so that the information and analysis are acceptable for use within the NEPA process of subsequent projects.


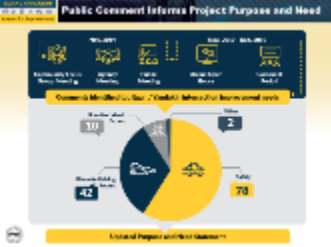
With consideration for the safety of all participants, DOT&PF has developed this online workshop in lieu of an in-person workshop.


[Click for PEL Factsheet](#)





Time	Script	Storyboard Text from Website	Visual
9:20 AM	<p>Workshop Agenda – Jim</p> <p>You can see the agenda items in the grey navigation bar on the top of your screens.</p> <p>Highlights of this agenda include:</p> <ul style="list-style-type: none"> • A walk through of the workshop website in which we will gain your feedback on recent work that we have done. • A review of the purpose and needs of the project that we have together developed for the project. • Go over our compiled list of alternatives that have been developed for the project that include your feedback. • We will share our first level of screening criteria that will be used to determine which alternatives move to the next screening level. • Lastly, we will share further work that will take place after the conclusion of this workshop. <p>I have asked several members of the project team to present today. They will introduce themselves during the presentation.</p> <p>Taylor, take it away.</p>	<p>WORKSHOP AGENDA</p> <ul style="list-style-type: none"> • Recent Work and Results from Public Outreach • Area and Data • Purpose and Need • Intersection Improvement Alternatives • Screening Criteria • Next Steps 	 <p>The visual shows a screenshot of a website. The background is a photograph of a road intersection with green grass on the sides. Overlaid on the image is a semi-transparent grey navigation menu with white text. The menu items correspond to the agenda items listed in the storyboard text.</p>

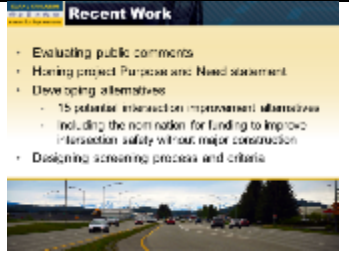

Time	Script	Storyboard Text from Website	Visual
<p>9:30 AM</p>	<p>Project Presentation – Taylor</p> <p>Hi, this is Taylor Horne with HDR.</p> <p>Jim and I will go through a slideshow presentation to bring you up to speed on recent project work and results of public outreach.</p> <p>Please feel free to use the chat window for questions or comments during this section.</p> <p>I'll answer questions at the end of the presentation.</p>	<p>Project Presentation</p> <p>Click through the presentation using the arrow on the right or left side of the presentation.</p> <p>You can expand the graphic by clicking on it.</p>	
	<p>Quite a bit of work has been done on the Egan / Yandukin intersection.</p> <p>This graphic, which we showed you at the last project agency meeting, is a timeline showing different efforts over the last few years.</p> <p>Current work is in the third arrow, the project planning and public outreach phase. We're working to find the best options for improvements for this intersection by examining:</p> <ul style="list-style-type: none"> • Interim solutions that offer high-value, low-cost options to improve safety; and • Potential long-range solutions for the intersection and corridor 	<p>Intersection Improvement Efforts</p>	





Time	Script	Storyboard Text from Website	Visual
	<p>At our last project agency meeting in November, we presented traffic and accident data and talked with you about project purpose and need.</p> <p>Since then, we also held a public meeting, an online open house, and a comment period ending in late December to ask people what they thought about the intersection.</p> <p>We had over 100 people attend the public meeting, 168 people visit the online open house, and over 50 folks join us at the Community Focus Group and Agency meetings. There quite a bit of conversation on social media about the intersection as well.</p> <p>I am going to hand it back to Jim to talk about the feedback we heard and potential safety improvements.</p> <p>Handoff back to Jim</p>	<p>Public and Expert Engagement</p> <p>November 19, 2019, Public Open House in Juneau</p>	
	<p>Jim – Speaks to summary graphic</p> <p>We’ve received lots of feedback, including 132 discreet comments. As you can see here, many people highlighted safety and alternate routes as primary needs to meet when improving the intersection.</p>	<p>Public Comment Informs Project Purpose and Need</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>In response to the high interest in improving safety in the intersection area, we wanted to explore all of our options to deliver as quickly as possible a dedicated safety improvement project.</p> <p>In that regard, the Department and this project team have recently submitted a funding request through the State of Alaska Highway Safety Improvement Program, or HSIP, for an effective near-term, lower-cost project that can reduce the number and likelihood for serious crashes at the intersection.</p> <p>You're looking at a diagram that has a combination of several components that will meet this objective.</p> <p>Breaking this down, this interim suite of improvements will seek to address issues that you and the public have shared with us.</p> <p>You said: "When heading south bound and turning into Fred Meyer, I cannot tell if a northbound vehicle is in the right turn lane into Fred Meyer or in the right most through lane"</p> <p>Design Focus: Offsetting this right turn lane and placing reflective markers to better help distinguish which lane northbound travelers are in.</p>	<p>Highway Safety Funding Proposal</p>	



Time	Script	Storyboard Text from Website	Visual
	<p>You said: "I don't have confidence that a north bound driver turning into Fred Meyer is going to yield to me."</p> <p>Design Focus: Placement of a concrete curb traffic island so that it will not be a question if there is an open space available to you to complete your left turn across the two lanes of northbound traffic. You will be able to make your turn with confidence.</p> <p>Other improvements:</p> <p>Additionally we are adjusting the left turn locations in both the north and southbound direction in order to reduce the total width of pavement you must cross to complete the left turn.</p> <p>The final component in our submitted HSIP nomination is that we will be lowering the posted speed limit to 45 mph during the darker poor weather winter months where both reduced visibility and roadway conditions have been identified as playing a role in the number and severity of crashes.</p> <p>We have confidence that our HSIP package is an effective one but HSIP is a competitive funding program, and this nomination will be scored against other proposed safety improvements throughout the State.</p>		 <p>The visual is a screenshot of a presentation slide titled "Highway Safety Funding Proposal". It features a map of a road intersection with blue callouts and arrows indicating proposed changes. The slide also contains several text boxes with details about the funding proposal.</p>


Time	Script	Storyboard Text from Website	Visual
	<p>We'll know in September/October whether or not the proposal is accepted.</p> <p>If funded, the HSIP nomination package would be moving in the next year with the goal of finishing construction by fall 2022 at the earliest.</p> <p>This safety project's implementation will also include coordination with local law enforcement and a public education campaign.</p> <p>So we are excited to share our progress for this lead safety project with you, but I do want want to say that in our discussions with yourselves and other community members that other identified needs such as alternative routes and bicycle and pedestrian improvements are not met by this smaller scale safety project.</p> <p>Inclusion of a more holistic project including these and other identified needs will be the focus of or dicussions in meetings for long range planning concepts in the coming months with our potentially larger project PEL recommendations.</p> <p>Stop for questions</p> <p>Josie, have any questions been chatted in?</p>		




Time	Script	Storyboard Text from Website	Visual
	<p>After those are dealt with...</p> <p>Handoff back to Taylor</p>		
	<p>Taylor</p> <p>To continue the project status update, the project team has also completed other major work moving the project forward, as you see here on the screen.</p> <p>You just heard about the safety funding nomination. In our meeting today we will go into details on the work that we've done on the Purpose and Need, intersection improvement alternatives, and the design concept screening process.</p>	<p>Recent Work</p> <ul style="list-style-type: none"> • Evaluating public comments • Honing project Purpose and Need statement • Developing alternatives <ul style="list-style-type: none"> • 17 potential intersection improvement alternatives • Including the nomination for funding to improve intersection safety without major construction • Designing screening process and criteria 	
	<p>Your involvement is vital in the process of improving the intersection.</p> <p>We are meeting with you today because we want to hear your thoughts and answer as many of your questions as we can.</p> <p>As we go through the rest of the information today and discuss, we're hoping you'll weigh in:</p> <ol style="list-style-type: none"> 1. Whether the range of alternatives is complete; and 2. Whether the draft screening measures are comprehensive. <p>Josie prep for break</p>	<p>Feedback Today Through July 10</p> <ul style="list-style-type: none"> • Range of Alternatives • Draft Screening Measures 	

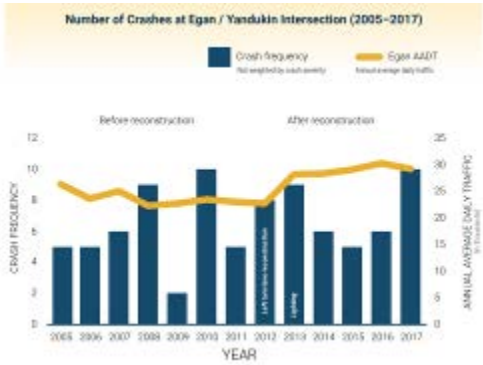


Time	Script	Storyboard Text from Website	Visual
			
9:50 AM	<p>BREAK – Josie</p> <p>Let’s take a 7-minute break.</p> <p>We’ll start back here at [7 minutes later].</p> <p>We’ll go ahead and mute the line until we’re back at [7 minutes later].</p> <p>When back [after 1 minute warning]: Hi, welcome back! We are going to get started with Taylor on our next section.</p>		
10 AM	<p>Project Area and Data - Taylor</p> <p>I am going to give everyone a quick run though of the information that is available on the meeting website.</p> <p>On this website, we wanted to make data available to you about the project area and crash history.</p>	 <p>Photo: DynaHover</p> <p>EGAN / YANDUKIN STUDY AREA</p>	

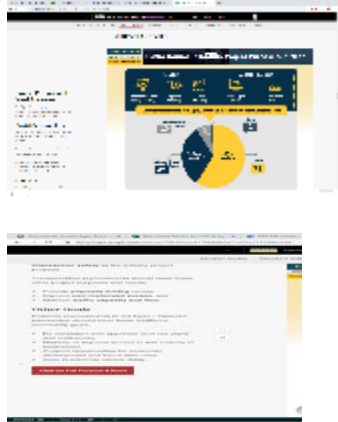
Time	Script	Storyboard Text from Website	Visual
	<p>Most of the same information was presented in November at the Community Focus Group and Agency Group meetings.</p> <p>So, I won't go into details today but I want to show how to navigate this section on your own after the workshop.</p> <p>On the map on the right, you can hover your mouse over areas and points. Hover over project study area polygon, then a blue intersection dot, then a red bus stop.</p> <p>Information will pop up showing intersection names, bus stop locations, public transit map, pedestrian routes, and more.</p> <p>To expand the map, you can click on the map. When you're done, click the two arrows in the upper right-hand corner to get back to the website.</p> <p>Demo this.</p> <p>Going over to the left, you can scroll down for data about and the intersection area.</p> <p>You can click on these smaller images to enlarge them and click the "x" in the top right to go back to the main website.</p> <p>Demo this.</p>	<p>The Egan / Yandukin Improvements Project studied the intersections of Lemon Road and Yandukin Drive with Egan Drive and four nearby intersections. Because of the proximity of the intersections to each other, changes at Egan / Yandukin may impact the other intersections and vice versa.</p> <p>Click for 2019 Traffic Analysis</p> <hr/> <p>INTERSECTION USE</p> <p>Egan Drive is an important connection for carrying long-distance, high-speed traffic.</p> <p>All inbound and outbound traffic, including local traffic, must pass through the intersection of Egan Drive at Yandukin Drive. There are no alternative routes to this intersecion.</p>	


Time	Script	Storyboard Text from Website	Visual
		<p>Good pedestrian routes exist in the area, but there are few locations for pedestrians to cross Egan Drive.</p> <p>Transit vehicles serve the area, with stops at Fred Meyer and the Nugget Mall.</p>  <p>Photo: DynaHover</p> <p>Corridor Traffic</p> <p>Egan Drive is a four-lane, divided principal arterial roadway running generally north-south. It carries about 30,000 vehicles per day.</p> <p>Egan Drive connects downtown Juneau with the Mendenhall Valley and Juneau International Airport, as well as with the University of Alaska Southeast and the Auke Bay Ferry Terminal.</p> <p>Yandukin Drive is a major collector roadway, carrying about 2,500 vehicles per day to Juneau</p>	

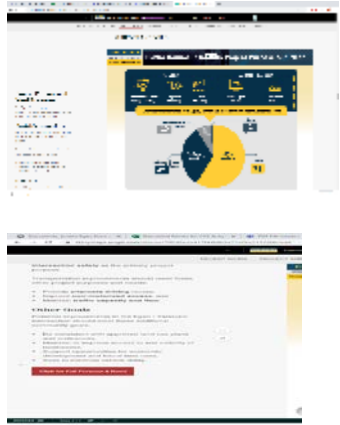

Time	Script	Storyboard Text from Website	Visual
		<p>International Airport and other commercial and residential establishments.</p> <p>Lemon Road/Glacier Highway is a minor arterial roadway. Volumes on the short segment between Fred Meyer and Juneau Christian Center are typically around 7,500 vehicles per day.</p> <p>On the segment of Lemon Road/Glacier Highway that runs parallel to Egan Drive between the Sunny Point Interchange and Yandukin Drive, the volumes are about 4,500 vehicles per day.</p> <hr/> <p>CONSTRAINTS</p> <p>Land Ownership</p> <p>Within the study area, land is owned by the City and Borough of Juneau, DOT&PF, the U.S. Forest Service, and private land holders.</p> <p>Land Uses</p> <p>Existing developments include a variety of land uses. Traffic growth is likely because of the undeveloped lands that are zoned for high-density residential properties within the project area.</p>	




Time	Script	Storyboard Text from Website	Visual
		 <p data-bbox="961 613 1270 630">SOURCE: City of Borough of Juneau GIS files (obtained November 2015)</p> <p data-bbox="953 667 1533 803">Land factors that can constrain intersection improvement alternatives include private and public land ownership interests, wetlands, steep slopes, and more.</p>	
	<p data-bbox="344 847 905 943">As you continue to scroll down on the left, you can see the most current accident data for the intersection.</p> <p data-bbox="344 987 884 1052">The button in red is a link to a factsheet with crash data.</p>	<p data-bbox="953 847 1157 873">CRASH ANALYSIS</p> <p data-bbox="953 917 1549 982">Crash severity at the Egan / Yandukin intersection is of concern.</p> <p data-bbox="953 1026 1528 1161">The frequency of crashes at the intersection has risen in recent years. The intersection now has the 3rd-highest number of crashes in the Juneau area, with 31 crashes over a 5-year period.</p> <p data-bbox="953 1205 1486 1269">There are no fatalities associated with traffic accidents at this intersection.</p> <p data-bbox="953 1313 1451 1378">Left-turn crashes from Egan Drive are the predominant crash type of concern.</p>	




Time	Script	Storyboard Text from Website	Visual																																										
		<p>Crashes are more likely when roads are icy, snowy, or wet - particularly in November through January.</p> <p>Crashes are more likely during rush hour - especially when these conditions occur during periods of darkness.</p> <p>Click for Accident Data</p>  <p>The chart displays two data series from 2005 to 2017. The left Y-axis represents 'CRASH FREQUENCY' (0-12), and the right Y-axis represents 'ANNUAL AVERAGE DAILY TRAFFIC' (0-25). The X-axis is 'YEAR'. A vertical line at 2012 marks the 'RECONSTRUCTION' point. The legend indicates 'Crash frequency' (dark blue bars) and 'Egan AADT' (yellow line). The chart is divided into 'Before reconstruction' (2005-2011) and 'After reconstruction' (2012-2017).</p> <table border="1"> <caption>Number of Crashes at Egan / Yandukin Intersection (2005-2017)</caption> <thead> <tr> <th>Year</th> <th>Crash Frequency</th> <th>Egan AADT</th> </tr> </thead> <tbody> <tr><td>2005</td><td>4.5</td><td>18</td></tr> <tr><td>2006</td><td>4.5</td><td>16</td></tr> <tr><td>2007</td><td>5.5</td><td>17</td></tr> <tr><td>2008</td><td>9.0</td><td>15</td></tr> <tr><td>2009</td><td>2.5</td><td>15</td></tr> <tr><td>2010</td><td>10.0</td><td>15</td></tr> <tr><td>2011</td><td>4.5</td><td>15</td></tr> <tr><td>2012</td><td>8.0</td><td>15</td></tr> <tr><td>2013</td><td>9.0</td><td>18</td></tr> <tr><td>2014</td><td>5.5</td><td>18</td></tr> <tr><td>2015</td><td>4.5</td><td>19</td></tr> <tr><td>2016</td><td>5.5</td><td>20</td></tr> <tr><td>2017</td><td>10.0</td><td>20</td></tr> </tbody> </table>	Year	Crash Frequency	Egan AADT	2005	4.5	18	2006	4.5	16	2007	5.5	17	2008	9.0	15	2009	2.5	15	2010	10.0	15	2011	4.5	15	2012	8.0	15	2013	9.0	18	2014	5.5	18	2015	4.5	19	2016	5.5	20	2017	10.0	20	
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	<p>Q&A - Taylor Ok, any questions on how to explore this section?</p> <p>Josie read chat questions</p>																																												



Time	Script	Storyboard Text from Website	Visual
	<p>Josie – Michael, I think we are ready for the next section.</p>		
<p>10:15 AM</p>	<p>Purpose & Need – Michael</p> <p>Hi, I’m Michael Horntvedt with Parametrix and I’m going to walk you through some updates that we’ve made to the purpose and need statement since we met last.</p> <p>Let me start with the graphic that Jim shared earlier and is on your screen now. Along the top of the graphic we show the touch points we’ve made to develop and refine the draft purpose and need statement that is the guideline our team will use to develop and select alternatives.</p> <p>During our last set of meetings, we worked on the Purpose and Need language with you. Then, we brought the language to the public meeting and asked the public to comment on it. That is the process we show across the top of the graphic.</p> <p>The input we received from everyone involved clearly identified three main focal points: Improve safety and provide an alternate route to the Egan/Yandukin intersection, and improve the area for people walking and biking. The public’s comments were consistent with what we heard from both the agency group and community focus group.</p>	<p>PURPOSE, NEED, AND GOALS</p> <p>Project Purpose and Need Statement</p> <p>The Egan / Yandukin Purpose and Need statement serves to describe the need for and goals of intersection improvements.</p> <p>Updated Purpose and Need</p> <p>Public comment identified the need to improve intersection safety as the primary project purpose.</p> <p>Transportation improvements should meet these additional project purposes and needs:</p> <ul style="list-style-type: none"> • Provide alternate driving routes; • Improve non-motorized access; and • Maintain traffic capacity and flow. <p>Other Goals</p> <p>Potential improvements to the Egan / Yandukin intersection should meet these additional community goals:</p> <ul style="list-style-type: none"> • Be consistent with approved land use plans and ordinances. • Maintain or improve access to and visibility of businesses. • Support opportunities for economic development and future land uses. 	


Time	Script	Storyboard Text from Website	Visual
	<p>After the meetings we incorporated what we heard and reformatted the document to meet federal guidelines for purpose and need statements to be the version we have today. At the bottom of this section, you'll find a link that takes you to the full document where you can review and comment or ask questions for clarity.</p> <p>There is a summary on the left-hand side of the screen and a link to the full Purpose and Need statement.</p> <p>What you'll see in the new document is that we've set primary and secondary purposes for the project and we've outlined additional goals that are important to consider when selecting an alternative.</p> <p>The primary goal is to improve safety for all users at the intersection. Secondary goals are consistent with input we've received to address creating route diversity, improve access for people walking, cycling, or using any other active transportation mode, and to maintain traffic flow through the area.</p> <p>Several other considerations were added as additional goals for the project.</p> <p>DOT&PF's Statewide Environmental office has approved the draft Purpose and Need in its</p>	<ul style="list-style-type: none"> • Seek to minimize vehicle delay. <p>Click for Full Purpose & Need</p>	



Time	Script	Storyboard Text from Website	Visual
	<p>current form. The language will officially remain a draft until it is adopted in the NEPA process. We are open to comments on the Purpose and Need Statement throughout the project process.</p> <p>Again, please take some time after this meeting to click on the link that will take you to the full Purpose and Need so that you can see the full language.</p> <p>Are there any questions right now about the Purpose and Need?</p> <p>Josie, read from chat</p> <p>Josie, transition to Alternatives</p>		
<p>10:30 AM</p>	<p>Alternatives – Jeanne</p> <p>Hi there! I'm Jeanne Bowie, with Kinney Engineering.</p> <p>Over the last few months, the Egan / Yandukin project team has developed a range of alternatives for improving the intersection.</p> <p>Many of the public comments on the project contained specific design suggestion.</p> <p>On your screen are the top design suggestions mentioned by the public.</p>	<p>DRAFT RANGE OF INTERSECTION IMPROVEMENT ALTERNATIVES</p> <p>The public meeting, comment period, and meetings with stakeholders generated numerous suggestions for improving the Egan / Yandukin intersection.</p> <p>DOT&PF used many of the suggestions in developing a range of alternatives for improving the intersection.</p>	



Time	Script	Storyboard Text from Website	Visual
	<p>As we review the range of alternatives later, you'll see that we included these design suggestions into alternatives, sometimes using more than one of these ideas in an alternative.</p>		
	<p>We developed a range of 15 alternatives and several other features that can work together with the alternatives.</p> <p>The various alternatives are grouped into types for review.</p> <p>You received a handout of these alternatives last week and you can download that again by clicking the red button.</p>	<p>Range of Alternatives</p> <p>The range of alternatives includes 15 concepts for improving the Egan / Yandukin intersection area, as well as several compatible elements that may overlay the alternatives.</p> <p>The various alternatives are grouped into types for review.</p> <p>Click for Summary of Alternatives</p>	
	<p>I'll detail all the intersection improvement concepts now by listing each group of alternatives and showing one map for each alternative in that group.</p> <p>I'll start with the group of alternatives called "Compatible Elements".</p> <p>These are transportation elements can stand alone or be combined with other alternatives to offer layers of solutions.</p> <p>Josie – start answering chatted questions per alternative</p>	<p>Compatible Elements (6)</p> <p>Some of the elements of alternatives, such as medians or frontage roads, can stand alone or be combined to offer layers of solutions in various intersection improvement alternatives.</p> <p>Some of these elements examine ways to change driving behaviors to improve safety at the Egan / Yandukin intersection.</p> <p>Click through the alternatives using the arrow on the right or left side of each slide.</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>Several of these elements focus on ways to change driving behaviors. They are not diagrammed but they're listed on your screen.</p> <p>Those include</p> <ul style="list-style-type: none"> • Travel Demand Management treatments would be implemented to reduce traffic volumes on Egan or to spread travel more evenly throughout the day. • Intelligent Transportation Systems tools would be used to notify drivers of crash delays or improve safety. • Flashing Intersection Ahead or Signal Ahead Signs to warn Egan Drive through traffic of the presence of conflicting left turn vehicles at E/Y. <p>Several other compatible elements can be shown visually, like medians or frontage roads.</p> <p>Again, these are not full solutions, but elements that can be added to augment more complete alternatives.</p> <p>You can see the legend in the bottom left of the map.</p> <ul style="list-style-type: none"> • Give a one-sentence summary of what each alternative does • And add any relevant notes about how alternative incorporated public suggestions. 		  


Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> Move through the slides of alternatives. <p>Keep these in mind as we go through other alternatives because these can layer onto other concepts.</p>		
	<p>Moving into the nine alternatives that cover the range of intersection options...</p> <p>Start with no build alternative</p> <p>Then very briefly mention INT-1 HSIP (this is the funding proposal that Jim mentioned earlier. It's included in this list because it will be forwarded on.)</p> <p>As you start INT-2...</p> <p>All the rest of the maps will have the legend and a bit more information:</p> <ol style="list-style-type: none"> The blue box on top right of the image shows which part of the purpose and need statement are met by the alternative. The circular turquoise section on the top left describes those compatible 	<p>Intersection Alternatives (9)</p> <p>This group of alternatives details a variety of possible changes to the Egan / Yandukin intersection.</p> <p>Click through the alternatives using the arrow on the right or left side of each slide.</p>	



Time	Script	Storyboard Text from Website	Visual
	<p>transportation elements that can be added to the alternative to improve it.</p> <ol style="list-style-type: none"> 1. Give a one-sentence summary of what each alternative does 2. And add any relevant notes about how alternative incorporated public suggestions. 3. Move through the slides of alternatives. 		



Time	Script	Storyboard Text from Website	Visual
	<p>Three alternatives deal with closing one or more turning movements at the intersection.</p> <ul style="list-style-type: none"> • Give a one-sentence summary of what each alternative does • And add any relevant notes about how alternative incorporated public suggestions. • Move through the slides of alternatives. 	<p>Closure Alternatives (3)</p> <p>This group of alternatives examines closing one or more turning movements at the intersection and moving those turning movements to other locations.</p> <p>Click through the alternatives using the arrow on the right or left side of each slide.</p>	
	<p>Three alternatives detail variations on overpass or interchange alternatives.</p> <ul style="list-style-type: none"> • Give a one-sentence summary of what each alternative does • And add any relevant notes about how alternative incorporated public suggestions. • Move through the slides of alternatives. 	<p>Interchange/Overpass Alternatives (3)</p> <p>This group of alternatives highlights a range of possible overpass configurations.</p> <p>Click through the alternatives using the arrow on the right or left side of each slide.</p>	



Time	Script	Storyboard Text from Website	Visual
			
<p>11:10 AM</p>	<p>Alternatives Q&A – Jeanne & Josie</p> <p>Josie, have any other questions about alternatives been chatted in?</p> <p><i>Josie give questions from the audience chat box.</i></p> <p>Two questions we'd like feedback on are:</p> <ol style="list-style-type: none"> 1. Are there any missing ideas for improvements? 2. Any other comments on the alternatives presented? <p>Feel free to send us comments or questions after you have had a chance to look over everything online as well.</p> <p>Now we'll move on to Michael for the process and draft criteria for evaluating these alternatives.</p>	<p>Q&A</p> <p>Please unmute your line and ask a question, or type your question into the chat box for group discussion.</p>	



Time	Script	Storyboard Text from Website	Visual
<p>11:20 AM</p>	<p>Screening - Michael</p> <p>We've shared a lot of information today about how we developed our guiding purpose and need, how we've sketched out alternatives that we think meet the purpose and need at different levels and now I'll share what we plan to do next.</p> <p>We've provided a basic flow map on the screen that will help outline the process that we're using to get from the beginning of the project to a recommended alternative or two that would be carried into the final environmental approval process. As you'll see in the diagram, we've completed most of what you see in the first step of the process by collecting data, defining the needs based on performance criteria, and we've collaboratively developed the purpose and need statement.</p> <p>We are currently in the second step of the process to develop alternatives as Jeanne just previewed with you.</p> <p>Next, we'll need to evaluate the alternatives to ensure they meet the purpose and need and goals. As you saw, there are a vast number of alternatives that could meet the needs at various levels and costs.</p>	<p>Evaluating Intersection Improvement Alternatives</p> <p>Screening Process</p> <p>Each intersection improvement alternative will be evaluated according to the project Purpose and Need, feasibility, costs, impacts on private land and the environment, and other screening criteria.</p> <p>Two screening levels will be used.</p> <p>Alternatives that come out of a first (Level 1) screening as viable will be evaluated with a second set of metrics (Level 2) designed to more finely screen the range of alternatives.</p> <p>The alternative(s) that emerge from both rounds of screening will be recommended in 2021 in the project report.</p>	



Time	Script	Storyboard Text from Website	Visual
	<p>The two-level screening process we've outlined will allow the project team to evaluate the merits of the many ideas for improving the intersection, rank them, and share the information to you and the public for additional comments. Ultimately, we'll use this process to select a recommended alternative for final environmental approval.</p> <p>The two screening levels are shown in the right most panel on the screen. The first level screening will be more qualitative and be used to allow us to focus on alternatives that best meet the P&N, are most reasonable and feasible. We will document this process so that it is clear how we make recommendations to no longer consider some of the alternatives in the 2nd level screening.</p> <p>Alternatives that come out of a first (Level 1) screening as viable will be evaluated with a second set of more quantitative metrics (Level 2) designed to more finely screen the range of alternatives.</p> <p>The alternative or alternatives that emerge from both rounds of screening will be recommended in the final project report.</p>		



Time	Script	Storyboard Text from Website	Visual
			
	<p>On this screen you can see what we're proposing to use for the level 1 screening. Across the top from left to right you'll see that we've outlined the purpose, need, metric, and an explanation about how we'll use the metric.</p> <p>You'll notice that we've set up the screening criteria so that it maps directly back to the purpose and need as we've already discussed.</p> <p>As we've described today safety is the primary purpose and it is listed across the top of the screening criteria. I'd like to point out that if any alternative does not meet this need in one or more of the metrics, it will be screened out for further consideration. We will also put additional emphasis on alternatives that meet the safety metrics for all modes and those that result in higher scores.</p> <p>Providing alternate driving routes and improving non-motorized access are also important project purposes.</p> <p>Other criteria that will be used for screening in Level 1 of the screening process are those</p>	<p>Draft Level 1 Screening Criteria</p> <p>Click for Draft Level 1 Criteria</p> <p>Early evaluation with primary and secondary Level 1 screening criteria will differentiate alternatives based on meeting the project Purpose and Need.</p> <p>Level 1 screening criteria are in draft form.</p> <p>Purpose and Need Criteria</p> <p>Public comments were clear that safety is the primary project purpose.</p> <p>Safety metrics will receive higher weighing in evaluations of alternatives.</p> <p>Providing alternate driving routes and non-motorized access are also important in meeting the project Purpose and Need.</p> <p>Other Metrics</p> <p>These additional screening criteria address how social and economic considerations will be used</p>	

Time	Script	Storyboard Text from Website	Visual
	<p>related to economic growth, the environment, cost, and traffic operations.</p> <p>Again, we ask that you take some time to read through this material and provide us with any comments you have on the first level of screening criteria. We plan to bring a draft of 2nd level criteria to our next group meeting for your review and comments.</p> <p>I'll pause here to let you read through the material or collect your notes from any earlier review.</p> <p>Wait 1-2 minutes</p> <p>If you didn't finish your review or if you need to touch base with others in your organization, please use the time that the presentation will remain up to gather your thoughts and send us comments.</p>	<p>to evaluate alternatives for improving the Egan / Yandukin intersection.</p>	
<p>11:30 AM</p>	<p>Q&A – Michael & Josie</p> <p>Let's see what kinds of questions have been chatted in about the screening process and draft Level 1 criteria.</p> <p>Josie read questions from the audience chat box. When those are done...</p> <p>Are there any missing screening criteria?</p>	<p>Q&A</p> <p>Please unmute your line and ask a question, or type your question into the chat box for group discussion.</p>	

Time	Script	Storyboard Text from Website	Visual
	<p>Josie - Feel free to send us comments or questions after you have had a chance to look over everything online.</p> <p>Jim is now going to talk about next steps.</p>		
<p>11:40 AM</p>	<p>Project Next Steps – Jim</p> <p>We know that we have shared a lot of material with you today and we are asking that you give us your comments and ideas on the concepts you have seen. We will keep this presentation available for you to review online so that you can reference any information to finalize your comments.</p> <p>Again, I would like to stress how much we value your input in this process and we want to hear from you, so get those comments in on</p> <ul style="list-style-type: none"> • The range of intersection improvement alternatives • Draft level 1 screening criteria for the long range alternatives <p>After we review your comments and this workshop is complete, we will compile your input and we will be sending each participant of the workshop a summary. After this, including input that you give us, we will be refining what alternatives are carried forward for further screening. The team will be preparing those</p>	<p>NEXT STEPS</p> <p>We appreciate your participation and value your feedback. Please submit comments through July 10, 2020.</p> <p>Please take your time looking at this information, then share your comments on the following items in the project survey section of this workshop:</p> <ul style="list-style-type: none"> • Range of intersection improvement alternatives • Draft Level 1 screening criteria <p>Once this workshop is complete, we will compile your input and will send each participant a workshop summary. Then, we will prepare for another Community Focus Group meeting in the next few months.</p> <p>This fall, we are planning for a meeting to inform the public about the Egan / Yandukin project. We are currently targeting September for a public meeting and will keep you informed.</p>	

Time	Script	Storyboard Text from Website	Visual
	<p>results to share with you in our next Community Focus Group meeting.</p> <p>This Fall, we are planning for our second open house to inform the public about our progress on the Egan / Yandukin project. We are currently targeting September for this public meeting and we will keep you informed.</p> <p>I would like to thank all of you for taking the time to join us today and working with us in this meeting format during these challenging times.</p> <p>I'm going to hand off to Josie who will go through some wrap-up items and tell you how to enter your comments in the website.</p>		
<p>11:50 AM</p>	<p>Comment Form - Josie</p> <p>A few key pieces of information as we wrap up:</p> <ol style="list-style-type: none"> 1. You will receive an email after this meeting with a link to this website. 2. Please post your comments and submit your workshop survey by then. 3. You can use this comment form to submit feedback on the range of alternatives, screening criteria, or other topics. 4. All comments received from today through July 10, 2020 will be included in the comment record and workshop summary report. 	<p>Egan / Yandukin Project Comment Form</p> <p>Workshop Project Survey and Comments</p> <p>Thank you for participating in the Egan / Yandukin Community Focus Group virtual workshop. We value your opinion, so please answer the following three questions and provide your comments. Thank you.</p> <ol style="list-style-type: none"> 1. Information: Name, Business or Organization if applicable, Address, Phone Number 2. Range of Alternatives: The wide range of alternatives for improving the Egan / Yandukin intersection was developed 	

Time	Script	Storyboard Text from Website	Visual
		<p>based on public comment and analysis by transportation experts. Are there any missing ideas for improvements? What comments do you have on the alternatives presented?</p> <ol style="list-style-type: none"> 3. Level 1 Screening Measures: The project will use two levels of screening measures to rank the alternatives against each other. Are there any missing screening criteria? 4. Please leave any additional comments. 	
	<p>Workshop Survey – Josie</p> <ol style="list-style-type: none"> 5. When you are looking through the website, please also take a moment to complete the brief workshop survey, letting us know what you liked about this workshop, and what might work better for future meetings. 	<p>Workshop Survey Egan / Yandukin Workshop Feedback Thank you for participating in the Egan / Yandukin virtual stakeholder workshop. Please take 5 minutes to provide valuable feedback about your experience.</p> <ol style="list-style-type: none"> 1. Workshop Layout: Was the layout of the workshop understandable and easy to follow? Comments? 2. Access: Were you able to access all links throughout the process? Comments? 3. Clarity of Materials: Were the materials presented in a way that was easy to understand? Comments? 4. Interactive Process: Did the process feel interactive, with opportunities for comments and questions? Comments? 5. Meeting Likes: Please list something you liked about the meeting. 	

Time	Script	Storyboard Text from Website	Visual
		<ul style="list-style-type: none"> 6. Meeting Dislikes: Please list something you did not like about the meeting. 7. How would you rate the overall experience of the virtual workshop? (1-5 stars, with 5 being the highest). Comments? 8. Optional Comments: Please provide any additional feedback 	
<p>11:55 AM</p>	<p>Project Contact Information – Josie</p> <p>Thank you for attending today’s Community Focus Group workshop.</p> <p>On the screen is contact information for Jim and the project.</p> <p>Please do get in touch with questions, comments, and suggestions. We welcome your feedback.</p> <p>And check your inbox for an email following this workshop.</p> <p>Have a great day!</p>	<p>PROJECT MANAGERS Jim Brown, DOT&PF</p> <p>EMAIL eganyandukin@alaska.gov</p> <p>PHONE 907-465-1796</p> <p>WEBSITE www.dot.alaska.gov/eganyandukin</p>	



Attachment B: Agency Meeting #2 StoryMap



NAVIGATING THE ONLINE WORKSHOP

Thank you for participating in the Egan / Yandukin Improvements Project Agency Workshop hosted by the Alaska Department of Transportation and Public Facilities (DOT&PF).

We consider your time valuable and have created an easy-to-navigate environment to provide you with the latest information about the Egan / Yandukin project and to receive your feedback.

The goal of this meeting is to provide an in-person workshop experience in an online setting.

To navigate the information after the workshop, please follow the steps listed below.

1. Use your mouse to scroll down through the workshop or use the scrolling navigation bar to the right.
2. Jump quickly to different sections using the navigation bar with titles at the top of the screen.
3. There will be a note on presentation materials to enable you to click through any slideshows.
4. Follow directions to leave comments on the project and the workshop.

If you need additional assistance navigating the workshop, contact aurah.landau@hdrinc.com or 907-205-6573.



AGENCY REVIEW

Thank you for being a member of the Egan / Yandukin jurisdictional agency group.

DOT&PF is engaging the community of Juneau and key agency stakeholders in a Planning and Environmental Linkages (PEL) process to help guide the development and delivery of improvements to the area of the intersection of Egan and Yandukin Drives.

The PEL process outlines key issues in the area and will include the development of products that can inform a subsequent related National Environmental Policy Act (NEPA) evaluation, such as project Purpose and Need, inventory of environmental resources, development and screening of transportation alternatives, identification of preliminary environmental impacts and mitigation, and full public and agency involvement.

It is critical that the PEL process includes involvement of jurisdictional agencies (23 U.S. Code § 168) so that the

information and analysis are acceptable for use within the NEPA process of subsequent projects.

With consideration for the safety of all participants, DOT&PF has developed this online workshop in lieu of an in-person workshop.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF. The resulting planning products may be adopted during a subsequent environmental review process.

[Click for PEL Factsheet](#)



WORKSHOP AGENDA

Recent Work and Results from Public Outreach

Area and Data

Purpose and Need

Intersection Improvement Alternatives

Screening Criteria

Next Steps

Photo: DynaHover



RECENT PROJECT WORK

EGAN / YANDUKIN



Intersection Improvements

Egan Drive and Yandukin Drive Intersection Improvements Project

June 30, 2020



Project Presentation

Click through the presentation using the arrow on the right or left side of the presentation.

You can expand the presentation by clicking on the graphic.

EGAN / YANDUKIN



Intersection Improvements

Intersection Improvement Efforts

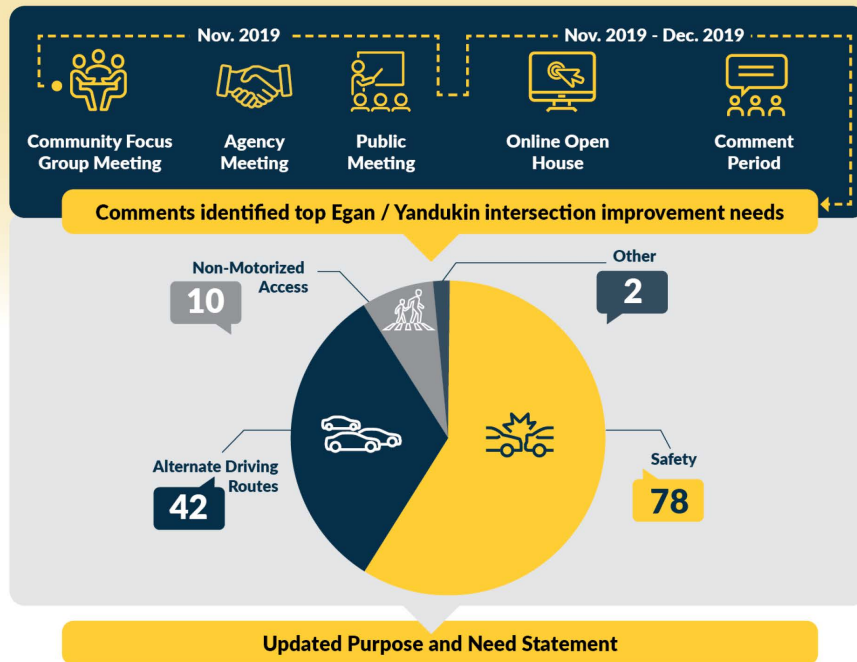


Public and Expert Engagement

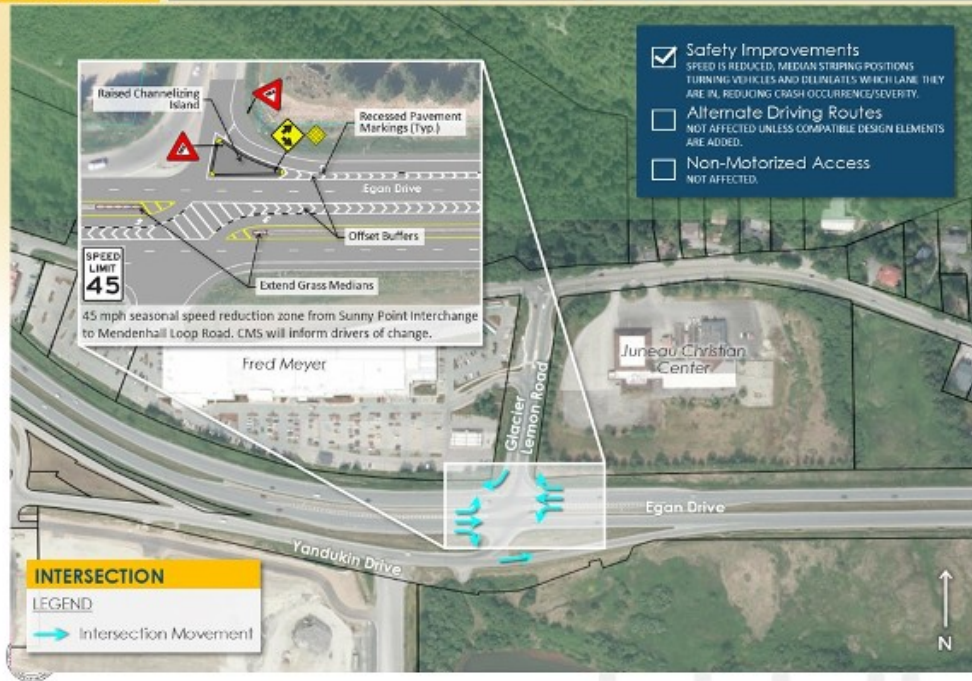


November 19, 2019, Public Open House in Juneau

Public Comment Informs Project Purpose and Need



Highway Safety Funding Proposal

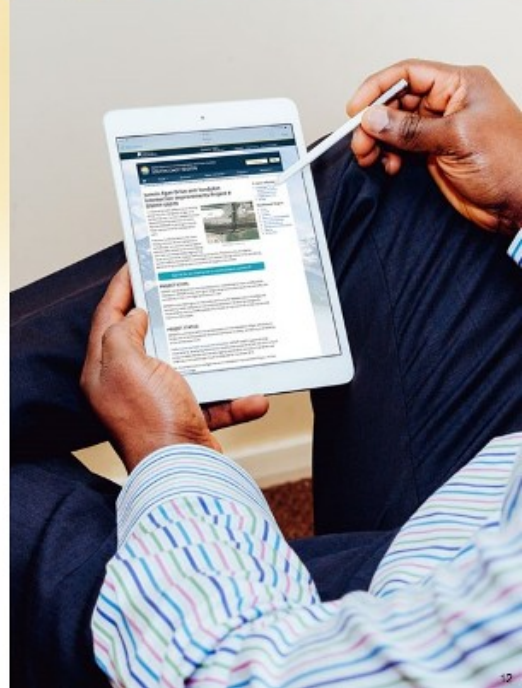


Recent Work

- Evaluating public comments
- Honing project Purpose and Need statement
- Developing alternatives
 - 15 potential intersection improvement alternatives
 - Including the nomination for funding to improve intersection safety without major construction
- Designing screening process and criteria



- Range of Alternatives
- Draft Screening Measures



PROJECT AREA AND DATA

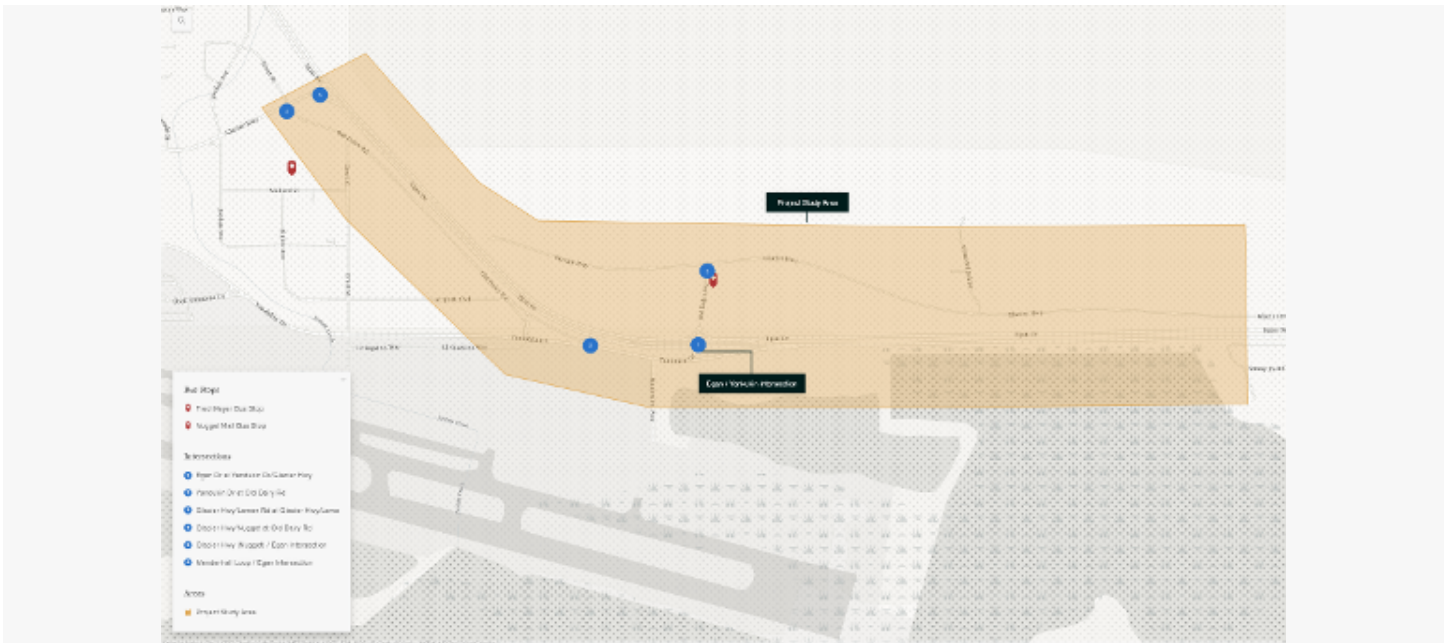




Photo: DynaHover

Study Area

The Egan / Yandukin Improvements Project studied the intersections of Lemon Road and Yandukin Drive with Egan Drive and four nearby intersections. Because of the proximity of the intersections to each other, changes at Egan / Yandukin may impact the other intersections and vice versa.

[Click for 2019 Traffic Analysis](#)

Intersection Use

Egan Drive is an important connection for carrying long-distance high-speed traffic.

All inbound and outbound traffic, including local traffic, must pass through the intersection of Egan Drive at Yandukin Drive. There are no alternative routes to this intersection.

Good pedestrian routes exist in the area, but there are few locations for pedestrians to cross Egan Drive.

Transit vehicles serve the area, with stops at Fred Meyer and the Nugget Mall.



Photo: DynaHover

Corridor Traffic

Egan Drive is a four-lane divided principal arterial roadway running generally north-south. It carries about 30,000 vehicles per day (VPD).

Egan Drive connects downtown Juneau with the Mendenhall Valley and Juneau International Airport, as well as with the University of Alaska Southeast and the Auke Bay Ferry Terminal.

Yandukin Drive is a major collector roadway, carrying about 2,500 vehicles per day to Juneau International Airport and other commercial and residential establishments.

Lemon Road/Glacier Highway is a minor arterial roadway. Volumes on the short segment between Fred Meyer and Juneau Christian Center are typically around 7,500 vehicles per day.

On the segment of Lemon Road/Glacier Highway that

runs parallel to Egan Drive between the Sunny Point Interchange and Yandukin Drive, the volumes are about 4,500 vehicles per day.

Constraints

Land Ownership

Within the study area, land is owned by the City and Borough of Juneau, DOT&PF, the U.S. Forest Service, and private land holders.

Land Uses

Existing developments include a variety of land uses. Traffic growth is likely because of the undeveloped lands that are zoned for high-density residential properties within the project area.

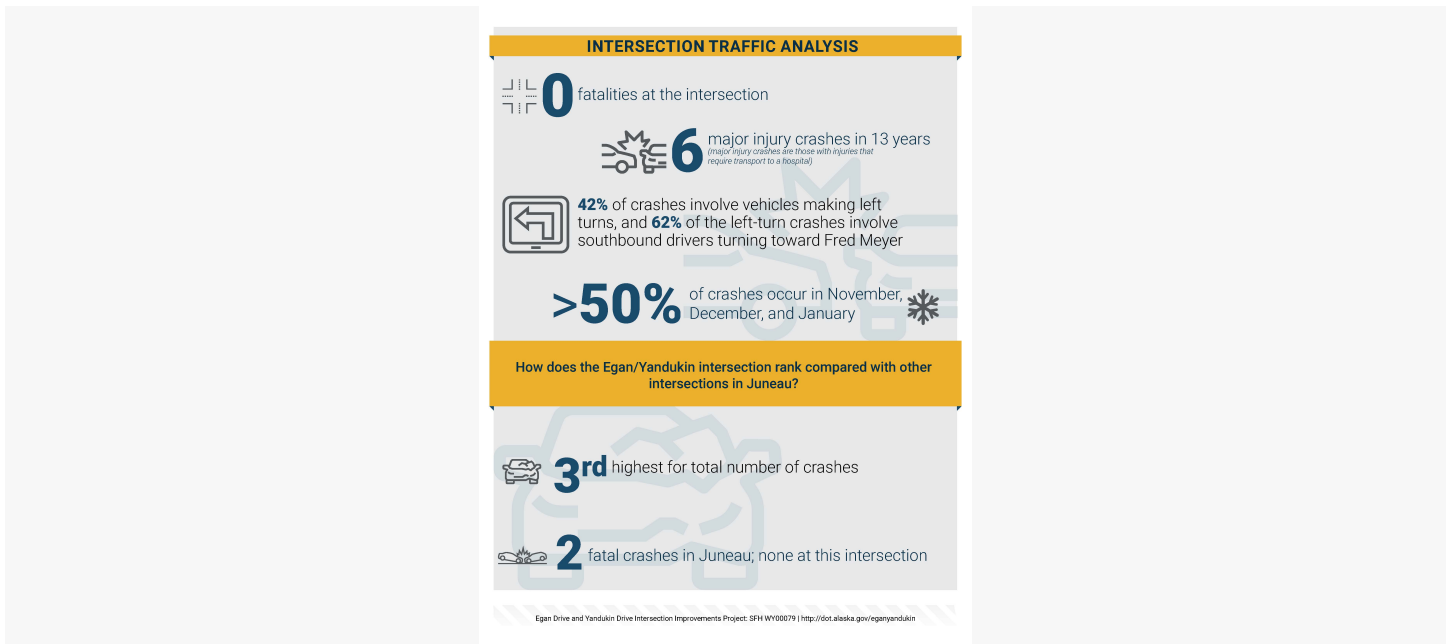


SOURCE: City & Borough of Juneau GIS files (obtained November 2017)

Constraining Factors

Land factors that can constrain intersection improvement

alternatives include private and public land ownership interests, wetlands, steep slopes, and more.



Crash Analysis

Crash severity at the Egan / Yandukin intersection is of concern.

The frequency of crashes at the intersection has risen in recent years. The intersection now has the 3rd highest number of crashes in the Juneau area, with 31 crashes over a 5-year period.

There are no fatalities associated with traffic accidents at this intersection.

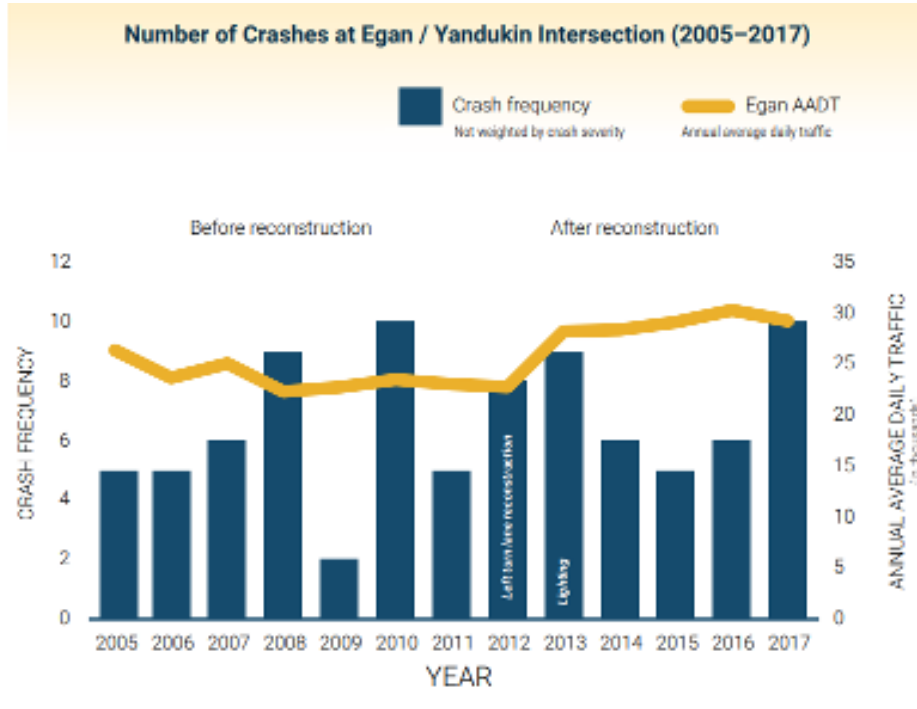
Left-turn crashes from Egan Drive are the predominant crash type of concern.

Crashes are more likely when roads are icy, snowy, or wet - particularly in November through January.

Crashes are more likely during rush hour - especially when these

conditions occur during periods of darkness

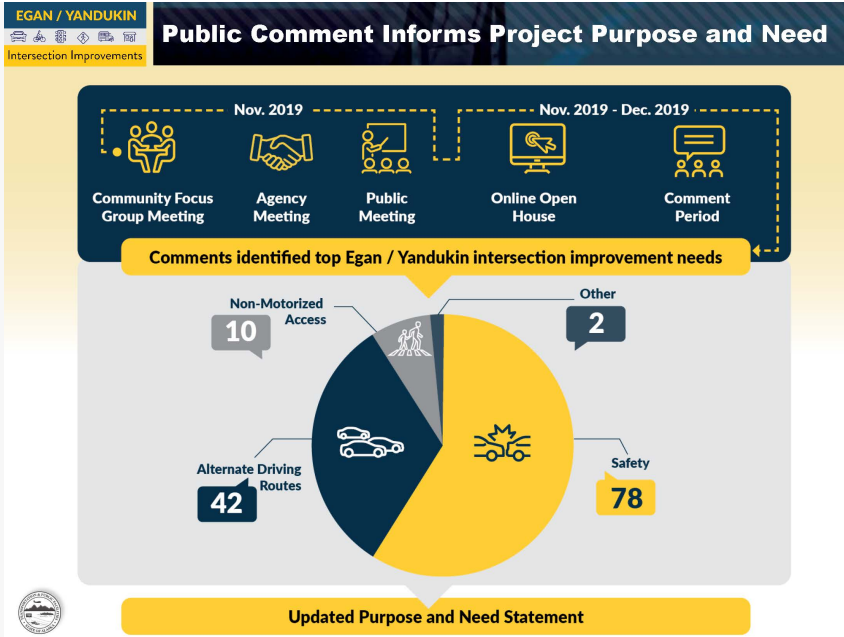
[Click for Accident Data](#)



Number of Crashes at Egan Dr./Yandukin Dr. Intersection (2005 – 2017)



PURPOSE AND NEED



Project Purpose and Need Statement

The Egan / Yandukin Purpose and Need statement serves to describe the need for and goals of intersection improvements.

Updated Purpose and Need

Public comment identified the need to improve **intersection safety** as the primary project purpose.

Transportation improvements should meet additional project purposes and needs:

- Provide **alternate driving** routes;
- Improve **non-motorized access**; and
- Maintain **traffic capacity and flow**.

Other Goals

Potential improvements to the Egan / Yandukin intersection should meet these additional community goals:

- Be consistent with approved land use plans and ordinances.
- Maintain or improve access to and visibility of businesses.

- Support opportunities for economic development and future land uses.
- Seek to minimize vehicle delay.

[Click for Full Purpose & Need](#)

Q&A

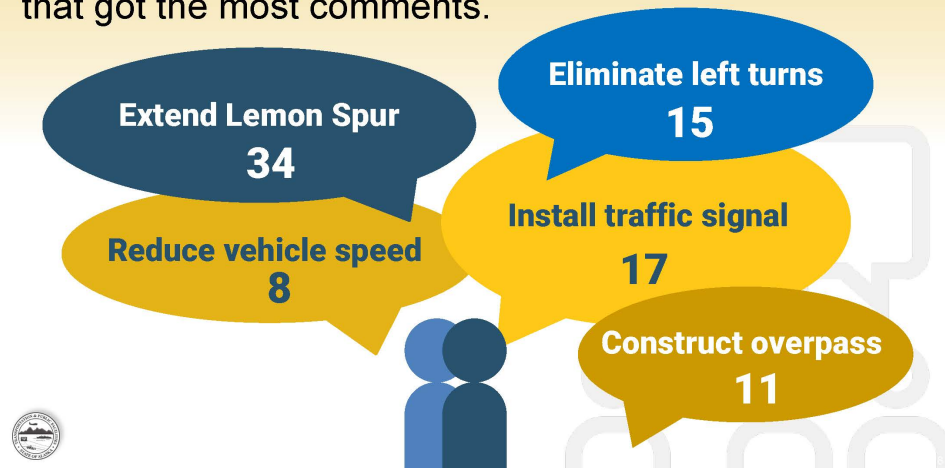
Please unmute your line and ask a question, or type your question into the chat box for group discussion.

DRAFT RANGE OF INTERSECTION IMPROVEMENT ALTERNATIVES

The public meeting, comment period, and meetings with stakeholders generated numerous suggestions for improving the Egan / Yandukin intersection.

DOT&PF used many of the suggestions in developing a range of alternatives for improving the intersection.

The project received **132** discreet comments with **20** different design suggestions. Many were used in developing alternatives. Below are the **5** suggestions that got the most comments.



Range of Alternatives

The range of alternatives includes 15 concepts for improving the Egan / Yandukin intersection area, as well as several compatible elements that may overlay the alternatives.

The various alternatives are grouped into types for review.

[Click for Summary of Alternatives](#)

Compatible Elements (6)

Some of the elements of alternatives, such as medians or frontage roads, are transportation elements can stand alone or be combined to offer layers of solutions in various intersection improvement alternatives.

Some of these elements examine ways to change driving behaviors to improve safety at the Egan / Yandukin intersection.

- **ELE-1: Travel Demand Management (TDM) - TDM**
treatments would be implemented to reduce traffic volumes on

Egan Drive or to spread travel more evenly throughout the day.

- **ELE-2: Intelligent Transportation Systems (ITS)** - ITS tools would be used to notify users of crash delays or improve safety.
- **ELE-3: Flashing Intersection Ahead or Signal Ahead Sign** - Flashing Intersection Ahead or Signal Ahead signs, as appropriate, would be installed to warn Egan Drive through traffic of the presence of conflicting left turn vehicles at E/Y.

Click through the other elements using the arrow on the right or left side of each slide. Click on an image to expand it.

ELE-4: Median Crossover

Sections of the grassy median on Egan Drive would be paved so that if a crash event occurred on Egan Drive and blocks one direction of travel, vehicles would be diverted on the paved median over to the opposite direction lanes, allowing traffic to continue moving on Egan Drive.



ELE-5: Frontage Road to Nugget

The frontage road (Glacier Lemon Road) would be extended to the Glacier Nugget intersection to provide a parallel north-south route along Egan Drive.



ELE-6: Grade Separated Connection between Yandukin Dr and Glacier Lemon Rd

Egan Drive would be raised up on a bridge and a connection would be built under Egan Drive to connect Yandukin Drive and Glacier Lemon Road.



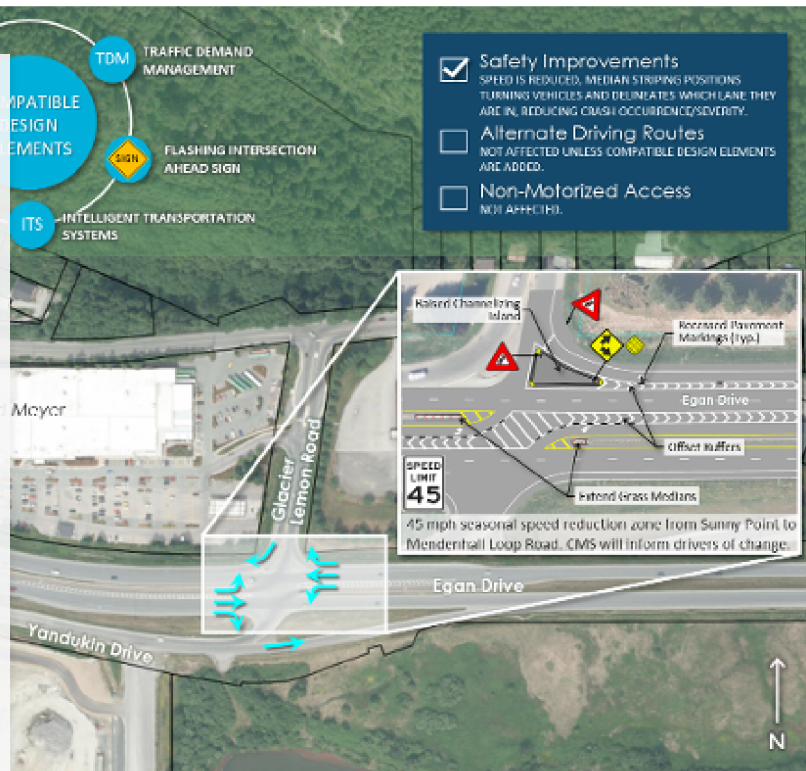
This group of alternatives shows the current configuration at the Egan / Yandukin intersection and it details a variety of possible changes to the intersection.

Click through the other elements using the arrow on the right or left side of each slide. Click on an image to expand it.



INT-1: HSIP Safety Improvements

The interim action measures recommended in the Highway Safety Improvement Program nomination would be implemented (seasonal speed reduction, left-turn median striping, and offset northbound right-turn lane).



INT-2: Partial Access Signalized Intersection

A signal would be installed and would only allow vehicles movements currently allowed at the intersection (no left turns from side streets allowed).



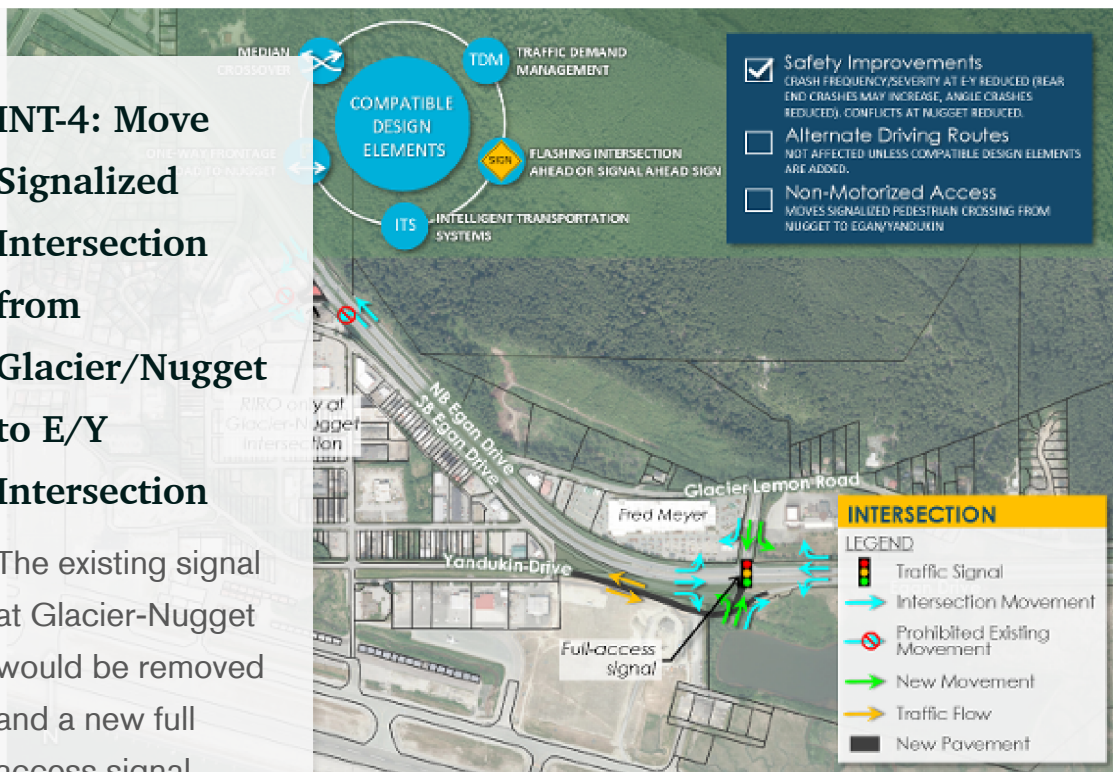
INT-3: Full Access Signalized Intersection

A signal would be installed and would allow all vehicle movements at the intersection.



INT-4: Move Signalized Intersection from Glacier/Nugget to E/Y Intersection

The existing signal at Glacier-Nugget would be removed and a new full access signal would be installed at the E/Y intersection.



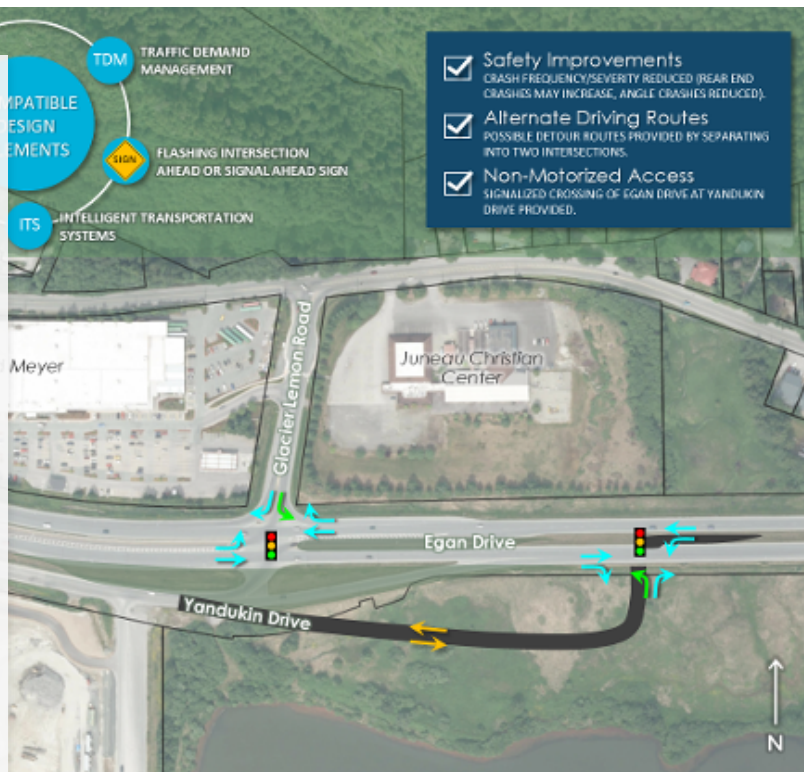
INT-5: Roundabout Intersection

A roundabout would be installed and has the option of allowing only the current movements or allowing all vehicle movements at the intersection.



INT-6: Two Signalized T- Intersections

The intersection would be separated into two signalized T-intersections, with the Yandukin Drive intersection placed southeast of the church.



INT-7: Relocated Intersection to Southeast of Church

The E/Y intersection would be relocated southeast to the other side of the church and has the option of being signalized.



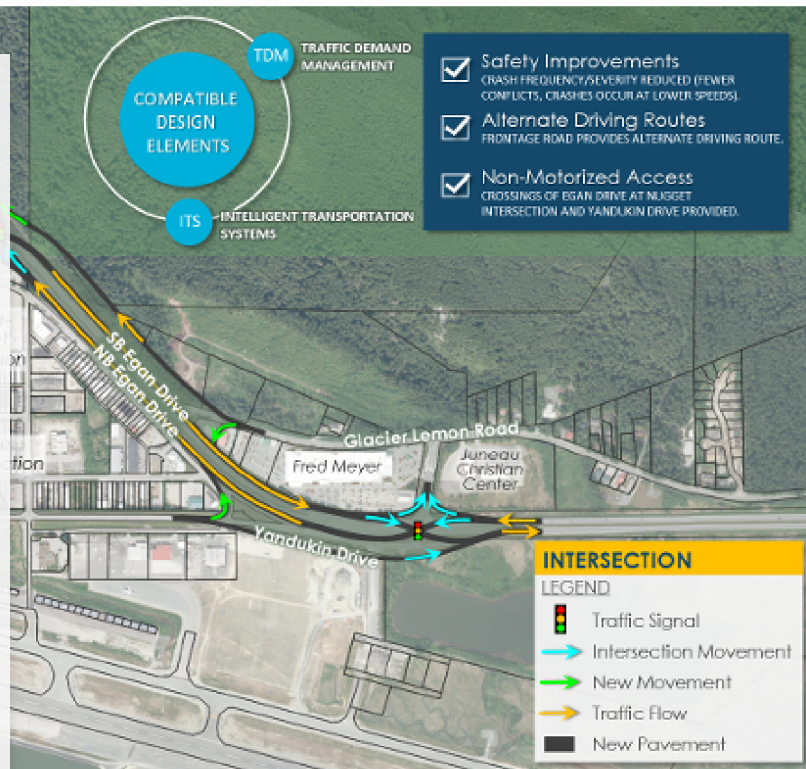
INT-8: Diverted Left Turn Intersection

A signal would be installed at the E/Y intersection. Egan left-turn vehicles would cross opposing traffic at two crossover signals, prior to the main signal, allowing all Egan traffic to move at the main signal at the same time.



INT-9: Diverging Diamond Intersection Pair (Nugget and Yandukin Intersections)

Crossover signals would be installed at both the Glacier Nugget and E/Y intersections where traffic would be carried over to the left side of opposing traffic, allowing Egan Drive traffic to turn left onto Glacier Nugget Road or onto Yandukin Drive/Glacier Lemon Road without conflicting with oncoming high-speed Egan Drive through traffic.



Closure Alternatives (3)

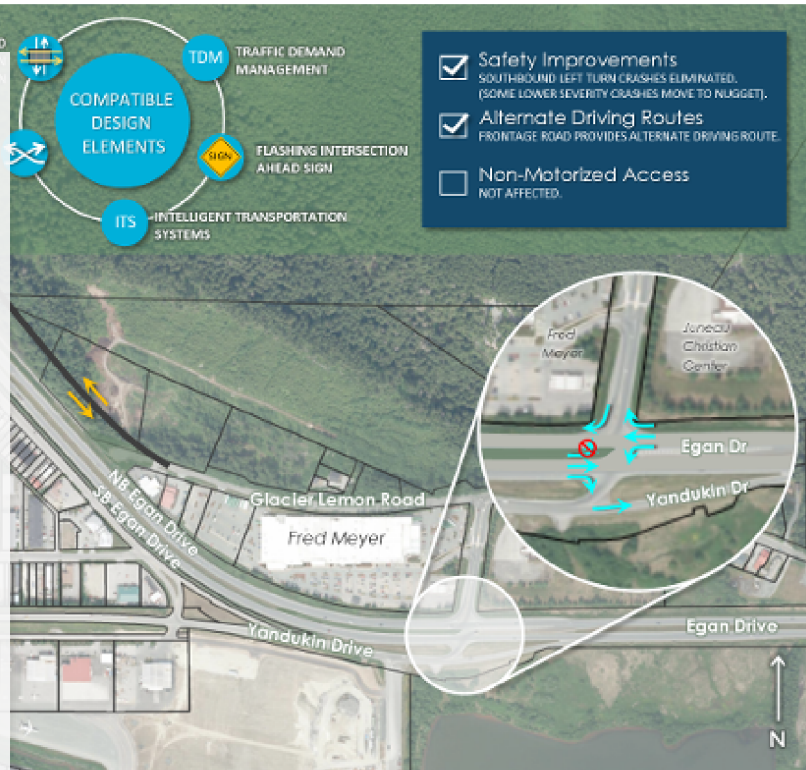
This group of alternatives examines closing one or more turning movements at the intersection and moving those turning

movements to other locations.

Click through the other elements using the arrow on the right or left side of each slide. Click on an image to expand it.

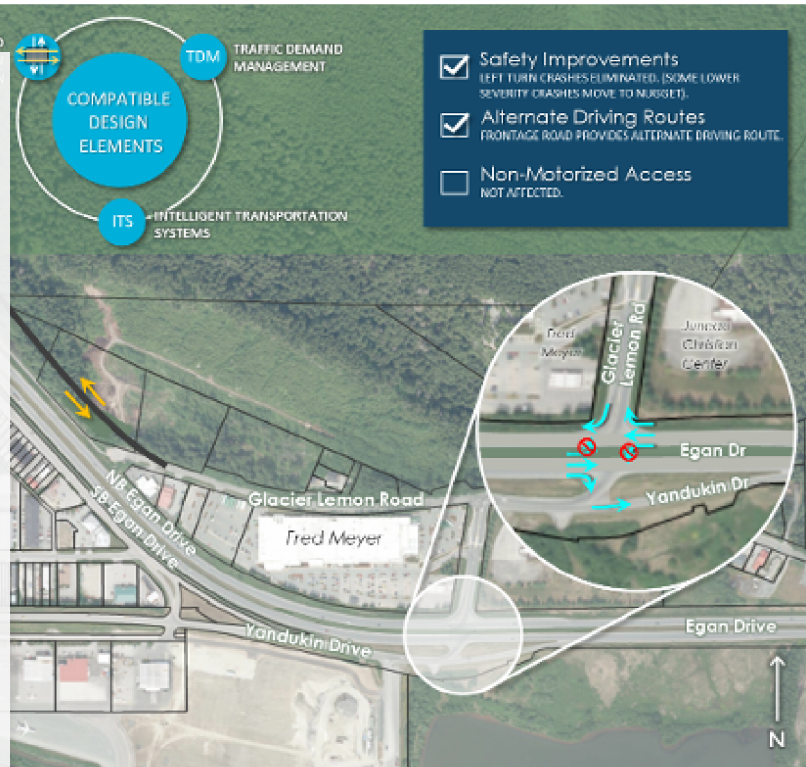
CLS-1: Southbound Left Closure at the E/Y Intersection and Two-Way Frontage Road to Nugget

The median opening at the E/Y intersection would be closed to southbound left turn vehicles, and the frontage road (Glacier Lemon Road) would extend to the Glacier Nugget intersection.



CLS-2: Median Closure and Two-Way Frontage Road to Nugget from E/Y Intersection

The median at the E/Y intersection would be closed to all left-turn traffic, and the frontage road (Glacier Lemon Road) would extend to the Glacier Nugget intersection.



CLS-3: Median Closure at E/Y Intersection, Interchange at Nugget Intersection

An interchange (or overpass) would be constructed at the Glacier Nugget intersection. The median at the E/Y intersection would be closed to all left-turn traffic, and the frontage road (Glacier Lemon Road) would extend to the Glacier Nugget intersection.



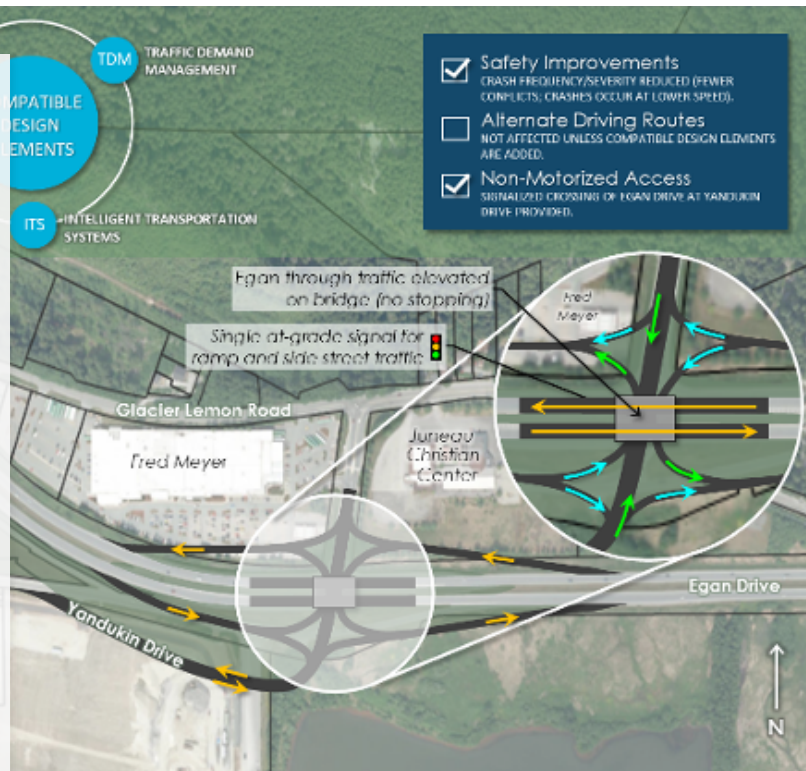
Interchange / Overpass Alternatives (3)

This group of alternatives highlights a range of possible interchange / overpass configurations.

Click through the other elements using the arrow on the right or left side of each slide. Click on an image to expand it.

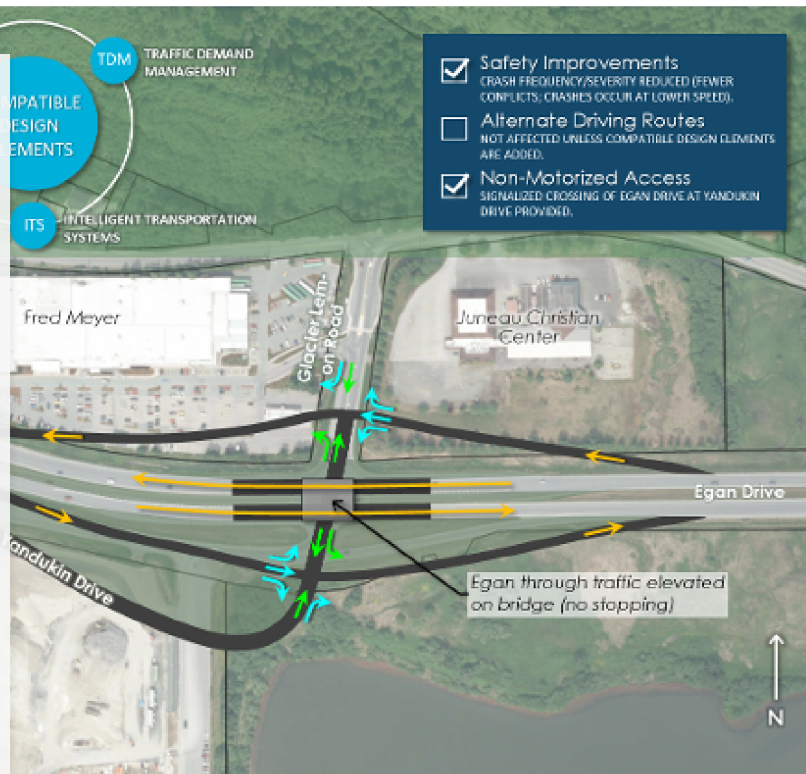
OVP-1: Single Point Urban Interchange

The E/Y intersection would be converted to a single point urban interchange, where Egan Drive through traffic would travel up and over the intersection without stopping and a single signal would control ramp and side street traffic.



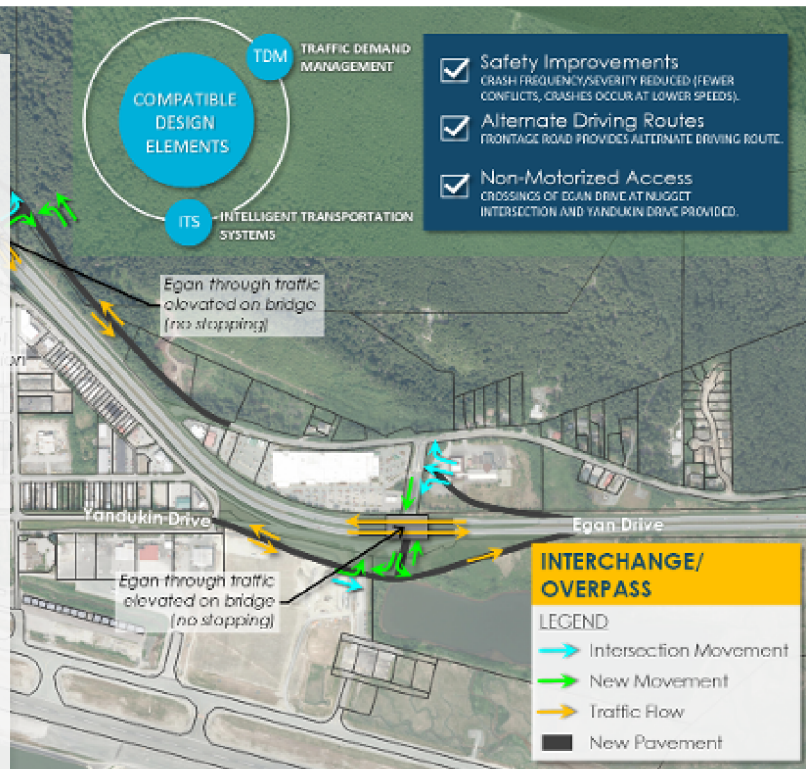
OVP-2: Diamond Interchange

The E/Y intersection would be converted to a diamond interchange, where Egan Drive through traffic would travel up and over the intersection without stopping and two ramp intersections would control ramp and side street traffic



OVP-3: Split Diamond Interchange Pair (Nugget and Yandukin Intersections)

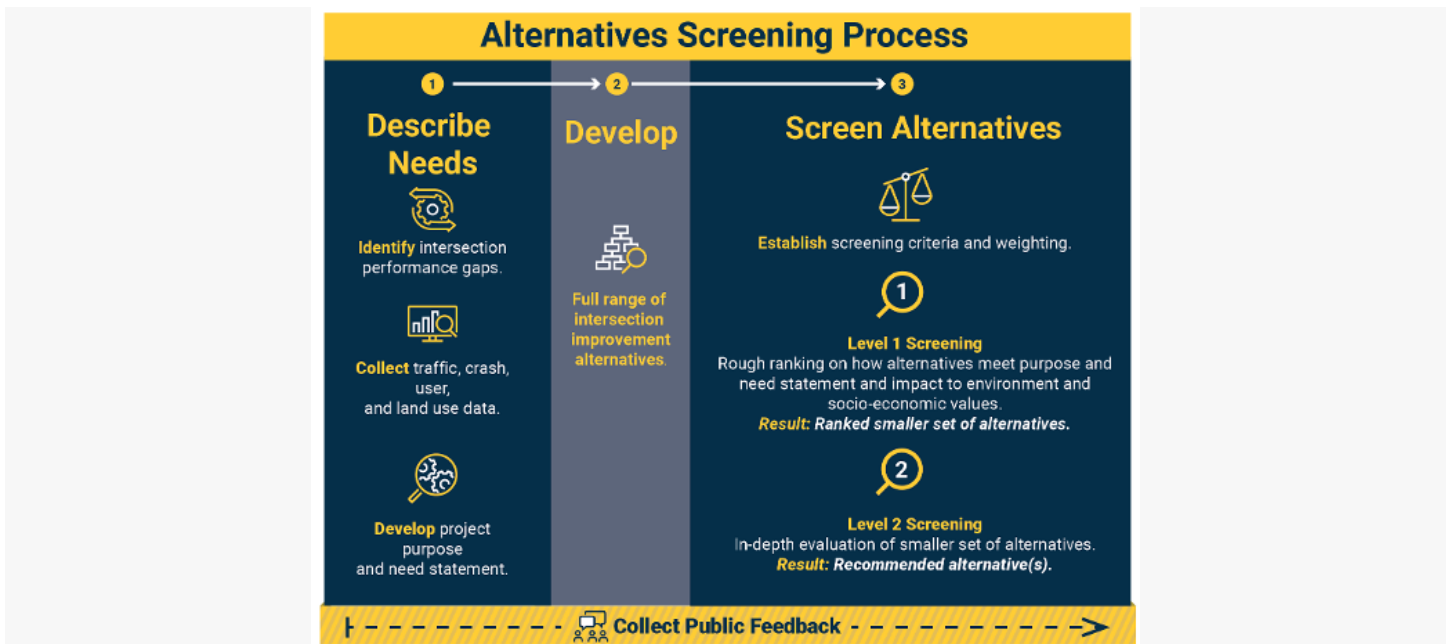
Both the Glacier Nugget and E/Y intersections would be converted to half diamond interchanges (Egan Drive traffic traveling over both intersections without stopping), with the Glacier Nugget interchange serving ramp vehicles to and from Mendenhall Valley and the E/Y interchange serving ramp vehicles to and from downtown, and a frontage road system between.



Q&A

Please unmute your line and ask a question, or type your question into the chat box for group discussion.

Evaluating Intersection Improvement Alternatives



Screening Process

Each intersection improvement alternative will be evaluated according to the project Purpose and Need, feasibility, costs, impacts on private land and the environment, and other screening criteria.

Two screening levels will be used.

Alternatives that come out of a first (Level 1) screening as viable will be evaluated with a second set of metrics (Level 2) designed to more finely screen the range of alternatives.

The alternative(s) that emerge from both rounds of screening will be recommended in 2021 in the project report.

DRAFT LEVEL 1 SCREENING CRITERIA		OTHER CONSIDERATIONS	METRIC	EXPLANATION OF METRICS
PRIMARY: Alternatives must score positive in one or more metrics to advance	SAFETY	 SAFETY	CRASH SEVERITY	Comparison of the number of severe conflicts between the alternative and the no-build alternative based on Alaska or national experience with similar treatments.
			BICYCLES AND PEDESTRIANS	Comparison of the number of conflicts between pedestrians and vehicles based on Alaska or national experience with similar treatments.
SECONDARY	ALTERNATE DRIVING ROUTES	 ALTERNATE DRIVING ROUTES  NON-MOTORIZED ACCESS	CRASH DELAY	Description of whether or not the alternative provides an alternate route when there is a crash on Egan Drive. An alternative that provides relief to congestion when there is a crash, but does not provide a new route, does not count as an improvement.
			ACCESSIBILITY COMFORT	Comparison of the difficulty and comfort level pedestrians and bicyclists experience in traveling from road crossings needed on one side of Egan Drive to those on the other side between the alternative and the no-build alternative.
		OTHER METRICS		
ECONOMIC GROWTH	 ECONOMIC GROWTH	LAND USE PLANS	Description of how the alternative affects objectives for future development in an adopted city land use plan.	
		BUSINESS VISIBILITY	Description of how the alternative's design features will introduce elements (such as bridge abutments) that will affect the adjacent business's visibility to drivers.	
ENVIRONMENTAL	 ENVIRONMENTAL	BUSINESS ACCESS	Description of any effects the alternative has on driving access to adjacent businesses or travel distance to reach adjacent businesses.	
		WETLAND PERMIT	Assessment of whether the alternative will likely require a permit from USACE and, if so, the type of permit.	
		PROTECTED LANDS	Assessment of whether the alternative may use Section 4(f) protected lands.	
		RIGHT-OF-WAY IMPACT	Description of the amount of ROW acquisition that the alternative will require (if any).	
			COST RANGE	Estimate of the cost for the alternative. High cost alternatives are similar to a grade-separated interchange, such as at Sunny Point, a project that only requires changes to existing infrastructure.

Draft Level 1 Screening Criteria

[Click for Draft Level 1 Criteria](#)

Early evaluation with primary and secondary Level 1 screening criteria will differentiate alternatives based on meeting the project Purpose and Need.

Level 1 screening criteria are in draft form.

Purpose and Need Metrics

Public comments were clear that safety is the primary project purpose.

Safety metrics will receive higher weighing in evaluations of alternatives.

Providing alternate driving routes and non-motorized access are also important in meeting the project Purpose and Need.

Other Metrics

These additional screening criteria address how social and economic considerations will be used to evaluate alternatives for improving the Egan / Yandukin intersection.

Q&A

Please unmute your line and ask a question, or chat your question into the chat box for group discussion.

NEXT STEPS

We appreciate your participation and value your feedback. Please submit comments through July 10, 2020.

Please take your time looking at this information, then share your comments on the following items in the project survey section of this workshop:

- Range of intersection improvement alternatives
- Draft Level 1 screening criteria

Once this workshop is complete, we will compile your input and will send each participant a workshop summary. Then, we will

prepare for another Agency group meeting in the next few months.

This fall, we are planning for a meeting to inform the public about the Egan Yandukin project. We are currently targeting September for a public meeting and will keep you informed.

COMMENT FORM

Thank you for taking time to share your thoughts about the project purpose and need, draft range of alternatives, and draft Level 1 screening criteria.



Egan Yandukin Project Comment Form

WORKSHOP SURVEY

Egan Yandukin Workshop Feedback

PROJECT CONTACT INFORMATION

PROJECT MANAGERS

Jim Brown, DOT&PF

EMAIL

eganyandukin@alaska.gov

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907-465-1796

WEBSITE

www.dot.alaska.gov/eganyandukin

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Attachment C: Agency Meeting #3 Summary

MEETING SUMMARY



Prepared by:	Taylor Horne, HDR
Project:	Egan Drive and Yandukin Intersection PEL – SFHWY00079
Meeting Subject:	Agency Meeting #3
Meeting Date/ Time:	Thursday, August 20, 2020 9:00 am – 12:00 pm
Location:	WebEx

List of Attendees:	PROJECT TEAM	AGENCY MEMBERS
	Jim Brown, DOT&PF Joanne Schmidt, DOT&PF Ben Storey, DOT&PF Marie Heidemann, DOT&PF Verne Skagerberg, DOT&PF David Epstein, DOT&PF Christy Gentemann, DOT&PF Ryan Bare, DOT&PF Emily Haynes, DOT&PF Jill Taylor, DOT&PF Joseph Galgano, DOT&PF Sam Dapceovich, DOT&PF Taylor Horne, HDR Gina McAfee, HDR Chase Quinn, HDR Aurah Landau, HDR Josie Wilson, HDR Jeanne Bowie, Kinney Engineering Michael Horntvedt, Parametrix	Barbara Trost, ADEC Bill O’Connell, ADEC Adeyemi Alimi, ADEC Terri Lomax, ADEC Jesse Lindgren, ADF&G Kate Kanouse, ADF&G Judith Bittner, DNR Sarah Meitl, DNR Lee Cole, DNR Chris Carpeneti, DNR Irene Gallion, City and Borough of Juneau Alex Pierce, City and Borough of Juneau Benjamin Soiseth, USACE Delana Wilks, USACE Matthew Brody, USACE Randy Vigil, USACE

Project Documents:

Agenda Items

1. Workshop Welcome, Roll Call, Housekeeping Items
2. Agenda Review – Jim
3. Project Timeline – Jim
4. HSIP Update – Jim
5. Purpose & Need – Jim
6. Level 1 Screening Criteria and Results – Michael/Jeanne

Lee: I’ll have to look at the data further and I’ll provide some comments later on, but I don’t see any problems from my perspective, or have any additional comments.

Alex: I agree with Lee, I will need to spend a little more time with the data before I can really provide comments.

7. Alternatives – Jeanne

HSIP Interim Action

Randy: The title of this alternative has interim in it, does this deal with the situation now at the intersection with the understanding that in the future it would have to be dealt with it again? What is the level of permanency in dealing with the conditions at the intersection and how the alternatives address that?

Jeanne: This is called interim because we are in a hurry to get it down. The title hasn't been changed since the other elements have been added to meet all of the needs. This could be a forever solution, but will be better answered once the results of the Level 2 Screening are available and will be able to look at the quantitative results (amount of ROW, amount of delay), but the current data is a qualitative (delay or no delay).

Jim: These are all long term alternatives. Once this moves through the HSIP nomination to address the safety needs, the other add-ons are included to address all other needs for this intersection improvement to create a long term solution.

Alex: I like the additional pedestrian accommodation, especially with the potential for increased pedestrian use in the area with new development.

Full Signalized Intersection

Alex: How does the peak hour delay piece rank compared to other criteria and metrics?

Jeanne: Level 1 Screening did not rank one criteria above the other. Each criteria could either plus one (green), minus one (red), or stay the same (no fill color). Peak hour delay is only 1/14th of the score.

Diamond Interchange

Randy: If this was to be used, it would involve USACE permitting. What is the weighting of each valued criteria? What are the other important criteria as compared to others? Would some have more weight than others?

Michael: Baseline metrics in first evaluations will receive a higher weight than the others as they are the primary goals. The weighting of each criteria might come up in the second level of screening. Baseline purpose and need will have a higher weighting over others.

MEETING SUMMARY

Alex: As this project moves forward I'd like to understand more how the other considerations are being weighed as they are all different and might not be a one to one consideration. CBJ would weigh level of service higher than economic impact.

Michael: These criteria are looking at travel time, not level of service as a metric so that we are understanding how these integrated alternatives will affect people's travel times on all modes. We are still open to conversation.

8. Level 2 Screening Criteria – Taylor

Alex: This might be an offline conversation but Alex would like to discuss transit and transit impacts. Given the increased development in the area of transit reliant service programs like the Glory Hole Campus, but will also include other social services. Transit might need to be considered as a larger impact than it typically would. This is a conversation to have offline.

Josie: We will take the action to follow up with you after the meeting.

9. Next Steps – Jim

10. Comment Form & Work Shop Survey – Josie

Lee: Thank you for the work that has gone into this presentation.

Randy: No questions. Thank for the opportunity to attend the meeting and ask questions.

Alex: All questions and comments were asked, thank you for the meeting, it was really great and engaging.

Joanne: Great job, great presentation.

11. Project Contact – Jim

Egan / Yandukin Intersection Improvements Project

Agency #3 - Virtual Workshop

Roles and Content with Script

Meeting Dates/Times/Delivery

	Date	Time	Delivery	Log In
Agency	Thursday, August 20, 2020	9 AM – 12 PM	Webex	<ul style="list-style-type: none">• www.webex.com• Meeting number (access code): 146 497 7536• Meeting password: Egan3• Join by phone: +1-408-418-9388


Project Team Roles


Name	Role	Duties
Josie Wilson	Moderator	Workshop guidance items for audience, move group through agenda, monitor chat comments, backup for Aurah
Jim Brown	Host	Welcome, Agenda, Project Timeline, HSIP Update, Purpose and Need, Closing Remarks
Michael Horntvedt	Presenter	Level 1 Screening Criteria update, Level 1 Screening Results Overview
Jeanne Bowie	Presenter	Level 1 Screening Results Details
Taylor Horne	Presenter	Draft Level 2 Screening Measures
David Epstein, Ryan Bare, Christy Gentemann, Joanne Schmidt, Marie Heidemann, Emily Haynes, Doug Kolwaite	Issue experts	Support for Q&A



Name	Role	Duties
Aurah Landau	Producer	Keep tech running, troubleshoot all things, backup for Josie



Content


- Presented via Webex



Time	Script	Storyboard Text from Website	Visual
9 AM	<p>Workshop Title – Josie</p> <p>Hi, welcome. We will get started in a few minutes.</p> <p>Welcome to the Egan / Yandukin Agency Workshop.</p> <p>I'm Josie Wilson with HDR. I'll be your moderator for the meeting. We also have Aurah Landau on the line, who will be our producer handling meeting technical needs.</p> <p>We really appreciate your participation and are excited to discuss the Egan / Yandukin project with you today.</p> <p>This workshop will cover a lot of ground. So here are a few technical instructions and housekeeping items.</p> <ol style="list-style-type: none"> 1. All lines are muted. If you want to speak, please remember to unmute. 2. You can chat your questions at any time in the chat box. 	<p>Agency Workshop Gathering input for the Egan / Yandukin Intersection Improvements Project</p> <p>Alaska Department of Transportation and Public Facilities Photo: DynaHover August 21, 2020</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>3. They will be addressed at specific times throughout the workshop, and there are additional Q&A sessions for discussion time.</p> <p>4. Everyone will receive a summary of this Workshop with chatted questions and answers after the meeting.</p> <p>5. And finally, this workshop is being recorded, solely for our note-taking purposes and to make sure we catch everything. It won't be shared publicly. If you need us to pause the recording at any time, please let us know.</p> <p>We will provide a link in the chat box on how to use Webex.</p> <p>Aurah share Webex instructions link in chat box.</p> <p>If you need any technical support, please chat that in. We are standing by to help you.</p> <p>Again, welcome!</p> <p>I'm going to do a quick roll call so we can have a mic check and get started.</p> <p>Please unmute when I call your name. 😊</p> <p>Roll call & mic check – use checklist –</p> <p>Aurah show membership list</p>		


Time	Script	Storyboard Text from Website	Visual
	<p>Now, I'll list the project team members.</p> <p>Aurah show project team list</p> <p>I want to recognize Representative Andi Story and Senator Jesse Kiehl for joining us today. – adjust according to whether they're online</p> <p>Josie ask for anybody else</p> <p>Aurah mute everybody when done</p>		
<p>9:20AM</p>	<p>Navigating the Workshop – Josie</p> <p>Great! Thanks, everyone, for joining us today! We appreciate your time and participation.</p> <p>What you are seeing on your screen is a website created to provide a workshop experience in a virtual setting.</p> <p>This site will be live after our meeting and available online so you can review the information in detail, submit comments, and fill out the workshop survey.</p> <p>You will receive an email after this meeting ends with the website and related information.</p> <p>The website address will be added to the chat box for your reference.</p>	<p>NAVIGATING THE ONLINE WORKSHOP</p> <p>Thank you for participating in the Egan / Yandukin Improvements Project Agency Workshop hosted by the Alaska Department of Transportation and Public Facilities (DOT&PF).</p> <p>We consider your time valuable and have created an easy-to-navigate environment to provide you with the latest information about the Egan / Yandukin project and to receive your feedback.</p> <p>The goal of this meeting is to provide an in-person workshop experience in an online setting.</p> <p>To navigate the information after the workshop, please follow the steps listed below.</p> <ol style="list-style-type: none"> 1. Use your mouse to scroll down through the workshop or use the scrolling navigation bar to the right. 	

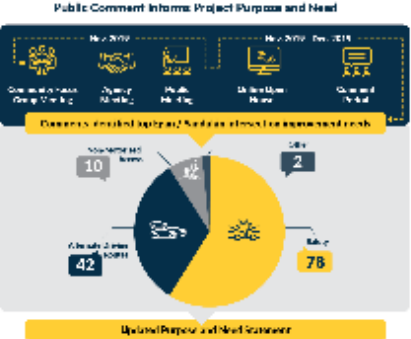

Time	Script	Storyboard Text from Website	Visual
	<p>Aurah chat website address</p> <p>We are going to walk you through everything and answer questions. We also have a planned break during this meeting. However, at any time, if you need to get a drink of water or take a break, please do so. You do not need to let us know.</p> <p>And now, I would like to turn it over to our workshop hosts at the Alaska Department of Transportation and Public Facilities.</p>	<ol style="list-style-type: none"> 2. Jump quickly to different sections using the navigation bar with titles at the top of the screen. 3. There will be a note on the website materials to enable you to click through any slideshows. 4. Follow directions to leave comments on the project and the workshop. <p>If you need additional assistance navigating the workshop, contact aurah.landau@hdrinc.com or 907-205-6573.</p>	
9:25 AM	<p>Welcome – Jim</p> <p>Hi, I'm Jim Brown, DOT&PF's Project Manager for the Egan / Yandukin Intersection Improvements project and I would like to welcome all of you back for the third in our series of meetings to discuss progress on the project.</p> <p>I prefer meeting with you face to face but circumstances being what they are I want to thank each of you for your flexibility in meeting in this format because it is still vital to a successful Planning and Environmental Linkages process and to into the NEPA process.</p>	<p>AGENCY REVIEW</p> <p>Thank you for being a member of the Egan / Yandukin jurisdictional agency group.</p> <p>DOT&PF is engaging the community of Juneau and key agency stakeholders in a Planning and Environmental Linkages (PEL) process to help guide the development and delivery of improvements to the area of the intersection of Egan and Yandukin Drives.</p> <p>The PEL process outlines key issues in the area and will include the development of products that can inform a subsequent related National Environmental Policy Act (NEPA) evaluation, such as project Purpose and Need, inventory of environmental resources, development and screening of transportation alternatives, identification of preliminary environmental</p>	



Time	Script	Storyboard Text from Website	Visual
		<p>impacts and mitigation, and full public and agency involvement.</p> <p>It is critical that the PEL process includes involvement of jurisdictional agencies (23 U.S. Code § 168) so that the information and analysis are acceptable for use within the NEPA process of subsequent projects.</p> <p>With consideration for the safety of all participants, DOT&PF has developed this online workshop in lieu of an in-person workshop.</p> <p>The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF. The resulting planning products may be adopted during a subsequent environmental review process.</p> <p>Click for PEL Factsheet</p>	
9:30 AM	<p>Workshop Agenda – Jim</p> <p>You can see the agenda items on your screen.</p> <p>Highlights of agenda include:</p> <ul style="list-style-type: none"> • A review the project timeline and process, with an update the HSIP 	<p>WORKSHOP AGENDA</p> <ul style="list-style-type: none"> • Project Timeline • Level 1 Screening Criteria and Results • Level 2 Screening Criteria • Next Steps 	



Time	Script	Storyboard Text from Website	Visual
	<p>nomination and a review of the purpose and need;</p> <ul style="list-style-type: none"> • We will show you the final Level 1 screening criteria and the results of the Level 1 screening process, including the five alternatives that we are recommending move to the next step; • We will also discuss the draft Level 2 screening criteria; and • Lastly, we will outline next steps in the project process that will happen after this meeting. 	<p><i>Photo: DynaHover</i></p>	
<p>9:35 AM</p>	<p>Project Timeline – Jim</p> <p>What you see on your screen here is a graphic of the Egan / Yandukin project process.</p> <p>Last time we met, we talked about the range of alternatives and Level 1 screening criteria.</p> <p>We’re now in middle of screening and ranking of alternatives and that’s what we’re here to talk about.</p>	<p>EGAN / YANDUKIN PROJECT TIMELINE</p> <p>Project Process DOT&PF is prioritizing efforts to improve the Egan / Yandukin intersection.</p> <p>The Egan / Yandukin Intersection Improvements Project follows the Federal Highways Administration guidelines for Planning and Environmental Linkages (PEL) processes.</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>Today we will focus on the results of the first round of screening and how we plan to conduct the second level of screening. We want to get your input on both of these topics.</p> <p>Moving forward we will have a public meeting in the Fall to present the same information that we presented to you today and at our last meeting.</p> <p>As we noted on this schedule, in the fall there will be a decision on the HSIP nomination, which I'll talk about in a second.</p> <p>As we move into winter, the project team will be focused on refining the design of the alternatives and doing analysis for Level 2 Screening.</p> <p>Then we will meet with you and the public again to present the screening results and the recommended alternatives for the intersection.</p> <p>Next spring all of the work done during this process will be documented in a Summary Report, which will be made available for comment online.</p> <p>Any construction project that would result from this process need to be funded in the Statewide Transportation Improvement Plan and would be built after 2021.</p>	<p>Emphasis is placed on engaging the community, collecting data, and generating and screening a wide range of potential intersection improvement options.</p>	



Time	Script	Storyboard Text from Website	Visual
<p>9:40 AM</p>	<p>HSIP update - Jim</p> <p>I wanted to give you a quick update on an item that we discussed last time.</p> <p>We have submitted the design concept that you see on the screen to the Highway Safety Improvement Program. As we discussed with you last time, this is for an interim solution that addresses the need for improved safety at the intersection.</p> <p>This is the same design that we presented to you last time we met. We'll hear in October if the work is funded.</p> <p>I just wanted to remind folks that this does not take the place of the larger project that we are here today to discuss because it only meets one of the project's needs, which is safety. This improvement doesn't address the need to improve pedestrian crossings and provide alternate driving routes for when there are accidents on Egan.</p> <p>Next I'm going to talk about what that broader list of needs includes.</p>	<p>HIGHWAY SAFETY IMPROVEMENT PROGRAM NOMINATION</p> <p>DOT&PF recently submitted a funding request through the federally funded Highway Safety Improvement Program (HSIP) for a near-term, lower-cost project that can reduce the likelihood for serious crashes at the intersection.</p> <p>By October 2020, DOT&PF will know if the HSIP nomination is selected for funding.</p>	


Time	Script	Storyboard Text from Website	Visual
<p>9:50 AM</p>	<p>Purpose & Need – Jim</p> <p>The Project Team made no changes to the Purpose and Need since we last met with you.</p> <p>As a reminder, the primary purpose of the project is to improve safety for all users at the intersection.</p> <p>The secondary project purposes are providing alternate driving routes during crashes; improving non-motorized access for people walking, cycling, or using any other active transportation mode. We look for solutions that meet these needs and also maintain acceptable traffic flow through the area.</p> <p>At the bottom of your screen you can see the additional project goals. Those are to make sure the project is consistent with land use plans, maintains or improves business access, and supports economic development in the area.</p> <p>If you click on the red button on the left you can download the full purpose and need statement.</p> <p>I'd like to stop for any further questions here on the project timeline, HSIP, or Purpose and Need. Josie, do we have any questions?</p>	<p>PURPOSE, NEED, AND GOALS</p> <p>Project Purpose and Need Statement</p> <p>The Egan / Yandukin Purpose and Need statement serves to describe the need for and goals of intersection improvements.</p> <p>Click for Purpose & Need [LINK]</p>  <p>Purpose and Need</p> <p>Public comment identified the need to improve intersection safety as the primary project purpose.</p> <p>Transportation improvements should meet these additional project purposes and needs:</p> <ul style="list-style-type: none"> • Provide alternate driving routes when Egan Drive is blocked; • Improve non-motorized access; and 	


Time	Script	Storyboard Text from Website	Visual
	<p>Josie read questions from the audience chat box. When those are done...</p> <p>Josie – Let’s move on to Michael Hortvedt with Parametrix to cover Level 1 screening.</p>	<ul style="list-style-type: none"> • Maintain traffic capacity and flow. <p>Other Goals Potential improvements to the Egan / Yandukin intersection should meet these additional community goals:</p> <ul style="list-style-type: none"> • Be consistent with approved land use plans and ordinances. • Maintain or improve access to and visibility of businesses. • Support opportunities for economic development and future land uses. • Seek to minimize vehicle delay. 	
<p>10 AM</p>	<p>Screening – Michael</p> <p>Intro self</p> <p>We shared this process diagram at our last meeting. This illustrates how we’re moving through the alternative development and selection process with you. As we described our last meeting, we are using a two-step screening process to evaluate the range of intersection improvement alternatives. Both screening processes are directly tied to the project needs that Jim just covered.</p> <p>As you can see on your screen, we’ve completed the Level 1 screening and we will be sharing those results in a moment. Level 1 screening was set up to be a qualitative</p>	<p>Evaluating Intersection Improvement Alternatives</p> <p>Screening Process Each intersection improvement alternative will be evaluated according to the project Purpose and Need, feasibility, costs, impacts on private land and the environment, and other screening criteria.</p> <p>Two screening levels will be used.</p> <p>Alternatives that come out of a first (Level 1) screening as viable will be evaluated with a second set of metrics (Level 2) designed to more finely screen the range of alternatives.</p> <p>The alternative(s) that rank highest from both rounds of screening as ranked the highest will be recommended in 2021 in the project report.</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>evaluation that helps us focus our next level of work on alternatives that would more effectively meet the people’s needs.</p> <p>I want to refresh your memories about the metrics we’re using and how we made some updates based on input from you at our last meeting.</p>		
	<p>At the last meeting with you and at a similar one with agency advisors, we received excellent input on screening measures. Your suggestions were incorporated into the project either under Level 1 or Level 2, and we’ll highlight where as we go through material.</p> <p>You’ll notice at the bottom, we heard one comment about the need to improve pedestrian connectivity at the intersection. As a result, we added a pedestrian over- or underpass element that could be included with the intersection alternatives that didn’t otherwise address that need.</p> <p>Included in Level 1 or Level 2 – will speak to them as go along</p>	<p>Feedback Shaped Project Work</p> <p>Comments from Agency and Community Focus Group members were incorporated into the range of alternatives and screening criteria.</p> <p>These comments were provided during the second of the group workshops and via email or the workshop websites.</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>These are the Level 1 screening measures that have been refined to include input from you at our last meeting.</p> <p>Under the Primary Needs, we refined our description about how evaluation of each alternative affects crash frequency and severity.</p> <p>We made sure to include a metric that evaluates consistency with land use planning. Our evaluations considered each alternative and whether it would be consistent with the CBJ Comprehensive Plan.</p>	<p>Level 1 Screening Criteria</p> <p>Click for Level 1 Criteria [NEW LINK]</p> <p>Early evaluation with primary and secondary Level 1 screening criteria will differentiate alternatives based on meeting the project Purpose and Need.</p> <p>During Level 1 screening, alternatives are weighed against current conditions at the intersection.</p> <p>Purpose and Need Criteria</p> <p>Public comments were clear that safety is the primary project purpose.</p> <p>Safety metrics will receive greater weight in evaluations of alternatives.</p> <p>Providing alternate driving routes and non-motorized access is also important in meeting the project Purpose and Need.</p> <p>Other Metrics</p> <p>These additional screening criteria address how social and economic considerations will be used to evaluate alternatives for improving the Egan / Yandukin intersection.</p>	 <p>The visual column contains two screenshots of a website. The top screenshot shows a dashboard with various data points and a table. The bottom screenshot shows a similar dashboard with a different set of data and a table. Both screenshots appear to be from a project management or data analysis website.</p>


Time	Script	Storyboard Text from Website	Visual
<p>10:15 AM</p>	<p>Q&A – Michael & Josie</p> <p>Let’s see what kinds of questions have been chatted in about the screening process and Level 1 screening criteria.</p> <p>Josie read questions from the audience chat box. When those are done...</p> <p>Are there any missing screening criteria or impacts we should consider when screening alternatives?</p> <p>Josie - Feel free to send us comments or questions after you have had a chance to look over everything online.</p> <p>Josie, transition to break</p>	<p>Q&A</p> <p>Please unmute your line and ask a question, or type your question into the chat box for group discussion.</p>	
<p>10:20 AM</p>	<p>BREAK – Josie</p> <p>Let’s take a 7-minute break.</p> <p>We’ll start back here at [7 minutes later].</p> <p>We’ll go ahead and mute the line until we’re back at [7 minutes later].</p> <p>When back [after 1 minute warning]: Hi, welcome back! We are going to continue with Michael on our next section about the alternatives and screening results.</p>		


Time	Script	Storyboard Text from Website	Visual
<p>10:30 AM</p>	<p>Alternatives and Level 1 Screening Results – Michael & Jeanne</p> <p>Michael start</p> <p>During our last meeting with you, we walked through the project alternatives as they were grouped by solution types. That included closing the Egan/Yandukin intersection, improving the intersection with various types of signal control, and various levels of multi-level interchange alternatives. We also shared that there were several additional elements that could be intermixed between alternatives to improve their ability to meet the project needs.</p> <p>After hear your input from the last meeting, we refined the alternatives so that we gave each one the best opportunity to meet the primary and secondary project needs.</p> <p>Once we made the alternative updates, we went through each metric and ranked the alternatives according to our methodology.</p> <p>Page navigation: There are a few links here for you to see all results:</p> <ul style="list-style-type: none"> • The first one gives you maps of the alternatives with screening results • The second link gives you a spreadsheet with detailed individual and comparative screening results. 	<p>LEVEL 1 SCREENING RESULTS</p> <p>The public meeting, comment period, and meetings with stakeholders generated numerous suggestions for improving the Egan / Yandukin intersection.</p> <p>DOT&PF used many of the suggestions in developing a range of 15 alternatives for improving the Egan / Yandukin intersection area, as well as several compatible transportation elements that may overlay the alternatives.</p> <p>The alternatives and elements were combined to create a larger range of alternatives consisting of the original 15 alternative and variations on those alternatives.</p> <p>All alternatives and their variants were scored against Level 1 screening criteria. Five alternatives scored high enough to merit further consideration.</p> <p>Click for Results Spreadsheet</p> <p>Click for Maps and Results</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>If you click on images on the website, you can expand them.</p> <p>Here, we have this table to share our findings.</p> <p>This table shows how the alternatives scored compared to each other. This is a summary table and I'll explain it. A few minutes later, we will walk you through the top scoring alternatives in detail so you can see details on each of those alternatives.</p> <p>I'll orient you with this table so that when you look it over after the meeting, it will be easier to understand. Across the top are the various needs as we've discussed earlier today with the primary and secondary needs on the left and the other considerations to the right. Down the left column are the various alternatives we evaluated. You'll see a bit of a shorthand description in the far left and then a bit more wordy description in the second column. The more shorthand version will be helpful to understand when you're looking at the alternative maps and you'll see how different elements were combined to result in the overall alternative for evaluation.</p> <p>The alternatives are broken into two groups: those that are proposed to carry forward and those that did not make it through the first level screening. Jeanne will describe the five</p>		


Time	Script	Storyboard Text from Website	Visual
	<p>alternatives moving forward so you'll see how this all comes together.</p> <p>What you see in the table is a color designation that tells us if the alternative makes an improvement (green), doesn't make much of a change (white), or has an adverse impact (red) on each of the metrics. On the very far right is a numerical accounting of each alternative's score. This score does not include the cost ranking. We'll consider cost in more detail when we get through Level 2 screening.</p> <p>So, what does this all tell you? I would say that first and foremost, with the addition of various alternative elements, we were successful at meeting the primary and secondary needs for each alternative. We needed to use our findings as shown in other considerations to help select what alternatives would move forward to second-level screening.</p> <p>The other thing you'll notice is that none of the full closure alternatives will carry forward, as they're not as effective as the other alternatives.</p> <p>Josie, do we have any questions?</p> <p>Josie - Jeanne Bowie with Kinney Engineering will now walk us through the top 5 scoring alternatives.</p>		


Time	Script	Storyboard Text from Website	Visual
<p>10:50 AM</p>	<p>Top Scoring Alternatives (5) - Jeanne</p> <p>Intro self</p> <p>I will walk you through each of the top 5 alternatives and their Level 1 screening results.</p> <p>Click on first of top 5 alternatives</p> <p>As we start, I want to re-orient you to the information on each map, and then I'll get into alternative and screening results.</p> <p>First, I want to help you understand how to navigate through this information. (Describe moving the slider.)</p> <p>These maps contain the same information as on the maps at the last meeting:</p> <ol style="list-style-type: none"> 1. The legend in in the bottom left 2. The blue box on the top right of the image shows which part of the purpose and need statement are met by the alternative. Compatible elements were added to the initial alternatives to ensure that all of the purpose and need elements are met. 3. The circular turquoise section on the top left describes those compatible transportation elements that can be added to the alternative to improve it, 	<p>Top Scoring Alternatives (5)</p> <p>Each of these 5 alternatives will progress into the Level 2 screening process:</p> <ul style="list-style-type: none"> • HSIP Interim Action (INT-1, ELE-4, ELE-7) • Partial Access Signalized Intersection (INT-2, ELE-4) • Full Access Signalized Intersection (INT-3, ELE-4) • Two Signalized T-Intersections (INT-6) • Diamond Interchange (OVP-2, ELE-5) <p><i>To see each alternative and the scoring, slide the arrows on the image to the left or right. Click the top right arrow to expand the image.</i></p> <p>HSIP Interim Action (INT-1, ELE-4, ELE-7)</p> <p>This alternative includes:</p> <ul style="list-style-type: none"> • The interim action measures recommended in the HSIP nomination (seasonal speed reduction, left-turn median striping, and offset northbound right-turn lane); • Median cross-overs; and • A separated crossing for pedestrians. 	


Time	Script	Storyboard Text from Website	Visual
	<p>and indicates which will be included in the alternative continuing forward.</p> <ol style="list-style-type: none"> 4. Description of compatible elements including with all (TDM, intersection ahead, ITS) 5. Description of Ped under or over crossing – new alternative in response to comments saying ped crossing needed 6. Description of median crossover – explain what it is, how meets need for alternate driving routes in case of crash, we will give you an example of how this works when describing this alternative <p>You will see this same information on the graphics for all of the alternatives. Now I'll go back and remind you of this alternative and what it does and the screening results.</p> <p>INT-1 HSIP Interim Action</p> <ul style="list-style-type: none"> • Speed reduction • Right turn geometry (clarifies yielding, clarifies who is in right lane) • Median geometry to help turning vehicles orient and cross through lanes quickly • Added median crossovers and pedestrian over/underpass 		



Time	Script	Storyboard Text from Website	Visual
	<p>So, now that we've walked through what this alternative does, let's move the slider to look at how this alternative scored.</p> <p>Move slider</p> <ul style="list-style-type: none"> • Meets all Purpose and Need Metrics (all green) • Note none of the Other Considerations Metrics have a negative impact (none are red) • Very similar to existing intersection <ul style="list-style-type: none"> ○ Some ROW needed (ped bridge) ○ Medium cost <p>Josie, are there any questions regarding this alternative, the results, or anything else I've discussed?</p> <p>INT-2 Partial Access Signal</p> <p>Start with figure</p> <ul style="list-style-type: none"> • Signal (only the same movements as today) <ul style="list-style-type: none"> ○ The Federal Highway Administration has confirmed to DOT&PF that federal funding is available to DOT&PF to pursue the best solution to intersection needs without compromising future funding. • Pedestrian signalized crossing <ul style="list-style-type: none"> ○ Just like the signal at Nugget, where pedestrians cross Egan 	<p>Partial Access Signalized Intersection (INT-2, ELE-4)</p> <p>This alternative includes:</p> <ul style="list-style-type: none"> • A signal that only allows the vehicle movements currently allowed at the intersection (no left turns from side streets); and • Median crossovers. 	


Time	Script	Storyboard Text from Website	Visual
	<p>at the same time as the side street traffic</p> <ul style="list-style-type: none"> • Added median cross-overs <ul style="list-style-type: none"> ○ Describe how they would be used from point of view of a driver <p>We've looked at what is included in this alternative, now let's see how it scored:</p> <ul style="list-style-type: none"> • Meets all Purpose and Need Metrics (all green) • Compared to previous alternative, ROW is green (will not need additional ROW) • Compared to previous alternative, adds some delay to Egan Drive due to stopping at a new signal <p>Josie, have any questions come in regarding this alternative and how it was scored?</p> <p>INT-3 Full Access Signal Start with figure</p> <ul style="list-style-type: none"> • Signal (all movements, including crossing Egan Drive and turning left from side streets) • Signalized crossing of Egan Drive (just like crossing at Nugget) • Add median crossovers, same as described before. <p>Seen the figure. Now, let's look at the results.</p> <ul style="list-style-type: none"> • Meets all Purpose and Need Metrics (all green) 	<p>Full Access Signalized Intersection (INT-3, ELE-4) This alternative includes:</p> <ul style="list-style-type: none"> • A signal that would allow all vehicle movements at the intersection; and • Median crossovers. 	



Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> • Full access means businesses are more accessible (crossing Egan, turning left from the side streets) • To line up Yandukin leg to allow full access, may need some ROW on the south side of the road. These figures are depictions giving rough idea of the size. As we do additional analysis on the 5 that move forward, we'll get a better idea of how much ROW will be needed. <p>Josie, have any questions come in regarding this alternative and how it was scored?</p> <p>INT-6 Two T-Intersections Start with figure</p> <ul style="list-style-type: none"> • This alternative did not require any compatible elements to meet all of the needs: • Yandukin side moves towards downtown. Both intersections signalized, allow all movements. As we move forward with analysis, we'll look at ways to ensure that few vehicles stop at both intersections. • Pedestrian crossing as with other signals • Explain how this allows us to get around a crash that closes either direction of traffic <p>Now that we have reviewed the features of this alternative, let's see how it rated:</p>	<p>Two Signalized T-Intersections (INT-6) This alternative separates the intersection into two signalized T-intersections, with the Yandukin Drive intersection placed southeast of the church.</p>	


Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> • Meets all Purpose and Need Metrics (all green) • Full access means businesses are more accessible (crossing Egan, turning left from the side streets) • Needs more ROW to extend Yandukin • Reminder – we will carefully design and analyze to reduce delay due to two signals <p>Josie, have any questions come in regarding this alternative and how it was scored?</p> <p>Final alternative: OVP-2 Diamond Interchange Explain figure.</p> <ul style="list-style-type: none"> • Just like at Sunny Point interchange. Builds bridge to carry Egan traffic over Yandukin/Glacier Lemon and allows traffic to travel under Egan between side streets, and to enter and exit Egan using ramps. • Pedestrians will also be able to travel under Egan • For this alt, we've chosen to look at the effect of a two-way frontage road extending Glacier Lemon Road to Nugget intersection. If median covers don't work with other alts, could choose to go with this treatment. Similarly, could eventually choose to use median covers with this treatment 	<p>Diamond Interchange (OVP-2, ELE-5) This alternative includes:</p> <ul style="list-style-type: none"> • A diamond interchange at the E-Y intersection, where Egan Drive through-traffic would travel up and over the intersection without stopping; • Two ramp intersections to control ramp and side street traffic; and • A frontage road (Glacier-Lemon Road) extended to the Glacier-Nugget intersection. 	




Time	Script	Storyboard Text from Website	Visual
	<p>Now that we've looked at what is included, let's look at how this one rated:</p> <ul style="list-style-type: none"> • Meets all Purpose and Need Metrics (all green) • Other Considerations are either green or red – let's go through each. <ul style="list-style-type: none"> ○ Land use plans (plans advocate for connection to Nugget) ○ Visibility (guardrail, abutments may reduce visibility of businesses along corridor) ○ Access (allow all movements, better access to land along Glacier Lemon Road extension) ○ Wetlands (area of extension) ○ Protected lands (same as all – none) ○ ROW (interchange needs ROW in all 4 quadrants of intersection; extension needs ROW) ○ Delay (Egan traffic never stops, like now; left turn traffic experiences less delay; will look at delay at Nugget intersection) ○ Cost (High) <p>Josie, have any questions come in regarding this alternative and how it was scored?</p>		 <p>The visual is a screenshot of a web browser displaying a project information page. It features a map with a highlighted route, likely the Glacier Lemon Road extension mentioned in the script. The page includes various data points, text descriptions, and a navigation menu at the top.</p>


Time	Script	Storyboard Text from Website	Visual
	<p>Ten other alternatives will NOT progress into further analysis.</p> <p>If you want to see why, click on these same links that you saw above for more information.</p> <p>Again, the first level of screening produced 5 alternatives for further review. What are your thoughts on the Level 1 screening results?</p> <p>Josie, are there any more questions?</p> <p>Josie – check for questions</p> <p>Josie – transition to Taylor to review the Draft Level 2 screening criteria.</p>	<p>Lower Scoring Alternatives (10)</p> <p>Another ten alternatives did not score high enough in Level 1 screening to progress into further analysis.</p>	
<p>11:20 AM</p>	<p>Level 2 Screening Criteria - Taylor</p> <p>Intro Self</p> <p>I'm going to go through the draft Level 2 screening criteria.</p> <p>Level 2 screening criteria shown on the screen are similar to what we saw in the Level 1 screening. You can see that safety metrics are at the top followed by alternate driving routes and non-motorized access.</p> <p>A difference with these Level 2 Screening criteria is that we've set up the metrics in this level of screening to be more quantitative and</p>	<p>Draft Level 2 Screening Criteria</p> <p>Click for Draft Level 2 Criteria</p> <p>Evaluation with Level 2 criteria will assess the impact of intersection improvement alternatives on surrounding resources and activities.</p> <p>Based on feedback from agencies and stakeholders, resources and activities under consideration in Level 2 screening include:</p> <ul style="list-style-type: none"> • Transit routes, bus stops, and route timing • Consistency with local planning efforts (including bike and pedestrian facilities) • Right-of-Way • Stormwater 	



Time	Script	Storyboard Text from Website	Visual
	<p>based on modeling, engineering, and more refined measurements of impacts. This will allow us the tease apart the differences between the five alternatives that are moving into Level 2 Screening.</p> <p>We also created new and modified some of the metrics based on Agency and Community Focus Group feedback, including:</p> <ul style="list-style-type: none"> • Adding transit route and bus stop measures. • Consistency with various local plans, including the Non-motorized plan, Transit plan, and the Airport Sustainability Master Plan • Business access impacts includes traffic travel times to and from businesses within the project area • Right of way impacts • Stormwater impacts • Historic Properties • Fish habitat and stream impacts • Air quality impacts <p>I'm going to pause here for a few minutes to let you all read through the matrix and then we can discuss any questions you might have.</p> <p>So now we'd like to hear from you....Are there any missing screening criteria or impacts areas that we should add?</p>	<ul style="list-style-type: none"> • Fish habitat • Air quality <p>During Level 2 screening, alternatives are weighed against current intersection conditions and each other.</p> <p>Level 2 screening criteria are in draft form.</p>	

Time	Script	Storyboard Text from Website	Visual
	<p>Josie – check for questions Do not demo next part of script</p> <p>There are some additional data regarding the environmental impact areas that we've added to the webpage. If you click on the project area and data link on the top right, you can scroll down to view some GIS maps of lands uses, and under that fish streams and wetlands and floodplains maps. We will use this data when conducting the detailed impact analyses in Level 2 screening.</p> <p>Josie – transition to Jim about next steps for members as advisors to the project.</p>		
<p>11:40 AM</p>	<p>Project Next Steps – Jim</p> <p>We know that we have shared a lot of material with you today and we are asking that you give us your comments on the Level 1 screening results and the level 2 screening measures.</p> <p>We will keep this presentation available for you to review online so that you can reference any information to finalize your comments.</p> <p>Again, I would like to stress how much we value your input in this process and we want to hear from you, so get those comments in on</p> <ul style="list-style-type: none"> ● Results of Level 1 Screening 	<p>NEXT STEPS FOR YOU</p> <p>Comments We appreciate your participation and value your feedback. Please submit comments - they are most useful by August 28th.</p> <p>Please take your time looking at this information, then share your comments on the following items in the project comment section of this workshop:</p> <ul style="list-style-type: none"> ● Results of Level 1 Screening ● Draft Level 2 screening criteria <p>Please try to submit comments by August 28, 2020.</p>	


Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> Draft Level 2 screening criteria <p>Please try to get your comments to us by August 28th.</p> <p>After we review your comments and this workshop is complete, we will compile your input and we will be sending each participant of the workshop a summary.</p> <p>This fall, we are planning our second public meeting to inform the public about our progress on the Egan / Yandukin project. The meeting will be followed by a comment period.</p> <p>That meeting will be virtually delivered, and will cover project process, the range of alternatives, and screening results.</p> <p>We are currently targeting September for this public meeting.</p> <p>We will be in touch as soon we work out the details of the meeting.</p> <p>We plan on meeting with this group again in December, once the project team has completed the Level 2 Screening process and we will have recommended solutions to share with you.</p>	<p>Once this workshop is complete, we will compile your input and will send each participant a workshop summary.</p> <p>We will next connect with you in another workshop after the public meeting and in the winter.</p> <p>Publicizing Public Meeting This fall, we are planning for a virtual public meeting to inform the public about the Egan / Yandukin project.</p> <p>The public meeting will cover the HSIP nomination, Egan / Yandukin project process, range of alternatives, and Level 1 screening criteria. At the meeting and afterwards, we will ask for public comment on this work.</p> <p>We are currently targeting September for the public meeting.</p> <p>In the weeks to come, we will keep you informed on the meeting date and virtual location.</p>	

Time	Script	Storyboard Text from Website	Visual
	<p>Again, comments from you on what we presented today are important, so please reach out with any input or questions that you have.</p> <p>I'm going to hand off to Josie, who will go through some wrap-up items and tell you how to enter your comments in the website.</p>		
<p>11:50 AM</p>	<p>Comment Form - Josie</p> <p>A few key pieces of information as we wrap up:</p> <ol style="list-style-type: none"> 1. You will receive an email after this meeting with a link to this website. 2. Please post your comments and submit your workshop survey - comments are most useful by August 28th. 3. You can use this comment form to submit feedback on the range of alternatives, screening criteria, or other topics. 4. All comments will be included in the comment record and workshop summary report. 	<p>Comment Form</p> <p>Thank you for taking time to share your thoughts about the draft Level 2 screening criteria and Level 1 screening results.</p> <p>Egan / Yandukin Project Comment Form</p> <p>Thank you for participating in the Egan / Yandukin Agency virtual workshop. We value your opinion, so please answer the following questions and provide your comments. Thank you.</p> <ol style="list-style-type: none"> 1. Information: Name, Business or Organization if applicable, Address, Phone Number 2. Are there any missing screening criteria or impacts to consider when evaluating the intersection improvement alternatives? 3. The first level of screening produced 5 alternatives for further review. What are your thoughts on the level 1 screening results? 4. Please leave any additional comments. 	 

Time	Script	Storyboard Text from Website	Visual
	<p>Workshop Survey – Josie</p> <ol style="list-style-type: none"> 1. When you are looking through the website, please also take a moment to complete the brief workshop survey, letting us know what you liked about this workshop, and what might work better for future meetings. 	<p>Workshop Survey Egan / Yandukin Workshop Feedback Thank you for participating in the Egan / Yandukin virtual stakeholder workshop. Please take 5 minutes to provide valuable feedback about your experience.</p> <ol style="list-style-type: none"> 1. Information: Name 2. Workshop Layout: Was the layout of the workshop understandable and easy to follow? Comments? 3. Access: Were you able to access all links throughout the process? Comments? 4. Clarity of Materials: Were the materials presented in a way that was easy to understand? Comments? 5. Interactive Process: Did the process feel interactive, with opportunities for comments and questions? Comments? 6. Meeting Likes: Please list something you liked about the meeting. 7. Meeting Dislikes: Please list something you did not like about the meeting. 8. How would you rate the overall experience of the virtual workshop? (1-5 stars, with 5 being the highest). Comments? 9. Optional Comments: Please provide any additional feedback 	 <p>The visual column contains two identical screenshots of a survey form. The form is titled "NEEDS OF DEEP" and includes several sections for user input, such as "Name", "Workshop Layout", "Access", "Clarity of Materials", "Interactive Process", "Meeting Likes", "Meeting Dislikes", "Overall Experience", and "Optional Comments". Each section has a corresponding question and a text area for the user's response.</p>

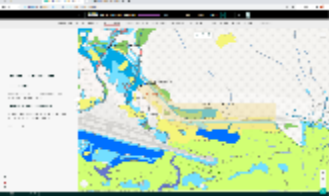
Time	Script	Storyboard Text from Website	Visual
<p>11:55 AM</p>	<p>Project Contact Information – Jim</p> <p>Thank you for attending today’s Agency workshop.</p> <p>On the screen is my contact information and the project website link.</p> <p>Please do get in touch with questions, comments, and suggestions. Your feedback is very important to this process.</p> <p>Thank you again for attending, and we look forward to your comments.</p> <p>Goodbye. Have a great day.</p> <p>---END MEETING</p>	<p>PROJECT MANAGERS Jim Brown, DOT&PF</p> <p>EMAIL eganyandukin@alaska.gov</p> <p>PHONE 907-465-1796</p> <p>WEBSITE www.dot.alaska.gov/eganyandukin</p>	
<p>11:58 AM</p>	<p>Project Area and Data – NO SCRIPT</p>	 <p>Photo: DynaHover</p> <p>EGAN / YANDUKIN STUDY AREA</p>	

Time	Script	Storyboard Text from Website	Visual
		<p>The Egan / Yandukin Improvements Project studied the intersections of Lemon Road and Yandukin Drive with Egan Drive and four nearby intersections. Because of the proximity of the intersections to each other, changes at Egan / Yandukin may impact the other intersections and vice versa.</p> <p>Click for 2019 Traffic Analysis</p> <hr/> <p>INTERSECTION USE</p> <p>Egan Drive is an important connection for carrying long-distance, high-speed traffic.</p> <p>All inbound and outbound traffic, including local traffic, must pass through the intersection of Egan Drive at Yandukin Drive. There are no alternative routes to this intersection.</p> <p>Good pedestrian routes exist in the area, but there are few locations for pedestrians to cross Egan Drive.</p> <p>Transit vehicles serve the area, with stops at Fred Meyer and the Nugget Mall.</p>	

Time	Script	Storyboard Text from Website	Visual
		 <p data-bbox="947 618 1163 646">Photo: DynaHover</p> <p data-bbox="947 688 1129 716">Corridor Traffic</p> <p data-bbox="947 758 1535 857">Egan Drive is a four-lane, divided principal arterial roadway running generally north-south. It carries about 30,000 vehicles per day.</p> <p data-bbox="947 899 1514 1036">Egan Drive connects downtown Juneau with the Mendenhall Valley and Juneau International Airport, as well as with the University of Alaska Southeast and the Auke Bay Ferry Terminal.</p> <p data-bbox="947 1078 1514 1214">Yandukin Drive is a major collector roadway, carrying about 2,500 vehicles per day to Juneau International Airport and other commercial and residential establishments.</p> <p data-bbox="947 1256 1545 1393">Lemon Road/Glacier Highway is a minor arterial roadway. Volumes on the short segment between Fred Meyer and Juneau Christian Center are typically around 7,500 vehicles per day.</p>	

Time	Script	Storyboard Text from Website	Visual
		<p>On the segment of Lemon Road/Glacier Highway that runs parallel to Egan Drive between the Sunny Point Interchange and Yandukin Drive, the volumes are about 4,500 vehicles per day.</p> <hr/> <p>CRASH ANALYSIS</p> <p>Crash severity at the Egan / Yandukin intersection is of concern.</p> <p>The frequency of crashes at the intersection has risen in recent years. The intersection now has the 3rd-highest number of crashes in the Juneau area, with 31 crashes over a 5-year period.</p> <p>There are no fatalities associated with traffic accidents at this intersection.</p> <p>Left-turn crashes from Egan Drive are the predominant crash type of concern.</p> <p>Crashes are more likely when roads are icy, snowy, or wet - particularly in November through January.</p> <p>Crashes are more likely during rush hour - especially when these conditions occur during periods of darkness.</p> <p>Click for Accident Data</p>	

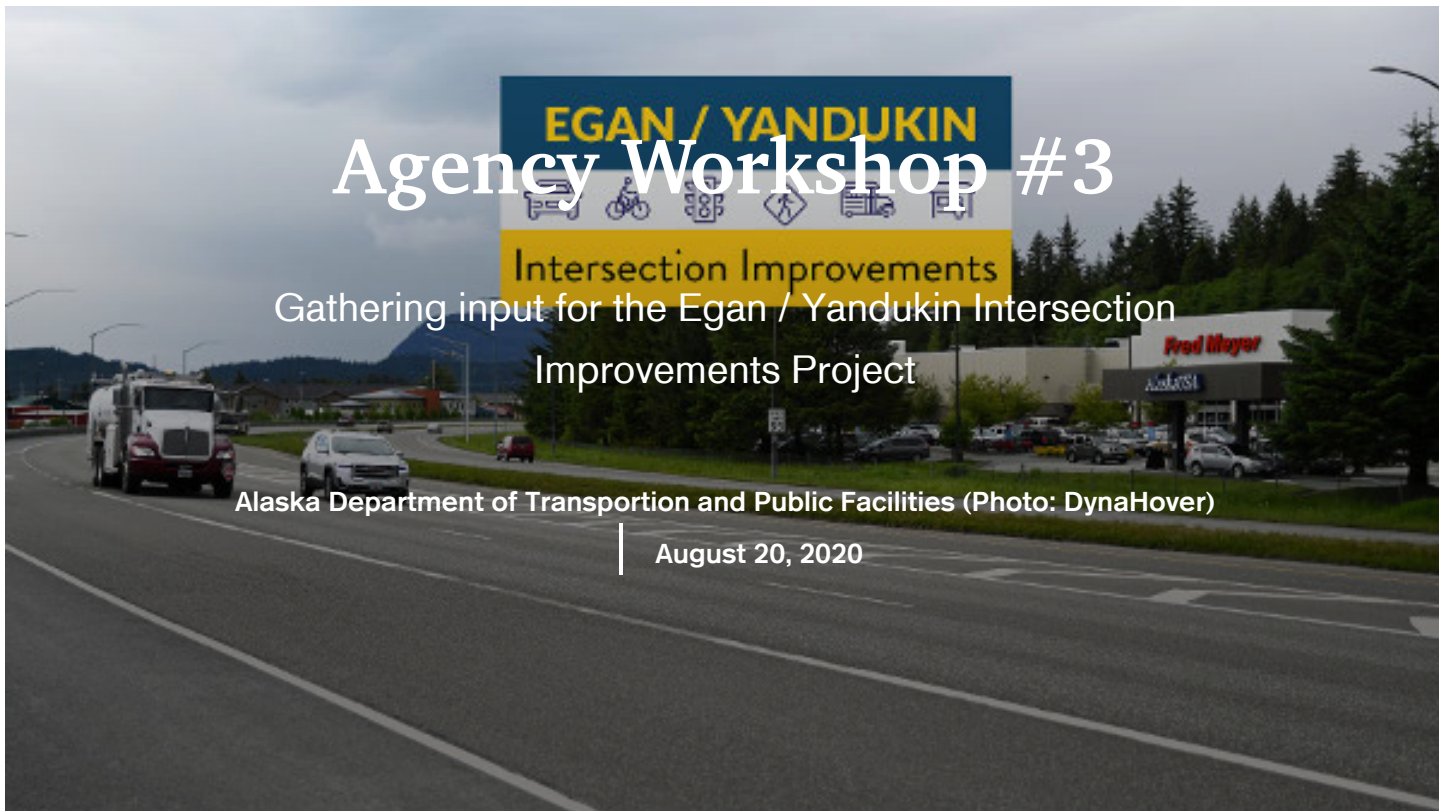
Time	Script	Storyboard Text from Website	Visual																																										
		<p>IMPROVED BY 100% TO 200 PERCENT</p> <p>0 Fatal Injuries</p> <p>6 Fatal Injuries</p> <p>45% of total fatalities at the intersection were caused by wrong-way driving.</p> <p>>50% of annual total fatalities were caused by wrong-way driving.</p> <p>3rd most fatal intersection in Alaska</p> <p>2 Wrong-way driving fatalities</p> <p>Number of Crashes at Egan / Yandukin Intersection (2005-2017)</p> <p>Crash frequency (per right-of-way segment) Egan AADT (Annual Average Daily Traffic)</p> <p>Before reconstruction After reconstruction</p> <table border="1"> <caption>Number of Crashes at Egan / Yandukin Intersection (2005-2017)</caption> <thead> <tr> <th>Year</th> <th>Crash Frequency</th> <th>Egan AADT</th> </tr> </thead> <tbody> <tr><td>2005</td><td>4</td><td>28</td></tr> <tr><td>2006</td><td>4</td><td>25</td></tr> <tr><td>2007</td><td>5</td><td>26</td></tr> <tr><td>2008</td><td>9</td><td>24</td></tr> <tr><td>2009</td><td>2</td><td>23</td></tr> <tr><td>2010</td><td>10</td><td>24</td></tr> <tr><td>2011</td><td>4</td><td>23</td></tr> <tr><td>2012</td><td>8</td><td>24</td></tr> <tr><td>2013</td><td>9</td><td>26</td></tr> <tr><td>2014</td><td>5</td><td>27</td></tr> <tr><td>2015</td><td>4</td><td>28</td></tr> <tr><td>2016</td><td>5</td><td>29</td></tr> <tr><td>2017</td><td>10</td><td>30</td></tr> </tbody> </table>	Year	Crash Frequency	Egan AADT	2005	4	28	2006	4	25	2007	5	26	2008	9	24	2009	2	23	2010	10	24	2011	4	23	2012	8	24	2013	9	26	2014	5	27	2015	4	28	2016	5	29	2017	10	30	
Year	Crash Frequency	Egan AADT																																											
2005	4	28																																											
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2016	5	29																																											
2017	10	30																																											
		<p>Land Constraints</p> <p>Land factors that can constrain intersection improvement alternatives include private and public land ownership interests, steep slopes, and other land-form constraints.</p> <p>Land Ownership</p> <p>Within the study area, land is owned by the City and Borough of Juneau, DOT&PF, the U.S. Forest Service, and private land holders. The Mendenhall</p>																																											

Time	Script	Storyboard Text from Website	Visual
		<p>State Game Refuge bounds one side of the project area.</p> <p>Land Uses Existing developments include a variety of land uses. Traffic growth is likely because of the undeveloped lands that are zoned for high-density residential properties within the project area.</p> <p><i>Click the bottom left icon on the map for a key.</i></p> <hr/> <p>Water Constraints</p> <p>Fish Habitat</p> <p>Segments of streams within the project area offer salmon habitat. Just west of the project study area, Jordan Creek supports salmon, Dolly Varden, and trout habitat.</p> <p>Wetlands and Floodplain</p> <p>Impacts to wetlands and impacts to their functions and values are important project considerations.</p> <p>The wetlands south of Egan Drive within and adjacent to the Mendenhall Wetlands State Game Refuge support important fish, bird, and wildlife habitat. Smaller wetland areas are located around</p>	

Time	Script	Storyboard Text from Website	Visual
		<p>existing intersection development and along the north side of Egan Drive.</p> <p>Mapped flood hazard areas are adjacent to Egan Drive within the study area. Any construction alternative would be designed to minimize encroachments or impacts to the surrounding areas.</p> <p><i>Click the bottom left icon on the map for a key.</i></p>	



Attachment D: Agency Meeting #3 StoryMap



ORIENTATION



NAVIGATING THE ONLINE WORKSHOP

Thank you for participating in the Egan / Yandukin Improvements Project Agency Workshop hosted by the Alaska Department of Transportation and Public Facilities (DOT&PF).

We consider your time valuable and have created an easy-to-navigate environment to provide you with the latest information about the Egan / Yandukin project and to receive your feedback.

The goal of this meeting is to provide an in-person workshop experience in an online setting.

To navigate the information after the workshop, please follow the steps listed below.

1. Use your mouse to scroll down through the workshop or use the scrolling navigation bar to the right.
2. Jump quickly to different sections using the navigation bar with titles at the top of the screen.
3. There will be a note on the website materials to enable you to click through any slideshows.
4. Follow directions to leave comments on the project and the workshop.

If you need additional assistance navigating the workshop, contact aurah.landau@hdrinc.com or 907-205-6573.



AGENCY REVIEW

Thank you for being a member of the Egan / Yandukin jurisdictional agency group.

DOT&PF is engaging the community of Juneau and key agency stakeholders in a Planning and Environmental Linkages (PEL) process to help guide the development and delivery of improvements to the area of the intersection of Egan and Yandukin Drives.

The PEL process outlines key issues in the area and will include the development of products that can inform a subsequent related National Environmental Policy Act (NEPA) evaluation, such as project Purpose and Need, inventory of environmental resources, development and screening of transportation alternatives, identification of preliminary environmental impacts and mitigation, and full public and agency involvement.

It is critical that the PEL process includes involvement of jurisdictional agencies (23 U.S. Code § 168) so that the

information and analysis are acceptable for use within the NEPA process of subsequent projects.

With consideration for the safety of all participants, DOT&PF has developed this online workshop in lieu of an in-person workshop.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF. The resulting planning products may be adopted during a subsequent environmental review process.

[Click for PEL Factsheet](#)



WORKSHOP AGENDA

Project Timeline

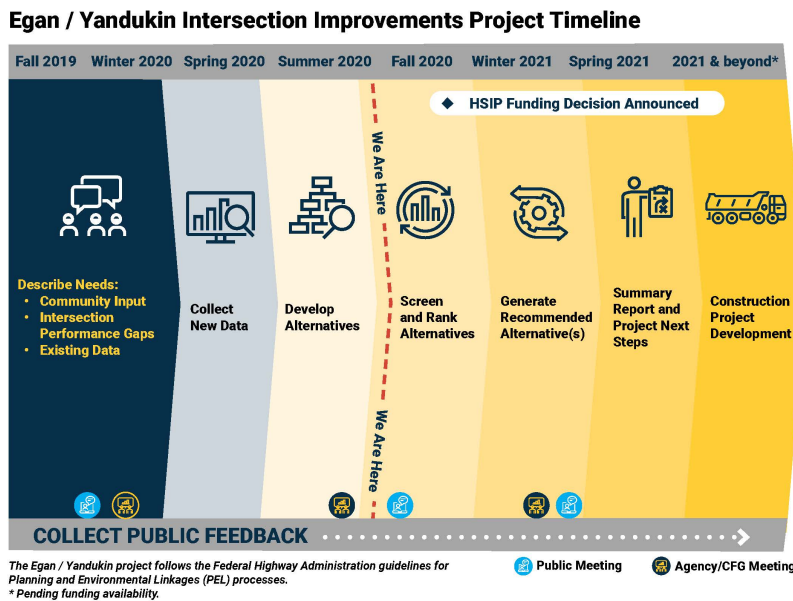
Level 1 Screening Criteria and Results

Level 2 Screening Criteria

Next Steps

Photo: DynaHover

PROJECT TIMELINE



Project Process

DOT&PF is prioritizing efforts to improve the Egan / Yandukin intersection.

The Egan / Yandukin Intersection Improvements Project follows

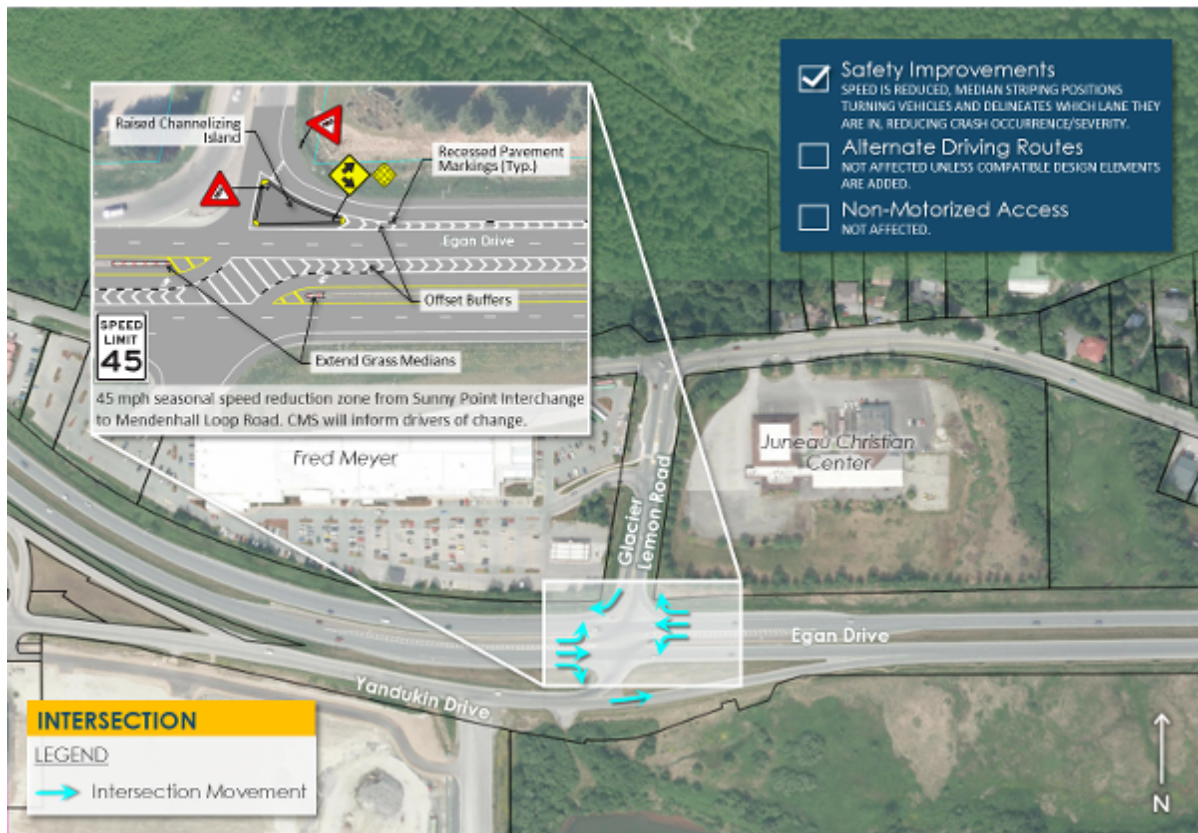
the Federal Highway Administration guidelines for Planning and Environmental Linkages (PEL) processes.

Emphasis is placed on engaging the community, collecting data, and generating and screening a wide range of potential intersection improvement options.

HIGHWAY SAFETY IMPROVEMENT PROGRAM NOMINATION

DOT&PF recently submitted a funding request through the federally-funded Highway Safety Improvement Program (HSIP) for a near-term, lower-cost project that can reduce the likelihood for serious crashes at the intersection.


By October 2020, DOT&PF will know if the HSIP nomination is selected for funding.






PURPOSE AND NEED

Purpose & Need




Primary:

-  Safety

Secondary:

-  Alternate driving routes
-  Non-motorized access
-  Traffic flow

Additional Goals:

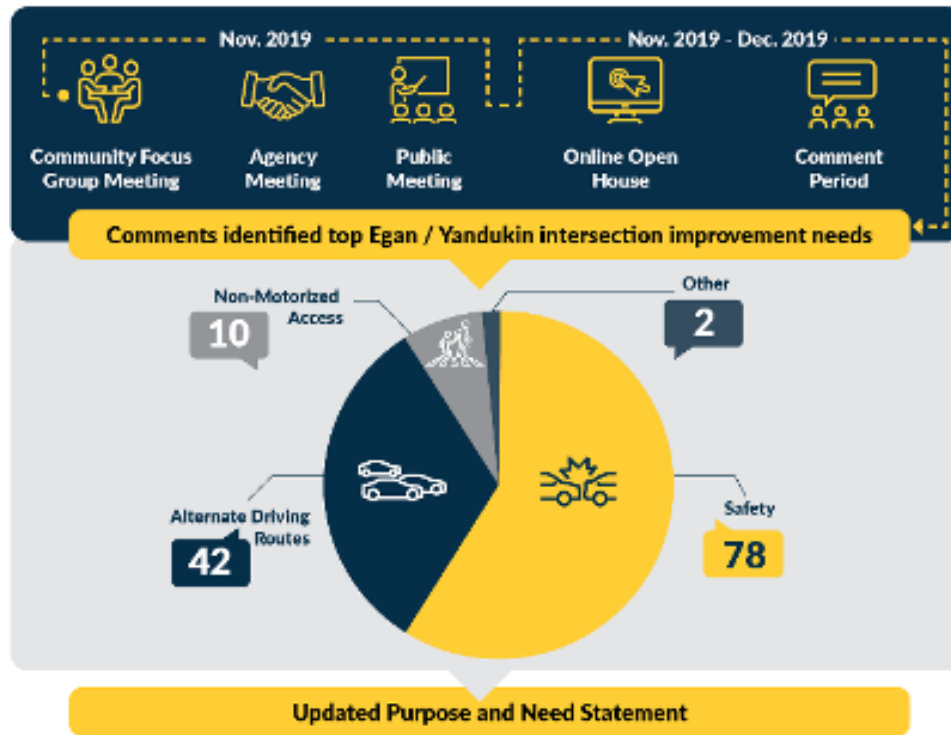
-  Land use plans
-  Business access
-  Economic growth

Project Purpose and Need Statement

The Egan / Yandukin Purpose and Need statement serves to describe the need for and goals of intersection improvements.

[Click for Purpose & Need](#)

Public Comment Informs Project Purpose and Need



Purpose and Need

Public comment identified the need to improve **intersection safety** as the primary project purpose.

Transportation improvements should meet additional project purposes and needs:

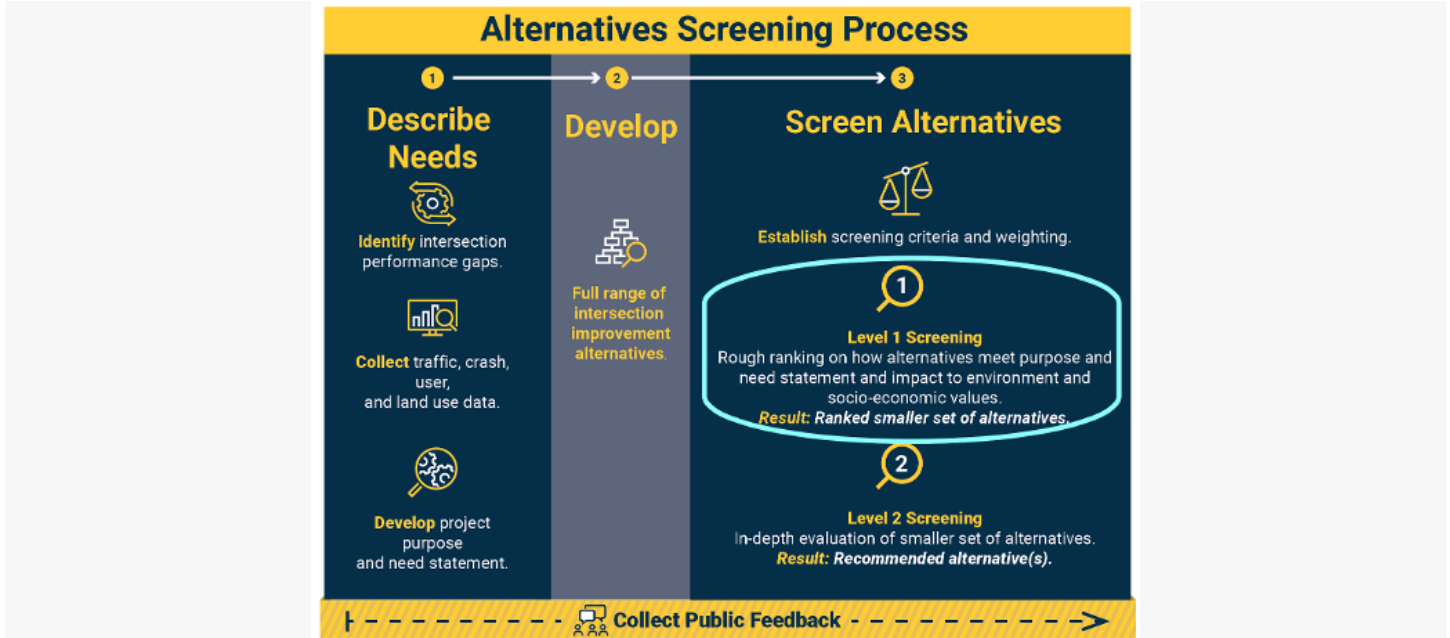
- Provide **alternate driving** routes when Egan Drive is blocked;
- Improve **non-motorized access** ; and
- Maintain **traffic capacity and flow**.

Other Goals

Potential improvements to the Egan / Yandukin intersection should meet these additional community goals:

- Be consistent with approved land use plans and ordinances.
- Maintain or improve access to and visibility of businesses.
- Support opportunities for economic development and future land uses.
- Seek to minimize vehicle delay.

Evaluating Intersection Improvement Alternatives



Screening Process

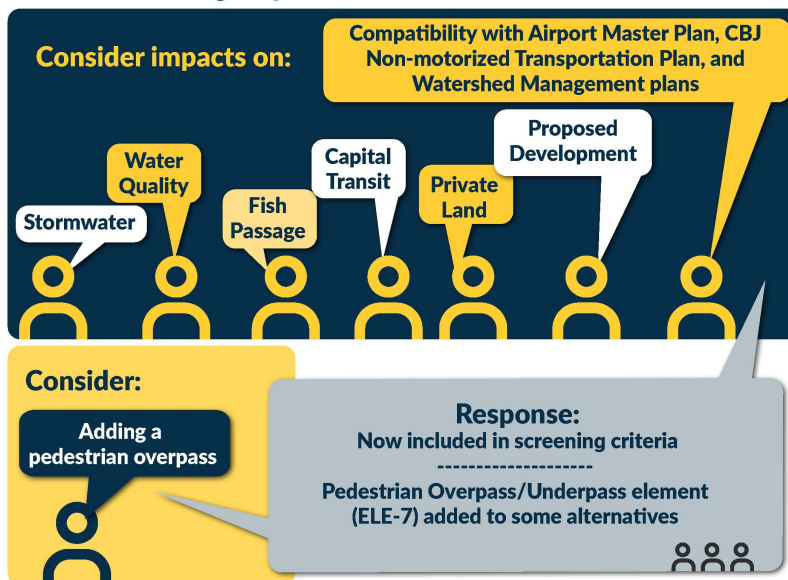
Each intersection improvement alternative will be evaluated according to the project Purpose and Need, feasibility, costs, impacts on private land and the environment, and other screening criteria.

Two screening levels will be used.

Alternatives that come out of a first (Level 1) screening as viable will be evaluated with a second set of metrics (Level 2) designed to more finely screen the range of alternatives.

The alternative(s) that rank highest from both rounds of screening as ranked the highest will be recommended in 2021 in the project report.

Agency and CFG Member Comments



Feedback Shaped Project Work

Comments from Agency and Community Focus Group members were incorporated into the range of alternatives and screening criteria.

These comments were provided during the second of the group workshops and via email or the workshop websites.

[Click for Responses to Comments](#)

LEVEL 1 SCREENING MEASURES	PURPOSE	NEED	METRIC	EXPLANATION OF METRICS
	PURPOSE AND NEED METRICS			
PRIMARY: Alternative must score positive in one or more metrics to advance	SAFETY	SAFETY	CRASH FREQUENCY	Do number of the crash potential between the alternative and the no-build alternative based on Alaska or Federal experience with similar treatments.
			CRASH SEVERITY	Do number of the crash severity between the alternative and the no-build alternative based on Alaska or Federal experience with similar treatments.
SECONDARY	ALTERNATE DRIVING ROUTES NON-MOTORIZED ACCESS	NON-MOTORIZED ACCESS	BICYCLES AND PEDESTRIANS	Do number of the number of conflicts between pedestrians and vehicles based on Alaska or national experience with similar treatments.
			CRASH DELAY	Description of whether the alternative provides an alternate route when there is a crash on open drive. Also include the provide relief to congestion when there is a crash, but do not include the delay, alone, "congestion impacts."
			ACCESSIBILITY COMFORT	Do number of the difficulty and comfort level pedestrians and bicycles experience in traveling from residential, commercial or on side of Egan Drive to those on the other side, relative to the alternative and the no-build alternative.
OTHER CONSIDERATIONS			METRIC	EXPLANATION OF METRICS
OTHER METRICS				
ECONOMIC GROWTH	ECONOMIC GROWTH	ECONOMIC GROWTH	LAND USE PLANS	Description of how the alternative affects objectives for future development in an adopted CDD and use plan.
			BUSINESS VISIBILITY	Description of how the alternative design features affect visibility elements (such as bridge structures), that affect the access to businesses, mostly to drivers.
ENVIRONMENTAL	ENVIRONMENTAL	ENVIRONMENTAL	BUSINESS ACCESS	Abstraction of any effects the alternative has on drainage access to adjacent businesses or lands due to road alignment changes.
			WETLAND PERMIT	Assessment of whether the alternative will likely require a permit from USACE and, if so, the type of permit.
			PROTECTED LANDS	Assessment of whether the alternative may use Section 4(f) protected lands.
TRAFFIC OPERATIONS	TRAFFIC OPERATIONS	TRAFFIC OPERATIONS	RIGHT-OF-WAY IMPACT	Description of the amount of ROW acquisition that the alternative will require (if any).
			PEAK HOUR DELAY	Do number of the delay in the morning or evening peak period for this alternative compared to the no-build alternative.
COST	COST	COST	COST RANGE	Estimate of the cost for this alternative. High cost alternatives are similar to a grade-separated interchange, such as at Seward Point. A project that only requires changes to deck and marking and signs is an example of a low-cost alternative.

Level 1 Screening Criteria

[Click for Level 1 Criteria](#)

Early evaluation with primary and secondary Level 1 screening criteria will differentiate alternatives based on meeting the project Purpose and Need.

During Level 1 screening, alternatives are weighed against current conditions at the intersection.

Purpose and Need Metrics

Public comments were clear that safety is the primary project purpose.

Safety metrics will receive greater weight in evaluations of alternatives.

Providing alternate driving routes and non-motorized access is also important in meeting the project Purpose and Need.

Other Metrics

These additional screening criteria address how social and economic considerations will be used to evaluate alternatives for improving the Egan / Yandukin intersection.

Q&A

Please unmute your line and ask a question, or type your question into the chat box for group discussion.

LEVEL 1 SCREENING RESULTS

The public meeting, comment period, and meetings with stakeholders generated numerous suggestions for improving the Egan / Yandukin intersection.

DOT&PF used many of the suggestions in developing a range of 15 alternatives for improving the Egan / Yandukin intersection area, as well as several compatible transportation elements that may overlay the alternatives.

The alternatives and elements were combined to create a larger range of alternatives consisting of the original 15 alternative and variations on those alternatives.

All alternatives and their variants were scored against Level 1 screening criteria. Five alternatives scored high enough to merit

further consideration.

[Click for Results Spreadsheet](#)

[Click for Maps and Results](#)

Summary of Level 1 Screening Results

Click image to expand.

Alternative Number	Alternative Name	Purpose & Need	Issue's Purpose and Need Metrics <small>Qualitative Metrics (Project Purpose and Need?)</small>					Level 1 Qualitative Metrics <small>Where alternative score can be the score of intersection?</small>							RWS
			Primary <small>Affect Purpose and Need (Qualitative Metrics)</small>			Secondary		Economic Growth		Environmental		Traffic Operations	Other		
			Safety	Access/Driving Experiences	Reliability/Accessibility	Construction	Accommodate Multimodal	Land Use/Planning	Employment/LEAD	Revenue/Local	Visual Quality	Protective/Buffer	Threat/Impacts	Peak Hour Delay	
Current Intersection Configuration															
No. 3a. 1d	Current Condition														
Top Scoring Alternatives - Will Continue To Further Screening															
INT-1, ELE-4, ELE-7	HSIP Interim Action														7
ME2, ELE-4	Partial Access Signalized Intersection														7
ME2, ELE-4	Full Access Signalized Intersection														7
ME-4	Two Signalized Intersections														5
DAT-2, ELE-5	Diamond Interchange														6
Lower Scoring Alternatives - No Further Screening															
CLS-1, ELE-7	ES Left Clearance 5-Yard 2-Way Merge Right Turn														4
CLS-2, ELE-7	Median Closure at 5-Yard 2-Way Merge Right Turn														4
CLS-3, ELE-7	Median Closure at 5-Y, Interchange at Right														5
ME-1, ELE-4, ELE-7	Move Signalized Intersection from Right to EV														5
ME-5, ELE-5	Roadside Intersections														5
ME7 Signal, ELE-4	Right Turn Intersection at Southbound of 5-Yard with Signal														7
ME-2, ELE-4	Diamond with Turnor Continuous Flow Intersections														4
ME-5	Diverging Diamond Intersections Plan														2
DAT-3, ELE-5	Single Point Urban Interchange														5
ME-1	Split Diamond Interchange Plan														6

Top Scoring Alternatives (5)

Five combinations of alternatives - and compatible elements will progress into the Level 2 screening process:

- HSIP Interim Action (INT-1, ELE-4, ELE-7)

- Partial Access Signalized Intersection (INT-2, ELE-4)
- Full Access Signalized Intersection (INT-3, ELE-4)
- Two Signalized T-Intersections (INT-6)
- Diamond Interchange (OVP-2, ELE-5)

To see each alternative and the scoring, slide the arrows on the image to the left or right. Click the top right arrow to expand the image.

HSIP Interim Action (INT-1, ELE-4, ELE-7)

This alternative includes:

- The interim action measures recommended in the HSIP nomination (seasonal speed reduction, left-turn median striping, and offset northbound right-turn lane);
- Median cross-overs; and
- A separated crossing for pedestrians.

INT-1, ELE-4, ELE-7

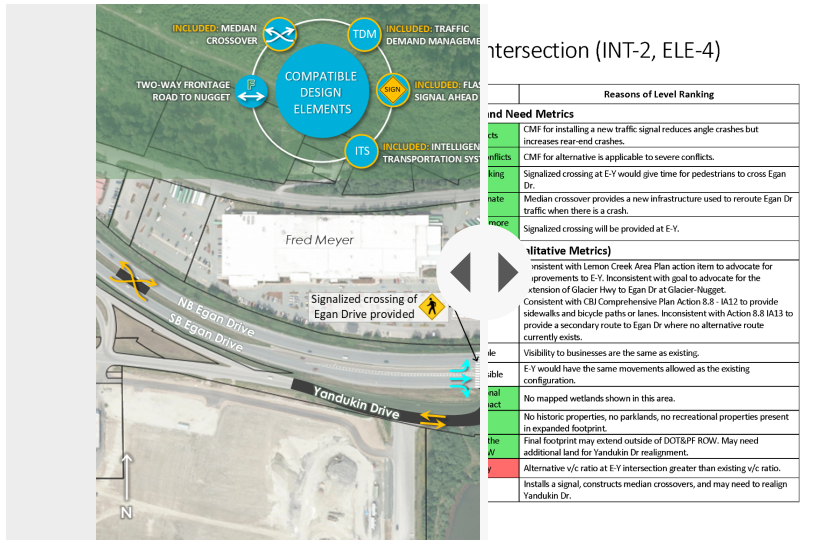
Reasons of Level Ranking	
Need Metrics	
its	CMF for improving the channelized right turn lane angle reduces crashes.
nflicts	CMF for alternative applicable for severe conflicts.
king	Provides facility for pedestrians to cross Egan. Removes pedestrian and bicycle conflict with vehicles.
late	Median crossover provides a new infrastructure used to reroute Egan Drive traffic when there is a crash.
more	Separates pedestrians from high speed vehicles.
Qualitative Metrics	
Consistent with Lemmon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8 - I&I2 to provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 I&I2 to provide a secondary route to Egan Dr where no alternative route currently exists.	
Visibility to businesses are the same as existing.	
E-Y would have the same movements allowed as the existing configuration.	
No change to footprint.	
No change to highway footprint.	
Minor amounts of ROW required for pedestrian crossing	
Alternative v/c ratios at E-Y and Glacier-Nugget intersections are the same as existing v/c ratios.	
Extends the grass medians, constructs a channelizing island, and installs new signs and pavement markings. Constructs a separated grade pedestrian crossing, and median crossovers.	

Slide arrows left and right to slide between images.

Partial Access Signalized Intersection (INT-2, ELE-4)

This alternative includes:

- A signal that only allows the vehicle movements currently allowed at the intersection (no left turns from side streets); and
- Median crossovers.

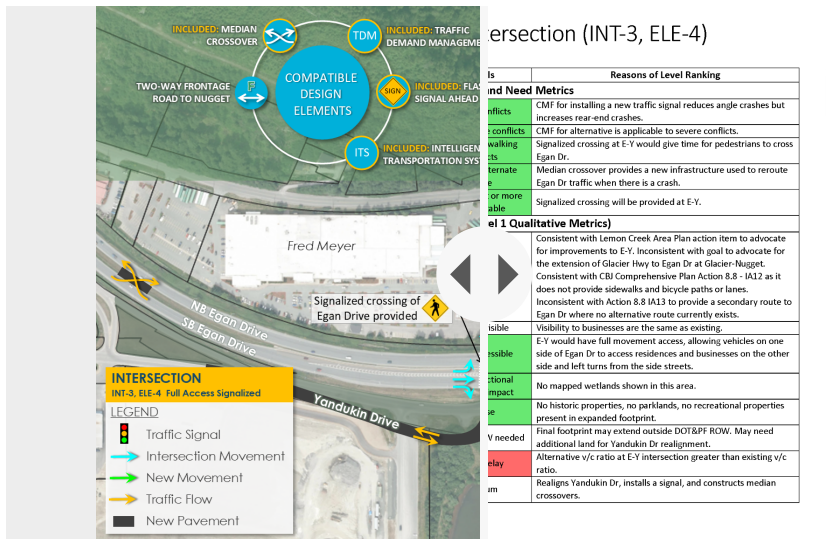


Slide arrows left and right to slide between images.

Full Access Signalized Intersection (INT-3, ELE-4)

This alternative includes:

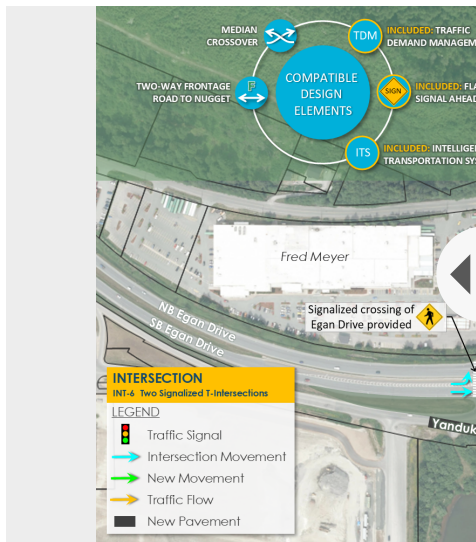
- A signal that would allow all vehicle movements at the intersection; and
- Median crossovers.



Slide arrows left and right to slide between images.

Two Signalized T-Intersections (INT-6)

This alternative separates the intersection into two signalized T-intersections, with the Yandukin Drive intersection placed southeast of the church.



Intersections (INT-6)

Reasons of Level Ranking	
Need Metrics	
CMF for converting intersection to two T-intersections reduces crashes.	
CMF for alternative is applicable to severe conflicts.	
Signalized crossing at E-Y would give time for pedestrians to cross Egan Dr.	
Alternate route provided for northbound Egan Dr traffic towards Mendenhall Valley. Traffic would be able to access alternate routes at the two signals.	
Signalized crossing will be provided at E-Y.	
Alternative Metrics	
Inconsistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget.	
Inconsistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.	
Visibility to businesses are the same as existing.	
Left turn movements would be allowed from Yandukin Dr and Glacier-Lemon Rd.	
Existing wetlands already permitted for fill for industrial project.	
Does not include lands anticipated for conservation.	
Additional land needed for Yandukin Dr realignment under development.	
Alternative v/c ratio at E-Y intersection greater than existing v/c ratio.	
Realigns Yandukin Dr further southeast and installs two signals.	

Slide arrows left and right to slide between images.

Diamond Interchange (OVP-2, ELE-5)

This alternative includes:

- A diamond interchange at the E-Y intersection, where Egan Drive through-traffic would travel up and over the intersection without stopping;
- Two ramp intersections to control ramp and side street traffic; and
- A frontage road (Glacier-Lemon Road) extended to the Glacier-Nugget intersection.



Interchange (OVP-2, ELE-5)

Reasons of Level Ranking	
Need Metrics	
Converting at-grade intersection into a grade-separated interchange reduces crashes.	
Leg may increase crashes at Glacier-Nugget, the increase is not expected to decrease in crashes at E-Y because movements would be signal controlled.	
Alternative is applicable to severe conflicts.	
Y would be provided for pedestrians and bicyclists to cross Egan Dr.	
Northbound frontage road from Glacier-Lemon Rd to Glacier-Nugget.	
Would cross fewer lanes than existing, reducing the distance needed to cross and vehicles are exposed on the road. Vehicles would be traveling at lower speeds.	
Alternative Metrics	
Lemon Creek Area Plan action item to advocate for improvements to E-Y and the extension of Glacier Hwy to Egan Dr at Glacier-Nugget.	
Inconsistent with Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative currently exists.	
Concrete barriers along the elevated Egan Dr obstructs views to businesses.	
Yandukin Dr would obstruct views for side street traffic.	
Glacier-Nugget would have full movement access.	
Wetlands that remain along north side of Egan Dr may need to be filled.	
Wetlands, historic properties, or recreation resources in area.	
Additional land needed for Yandukin Dr realignment, on- and off-ramps, space for elevated frontage road for Glacier-Lemon Rd extension to Glacier-Nugget. May require Highways Land transfer process (Title 23 Highway Easement Deed).	
v/c ratios at E-Y and Glacier-Nugget intersections less than existing v/c ratios.	
Elevated bridge structure with on- and off-ramps and realigns Yandukin Dr. Extends Yandukin Dr to Glacier-Nugget, which may require cutting into the hillside.	

Slide arrows left and right to slide between images.

Lower Scoring Alternatives (10)

Another ten alternatives did not score high enough in Level 1 screening to progress into further analysis.

[Click for Results Spreadsheet](#)

[Click for Maps and Results](#)

Draft Level 2 Screening Criteria

DRAFT LEVEL 2 SCREENING MEASURES	PRIMARY		SECONDARY			
		SAFETY	CRASH SEVERITY BICYCLES AND PEDESTRIANS	TRAVEL TIME RELIABILITY PEDESTRIAN & BICYCLE FACILITY CONNECTIVITY	<p>Total number of high severity crashes forecasted through the design year using crash modification factors and historical crash frequencies.</p> <p>Per second pedestrian crashes based on exposure and control type.</p> <p>Description of whether the alternative provides an alternate route when there is a crash on Eggt Drive. Alternatives that provide relief to congestion when there is a crash, but do not provide a new route, are not "some improvement".</p> <p>Facilities and signage, reducing control delay, between map zones.</p>	
	ALTERNATE DRIVING ROUTES NON-MOTORIZED ACCESS					
	OTHER CONSIDERATIONS		METRIC		EXPLANATION OF METRICS	
	OTHER METRICS					
	TRANSIT	TRANSIT ROUTE TIME BUS STOP IMPACTS	PLANS IMPACTS BUSINESS ACCESS BUSINESS VISIBILITY	RIGHT-OF-WAY IMPACTS STORMWATER FISH HABITATS AND STREAMS HISTORIC PROPERTIES	<p>Level of accessibility at existing project area.</p> <p>Assessment of Bus Stop Impacts.</p> <p>Utilities (up and O&M (1), (2), (3), (4), (5), (6), (7), (8), (9), (10), (11), (12), (13), (14), (15), (16), (17), (18), (19), (20), (21), (22), (23), (24), (25), (26), (27), (28), (29), (30), (31), (32), (33), (34), (35), (36), (37), (38), (39), (40), (41), (42), (43), (44), (45), (46), (47), (48), (49), (50), (51), (52), (53), (54), (55), (56), (57), (58), (59), (60), (61), (62), (63), (64), (65), (66), (67), (68), (69), (70), (71), (72), (73), (74), (75), (76), (77), (78), (79), (80), (81), (82), (83), (84), (85), (86), (87), (88), (89), (90), (91), (92), (93), (94), (95), (96), (97), (98), (99), (100), (101), (102), (103), (104), (105), (106), (107), (108), (109), (110), (111), (112), (113), (114), (115), (116), 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Draft Level 2 Screening Criteria

[Click for Draft Level 2 Criteria](#)

Evaluation with Level 2 criteria will assess the impact of

intersection improvement alternatives on surrounding resources and activities.

Based on feedback from agencies and stakeholders, resources and activities under consideration in Level 2 screening include:

- Transit routes, bus stops, and route timing
- Consistency with local planning efforts (including bike and pedestrian facilities)
- Right-of-Way
- Stormwater
- Fish habitat
- Air quality

During Level 2 screening, alternatives are weighed against current intersection conditions and each other.

Level 2 screening criteria are in draft form.



Q&A

Please unmute your line and ask a question, or type your question into the chat box for group discussion.



NEXT STEPS FOR YOU

Comments

Using the forms below, please share your comments on:

- Results of Level 1 Screening
- Draft Level 2 screening criteria

Deadline: Please try to submit comments by August 28, 2020

Once this workshop is complete, we will compile your input and send each participant a workshop summary.

Next Group Workshop: December 2020

Public Meeting

This fall, we are planning for a virtual public meeting to inform the public about the Egan / Yandukin project.

Public meeting topics will be:

- HSIP nomination
- Egan / Yandukin project process
- Range of alternatives
- Level 1 screening criteria

At the meeting and afterwards, we will ask for public comment on this work.

Virtual Public Meeting: September 2020

In the weeks to come, we will keep you informed on the public meeting date and virtual location.

COMMENT FORM

Thank you for taking time to share your thoughts about the Level 1 screening results and draft Level 2 screening criteria.



WORKSHOP SURVEY



PROJECT CONTACT INFORMATION

PROJECT MANAGER

Jim Brown, DOT&PF

EMAIL

eganyandukin@alaska.gov

PHONE

907-465-1796

WEBSITE

www.dot.alaska.gov/eganyandukin



PROJECT AREA AND DATA

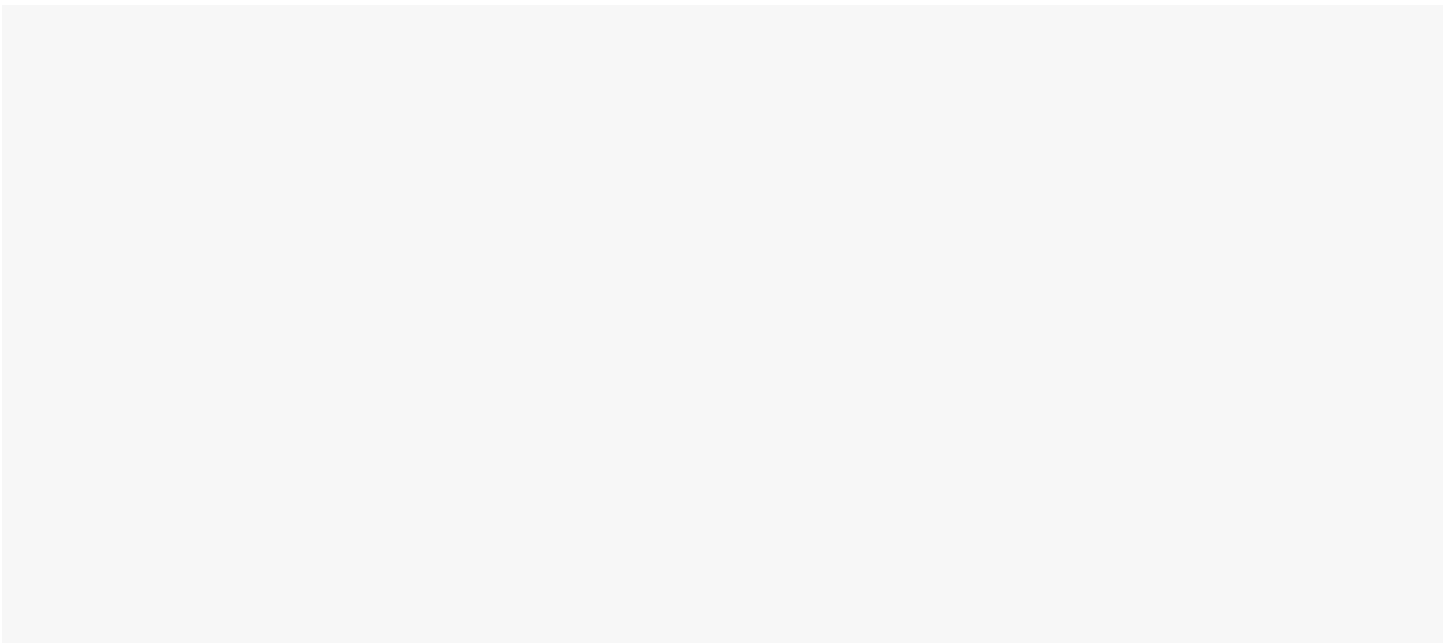




Photo: DynaHover

Egan / Yandukin Study Area

The Egan / Yandukin Improvements Project studied the intersections of Lemon Road and Yandukin Drive with Egan Drive and four nearby intersections. Because of the proximity of the intersections to each other, changes at Egan / Yandukin may impact the other intersections and vice versa.

[Click for 2019 Traffic Analysis](#)

Intersection Use

Egan Drive is an important connection for carrying long-distance high-speed traffic.

All inbound and outbound traffic, including local traffic, must pass through the intersection of Egan Drive at Yandukin Drive. There are no alternative routes to this intersection.

Good pedestrian routes exist in the area, but there are few locations for pedestrians to cross Egan Drive.

Transit vehicles serve the area, with stops at Fred Meyer and the Nugget Mall.



Photo: DynaHover

Corridor Traffic

Egan Drive is a four-lane divided principal arterial roadway running generally north-south. It carries about 30,000 vehicles per day (VPD).

Egan Drive connects downtown Juneau with the Mendenhall Valley and Juneau International Airport, as well as with the University of Alaska Southeast and the Auke Bay Ferry Terminal.

Yandukin Drive is a major collector roadway, carrying about 2,500 vehicles per day to Juneau International Airport and other commercial and residential establishments.

Lemon Road/Glacier Highway is a minor arterial roadway. Volumes on the short segment between Fred Meyer and Juneau Christian Center are typically around 7,500 vehicles per day.

On the segment of Lemon Road/Glacier Highway that

runs parallel to Egan Drive between the Sunny Point Interchange and Yandukin Drive, the volumes are about 4,500 vehicles per day.

Crash Analysis

Crash severity at the Egan / Yandukin intersection is of concern.

The frequency of crashes at the intersection has risen in recent years. The intersection now has the 3rd-highest number of crashes in the Juneau area, with 31 crashes over a 5-year period.

There are no fatalities associated with traffic accidents at this intersection.

Left-turn crashes from Egan Drive are the predominant crash type of concern.

Crashes are more likely when roads are icy, snowy, or wet - particularly in November through January.

Crashes are more likely during rush hour - especially when these conditions occur during periods of darkness.

[Click for Accident Data](#)


INTERSECTION TRAFFIC ANALYSIS

0 fatalities at the intersection

6 major injury crashes in 13 years
(major injury crashes are those with injuries that require transport to a hospital)



42% of crashes involve vehicles making left turns, and **62%** of the left-turn crashes involve southbound drivers turning toward Fred Meyer

>50% of crashes occur in November, December, and January 

How does the Egan/Yandukin intersection rank compared with other intersections in Juneau?

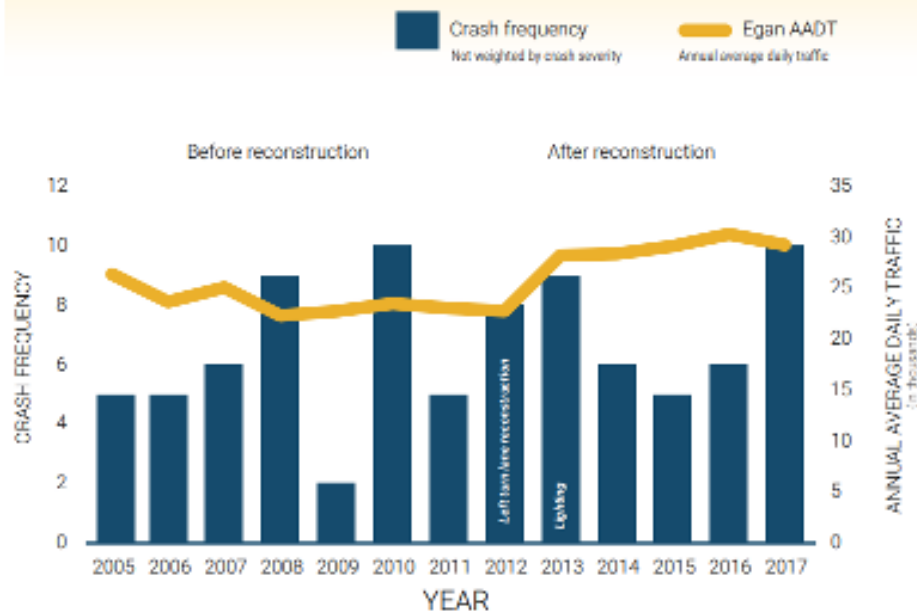


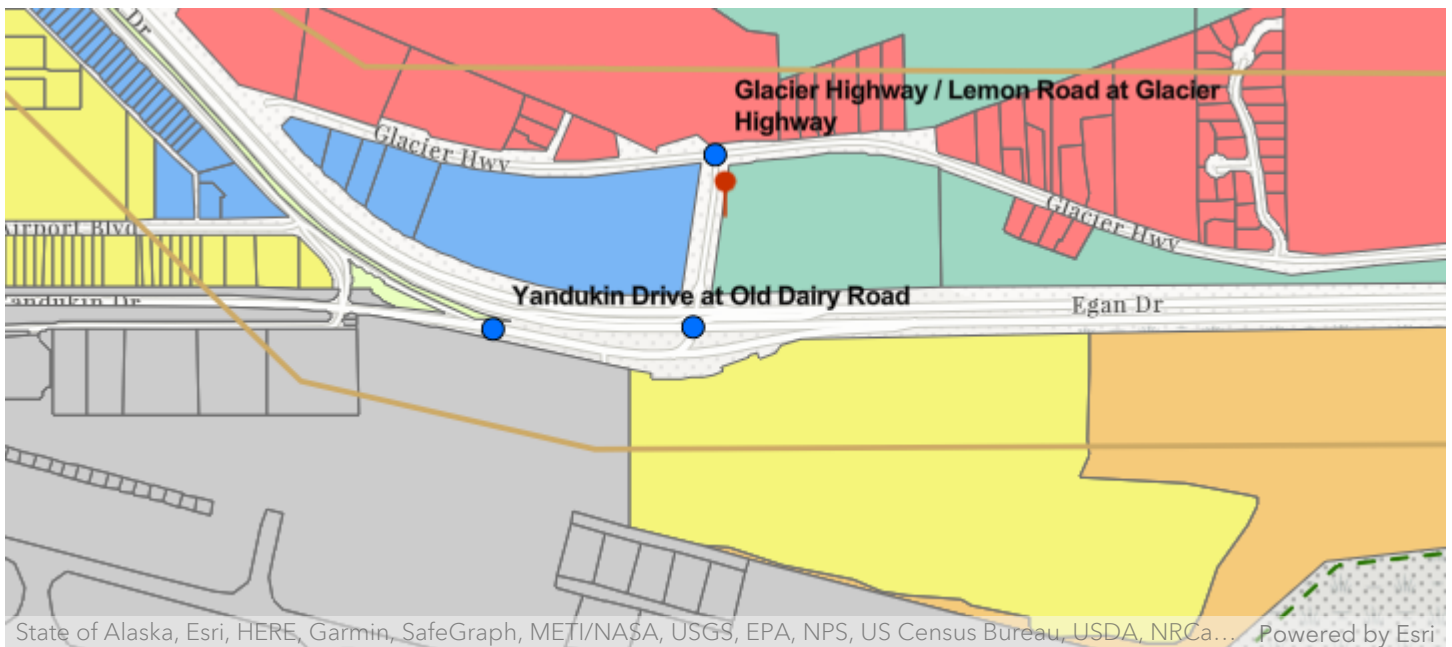
3rd highest for total number of crashes



2 fatal crashes in Juneau; none at this intersection

Number of Crashes at Egan / Yandukin Intersection (2005–2017)





Environmental Setting

Land-Related Factors

Land factors that can impact intersection improvement alternatives include private and public land ownership interests, steep slopes, and other land-form constraints.

Land Ownership

Within the study area, land is owned by the City and Borough of Juneau, DOT&PF, the U.S. Forest Service, and private land holders. The Mendenhall State Game Refuge bounds one side of the project area.

Land Uses

Existing developments include a variety of land uses. Traffic growth is likely because of the undeveloped lands that are zoned for high-density residential properties within the project area.

Click the bottom left icon on the map for a key.

Water-Related Factors

Fish Habitat

Segments of streams within the project area offer salmon habitat. Just west of the project study area, Jordan Creek supports salmon, Dolly Varden, and trout habitat.

Wetlands and Floodplains

Impacts to wetlands and impacts to their functions and values are important project considerations.

The wetlands south of Egan Drive within and adjacent to the Mendenhall Wetlands State Game Refuge support important fish, bird, and wildlife habitat. Smaller wetland areas are located around existing intersection development and along the north side of Egan Drive.

Mapped flood hazard areas are adjacent to Egan Drive within the study area. Any construction alternative would be designed to minimize encroachments or impacts to the surrounding areas.

Click the bottom left icon on the map for a key.



Attachment E: Community Focus Group Meeting #2 Summary

WORKSHOP SUMMARY



Prepared by: Taylor Horne, HDR

Project: Egan Drive and Yandukin Intersection Improvements Project – SFHWY00079

Meeting Subject: Community Focus Group Workshop #2

Meeting Date/ Time: Wednesday, July 01, 2020
9:00 am – 12:00 pm

Location: WebEx

Meeting Website: <https://storymaps.arcgis.com/stories/708d8eda417f44bfb3e73a06c2113206>

Group Members and Attendees:	PROJECT TEAM	CFG MEMBERS
Bold: in attendance	Jim Brown, DOT&PF Joanne Schmidt, DOT&PF Ben Storey, DOT&PF Marie Heidemann, DOT&PF Verne Skagerberg, DOT&PF David Epstein, DOT&PF Christy Gentemann, DOT&PF Ryan Bare, DOT&PF Emily Haynes, DOT&PF Jill Taylor, DOT&PF Joseph Galgano, DOT&PF Sam Dapcevich, DOT&PF Doug Kolwaite, DOT&PF Taylor Horne, HDR Gina McAfee, HDR Chase Quinn, HDR Aurah Landau, HDR Josie Wilson, HDR Jeanne Bowie, Kinney Engineering Michael Horntvedt, Parametrix	Scott Gray, DOT&PF Sgt. Nick Zito, Alaska State Troopers Trp. Christopher Umbs, Alaska State Troopers Roscoe Bicknell IV, Bicknell, Inc. Richard Peterson, Central Council of Tlingit and Haida Indian Tribes of Alaska William Ware, Central Council of Tlingit and Haida Indian Tribes of Alaska Royal Hill, Central Council of Tlingit and Haida Indian Tribes of Alaska John Hawkins, Central Council of Tlingit and Haida Indian Tribes of Alaska Michelle Hale, City and Borough of Juneau Richard Etheridge, City and Borough of Juneau Ed Foster, City and Borough of Juneau Hal Klum, City and Borough of Juneau Alex Pierce, City and Borough of Juneau Irene Gallion, City and Borough of Juneau Patty Wahto, City and Borough of Juneau David Campbell, City and Borough of Juneau Lt. Scott Erickson, City and Borough of Juneau Mike Stoll, Fred Meyer Charlie Williams, Juneau Chamber of Commerce Mike Satre, Juneau Chamber of Commerce Mike Rose, Juneau Christian Center Rob Welton, Juneau Freewheelers
	<u>OTHER ATTENDEES</u> Representative Andi Story Senator Jesse Kiehl Cathy Schlingheyde, Office of Sen. Kiehl Mike Lesmann, DOT&PF Denise Guizio, Juneau Capital Transit Jerry Godkin, Juneau Airport David Blommer, Bicknell, Inc.	

Summary of Community Focus Group Workshop #2

1. Workshop Welcome, Roll Call, Housekeeping Items – Josie, Aurah

- Josie welcomed everybody to the second in the series of Community Focus Group (CFG) meetings to discuss progress on the Egan / Yandukin Intersection Improvements Project. She oriented attendees on how to navigate the workshop website and participate in the meeting. She held roll call and Aurah assisted individual participants with audio and visual challenges.

2. CFG Role Review – Jim

- On behalf of the Alaska Department of Transportation and Public Facilities (DOT&PF), Jim thanked CFG members for joining the workshop, said he would prefer to meet in person, and summarized that the role of the CFG is to:
 - Provide input to the Project Team on behalf of the entities you represent
 - Keep your workplaces, neighborhoods, organizations, and community groups informed of project progress
 - Serve as an ambassador for the project in the community

3. Agenda Review – Jim

- Jim provided an agenda overview for the workshop. Agenda items were:
 - Recent Work and Results from Public Outreach
 - Area and Data
 - Purpose and Need
 - Intersection Improvement Alternatives
 - Screening Criteria
 - Next Steps

4. Project Presentation – Taylor, Jim, Jeanne

- Taylor summarized stakeholder and public outreach efforts from winter 2019/2020.
 - The project is in the planning and public outreach phase. The Project Team is working to find the best improvement options for this intersection by examining:
 - Interim solutions that offer high-value, low-cost options to improve safety; and
 - Potential long-range solutions for the intersection and corridor
 - At the last CFG meeting in November, the Project Team presented traffic and accident data and the group workshopped the project purpose and need.
 - After that, the Project Team hosted a public meeting, an online open house, and a comment period ending in late December to ask people what they thought about the intersection.

WORKSHOP SUMMARY



- More than 100 people attended the public meeting, 168 people visit the online open house, and over 50 folks attended CFG and agency meetings. There was quite a bit of conversation on social media about the intersection as well.
- Jim highlighted public comments and explained the Highway Safety Improvement Plan (HSIP) nomination and process.
 - We've received lots of feedback, including 132 discreet comments. Many people highlighted safety and alternate routes as primary needs to meet when improving the intersection.
 - In response to the high interest in improving safety in the intersection area, DOT&PF recently submitted a funding request through the HSIP for a near-term, lower-cost project that can reduce the number and likelihood for serious crashes at the intersection.
- Jeanne explained the HSIP nomination.
 - People commented that when heading southbound and turning into Fred Meyer, they cannot tell if a northbound vehicle is in the right turn lane into Fred Meyer or in the right through lane.
 - Offsetting the right turn lane and placing reflective markers will help distinguish which lane northbound travelers are in.
 - We also heard people say they aren't confident that northbound vehicles turning into Fred Meyer will yield to southbound vehicles turning into Fred Meyer.
 - A concrete curb traffic island will be added so that it will not be a question if there is an open space available to you to complete your left turn across the two lanes of northbound traffic. It will help drivers make the turn with confidence.
 - Additionally, DOT&PF is proposing to adjust the left turn locations in both north and southbound directions to reduce the total width of pavement drivers must cross to complete the left turns.
 - The final component in the submitted HSIP nomination is lowering the posted speed limit to 45 miles per hour (mph) during the darker, poor-weather winter months. This is because both reduced visibility and roadway conditions have been identified as contributing to the number and severity of crashes.
- Jim added that the proposal must compete for funds, and the Egan / Yandukin intersection improvements project is continuing.
 - This HSIP nomination will be scored against other proposed safety improvements throughout the state. The Project Team will know in September/October whether or not the proposal is accepted.

- If funded, the HSIP nomination package would be moving in the next year, with the goal of finishing construction by fall 2022 at the earliest.
- HSIP implementation will also include coordination with local law enforcement and a public education campaign.
- Other identified needs such as alternative routes and bicycle and pedestrian improvements are not met by this smaller-scale HSIP project.
- Those will be addressed in the intersection improvement project Planning and Environmental Linkages (PEL) process that is ongoing.

- Discussion:

Irene: How will the HSIP nomination scenario relate to Mendenhall Loop, in consideration for the yield? This area shows a similar route, but it's still rough for folks driving. There is still a hesitation for turning. How do we make the drive for this when there is still a difficulty at the Mendenhall Loop intersection?

Jeanne: This does look like Mendenhall Loop with the short lane. It does have some congestion with the lane merging for drivers (left turners might not want to go to Fred Meyer and right turners might need to change lanes to go to Fred Meyer), but this focuses on showing the right turners that they need to yield to left turners, to alleviate some of that confusion.

Michelle: Is this proposal we are looking at relatively low cost?

Jim: Yes, this is looking at \$1.5M and is good for the HSIP proposal.

David E.: Yes, HSIP does not do very large projects like Sunny Point interchange, which was \$10M, and budget this year is \$65M and will need to be spread around other regions. This is relatively low and has a good chance of being funded.

Question: Is this a temporary or permanent fix?

David E.: This is an interim step for what comes out of the PEL study. This is something that is relatively low cost, and can be done relatively quickly.

Jim: This could become the long-term fix, but will depend on the effectiveness, as it will improve safety. But it will depend on what happens going through the rest of the PEL process, as other needs were identified for improvements.

Sen. Jesse Kiel: Will the seasonal speed limit change speed through signage alone, or will there be other physical elements that might change driver behavior?

David E.: The basic project will be signage, but the specifics on the nature of the signs and where they go will be discussed later.

Michelle: Will the seasonal speed limit be from the McDonald's intersection to Sunny Point both ways?

David E.: The 45-mph speed limit sign will start about 825 feet on the Juneau side of Egan-Yandukin and extend all the way to Loop Road. Not just to McDonald's.

Michelle: Would one option be to reduce speed November 2020 to January 2021 using those big signs that DOT&PF uses to announce highway work?

Jim: We are looking at it and have been discussing it over the last week; however, the HSIP nomination is submitted as a "package," so it's not yet known if the team can start using pieces of it prior to the outcome of the HSIP.

- Taylor finished the project update.
 - He explained that the Project Team has completed major work since November 2019 on Purpose and Need, alternatives, and screening.
 - He requested that the CFG members provide feedback on the alternatives and draft Level 1 screening criteria.

5. Area and Data – Taylor

- Taylor provided a short navigation tutorial on the area and data section of the website so people can review that information later on their own.

6. Purpose and Need – Michael H.

- Michael H. explained that the project Purpose and Need statement evolved in response to public comment.
- The primary purpose is to improve safety for all users at the intersection. Secondary purposes address creating route diversity, improve access for people walking, cycling, or using any other active transportation mode, and to maintain traffic flow through the area.
- Several other economic considerations were added as additional goals for the project.
- DOT&PF's Statewide Environmental office has approved the draft Purpose and Need. The language will officially remain a draft until it is adopted in a later environmental process used to develop a project.

- Discussion:

Irene: Appreciates the inclusion of land use. There's a possibility that there will be a Comprehensive Plan created at some point, which has been delayed due to budget cuts, but this might be helpful for melding land use issues with what DOT&PF is trying to accomplish.

Michelle: The information was captured very well; it previously seemed a bit convoluted, but this has captured it well.

Rich: So far it looks good.

Scott E.: No comments, looks good.

Mike Satre: Appreciates land use, as it is changing in this area.

7. Intersection Improvement Alternatives – Jeanne

- Over the last few months, the Egan / Yandukin Project Team has developed a draft range of 15 alternatives for improving the intersection and 6 design features called Compatible Elements that may overlay the alternatives.
- Many of the public comments on the project contained specific design suggestions. Those were included in the draft range of alternatives. The Project Team sometimes used more than one of these ideas in an alternative.
- The various design features and alternatives are grouped into types for review: Compatible Elements, Intersection, Closure, and Overpass/Interchange.
- Jeanne explained each of the six Compatible Elements that layer over alternatives: Travel Demand Management, Intelligent Transportation Systems, Flashing Intersection Ahead or Signal Ahead Sign, Median Crossover, Frontage Road to Nugget, and Grade Separated Connection between Yandukin Drive and Glacier Lemon Road.
- Discussion:

Rep. Andi Story: The non-motorized access makes me want to go back to the first option presented and ask, is there signage for non-motorized access at the McDonald's intersection, communicating that this is where you cross to a bike and pedestrian crossing, and Egan Drive is not a legal option to bike or walk. I know current signage, but I am thinking larger signage or some other way to get attention. The people I see on Egan walking—there have been few, but I have seen them—I always wonder if they are tourists.

David: I'm not sure if there will be larger signage for bikers and pedestrians, as there is already a place for them to cross. As a signalized intersection, Nugget has a marked crosswalk across Egan Drive, along with pedestrian signal ("Countdown") signal heads.

Jeanne: Alternatives that will be provided shortly will show more opportunities to cross, and it will be easier for them to cross.

Irene: How is the elevated bridge different than an overpass?

Jeanne: This would not allow access from the side roads onto Egan Drive or from Egan Drive onto the side roads.

Denise: I think the #5 Compatible Element would be the only option that would still give Fred Meyer service from Capital Transit without having to double back from Sunny Point. When there is an accident at the intersection, we end up having to turn around on private property to pick up passengers to go back inbound.

- Jeanne described how to read the graphics of the alternatives.
 - The upper right-hand corner has the three “needs” for the project. This shows the purpose met by each alternative. There is also a Compatible Element circle that shows which of the Compatible Elements could be included in the improvements.

- Click left and right through intersection alternative groups to see all alternatives. Click on the alternatives to see larger versions without the overlay text boxes.
- Jeanne then explained each alternative.
 - Intersection Alternatives
 - INT—1: No Build – HSIP Alternative Safety Improvements
 - INT—2: Partial Access Signalized Intersection
 - INT—3: Full Access Signalized Intersections
 - INT—4: Move Signalized Intersection from Glacier/Nugget to Egan / Yandukin Intersection

Example: If you're coming from downtown, you'd come to Egan / Yandukin and turn left to go toward the airport or housing back there, no longer being able to turn left at Nugget.
 - INT—5: Roundabout Intersection

This would be two lanes. Right now it is not designed for non-motorized access, but signals could be added for non-motorized access.

Rep. Andi Story: With a traffic signal at Yandukin, It seems like a long crossing time; would that hold up traffic if a pedestrian is crossing?

Jeanne: This cannot be done on its own, which is why it's a Compatible Element, and not just an alternative on its own.

Jerry: Removing the left turn at Nugget intersection will certainly increase traffic on Yandukin.

- INT—6: Two Signalized T-Intersections
- INT—7: Relocate Intersection to Southeast of Church

Michelle: For this alternative, what would be the access to the Bicknell property?

- INT—8: Diverted Left Turn Intersection

This is used more in the lower 48, but not in Alaska. This includes three lights, but if they are timed well, you would likely stop at only one of them. The main benefit is at the main intersection, to be able to travel at the same time. This is more efficient for traffic flow, but takes up more space.

Rep. Andi Story: It seems like a lot is going on for drivers to be aware of. It seems this would slow us all down.

Michelle: Though maybe slowing us all down is not such a bad thing.

Jerry: Alternative 8 looks like it swoops down considerably to the south onto airport property that is slated for development.

Jim: Things that have greater impact are going to score lower in the analysis.

- INT—9: Diverging Diamond Intersection Pair (Nugget and Yandukin Intersection)

If coming from downtown to go to the airport, you'd come to a signal at Glacier Lemon to cross to the other side of the road. Now, when we make the left turn, it would act like a right turn, so the vehicle does not cross traffic.

Sen. Jesse Kiel: The diverging diamond seems to favor northbound traffic to the airport and southbound traffic to Fred Meyer/Juneau Christian. Is that the greater demand?

Jeanne: It is a pretty big turning movement at Yandukin, and there is a lot of traffic coming from downtown and turning toward the airport. This hasn't been fully analyzed.

Michelle: I am just putting this in as a placeholder so I don't forget. Will you be able to provide easy Google search instructions that will direct people to this interactive document we are looking at? I want to bring this up at an Assembly meeting without having to say the actual URL, but I want to be sure people can quickly get to this. Maybe an email once it is posted, or maybe a big button on the page or something. Thanks.

Sen. Jesse Kiel: I don't have numbers, but I think through-traffic is the greatest need. (Turning movements are the greater safety issue, but this is not the bulk of the vehicles.) Consider the extremely high possibility that I'm misunderstanding how the diverging diamond would flow.

Jeanne: This does introduce a second signal to Egan, but it is a really efficient signal. If I come to the first signal, I only have to wait for one movement to go, then I have a second signal. If it can be timed correctly, I won't need to stop at the second signal, and if I do need to stop, I would only need to wait for one movement.

- Closure Alternatives

- CLS—1: Southbound Left Closure at the E/Y Intersection and Two-Way Frontage Road to Nugget

Extending Glacier Lemon all the way down to Nugget

- CLS—2: Median Closure and Two-Way Frontage Road to Nugget from E/Y Intersection

- CLS—3: Median Closure at E/Y Intersection, Interchange at Nugget Intersection

- Interchange/Overpass Alternatives

- OVP—1: Single Point Urban Interchange

Ramp traffic all meets at one signal under the bridge. This allows all movements at this intersection.

David clarifies that a person going towards the airport could still go up to the Nugget intersection. **Jeanne** confirmed that intersection would not be altered.

- OVP—2: Diamond Interchange
Egan Drive traffic goes over the intersection with no stop. All alternatives allow non-motorized traffic under the bridge.
- OVP—3: Split Diamond Interchange Pair (Nugget and Yandukin Intersections)

Denise: There would have to be a bus pulloff and pad for a shelter built on Glacier Lemon Road behind Fred Meyer on both sides if traffic is diverted there.

Rich E.: Good for now. Some of these are very complex.

Michelle: Wonderful designs with a lot of creativity, but will be interested in the relative cost of the alternatives, as this will play into the success of getting them in place.

Rep. Andi Story: When there is an interchange at an overpass, it will likely be more cost, but when doing this for the long run, the serious injuries and crashes that happen here will impact the high priority of which alternative to choose. Safety and pedestrian access is high priority.

8. Screening Criteria – Michael

- Michael described the screening process and the screening criteria developed based on the purpose and need.
 - Screening Process: 1. Describe Needs, 2. Develop Alternatives, 3. Screen Alternatives
 - Use a two-level screening system to analyze qualitative information.
 - Level 1 screening criteria are drafted for your comments:
 - Safety is the primary purpose for the project, so if one of the safety criteria is not met, the alternative will be screened out.
 - Providing alternate driving routes and improving non-motorized access are also important project purposes.
 - Other criteria that will be used for screening in Level 1 of the screening process are those related to economic growth, the environment, cost, and traffic operations.
- Discussion:

Sen. Jesse Kiel: are these in priority order?

Michael: Only in that the primary and secondary needs are the top two priorities. The two secondary needs are not in any specific order, and the other considerations are all equally weighted.

Irene: in regard to land use, several land owners are at the end of planned improvements. They might be impacted by some of these alternatives. Where will someone's current land use fit into the considerations? Is there a timeline of Level 1 and Level 2 evaluations so they know when they can evaluate to continue or pause their improvements?

Michael: This would be incorporated in land use plans. We cannot provide a timeline, but Level 2 screening would be happening at end of the PEL process with a preferred alternative(s) in early 2021. The next step would be to move into the next environmental process, design, and then construction.

Taylor: The timeline would look at collecting comments through July 10, 2020. Then Level 1 screening, and another meeting would happen at the end of August 2020, at which we would have draft Level 2 screening measures (quantitative) with a smaller number of alternatives. Draft Level 2 screening measures would be the opportunity to present the plans that have been adopted to dive down into the details (e.g., who owns these properties, what are the exact impacts).

Jim: Irene's project being identified should not be put on hold due to this screening process. There are a lot of alternatives, but this screening process will reduce them to possibly five, which might not impact that project.

Michelle: Can we verify that HSIP is on a parallel track to get funded in the shorter term, while at the same time moving forward with exploring these alternatives?

Jim: That is correct.

Irene: Level 1 criteria are dead on with primary and secondary needs. There is consideration in moving some emergency housing shelter operations closer to the airport, which would increase pedestrian traffic in this area. Alternatives that do not accommodate pedestrians at the Egan / Yandukin intersection are not as attractive at this point.

Jim: Thank you; many of these alternatives can be weeded out, so be sure to use the comment section to bring up these concerns.

9. Next Steps – Jim

- Jim provided information on next steps.
 - After this workshop is complete and comments are submitted, the Project Team will compile input and send each participant and group member a summary.
 - Suggestions on the draft range of alternatives and Level 1 screening measures will be incorporated.
 - The Project Team will then screen each alternative with the Level 1 screening measures and draft the Level 2 screening measures. Both of those will be shared in the next CFG meeting.
 - September is a tentative date for the next Public Open House meeting.
 - CFG members are requested to provide comments on the range of alternatives and draft Level 1 screening criteria. Comments are most useful by July 10, 2020.
- Discussion:

Rep. Andi Story: Cost ranges - how is that prioritized in DOT&PF funding if the community decides an alternative is best for safety and safe movement, and that is a more expensive alternative?

Jim: This is factored into the scoring, but will not sacrifice safety for a result of cost, since safety is the priority for the improvements.

Marie: When there is a preferred alternative to move forward, cost is not an explicit consideration, but it may become another consideration. It will play a role in the feasibility of getting the project on the books, but we will want to move forward with a project that addresses safety.

10. Comment Form – Josie

- Josie provided information on the comment form and what to expect after this workshop.
 - Everyone will receive a link to the workshop website in an email.
 - The website will have all information presented along with a comment form and a survey to provide feedback on how the virtual workshop went.
- Josie restated that comments would be most useful by July 10, 2020.
- She added that CFG members can contact the Project Team using the contact information on the last page of the website.
- Discussion:

Michelle: Will you also capture the comments we've made today as we went, in case we don't remember them?

Josie: Comments made today will be recorded and included in case they are not included by individuals in their formal comment submittals.

CFG members were asked for any final questions or thoughts. Nobody had additional comments, and several participants thanked the Project Team for the workshop.

DRAFT

Egan / Yandukin Intersection Improvements Project

Community Focus Group Meeting #2 - Virtual Workshop

Roles and Content with Script

Meeting Dates/Times/Delivery

	Date	Time	Delivery	Log In
Community Focus Group	Wednesday, July 1, 2020	9 AM – 12 PM	Webex	<ul style="list-style-type: none">• www.webex.com• Meeting number (access code): 146 082 6942• Meeting password: GAiSct5Ji39• Join by phone: +1-408-418-9388


Project Team Roles


Name	Role	Duties
Jim Brown	Host	Welcome, Agenda, Project Overview with Taylor, Closing Remarks
Aurah Landau	Producer	Keep tech running, troubleshoot all things, backup for Josie



Name	Role	Duties
Josie Wilson	Moderator	Workshop guidance items for audience, move group through agenda, monitor chat comments, backup for Aurah
Taylor Horne	Presenter	Project Overview with Jim, Area & Data
Michael Horntvedt	Presenter	Purpose & Need, Screening Criteria
Jeanne Bowie	Presenter	Alternatives
David Epstein, Ryan Bare, Christy Gentemann, Joanne Schmidt	Issue experts	Support for Q&A



Content



- Presented via Webex


Time	Script	Storyboard Text from Website	Visual
9 AM	<p>Workshop Title – Josie</p> <p>Hi, welcome. We will get started in a few minutes.</p> <p>Welcome to the Egan / Yandukin Community Focus Group (Agency) Workshop.</p> <p>I'm Josie Wilson with HDR. I'll be your moderator for the meeting. We also have Aurah Landau on the line who will be our producer handling meeting technical needs.</p> <p>We really appreciate your participation and are excited to discuss the Egan / Yandukin project with you today</p>	<p>Community Focus Group Workshop Gathering input for the Egan / Yandukin Intersection Improvements Project</p> <p>Alaska Department of Transportation and Public Facilities Photo: DynaHover June 30, 2020</p>	



Time	Script	Storyboard Text from Website	Visual
	<p>This workshop will cover a lot of ground. So here are a few technical instructions and housekeeping items.</p> <ol style="list-style-type: none"> 1. All lines are muted. If you want to speak, please remember to unmute. 2. You can chat your questions at any time in the chat box. 3. They will be addressed at specific times throughout the workshop, and there are additional Q&A sessions for discussion time. 4. Everyone will receive a summary of this Workshop with chatted questions and answers after the meeting. 5. And finally, this workshop is being recorded, solely for our note taking purposes and to make sure we catch everything. It won't be shared publicly. If you need us to pause the recording at any time, please let us know. <p>We will provide a link in the chat box on how to use Webex.</p> <p>Aurah share Webex instructions link in chat box</p> <p>If you need any technical support, please chat that in. We are standing by to help you.</p> <p>Again, welcome!</p>		

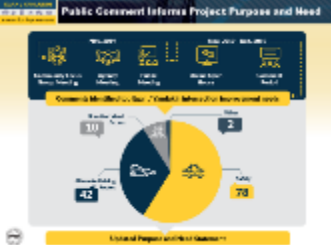

Time	Script	Storyboard Text from Website	Visual
	<p>I'm going to do a quick roll call so we can have a mic check and get started.</p> <p>Please unmute when I call your name. 😊</p> <p>Roll call & mic check – use checklist –</p> <p>Aurah show membership list</p> <p>Now, I'll list the project team members.</p> <p>Aurah show project list</p> <p>I want to recognize Representative Andi Story and Senator Jesse Kiehl for joining us today.</p> <p>ask for anybody else</p> <p>Aurah mute everybody when done</p>		 <p>The image shows a title slide for the 'Egan / Yandukin Community Focus Group Workshop'. The slide features the project name at the top, a list of participants, and a background image of a road with a sign.</p>
<p>9:15 AM</p>	<p>Navigating the Workshop – Josie</p> <p>Great! Thanks, everyone, for joining us today! We appreciate your time and participation.</p> <p>What you are seeing on your screen is a website created to provide a workshop experience in a virtual setting.</p> <p>This site will be live after our meeting and available online so you can review the information in detail, submit comments, and fill out the workshop survey.</p>	<p>NAVIGATING THE ONLINE WORKSHOP</p> <p>Thank you for participating in the Egan / Yandukin Improvements Project Community Focus Group Workshop hosted by the Alaska Department of Transportation and Public Facilities (DOT&PF).</p> <p>We consider your time valuable and have created an easy-to-navigate environment to provide you with the latest information about the Egan / Yandukin project and to receive your feedback.</p>	 <p>The image shows two screenshots of the workshop website. The top screenshot displays a list of participants and a 'How to Use the Online Workshop' section. The bottom screenshot shows a similar view with a 'How to Use the Online Workshop' section and a 'Workshop Survey' link.</p>


Time	Script	Storyboard Text from Website	Visual
	<p>You will receive an email after this meeting ends with the website and related information.</p> <p>The website address will be added to the chat box for your reference.</p> <p>Aurah chat website address</p> <p>We are going to walk you through everything and answer questions. We also have a planned break during this meeting. However, at any time, if you need to get a drink of water or take a break, please do so. You do not need to let us know.</p> <p>And now, I would like to turn it over to our workshop hosts at the Alaska Department of Transportation and Public Facilities.</p>	<p>The goal of this meeting is to provide an in-person workshop experience in an online setting.</p> <p>To navigate the information after the workshop, please follow the steps listed below.</p> <ol style="list-style-type: none"> 1. Use your mouse to scroll down through the workshop or use the scrolling navigation bar to the right. 2. Jump quickly to different sections using the navigation bar with titles at the top of the screen. 3. There will be a note on presentation materials to enable you to click through any slideshows. 4. Follow directions to leave comments on the project and the workshop. <p>If you need additional assistance navigating the workshop, contact aurah.landau@hdrinc.com or 907-205-6573.</p>	
<p>9:20 AM</p>	<p>Welcome - Jim</p> <p>Hi, I'm Jim Brown, DOT&PF's Project Manager for the Egan / Yandukin Intersection Improvements project and I would like to welcome all of you back for the second in our series of meetings to discuss progress on the project.</p> <ul style="list-style-type: none"> • I prefer meeting with you face to face but circumstances being what they are I want to thank each of you for your 	<p>COMMUNITY FOCUS GROUP PARTICIPANTS AND PURPOSE</p> <p>Thank you for being a member of the Egan / Yandukin Community Focus Group.</p> <p>Community Focus Group members consist of agency representatives, community leaders, interested parties, and public officials who may provide insight into the project area.</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>flexibility in meeting in this format because it is still vital that we that we get your input as we begin to review design concepts that are based on both community and DOT input.</p>	<p>The role of the Community Focus Group is to:</p> <ul style="list-style-type: none"> • Provide input to the project team on behalf of the entities you represent • Keep your workplaces, neighborhoods, organizations, and community groups informed of project progress • Serve as an ambassador for the project in the community <p>With consideration for the safety of all participants, DOT&PF has developed this online workshop in lieu of an in-person workshop.</p> <p>Community Focus Group Charter</p>	
<p>9:20 AM</p>	<p>Workshop Agenda – Jim</p> <p>You can see the agenda items in the grey navigation bar on the top of your screens.</p> <p>Highlights of this agenda include:</p> <ul style="list-style-type: none"> • A walk through of the workshop website in which we will gain your feedback on recent work that we have done. • A review of the purpose and needs of the project that we have together developed for the project. • Go over our compiled list of alternatives that have been developed for the project that include your feedback. 	<p>WORKSHOP AGENDA</p> <ul style="list-style-type: none"> • Recent Work and Results from Public Outreach • Area and Data • Purpose and Need • Intersection Improvement Alternatives • Screening Criteria • Next Steps 	


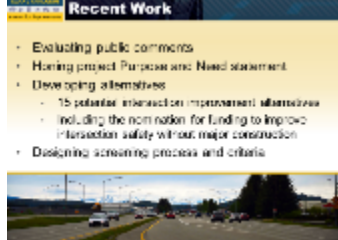
Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> We will share our first level of screening criteria that will be used to determine which alternatives move to the next screening level. Lastly, we will share further work that will take place after the conclusion of this workshop. <p>I have asked several members of the project team to present today. They will introduce themselves during the presentation.</p> <p>Taylor, take it away.</p>		
9:30 AM	<p>Hi, this is Taylor Horne with HDR.</p> <p>Jim and I will go through a slideshow presentation to bring you up to speed on recent project work and results of public outreach.</p> <p>Please feel free to use the chat window for questions or comments during this section.</p> <p>I'll answer questions at the end of the presentation.</p>	<p>Project Presentation</p> <p>Click through the presentation using the arrow on the right or left side of the presentation.</p> <p>You can expand the graphic by clicking on it.</p>	 <p>The image shows a presentation slide with a blue header containing the text 'EGAN / YANDUKIN Intersection Improvements'. Below the header, there is a yellow section with the text 'Egan Drive and Yandukin Drive Intersection Improvements Project' and 'July 1, 2020'. At the bottom of the slide, there is a circular logo with a rainbow and a sun.</p>


Time	Script	Storyboard Text from Website	Visual
	<p>Quite a bit of work has been done on the Egan / Yandukin intersection.</p> <p>This graphic, which we showed you at the last Community Focus Group meeting, is a timeline showing different efforts over the last few years.</p> <p>Current work is in the third arrow, the project planning and public outreach phase. We're working to find the best options for improvements for this intersection by examining:</p> <ul style="list-style-type: none"> • Interim solutions that offer high-value, low-cost options to improve safety; and • Potential long-range solutions for the intersection and corridor 	<p>Intersection Improvement Efforts</p>	
	<p>At our last Community Focus Group meeting in November, we presented traffic and accident data and talked with you about project purpose and need.</p> <p>Since then, we also held a public meeting, an online open house, and a comment period ending in late December to ask people what they thought about the intersection.</p> <p>We had over 100 people attend the public meeting, 168 people visit the online open house, and over 50 folks join us at the Community Focus Group and Agency meetings. There quite</p>	<p>Public and Expert Engagement</p> <p>November 19, 2019, Public Open House in Juneau</p>	




Time	Script	Storyboard Text from Website	Visual
	<p>a bit of conversation on social media about the intersection as well.</p> <p>I am going to hand it back to Jim to talk about the feedback we heard and potential safety improvements.</p> <p>Handoff back to Jim</p>		
	<p>Jim – Speaks to summary graphic</p> <p>We’ve received lots of feedback, including 132 discreet comments. As you can see here, many people highlighted safety and alternate routes as primary needs to meet when improving the intersection.</p>	<p>Public Comment Informs Project Purpose and Need</p>	 <p>The graphic is titled "Public Comment Informs Project Purpose and Need". It features a pie chart with three segments: a large yellow segment for "Safety" (78), a smaller blue segment for "Alternate Routes" (42), and a very small dark blue segment for "Other" (2). The chart is surrounded by icons representing various transportation and safety concepts.</p>
	<p>In response to the high interest in improving safety in the intersection area, we wanted to explore all of our options to deliver as quickly as possible a dedicated safety improvement project.</p> <p>In that regard, the Department and this project team have recently submitted a funding request through the State of Alaska Highway Safety Improvement Program, or HSIP, for an effective near-term, lower-cost project that can reduce the number and likelihood for serious crashes at the intersection.</p>	<p>Highway Safety Funding Proposal</p>	 <p>The screenshot shows a "Highway Safety Funding Proposal" map. It displays a 3D perspective view of a highway intersection with several blue callout boxes and icons indicating proposed safety improvements, such as lane markings, signage, and lighting. The map is overlaid on a satellite-style background.</p>


Time	Script	Storyboard Text from Website	Visual
	<p>You're looking at a diagram that has a combination of several components that will meet this objective.</p> <p>Breaking this down, this interim suite of improvements will seek to address issues that you and the public have shared with us.</p> <p>You said: "When heading south bound and turning into Fred Meyer, I cannot tell if a north-bound vehicle is in the right turn lane into Fred Meyer or in the right most through lane"</p> <p>Design Focus: Offsetting this right turn lane and placing relective markers to better help distinguish which lane northbound travelers are in.</p> <p>You said: "I don't have confidence that a north bound driver turning into Fred Meyer is going to yield to me."</p> <p>Design Focus: Placement of a concrete curb traffic island so that it will not be a question if there is an open space available to you to complete your left turn across the two lanes of northbound traffic. You will be able to make your turn with confidence.</p> <p>Other improvements:</p>		



Time	Script	Storyboard Text from Website	Visual
	<p>Additionally we are adjusting the left turn locations in both the north and southbound direction in order to reduce the total width of pavement you must cross to complete the left turn.</p> <p>The final component in our submitted HSIP nomination is that we will be lowering the posted speed limit to 45 mph during the darker poor weather winter months where both reduced visibility and roadway conditions have been identified as playing a role in the number and severity of crashes.</p> <p>We have confidence that our HSIP package is an effective one but HSIP is a competitive funding program, and this nomination will be scored against other proposed safety improvements throughout the State.</p> <p>We'll know in September/October whether or not the proposal is accepted.</p> <p>If funded, the HSIP nomination package would be moving in the next year with the goal of finishing construction by fall 2022 at the earliest.</p> <p>This safety project's implementation will also include coordination with local law enforcement and a public education campaign.</p>		


Time	Script	Storyboard Text from Website	Visual
	<p>So we are excited to share our progress for this lead safety project with you, but I do want want to say that in our discussions with yourselves and other community members that other identified needs such as alternative routes and bicycle and pedestrian improvements are not met by this smaller scale safety project.</p> <p>Inclusion of a more holistic project including these and other identified needs will be the focus of or dicussions in meetings for long range planning concepts in the coming months with our potentially larger project PEL recommendations.</p> <p>Stop for questions</p> <p>Josie, have any questions been chatted in?</p> <p>After those are dealt with...</p> <p>Handoff back to Taylor</p>		
	<p>Taylor</p> <p>To continue the project status update, the project team has also completed other major work moving the project forward, as you see here on the screen.</p>	<p>Recent Work</p> <ul style="list-style-type: none"> • Evaluating public comments • Honing project Purpose and Need statement • Developing alternatives <ul style="list-style-type: none"> • 17 potential intersection improvement alternatives 	



Time	Script	Storyboard Text from Website	Visual
	<p>You just heard about the safety funding nomination. In our meeting today we will go into details on the work that we've done on the Purpose and Need, intersection improvement alternatives, and the design concept screening process.</p>	<ul style="list-style-type: none"> • Including the nomination for funding to improve intersection safety without major construction • Designing screening process and criteria 	
	<p>Your involvement is vital in the process of improving the intersection.</p> <p>We are meeting with you today because we want to hear your thoughts and answer as many of your questions as we can.</p> <p>As we go through the rest of the information today and discuss, we're hoping you'll weigh in:</p> <ol style="list-style-type: none"> 1. Whether the range of alternatives is complete; and 2. Whether the draft screening measures are comprehensive. <p>Josie prep for break</p>	<p>Feedback Today Through July 10</p> <ul style="list-style-type: none"> • Range of Alternatives • Draft Screening Measures 	

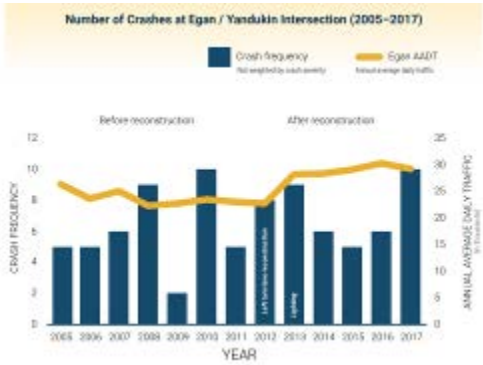


Time	Script	Storyboard Text from Website	Visual
<p>9:50 AM</p>	<p>BREAK – Josie</p> <p>Let’s take a 7-minute break.</p> <p>We’ll start back here at [7 minutes later].</p> <p>We’ll go ahead and mute the line until we’re back at [7 minutes later].</p> <p>When back [after 1 minute warning]: Hi, welcome back! We are going to get started with Taylor on our next section.</p>		
<p>10 AM</p>	<p>Project Area and Data - Taylor</p> <p>I am going to give everyone a quick run though of the information that is available on the meeting website.</p> <p>On this website, we wanted to make data available to you about the project area and crash history.</p> <p>Most of the same information was presented in November at the Community Focus Group and Agency Group meetings.</p> <p>So, I won’t go into details today but I want to show how to navigate this section on your own after the workshop.</p>	 <p>Photo: DynaHover</p> <p>EGAN / YANDUKIN STUDY AREA</p> <p>The Egan / Yandukin Improvements Project studied the intersections of Lemon Road and Yandukin Drive with Egan Drive and four nearby intersections. Because of the proximity of the intersections to each other, changes at Egan / Yandukin may impact the other intersections and vice versa.</p>	

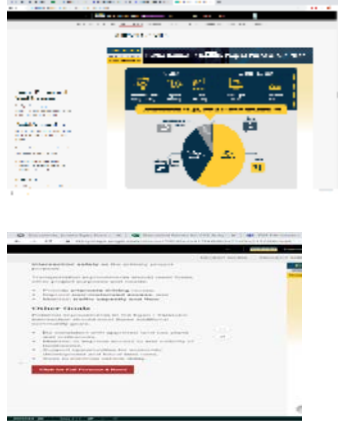
Time	Script	Storyboard Text from Website	Visual
	<p>On the map on the right, you can hover your mouse over areas and points. Hover over project study area polygon, then a blue intersection dot, then a red bus stop.</p> <p>Information will pop up showing intersection names, bus stop locations, public transit map, pedestrian routes, and more.</p> <p>To expand the map, you can click on the map. When you're done, click the two arrows in the upper right-hand corner to get back to the website.</p> <p>Demo this.</p> <p>Going over to the left, you can scroll down for data about and the intersection area.</p> <p>You can click on these smaller images to enlarge them and click the "x" in the top right to go back to the main website.</p> <p>Demo this.</p>	<p>Click for 2019 Traffic Analysis</p> <hr/> <p>INTERSECTION USE</p> <p>Egan Drive is an important connection for carrying long-distance, high-speed traffic.</p> <p>All inbound and outbound traffic, including local traffic, must pass through the intersection of Egan Drive at Yandukin Drive. There are no alternative routes to this intersection.</p> <p>Good pedestrian routes exist in the area, but there are few locations for pedestrians to cross Egan Drive.</p> <p>Transit vehicles serve the area, with stops at Fred Meyer and the Nugget Mall.</p>	


Time	Script	Storyboard Text from Website	Visual
		 <p>Photo: DynaHover</p> <p>Corridor Traffic</p> <p>Egan Drive is a four-lane, divided principal arterial roadway running generally north-south. It carries about 30,000 vehicles per day.</p> <p>Egan Drive connects downtown Juneau with the Mendenhall Valley and Juneau International Airport, as well as with the University of Alaska Southeast and the Auke Bay Ferry Terminal.</p> <p>Yandukin Drive is a major collector roadway, carrying about 2,500 vehicles per day to Juneau International Airport and other commercial and residential establishments.</p> <p>Lemon Road/Glacier Highway is a minor arterial roadway. Volumes on the short segment between Fred Meyer and Juneau Christian Center are typically around 7,500 vehicles per day.</p>	


Time	Script	Storyboard Text from Website	Visual
		<p>On the segment of Lemon Road/Glacier Highway that runs parallel to Egan Drive between the Sunny Point Interchange and Yandukin Drive, the volumes are about 4,500 vehicles per day.</p> <hr/> <p>CONSTRAINTS</p> <p>Land Ownership</p> <p>Within the study area, land is owned by the City and Borough of Juneau, DOT&PF, the U.S. Forest Service, and private land holders.</p> <p>Land Uses</p> <p>Existing developments include a variety of land uses. Traffic growth is likely because of the undeveloped lands that are zoned for high-density residential properties within the project area.</p>	

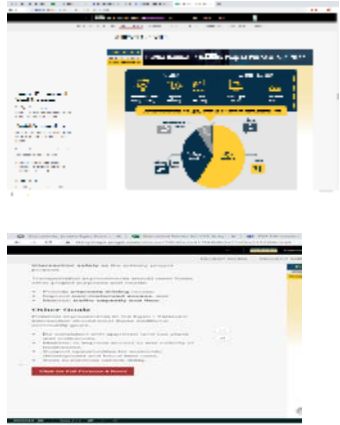

Time	Script	Storyboard Text from Website	Visual
		 <p>Land factors that can constrain intersection improvement alternatives include private and public land ownership interests, wetlands, steep slopes, and more.</p>	
	<p>As you continue to scroll down on the left, you can see the most current accident data for the intersection.</p> <p>The button in red is a link to a factsheet with crash data.</p>	<p>CRASH ANALYSIS</p> <p>Crash severity at the Egan / Yandukin intersection is of concern.</p> <p>The frequency of crashes at the intersection has risen in recent years. The intersection now has the 3rd-highest number of crashes in the Juneau area, with 31 crashes over a 5-year period.</p> <p>There are no fatalities associated with traffic accidents at this intersection.</p> <p>Left-turn crashes from Egan Drive are the predominant crash type of concern.</p>	




Time	Script	Storyboard Text from Website	Visual																																										
		<p>Crashes are more likely when roads are icy, snowy, or wet - particularly in November through January.</p> <p>Crashes are more likely during rush hour - especially when these conditions occur during periods of darkness.</p> <p>Click for Accident Data</p>  <p>The chart displays crash frequency and Egan AADT from 2005 to 2017. The left y-axis represents Crash Frequency (0-12), and the right y-axis represents Annual Average Daily Traffic (0-25). The x-axis shows years from 2005 to 2017. A vertical line at 2012 marks the reconstruction. Crash frequency is shown as blue bars, and Egan AADT is shown as a yellow line. A legend indicates that crash frequency is not weighted by road severity.</p> <table border="1"> <caption>Number of Crashes at Egan / Yandukin Intersection (2005-2017)</caption> <thead> <tr> <th>Year</th> <th>Crash Frequency</th> <th>Egan AADT</th> </tr> </thead> <tbody> <tr><td>2005</td><td>4.5</td><td>18</td></tr> <tr><td>2006</td><td>4.5</td><td>16</td></tr> <tr><td>2007</td><td>5.5</td><td>17</td></tr> <tr><td>2008</td><td>9.0</td><td>16</td></tr> <tr><td>2009</td><td>2.5</td><td>16</td></tr> <tr><td>2010</td><td>10.0</td><td>16</td></tr> <tr><td>2011</td><td>4.5</td><td>16</td></tr> <tr><td>2012</td><td>8.0</td><td>16</td></tr> <tr><td>2013</td><td>9.0</td><td>18</td></tr> <tr><td>2014</td><td>5.5</td><td>19</td></tr> <tr><td>2015</td><td>4.5</td><td>20</td></tr> <tr><td>2016</td><td>5.5</td><td>21</td></tr> <tr><td>2017</td><td>10.0</td><td>21</td></tr> </tbody> </table>	Year	Crash Frequency	Egan AADT	2005	4.5	18	2006	4.5	16	2007	5.5	17	2008	9.0	16	2009	2.5	16	2010	10.0	16	2011	4.5	16	2012	8.0	16	2013	9.0	18	2014	5.5	19	2015	4.5	20	2016	5.5	21	2017	10.0	21	
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	<p>Q&A - Taylor Ok, any questions on how to explore this section?</p> <p>Josie read chat questions</p>																																												


Time	Script	Storyboard Text from Website	Visual
	<p>Josie – Michael, I think we are ready for the next section.</p>		
<p>10:15 AM</p>	<p>Purpose & Need – Michael</p> <p>Hi, I’m Michael Horntvedt with Parametrix and I’m going to walk you through some updates that we’ve made to the purpose and need statement since we met last.</p> <p>Let me start with the graphic that Jim shared earlier and is on your screen now. Along the top of the graphic we show the touch points we’ve made to develop and refine the draft purpose and need statement that is the guideline our team will use to develop and select alternatives.</p> <p>During our last set of meetings, we worked on the Purpose and Need language with you. Then, we brought the language to the public meeting and asked the public to comment on it. That is the process we show across the top of the graphic.</p> <p>The input we received from everyone involved clearly identified three main focal points: Improve safety and provide an alternate route to the Egan/Yandukin intersection, and improve the area for people walking and biking. The public’s comments were consistent with what we heard from both the agency group and community focus group.</p>	<p>PURPOSE, NEED, AND GOALS</p> <p>Project Purpose and Need Statement</p> <p>The Egan / Yandukin Purpose and Need statement serves to describe the need for and goals of intersection improvements.</p> <p>Updated Purpose and Need</p> <p>Public comment identified the need to improve intersection safety as the primary project purpose.</p> <p>Transportation improvements should meet these additional project purposes and needs:</p> <ul style="list-style-type: none"> • Provide alternate driving routes; • Improve non-motorized access; and • Maintain traffic capacity and flow. <p>Other Goals</p> <p>Potential improvements to the Egan / Yandukin intersection should meet these additional community goals:</p> <ul style="list-style-type: none"> • Be consistent with approved land use plans and ordinances. • Maintain or improve access to and visibility of businesses. • Support opportunities for economic development and future land uses. 	



Time	Script	Storyboard Text from Website	Visual
	<p>After the meetings we incorporated what we heard and reformatted the document to meet federal guidelines for purpose and need statements to be the version we have today. At the bottom of this section, you'll find a link that takes you to the full document where you can review and comment or ask questions for clarity.</p> <p>There is a summary on the left-hand side of the screen and a link to the full Purpose and Need statement.</p> <p>What you'll see in the new document is that we've set primary and secondary purposes for the project and we've outlined additional goals that are important to consider when selecting an alternative.</p> <p>The primary goal is to improve safety for all users at the intersection. Secondary goals are consistent with input we've received to address creating route diversity, improve access for people walking, cycling, or using any other active transportation mode, and to maintain traffic flow through the area.</p> <p>Several other considerations were added as additional goals for the project.</p> <p>DOT&PF's Statewide Environmental office has approved the draft Purpose and Need. The</p>	<ul style="list-style-type: none"> • Seek to minimize vehicle delay. <p>Click for Full Purpose & Need</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>language will officially remain a draft until it is adopted in a later environmental process used to develop a project.</p> <p>Again, please take some time after this meeting to click on the link that will take you to the full Purpose and Need so that you can see the full language.</p> <p>Are there any questions right now about the Purpose and Need?</p> <p>Josie, read from chat</p> <p>Josie, transition to Alternatives</p>		



Time	Script	Storyboard Text from Website	Visual
			
<p>10:30 AM</p>	<p>Alternatives – Jeanne</p> <p>Hi there! I’m Jeanne Bowie, with Kinney Engineering.</p> <p>Over the last few months, the Egan / Yandukin project team has developed a range of alternatives for improving the intersection.</p> <p>Many of the public comments on the project contained specific design suggestion.</p> <p>On your screen are the top design suggestions mentioned by the public.</p> <p>As we review the range of alternatives later, you’ll see that we included these design</p>	<p>DRAFT RANGE OF INTERSECTION IMPROVEMENT ALTERNATIVES</p> <p>The public meeting, comment period, and meetings with stakeholders generated numerous suggestions for improving the Egan / Yandukin intersection.</p> <p>DOT&PF used many of the suggestions in developing a range of alternatives for improving the intersection.</p>	



Time	Script	Storyboard Text from Website	Visual
	<p>suggestions into alternatives, sometimes using more than one of these ideas in an alternative.</p>		
	<p>We developed a range of 15 alternatives and several other features that can work together with the alternatives.</p> <p>The various alternatives are grouped into types for review.</p> <p>You received a handout of these alternatives last week and you can download that again by clicking the red button.</p>	<p>Range of Alternatives</p> <p>The range of alternatives includes 15 concepts for improving the Egan / Yandukin intersection area, as well as several compatible elements that may overlay the alternatives.</p> <p>The various alternatives are grouped into types for review.</p> <p>Click for Summary of Alternatives</p>	
	<p>I'll detail all the intersection improvement concepts now by listing each group of alternatives and showing one map for each alternative in that group.</p> <p>I'll start with the group of alternatives called "Compatible Elements".</p> <p>These are transportation elements can stand alone or be combined with other alternatives to offer layers of solutions.</p> <p>Josie – start answering chatted questions per alternative</p>	<p>Compatible Elements (6)</p> <p>Some of the elements of alternatives, such as medians or frontage roads, can stand alone or be combined to offer layers of solutions in various intersection improvement alternatives.</p> <p>Some of these elements examine ways to change driving behaviors to improve safety at the Egan / Yandukin intersection.</p> <p>Click through the alternatives using the arrow on the right or left side of each slide.</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>Several of these elements focus on ways to change driving behaviors. They are not diagrammed but they're listed on your screen.</p> <p>Those include</p> <ul style="list-style-type: none"> • Travel Demand Management treatments would be implemented to reduce traffic volumes on Egan or to spread travel more evenly throughout the day. • Intelligent Transportation Systems tools would be used to notify drivers of crash delays or improve safety. • Flashing Intersection Ahead or Signal Ahead Signs to warn Egan Drive through traffic of the presence of conflicting left turn vehicles at E/Y. <p>Several other compatible elements can be shown visually, like medians or frontage roads.</p> <p>Again, these are not full solutions, but elements that can be added to augment more complete alternatives.</p> <p>You can see the legend in the bottom left of the map.</p> <ul style="list-style-type: none"> • Give a one-sentence summary of what each alternative does • And add any relevant notes about how alternative incorporated public suggestions. 		 <p>The visual column contains three screenshots from a website. The top screenshot shows a list of transportation alternatives with text descriptions. The middle screenshot shows a map of a road intersection with highlighted areas and a legend in the bottom left. The bottom screenshot is a zoomed-in view of the map with a legend in the bottom left.</p>


Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> Move through the slides of alternatives. <p>Keep these in mind as we go through other alternatives because these can layer onto other concepts.</p>		
	<p>Moving into the nine alternatives that cover the range of intersection options...</p> <p>Start with no build alternative</p> <p>Then very briefly mention INT-1 HSIP (this is the funding proposal that Jim mentioned earlier. It's included in this list because it will be forwarded on.)</p> <p>As you start INT-2...</p> <p>All the rest of the maps will have the legend and a bit more information:</p> <ol style="list-style-type: none"> The blue box on top right of the image shows which part of the purpose and need statement are met by the alternative. The circular turquoise section on the top left describes those compatible transportation elements that can be added to the alternative to improve it. 	<p>Intersection Alternatives (9)</p> <p>This group of alternatives details a variety of possible changes to the Egan / Yandukin intersection.</p> <p>Click through the alternatives using the arrow on the right or left side of each slide.</p>	


Time	Script	Storyboard Text from Website	Visual
	<ol style="list-style-type: none"> 1. Give a one-sentence summary of what each alternative does 2. And add any relevant notes about how alternative incorporated public suggestions. 3. Move through the slides of alternatives. 		 <p>The visual column contains seven screenshots of a website interface. Each screenshot shows a map of a landscape with a proposed transportation route. The routes are highlighted in different colors (green, blue, red, yellow). Text boxes and callouts are overlaid on the maps, providing details about the alternatives. The screenshots are arranged vertically, showing a sequence of different route options.</p>



Time	Script	Storyboard Text from Website	Visual
	<p>Three alternatives deal with closing one or more turning movements at the intersection.</p> <ul style="list-style-type: none"> • Give a one-sentence summary of what each alternative does • And add any relevant notes about how alternative incorporated public suggestions. • Move through the slides of alternatives. 	<p>Closure Alternatives (3)</p> <p>This group of alternatives examines closing one or more turning movements at the intersection and moving those turning movements to other locations.</p> <p>Click through the alternatives using the arrow on the right or left side of each slide.</p>	
	<p>Three alternatives detail variations on overpass or interchange alternatives.</p> <ul style="list-style-type: none"> • Give a one-sentence summary of what each alternative does • And add any relevant notes about how alternative incorporated public suggestions. • Move through the slides of alternatives. 	<p>Interchange/Overpass Alternatives (3)</p> <p>This group of alternatives highlights a range of possible overpass configurations.</p> <p>Click through the alternatives using the arrow on the right or left side of each slide.</p>	


Time	Script	Storyboard Text from Website	Visual
			
<p>11:10 AM</p>	<p>Alternatives Q&A – Jeanne & Josie</p> <p>Josie, have any other questions about alternatives been chatted in?</p> <p><i>Josie give questions from the audience chat box.</i></p> <p>Two questions we'd like feedback on are:</p> <ol style="list-style-type: none"> 1. Are there any missing ideas for improvements? 2. Any other comments on the alternatives presented? <p>Feel free to send us comments or questions after you have had a chance to look over everything online as well.</p> <p>Now we'll move on to Michael for the process and draft criteria for evaluating these alternatives.</p>	<p>Q&A</p> <p>Please unmute your line and ask a question, or type your question into the chat box for group discussion.</p>	



Time	Script	Storyboard Text from Website	Visual
<p>11:20 AM</p>	<p>Screening - Michael</p> <p>We've shared a lot of information today about how we developed our guiding purpose and need, how we've sketched out alternatives that we think meet the purpose and need at different levels and now I'll share what we plan to do next.</p> <p>We've provided a basic flow map on the screen that will help outline the process that we're using to get from the beginning of the project to a recommended alternative or two that would be carried into the final environmental approval process. As you'll see in the diagram, we've completed most of what you see in the first step of the process by collecting data, defining the needs based on performance criteria, and we've collaboratively developed the purpose and need statement.</p> <p>We are currently in the second step of the process to develop alternatives as Jeanne just previewed with you.</p> <p>Next, we'll need to evaluate the alternatives to ensure they meet the purpose and need and goals. As you saw, there are a vast number of alternatives that could meet the needs at various levels and costs.</p>	<p>Evaluating Intersection Improvement Alternatives</p> <p>Screening Process</p> <p>Each intersection improvement alternative will be evaluated according to the project Purpose and Need, feasibility, costs, impacts on private land and the environment, and other screening criteria.</p> <p>Two screening levels will be used.</p> <p>Alternatives that come out of a first (Level 1) screening as viable will be evaluated with a second set of metrics (Level 2) designed to more finely screen the range of alternatives.</p> <p>The alternative(s) that emerge from both rounds of screening will be recommended in 2021 in the project report.</p>	



Time	Script	Storyboard Text from Website	Visual
	<p>The two-level screening process we've outlined will allow the project team to evaluate the merits of the many ideas for improving the intersection, rank them, and share the information to you and the public for additional comments. Ultimately, we'll use this process to select a recommended alternative for final environmental approval.</p> <p>The two screening levels are shown in the right most panel on the screen. The first level screening will be more qualitative and be used to allow us to focus on alternatives that best meet the P&N, are most reasonable and feasible. We will document this process so that it is clear how we make recommendations to no longer consider some of the alternatives in the 2nd level screening.</p> <p>Alternatives that come out of a first (Level 1) screening as viable will be evaluated with a second set of more quantitative metrics (Level 2) designed to more finely screen the range of alternatives.</p> <p>The alternative or alternatives that emerge from both rounds of screening will be recommended in the final project report.</p>		



Time	Script	Storyboard Text from Website	Visual
	<p>On this screen you can see what we're proposing to use for the level 1 screening. Across the top from left to right you'll see that we've outlined the purpose, need, metric, and an explanation about how we'll use the metric.</p> <p>You'll notice that we've set up the screening criteria so that it maps directly back to the purpose and need as we've already discussed.</p> <p>As we've described today safety is the primary purpose and it is listed across the top of the screening criteria. I'd like to point out that if any alternative does not meet this need in one or more of the metrics, it will be screened out for further consideration. We will also put additional emphasis on alternatives that meet the safety metrics for all modes and those that result in higher scores.</p> <p>Providing alternate driving routes and improving non-motorized access are also important project purposes.</p> <p>Other criteria that will be used for screening in Level 1 of the screening process are those related to economic growth, the environment, cost, and traffic operations.</p> <p>Again, we ask that you take some time to read through this material and provide us with any comments you have on the first level of</p>	<p>Draft Level 1 Screening Criteria</p> <p>Click for Draft Level 1 Criteria</p> <p>Early evaluation with primary and secondary Level 1 screening criteria will differentiate alternatives based on meeting the project Purpose and Need.</p> <p>Level 1 screening criteria are in draft form.</p> <p>Purpose and Need Criteria</p> <p>Public comments were clear that safety is the primary project purpose.</p> <p>Safety metrics will receive higher weighing in evaluations of alternatives.</p> <p>Providing alternate driving routes and non-motorized access are also important in meeting the project Purpose and Need.</p> <p>Other Metrics</p> <p>These additional screening criteria address how social and economic considerations will be used to evaluate alternatives for improving the Egan / Yandukin intersection.</p>	

Time	Script	Storyboard Text from Website	Visual
	<p>screening criteria. We plan to bring a draft of 2nd level criteria to our next group meeting for your review and comments.</p> <p>I'll pause here to let you read through the material or collect your notes from any earlier review.</p> <p>Wait 1-2 minutes</p> <p>If you didn't finish your review or if you need to touch base with others in your organization, please use the time that the presentation will remain up to gather your thoughts and send us comments.</p>		
<p>11:30 AM</p>	<p>Q&A – Michael & Josie</p> <p>Let's see what kinds of questions have been chatted in about the screening process and draft Level 1 criteria.</p> <p>Josie read questions from the audience chat box. When those are done...</p> <p>Are there any missing screening criteria?</p> <p>Josie - Feel free to send us comments or questions after you have had a chance to look over everything online.</p> <p>Jim is now going to talk about next steps.</p>	<p>Q&A</p> <p>Please unmute your line and ask a question, or type your question into the chat box for group discussion.</p>	

Time	Script	Storyboard Text from Website	Visual
<p>11:40 AM</p>	<p>Project Next Steps – Jim</p> <p>We know that we have shared a lot of material with you today and we are asking that you give us your comments and ideas on the concepts you have seen. We will keep this presentation available for you to review online so that you can reference any information to finalize your comments.</p> <p>Again, I would like to stress how much we value your input in this process and we want to hear from you, so get those comments in on</p> <ul style="list-style-type: none"> • The range of intersection improvement alternatives • Draft level 1 screening criteria for the long range alternatives <p>After we review your comments and this workshop is complete, we will compile your input and we will be sending each participant of the workshop a summary. After this, including input that you give us, we will be refining what alternatives are carried forward for further screening. The team will be preparing those results to share with you in our next Community Focus Group meeting.</p> <p>This Fall, we are planning for our second open house to inform the public about our progress on the Egan / Yandukin project. We are currently</p>	<p>NEXT STEPS</p> <p>We appreciate your participation and value your feedback. Please submit comments through July 10, 2020.</p> <p>Please take your time looking at this information, then share your comments on the following items in the project survey section of this workshop:</p> <ul style="list-style-type: none"> • Range of intersection improvement alternatives • Draft Level 1 screening criteria <p>Once this workshop is complete, we will compile your input and will send each participant a workshop summary. Then, we will prepare for another Community Focus Group meeting in the next few months.</p> <p>This fall, we are planning for a meeting to inform the public about the Egan / Yandukin project. We are currently targeting September for a public meeting and will keep you informed.</p>	

Time	Script	Storyboard Text from Website	Visual
	<p>targeting September for this public meeting and we will keep you informed.</p> <p>I would like to thank all of you for taking the time to join us today and working with us in this meeting format during these challenging times.</p> <p>I'm going to hand off to Josie who will go through some wrap-up items and tell you how to enter your comments in the website.</p>		
<p>11:50 AM</p>	<p>Comment Form - Josie</p> <p>A few key pieces of information as we wrap up:</p> <ol style="list-style-type: none"> 1. You will receive an email after this meeting with a link to this website. 2. Please post your comments and submit your workshop survey by then. 3. You can use this comment form to submit feedback on the range of alternatives, screening criteria, or other topics. 4. All comments received from today through July 10, 2020 will be included in the comment record and workshop summary report. 	<p>Egan / Yandukin Project Comment Form</p> <p>Workshop Project Survey and Comments</p> <p>Thank you for participating in the Egan / Yandukin Community Focus Group virtual workshop. We value your opinion, so please answer the following three questions and provide your comments. Thank you.</p> <ol style="list-style-type: none"> 1. Information: Name, Business or Organization if applicable, Address, Phone Number 2. Range of Alternatives: The wide range of alternatives for improving the Egan / Yandukin intersection was developed based on public comment and analysis by transportation experts. Are there any missing ideas for improvements? What comments do you have on the alternatives presented? 	

Time	Script	Storyboard Text from Website	Visual
		<ol style="list-style-type: none"> 3. Level 1 Screening Measures: The project will use two levels of screening measures to rank the alternatives against each other. Are there any missing screening criteria? 4. Please leave any additional comments. 	
	<p>Workshop Survey – Josie</p> <ol style="list-style-type: none"> 5. When you are looking through the website, please also take a moment to complete the brief workshop survey, letting us know what you liked about this workshop, and what might work better for future meetings. 	<p>Workshop Survey Egan / Yandukin Workshop Feedback Thank you for participating in the Egan / Yandukin virtual stakeholder workshop. Please take 5 minutes to provide valuable feedback about your experience.</p> <ol style="list-style-type: none"> 1. Workshop Layout: Was the layout of the workshop understandable and easy to follow? Comments? 2. Access: Were you able to access all links throughout the process? Comments? 3. Clarity of Materials: Were the materials presented in a way that was easy to understand? Comments? 4. Interactive Process: Did the process feel interactive, with opportunities for comments and questions? Comments? 5. Meeting Likes: Please list something you liked about the meeting. 6. Meeting Dislikes: Please list something you did not like about the meeting. 7. How would you rate the overall experience of the virtual workshop? (1-5 stars, with 5 being the highest). Comments? 	

Time	Script	Storyboard Text from Website	Visual
		8. Optional Comments: Please provide any additional feedback	
11:55 AM	<p>Project Contact Information – Josie</p> <p>Thank you for attending today’s Community Focus Group workshop.</p> <p>On the screen is contact information for Jim and the project.</p> <p>Please do get in touch with questions, comments, and suggestions. We welcome your feedback.</p> <p>And check your inbox for an email following this workshop.</p> <p>Have a great day!</p>	<p>PROJECT MANAGERS Jim Brown, DOT&PF</p> <p>EMAIL eganyandukin@alaska.gov</p> <p>PHONE 907-465-1796</p> <p>WEBSITE www.dot.alaska.gov/eganyandukin</p>	

Creation Date	Name	Business or Organization, if applicable	Address	Phone Number	Email	The wide range of alternatives for improving the Egan / Yandukin intersection was developed based on public comment and analysis by transportation experts. Are there any missing ideas for improvements? What comments do you have on the alternatives presented?	Response	The project will use two levels of screening measures to rank the alternatives against each other. Are there any missing screening criteria?	Response	Please leave any additional comments	Response
6/30/2020 19:05	Terri Lomax	State of Alaska, Dept. of Environmental Conservation	555 Cordova St Anchorage, AK 99501	907-269-7635	terri.lomax@alaska.gov	Is there a watershed management plan for		In terms Environmental impacts stormwater runoff, and impacts to water quality and fish passage should be considered. If there is a watershed management plan for the area being discussed, the alternatives that support the plan can be used as a screening measure.	Stormwater/water quality and fish stream impacts are being considered for Level 2 Screening Measures // We are researching whether a watershed management plan exists in the project area. If one does, a Level 2 Screening measure will be considered to determine whether each alternative is consistent with the plan	Is there a watershed management plan for the area being discussed?	A 2006 watershed management plan exists for Jordan Creek, to the west of the project area. The base of the watershed does encompass the developed commercial/industrial area adjacent to the project area.
7/1/2020 22:07	Scott Erickson	Juneau Police Department	6255 Alaway Avenue	907-500-0600	serickson@juneaupolice.com	I expected to see a pedestrian overpass somewhere in the plans. I think one of these would open up the need to for non-motorized traffic to move between Fred Meyer and the JIA area. I have seen many, many pedestrians cross at the Yandukin Intersection and other points between McNugget and Yandukin. I am surprised we have not had accidents related to this issue. But I also know this area might not support the need.	The project team has added a grade separated pedestrian crossing as compatible element 7 (ELE-7). This could be an overpass or an underpass. If an alternative with ELE-7 moves into level 2 screening, the team will investigate the viability of both options, recommend an overpass or tunnel be added to the alternative, and conduct level 2 screening on that alternative.	No, I think the levels of screening are more than adequate.		I am a fan of keeping things very simple. Therefore I don't see the need to make tons of changes nor cost loads of money to make this area more effective. I think the following examples you provided would be the best for simplistic reasons and would achieve the best safety for all. ELE6, CLS2, and OVP1. I am certain that OVP1 would be the most cost prohibitive of the ones I choose here, but I could be wrong. Either way, these would be my thoughts from a simplistic perspective. However, I will wait to find out more as we continue in the process. Thank you.	The results of Level 1 Screening indicate a rough cost of each alternative. A more detailed cost estimate will be developed for those alternatives that rank high enough to move into Level 2 Screening.
7/2/2020 21:18	Alexandra Pierce	City and Borough of Juneau	155 S. Seward St. Juneau, AK 99801	907-586-0218	alexandra.pierce@juneau.org	Some of the alternatives - especially the INT ones, need to be vetted for conflicts with land ownership and proposed development. We are working with DOT and the landowner on MOA for a right-of-way to access the Honzinger Pond Subdivision, and the Airport has improvements in the area in its management plan. These stakeholders should be consulted during future phases. I also support the alternatives that allow for pedestrian access to the Yandukin area. With additional development proposed, including colocation of an emergency shelter and other social services, the area will likely see an increase in pedestrian use.	A Level 1 Screening measure was used to examine whether each alternative was consistent with the CBJ Comprehensive Plan. We are adding a Level 2 Screening measure that examines whether each alternative is consistent with other adopted plans. Additionally, we intend to further investigate and disclose the potential right-of-way impacts of the alternatives that are forwarded to the level 2 screening process as they are undergo further design refinements. // We are adding Level 2 screening measures that focus on impacts to pedestrian connectivity and safety. As the alternatives designs are further refined, we will look for opportunities to further improve pedestrian access.	I think the list is comprehensive, but I would suggest reviewing the Airport Master Plan and the CBJ Non-Motorized Transportation Plan as part of the land use plan review.	We are adding a Level 2 screening measure to determine whether each alternative is consistent with the Airport Master Plan and the CBJ Non-Motorized Transportation Plan		
7/10/2020	Patty Wahto					OVP alternatives: While the urban interchange (overpass) particularly #1 look like excellent alternatives and really look like the safest, the concern is with the amount of land they will take (from all quadrants) to make it happen. From the Airport standpoint, all of these alternatives take considerable amounts of the Northeast Development Area, which was just built and slated for development of large hangars and large aircraft parking. Releasing any airport-owned property takes a congressional act, but more importantly takes away developable property much needed by the airport. Can OVP 1 be shift in any way so as not to disturb airport property?	All alternatives that impact airport property, moves forward to Level 2 Screening, the team will conduct additional design and layout refinements in an effort to minimize ROW impacts. In the Level 1 Screening process we included a measure of traffic delay as one of the screening criteria. The all alternatives were scored against this measure and the results indicated that CLS-1 and CLS-2 would increase delay while CLS-3 would result in less delay. However, no CLS alternative scored high enough to be recommended to proceed to the next level of screening.				

Creation Date	Name	Business or Organization, if applicable	Address	Phone Number	Email	The wide range of alternatives for improving the Egan / Yandukin intersection was developed based on public comment and analysis by transportation experts. Are there any missing ideas for improvements? What comments do you have on the alternatives presented?	Response	The project will use two levels of screening measures to rank the alternatives against each other. Are there any missing screening criteria?	Response	Please leave any additional comments	Response
7/10/2020	Patty Wahto (comment continued from previous page)					<p>CLS alternatives: Eliminating the access to Yandukin, as well as diverting all traffic to the 'McNugget' intersection will provide a lot of congestion in the McDonalds/Glacier Hwy area. This business district already seems congested and having all 'airport' (and fire dept.) traffic go through Glacier Hwy looks to load up the McNugget/Glacier Hwy with a lot of additional traffic. Changes would need to be made to Glacier Hwy all the way down to Shell Simmons, or add easier access to Old Dairy frontage Rd road from the intersection for this to work smoothly.</p> <p>INT alternatives: Not sure INT 1 adds much to the safety concerns; just additional buffers, but not the root cause of</p> <p>accidents. Concern of lights (INT 2/3) seems like these areas will add back up/congestion on Egan. INT 4 is a big 'NO'...while introducing lights (with concerns of back-up at McNugget), it also introduces left turns onto Egan that we don't have now and may add to the safety issues. INT 5...roundabouts are great lower traffic speeds and arterial roads, I'm not sure about it here with multiple lanes of traffic. INT 6 is a good possibility with a two light system spaced apart, but again, congestion between two very short distances may clog the first intersection. INT 7 just seems to shift the problem to a new location and doesn't address the issue of emergency vehicle getting to or around an area at least on the inbound side of traffic</p> <p>Overall I like OVP1 but somehow use less land.</p>	<p>INT-1 scored high enough to move into level 2 screening, where additional analysis will be done, including on safety impacts of the alternative. Level 1 analysis indicated that INT-2, INT-3, and INT-6 will increase traffic delay; however they scored high enough to move into level 2 screening, where their traffic delay impacts will be further investigated. INT-4, INT-5, INT-7 did not score high enough to progress into level 2 screening.</p> <p>OVP-2 was the only overpass/interchange design alternative that scored high enough to progress into Level 2 Screening. OVP-1 scored lower than the other two alternatives.</p> <p>Email response previously provided: Good morning Patty, Thank you very much for taking the time to comment on the OVP, CLS, and INT alternatives. Your comments will be recorded and used to screen alternatives in the Planning and Environmental Linkages study. We look forward to collaborating with you in the future and are available if you have any more questions or comments.</p> <p>Thank you, Ryan A. Bare Environmental Impact Analyst DOT&PF, Southcoast Region 6860 Glacier Hwy. P.O. Box 112506 Juneau, Alaska USA 99811-2506 Phone (907) 465-3705</p>				
7/10/2020	Hal Kulm	Capital Transit	10099 Bentwood Place, Juneau, AK 99801	907-789-6901	hal.kulm@juneau.org	Please take into consideration Capital Transit in your go ahead planning process. We have a large amount of riders who use Fred Meyer "one of our most used" bus stop. Re-routing the busses is a large project and takes a serious thought process to find the solution that works best for our riders.	The project team is adding Level 2 Screening measures that show the each alternative impacts transit operations. We intend on considering impacts to bus stops and how their relocation would impact Capital Transit users.	Capital Transit and its riders who use Fred Meyer for their essential shopping needs.	All alternatives will be designed to retain bus ridership access to Fred Meyer.	I think the process is moving nicely and a good fix can be achieved. Please remember those who don't own a car and utilize public transportation for their basic needs.	Improvements to pedestrian and non-motorized access is identified in this project's purpose and need statement. The alternatives screening process will evaluate how well each alternative improves travel for non-motorized users.
7/10/2020	Denise Guizio	CBJ/Capital Transit	10099 Bentwood Place, Juneau, AK 99801	907 586-0367	denise.guizio@juneau.org	Capital Transit bus routes and stops should be considered during planning and implementation. Fred Meyers is a major stop for both locals and visitors to the community. If the buses are rerouted to Glacier Lemon Road then appropriate bus pullouts, shelters, lighting, and crosswalks will need to be provided.	The project team is adding Level 2 Screening measures that show the each alternative impacts transit operations. We intend on considering impacts to bus stops and how their relocation would impact Capital Transit users.				

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7/11/2020	Charlie Williams	Valley Paint Center, Inc and Greater Juneau Chamber of Commerce	8461 Old Dairy Road	907-321-2424	vpc@gci.net	<p>I believe that when considering improvements for the Fred Meyer intersection, upgrades to the McNugget and the Glacier Highway/Old Dairy Road intersections should also be considered as part of the scope for this project.</p> <p>I am in favor of creating a raised underpass/Overpass at the McNugget intersection while closing the inbound Fred Meyer left hand turn lane (but not the outbound left hand turn lane to Yandukin) and creating a two way Frontage road from Fred Meyer to the McNugget interchange. I believe adding a mini-roundabout to the Glacier Highway/Old Dairy Road should be considered as part of the solution.</p>	While the focus of this project is to improve the Egan/Yandukin Intersection, several alternatives under consideration include improvements to the McNugget and Glacier Highway/ Old Dairy Road. // The project team will take into consideration the solutions that you mentioned.			I believe in person focus group meetings are more engaging and create a more robust set of responses. If everyone wears a mask and maintains social distancing, we can meet the need of preventing the transmission of Covid19 while being more productive	To eliminate the risk of virus transmission, the project team is electing to conduct all focus group and public outreach over the internet and telephone. As conditions change in response to the COVID-19 situation, we will re-evaluate whether in-person meetings are advisable.
7/10/2020	Adeyemi Alimi (Yemi)	DEC								<p>Hi Christy,</p> <p>Thank you for the opportunity to attend the Agency Meeting on the Egan and Yandukin Intersection Improvement Project (DOT&PF No. SFHWY00079). I appreciate it.</p> <p>At this time, the Air Quality (AQ) Division of Alaska Department of Environmental Conservation (ADEC) does not have any feedback on the draft level 1 screening criteria and the range of intersection improvement alternatives. We would be providing comments on the transportation conformity when you initiate the NEPA process (environmental assessment).</p> <p>Regards, Adeyemi Alimi (Yemi) State of Alaska, Department of Environmental Conservation Air Quality Division Air Non-Point Mobile Sources Section adeyemi.alimi@alaska.gov 907-269-6953</p>	Thank you. Your response is noted.

Below are comments and responses from the Agency and CFG # 2 meetings

6/30/2020	Terri Lomax					What other land use plans are mentioned?	Michael: We want to make sure we are consistent with the City of Juneau land use. If there are economic or land use improvements that are planned, we want to make sure we are considering those plans before we propose a parallel route that may interfere with it.				
6/30/2020	Terri Lomax					Is there a watershed plan or a community that is developing a plan?	<p>Michael and JB: We are unsure of this, but will look into this and provide an answer. Emily knows there are some in Juneau, but is unsure if there is one at this particular intersection.</p> <p>Alex: We have them for specific watersheds; I don't know about those in the area.</p>				
6/30/2020	Jesse Lindgren					ELE-5 – is this always open or just if there is an accident?	Jim: The intention here would be an always-open road.				
6/30/2020	Sarah Meitl					Would the grade design option have an on-off ramp option to get off Egan at Yandukin Drive?	Jeanne: As a Compatible Element, no. There are some overpass alternatives that would use the on-/off-ramp.				

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6/30/2020	Terri Lomax					Is there a learning curve for drivers when switching over to the other side? Causing an initial spike in crashes and confusion?	Jeanne: There is a learning curve, but once it's learned, it's designed to feel natural, and you don't feel like you're doing something you're not supposed to				
6/30/2020	Alexandra Pierce					It would be helpful to see the land ownership in the areas where new ramps or roads are proposed.	Jeanne: The next round will include more information on these impacts.				
6/30/2020	Randy Vigil					What are the different tradeoffs that are represented by these alternatives? Traffic flow, pedestrians, etc. Will this be outlined somewhere?	Josie: We haven't talked about screening, but will get into that shortly. If this next section does not answer your question, let us know.				
6/30/2020	Terri Lomax					it looks like the group has looked at quite a few options, although some look a bit easier than others for a driver navigating.					
6/30/2020	Terri Lomax					Are the environmental impacts assumed to occur just during construction? I'm thinking of stormwater runoff; would this be one of the factors being considered?	Michael: No, this is long-term effects, the permanent impacts. Christy: This is an impact that would be considered in the NEPA process and we would look at the impact during construction as well.				
6/30/2020	Jesse Lindgren					Fish habitat would be an area to consider, but this might be something that would be addressed later. Some of these alternatives might need to move streams.					
6/30/2020	Sarah Meitl					There is some preliminary research that can be done regarding the ages of the built environment through tax records to get the number of historic age buildings in the area or GIS data of new structures going in.					
6/30/2020	Randy Vigil					Another item to be discussed could be technology and how each alternative would affect construction. Whether or not each alternative is within current technology, and what designing or constructing these alternatives would impact.					
7/1/2020	Irene Gallion					How will the HSIP nomination scenario relate to Mendenhall Loop, in consideration for the yield? This area shows a similar route, but it's still rough for folks driving. There is still a hesitation for turning. How do we make the drive for this when there is still a difficulty at the Mendenhall Loop intersection?	Jeanne: This does look like Mendenhall Loop with the short lane. This does have some congestion with the lane merging for drivers (left turners might not want to go to Fred Meyer and right turners might need to change lanes to go to Fred Meyer), but this focuses on showing the right turners that they need to yield to left turners, to alleviate some of that confusion.				
7/1/2020	Michelle Hale					Is this proposal we are looking at relatively low cost?	Jim: Yes this is looking at \$1.5M, and is good for the HSIP proposal. David E.: Yes, HSIP does not do very large projects like Sunny Point interchange, which was \$10M, and budget this year is \$65M and will need to be spread around other regions. This is relatively low cost and has a good chance of being funded.				
7/1/2020	N/A					Is this a temporary or permanent fix?	David E.: This is an interim step for what comes out of the PEL study. This is something that is relatively low cost, and something that can be done relatively quickly. Jim: This could become the long long-term fix, but will depend on the effectiveness, as it will improve safety. But it will depend on what happens going through the rest of the PEL process, as other needs were identified for improvements.				

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7/1/2020	Jesse Keil					Will the seasonal speed limit change speed through signage alone, or will there be other physical elements that might change driver behavior?	David E.: The basic project will be signage, but the specifics on the nature of the signs and where they go will be discussed later.				
7/1/2020	Michelle Hale					Will the seasonal speed limit be from the McDonald's intersection to Sunny Point both ways?	David E.: The 45-mile-per-hour speed limit sign will start about 825 feet on the Juneau side of Egan-Yandukin and extend all the way to Loop Road. Not just to McDonald's.				
7/1/2020	Michelle Hale					Would one option be to reduce speed November 2020 to January 2021 using those big signs that DOT&PF uses to announce highway work?	Jim: We are looking at it and have been discussing it over the last week; however, the HSIP nomination is submitted as a "package," so it's not yet known if the team can start using pieces of it prior to the outcome of the HSIP.				
7/1/2020	Irene Gallion					Appreciates the inclusion of land use. There's a possibility that there will be a Comprehensive Plan created at some point, which has been delayed due to budget cuts, but this might be helpful for melding land use issues with what DOT&PF is trying to accomplish.					
7/1/2020	Michelle Hale					The information was captured very well; it previously seemed a bit convoluted, but this has captured it well.					
7/1/2020	Richard Etheridge					So far it looks good.					
7/1/2020	Mike Satre					Appreciates land use, as it is changing in this area.					
7/1/2020	Scott Erickson					No comments, looks good.					
7/1/2020	Andi Story					The non-motorized access makes me want to go back to the first option presented and ask, is there signage for non-motorized access at the McDonald's intersection, communicating that this is where you cross to a bike and pedestrian crossing, and Egan Drive is not a legal option to bike or walk. I know current signage, but I am thinking larger signage or some other way to get attention. The people I see on Egan walking—there have been few, but I have seen them—I always wondering if they are tourists.	David: I'm not sure if there will be larger signage for bikers and pedestrians, as there is already a place for them to cross. As a signalized intersection, Nugget has a marked crosswalk across Egan Drive, along with pedestrian signal ("Countdown") signal heads.		David: I'm not sure if there will be larger signage for bikers and pedestrians, as there is already a place for them to cross. As a signalized intersection, Nugget has a marked crosswalk across Egan Drive, along with pedestrian signal ("Countdown") signal heads.	David: I'm not sure if there will be larger signage for bikers and pedestrians, as there is already a place for them to cross. As a signalized intersection, Nugget has a marked crosswalk across Egan Drive, along with pedestrian signal ("Countdown") signal heads.	
7/1/2020	Irene Gallion					How is the elevated bridge different than an overpass?	Jeanne: This would not allow access from the side roads onto Egan Drive or from Egan Drive onto the side roads.		Jeanne: This would not allow access from the side roads onto Egan Drive or from Egan Drive onto the side roads.	Jeanne: This would not allow access from the side roads onto Egan Drive or from Egan Drive onto the side roads.	
7/1/2020	Denise Guizio					I think the #5 Compatible Element would be the only option that would still give Fred Meyer service from Capital Transit without having to double back from Sunny Point. When there is an accident at the intersection, we end up having to turn around on private property to pick up passengers to go back inbound.					
7/1/2020	Jesse Keil					The diverging diamond seems to favor northbound traffic to the airport and southbound traffic to Fred Meyer/Juneau Christian. Is that the greater demand?	Jeanne: It is a pretty big turning movement at Yandukin, and there is a lot of traffic coming from downtown and turning toward the airport. This hasn't been fully analyzed.		Jeanne: It is a pretty big turning movement at Yandukin, and there is a lot of traffic coming from downtown and turning toward the airport. This hasn't been fully analyzed.	Jeanne: It is a pretty big turning movement at Yandukin, and there is a lot of traffic coming from downtown and turning toward the airport. This hasn't been fully analyzed.	

Creation Date	Name	Business or Organization, if applicable	Address	Phone Number	Email	The wide range of alternatives for improving the Egan / Yandukin intersection was developed based on public comment and analysis by transportation experts. Are there any missing ideas for improvements? What comments do you have on the alternatives presented?	Response	The project will use two levels of screening measures to rank the alternatives against each other. Are there any missing screening criteria?	Response	Please leave any additional comments	Response
7/1/2020	Michelle Hale					I am just putting this in as a placeholder so I don't forget. Will you be able to provide easy Google search instructions that will direct people to this interactive document we are looking at? I want to bring this up at an Assembly meeting without having to say the actual URL, but I want to be sure people can quickly get to this. Maybe an email once it is posted, or maybe a big button on the page or something. Thanks.					
7/1/2020	Jesse Keil					I don't have numbers, but I think through-traffic is the greatest need. (Turning movements are the greater safety issue, but this is not the bulk of the vehicles.) Consider the extremely high possibility that I'm misunderstanding how the diverging diamond would flow.	Jeanne: This does introduce a second signal to Egan, but it is a really efficient signal. If I come to the first signal, I only have to wait for one movement to go, then I have a second signal. If it can be timed correctly, I won't need to stop at the second signal, and if I do need to stop, I would only need to wait for one movement.		Jeanne: This does introduce a second signal to Egan, but it is a really efficient signal. If I come to the first signal, I only have to wait for one movement to go, then I have a second signal. If it can be timed correctly, I won't need to stop at the second signal, and if I do need to stop, I would only need to wait for one movement.		Jeanne: This does introduce a second signal to Egan, but it is a really efficient signal. If I come to the first signal, I only have to wait for one movement to go, then I have a second signal. If it can be timed correctly, I won't need to stop at the second signal, and if I do need to stop, I would only need to wait for one movement.
7/1/2020	Michelle Hale					Can we verify that HSIP is on a parallel track to get funded in the shorter term, while at the same time moving forward with exploring these alternatives?	Jim: That is correct.		Jim: That is correct.		Jim: That is correct.
7/1/2020	Irene Gallion					Level 1 criteria are dead on with primary and secondary needs. There is consideration in moving some emergency housing shelter operations closer to the airport, which would increase pedestrian traffic in this area. Alternatives that do not accommodate pedestrians at the Egan / Yandukin intersection are not as attractive at this point.	Jim: Thank you; many of these alternatives can be weeded out, so be sure to use the comment section to bring up these concerns.		Jim: Thank you; many of these alternatives can be weeded out, so be sure to use the comment section to bring up these concerns.		Jim: Thank you; many of these alternatives can be weeded out, so be sure to use the comment section to bring up these concerns.
7/1/2020	Andi Story					Cost ranges - how is that prioritized in DOT&PF funding if the community decided best for safety and safe movement, and that is a more expensive cost?	Jim: This is factored into the scoring, but will not sacrifice safety for low of cost, since safety is the priority for the improvements. Marie: When there is a preferred alternative to move forward, cost is not an explicit consideration, but it may become another consideration. It will play a role in the feasibility of getting the project on the books, but we will want to move forward with a project that addresses safety.		Jim: This is factored into the scoring, but will not sacrifice safety for low cost, since safety is the priority for the improvements. Marie: When there is a preferred alternative to move forward, cost is not an explicit consideration, but it may become another consideration. It will play a role in the feasibility of getting the project on the books, but we will want to move forward with a project that addresses safety.		Jim: This is factored into the scoring, but will not sacrifice safety for low cost, since safety is the priority for the improvements. Marie: When there is a preferred alternative to move forward, cost is not an explicit consideration, but it may become another consideration. It will play a role in the feasibility of getting the project on the books, but we will want to move forward with a project that addresses safety.
7/10/2020										Capital transit "public transportation" really wasn't included in the thought process.	
7/10/2020										Capital Transit should be considered during this process because a lot of our passengers in that area depend on us for essential needs such as employment and shopping. We are often their only form of transportation.	
7/10/2020										As you move forward with a plan please try to take Capital transit into your considerations as Fred Meyer is one of its mostly used bus stops. People who ride the bus need safe access to this location. Any huge changes to the traffic flow would also cause a large interruption to bus schedules and re-routing busses is an involved process.	



Attachment F: Community Focus Group Meeting #2 StoryMap

Community Focus Group Workshop

EGAN / YANDUKIN
Intersection Improvements

Gathering input for the Egan / Yandukin Intersection
Improvements Project

Alaska Department of Transportation and Public Facilities (Photo: DynaHover)

July 1, 2020



NAVIGATING THE ONLINE WORKSHOP

Thank you for participating in the Egan / Yandukin Improvements Project Community Focus Group Workshop hosted by the Alaska Department of Transportation and Public Facilities (DOT&PF).

We consider your time valuable and have created an easy-to-navigate environment to provide you with the latest information about the Egan / Yandukin project and to receive your feedback.

The goal of this meeting is to provide an in-person workshop experience in an online setting.

To navigate the information after the workshop, please follow the steps listed below.

1. Use your mouse to scroll down through the workshop or use the scrolling navigation bar to the right.
2. Jump quickly to different sections using the navigation bar with titles at the top of the screen.
3. There will be a note on presentation materials to enable you to click through any slideshows.
4. Follow directions to leave comments on the project and the workshop.

If you need additional assistance navigating the workshop, contact aurah.landau@hdrinc.com or 907-205-6573.



COMMUNITY FOCUS GROUP PARTICIPANTS AND PURPOSE

Thank you for being a member of the Egan / Yandukin Community Focus Group.

Community Focus Group members consist of agency representatives, community leaders, interested parties, and public officials who may provide insight into the project area.

The role of the Community Focus Group is to:

- Provide input to the project team on behalf of the entities you represent
- Keep your workplaces, neighborhoods, organizations, and community groups informed of project progress
- Serve as an ambassador for the project in the community

With consideration for the safety of all participants, DOT&PF has developed this online workshop in lieu of an in-person workshop.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF. The resulting planning products may be adopted during a subsequent environmental review process.

Community Focus Group Charter



WORKSHOP AGENDA

Recent Work and Results from Public Outreach

Area and Data

Purpose and Need

Intersection Improvement Alternatives

Screening Criteria

Next Steps

Photo: DynaHover

RECENT PROJECT WORK

EGAN / YANDUKIN



Intersection Improvements

Egan Drive and Yandukin Drive Intersection Improvements Project

July 1, 2020



Project Presentation

Click through the presentation using the arrow on the right or left side of the presentation.

You can expand the presentation by clicking on the graphic.

Intersection Improvement Efforts

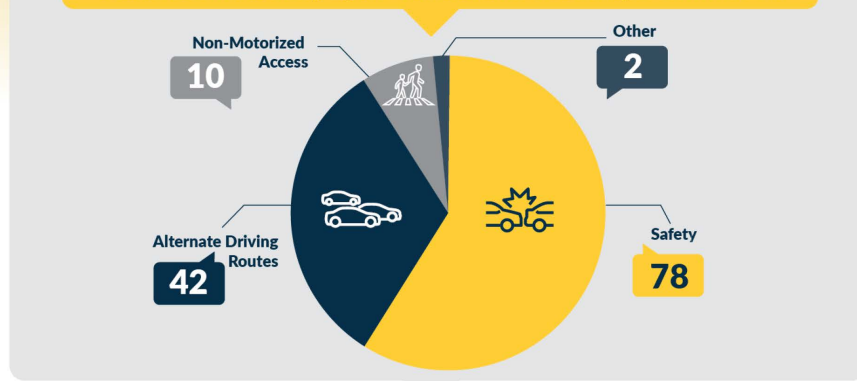


Public and Expert Engagement



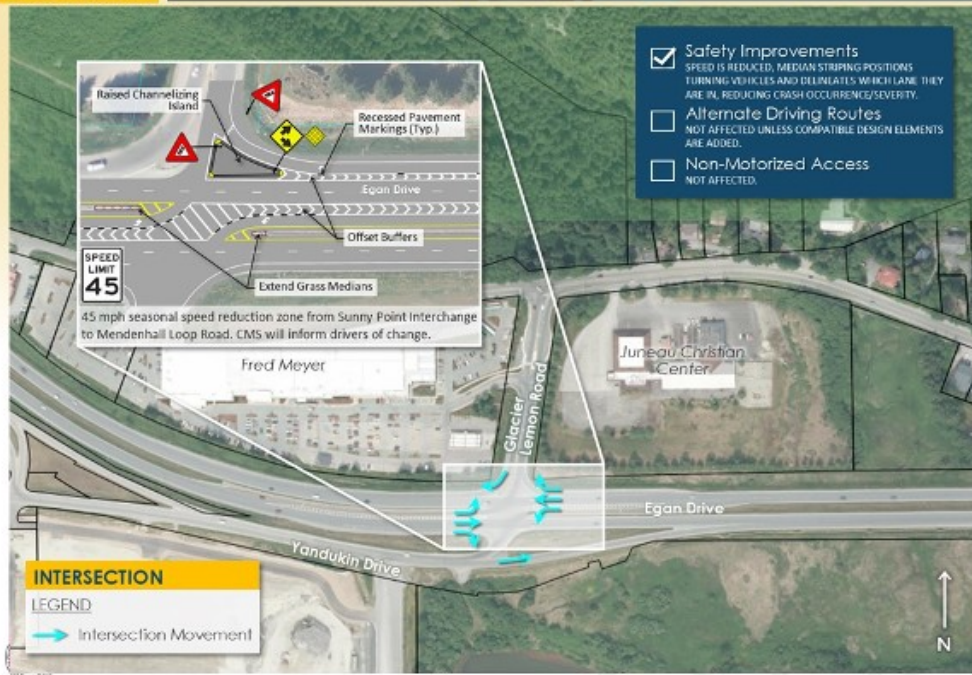
November 19, 2019, Public Open House in Juneau

Public Comment Informs Project Purpose and Need



Updated Purpose and Need Statement

Highway Safety Funding Proposal



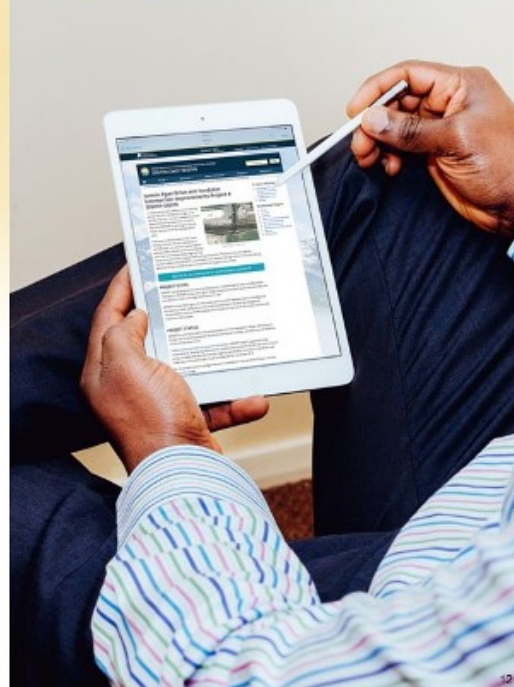
Recent Work

- Evaluating public comments
- Honing project Purpose and Need statement
- Developing alternatives
 - 15 potential intersection improvement alternatives
 - Including the nomination for funding to improve intersection safety without major construction
- Designing screening process and criteria



Feedback Welcome

- Range of Alternatives
- Draft Screening Measures



PROJECT AREA AND DATA

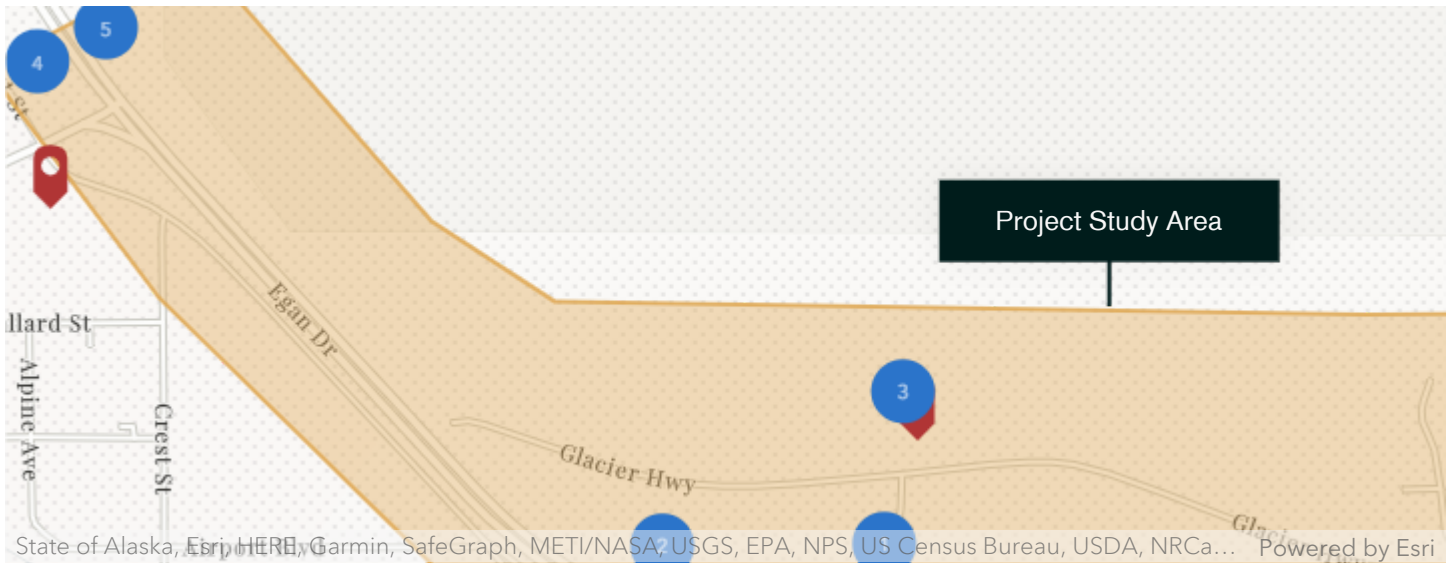


Photo: DynaHover

Egan / Yandukin Study Area

The Egan / Yandukin Improvements Project studied the intersections of Lemon Road and Yandukin Drive with Egan Drive and four nearby intersections. Because of the proximity of the intersections to each other, changes at Egan / Yandukin may impact the other intersections and vice versa.

[Click for 2019 Traffic Analysis](#)

Intersection Use

Egan Drive is an important connection for carrying long-distance high-speed traffic.

All inbound and outbound traffic, including local traffic, must pass through the intersection of Egan Drive at Yandukin Drive. There are no alternative routes to this intersection.

Good pedestrian routes exist in the area, but there are few locations for pedestrians to cross Egan Drive.

Transit vehicles serve the area, with stops at Fred Meyer and the Nugget Mall.



Photo: DynaHover

Corridor Traffic

Egan Drive is a four-lane divided principal arterial roadway running generally north-south. It carries about 30,000 vehicles per day (VPD).

Egan Drive connects downtown Juneau with the Mendenhall Valley and Juneau International Airport, as well as with the University of Alaska Southeast and the Auke Bay Ferry Terminal.

Yandukin Drive is a major collector roadway, carrying about 2,500 vehicles per day to Juneau International Airport and other commercial and residential establishments.

Lemon Road/Glacier Highway is a minor arterial roadway. Volumes on the short segment between Fred Meyer and Juneau Christian Center are typically around 7,500 vehicles per day.

On the segment of Lemon Road/Glacier Highway that runs parallel to Egan Drive between the Sunny Point Interchange and Yandukin Drive, the volumes are about 4,500 vehicles per day.

Constraints

Land Ownership

Within the study area, land is owned by the City and Borough of Juneau, DOT&PF, the U.S. Forest Service, and private land holders.

Land Uses

Existing developments include a variety of land uses. Traffic growth is likely because of the undeveloped lands that are zoned for high-density residential properties within the project area.



SOURCE: City & Borough of Juneau GIS files (obtained November 2017)

Constraining Factors

Land factors that can constrain intersection improvement alternatives include private and public land ownership interests, wetlands, steep slopes, and more.

Crash Analysis

Crash severity at the Egan / Yandukin intersection is of concern.

The frequency of crashes at the intersection has risen in recent years. The intersection now has the 3rd highest number of crashes in the Juneau area, with 31 crashes over a 5-year period.

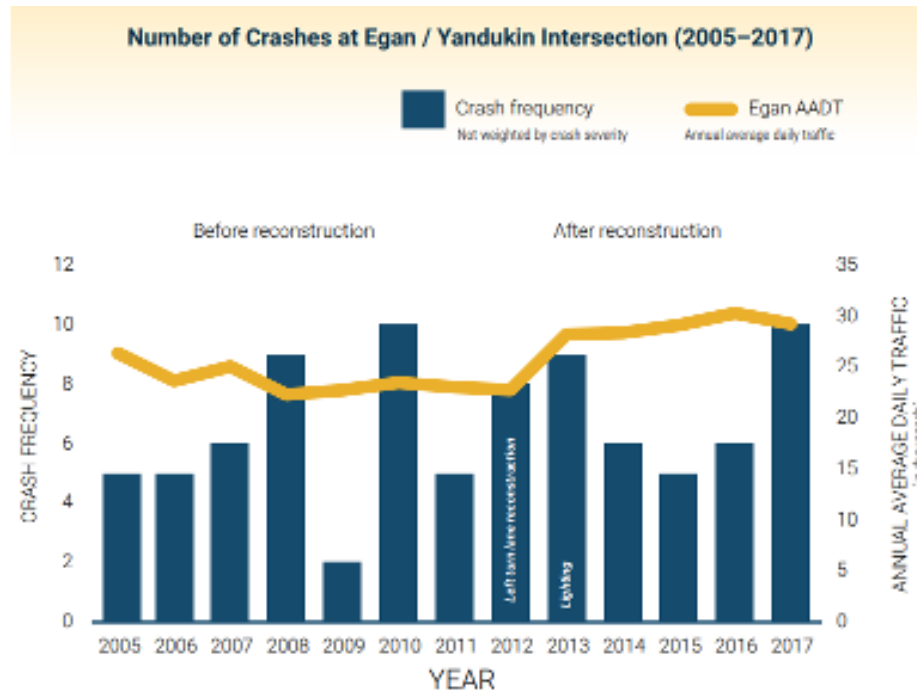
There are no fatalities associated with traffic accidents at this intersection.

Left-turn crashes from Egan Drive are the predominant crash type of concern.

Crashes are more likely when roads are icy, snowy, or wet - particularly in November through January.

Crashes are more likely during rush hour - especially when these conditions occur during periods of darkness

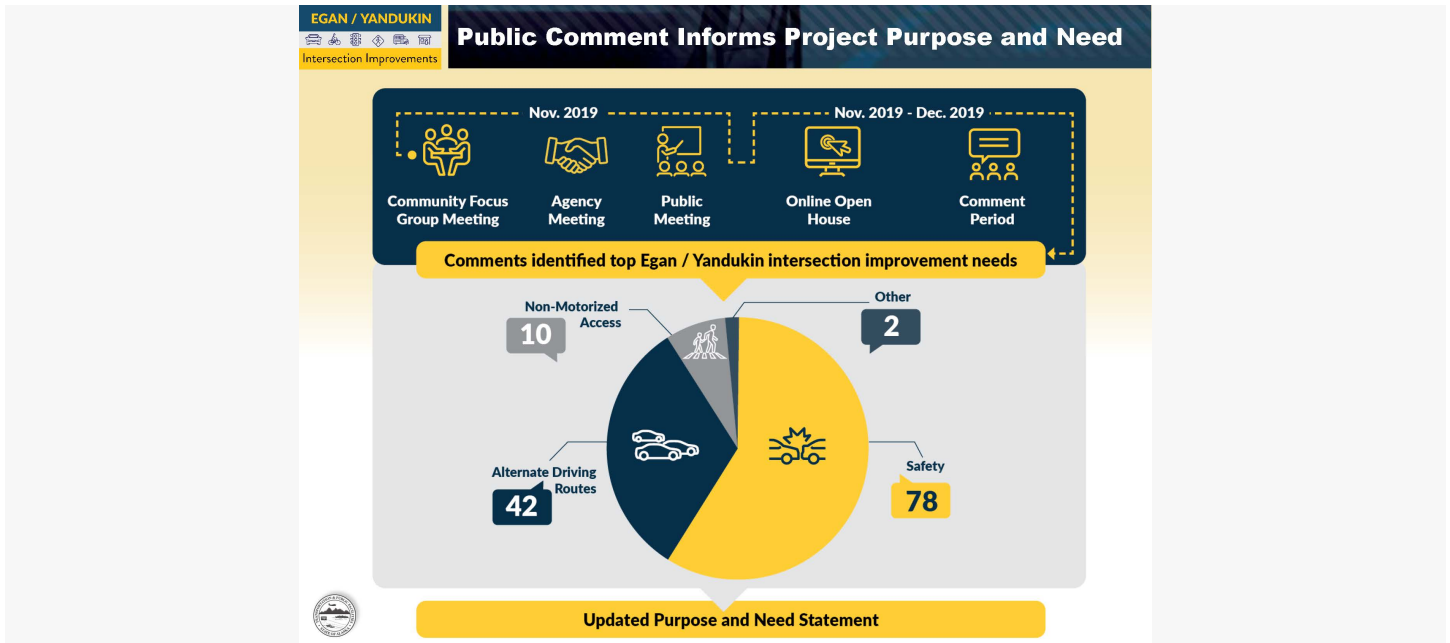
[Click for Accident Data](#)



Number of Crashes at Egan Dr./Yandukin Dr. Intersection (2005 – 2017)



PURPOSE AND NEED



Project Purpose and Need Statement

The Egan / Yandukin Purpose and Need statement serves to describe the need for and goals of intersection improvements.

Updated Purpose and Need

Public comment identified the need to improve **intersection safety** as the primary project purpose.

Transportation improvements should meet additional project purposes and needs:

- Provide **alternate driving** routes;
- Improve **non-motorized access**; and
- Maintain **traffic capacity and flow**.

Other Goals

Potential improvements to the Egan / Yandukin intersection

should meet these additional community goals:

- Be consistent with approved land use plans and ordinances.
- Maintain or improve access to and visibility of businesses.
- Support opportunities for economic development and future land uses.
- Seek to minimize vehicle delay.

[Click for Full Purpose & Need](#)

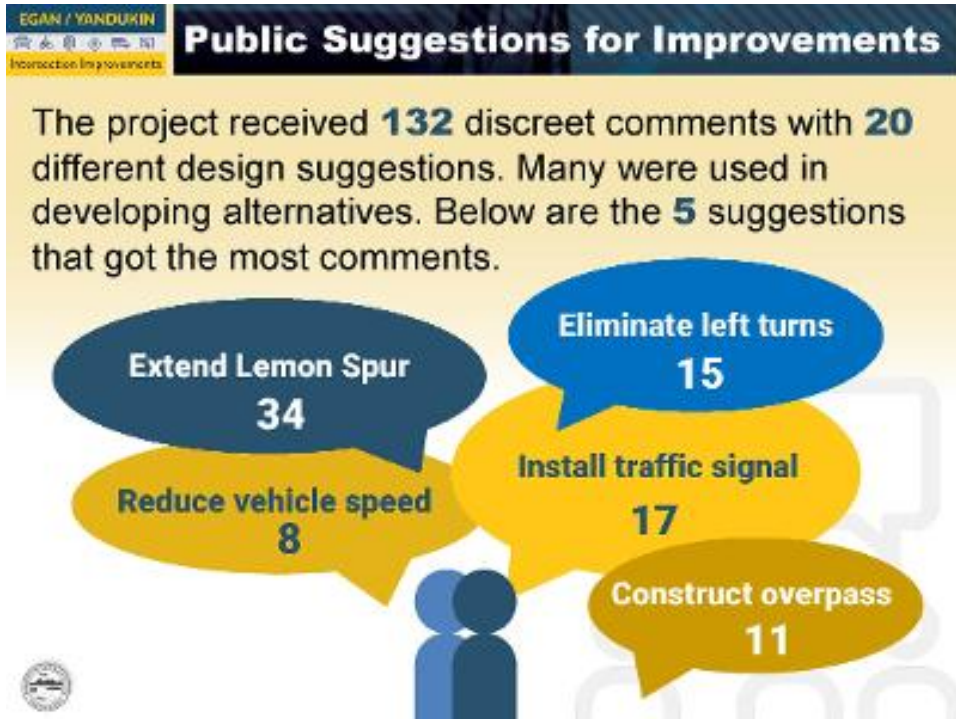
Q&A

Please unmute your line and ask a question, or type your question into the chat box for group discussion.

DRAFT RANGE OF INTERSECTION IMPROVEMENT ALTERNATIVES

The public meeting, comment period, and meetings with stakeholders generated numerous suggestions for improving the Egan / Yandukin intersection.

DOT&PF used many of the suggestions in developing a range of alternatives for improving the intersection.



Range of Alternatives

The range of alternatives includes 15 concepts for improving the Egan / Yandukin intersection area, as well as several compatible elements that may overlay the alternatives.

The various alternatives are grouped into types for review.

[Click for Summary of Alternatives](#)

Compatible Elements (6)

Some of the elements of alternatives, such as medians or frontage roads, are transportation elements can stand alone or be combined to offer layers of solutions in various intersection improvement alternatives.

Some of these elements examine ways to change driving behaviors to improve safety at the Egan / Yandukin intersection.

- **ELE-1: Travel Demand Management (TDM) - TDM**
treatments would be implemented to reduce traffic volumes on

Egan Drive or to spread travel more evenly throughout the day.

- **ELE-2: Intelligent Transportation Systems (ITS)** - ITS tools would be used to notify users of crash delays or improve safety.
- **ELE-3: Flashing Intersection Ahead or Signal Ahead Sign** - Flashing Intersection Ahead or Signal Ahead signs, as appropriate, would be installed to warn Egan Drive through traffic of the presence of conflicting left turn vehicles at E/Y.

Click through the other elements using the arrow on the right or left side of each slide. Click on an image to expand it.

ELE-4: Median Crossover

Sections of the grassy median on Egan Drive would be paved so that if a crash event occurred on Egan Drive and blocks one direction of travel, vehicles would be diverted on the paved median over to the opposite direction lanes, allowing traffic to continue moving on Egan Drive.

**ELE-5: Frontage
Road to Nugget**

The frontage road (Glacier Lemon Road) would be extended to the Glacier Nugget intersection to provide a parallel north-south route along Egan Drive.

**ELE-6: Grade
Separated
Connection
between
Yandukin Dr
and Glacier
Lemon Rd**

Egan Drive would be raised up on a bridge and a connection would be built under Egan Drive to connect Yandukin Drive and Glacier Lemon Road.

This group of alternatives shows the current configuration at the Egan / Yandukin intersection and it details a variety of possible changes to the intersection.

Click through the other elements using the arrow on the right or left side of each slide. Click on an image to expand it.

Current Intersection

The Egan / Yandukin intersection would maintain the existing configuration without any changes.

INT-1: HSIP

Safety

Improvements

The interim action measures recommended in the Highway Safety Improvement Program nomination would be implemented (seasonal speed reduction, left-turn median striping, and offset northbound right-turn lane).

INT-2: Partial

Access

Signalized

Intersection

A signal would be installed and would only allow vehicles movements currently allowed at the intersection (no left turns from side streets allowed).

**INT-3: Full
Access
Signalized
Intersection**

A signal would be installed and would allow all vehicle movements at the intersection.

**INT-4: Move
Signalized
Intersection
from
Glacier/Nugget
to E/Y
Intersection**

The existing signal at Glacier-Nugget would be removed and a new full access signal would be installed at the E/Y intersection.

**INT-5:
Roundabout
Intersection**

A roundabout would be installed and has the option of allowing only the current movements or allowing all vehicle movements at the intersection.

**INT-6: Two
Signalized T-
Intersections**

The intersection would be separated into two signalized T-intersections, with the Yandukin Drive intersection placed southeast of the church.

INT-7:

Relocated Intersection to Southeast of Church

The E/Y intersection would be relocated southeast to the other side of the church and has the option of being signalized.

INT-8: Diverted Left Turn Intersection

A signal would be installed at the E/Y intersection. Egan left-turn vehicles would cross opposing traffic at two crossover signals, prior to the main signal, allowing all Egan traffic to move at the main signal at the same time.

**INT-9:
Diverging
Diamond
Intersection
Pair (Nugget
and Yandukin
Intersections)**

Crossover signals would be installed at both the Glacier Nugget and E/Y intersections where traffic would be carried over to the left side of opposing traffic, allowing Egan Drive traffic to turn left onto Glacier Nugget Road or onto Yandukin Drive/Glacier Lemon Road without conflicting with oncoming high-speed Egan Drive through traffic.

Closure Alternatives (3)

This group of alternatives examines closing one or more turning movements at the intersection and moving those turning

movements to other locations.

Click through the other elements using the arrow on the right or left side of each slide. Click on an image to expand it.

CLS-1:

**Southbound
Left Closure at
the E/Y
Intersection
and Two-Way
Frontage Road
to Nugget**

The median opening at the E/Y intersection would be closed to southbound left turn vehicles, and the frontage road (Glacier Lemon Road) would extend to the Glacier Nugget intersection.

**CLS-2: Median
Closure and
Two-Way
Frontage Road
to Nugget from
E/Y
Intersection**

The median at the E/Y intersection would be closed to all left-turn traffic, and the frontage road (Glacier Lemon Road) would extend to the Glacier Nugget intersection.

**CLS-3: Median
Closure at E/Y
Intersection,
Interchange at
Nugget
Intersection**

An interchange (or overpass) would be constructed at the Glacier Nugget intersection. The median at the E/Y intersection would be closed to all left-turn traffic, and the frontage road (Glacier Lemon Road) would extend to the Glacier Nugget intersection.

Interchange / Overpass Alternatives (3)

This group of alternatives highlights a range of possible interchange / overpass configurations.

Click through the other elements using the arrow on the right or left side of each slide. Click on an image to expand it.

OVP-1: Single Point Urban Interchange

The E/Y intersection would be converted to a single point urban interchange, where Egan Drive through traffic would travel up and over the intersection without stopping and a single signal would control ramp and side street traffic.

**OVP-2:
Diamond
Interchange**

The E/Y intersection would be converted to a diamond interchange, where Egan Drive through traffic would travel up and over the intersection without stopping and two ramp intersections would control ramp and side street traffic

**OVP-3: Split
Diamond
Interchange
Pair (Nugget
and Yandukin
Intersections)**

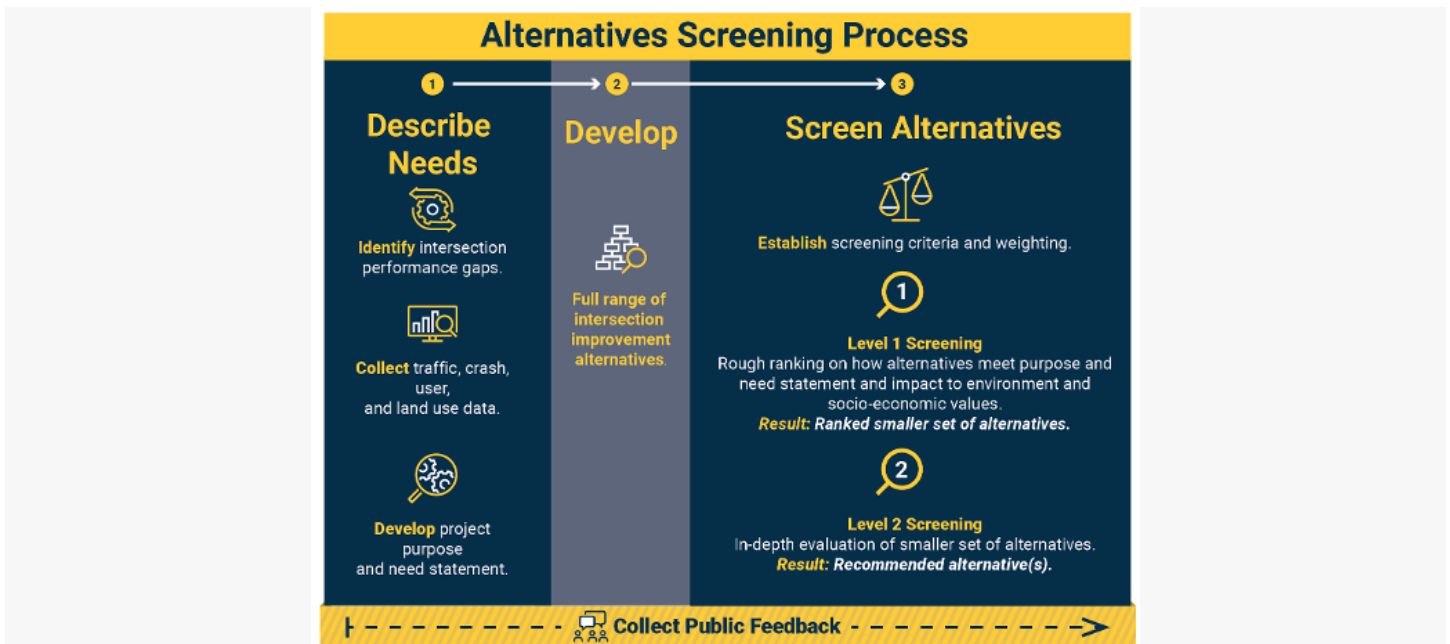
Both the Glacier Nugget and E/Y intersections would be converted to half diamond interchanges (Egan Drive traffic traveling over both intersections without stopping), with the Glacier Nugget interchange serving ramp vehicles to and from Mendenhall Valley and the E/Y interchange serving ramp vehicles to and from downtown, and a frontage road system between.



Q&A

Please unmute your line and ask a question, or type your question into the chat box for group discussion.

Evaluating Intersection Improvement Alternatives



Screening Process

Each intersection improvement alternative will be evaluated according to the project Purpose and Need, feasibility, costs, impacts on private land and the environment, and other screening criteria.

Two screening levels will be used.

Alternatives that come out of a first (Level 1) screening as viable will be evaluated with a second set of metrics (Level 2) designed to more finely screen the range of alternatives.

The alternative(s) that emerge from both rounds of screening will be recommended in 2021 in the project report.

DRAFT LEVEL 1 SCREENING CRITERIA		OTHER CONSIDERATIONS	METRIC	EXPLANATION OF METRICS
PRIMARY: Alternatives must score positive in one or more metrics to advance	SAFETY	 SAFETY	CRASH SEVERITY	Comparison of the number of severe conflicts between the alternative and the no-build alternative based on Alaska or national experience with similar treatments.
			BICYCLES AND PEDESTRIANS	Comparison of the number of conflicts between pedestrians and vehicles based on Alaska or national experience with similar treatments.
SECONDARY	ALTERNATE DRIVING ROUTES	 ALTERNATE DRIVING ROUTES  NON-MOTORIZED ACCESS	CRASH DELAY	Description of whether or not the alternative provides an alternate route when there is a crash on Egan Drive. An alternative that provides relief to congestion when there is a crash, but does not provide a new route, does not receive an improvement.
			ACCESSIBILITY COMFORT	Comparison of the difficulty and comfort level pedestrians and bicyclists experience in traveling from road crossings needed on one side of Egan Drive to those on the other side between the alternative and the no-build alternative.
		OTHER METRICS		
ECONOMIC GROWTH	 ECONOMIC GROWTH	LAND USE PLANS	Description of how the alternative affects objectives for future development in an adopted city and county plan.	
		BUSINESS VISIBILITY	Description of how the alternative's design features will introduce elements (such as bridge abutments) that will affect the adjacent business's visibility to drivers.	
ENVIRONMENTAL	 ENVIRONMENTAL	BUSINESS ACCESS	Description of any effects the alternative has on driving access to adjacent businesses or travel distance to reach adjacent businesses.	
		WETLAND PERMIT	Assessment of whether the alternative will likely require a permit from USACE and, if so, the type of permit.	
		PROTECTED LANDS	Assessment of whether the alternative may use Section 4(f) protected lands.	
		RIGHT-OF-WAY IMPACT	Description of the amount of ROW acquisition that the alternative will require (if any).	
			COST RANGE	Estimate of the cost for the alternative. High cost alternatives are similar to a grade-separated interchange, such as at Sunny Point, a project that only requires changes to existing infrastructure.

Draft Level 1 Screening Criteria

[Click for Draft Level 1 Criteria](#)

Early evaluation with primary and secondary Level 1 screening criteria will differentiate alternatives based on meeting the project Purpose and Need.

Level 1 screening criteria are in draft form.

Purpose and Need Metrics

Public comments were clear that safety is the primary project purpose.

Safety metrics will receive higher weighing in evaluations of alternatives.

Providing alternate driving routes and non-motorized access are also important in meeting the project Purpose and Need.

Other Metrics

These additional screening criteria address how social and economic considerations will be used to evaluate alternatives for improving the Egan / Yandukin intersection.

Q&A

Please unmute your line and ask a question, or chat your question into the chat box for group discussion.

NEXT STEPS

We appreciate your participation and value your feedback. Please submit comments through July 10, 2020.

Please take your time looking at this information, then share your comments on the following items in the project survey section of this workshop:

- Range of intersection improvement alternatives
- Draft Level 1 screening criteria

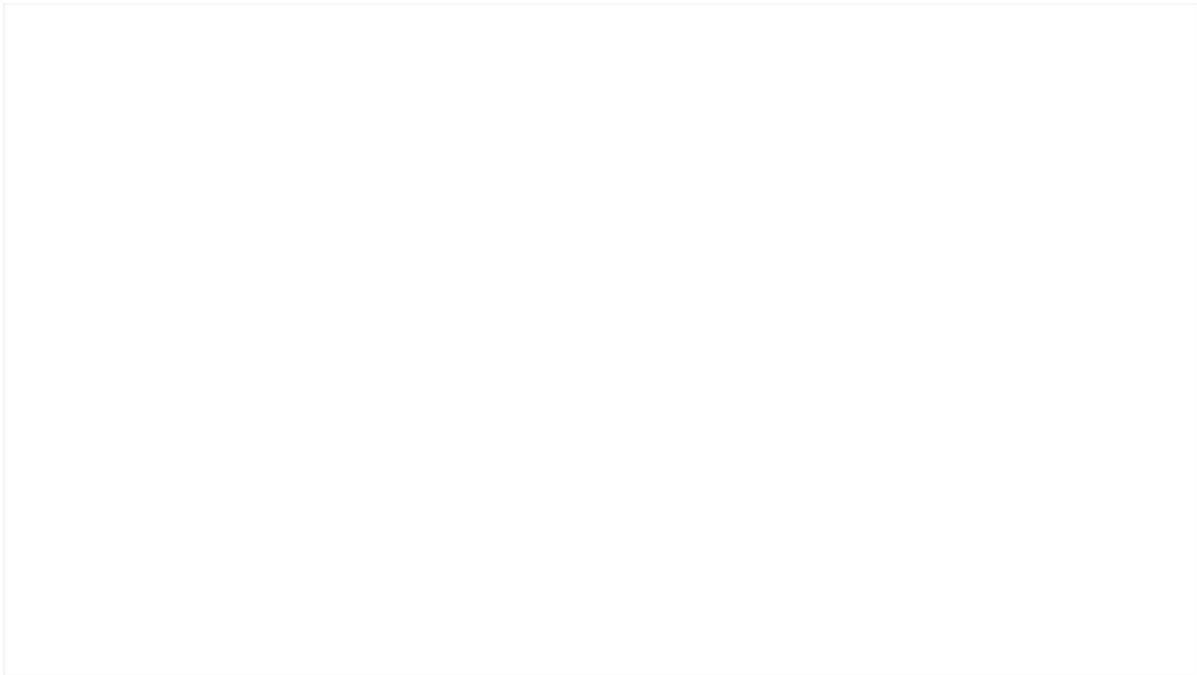
Once this workshop is complete, we will compile your input and will send each participant a workshop summary. Then, we will

prepare for another Community Focus Group meeting in the next few months.

This fall, we are planning for a meeting to inform the public about the Egan Yandukin project. We are currently targeting September for a public meeting and will keep you informed.

COMMENT FORM

Thank you for taking time to share your thoughts about the project purpose and need, draft range of alternatives, and draft Level 1 screening criteria.



Egan Yandukin Project Comment Form

WORKSHOP SURVEY

Egan Yandukin Workshop Feedback

PROJECT CONTACT INFORMATION

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Attachment G: Community Focus Group Meeting #3 Summary

MEETING SUMMARY



Prepared by:	Taylor Horne, HDR
Project:	Egan Drive and Yandukin Intersection PEL – SFHWY00079
Meeting Subject:	Community Focus Group Meeting #3
Meeting Date/ Time:	Friday, August 21, 2020 9:00 am – 12:00 pm
Location:	WebEx

List of Attendees:	PROJECT TEAM	CFG MEMBERS
	Jim Brown, DOT&PF Joanne Schmidt, DOT&PF Ben Storey, DOT&PF Marie Heidemann, DOT&PF Julius Adolfsson, DOT&PF Verne Skagerberg, DOT&PF David Epstein, DOT&PF Christy Gentemann, DOT&PF Ryan Bare, DOT&PF Emily Haynes, DOT&PF Doug Kolwaite, DOT&PF Jill Taylor, DOT&PF Joseph Galgano, DOT&PF Sam Dapcevich, DOT&PF Bilal Al-Bayati, DOT&PF Taylor Horne, HDR Gina McAfee, HDR Chase Quinn, HDR Aurah Landau, HDR Josie Wilson, HDR Jeanne Bowie, Kinney Engineering Michael Horntvedt, Parametrix	Scott Gray, DOT&PF Sgt. Nick Zito, Alaska State Troopers Trp. Christopher Umbs, Alaska State Troopers Roscoe Bicknell IV, Bicknell, Inc. Richard Peterson, Central Council of Tlingit and Haida Indian Tribes of Alaska William Ware, Central Council Royal Hill, Central Council John Hawkins, Central Council Michelle Hale, City and Borough of Juneau Richard Etheridge, City and Borough of Juneau Ed Foster, City and Borough of Juneau Hal Kulm, City and Borough of Juneau (Capital Transit) Denise Guizio, Captial Transit Alex Pierce, City and Borough of Juneau Irene Gallion, City and Borough of Juneau Patty Wahto, City and Borough of Juneau David Campbell, City and Borough of Juneau Lt. Scott Erickson, City and Borough of Juneau Mike Stoll, Fred Meyer Charlie Williams, Chamber of Commerce Mike Satre, Chamber of Commerce Mike Rose, Juneau Christian Center Rob Welton, Juneau Freewheelers Mike Lesmann Cathy Schlingheyde Representative Andrea Story Jerry Godkin, Juneau Airport Senator Jesse Kiehl Jessica Eller

Bold: in attendance

Project Documents: [Website Link](#)

Agenda Items

1. Workshop Welcome, Roll Call, Housekeeping Items
2. Agenda Review – Jim

MEETING SUMMARY

3. Project Timeline – Jim

Rep. Story: Remind me what HSIP stands for?

Marie H: Highway Safety Improvement Program

4. HSIP Update – Jim

5. Purpose & Need – Jim

No questions.

6. Level 1 Screening Criteria and Results – Michael/Jeanne

Sen. Kiehl: I appreciate the work on crash severity and focus on providing an alternative route when there is a crash.

Irene: Under primary concerns on Level 1 screening criteria: what kind of data do we have available in regards to pedestrians and vehicles?

Michael: We will use data available throughout the state. Right now we're looking at crash modification factors to better understand how each alternative will rate for safety. Quantitative evaluations will be in Level 2 Screening.

Rob Welter: How will the team quantify bike and pedestrian conflicts based on the national experiences with similar treatment?

Michael: This will be more on the numbers side in Level 2 Screening. The number of points and level of detail will be provided in Level 2 Screening.

Rob: Crash modification factors are data that the state maintains, but doesn't usually track bike/ped and is usually vehicle related. What tools are out there for bike/ped type things?

Jeanne: Anytime anyone in the nation does a study that looks at before and after situation for safety improvements is included in a CMF warehouse. Ped and Bike are include in some of those.

Denise: Pedestrians don't always use the overpass. There is a bus barn by the brotherhood bridge and there are still a lot of pedestrians crossing the at-grade high speed traffic, even though there is an underpass. The signage is confusing for people.

Michelle: the signage is difficult to figure out where you are going to end up at this location, so maybe signage could be improved to allow for better use.

MEETING SUMMARY



Sen. Kiehl: Insight is great for pedestrian behavior. Sunny Point interchange moved the crosswalk 100 yards away and people would not walk 100 yards there and 100 yards back, they instead crossed illegally.

Sen. Kiehl: What's the wetland permit criterion about if not cost?

Michael: The permitting is about process and risk. There is a higher level of impacts to the system.

Taylor: Green for wetlands is: no impact, white: mid-level permit, red: high impact. Since no ranked white, Level 1 shows whether there is impact or not. Level 2 will look at quantifying the impact.

Irene: How was the scoring different between OVP-2, ELE-5 and OVP-3? They seem to have the same color scheme. Answered, thanks.

Sen. Kiehl: Can you help us understand the "business visibility" criterion? Some things that close the median at E-Y score badly on that, others don't. Some interchanges score badly on it, others don't.

Michael: Business visibility is set to be "can people see the businesses they want to go to?" Overpasses would block their views.

Jeanne: Closure 3 includes an interchange at the intersection. If there is an interchange, it impacts the view; if an alternative didn't include an interchange, it did not impact view.

7. Alternatives – Jeanne

HSIP Interim Action

Denise: With Alternative driving route would there be missing service from Sunny Point to Yandukin?

Jeanne: No, this allows you to cross the road if needed during a crash, putting two directions of traffic on one side of the road. So the access would really depend on where the crash occurs.

Sen. Kiehl: If the road is still designed to be safe at 60 (wide lanes, wide medians, wide shoulders, lights..., will 45 signs change driver behavior? That seems a little dubious. How do you evaluate criteria like crash frequency/severity/bike-ped safety when people keep driving 60+ in the winter?

Jeanne: We are doing the best we can since we can't change the road for 3 months of the year. There could be an education campaign that helps people realize why the speed is reduced. A sign when you get there will also be included.

Jim: This isn't just speed drop signs, there will be changeable message signs with the messaging systems to alert people as they come in towards the speed drop.

Rep. Story: Seems like good recommendations for improvements. We usually are driving slower in the winter because of darkness and winter conditions.

Partial Access Signalized Intersection

Rep. Story: Hard to imagine crossing here and makes me anxious.

Jeanne: It is a big road to cross, there are people crossing at Nugget intersection, but it is a big road.

Full Access Signalized Intersection

Patty: No questions, but something she always looks at is what will cut into the airport property as this will be a very long process.

Jim: I was just sitting here thinking about the added signals, and absolutely right that is a lot of pavement. We can definitely look at narrowing the pavement width in those areas, there may be some options with shoulder width and different things.

Denise: is there no speed reductions with option 2 and 3?

Jeanne: correct, not inherently. We would not be looking at the effects of the speed reduction.

Sen. Kiehl: Just a pure logistical issue: Who would put out the cones for crossovers when there's an accident? DOT? JPD? Where would they store 450 yards-worth of cones and how long do they take to deploy?

Jeanne: This is something to look at in Level 2.

David: Maintenance is well schooled in traffic control, but that detail is yet to be worked out. To clarify with alternatives and ROW requirements, what you see here is not design level, just concept level. What comes out of the design level could be less impact than what is showing here.

Michelle: The cones remind me of Kauai! Thank you David for preparing the HSIP Nomination for Juneau. They put cones out twice a day for traffic control in Kauai.

Rep. Story: Busy time for traffic back up? With so much traffic flowing through there, they will all stop, but have there been studies on how much traffic would be going through there?

Jeanne: While the busy time of day has more cars, coordinating the signals would occur to help reduce the amount of stopping. These are the things that would be looking at in Level 2.

Comment: It's important to mention that the federal highway approval of the traffic signal would not degrade the status of Egan/Yandukin.

Rep. Story: I just wanted to share a little bit more on my comment about having a traffic light there because there's so much traffic flowing through there. When we stop I understand that yes, it'll be coordinated. But have there been any traffic count or studies done to prevent back-up?

David: Traffic counts in Juneau are done on a regular basis, so we know how much traffic is going through there. Kinney has done some preliminary study on this.

Jeanne: There is a study previously done that talks about the delay. When you add the full access, the plan is to take a look at what can help improve this. Reducing the width for pedestrians (less time exposed to traffic, and less time allotted to pedestrian movement and reduce the delay). When this is looked at more closely it will be better to compare with the other alternatives.

Josie: After Jeanne goes through the alternatives, Taylor will present the proposed level 2 screening criteria to be able to describe and rank one of the metrics.

Two Signalized T-Intersections

Sen. Kiehl: Wait times and stop times for people using two lights. Will people hit both of them if they don't time it correctly?

Jeanne: hopefully we can coordinate these lights so if you get stopped at one, you won't be stopped at the other. There is also a geometric option to look at.

David: If this ends up being selected as a final alternative, there is a coordinated signal network in the valley that can be used to that you wouldn't stop at any of them, there is continuing updates for this program to increase effectiveness and efficiency.

Patty: Coordinating with other things that come up: the second crossing – how is impact for where that ends up? What impacts does that have if they are coordinated together?

David: The second crossing is also subject to a PEL study. There would be a lot of opportunity to bring up questions such as this one. These will be taken into consideration.

MEETING SUMMARY

Michael: We are pretty close to finding a preferred alternative by the time DOT would start evaluating alternatives for the second crossing and the preferred alternative for this project will likely be a baseline assumption for the second crossing project, and that is where the coordination happens.

Marie: I will be the PM for second crossing. The timeline for these two projects are very distinct from each other. We haven't started the second crossing so wouldn't be able to coordinate with that project. We wouldn't want to delay this project and this project will become the baseline of the other project.

Rep. Story: This alternative seems like it would contribute to the time delay problem. It also seems like you'd have more stop and go and seems like you'd have more cars idling contributing to air pollution and maybe some frustration.

Jeanne: This will be addressed in Taylor's section about Level 2 Screening.

Diamond Interchange

Question: Would the ramps still be compatible with bikes? How would this be ADA compatible?

Jeanne: We don't have this nailed down yet, and are unsure if this level of detail that would be included in Level 2 Screening. This might be a design issue to be resolved later.

Michael: We will need to make sure that there is ADA accessibility and that all active transportation modes will be able to use this system. This will be considered when we start figuring out the more detailed design.

Denise: Is the Glacier Lemon Road frontage road planned from the beginning or as a possible alternative?

Jeanne: We will look at that frontage road included in the alternative. We might show what would happen if we used cross overs instead.

Rep. Story: Since Fred Meyer is a common destination, getting into the right hand turn lane with traffic flowing to downtown, in a shorter area, what are the thoughts about that?

Jeanne: The impacts to access of the Fred Meyer would be looked with all alternatives and recommendations made on how to adjust this for access to Fred Meyer as we go forward to level 2.

MEETING SUMMARY

Denise: Keep in mind the Capital Transit access to the Fred Meyer. If they can't make the left hand turn on Glacier Lemon road, they will have to back track to Sunny Point. Access to Fred Meyer in the case of a crash would be important.

8. Level 2 Screening Criteria – Taylor

Rep. Story: Equity considerations, that are so important to consider, is a metric that we do not have. If you are dependent on transit for work, getting basic supplies, some are more favorable to those citizens, with their time and ease for elders, families traveling with small children.

Comment: Transit route time is a metric that you could say is part of the equity measurement.

Sen. Kiehl: Level 1's unweighted scoring was disappointing. (e.g.: Options that needed some ROW and options that needed *vast* amounts of ROW both got the same -1. Visibility was weighted the same as life & death issues.) So some of the better alternatives are now off the table. In level 2, how do you plan to weigh alternatives within a category, and how do you plan to weigh categories against each other?

Taylor: we are still in the process of this as we are talking to you today. Level 1 was weighing the safety measures higher than others but were able to tweak designs and add elements to turn other categories green, so it did come down to other considerations. Safety is still the number 1 priority and would carry a higher weighting but we're still in the process of working out what are the important ones and how do they weigh among the others.

Sen. Kiehl: Not sure if he agrees with what was done with level 1. Moving to Level 2 it's important to look at the achievability of some safety goals and to weight them accordingly. Rep. Story included that impact on transit isn't important to equity issues, but is important to economic issues; for example, this would be above business visibility. I don't think direction travel is a business killer. It's important not to duplicate a cost consideration but if one is a little bit negative on one option and way negative on another option, that should be ranked.

Taylor: To speak to last point, we do propose to suss out those alternatives to compare to one another to see where the range is for each of these metrics to create buckets to see if there are groupings that are higher or lower and we will compare them to one another.

Irene: Can Other Metrics - Cost include some rough-order-of-magnitude costs for maintenance? (Maybe over life of project? Not sure if that is meaningful). It seems DOT is inclined away from

MEETING SUMMARY



signals, so it would be good to know the cost impacts of signals. Also, for alternatives that add lane miles, the increased maintenance costs for that. I think M&O can give you a per-lane-mile average cost. I like the plan for bike and ped analysis.

Taylor: We are going to have a much more detailed rough order of magnitude with a rough estimate of cost to have an actual number at the end of this that can also be included as a deciding factor to the outcome. We can show how each metric ranks and the cost, including M&O and ongoing costs.

Rep. Story: And part of any ranking can add an equity metric that also can be a weight in deciding factors.

Taylor: Do you have thoughts on which go into that? Like how hard it is to walk in between destinations?

Rep. Story: Yes, I will be thinking about other equity measures. Part of this can be making sure that we hear from citizens riding the bus, be accessible at Capital Transit bus stops with the plans.

Irene: These maps are very cool, thanks for that.

9. Next Steps – Jim

10. Comment Form & Work Shop Survey – Josie

Rob: The Interim has the pedestrian overpass, can that also be bike friendly? Just wanted to make sure.

Michael: Everything would need to accommodate bike and pedestrian.

Michelle: Thanks, this is a lot to digest, and I appreciate the great job.

Rep. Story: Not suggesting getting info from people at the bus stop, but it is important to engage folks that would be using the bus but would not necessarily attend public meetings. Folks that do ride the bus will have views that we haven't considered.

Josie: Josie clarified that Rep. Story's question is, "How do we engage folks that may have social equity but wouldn't necessarily attend public meeting?" Josie stated the project team will contact her for a follow up.

Sen. Kiehl: Thank the team for all the work going into this. It's very complex, lots of variables, lots of things to look at, some very creative solutions. I'm glad this is moving forward. I will plan to submit more comments online.

Nick: Thank you for all of the information. Very informative! Nice job

Rep. Story: Yes, thank you everyone. I am so glad we will have improvements coming.

11. Project Contact – Jim

Egan / Yandukin Intersection Improvements Project

Community Focus Group Meeting #3 - Virtual Workshop

Roles and Content with Script

Meeting Dates/Times/Delivery

	Date	Time	Delivery	Log In
Community Focus Group	Friday, August 21, 2020	9 AM – 12 PM	Webex	<ul style="list-style-type: none">• www.webex.com• Meeting number (access code): 146 859 2257• Meeting password: Egan3• Join by phone: +1-408-418-9388


Project Team Roles


Name	Role	Duties
Josie Wilson	Moderator	Workshop guidance items for audience, move group through agenda, monitor chat comments, backup for Aurah
Jim Brown	Host	Welcome, Agenda, Project Timeline, HSIP Update, Purpose and Need, Closing Remarks
Michael Horntvedt	Presenter	Level 1 Screening Criteria update, Level 1 Screening Results Overview
Jeanne Bowie	Presenter	Level 1 Screening Results Details
Taylor Horne	Presenter	Draft Level 2 Screening Measures
David Epstein, Ryan Bare, Christy Gentemann, Joanne Schmidt, Marie Heidemann, Emily Haynes, Doug Kolwaite	Issue experts	Support for Q&A



Name	Role	Duties
Aurah Landau	Producer	Keep tech running, troubleshoot all things, backup for Josie



Content



- <https://storymaps.arcgis.com/stories/fea557fb94f74383a6ca58a28986e920>
- Presented via Webex



Time	Script	Storyboard Text from Website	Visual
9 AM	<p>Workshop Title – Josie</p> <p>Hi, welcome. We will get started in a few minutes.</p> <p>Welcome to the Egan / Yandukin Community Focus Group Workshop.</p> <p>I'm Josie Wilson with HDR. I'll be your moderator for the meeting. We also have Aurah Landau on the line, who will be our producer handling meeting technical needs.</p> <p>We really appreciate your participation and are excited to discuss the Egan / Yandukin project with you today.</p> <p>This workshop will cover a lot of ground. So here are a few technical instructions and housekeeping items.</p> <ol style="list-style-type: none"> 1. All lines are muted. If you want to speak, please remember to unmute. 	<p>Community Focus Group Workshop Gathering input for the Egan / Yandukin Intersection Improvements Project</p> <p>Alaska Department of Transportation and Public Facilities Photo: DynaHover August 21, 2020</p>	



Time	Script	Storyboard Text from Website	Visual
	<p>2. You can chat your questions at any time in the chat box.</p> <p>3. They will be addressed at specific times throughout the workshop, and there are additional Q&A sessions for discussion time.</p> <p>4. Everyone will receive a summary of this Workshop with chatted questions and answers after the meeting.</p> <p>5. And finally, this workshop is being recorded, solely for our note-taking purposes and to make sure we catch everything. It won't be shared publicly. If you need us to pause the recording at any time, please let us know.</p> <p>We will provide a link in the chat box on how to use Webex.</p> <p>Aurah share Webex instructions link in chat box.</p> <p>If you need any technical support, please chat that in. We are standing by to help you.</p> <p>Again, welcome!</p> <p>I'm going to do a quick roll call so we can have a mic check and get started.</p> <p>Please unmute when I call your name. 😊</p> <p>Roll call & mic check – use checklist –</p>		


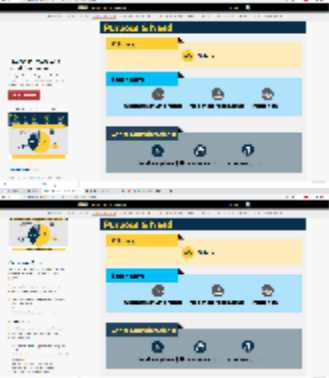
Time	Script	Storyboard Text from Website	Visual
	<p>Aurah show membership list</p> <p>Now, I'll list the project team members.</p> <p>Aurah show project team list</p> <p>I want to recognize Representative Andi Story and Senator Jesse Kiehl for joining us today. – adjust according to whether they're online</p> <p>Josie ask for anybody else</p> <p>Aurah mute everybody when done</p>		
<p>9:20AM</p>	<p>Navigating the Workshop – Josie</p> <p>Great! Thanks, everyone, for joining us today! We appreciate your time and participation.</p> <p>What you are seeing on your screen is a website created to provide a workshop experience in a virtual setting.</p> <p>This site will be live after our meeting and available online so you can review the information in detail, submit comments, and fill out the workshop survey.</p> <p>You will receive an email after this meeting ends with the website and related information.</p>	<p>NAVIGATING THE ONLINE WORKSHOP</p> <p>Thank you for participating in the Egan / Yandukin Improvements Project Community Focus Group Workshop hosted by the Alaska Department of Transportation and Public Facilities (DOT&PF).</p> <p>We consider your time valuable and have created an easy-to-navigate environment to provide you with the latest information about the Egan / Yandukin project and to receive your feedback.</p> <p>The goal of this meeting is to provide an in-person workshop experience in an online setting.</p> <p>To navigate the information after the workshop, please follow the steps listed below.</p>	

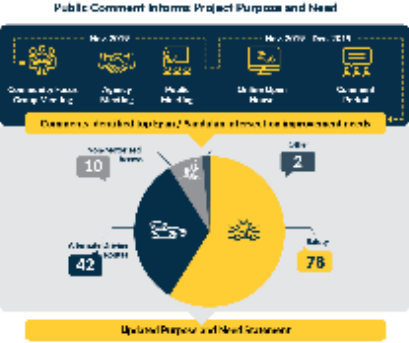

Time	Script	Storyboard Text from Website	Visual
	<p>The website address will be added to the chat box for your reference.</p> <p>Aurah chat website address</p> <p>We are going to walk you through everything and answer questions. We also have a planned break during this meeting. However, at any time, if you need to get a drink of water or take a break, please do so. You do not need to let us know.</p> <p>And now, I would like to turn it over to our workshop hosts at the Alaska Department of Transportation and Public Facilities.</p>	<ol style="list-style-type: none"> 1. Use your mouse to scroll down through the workshop or use the scrolling navigation bar to the right. 2. Jump quickly to different sections using the navigation bar with titles at the top of the screen. 3. There will be a note on the website materials to enable you to click through any slideshows. 4. Follow directions to leave comments on the project and the workshop. <p>If you need additional assistance navigating the workshop, contact aurah.landau@hdrinc.com or 907-205-6573.</p>	
9:25 AM	<p>Welcome – Jim</p> <p>Hi, I'm Jim Brown, DOT&PF's Project Manager for the Egan / Yandukin Intersection Improvements project and I would like to welcome all of you back for the third in our series of meetings to discuss progress on the project.</p> <ul style="list-style-type: none"> • I prefer meeting with you face to face, but circumstances being what they are, I want to thank each of you for your flexibility in meeting in this format because it is still vital that we that we get your input as we begin to review design concepts that are based on both community and DOT input. 	<p>COMMUNITY FOCUS GROUP PARTICIPANTS AND PURPOSE</p> <p>Thank you for being a member of the Egan / Yandukin Community Focus Group.</p> <p>Community Focus Group members consist of agency representatives, community leaders, interested parties, and public officials who may provide insight into the project area.</p>	



Time	Script	Storyboard Text from Website	Visual
		<p>The role of the Community Focus Group is to:</p> <ul style="list-style-type: none"> • Provide input to the project team on behalf of the entities you represent. • Keep your workplaces, neighborhoods, organizations, and community groups informed of project progress. • Serve as an ambassador for the project in the community. <p>With consideration for the safety of all participants, DOT&PF has developed this online workshop in lieu of an in-person workshop.</p> <p>Community Focus Group Charter - LINK</p>	
<p>9:30 AM</p>	<p>Workshop Agenda – Jim</p> <p>You can see the agenda items on your screen.</p> <p>Highlights of agenda include:</p> <ul style="list-style-type: none"> • A review the project timeline and process, with an update the HSIP nomination and a review of the purpose and need; • We will show you the final Level 1 screening criteria and the results of the Level 1 screening process, including the five alternatives that we are recommending move to the next step; • We will also discuss the draft Level 2 screening criteria; and 	<p>WORKSHOP AGENDA</p> <ul style="list-style-type: none"> • Project Timeline • Level 1 Screening Criteria and Results • Level 2 Screening Criteria • Next Steps <p><i>Photo: DynaHover</i></p>	



Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> • Lastly, we will outline next steps in the project process that will happen after this meeting. 		
9:35 AM	<p>Project Timeline – Jim</p> <p>What you see on your screen here is a graphic of the Egan / Yandukin project process.</p> <p>Last time we met, we talked about the range of alternatives and Level 1 screening criteria.</p> <p>We’re now in middle of screening and ranking of alternatives and that’s what we’re here to talk about.</p> <p>Today we will focus on the results of the first round of screening and how we plan to conduct the second level of screening. We want to get your input on both of these topics.</p> <p>Moving forward we will have a public meeting in the Fall to present the same information that we presented to you today and at our last meeting.</p> <p>As we noted on this schedule, in the fall there will be a decision on the HSIP nomination, which I’ll talk about in a second.</p>	<p>EGAN / YANDUKIN PROJECT TIMELINE</p> <p>Project Process DOT&PF is prioritizing efforts to improve the Egan / Yandukin intersection.</p> <p>The Egan / Yandukin Intersection Improvements Project follows the Federal Highways Administration guidelines for Planning and Environmental Linkages (PEL) processes.</p> <p>Emphasis is placed on engaging the community, collecting data, and generating and screening a wide range of potential intersection improvement options.</p>	



Time	Script	Storyboard Text from Website	Visual
	<p>As we move into winter, the project team will be focused on refining the design of the alternatives and doing analysis for Level 2 Screening.</p> <p>Then we will meet with you and the public again to present the screening results and the recommended alternatives for the intersection.</p> <p>Next spring all of the work done during this process will be documented in a Summary Report, which will be made available for comment online.</p> <p>Any construction project that would result from this process need to be funded in the Statewide Transportation Improvement Plan and would be built after 2021.</p>		
<p>9:40 AM</p>	<p>HSIP update - Jim</p> <p>I wanted to give you a quick update on an item that we discussed last time.</p> <p>We have submitted the design concept that you see on the screen to the Highway Safety Improvement Program. As we discussed with you last time, this is for an interim solution that addresses the need for improved safety at the intersection.</p>	<p>HIGHWAY SAFETY IMPROVEMENT PROGRAM NOMINATION</p> <p>DOT&PF recently submitted a funding request through the federally funded Highway Safety Improvement Program (HSIP) for a near-term, lower-cost project that can reduce the likelihood for serious crashes at the intersection.</p> <p>By October 2020, DOT&PF will know if the HSIP nomination is selected for funding.</p>	




Time	Script	Storyboard Text from Website	Visual
	<p>This is the same design that we presented to you last time we met. We'll hear in October if the work is funded.</p> <p>I just wanted to remind folks that this does not take the place of the larger project that we are here today to discuss because it only meets one of the project's needs, which is safety. This improvement doesn't address the need to improve pedestrian crossings and provide alternate driving routes for when there are accidents on Egan.</p> <p>Next I'm going to talk about what that broader list of needs includes.</p>		
9:50 AM	<p>Purpose & Need – Jim</p> <p>The Project Team made no changes to the Purpose and Need since we last met with you.</p> <p>As a reminder, the primary purpose of the project is to improve safety for all users at the intersection.</p> <p>The secondary project purposes are providing alternate driving routes during crashes; improving non-motorized access for people walking, cycling, or using any other active transportation mode. We look for solutions that meet these needs and also maintain acceptable traffic flow through the area.</p>	<p>PURPOSE, NEED, AND GOALS</p> <p>Project Purpose and Need Statement</p> <p>The Egan / Yandukin Purpose and Need statement serves to describe the need for and goals of intersection improvements.</p> <p>Click for Purpose & Need [LINK]</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>At the bottom of your screen you can see the additional project goals. Those are to make sure the project is consistent with land use plans, maintains or improves business access, and supports economic development in the area.</p> <p>If you click on the red button on the left you can download the full purpose and need statement.</p> <p>I'd like to stop for any further questions here on the project timeline, HSIP, or Purpose and Need. Josie, do we have any questions?</p> <p>Josie read questions from the audience chat box. When those are done...</p> <p>Josie – Let's move on to Michael Hortvedt with Parametrix to cover Level 1 screening.</p>	 <p>Purpose and Need</p> <p>Public comment identified the need to improve intersection safety as the primary project purpose.</p> <p>Transportation improvements should meet these additional project purposes and needs:</p> <ul style="list-style-type: none"> • Provide alternate driving routes when Egan Drive is blocked; • Improve non-motorized access; and • Maintain traffic capacity and flow. <p>Other Goals</p> <p>Potential improvements to the Egan / Yandukin intersection should meet these additional community goals:</p> <ul style="list-style-type: none"> • Be consistent with approved land use plans and ordinances. • Maintain or improve access to and visibility of businesses. 	


Time	Script	Storyboard Text from Website	Visual
		<ul style="list-style-type: none"> • Support opportunities for economic development and future land uses. • Seek to minimize vehicle delay. 	
<p>10 AM</p>	<p>Screening – Michael</p> <p>Intro self</p> <p>We shared this process diagram at our last meeting. This illustrates how we’re moving through the alternative development and selection process with you. As we described our last meeting, we are using a two-step screening process to evaluate the range of intersection improvement alternatives. Both screening processes are directly tied to the project needs that Jim just covered.</p> <p>As you can see on your screen, we’ve completed the Level 1 screening and we will be sharing those results in a moment. Level 1 screening was set up to be a qualitative evaluation that helps us focus our next level of work on alternatives that would more effectively meet the people’s needs.</p> <p>I want to refresh your memories about the metrics we’re using and how we made some updates based on input from you at our last meeting.</p>	<p>Evaluating Intersection Improvement Alternatives</p> <p>Screening Process</p> <p>Each intersection improvement alternative will be evaluated according to the project Purpose and Need, feasibility, costs, impacts on private land and the environment, and other screening criteria.</p> <p>Two screening levels will be used.</p> <p>Alternatives that come out of a first (Level 1) screening as viable will be evaluated with a second set of metrics (Level 2) designed to more finely screen the range of alternatives.</p> <p>The alternative(s) that rank highest from both rounds of screening as ranked the highest will be recommended in 2021 in the project report.</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>At the last meeting with you and at a similar one with agency advisors, we received excellent input on screening measures. Your suggestions were incorporated into the project either under Level 1 or Level 2, and we'll highlight where as we go through material.</p> <p>You'll notice at the bottom, we heard one comment about the need to improve pedestrian connectivity at the intersection. As a result, we added a pedestrian over- or underpass element that could be included with the intersection alternatives that didn't otherwise address that need.</p> <p>Included in Level 1 or Level 2 – will speak to them as go along</p>	<p>Feedback Shaped Project Work</p> <p>Comments from Agency and Community Focus Group members were incorporated into the range of alternatives and screening criteria.</p> <p>These comments were provided during the second of the group workshops and via email or the workshop websites.</p>	
	<p>These are the Level 1 screening measures that have been refined to include input from you at our last meeting.</p> <p>Under the Primary Needs, we refined our description about how evaluation of each alternative affects crash frequency and severity.</p> <p>We made sure to include a metric that evaluates consistency with land use planning. Our evaluations considered each alternative and whether it would be consistent with the CBJ Comprehensive Plan.</p>	<p>Level 1 Screening Criteria</p> <p>Click for Level 1 Criteria [NEW LINK]</p> <p>Early evaluation with primary and secondary Level 1 screening criteria will differentiate alternatives based on meeting the project Purpose and Need.</p> <p>During Level 1 screening, alternatives are weighed against current conditions at the intersection.</p> <p>Purpose and Need Criteria</p> <p>Public comments were clear that safety is the primary project purpose.</p>	


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		<p>Safety metrics will receive greater weight in evaluations of alternatives.</p> <p>Providing alternate driving routes and non-motorized access is also important in meeting the project Purpose and Need.</p> <p>Other Metrics These additional screening criteria address how social and economic considerations will be used to evaluate alternatives for improving the Egan / Yandukin intersection.</p>	
<p>10:15 AM</p>	<p>Q&A – Michael & Josie</p> <p>Let's see what kinds of questions have been chatted in about the screening process and Level 1 screening criteria.</p>	<p>Q&A</p> <p>Please unmute your line and ask a question, or type your question into the chat box for group discussion.</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>Josie read questions from the audience chat box. When those are done...</p> <p>Are there any missing screening criteria or impacts we should consider when screening alternatives?</p> <p>Josie - Feel free to send us comments or questions after you have had a chance to look over everything online.</p> <p>Josie, transition to break</p>		
<p>10:20 AM</p>	<p>BREAK – Josie</p> <p>Let's take a 7-minute break.</p> <p>We'll start back here at [7 minutes later].</p> <p>We'll go ahead and mute the line until we're back at [7 minutes later].</p> <p>When back [after 1 minute warning]: Hi, welcome back! We are going to continue with Michael on our next section about the alternatives and screening results.</p>		
<p>10:30 AM</p>	<p>Alternatives and Level 1 Screening Results – Michael & Jeanne</p> <p>Michael start</p>	<p>LEVEL 1 SCREENING RESULTS</p> <p>The public meeting, comment period, and meetings with stakeholders generated numerous</p>	


Time	Script	Storyboard Text from Website	Visual
	<p>This table shows how the alternatives scored compared to each other. This is a summary table and I'll explain it. A few minutes later, we will walk you through the top scoring alternatives in detail so you can see details on each of those alternatives.</p> <p>I'll orient you with this table so that when you look it over after the meeting, it will be easier to understand. Across the top are the various needs as we've discussed earlier today with the primary and secondary needs on the left and the other considerations to the right. Down the left column are the various alternatives we evaluated. You'll see a bit of a shorthand description in the far left and then a bit more wordy description in the second column. The more shorthand version will be helpful to understand when you're looking at the alternative maps and you'll see how different elements were combined to result in the overall alternative for evaluation.</p> <p>The alternatives are broken into two groups: those that are proposed to carry forward and those that did not make it through the first level screening. Jeanne will describe the five alternatives moving forward so you'll see how this all comes together.</p> <p>What you see in the table is a color designation that tells us if the alternative makes an</p>		


Time	Script	Storyboard Text from Website	Visual
	<p>improvement (green), doesn't make much of a change (white), or has an adverse impact (red) on each of the metrics. On the very far right is a numerical accounting of each alternative's score. This score does not include the cost ranking. We'll consider cost in more detail when we get through Level 2 screening.</p> <p>So, what does this all tell you? I would say that first and foremost, with the addition of various alternative elements, we were successful at meeting the primary and secondary needs for each alternative. We needed to use our findings as shown in other considerations to help select what alternatives would move forward to second-level screening.</p> <p>The other thing you'll notice is that none of the full closure alternatives will carry forward, as they're not as effective as the other alternatives.</p> <p>Josie, do we have any questions?</p> <p>Josie - Jeanne Bowie with Kinney Engineering will now walk us through the top 5 scoring alternatives.</p>		


Time	Script	Storyboard Text from Website	Visual
<p>10:50 AM</p>	<p>Top Scoring Alternatives (5) - Jeanne</p> <p>Intro self</p> <p>I will walk you through each of the top 5 alternatives and their Level 1 screening results.</p> <p>Click on first of top 5 alternatives</p> <p>As we start, I want to re-orient you to the information on each map, and then I'll get into alternative and screening results.</p> <p>First, I want to help you understand how to navigate through this information. (Describe moving the slider.)</p> <p>These maps contain the same information as on the maps at the last meeting:</p> <ol style="list-style-type: none"> 1. The legend in in the bottom left 2. The blue box on the top right of the image shows which part of the purpose and need statement are met by the alternative. Compatible elements were added to the initial alternatives to ensure that all of the purpose and need elements are met. 3. The circular turquoise section on the top left describes those compatible transportation elements that can be added to the alternative to improve it, and indicates which will be included in the alternative continuing forward. 	<p>Top Scoring Alternatives (5)</p> <p>Each of these 5 alternatives will progress into the Level 2 screening process:</p> <ul style="list-style-type: none"> • HSIP Interim Action (INT-1, ELE-4, ELE-7) • Partial Access Signalized Intersection (INT-2, ELE-4) • Full Access Signalized Intersection (INT-3, ELE-4) • Two Signalized T-Intersections (INT-6) • Diamond Interchange (OVP-2, ELE-5) <p><i>To see each alternative and the scoring, slide the arrows on the image to the left or right. Click the top right arrow to expand the image.</i></p> <p>HSIP Interim Action (INT-1, ELE-4, ELE-7)</p> <p>This alternative includes:</p> <ul style="list-style-type: none"> • The interim action measures recommended in the HSIP nomination (seasonal speed reduction, left-turn median striping, and offset northbound right-turn lane); • Median cross-overs; and • A separated crossing for pedestrians. 	


Time	Script	Storyboard Text from Website	Visual
	<p>4. Description of compatible elements including with all (TDM, intersection ahead, ITS)</p> <p>5. Description of Ped under or over crossing – new alternative in response to comments saying ped crossing needed</p> <p>6. Description of median crossover – explain what it is, how meets need for alternate driving routes in case of crash, we will give you an example of how this works when describing this alternative</p> <p>You will see this same information on the graphics for all of the alternatives. Now I'll go back and remind you of this alternative and what it does and the screening results.</p> <p>INT-1 HSIP Interim Action</p> <ul style="list-style-type: none"> • Speed reduction • Right turn geometry (clarifies yielding, clarifies who is in right lane) • Median geometry to help turning vehicles orient and cross through lanes quickly • Added median crossovers and pedestrian over/underpass <p>So, now that we've walked through what this alternative does, let's move the slider to look at how this alternative scored.</p> <p>Move slider</p>		



Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> • Meets all Purpose and Need Metrics (all green) • Note none of the Other Considerations Metrics have a negative impact (none are red) • Very similar to existing intersection <ul style="list-style-type: none"> ○ Some ROW needed (ped bridge) ○ Medium cost <p>Josie, are there any questions regarding this alternative, the results, or anything else I've discussed?</p> <p>INT-2 Partial Access Signal Start with figure</p> <ul style="list-style-type: none"> • Signal (only the same movements as today) <ul style="list-style-type: none"> ○ The Federal Highway Administration has confirmed to DOT&PF that federal funding is available to DOT&PF to pursue the best solution to intersection needs without compromising future funding. • Pedestrian signalized crossing <ul style="list-style-type: none"> ○ Just like the signal at Nugget, where pedestrians cross Egan at the same time as the side street traffic • Added median cross-overs 	<p>Partial Access Signalized Intersection (INT-2, ELE-4)</p> <p>This alternative includes:</p> <ul style="list-style-type: none"> • A signal that only allows the vehicle movements currently allowed at the intersection (no left turns from side streets); and • Median crossovers. 	


Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> ○ Describe how they would be used from point of view of a driver <p>We've looked at what is included in this alternative, now let's see how it scored:</p> <ul style="list-style-type: none"> ● Meets all Purpose and Need Metrics (all green) ● Compared to previous alternative, ROW is green (will not need additional ROW) ● Compared to previous alternative, adds some delay to Egan Drive due to stopping at a new signal <p>Josie, have any questions come in regarding this alternative and how it was scored?</p> <p>INT-3 Full Access Signal Start with figure</p> <ul style="list-style-type: none"> ● Signal (all movements, including crossing Egan Drive and turning left from side streets) ● Signalized crossing of Egan Drive (just like crossing at Nugget) ● Add median crossovers, same as described before. <p>Seen the figure. Now, let's look at the results.</p> <ul style="list-style-type: none"> ● Meets all Purpose and Need Metrics (all green) ● Full access means businesses are more accessible (crossing Egan, turning left from the side streets) 	<p>Full Access Signalized Intersection (INT-3, ELE-4) This alternative includes:</p> <ul style="list-style-type: none"> ● A signal that would allow all vehicle movements at the intersection; and ● Median crossovers. 	



Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> To line up Yandukin leg to allow full access, may need some ROW on the south side of the road. These figures are depictions giving rough idea of the size. As we do additional analysis on the 5 that move forward, we'll get a better idea of how much ROW will be needed. <p>Josie, have any questions come in regarding this alternative and how it was scored?</p> <p>INT-6 Two T-Intersections Start with figure</p> <ul style="list-style-type: none"> This alternative did not require any compatible elements to meet all of the needs: Yandukin side moves towards downtown. Both intersections signalized, allow all movements. As we move forward with analysis, we'll look at ways to ensure that few vehicles stop at both intersections. Pedestrian crossing as with other signals Explain how this allows us to get around a crash that closes either direction of traffic <p>Now that we have reviewed the features of this alternative, let's see how it rated:</p> <ul style="list-style-type: none"> Meets all Purpose and Need Metrics (all green) 	<p>Two Signalized T-Intersections (INT-6) This alternative separates the intersection into two signalized T-intersections, with the Yandukin Drive intersection placed southeast of the church.</p>	


Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> • Full access means businesses are more accessible (crossing Egan, turning left from the side streets) • Needs more ROW to extend Yandukin • Reminder – we will carefully design and analyze to reduce delay due to two signals <p>Josie, have any questions come in regarding this alternative and how it was scored?</p> <p>Final alternative: OVP-2 Diamond Interchange Explain figure.</p> <ul style="list-style-type: none"> • Just like at Sunny Point interchange. Builds bridge to carry Egan traffic over Yandukin/Glacier Lemon and allows traffic to travel under Egan between side streets, and to enter and exit Egan using ramps. • Pedestrians will also be able to travel under Egan • For this alt, we've chosen to look at the effect of a two-way frontage road extending Glacier Lemon Road to Nugget intersection. If median crossovers don't work with other alts, could choose to go with this treatment. Similarly, could eventually choose to use median crossovers with this treatment <p>Now that we've looked at what is included, let's look at how this one rated:</p>	<p>Diamond Interchange (OVP-2, ELE-5) This alternative includes:</p> <ul style="list-style-type: none"> • A diamond interchange at the E-Y intersection, where Egan Drive through-traffic would travel up and over the intersection without stopping; • Two ramp intersections to control ramp and side street traffic; and • A frontage road (Glacier-Lemon Road) extended to the Glacier-Nugget intersection. 	




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	<ul style="list-style-type: none"> ● Meets all Purpose and Need Metrics (all green) ● Other Considerations are either green or red – let's go through each. <ul style="list-style-type: none"> ○ Land use plans (plans advocate for connection to Nugget) ○ Visibility (guardrail, abutments may reduce visibility of businesses along corridor) ○ Access (allow all movements, better access to land along Glacier Lemon Road extension) ○ Wetlands (area of extension) ○ Protected lands (same as all – none) ○ ROW (interchange needs ROW in all 4 quadrants of intersection; extension needs ROW) ○ Delay (Egan traffic never stops, like now; left turn traffic experiences less delay; will look at delay at Nugget intersection) ○ Cost (High) <p>Josie, have any questions come in regarding this alternative and how it was scored?</p>		


Time	Script	Storyboard Text from Website	Visual
	<p>Ten other alternatives will NOT progress into further analysis.</p> <p>If you want to see why, click on these same links that you saw above for more information.</p> <p>Again, the first level of screening produced 5 alternatives for further review. What are your thoughts on the Level 1 screening results?</p> <p>Josie, are there any more questions?</p> <p>Josie – check for questions</p> <p>Josie – transition to Taylor to review the Draft Level 2 screening criteria.</p>	<p>Lower Scoring Alternatives (10)</p> <p>Another ten alternatives did not score high enough in Level 1 screening to progress into further analysis.</p>	
<p>11:20 AM</p>	<p>Level 2 Screening Criteria - Taylor</p> <p>Intro Self</p> <p>I'm going to go through the draft Level 2 screening criteria.</p> <p>Level 2 screening criteria shown on the screen are similar to what we saw in the Level 1 screening. You can see that safety metrics are at the top followed by alternate driving routes and non-motorized access.</p> <p>A difference with these Level 2 Screening criteria is that we've set up the metrics in this level of screening to be more quantitative and</p>	<p>Draft Level 2 Screening Criteria</p> <p>Click for Draft Level 2 Criteria</p> <p>Evaluation with Level 2 criteria will assess the impact of intersection improvement alternatives on surrounding resources and activities.</p> <p>Based on feedback from agencies and stakeholders, resources and activities under consideration in Level 2 screening include:</p> <ul style="list-style-type: none"> • Transit routes, bus stops, and route timing • Consistency with local planning efforts (including bike and pedestrian facilities) • Right-of-Way • Stormwater 	



Time	Script	Storyboard Text from Website	Visual
	<p>based on modeling, engineering, and more refined measurements of impacts. This will allow us the tease apart the differences between the five alternatives that are moving into Level 2 Screening.</p> <p>We also created new and modified some of the metrics based on Agency and Community Focus Group feedback, including:</p> <ul style="list-style-type: none"> • Adding transit route and bus stop measures. • Consistency with various local plans, including the Non-motorized plan, Transit plan, and the Airport Sustainability Master Plan • Business access impacts includes traffic travel times to and from businesses within the project area • Right of way impacts • Stormwater impacts • Historic Properties • Fish habitat and stream impacts • Air quality impacts <p>I'm going to pause here for a few minutes to let you all read through the matrix and then we can discuss any questions you might have.</p> <p>So now we'd like to hear from you....Are there any missing screening criteria or impacts areas that we should add?</p>	<ul style="list-style-type: none"> • Fish habitat • Air quality <p>During Level 2 screening, alternatives are weighed against current intersection conditions and each other.</p> <p>Level 2 screening criteria are in draft form.</p>	

Time	Script	Storyboard Text from Website	Visual
	<p>Josie – check for questions Do not demo next part of script</p> <p>There are some additional data regarding the environmental impact areas that we've added to the webpage. If you click on the project area and data link on the top right, you can scroll down to view some GIS maps of lands uses, and under that fish streams and wetlands and floodplains maps. We will use this data when conducting the detailed impact analyses in Level 2 screening.</p> <p>Josie – transition to Jim about next steps for members as advisors to the project.</p>		
<p>11:40 AM</p>	<p>Project Next Steps – Jim</p> <p>We know that we have shared a lot of material with you today and we are asking that you give us your comments on the Level 1 screening results and the level 2 screening measures.</p> <p>We will keep this presentation available for you to review online so that you can reference any information to finalize your comments.</p> <p>Again, I would like to stress how much we value your input in this process and we want to hear from you, so get those comments in on</p> <ul style="list-style-type: none"> ● Results of Level 1 Screening 	<p>NEXT STEPS FOR YOU</p> <p>Comments We appreciate your participation and value your feedback. Please submit comments - they are most useful by August 28th.</p> <p>Please take your time looking at this information, then share your comments on the following items in the project comment section of this workshop:</p> <ul style="list-style-type: none"> ● Results of Level 1 Screening ● Draft Level 2 screening criteria <p>Please try to submit comments by August 28, 2020.</p>	


Time	Script	Storyboard Text from Website	Visual
	<ul style="list-style-type: none"> • Draft Level 2 screening criteria <p>Please try to get your comments to us by August 28th.</p> <p>After we review your comments and this workshop is complete, we will compile your input and we will be sending each participant of the workshop a summary.</p> <p>This fall, we are planning our second public meeting to inform the public about our progress on the Egan / Yandukin project. The meeting will be followed by a comment period.</p> <p>That meeting will be virtually delivered, and will cover project process, the range of alternatives, and screening results.</p> <p>We are currently targeting September for this public meeting and we would like your help in getting folks to attend.</p> <p>We will be in touch as soon we work out the details of the meeting so that you can spread the word.</p> <p>We plan on meeting with this group again in December, once the project team has completed the Level 2 Screening process and we will have recommended solutions to share with you.</p>	<p>Once this workshop is complete, we will compile your input and will send each participant a workshop summary.</p> <p>We will next connect with you in another workshop after the public meeting and in the winter.</p> <p>Publicizing Public Meeting This fall, we are planning for a virtual public meeting to inform the public about the Egan / Yandukin project.</p> <p>The public meeting will cover the HSIP nomination, Egan / Yandukin project process, range of alternatives, and Level 1 screening criteria. At the meeting and afterwards, we will ask for public comment on this work.</p> <p>We are currently targeting September for the public meeting, and we would like your assistance in inviting the community of Juneau to attend.</p> <p>In the weeks to come, we will keep you informed on the meeting date and virtual location.</p>	

Time	Script	Storyboard Text from Website	Visual
	<p>Again, comments from you on what we presented today are important, so please reach out with any input or questions that you have.</p> <p>I'm going to hand off to Josie, who will go through some wrap-up items and tell you how to enter your comments in the website.</p>		
<p>11:50 AM</p>	<p>Comment Form - Josie</p> <p>A few key pieces of information as we wrap up:</p> <ol style="list-style-type: none"> 1. You will receive an email after this meeting with a link to this website. 2. Please post your comments and submit your workshop survey - comments are most useful by August 28th. 3. You can use this comment form to submit feedback on the range of alternatives, screening criteria, or other topics. 4. All comments will be included in the comment record and workshop summary report. 	<p>Comment Form</p> <p>Thank you for taking time to share your thoughts about the draft Level 2 screening criteria and Level 1 screening results.</p> <p>Egan / Yandukin Project Comment Form</p> <p>Thank you for participating in the Egan / Yandukin Community Focus Group virtual workshop. We value your opinion, so please answer the following questions and provide your comments. Thank you.</p> <ol style="list-style-type: none"> 1. Information: Name, Business or Organization if applicable, Address, Phone Number 2. Are there any missing screening criteria or impacts to consider when evaluating the intersection improvement alternatives? 3. The first level of screening produced 5 alternatives for further review. What are your thoughts on the level 1 screening results? 4. Please leave any additional comments. 	 

Time	Script	Storyboard Text from Website	Visual
	<p>Workshop Survey – Josie</p> <ol style="list-style-type: none"> When you are looking through the website, please also take a moment to complete the brief workshop survey, letting us know what you liked about this workshop, and what might work better for future meetings. 	<p>Workshop Survey Egan / Yandukin Workshop Feedback Thank you for participating in the Egan / Yandukin virtual stakeholder workshop. Please take 5 minutes to provide valuable feedback about your experience.</p> <ol style="list-style-type: none"> Information: Name Workshop Layout: Was the layout of the workshop understandable and easy to follow? Comments? Access: Were you able to access all links throughout the process? Comments? Clarity of Materials: Were the materials presented in a way that was easy to understand? Comments? Interactive Process: Did the process feel interactive, with opportunities for comments and questions? Comments? Meeting Likes: Please list something you liked about the meeting. Meeting Dislikes: Please list something you did not like about the meeting. How would you rate the overall experience of the virtual workshop? (1-5 stars, with 5 being the highest). Comments? Optional Comments: Please provide any additional feedback 	


Time	Script	Storyboard Text from Website	Visual
<p>11:55 AM</p>	<p>Project Contact Information – Jim</p> <p>Thank you for attending today’s Community Focus Group workshop.</p> <p>On the screen is my contact information and the project website link.</p> <p>Please do get in touch with questions, comments, and suggestions. Your feedback is very important to this process.</p> <p>Thank you again for attending, and we look forward to your comments.</p> <p>Goodbye. Have a great day.</p> <p>---END MEETING</p>	<p>PROJECT MANAGERS Jim Brown, DOT&PF</p> <p>EMAIL eganyandukin@alaska.gov</p> <p>PHONE 907-465-1796</p> <p>WEBSITE www.dot.alaska.gov/eganyandukin</p>	
<p>11:58 AM</p>	<p>Project Area and Data – NO SCRIPT</p>	 <p>Photo: DynaHover</p> <p>EGAN / YANDUKIN STUDY AREA</p>	

Time	Script	Storyboard Text from Website	Visual
		<p>The Egan / Yandukin Improvements Project studied the intersections of Lemon Road and Yandukin Drive with Egan Drive and four nearby intersections. Because of the proximity of the intersections to each other, changes at Egan / Yandukin may impact the other intersections and vice versa.</p> <p>Click for 2019 Traffic Analysis</p> <hr/> <p>INTERSECTION USE</p> <p>Egan Drive is an important connection for carrying long-distance, high-speed traffic.</p> <p>All inbound and outbound traffic, including local traffic, must pass through the intersection of Egan Drive at Yandukin Drive. There are no alternative routes to this intersection.</p> <p>Good pedestrian routes exist in the area, but there are few locations for pedestrians to cross Egan Drive.</p> <p>Transit vehicles serve the area, with stops at Fred Meyer and the Nugget Mall.</p>	

Time	Script	Storyboard Text from Website	Visual
		 <p data-bbox="947 618 1163 646">Photo: DynaHover</p> <p data-bbox="947 688 1129 716">Corridor Traffic</p> <p data-bbox="947 758 1535 857">Egan Drive is a four-lane, divided principal arterial roadway running generally north-south. It carries about 30,000 vehicles per day.</p> <p data-bbox="947 899 1514 1036">Egan Drive connects downtown Juneau with the Mendenhall Valley and Juneau International Airport, as well as with the University of Alaska Southeast and the Auke Bay Ferry Terminal.</p> <p data-bbox="947 1078 1514 1214">Yandukin Drive is a major collector roadway, carrying about 2,500 vehicles per day to Juneau International Airport and other commercial and residential establishments.</p> <p data-bbox="947 1256 1545 1393">Lemon Road/Glacier Highway is a minor arterial roadway. Volumes on the short segment between Fred Meyer and Juneau Christian Center are typically around 7,500 vehicles per day.</p>	

Time	Script	Storyboard Text from Website	Visual
		<p>On the segment of Lemon Road/Glacier Highway that runs parallel to Egan Drive between the Sunny Point Interchange and Yandukin Drive, the volumes are about 4,500 vehicles per day.</p> <hr/> <p>CRASH ANALYSIS</p> <p>Crash severity at the Egan / Yandukin intersection is of concern.</p> <p>The frequency of crashes at the intersection has risen in recent years. The intersection now has the 3rd-highest number of crashes in the Juneau area, with 31 crashes over a 5-year period.</p> <p>There are no fatalities associated with traffic accidents at this intersection.</p> <p>Left-turn crashes from Egan Drive are the predominant crash type of concern.</p> <p>Crashes are more likely when roads are icy, snowy, or wet - particularly in November through January.</p> <p>Crashes are more likely during rush hour - especially when these conditions occur during periods of darkness.</p> <p>Click for Accident Data</p>	

Time	Script	Storyboard Text from Website	Visual																																										
		<p>IMPROVED BY 100% TO 200 PERCENT</p> <ul style="list-style-type: none"> 0 Fatal Injuries 6 Fatal Injuries, 30 Serious Injuries 45% of total crashes at Egan / Yandukin intersection were caused by driver impairment (drugs/alcohol) >50% of total crashes at Egan / Yandukin intersection were caused by driver impairment (drugs/alcohol) <p>3rd most dangerous intersection in Alaska</p> <p>2 of the most dangerous intersections in Alaska</p> <p>Number of Crashes at Egan / Yandukin Intersection (2005-2017)</p> <table border="1"> <caption>Number of Crashes at Egan / Yandukin Intersection (2005-2017)</caption> <thead> <tr> <th>Year</th> <th>Crash Frequency</th> <th>Egan AADT</th> </tr> </thead> <tbody> <tr><td>2005</td><td>4</td><td>28</td></tr> <tr><td>2006</td><td>4</td><td>25</td></tr> <tr><td>2007</td><td>5</td><td>26</td></tr> <tr><td>2008</td><td>9</td><td>24</td></tr> <tr><td>2009</td><td>2</td><td>23</td></tr> <tr><td>2010</td><td>10</td><td>24</td></tr> <tr><td>2011</td><td>4</td><td>23</td></tr> <tr><td>2012</td><td>8</td><td>28</td></tr> <tr><td>2013</td><td>9</td><td>29</td></tr> <tr><td>2014</td><td>5</td><td>30</td></tr> <tr><td>2015</td><td>4</td><td>31</td></tr> <tr><td>2016</td><td>5</td><td>32</td></tr> <tr><td>2017</td><td>10</td><td>31</td></tr> </tbody> </table>	Year	Crash Frequency	Egan AADT	2005	4	28	2006	4	25	2007	5	26	2008	9	24	2009	2	23	2010	10	24	2011	4	23	2012	8	28	2013	9	29	2014	5	30	2015	4	31	2016	5	32	2017	10	31	
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2015	4	31																																											
2016	5	32																																											
2017	10	31																																											
		<p>Land Constraints Land factors that can constrain intersection improvement alternatives include private and public land ownership interests, steep slopes, and other land-form constraints.</p> <p>Land Ownership Within the study area, land is owned by the City and Borough of Juneau, DOT&PF, the U.S. Forest Service, and private land holders. The Mendenhall</p>																																											

Time	Script	Storyboard Text from Website	Visual
		<p>State Game Refuge bounds one side of the project area.</p> <p>Land Uses Existing developments include a variety of land uses. Traffic growth is likely because of the undeveloped lands that are zoned for high-density residential properties within the project area.</p> <p><i>Click the bottom left icon on the map for a key.</i></p> <hr/> <p>Water Constraints</p> <p>Fish Habitat</p> <p>Segments of streams within the project area offer salmon habitat. Just west of the project study area, Jordan Creek supports salmon, Dolly Varden, and trout habitat.</p> <p>Wetlands and Floodplain</p> <p>Impacts to wetlands and impacts to their functions and values are important project considerations.</p> <p>The wetlands south of Egan Drive within and adjacent to the Mendenhall Wetlands State Game Refuge support important fish, bird, and wildlife habitat. Smaller wetland areas are located around</p>	

Time	Script	Storyboard Text from Website	Visual
		<p>existing intersection development and along the north side of Egan Drive.</p> <p>Mapped flood hazard areas are adjacent to Egan Drive within the study area. Any construction alternative would be designed to minimize encroachments or impacts to the surrounding areas.</p> <p><i>Click the bottom left icon on the map for a key.</i></p>	



Attachment H: Community Focus Group #3 StoryMap

Community Focus Group Workshop #3

EGAN / YANDUKIN
Intersection Improvements

Gathering input for the Egan / Yandukin Intersection
Improvements Project

Alaska Department of Transportation and Public Facilities (Photo: DynaHover)

August 21, 2020

ORIENTATION



NAVIGATING THE ONLINE WORKSHOP

Thank you for participating in the Egan / Yandukin Improvements Project Community Focus Group Workshop hosted by the Alaska Department of Transportation and Public Facilities (DOT&PF).

We consider your time valuable and have created an easy-to-navigate environment to provide you with the latest information about the Egan / Yandukin project and to receive your feedback.

The goal of this meeting is to provide an in-person workshop experience in an online setting.

To navigate the information after the workshop, please follow the steps listed below.

1. Use your mouse to scroll down through the workshop or use the scrolling navigation bar to the right.
2. Jump quickly to different sections using the navigation bar with titles at the top of the screen.
3. There will be a note on the website materials to enable you to click through any slideshows.
4. Follow directions to leave comments on the project and the workshop.

If you need additional assistance navigating the workshop, contact aurah.landau@hdrinc.com or 907-205-6573.



COMMUNITY FOCUS GROUP PARTICIPANTS AND PURPOSE

Thank you for being a member of the Egan / Yandukin Community Focus Group.

Community Focus Group members consist of agency representatives, community leaders, interested parties, and public officials who may provide insight into the project area.

The role of the Community Focus Group is to:

- Provide input to the project team on behalf of the entities you represent.
- Keep your workplaces, neighborhoods, organizations, and community groups informed of project progress.
- Serve as an ambassador for the project in the community.

With consideration for the safety of all participants, DOT&PF has developed this online workshop in lieu of an in-person workshop.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF. The resulting planning products may be adopted during a subsequent environmental review process.

Community Focus Group Charter



WORKSHOP AGENDA

Project Timeline

Level 1 Screening Criteria and Results

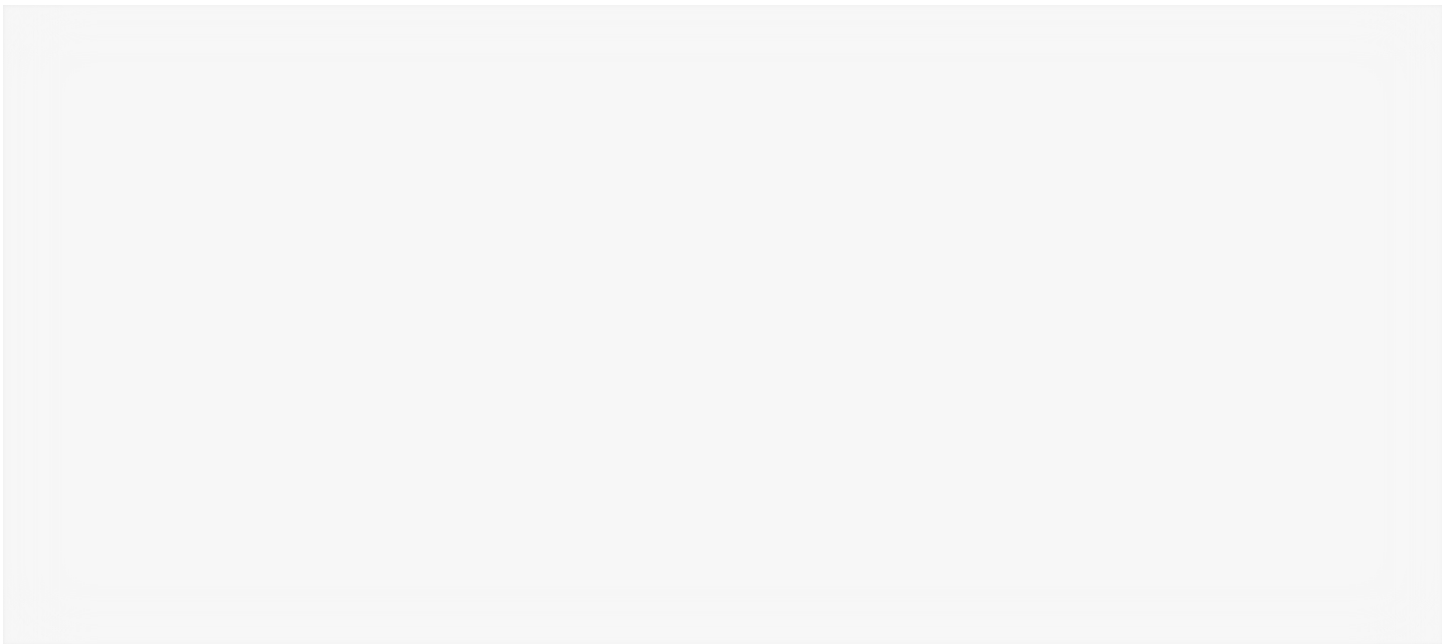
Level 2 Screening Criteria

Next Steps

Photo: DynaHover



PROJECT TIMELINE



Project Process

DOT&PF is prioritizing efforts to improve the Egan / Yandukin intersection.

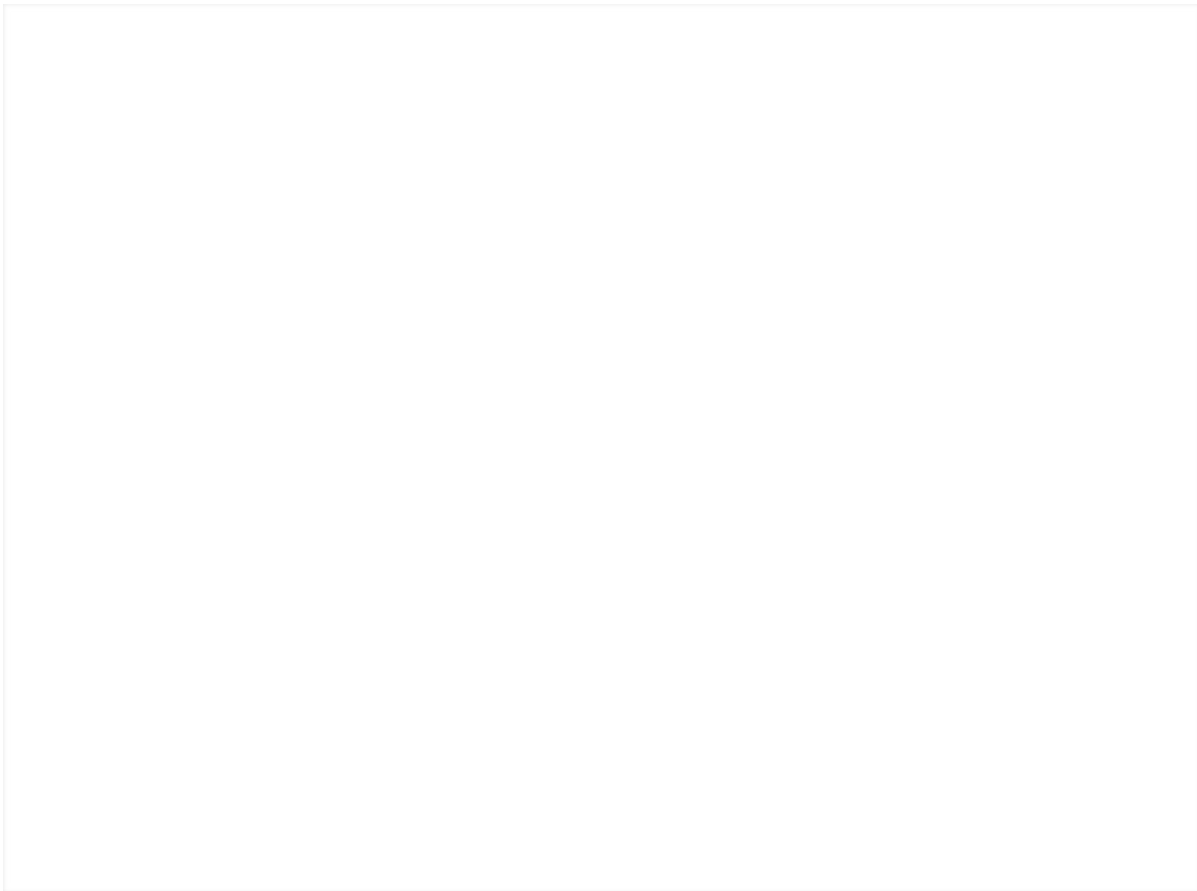
The Egan / Yandukin Intersection Improvements Project follows the Federal Highway Administration guidelines for Planning and Environmental Linkages (PEL) processes.

Emphasis is placed on engaging the community, collecting data, and generating and screening a wide range of potential intersection improvement options.

HIGHWAY SAFETY IMPROVEMENT PROGRAM NOMINATION

DOT&PF recently submitted a funding request through the federally-funded Highway Safety Improvement Program (HSIP) for a near-term, lower-cost project that can reduce the likelihood for serious crashes at the intersection.

By October 2020, DOT&PF will know if the HSIP nomination is selected for funding.



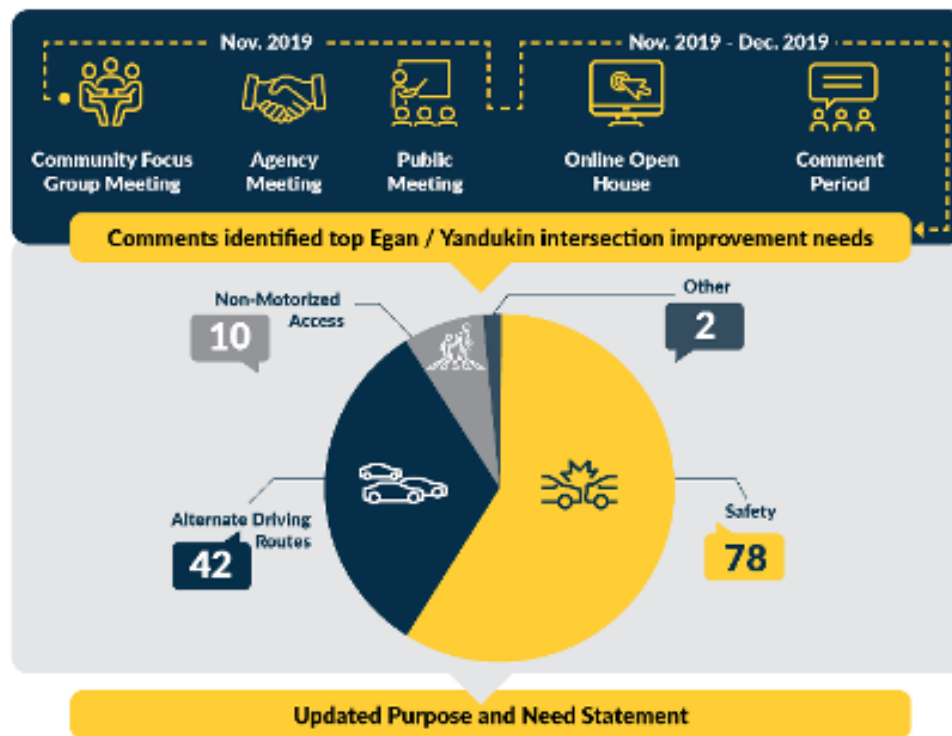
PURPOSE AND NEED

Project Purpose and Need Statement

The Egan / Yandukin Purpose and Need statement serves to describe the need for and goals of intersection improvements.

[Click for Purpose & Need](#)

Public Comment Informs Project Purpose and Need



Purpose and Need

Public comment identified the need to improve **intersection safety** as the primary project purpose.

Transportation improvements should meet additional project purposes and needs:

- Provide **alternate driving** routes when Egan Drive is blocked;
- Improve **non-motorized access** ; and
- Maintain **traffic capacity and flow**.

Other Goals

Potential improvements to the Egan / Yandukin intersection should meet these additional community goals:

- Be consistent with approved land use plans and ordinances.
- Maintain or improve access to and visibility of businesses.
- Support opportunities for economic development and future land uses.
- Seek to minimize vehicle delay.

Evaluating Intersection Improvement Alternatives

Screening Process

Each intersection improvement alternative will be evaluated according to the project Purpose and Need, feasibility, costs, impacts on private land and the environment, and other screening criteria.

Two screening levels will be used.

Alternatives that come out of a first (Level 1) screening as viable will be evaluated with a second set of metrics (Level 2) designed to more finely screen the range of alternatives.

The alternative(s) that rank highest from both rounds of screening as ranked the highest will be recommended in 2021 in the project report.

Feedback Shaped Project Work

Comments from Agency and Community Focus Group members were incorporated into the range of alternatives and screening criteria.

These comments were provided during the second of the group workshops and via email or the workshop websites.

[Click for Responses to Comments](#)

Level 1 Screening Criteria

[Click for Level 1 Criteria](#)

Early evaluation with primary and secondary Level 1 screening criteria will differentiate alternatives based on meeting the project Purpose and Need.

During Level 1 screening, alternatives are weighed against current conditions at the intersection.

Purpose and Need Metrics

Public comments were clear that safety is the primary project purpose.

Safety metrics will receive greater weight in evaluations of alternatives.

Providing alternate driving routes and non-motorized access is also important in meeting the project Purpose and Need.

Other Metrics

These additional screening criteria address how social and economic considerations will be used to evaluate alternatives for improving the Egan / Yandukin intersection.

Q&A

Please unmute your line and ask a question, or type your question into the chat box for group discussion.

LEVEL 1 SCREENING RESULTS

The public meeting, comment period, and meetings with stakeholders generated numerous suggestions for improving the Egan / Yandukin intersection.

DOT&PF used many of the suggestions in developing a range of 15 alternatives for improving the Egan / Yandukin intersection area, as well as several compatible transportation elements that may overlay the alternatives.

The alternatives and elements were combined to create a larger range of alternatives consisting of the original 15 alternative and variations on those alternatives.

All alternatives and their variants were scored against Level 1 screening criteria. Five alternatives scored high enough to merit

further consideration.

[Click for Results Spreadsheet](#)

[Click for Maps and Results](#)

Summary of Level 1 Screening Results

Click image to expand.

Alternative Number	Alternative Name	Purpose & Need	Issue's Purpose and Need Metrics <small>Qualitative Metrics (Project Purpose and Need?)</small>					Level 1 Qualitative Metrics <small>Where alternative score can be the score of intersection?</small>							RWS
			Primary <small>Affect Purpose and Need (Qualitative Metrics)</small>			Secondary		Economic Growth		Environmental		Traffic Operations	Other		
			Safety	Access/Driving Experiences	Reliability/Accessibility	Construction	Accommodate Multimodal	Land Use/Planning	Employment/Local Business	Community/Neighborhood	Visual Quality	Protective Land Use	Threat to Resources	Peak Hour Delay	
Current Intersection Configuration															
No. 3a-3d	Current Condition														
Top Scoring Alternatives - Will Continue To Further Screening															
INT-1, ELE-4, ELE-7	HSIP Interim Action													7	
ME2, ELE-4	Partial Access Signalized Intersection													7	
ME2, ELE-4	Full Access Signalized Intersection													7	
ME-4	Two Signalized Intersections													6	
DAT-2, ELE-5	Diamond Interchange													6	
Lower Scoring Alternatives - No Further Screening															
CLS-1, ELE-7	SB Left Clearance 5-Yard 2-Way Merge Right Turn													4	
CLS-2, ELE-7	Median Closure at 5-Yard 2-Way Merge Right Turn													4	
CLS-3, ELE-7	Median Closure at 5-Y, Interchange at Right													5	
INT-1, ELE-4, ELE-7	Move Signalized Intersection from Right to EV													5	
ME-5, ELE-5	Roadside Intersections													5	
ME7 Signal, ELE-4	Right Turn Signal at Southbound of One-Way Signal													7	
ME-2, ELE-4	Downward Turn or Continuous Flow Intersections													4	
ME-5	Diverging Diamond Intersections													2	
DAT-2, ELE-5	Single Point Urban Interchange													5	
ME-1	Split Diamond Interchange Pair													6	

Top Scoring Alternatives (5)

Five combinations of alternatives - and compatible elements will progress into the Level 2 screening process:

- HSIP Interim Action (INT-1, ELE-4, ELE-7)

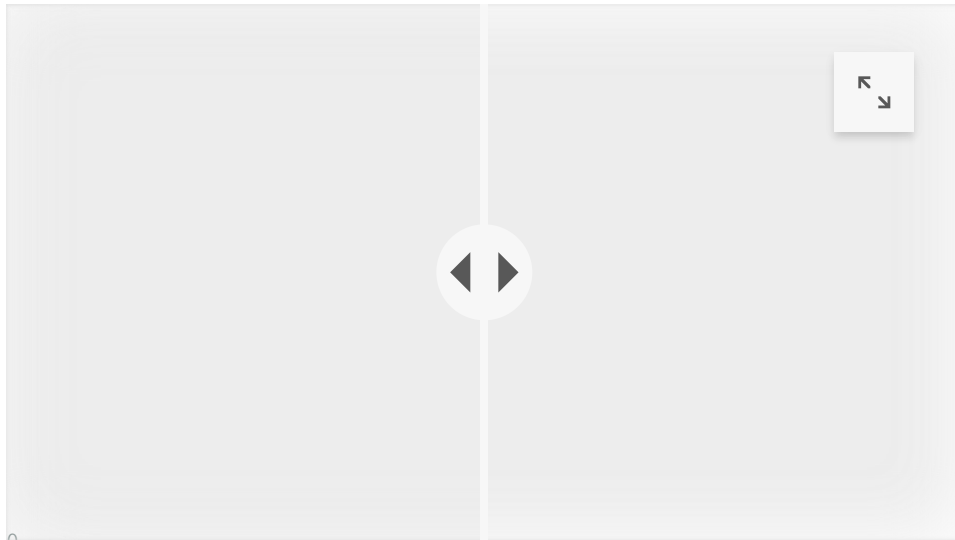
- Partial Access Signalized Intersection (INT-2, ELE-4)
- Full Access Signalized Intersection (INT-3, ELE-4)
- Two Signalized T-Intersections (INT-6)
- Diamond Interchange (OVP-2, ELE-5)

To see each alternative and the scoring, slide the arrows on the image to the left or right. Click the top right arrow to expand the image.

HSIP Interim Action (INT-1, ELE-4, ELE-7)

This alternative includes:

- The interim action measures recommended in the HSIP nomination (seasonal speed reduction, left-turn median striping, and offset northbound right-turn lane);
- Median cross-overs; and
- A separated crossing for pedestrians.



Slide arrows left and right to slide between images.

Partial Access Signalized Intersection (INT-2, ELE-4)

This alternative includes:

- A signal that only allows the vehicle movements currently allowed at the intersection (no left turns from side streets); and
- Median crossovers.

Partial Access Signalized Intersection (INT-2, ELE-4)

Reasons of Level Ranking	
Find Need Metrics	
Benefits	CMF for installing a new traffic signal reduces angle crashes but increases rear-end crashes.
Impacts	CMF for alternative is applicable to severe conflicts.
Ranking	Signalized crossing at E-Y would give time for pedestrians to cross Egan Dr.
Rate	Median crossover provides a new infrastructure used to reroute Egan Dr traffic when there is a crash.
Notes	Signalized crossing will be provided at E-Y.
Qualitative Metrics	
Consistency	Inconsistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget.
Consistency	Consistent with CBI Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
Equity	Visibility to businesses are the same as existing.
Flexibility	E-Y would have the same movements allowed as the existing configuration.
Environmental	No mapped wetlands shown in this area.
Historic	No historic properties, no parklands, no recreational properties present in expanded footprint.
Other	Final footprint may extend outside of DOT&PF ROW. May need additional land for Yandukin Dr realignment.
Performance	Alternative v/c ratio at E-Y intersection greater than existing v/c ratio.
Other	Installs a signal, constructs median crossovers, and may need to realign Yandukin Dr.

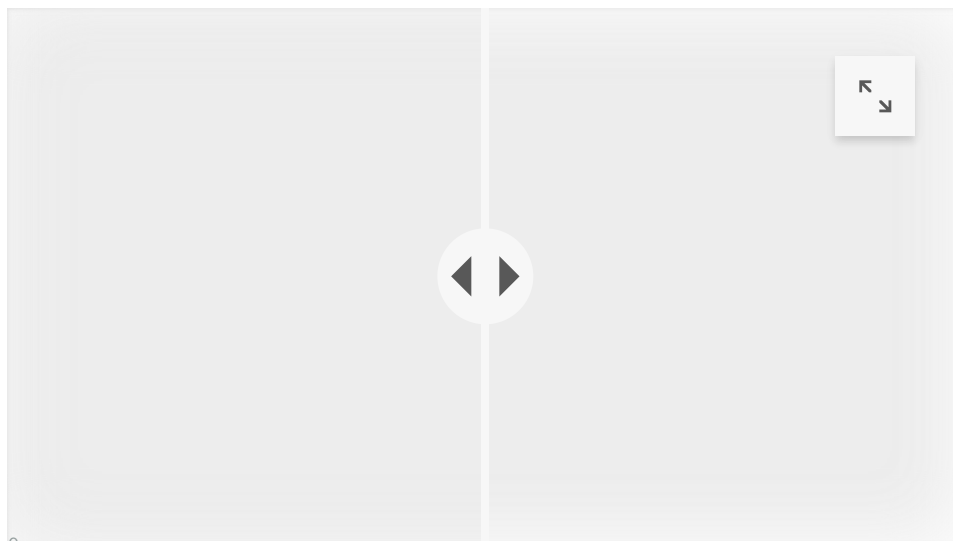
Cost: Cost Range: Median:

Slide arrows left and right to slide between images.

Full Access Signalized Intersection (INT-3, ELE-4)

This alternative includes:

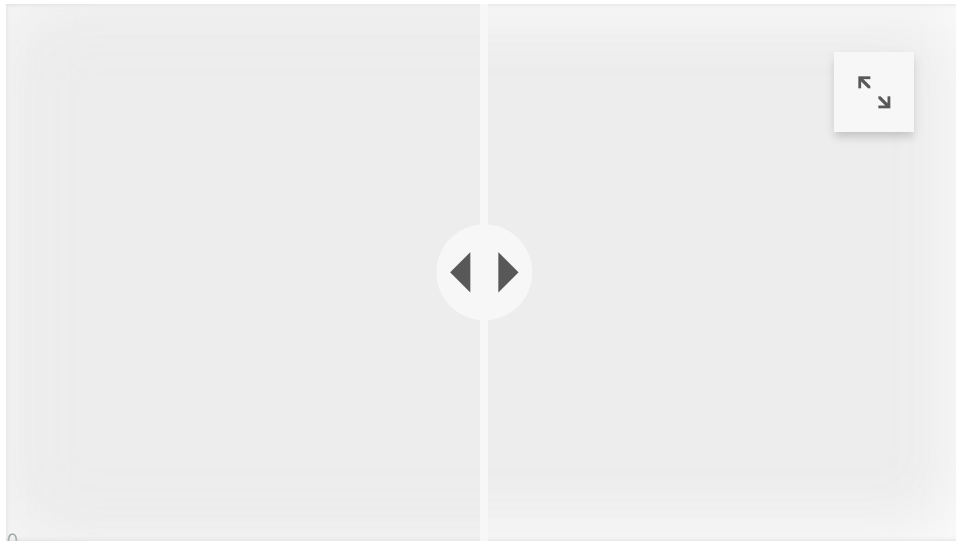
- A signal that would allow all vehicle movements at the intersection; and
- Median crossovers.



Slide arrows left and right to slide between images.

Two Signalized T-Intersections (INT-6)

This alternative separates the intersection into two signalized T-intersections, with the Yandukin Drive intersection placed southeast of the church.

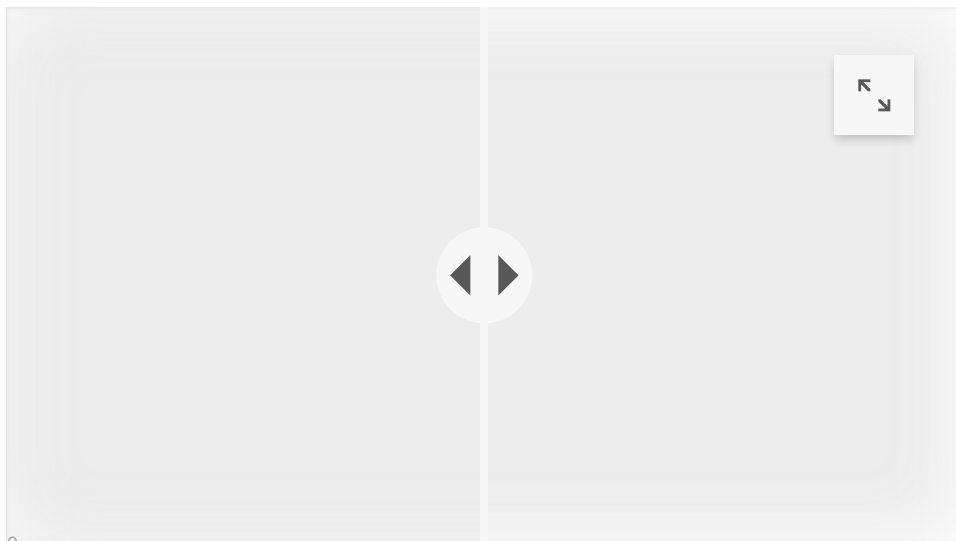


Slide arrows left and right to slide between images.

Diamond Interchange (OVP-2, ELE-5)

This alternative includes:

- A diamond interchange at the E-Y intersection, where Egan Drive through-traffic would travel up and over the intersection without stopping;
- Two ramp intersections to control ramp and side street traffic; and
- A frontage road (Glacier-Lemon Road) extended to the Glacier-Nugget intersection.



Slide arrows left and right to slide between images.



Lower Scoring Alternatives (10)

Another ten alternatives did not score high enough in Level 1 screening to progress into further analysis.

[Click for Results Spreadsheet](#)

[Click for Maps and Results](#)

Draft Level 2 Screening Criteria

Draft Level 2 Screening Criteria

[Click for Draft Level 2 Criteria](#)

Evaluation with Level 2 criteria will assess the impact of

intersection improvement alternatives on surrounding resources and activities.

Based on feedback from agencies and stakeholders, resources and activities under consideration in Level 2 screening include:

- Transit routes, bus stops, and route timing
- Consistency with local planning efforts (including bike and pedestrian facilities)
- Right-of-Way
- Stormwater
- Fish habitat
- Air quality

During Level 2 screening, alternatives are weighed against current intersection conditions and each other.

Level 2 screening criteria are in draft form.



Q&A

Please unmute your line and ask a question, or type your question into the chat box for group discussion.



NEXT STEPS FOR YOU

Comments

Using the forms below, please share your comments on:

- Results of Level 1 screening
- Draft Level 2 screening criteria

Deadline: Please try to submit comments by August 28, 2020

Once this workshop is complete, we will compile your input and send each participant a workshop summary.

Next Group Workshop: December 2020

Public Meeting

This fall, we are planning for a virtual public meeting to inform the public about the Egan / Yandukin project.

Public meeting topics will be:

- HSIP nomination
- Egan / Yandukin project process
- Range of alternatives
- Level 1 screening criteria

At the meeting and afterwards, we will ask for public comment on this work.

Virtual Public Meeting: September 2020

In the weeks to come, we will keep you informed on the public meeting date and virtual location.

COMMENT FORM

Thank you for taking time to share your thoughts about the Level 1 screening results and draft Level 2 screening criteria.



WORKSHOP SURVEY



PROJECT CONTACT INFORMATION

PROJECT MANAGER

Jim Brown, DOT&PF

EMAIL

eganyandukin@alaska.gov

PHONE

907-465-1796

WEBSITE

www.dot.alaska.gov/eganyandukin

PROJECT AREA AND DATA

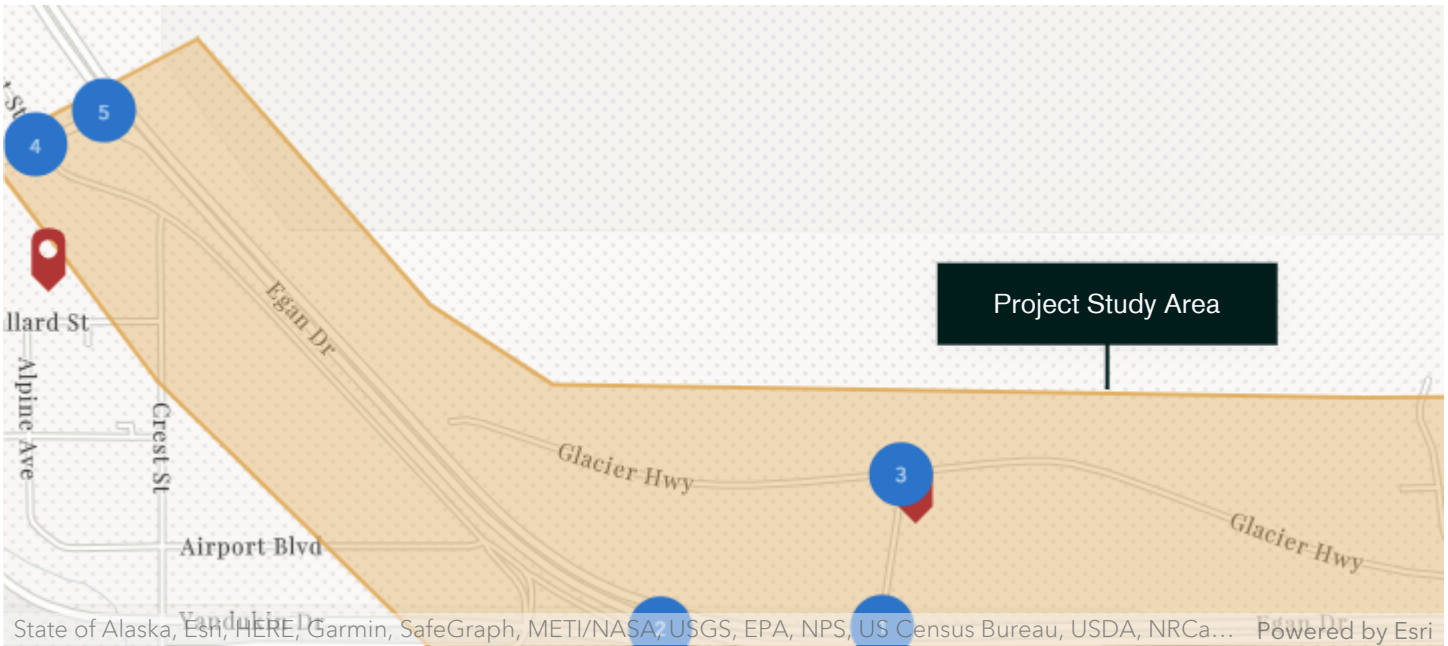




Photo: DynaHover

Egan / Yandukin Study Area

The Egan / Yandukin Improvements Project studied the intersections of Lemon Road and Yandukin Drive with Egan Drive and four nearby intersections. Because of the proximity of the intersections to each other, changes at Egan / Yandukin may impact the other intersections and vice versa.

[Click for 2019 Traffic Analysis](#)

Intersection Use

Egan Drive is an important connection for carrying long-distance high-speed traffic.

All inbound and outbound traffic, including local traffic, must pass through the intersection of Egan Drive at Yandukin Drive. There are no alternative routes to this intersection.

Good pedestrian routes exist in the area, but there are few locations for pedestrians to cross Egan Drive.

Transit vehicles serve the area, with stops at Fred Meyer and the Nugget Mall.



Photo: DynaHover

Corridor Traffic

Egan Drive is a four-lane divided principal arterial roadway running generally north-south. It carries about 30,000 vehicles per day (VPD).

Egan Drive connects downtown Juneau with the Mendenhall Valley and Juneau International Airport, as well as with the University of Alaska Southeast and the Auke Bay Ferry Terminal.

Yandukin Drive is a major collector roadway, carrying about 2,500 vehicles per day to Juneau International Airport and other commercial and residential establishments.

Lemon Road/Glacier Highway is a minor arterial roadway. Volumes on the short segment between Fred Meyer and Juneau Christian Center are typically around 7,500 vehicles per day.

On the segment of Lemon Road/Glacier Highway that

runs parallel to Egan Drive between the Sunny Point Interchange and Yandukin Drive, the volumes are about 4,500 vehicles per day.

Crash Analysis

Crash severity at the Egan / Yandukin intersection is of concern.

The frequency of crashes at the intersection has risen in recent years. The intersection now has the 3rd-highest number of crashes in the Juneau area, with 31 crashes over a 5-year period.

There are no fatalities associated with traffic accidents at this intersection.

Left-turn crashes from Egan Drive are the predominant crash type of concern.

Crashes are more likely when roads are icy, snowy, or wet - particularly in November through January.

Crashes are more likely during rush hour - especially when these conditions occur during periods of darkness.

[Click for Accident Data](#)


INTERSECTION TRAFFIC ANALYSIS

0 fatalities at the intersection

6 major injury crashes in 13 years
(major injury crashes are those with injuries that require transport to a hospital)



42% of crashes involve vehicles making left turns, and **62%** of the left-turn crashes involve southbound drivers turning toward Fred Meyer

>50% of crashes occur in November, December, and January 

How does the Egan/Yandukin intersection rank compared with other intersections in Juneau?

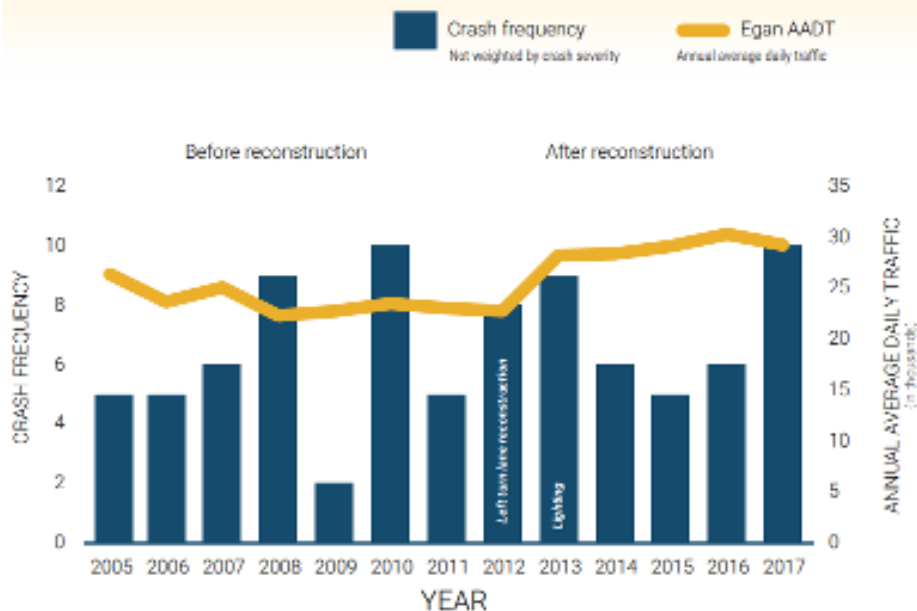


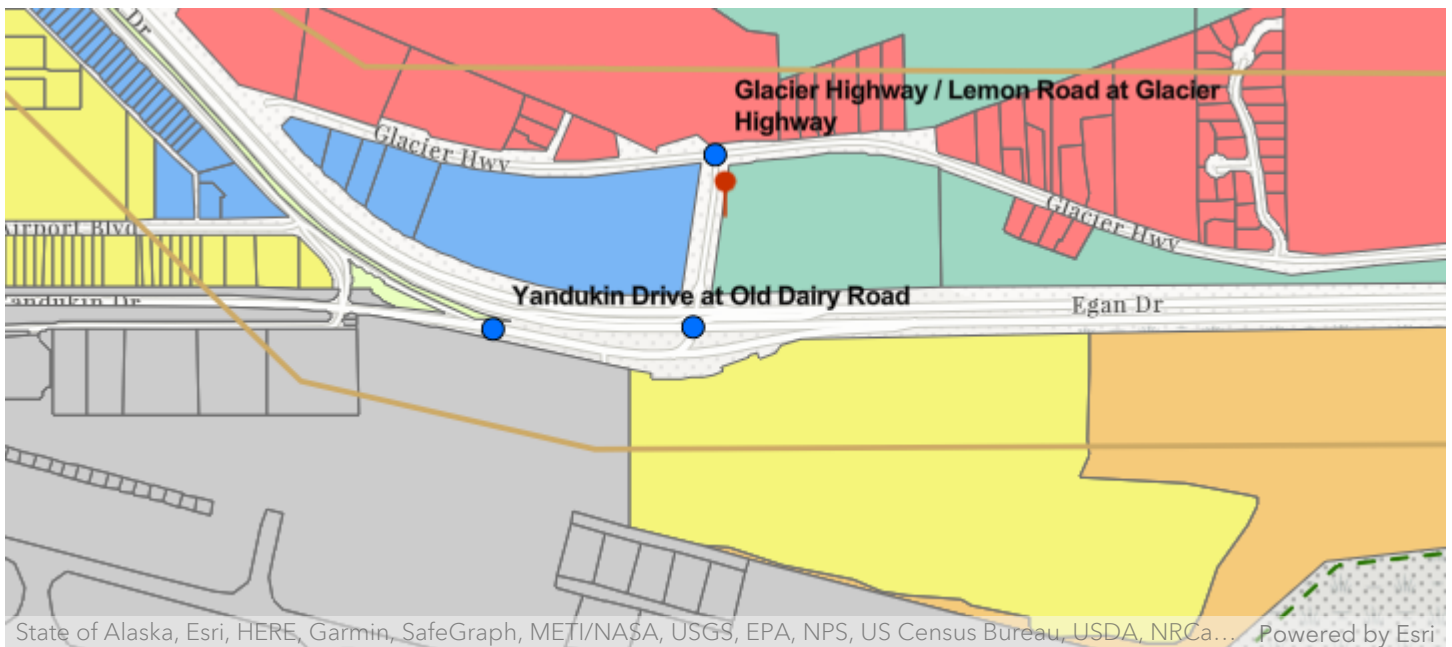
3rd highest for total number of crashes



2 fatal crashes in Juneau; none at this intersection

Number of Crashes at Egan / Yandukin Intersection (2005–2017)





Environmental Setting

Land-Related Factors

Land factors that can impact intersection improvement alternatives include private and public land ownership interests, steep slopes, and other land-form constraints.

Land Ownership

Within the study area, land is owned by the City and Borough of Juneau, DOT&PF, the U.S. Forest Service, and private land holders. The Mendenhall State Game Refuge bounds one side of the project area.

Land Uses

Existing developments include a variety of land uses. Traffic growth is likely because of the undeveloped lands that are zoned for high-density residential properties within the project area.

Click the bottom left icon on the map for a key.

Water-Related Factors

Fish Habitat

Segments of streams within the project area offer salmon habitat. Just west of the project study area, Jordan Creek supports salmon, Dolly Varden, and trout habitat.

Wetlands and Floodplains

Impacts to wetlands and impacts to their functions and values are important project considerations.

The wetlands south of Egan Drive within and adjacent to the Mendenhall Wetlands State Game Refuge support important fish, bird, and wildlife habitat. Smaller wetland areas are located around existing intersection development and along the north side of Egan Drive.

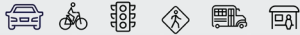
Mapped flood hazard areas are adjacent to Egan Drive within the study area. Any construction alternative would be designed to minimize encroachments or impacts to the surrounding areas.

Click the bottom left icon on the map for a key.



Attachment I: Juneau Empire Print Advertisement

EGAN / YANDUKIN



Intersection Improvements

Egan / Yandukin Intersection Improvements Project

We want to hear from you!

DOT&PF is actively working to improve traffic and pedestrian safety at the Egan / Yandukin intersection and provide alternate routes in case of emergency.

Public feedback is requested on the draft range of intersection improvement alternatives and the draft criteria that will be used to evaluate the alternatives.

There are a number of ways to review and comment on the draft range of intersection improvement alternatives and the draft evaluation criteria. The public comment period is open **October 14 – November 12, 2020**.



VIRTUAL PUBLIC MEETING

Wednesday, October 14, 2020

5:30 PM – 7:30 PM



www.dot.alaska.gov/eganyandukin



Phone: Toll-free 855-925-2801

Meeting Code: 9191



WAYS TO COMMENT

Website: www.dot.alaska.gov/eganyandukin



Email: Egan1@publicinput.com

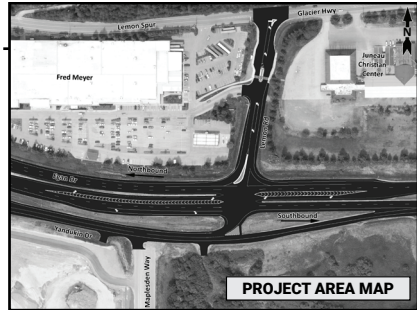


Phone: Toll-free 855-925-2801; **Code:** 9191

Text Telephone: (TTY): 907-770-8973



Text: EGAN1 to 73224



The public comment period is open **October 14 – November 12, 2020**.

Questions?



Jim Brown, DOT&PF Project Manager | **Phone:** (907) 465-1796

Email: eganyandukin@alaska.gov

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017 and executed by FHWA and DOT&PF. The resulting planning products may be adopted during a subsequent environmental review process.

If you or someone you represent requires special accommodations in order to participate in this meeting, please call or email the project manager or call Alaska Relay at (800) 770-8973 for TTY, (800) 770-8255 for voice, (800) 770-3919 for ASCL, or (866) 355-6198 for STS and ask the communications assistant to call the project manager so arrangements can be made to assist you.



Attachment J: State of Alaska Online Public Notice

DOT&PF Notice of Virtual Public Meeting: Egan/Yandukin Intersection Improvements Project

Project # SFHWY00079

Virtual Public Meeting

- Wednesday, October 14, from 5:30 PM-7:30 PM
- Join:
 - Online: www.dot.alaska.gov/eganyandukin
 - By phone: Toll-free 855-925-2801; Meeting code: 9191

Comment period October 14 through November 12, 2020

- Submit comments during the meeting and after:
 - Website: www.dot.alaska.gov/eganyandukin
 - Phone: Toll-free 855-925-2801; code: 9191
 - Text: Egan1 to 73224
 - Email: Egan1@publicinput.com

Please join the Egan/Yandukin Intersection Improvements Project team to learn about and deliver feedback on the draft range of intersection improvement alternatives, the draft criteria that will be used to evaluate the alternatives, and draft early evaluation results.

You will be able watch the meeting online or listen by phone. Comments can be submitted by phone, text, email, or online chat during the meeting and through November 12, 2020.

See the public meeting presentation video and materials at the project website www.dot.alaska.gov/eganyandukin

Questions?

Jim Brown, DO&TPF Project Manager

- (907) 465-1796
- eganyandukin@alaska.gov
- text telephone: (TTY) 907-770-8973

If you have require additional information about the public meeting, please contact Aurah Landau, Public Involvement Lead, at (907) 205-6573.

The DOT&PF operates Federal Programs without regard to race, color, national origin, sex, age, or disability. Full Title VI Nondiscrimination Policy: dot.alaska.gov/tvi_statement.shtml. To file a complaint, go to: dot.alaska.gov/cvlrts/titlevi.shtml.

The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, and/or special modifications to participate in this public meeting should contact Aurah Landau, (907) 205-6573. Requests should be made at least 5 days before the accommodation is needed to make any necessary arrangements.

Attachments, History, Details

Attachments

None

Revision History

Created 10/1/2020 9:56:35 AM by asaggiomo
Modified 10/1/2020 9:56:55 AM by asaggiomo
Modified 10/1/2020 9:58:22 AM by asaggiomo
Modified 10/1/2020 9:59:05 AM by asaggiomo

Details

Department:	Transportation and Public Facilities
Category:	Public Notices
Sub-Category:	
Location(s):	Juneau, Southcoast Region
Project/Regulation #:	SFWY00079
Publish Date:	10/1/2020

Archive Date: 10/15/2020

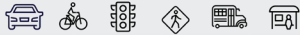
Events/Deadlines:





Attachment K: Jueau Empire Digital Advertisement

EGAN / YANDUKIN



Intersection Improvements

Egan / Yandukin Intersection Improvements Project

We want to hear from you!

DOT&PF is actively working to improve traffic and pedestrian safety at the Egan / Yandukin intersection and provide alternate routes in case of emergency.

Public feedback is requested on the draft range of intersection improvement alternatives and the draft criteria that will be used to evaluate the alternatives.

There are a number of ways to review and comment on the draft range of intersection improvement alternatives and the draft evaluation criteria. The public comment period is open **October 14 – November 12, 2020**.



VIRTUAL PUBLIC MEETING

Wednesday, October 14, 2020

5:30 PM – 7:30 PM



www.dot.alaska.gov/eganyandukin



Phone: Toll-free 855-925-2801

Meeting Code: 9191



WAYS TO COMMENT

Website: www.dot.alaska.gov/eganyandukin



Email: Egan1@publicinput.com

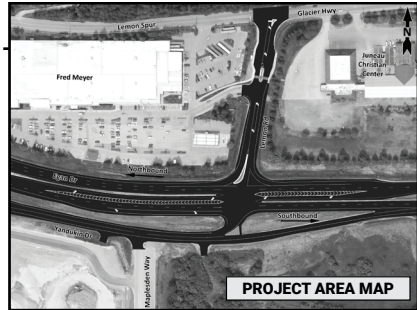


Phone: Toll-free 855-925-2801; **Code:** 9191

Text Telephone: (TTY): 907-770-8973



Text: EGAN1 to 73224



The public comment period is open **October 14 – November 12, 2020**.

Questions?



Jim Brown, DOT&PF Project Manager | **Phone:** (907) 465-1796

Email: eganyandukin@alaska.gov

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If you or someone you represent requires special accommodations in order to participate in this meeting, please call or email the project manager or call Alaska Relay at (800) 770-8973 for TTY, (800) 770-8255 for voice, (800) 770-3919 for ASCLL, or (866) 355-6198 for STS and ask the communications assistant to call the project manager so arrangements can be made to assist you.



Attachment L: E-Blasts

[View this email in your browser](#)

EGAN / YANDUKIN



Intersection Improvements

VIRTUAL PUBLIC MEETING

Thank you for your involvement in the Egan/Yandukin Intersection Improvements project!

Over the last few months, DOT&PF has used public comment and agency direction to develop a wide range of ideas to improve traffic and pedestrian safety at the Egan / Yandukin intersection and provide alternate routes in case of emergency.

We are excited to announce an upcoming Virtual Public Meeting and Comment Period!

Public feedback is requested on the draft range of intersection

improvement alternatives, the draft criteria that will be used to evaluate the alternatives, and preliminary analysis of alternatives.

The Department is offering a number of ways to join the virtual meeting and comment on the project.

VIRTUAL PUBLIC MEETING:

- Wednesday, October 14, 2020
- 5:30 PM – 7:30 PM
- Watch via livestream through a link at www.dot.alaska.gov/eganyandukin
- Listen via phone: Toll-free 855-925-2801; Meeting Code: 9191

WAYS TO COMMENT AT PUBLIC MEETING AND THROUGH NOVEMBER 12, 2020:

- Website: www.dot.alaska.gov/eganyandukin
- Email: Egan1@publicinput.com
- Phone: Toll-free 855-925-2801; Code: 9191
- Text Telephone: (TTY): 907-770-8973
- Text: EGAN1 to 73224

More information, the public meeting presentation and materials, and opportunities to sign up for project updates are available at www.dot.alaska.gov/eganyandukin.

Since the health and safety of the public and the Project team is a top priority for DOT&PF this public meeting will be held virtually. You will be able to watch the meeting online or listen by phone. Comments can be

submitted throughout the comment period by phone, text, email, online chat, and text telephone.

QUESTIONS?

Jim Brown, DOT&PF Project Manager | **PHONE:** (907) 465-1796

EMAIL: eganyandukin@alaska.gov | **TEXT TELEPHONE:** (TDD) (907) 770-8973

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EGAN / YANDUKIN



Intersection Improvements

**Comment Period Closing
November 12, 2020**

**Thank you for your involvement in the Egan/Yandukin
Intersection Improvements project!**

The comment period on the draft range of intersection improvement alternatives, draft screening criteria, and draft level 1 screening results will close after Thursday, November 12, 2020.

Please visit the [Online Open House](#) to learn more about the project and to share your thoughts.

Be sure to check out the [project website](#) for current project status at <http://dot.alaska.gov/eganyandukin>

QUESTIONS?

Jim Brown, DOT&PF Project Manager | **PHONE:** (907) 465-1796

EMAIL: eganyandukin@alaska.gov | **TEXT TELEPHONE:** (TDD) (907) 770-8973

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Alaska Department of Transportation & Public Facilities · 2525 C Street, Suit 500 · Anchorage, AK 99503 · USA





Attachment M: Postcard

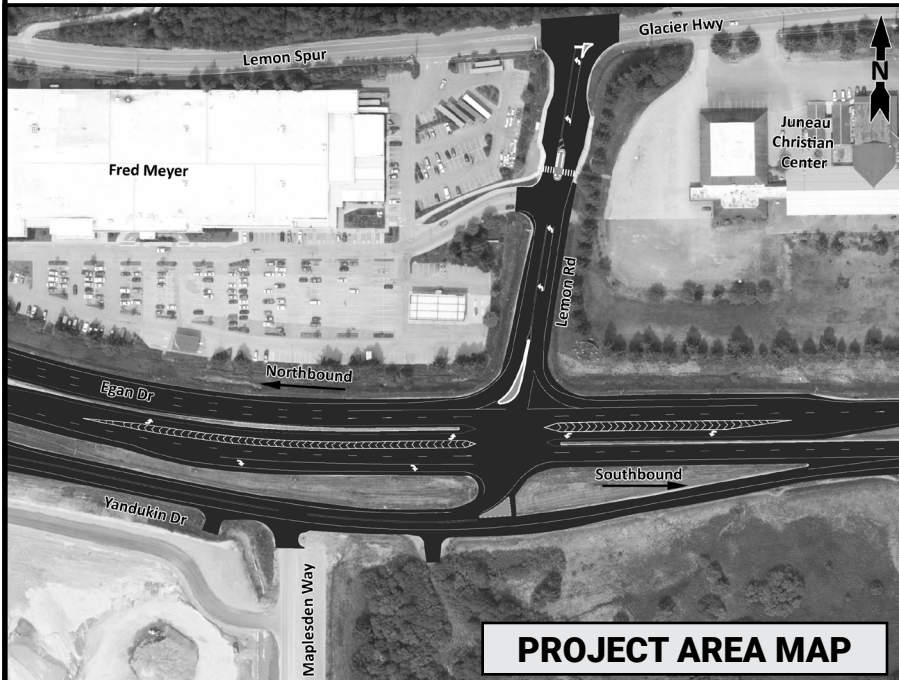
EGAN / YANDUKIN



Intersection Improvements

EGAN DRIVE AND YANDUKIN DRIVE INTERSECTION IMPROVEMENTS PROJECT

Egan Drive and Yandukin Drive
Intersection Improvements Project
C/O HDR
2525 C Street, Suite 500
Anchorage, Alaska 99503



PROJECT AREA MAP

YOU ARE INVITED TO A VIRTUAL PUBLIC MEETING ON WEDNESDAY, OCTOBER 14!

EGAN / YANDUKIN



Intersection Improvements

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WE WANT TO HEAR FROM YOU!

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VIRTUAL PUBLIC MEETING:

Wednesday, October 14, 2020

5:30 PM – 7:30 PM



www.dot.alaska.gov/eganyandukin



Phone: Toll-free 855-925-2801

Meeting Code: 9191



WAYS TO COMMENT:



Website: www.dot.alaska.gov/eganyandukin

Email: Egan1@publicinput.com



Phone: Toll-free 855-925-2801; **Code:** 9191

Text Telephone (TTY): 907-770-8973



Text: EGAN1 to 73224

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Questions?



Jim Brown, DOT&PF Project Manager | **Phone:** (907) 465-1796 | **Email:** eganyandukin@alaska.gov

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Attachment N: Postcard Address List

Owner	Address	City	State	Zip Code
Frank W Bergstrom; Patricia J Belec	PO Box 022909	Juneau	AK	
Jordan Creek Center LLC	8800 Glacier Hwy Ste 230a	Juneau,	AK	99801
Valley Centre Development LLC	PO Box 032494	Juneau,	AK	99803-2494
Alcor Lands LLC	PO Box 32318	Juneau,	AK	99803-2318
Kplaza LLC	8585 Old Dairy Rd Ste 104	Juneau,	AK	99801
Brittney Sooter	9190 Glacier Hwy	Juneau,	AK	99801
National Bank of Alaska	PO Box 2609	Carlsbad	CA	92018
Clif and Loretta Beadle Living Trust Clifton Frederick Beadle; Loretta Katherine Beadle Trustees; Clifton Frederick Beadle; Loretta Katherine Beadle Trustees	1450 Fritz Cove Rd	Juneau,	AK	99801
Lyles Home Furnishings Inc	2093 Jordan Ave	Juneau	AK	99801
Alaska Glacier Seafoods, Inc	PO Box 34363	Juneau	AK	PO Box 34363 - Juneau, AK 99803
Affordable Auto Enterprises LLC	8825 Mallard St	Juneau	AK	99801-8053
Karla A Tollefson-Allwine; Steven J Allwine	8725 Mallard St - Juneau, AK 99801	Juneau	AK	99801
Karla Allwine; Steven Allwine	2180 Fritz Cove Rd - Juneau, AK 99801	Juneau	AK	99801
City and Borough of Juneau Airport; R & L Leasing Inc	PO Box 032838	Juneau	AK	99803-2838
City and Borough of Juneau Airport; R & L Leasing Inc	1873 Shell Simmons Dr Ste 200	Juneau	AK	99801
Bre/Esa Alaska LLC	PO Box 049550	Charlotte	NC	28277-9550
Juneau Christian Church	PO Box 032000 - Juneau, AK 99803	Juneau	AK	99803
Larry B Miller; Penny L Miller	PO Box 020490	Juneau	AK	99802-0490
City and Borough of Juneau Airport; Airport; Wings Airways Inc	8421 Livingston Way	Juneau	AK	99801-8098
City and Borough of Juneau Airport; Airport; Wings Airways Inc	155 S Seward St.	Juneau	AK	99801
St Vincent Depaul Society	8617 Teal St.	Juneau	AK	99801
D's Investment Group LLC	200 W 34th Ave Unit 600	Anchorage	AK	99503
Anderson Dale & Honey Bee Trust Dale Gordon Anderson; Honey Bee Anderson; Trustees; Dale Gordon Anderson; Honey Bee Anderson; Trustees	11595 Mendenhall Loop Rd	Juneau	AK	99801
Joely I Gonzales; Myrna B Gonzales	9095 Sheiye Way	Juneau	AK	99801
Kathy Lochman; Barbara Streveler	9091 Sheiye Way	Juneau	AK	99801
Charlotte E Kair	811 High View Dr	Anchorage	AK	99515
Matthew C Dull; Catherine R Dull	9088 Miner Ct	Juneau	AK	99801
Richard V Haida	9084 Miner Ct	Juneau	AK	99801
Kevin J Poole	9111 Miner Ct	Juneau	AK	99801
Joan Elizabeth Heidersdorf	PO Box 20658	Juneau	AK	99803
Fred G Felki; Roxanna K Felki	9081 Miner Ct	Juneau	AK	99801
Karl J Ashenbrenner; Ina C Ashenbrenner	9071 Miner Ct	Juneau	AK	99801
Helen Brouillette; Grover L Taylor	PO Box 020248	Juneau	AK	99802
Kim Mahar; Shelly Mahar	2199 Cascade St	Juneau	AK	99801
James J Vuille; Elaine A Vuille	PO Box 020345	Juneau	AK	99802
Jeffrey C Barnard; Karen R Dupere	PO Box 033643	Juneau	AK	99803
Kierke A Kussart; Mathew C Arnoldt	2195 Cascade S	Juneau	AK	99801
Sam R Capp; Debera L Cokeley	2194 Cascade St	Juneau	AK	99801
Stephen Curtis Mattson; Linda Joy Mattson	3046 Mountainwood Cir	Juneau	AK	99801
Nattinee Nipataruedi; Edward White	2185 Cascade St	Juneau	AK	99801
Ronda L Stevenson	2180 Cascade St	Juneau	AK	99801
Lumba Delfin S and Evelyn P Revocable Trust Delfin S Lumba; Evelyn P Lumba Co-Trustees; Delfin S Lumba; Evelyn P Lumba Co-Trustees	3931 Coventry Dr	Anchorage	AK	99507
John R Seagren Jr; Kim L Hope	2175 Cascade St	Juneau	AK	99801
Mackenzie M Peterman-Byrd; Brian M Peterman	9904 198th Ave Unit E	Bonny Lake	WA	99831
Terry Searles; Shannon M McCormick	2150 Cascade St	Juneau	AK	99801
Keith W Wilcke; Julia C Wilcke	22 Manor Ave	Baltimore	MD	21206
Marisol O Torres	2125 Cascade St	Juneau	AK	
Juneau Youth Services Inc	PO Box 032839	Juneau	AK	99803
Bryan Wilson; Anne Mclean	2055 Jordan Ave	Juneau	AK	99801
Glacier Holdings LLC	PO Box 34363	Juneau	AK	99803
William L Mcgoey; Penny Ann Mcgoey	7704 Glacier Hwy	Juneau	AK	99801
Robert H Follett; Laura K Follett	7730 Glacier Hwy	Juneau	AK	99801
Anh Tuan Lam; Marie Thongsouk Lam	7691 Glacier Hwy	Juneau	AK	99801
Channel Flying Inc	PO Box 210368	Auke Bay	AK	99821-0368
City and Borough of Juneau Airport; Airport; Red Leasing LLC	1873 Shell Simmons Dr Ste 200	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Aero Services Atlantic Aviation; Atlantic Aviation	155 S Seward St - Juneau, AK 99801	Juneau	AK	99801

State of Alaska	PO Box 5800	Jber	AK	99505
City and Borough of Juneau Airport; Airport; Robert A Breffellh; Mary Ann Breffellh Md	9590 Whitewater Ct	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Ken Williamson	PO Box 32801 - Juneau, AK 99803-2801	Juneau	AK	99803
City and Borough of Juneau Airport; Airport; Kalinin Partners LLC	8907 Yandukin Dr	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Joseph Mueller; Curtis Blackwell	PO Box 210011	Auke Bay	AK	99821
City and Borough of Juneau Airport; Airport; Richard Forst	306 Islander Dr	Sitka	AK	
City and Borough of Juneau Airport; Airport; Virginia Ann Calloway; Allyn Morris	3241 Hospital Dr	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Lee D Phelps	870 Mendenhall Peninsula Rd	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Admiralty Air Service LLC Attn: Gary Thompson; Attn: Gary Thompson	PO Box 032851	Juneau	AK	99803
City and Borough of Juneau Airport; Airport; Norman C Purvis	PO Box 35182	Juneau	AK	99803
City and Borough of Juneau Airport; Airport; John Burick; Joann Burick	16291 Oceanview Dr	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Southwick Samuel Trust C/O Joshua A Southwick; C/O Joshua A Southwick	201 Mission St Ste 2700	San Francisco	CA	94105
City and Borough of Juneau Airport; Airport; Max Mertz	3140 Nowell Ave	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Thomas Depaul	PO Box 34931	Juneau	AK	99803
City and Borough of Juneau Airport; Airport; Julie Staley	4481 Mountainside Dr	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Brian J Benjamin; Mignon F Benjamin	PO Box 240184	Douglas	AK	99824
City and Borough of Juneau Airport; Airport; K&C Leasing	8991 Yandukin Dr	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Harold Laughlin; Sarah Dunlap	9604 Kelly Ct	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Richard D Rountree	PO Box 032838	Juneau	AK	99803
City and Borough of Juneau Airport; Airport; Bradley H Rider; Blake Rider	PO Box 210368	Auke Bay	AK	99821
City and Borough of Juneau Airport; Airport; Gerbi Family Living Trust Charles Russell Gerbi & Mary Lou Gerbi As Trustees; Charles Russell Gerbi & Mary Lou Gerbi As Trustees	PO Box 210653	Auke Bay	AK	99821-0653
City and Borough of Juneau Airport; Airport; Temsco Helicopters Inc	PO Box 5057	Ketchikan	AK	99901-5057
City and Borough of Juneau Airport; Airport; Charles T Williams	8461 Old Dairy Rd	Jber	AK	99801
City and Borough of Juneau Airport; Airport; Ronald Swanson	PO Box 210108	Auke Bay	AK	99821
City and Borough of Juneau Airport; Airport; Kenneth Spencer	PO Box 33426	Juneau	AK	
City and Borough of Juneau Airport; Airport; Barry Coffee; Morse	PO Box 211365	Auke Bay	AK	99821
City and Borough of Juneau Airport; Airport; Don Schneider; Dorothy V Hernandez; Joe Fanazick; Karen T Fanazick	4496 Hillcrest Ave	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Jennifer Hole	155 S Seward St	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Mark G Morris; Tammy L Morris	4211 Auke Ln	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Nina and John Kinney Living Trust Nina Eleanor Keeler Kinney Trustees; Nina Eleanor Keeler Kinney Trustees	1751 Evergreen Ave	Juneau	AK	99801
Central Council Tlingit and Haida Indian Tribes of Alaska	9097 Glacier Hwy	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Endicott Aviation LLC	PO Box 35895	Juneau	AK	99803
City and Borough of Juneau Airport; Airport; Chris Cunningham	421 W 10th St	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Vernon Fiehler	PO Box 210283	Auke Bay	AK	99821-0283
City and Borough of Juneau Airport; Airport; Ed Sessions	PO Box 035018	Juneau	AK	99803
City and Borough of Juneau Airport; Airport; John Clough	PO Box 211152	Auke Bay	AK	99821
City and Borough of Juneau Airport; Airport; Ralph Kibby	PO Box 35285	Juneau	AK	99803
City and Borough of Juneau Airport; Airport; Tim Smith	PO Box 033924	Juneau	AK	99803
City and Borough of Juneau Airport; Airport; Coastal Fuel	8995 Yandukin Dr	Juneau	AK	99801
Shawn Nolan; Angela Nolan	9454 Herbert Pl	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Glacier Aviation, Inc. Attn: Micheal S. Thielen, President; Attn: Micheal S. Thielen, President	1873 Shell Simmons Dr Ste 200	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Sam Capp	2194 Cascade St	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; James Arthur Thompson; Jennifer Jill Lapsley	9999 Ninemile Creek Rd	Juneau	AK	99801
City and Borough of Juneau Airport; Airport; Douglas Blackburn	PO Box 210782	Auke Bay	AK	99821
City and Borough of Juneau Airport; Airport; Richard W Winchell	17745 PT Stephens Spur Rd	Juneau	AK	99801
Wayne Hall; Summer Hall	6401 E Homebuilt Cir	Wasilla	AK	99654
Ed I Carrillo; Marlyn R Carrillo	7520 Glacier Hwy	Juneau	AK	99801
Debra Guillory; Tyron Guillory Sr	7507 Vista Del Sol Dr	Juneau	AK	99801
Daniel Cooper	7511 Vista Del Sol Dr	Juneau	AK	99801

Timothy C Storbeck; Alyssa Marie Storbeck	7515 Vista Del Sol Dr	Juneau	AK	99801
Lot N Santana; Gabriela S Santana	7519 Vista Del Sol Dr	Juneau	AK	99801
Marciano G Duran; Josette M Duran	PO Box 32634	Juneau	AK	99803
Laura W Kelly; Thomas B Kelly	7527 Vista Del Sol Dr	Juneau	AK	99801
Kenneth L Solomon-Gross; Raquel M Solomon-Gross	PO Box 22017	Juneau	AK	98802
John C Mason; Janice L Mason	7514 Casa Bonita Ct	Juneau	AK	99801
Hung Steve Tran; Vanie Nguyen	7513 Casa Bonita Ct	Juneau	AK	99801
Thomas Gisler; Emily Gisler	1640 Fritz Cove Rd	Juneau	AK	99801
Glacier Gardens Real Estate LLC	9148 James Blvd	Juneau	AK	99801
Shannon L Dilley; Robert A Dilley	7642 Glacier Hwy	Juneau	AK	99801
Fernando G Orozco; Lourdes Orozco	PO Box 032240	Juneau	AK	99803
Marc A Randolph; Wenonalani Randolph	7722 Glacier Hwy	Juneau	AK	99801
David Pyeatt; Kathleen Pyeatt	7760 Glacier Hwy	Juneau	AK	99801
Paul Wehe; Dawn E Wehe	9090 Sheiye Way	Juneau	AK	99801
Matthew E Dobson; Beth M Dobson	PO Box 032773	Juneau	AK	99803
Ike Lea Jo Revocable Trust	PO Box 032474	Juneau	AK	99803
Roger Charles Sams; Barbara Jeane Sams	7340 Glacier Hwy	Juneau	AK	99801
Alan Wilson; Sydney Mitchell	7290 Glacier Hwy	Juneau	AK	99801
George A Walters; George A Walters II; Joan M Schermerhorn	7270 Glacier Hwy	Juneau	AK	99801
Layne Toshua Parker	PO Box 14	Gustavus	AK	99826
Phao Nguyen; Hong Nguyen	8513 Rainbow Row	Juneau	AK	99801
Rainforest Properties LLC	2207 Dunn St	Juneau	AK	99801
Dwight L Robideoux; Mary L Robideoux	PO Box 033099	Juneau	AK	99803
Great Land Investment Company LLC	PO Box 191030	Anchorage	AK	99519-1030
Kathern Gagne Clough	2398 Aurora Dr	Juneau	AK	99801
Gary R Hogins; Wendy Hogins	2394 Aurora Dr	Juneau	AK	99801
Robert M Fagen	9084 Sheiye Way	Juneau	AK	99801
Valley Professional Business Condominium Owners Association	9340 Glacier Hwy Ste 43b	Juneau	AK	99801
Jordan Creek Self Storage LLC	175 S Franklin St Ste 306	Juneau	AK	99801
Mike Race	2103 Jordan Ave	Juneau	AK	99801
First National Bank Alaska Accounting; Accounting	PO Box 100720	Anchorage		99510
Rie Munoz Ltd	2101 Jordan Ave	Juneau	AK	99801
KJH Enterprises LLC	PO Box 032579	Juneau	AK	99803
Daniel Hunt; Tammy Hunt	PO Box 020202	Juneau	AK	99802
Russell T Kunibe	2888 Simpson Ave	Juneau	AK	99801
David E Teal; Sally A Saddler	PO Box 021356	Juneau	AK	99802
Sean P Damron	PO Box 22277	Juneau	AK	99802
Sophie Mckinley	PO Box 034526	Juneau	AK	
Monte R Kyser; Diane J Kyser	PO Box 21869	Juneau	AK	99802
Randy H Host; Heather Brandon	1090 Hendrickson Rd	Juneau	AK	99801
Bruce N Abel; Teresa R Young	9999 Glacier Hwy	Juneau	AK	99801
Worden Homes Inc	PO Box 211574	Auke Bay	AK	99821
Jimmy Alex Isturis Jr; Rachel S Trapp	1098 Hendrickson Rd	Juneau	AK	99801
Tanya C Silva; Genaro Silva	6915 Sunny Dr	Juneau	AK	99801
Jon E Ahlgren	7094 Sunny Dr	Juneau	AK	99801
James King; Christine King	1800 Branta Rd	Juneau	AK	99801
Dale W Lanegan; Sherri A Chrysler	7098 Sunny Dr	Juneau	AK	99801
Phillip R Mundy	1095 Hendrickson Rd	Juneau	AK	99801
David L Coogan	PO Box 034499	Juneau	AK	99803
Tristan L Berkey; Adam W Berkey	7099 Sunny Point Way	Juneau	AK	99801
Andrew Davenport; Flossie Davenport	960 Ellen St	Palmer	AK	99646
Kimberly S Cabrigas	7890 Glacier Hwy	Juneau	AK	99801
Samuel Trivette; Gayle Trivette	PO Box 021202	Juneau	AK	99802
Megan Whitley	7860 Glacier Hwy	Juneau	AK	99801
Kenneth J Simpson; Joann M Simpson	7850 Glacier Hwy	Juneau	AK	99801
Rex Thompson; Tobe Anne Thompson	911 Bellview Ave	Ashland	OR	97520-3603
Troy K Cunningham; Angela K Cunningham	PO Box 032251	Juneau	AK	99803
Michael A Schramm; Lillian A Ward	PO Box 34722	Juneau	AK	99803
South East Insurance Condominium Association	8251 Glacier Hwy Ste A	Juneau	AK	99801
Southeast Alaska Veterinary Clinic	8231 Glacier Hw	Juneau	AK	99801
Pdc Holdings LLC	8319 Airport Blvd	Juneau	AK	99801
Daniel W Holt; Kathleen J Holt	PO Box 211293	Auke Bay	AK	99821
Juneau Lodge #700 Loyal Order Moose	PO Box 032980	Juneau	AK	99803
Shaub Alaska LLC	1117 Broadway Plaza Ste 500	Tacoma	WA	98402
Dci Commercial LLC	PO Box 30920	Bellingham	WA	98228
Cameron Farlin F Trust Carolyn S Cameron; Successor Trustee; Carolyn S Cameron; Successor Trustee	2200 Fritz Cove Rd	Juneau	AK	99801
Vms Limited Partnership	PO Box 032174	Juneau	AK	99803
Gregory William Wilcox	1914 Churchill Ct	Juneau	AK	99801
Erik L Emert	117 S Franklin St	Juneau	AK	99801
Smith-Hall Inc	8617 Teal St	Juneau	AK	99801

Bruce N Abel	9999 Glacier Hwy	Juneau	AK	99801
Ken G Williamson	PO Box 32801	Juneau	AK	99803
Jordan Meadow Condominium Owners Association	PO Box 210194	Auke Bay	AK	99821
Temasco Helicopters	155 S Seward St	Juneau	AK	99801
Jordan Avenue Condominiums Association	9340 Glacier Hwy Unit 43-B	Juneau	AK	99801
S & R Condominium Owners Association	PO Box 210194	Auke Bay	AK	99821
State of Alaska Department of Natural Resources; Department of Natural Resources	550 W 7th Ave Ste 1260	Anchorage	AK	99501
John B Lonas; Lora C Merritt	PO Box 34275	Juneau	AK	99803
Steve J Haavig; Paula D Scavera	7260 Glacier Hwy	Juneau	AK	99801
Henricksen Constructors	PO Box 34632	Juneau	AK	99803
Michael P Duby	7220 Glacier Hwy	Juneau	AK	99801
Fritz Moser; Patty Moser	7081 Hendrickson Rd	Juneau	AK	99801
Francis J Rue III; Sarah J Rue	7083 Hendrikson Rd	Juneau	AK	99801
Juneau King Family Trust	1700 Branta Rd	Juneau	AK	99801
Juneau Rental Space LLC	8505 Old Dairy Rd	Juneau	AK	99801
RH Rentals LLC	PO Box 32403	Juneau	AK	99803
737 Properties LLC	8461 Old Dairy Rd	Juneau	AK	99801
Russell L Kegler	8375 Old Dairy Rd	Juneau	AK	99801
Raymond L Coxe; Mary D Coxe	4125 Dogwood Ln	Juneau	AK	99801
Russell D Shivers; Caroline E Shivers	8355 Old Dairy Rd	Juneau	AK	99801
Builders Plaza Two Condominium Association	2520 Teslin St	Juneau	AK	99801
Lonnie and Beverly Anderson Living Trust	3031 Blueberry Hills Rd	Juneau	AK	99801
TKP Juneau LLC	3469 Lyon Park Ct	Woodbridge	VA	22192
N C Machinery Co	17035 W Valley Hwy	Tukwila	WA	98188
Alaska Print Group LLC	8420 Airport Blvd	Juneau	AK	99801
Juneau Residences LLC	1310 26th Ave NW	Gig Harbor	WA	98335
Cpif Nugget Mall LLC	1910 Fairview Ave E Ste 200	Seattle	WA	98102
Mackinco	1114 Glacier Ave -	Juneau	AK	99801
Southeast Alaska Land Trust	119 Seward St Ste 2	Juneau	AK	99801
Bicknell Inc	PO Box 33517	Juneau	AK	99803
Building Pros Inc	PO Box 32098	Juneau	AK	99803
City and Borough of Juneau Airport; Airport	1873 Shell Simmons Dr Ste 200	Juneau	AK	99801
Alaskan Dames Consignment Shop	1900 Crest St #101	Juneau	AK	99801
Juneau Veterinary Hospital	8367 Old Dairy Rd	Juneau	AK	99801
Juneau Animal Rescue	7705 Glacier Hwy	Juneau	AK	99801
Alaskan Wooden Toys	9369 Glacier Hwy	Juneau	AK	99801
Alaska Jazz	6911 Sunny Dr	Juneau	AK	99801
Aspen Suites Hotel	8400 Airport Blvd	Juneau	AK	99801
The Scuba Tank	8319 Airport Blvd	Juneau	AK	99801
Loyal Order of Moose	4211 Arctic Blvd	Juneau	AK	99801
Temasco Helicopters	1650 Maplesden Way	Juneau	AK	99801
Alaska USA Federal Credit Union	8181 Glacier Way	Juneau	AK	99801
Budget Car Rental	1873 Shell Simmons Dr	Juneau	AK	99801
Arctic Carpet	8355 Old Dairy Rd	Juneau	AK	99801
Art Matters	8375 Old Dairy Rd	Juneau	AK	99801
Valley Lumber and Building Supply Co.	8525 Old Dairy Rd	Juneau	AK	99801
Second Wind Sports	8363 Old Dairy Rd	Juneau	AK	99801
Alaska Fly Fishing Goods	8465 Old Dairy Rd Suite 101	Juneau	AK	99801
Juneau Urgent and Family Care	8505 Old Dairy Rd	Juneau	AK	99801
Office Max	8745 Glacier Hwy #103	Juneau	AK	99801
Nugget Mall Shopping Center	8745 Glacier Hwy	Juneau	AK	99801
Canton Asian Bistro	8585 Old Dairy Rd Ste 105	Juneau	AK	99801
Alaska Public Radio Network	15 AK-7	Juneau	AK	99801
Wings of Alaska	2 Marine Way #175	Juneau	AK	99801
Guardian Flight	8429 Livingston Way	Juneau	AK	99801
Airlift Northwest	8433 Livingston Way	Juneau	AK	99801
Ward Air	8991 Yandukin Dr #100	Juneau	AK	99801
Alaska Seaplanes	1873 Shell Simmons Dr #110	Juneau	AK	99801
Mendenhall Auto Center	8725 Mallard St	Juneau	AK	99801
Petco	8745 Glacier Hwy Ste 102	Juneau	AK	99801
Spickler Egan Financial Services	8251 Glacier Hwy #B	Juneau	AK	99801
Affordable Auto Care	8825 Mallard St	Juneau	AK	99801
Sealaska Native Corporation	One Sealaska Plaza #400	Juneau	AK	99801
Sealaska Heritage Institute	105 S Seward St	Juneau	AK	99801
Alaska Electric Light and Power	5601 Tonsgard Ct	Juneau	AK	99801
City and Borough of Juneau Water Utilities Division	230 S. Franklin Street, 3rd Floor Marine View	Juneau	AK	99801
GCI	8390 Airport Blvd Suite 101	Juneau	AK	99801
Goldbelt Inc.	3025 Clinton Dr	Juneau	AK	99801
Janet Cuffin	3878 Killewich Dr	Juneau	AK	99801
Phyllis Trivette	2518 Scott Dr	Juneau	AK	99801
Sam Trivette	7870 Glacier Hwy	Juneau	AK	99801
Lawerence Siverly	PO Box 211175	Juneau	AK	99801
Teresa Germain	4316 Conifer Ln	Juneau	AK	99801
Mike Mann	PO Box 32653	Juneau	AK	99801

Kathleen Martin	8992 Atlin Dr	Juneau	AK	99801
Dave Hurlbut	8182 Grant St	Juneau	AK	99801
Tom & Lori Weed	4428 Taku Blvd	Juneau	AK	99801
Leo DeMeo	4142 Aspen Ave	Juneau	AK	99801
Bud Jaeger	3451 Meander Way	Juneau	AK	99801
Ryan Siverly	8932 Haffner Ct	Juneau	AK	99801
Ed Carrillo	7520 Glacier Hwy	Juneau	AK	99801
Mary Ann Dienckman	PO Box 210113	Juneau	AK	99801
Betty McDonough	8220 Dogwood Ln	Juneau	AK	99801
Rachel & James Kelly	9315 Stephen Richards Memorial Dr	Juneau	AK	99801
Becky Iverson	PO Box 32184	Juneau	AK	99801
Garret Gladsjo	8890 Cedar Ct	Juneau	AK	99801
Lucas Chamber	8187 Threadneedle St	Juneau	AK	99801
Jerry Nankeris	9014 Division St	Juneau	AK	99801
Justin Parish	7094 Sunny Dr	Juneau	AK	99801
Jo PaddockBetts	PO Box 240172	Juneau	AK	99801
Richard Gormillor	8506B Rainbow Row	Juneau	AK	99801
Steven Haarig	7260 Glacier Hwy	Juneau	AK	99801
Denny Dewitt	PO Box 34761	Juneau	AK	99803
Carole Bookless	PO Box 240444	Douglas	AK	99824
Andy Hughes	3200 Malissa Dr	Juneau	AK	99801
Caragh O'Connor	PO Box 20903	Juneau	AK	99802
Susan Kendig	2865 Mendenhall Loop Rd	Juneau	AK	99801
Jerri Roe	PO Box 240261	Douglas	AK	99824
Alex McCarthy	418 East St.	Juneau	AK	99801
Kaysa Korpela	4031 N Douglas Hwy #B	Juneau	AK	99801
Southeast Alaska Independent Living (SAIL)	3225 Hospital Drive	Juneau	AK	99801
REACH	213 3rd St	Juneau	AK	99801
United Way of Southeast Alaska	3225 Hospital Dr #106	Juneau	AK	99801
The Glory Hall	247 S Franklin St	Juneau	AK	99801
St. Vincent de Paul Society	9151 Glacier Hwy	Juneau	AK	99801
The Salvation Army Family Store & Donation Center	500 W Willoughby Ave	Juneau	AK	99801
Southeast Alaska Food Bank	10020 Crazy Horse Dr	Juneau	AK	99801
AWARE	1547 Glacier Hwy	Juneau	AK	99801
The Learning Connection	210 Ferry Way STE 200	Juneau	AK	99801
Juneau Job Center	10002 Glacier Hwy # 100	Juneau	AK	99801
Vocational Training and Resource Center	3239 Hospital Dr,	Juneau	AK	99801
Alaskan AIDS Assistance Association (Four A's)	PO Box 21481	Juneau	AK	99802
Cancer Connection	PO Box 20329	Juneau	AK	99802
Catholic Community Service	419 6th St.	Juneau	AK	99802
Gastineau Human Services Corporation	5597 Aisek St.	Juneau	AK	99801
Front Street Community Health Center	225 Front St. Suite 202	Juneau	AK	99801
Juneau Family Health & Birth Center	Madison Nolan, Director 1601 Salmon Creek Ln	Juneau	AK	99801
Juneau Alliance for Mental Health Inc. (JAMHI)	Pam Watts, Executive Director 3406 Glacier Hwy.	Juneau	AK	99801
NAMI Juneau	Crystal Bourland, Executive Director 9000 Glacier Hwy. Suite 201	Juneau	AK	99801
Wildflower Court	Ruth Johnson, Administrator 2000 Salmon Creek Ln	Juneau	AK	99801
Juneau Senior Center	895 W 12th St	Juneau	AK	99801
Wildflower Court	2000 Salmon Creek Ln	Juneau	AK	99801
Juneau Pioneers Home	4675 Glacier Hwy	Juneau	AK	99801
Mountain View Apartments	895 W 12th St	Juneau	AK	99801
Fireweed Place	415 W Willoughby Ave	Juneau	AK	99801
Bridge Adult Day Program	1803 Glacier Hwy	Juneau	AK	99801
Mendenhall Woods Assisted Living	3510 Mendenhall Loop Rd	Juneau	AK	99801
Southeast Senior Services	419 6th St # 126	Juneau	AK	99801
USFS Juneau Acting District Ranger - James King	8510 Mendenhall Loop Road	Juneau	AK	99801
Don MacDougall - USFS Special Uses Staff	USDA Forest Service 709 W 9th Street, Rm 519D	Juneau	AK	99801
Dawn Collingsworth - USFS Acting Director of Recreation, Land and Minerals	PO Box 21628	Juneau	AK	99802
Mickey Lesley	178 Iris Lane	Juneau	AK	99801
Ryan Siverly	8178 Keegan Street	Juneau	AK	99801
Jeremy Hsieh	360 Egan Dr.	Juneau	AK	99801
Scott McCann	8809 Airport Blvd.	Juneau	AK	99801
Paul Kelly	1790 Fritz Cove Rd	Juneau	AK	99801
James Wycoff	2354 Jordan Ave	Juneau	AK	99801
Angie Parker	4423 Ichabod Lane	Juneau	AK	99801
Jim & Debi Puckett	3070 Glacierwood Dr.	Juneau	AK	99801
Cathy Painter	4437 Columbia Blvd.	Juneau	AK	99801
Janet Coffin	3878 Killewelch Dr.	Juneau	AK	99801
Fred Yates	5470 N Douglas Hwy.	Juneau	AK	99801

Craig Dahl	3620 Spartan Dr.	Juneau	AK	99801
Carlton Smith	110 Seward St. #1	Juneau	AK	99801
Peter Bibb	3560 N. Douglas Hwy.	Juneau	AK	99801
Dave Conway	9056 Ninners Dr. .	Juneau	AK	99801
Mackinnon Residence	Po Bo 32760	Juneau	AK	99803
Alan Aitken	4451 Lake Ave	Juneau	AK	99801
Lisa Sherrell	Po Box 35081	Juneau	AK	99801
Betty & Norm Miller	2551 Vista Dr. #C.201	Juneau	AK	99801
Bob Laurie	Po Box 33543	Juneau	AK	99801
Ed Foster	7100 Glaceier Hwy.	Juneau	AK	99801
Eileen Sundberry	17570 Ptlena Loop	Juneau	AK	99821
Martin Harrington	9188 James Blvd.	Juneau	AK	99801
Roberta Eastwood	9188 James Blvd.	Juneau	AK	99801
Jos Bakker	Po Box 211403	Auke Bay	AK	99821
Sam Trivette	7870 Glacier Hwy	Juneau	AK	99801
Charles Collins	5454 Shane Dr.	Juneau	AK	99801
Dominique Sanez	1991 Hughes Way	Juneau	AK	99801
Jeff Hoover	4416 Ichabod Ln.	Juneau	AK	99801
Dan Holt	8391 Airport Blvd.	Juneau	AK	99801
Michele Federio	4401 Riverside Dr. H5	Juneau	AK	99801
Ed Morgan	PO Box 10611	Juneau	AK	99802
Frank & Sally Rue	7083 Hendrickson Rd.	Juneau	AK	99801
Larry Horton	34201 Glacier Hwy.	Juneau	AK	99801
Wade Bryson	4109 Birch Ln.	Juneau	AK	99801
Dave Hurlbut	8152 Grant St.	Juneau	AK	99801
Michael Neussl	3021 Glacierwood Dr.	Juneau	AK	99801
Davis Duntley	1290 Mend Pen Rd	Juneau	AK	99801
Megan Rinkenberger	Po Box 33953	Juneau	AK	99803
Amber Sundberg	Po Box 210785	Auke Bay	AK	99821
Laurel Christien	7951 Gladstone St.	Juneau	AK	99801
Bobbie Hselmgren	Po Box 21046	Juneau	AK	99802
Pat Carrol	3303 Fritz Cove Rd.	Juneau	AK	99801
Paul Khern	1820 Wickershon Ave.	Juneau	AK	99801
Scott Rinkenberger	1873 Shell Simmons Dr. #200	Juneau	AK	99801
Craig Wilson	4100 Blackberry St.	Juneau	AK	99801
Richard Germiller	8506 Rainbow Rd.	Juneau	AK	99807
Colton Christian	7921 Gladstone St.	Juneau	AK	99801
Brett Wells	9951 Stephen Richards Dr.	Juneau	AK	99801
Gayle Trivette	7870 Glacier Hwy	Juneau	AK	99801
Susan Hickey	15655 Glacier Hwy.	Juneau	AK	99801
Todd Smith	8990 Atkin Dr.	Juneau	AK	99801
Nora Perlasca	4416 Ichabod Ln.	Juneau	AK	99801
Kathy Holt	PO Box 211293	Juneau	AK	99801
Heather Brandon	1090 Hendrickson Rd	Juneau	AK	99801
Susan Trivette	1901 Davis Ave # B9	Juneau	AK	99801
Eileen Hosey	2416 Ka-see-an Dr.	Juneau	AK	99801
Chel Ashenbrenner	9071 Miner Ct	Juneau	AK	99801
Gerald Grant	3170 Nowell Ave.	Juneau	AK	99801
Erica & Rick Sjoroos	9209 Emily Way	Juneau	AK	99801
Sam Kito	12175 Glacier Hwy. C5	Juneau	AK	99801
Theresa Svancara	15965 Glacier Hwy.	Juneau	AK	99801
David & Kay Pyetatt	7760 Glacier Hwy	Juneau	AK	99801
Ellen Rogers	812 Fritz Cove Rd	Juneau	AK	99801
James Schultz	4543 Glacier Spur Rd.	Juneau	AK	99801
Gwen Lockwood	4936 Hummingbird Ln.	Juneau	AK	99801
Brenda Weaver	12175 Glacier Hwy. A402	Juneau	AK	99801
Eric Forst	2785 Franklin St.	Juneau	AK	99801
Resident	1524 Crest St	Juneau	AK	99801
Resident	1528 Crest St	Juneau	AK	99801
Resident	1532 Crest St	Juneau	AK	99801
Resident	1536 Crest St	Juneau	AK	99801
Resident	1540 Crest St	Juneau	AK	99801
Resident	1544 Crest St	Juneau	AK	99801
Resident	1548 Crest St	Juneau	AK	99801
Resident	1552 Crest St	Juneau	AK	99801
Resident	1598 Renninger St	Juneau	AK	99801
Resident	1650 Maplesden Way	Juneau	AK	99801
Resident	1873 Shell Simmons Dr	Juneau	AK	99801
Resident	7400 Glacier Hwy	Juneau	AK	99801
Resident	7502 Vista Del Sol Dr	Juneau	AK	99801
Resident	7506 Vista Del Sol Dr	Juneau	AK	99801
Resident	7507 Vista Del Sol Dr	Juneau	AK	99801
Resident	7510 Vista Del Sol Dr	Juneau	AK	99801
Resident	7511 Vista Del Sol Dr	Juneau	AK	99801

Resident	7513 Casa Bonita Ct	Juneau	AK	99801
Resident	7514 Casa Bonita Ct	Juneau	AK	99801
Resident	7515 Vista Del Sol Dr	Juneau	AK	99801
Resident	7517 Casa Bonita Ct	Juneau	AK	99801
Resident	7518 Casa Bonita Ct	Juneau	AK	99801
Resident	7519 Vista Del Sol Dr	Juneau	AK	99801
Resident	7520 Glacier Hwy	Juneau	AK	99801
Resident	7522 Vista Del Sol Dr	Juneau	AK	99801
Resident	7523 Vista Del Sol Dr	Juneau	AK	99801
Resident	7526 Vista Del Sol Dr	Juneau	AK	99801
Resident	7527 Vista Del Sol Dr	Juneau	AK	99801
Resident	7530 Vista Del Sol Dr	Juneau	AK	99801
Resident	7531 Vista Del Sol Dr	Juneau	AK	99801
Resident	7534 Vista Del Sol Dr	Juneau	AK	99801
Resident	7535 Vista Del Sol Dr	Juneau	AK	99801
Resident	7538 Vista Del Sol Dr	Juneau	AK	99801
Resident	7539 Vista Del Sol Dr	Juneau	AK	99801
Resident	7542 Vista Del Sol Dr	Juneau	AK	99801
Resident	7543 Vista Del Sol Dr	Juneau	AK	99801
Resident	7546 Vista Del Sol Dr	Juneau	AK	99801
Resident	7550 Vista Del Sol Dr	Juneau	AK	99801
Resident	7600 Glacier Hwy	Juneau	AK	99801
Resident	7630 Glacier Hwy	Juneau	AK	99801
Resident	7640 Glacier Hwy	Juneau	AK	99801
Resident	7642 Glacier Hwy	Juneau	AK	99801
Resident	7651 Glacier Hwy	Juneau	AK	99801
Resident	7671 Glacier Hwy	Juneau	AK	99801
Resident	7691 Glacier Hwy	Juneau	AK	99801
Resident	7704 Glacier Hwy	Juneau	AK	99801
Resident	7705 Glacier Hwy	Juneau	AK	99801
Resident	7705 Glacier Hwy	Juneau	AK	99801
Resident	7722 Glacier Hwy	Juneau	AK	99801
Resident	7730 Glacier Hwy	Juneau	AK	99801
Resident	7760 Glacier Hwy	Juneau	AK	99801
Resident	7790 Glacier Hwy	Juneau	AK	99801
Resident	7840 Glacier Hwy	Juneau	AK	99801
Resident	7850 Glacier Hwy	Juneau	AK	99801
Resident	7860 Glacier Hwy	Juneau	AK	99801
Resident	7870 Glacier Hwy	Juneau	AK	99801
Resident	7880 Glacier Hwy	Juneau	AK	99801
Resident	7890 Glacier Hwy	Juneau	AK	99801
Resident	8001 Glacier Hwy	Juneau	AK	99801
Resident	8180 Glacier Hwy	Juneau	AK	99801
Resident	8181 Glacier Hwy	Juneau	AK	99801
Resident	8184 Glacier Hwy	Juneau	AK	99801
Resident	8201 Glacier Hwy	Juneau	AK	99801
Resident	8231 Glacier Hwy	Juneau	AK	99801
Resident	8251 Glacier Hwy	Juneau	AK	99801
Resident	8319 Airport Blvd	Juneau	AK	99801
Resident	8335 Airport Blvd	Juneau	AK	99801
Resident	8345 Old Dairy Rd	Juneau	AK	99801
Resident	8355 Old Dairy Rd	Juneau	AK	99801
Resident	8363 Old Dairy Rd	Juneau	AK	99801
Resident	8371 Old Dairy Rd	Juneau	AK	99801
Resident	8375 Old Dairy Rd	Juneau	AK	99801
Resident	8390 Airport Blvd	Juneau	AK	99801
Resident	8391 Airport Blvd	Juneau	AK	99801
Resident	8400 Airport Blvd	Juneau	AK	99801
Resident	8401 Airport Blvd	Juneau	AK	99801
Resident	8411 Airport Blvd	Juneau	AK	99801
Resident	8415 Airport Blvd	Juneau	AK	99801
Resident	8415 Airport Blvd	Juneau	AK	99801
Resident	8420 Airport Blvd	Juneau	AK	99801
Resident	8420 Airport Blvd	Juneau	AK	99801
Resident	8421 Livingston Way	Juneau	AK	99801
Resident	8425 Livingston Way	Juneau	AK	99801
Resident	8429 Livingston Way	Juneau	AK	99801
Resident	8433 Livingston Way	Juneau	AK	99801
Resident	8550 Airport Blvd	Juneau	AK	99801



Attachment O: Press Release



FOR IMMEDIATE RELEASE: Oct. 13, 2020

Press Release: 20-0065

Contact: Sam Dapcevich, sam.dapcevich@alaska.gov, (907) 465-4503

DOT&PF Hosts a Virtual Public Meeting on Egan / Yandukin Intersection Improvements

Virtual Meeting: Wednesday, October 14, 2020 from 5:30 PM to 7:30 PM

(JUNEAU, Alaska) – The Alaska Department of Transportation & Public Facilities (DOT&PF) will host a virtual public meeting on Wednesday, October 14, 2020, about potential improvements to the intersection of Juneau’s Egan and Yandukin Drives.

DOT&PF is actively working to improve traffic and pedestrian safety at the Egan / Yandukin intersection and provide alternate routes in case of emergency. Public feedback is requested on the draft range of intersection improvement alternatives and the draft criteria used to evaluate and analyze the alternatives.

The Department is offering several ways to join the virtual meeting and comment on the project.

VIRTUAL PUBLIC MEETING:

- Wednesday, October 14, 2020
- 5:30 PM – 7:30 PM
- Watch via livestream at dot.alaska.gov/eganyandukin
- Listen via phone: Toll-free 855-925-2801; Meeting Code: 9191

WAYS TO COMMENT AT THE PUBLIC MEETING AND **THROUGH NOVEMBER 12, 2020:**

- Website: dot.alaska.gov/eganyandukin
- Email: Egan1@publicinput.com
- Phone: Toll-free 855-925-2801; Code: 9191
- Text Telephone: (TTY): 907-770-8973
- Text: EGAN1 to 73224

More information and opportunities to sign up for project updates are available at dot.alaska.gov/eganyandukin.

Photos available upon request.

The Alaska Department of Transportation and Public Facilities oversees 237 airports, 10 ferries serving 35 communities, more than 5,600 miles of highway and 776 public facilities throughout the state of Alaska. The mission of the department is to “**Keep Alaska Moving** through service and infrastructure.”

###

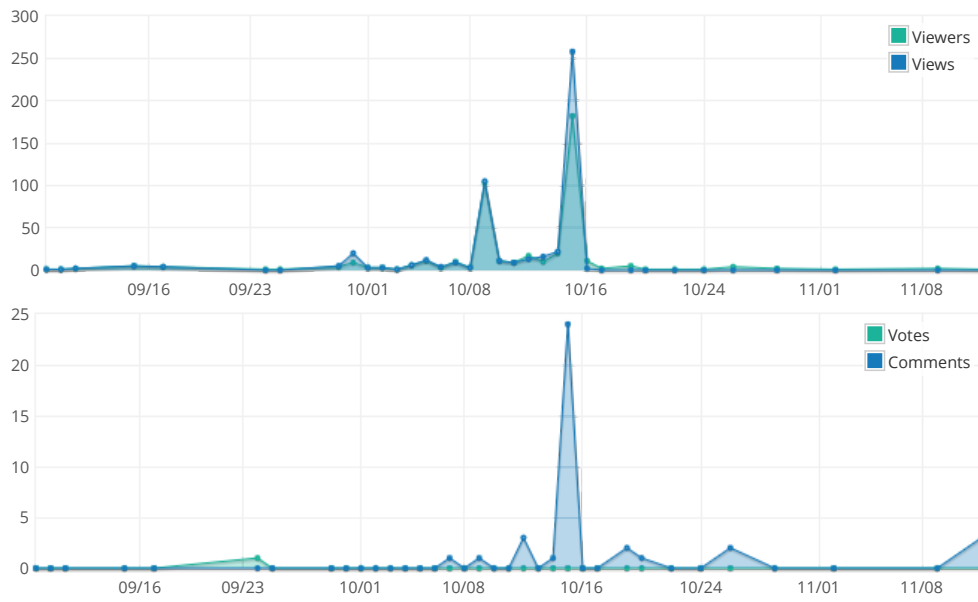
[Main Newsroom Page](#)



Attachment P: Virtual Public Meeting Analytics

Egan / Yandukin Intersection Improvements Project

Engagement over time



Project Engagement

VIEWS

543

RESPONSES

1

SUBSCRIBERS

45

PARTICIPANTS

169

COMMENTS

52



Attachment Q: Online Open House Analytics

Egan Yandukin Online Open House Analytics

October 14, 2020 – November 12, 2020

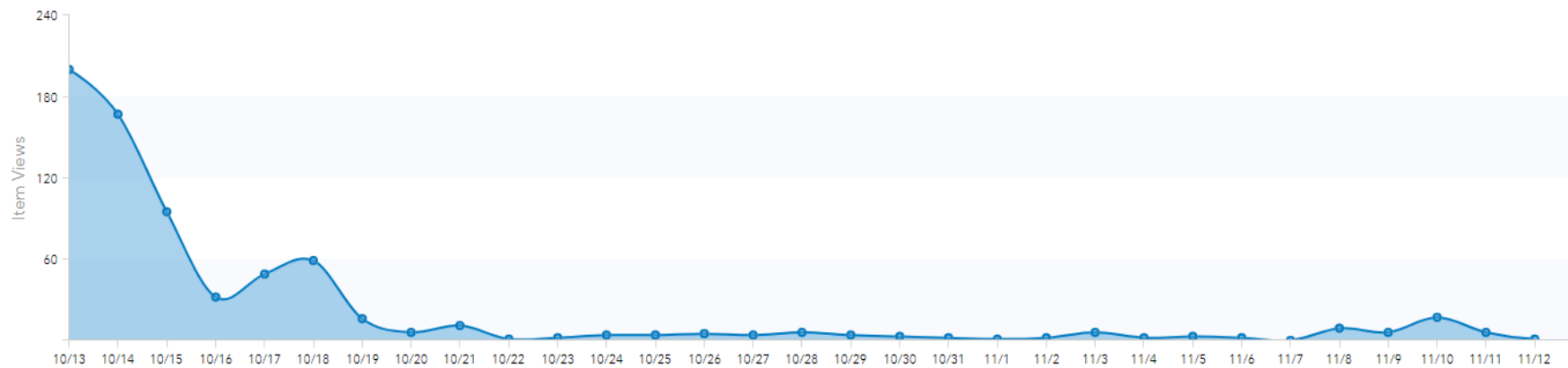
Item Views this Period

725

Avg Item Views Per Day

25.00

Usage Time Series





Attachment R: Online Open House Outline and Downloadable Material



ORIENTATION



NAVIGATING THE ONLINE OPEN HOUSE

Thank you for participating in the Egan / Yandukin Improvements Project Online Open House hosted by the Alaska Department of Transportation and Public Facilities (DOT&PF).

1. Use your mouse to scroll down through the workshop or use the scrolling navigation bar to the right.
2. Jump quickly to different sections using the navigation bar with titles at the top of the screen.
3. There will be a note on the website materials to enable you to click through any slideshows.
4. Follow directions to leave comments on the project.

If you need additional assistance navigating the workshop, contact aurah.landau@hdrinc.com or 907-205-6573.

WE WANT TO HEAR FROM YOU!



All alternatives, evaluation criteria, and results are in draft form. We want input from the public before finalizing anything. People have already submitted useful ideas, and we hope for more feedback." - Jim Brown, DOT&PF Project Manager

COMMENT PERIOD

The project comment period is open October 14, 2020 through November 12, 2020.

Please share your thoughts on these draft items:

- Range of Alternatives
- Screening Criteria
- Level 1 Screening Results

You can comment in these ways:

- [Fill out the comment form below](#)
- [Leave a phone message: Toll-free \(855\) 925-2801; code: 9191](#)
- [Text: EGAN1 to 73224](#)
- [Email: Egan1@publicinput.com](mailto:Egan1@publicinput.com)
- [Text Telephone: \(TTY\): 907-770-8973](#)

COMMENT FORM

Thank you for taking time to share your thoughts on the Egan Yandukin project.

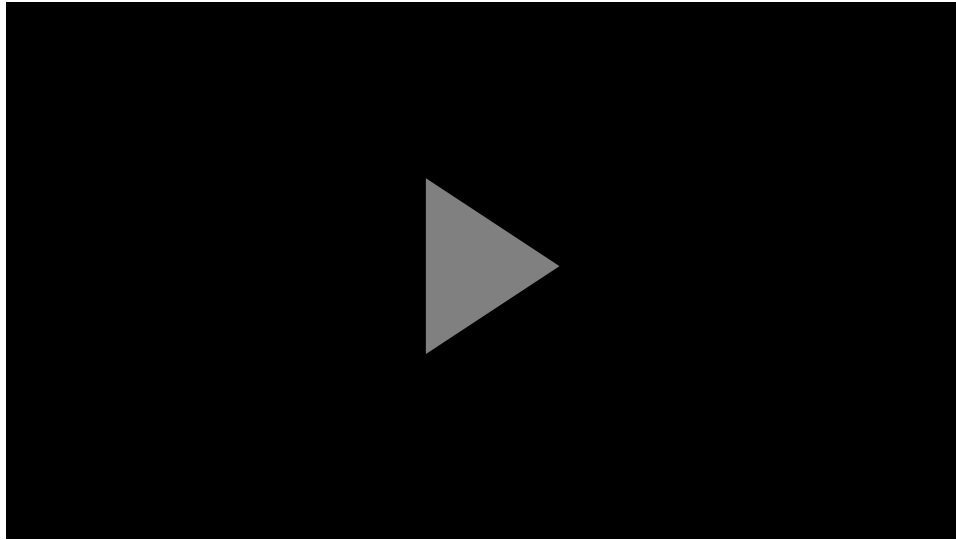
Egan / Yandukin Project Comment Form

Thank you for participating in the Egan / Yandukin Intersection Improvements Project online open house. We value your opinion, so please answer the following questions and provide your comments. Thank you.

Egan Yandukin Project Comment Form

PROJECT UPDATE

DOT&PF held a virtual public meeting about the Egan Yandukin Intersection Improvements Project on October 14, 2020, from 5:30 PM to 7:30 PM.



Egan Yandukin Virtual Public Meeting 2 Presentation, October 14, 2020

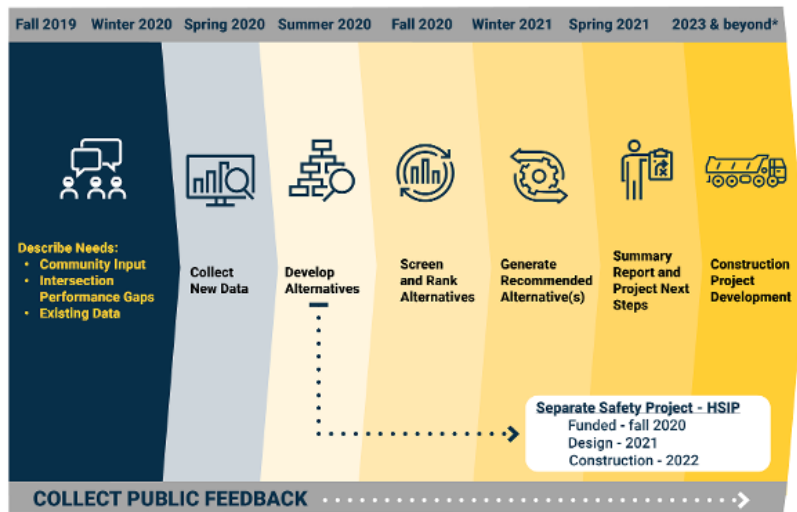
This 37-minute prerecorded presentation was shown at the virtual public meeting. Topics covered include:

- Project timeline (1:37)
- Recent work (3:26)
- Process and draft criteria for evaluating alternatives for improving the Egan Yandukin intersection (6:26 and 33:06)
- Draft range of alternatives and draft early screening results (9:45)

[Presentation Script](#)

PROJECT TIMELINE

Egan / Yandukin Intersection Improvements Project Timeline



The Egan / Yandukin project follows the Federal Highway Administration guidelines for Planning and Environmental Linkages (PEL) processes.
* Pending funding availability.

Project Process

DOT&PF is prioritizing efforts to improve the Egan / Yandukin intersection.

The Egan / Yandukin Intersection Improvements Project follows the Federal Highway Administration guidelines for Planning and Environmental Linkages (PEL) processes.

Emphasis is placed on engaging the community, collecting data, and generating and screening a wide range of potential intersection improvement options.

2020 work is focused on developing draft alternatives, evaluation criteria, and early draft evaluation results.

In early 2021, DOT&PF will present recommended alternatives for improving the intersection.

By spring 2021, all of the work done during this process will be documented in a summary report. This will be available for public review and comment.

A construction project that might result from this process would

need to be funded through the Statewide Transportation Improvement Plan and would be built after 2021.



DOT&PF is invested in improving the Egan / Yandukin intersection.

PUBLIC INVOLVEMENT

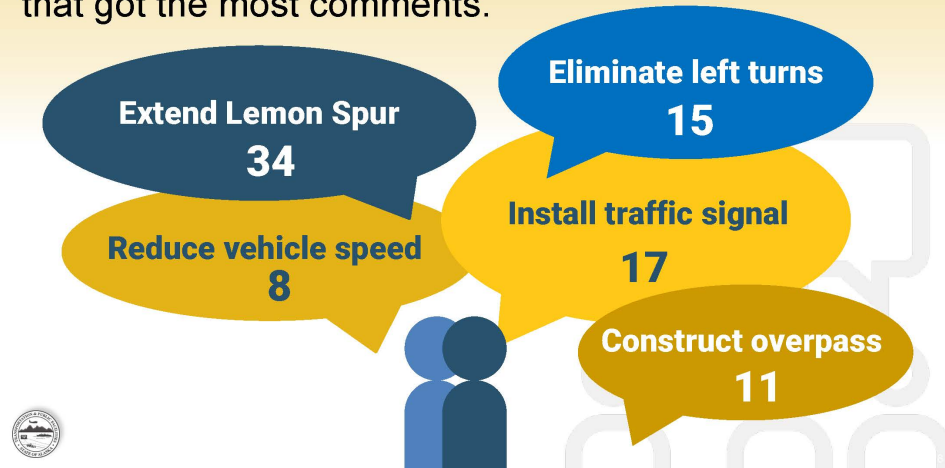
DOT&PF held a public meeting, online open house, and comment period about the Egan Yandukin Intersection Improvements Project.

Agencies, Juneau community leaders, and stakeholders with property near the intersection have guided this project as well.

Many people shared thoughtful ideas and suggestions for improving the intersection.

Public Suggestions for Improvements

The project received **132** discreet comments with **20** different design suggestions. Many were used in developing alternatives. Below are the **5** suggestions that got the most comments.



PURPOSE AND NEED

Purpose & Need

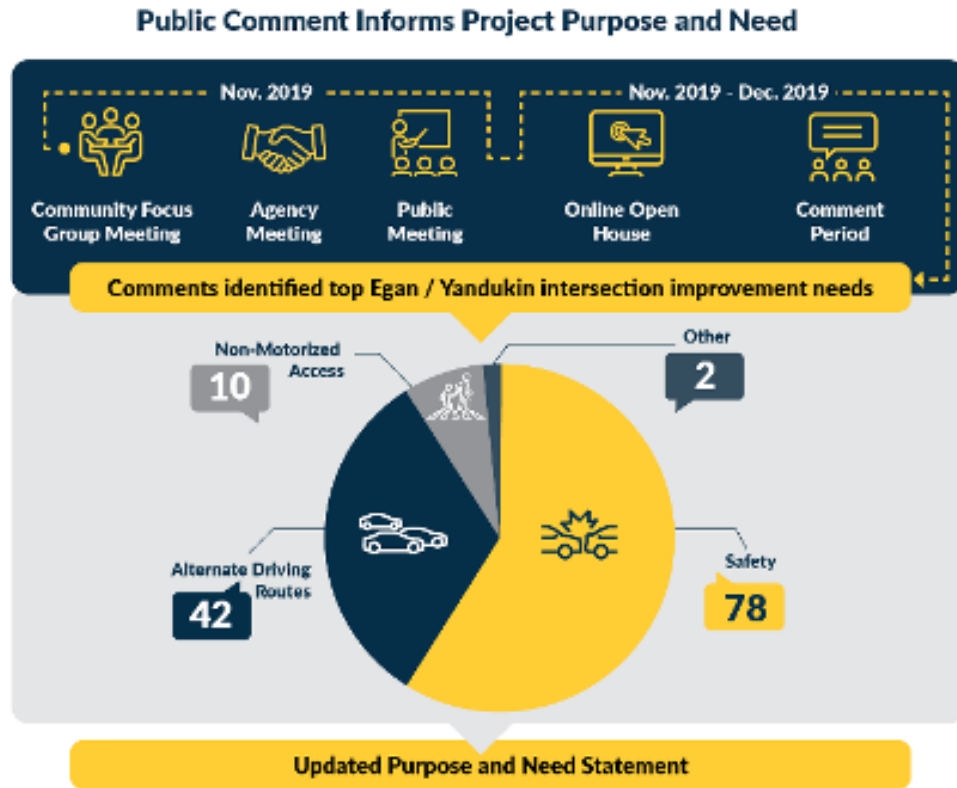
Primary: Safety

Secondary: Alternate Route in the Event of Crashes | Non-motorized access | Traffic flow

Additional Goals: Land use plans | Business access | Economic growth

Project Purpose and Need Statement

The Egan / Yandukin Purpose and Need statement serves to describe the need for and goals of intersection improvements.



Public comment informs project purpose and need

Purpose and Need

Public comment identified the need to improve **intersection safety** as the primary project purpose.

Transportation improvements should meet additional project purposes and needs:

- Provide **alternate driving** routes when Egan Drive is blocked;
- Improve **non-motorized access**; and
- Maintain **traffic capacity and flow**.

Other Goals

Potential improvements to the Egan / Yandukin intersection should meet these additional community goals:

- Be consistent with approved land use plans and ordinances.

- Maintain or improve access to and visibility of businesses.
 - Support opportunities for economic development and future land uses.
 - Seek to minimize vehicle delay.
-
-

HIGHWAY SAFETY IMPROVEMENT PROGRAM PROJECT

DOT&PF has just received funding approval through the State of Alaska Highway Safety Improvement Program (HSIP) for an near-term, lower-cost project that can reduce the number and likelihood for serious crashes at the intersection.

The HSIP safety project does not take the place of a larger project that might be developed through the Egan Yandukin Intersection Improvements Project.

The HSIP safety project meets safety needs but doesn't address the need to improve pedestrian crossings and provide alternate driving routes in the event of accidents on Egan Drive.

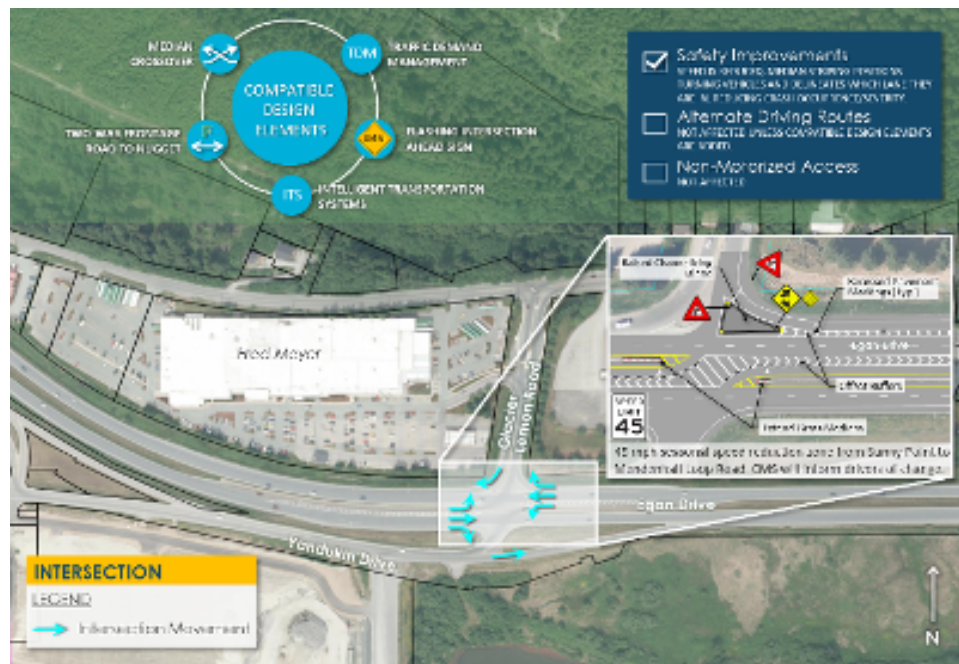
The HSIP safety project would improve driver safety in four ways.

1. Offsetting the right-turn lane and adding reflective markers can help southbound drivers distinguish which lane the northbound drivers are in.
2. Adding a concrete curb traffic island can eliminate confusion over whether sufficient space is available for southbound drivers to complete the left turn across the two lanes of northbound traffic.
3. Adjusting all intersection left-turn locations will reduce the total width of pavement drivers must cross to complete a left turn.
4. Reduced visibility and roadway conditions have been identified as playing a role in the number and severity of crashes at the intersection. Lowering the posted speed limit to

45 miles per hour during the darker poor-weather winter months can reduce crash severity and extend driver reaction time.

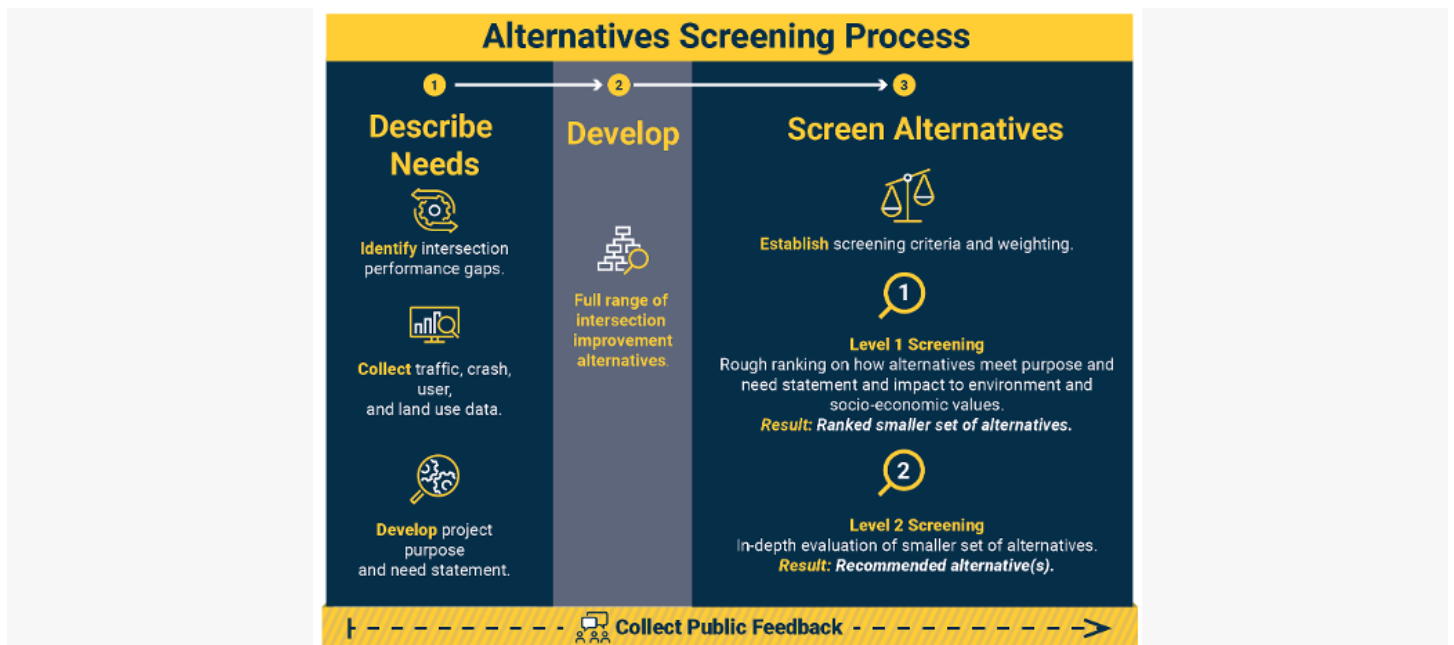
This safety project's implementation would also include coordination with local law enforcement and a public education campaign.

Construction would be finished by fall 2022 at the earliest.



Highway Safety Improvement Program Project

Evaluating Ideas for Improving the Intersection



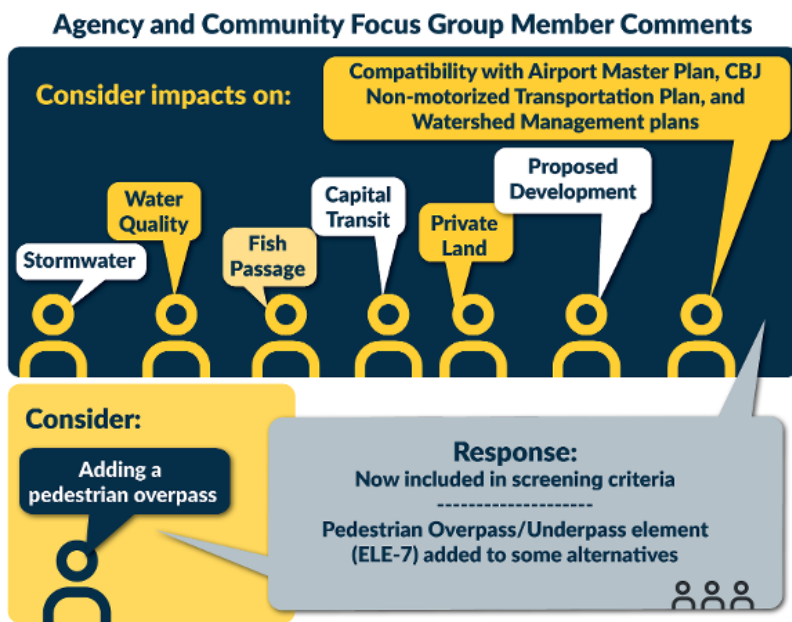
Screening Process

Each intersection improvement alternative will be evaluated according to the project Purpose and Need, feasibility, costs, impacts on private land and the environment, and other screening criteria.

Two screening levels will be used.

Alternatives that come out of a first (Level 1) screening as viable will be evaluated with a second set of metrics (Level 2) designed to more finely screen the range of alternatives.

The alternative(s) that ranks highest from both rounds of screening will be recommended for further action in 2021.



Feedback Shaped Project Work

Comments from Agency and Community Focus Group members were incorporated into the range of alternatives and screening criteria.

These comments were provided during group workshops and via email or the workshop websites.

DRAFT LEVEL 1 SCREENING MEASURES	PURPOSE	NEED	METRIC	EXPLANATION OF METRICS
	PURPOSE AND NEED METRICS			
PRIMARY: Alternative must score positive in one or more metrics to advance	SAFETY	SAFETY	CRASH FREQUENCY	Comparison of the crash potential between this alternative and the no build alternative based on Alaska or national experience with similar treatments.
			CRASH SEVERITY	Comparison of the crash severity between this alternative and the no build alternative based on Alaska or national experience with similar treatments.
SECONDARY	ALTERNATE DRIVING ROUTES	NON-MOTORIZED ACCESS	BICYCLES AND PEDESTRIANS	Comparison of the number of conflicts between pedestrian and vehicle based on Alaska or national experience with similar treatments.
			CRASH DELAY	Description of whether the alternative provides an alternate route when there is a crash on Egan Drive. Alternatives that provided it to congested when there is a crash, but do not provide a new route, are "some improvement".
	ACCESSIBILITY COMFORT			Comparison of the difficulty and comfort level pedestrians and bicyclists experience in traveling from residential businesses on one side of Egan Drive to those on the other side, between this alternative and the no build alternative.
OTHER CONSIDERATIONS			METRIC	EXPLANATION OF METRICS
OTHER METRICS				
ECONOMIC GROWTH	ECONOMIC GROWTH	ECONOMIC GROWTH	LAND USE PLANS	Description of how this alternative affects objectives for future development in an adopted DLU land use plan.
			BUSINESS VISIBILITY	Description of how the alternative's design features will introduce elements (such as bridge abutments) that will affect the adjacent businesses' visibility to drivers.
ENVIRONMENTAL	ENVIRONMENTAL	ENVIRONMENTAL	BUSINESS ACCESS	Description of any effects the alternative has on drivers' access to adjacent businesses or travel distance to reach adjacent businesses.
			WETLAND PERMIT	Assessment of whether the alternative will likely require a permit from USACE and, if so, the type of permit.
TRAFFIC OPERATIONS	TRAFFIC OPERATIONS	TRAFFIC OPERATIONS	PROTECTED LANDS	Assessment of whether the alternative uses Section 4(f) protected lands.
			RIGHT-OF-WAY IMPACT	Description of the amount of ROW acquisition that the alternative will require (if any).
COST	COST	COST	PEAK HOUR DELAY	Comparison of the delay in the morning or evening peak period for this alternative compared to the no build alternative.
			COST RANGE	Estimate of the cost for this alternative. High cost alternatives are similar to a grade-separated interchange, such as at Sunje Point. A project that only requires changes to pavement marking and signs is an example of a low cost alternative.

DRAFT Level 1 Screening Criteria

Draft Level 1 Criteria

Level 1 screening criteria are in draft form.

Early evaluation with primary and secondary Level 1 screening criteria will score alternatives based on how well they meet the project Purpose and Need.

During Level 1 screening, alternatives are weighed against current conditions at the intersection.

Purpose and Need Metrics

Public comments were clear that safety is the primary project purpose.

Safety metrics will receive greater weight in evaluations of alternatives.

Providing alternate driving routes and non-motorized access is also important in meeting the project Purpose and Need.

Other Metrics

These additional screening criteria address how social and economic considerations will be used to evaluate alternatives for improving the Egan / Yandukin intersection.

DRAFT LEVEL 2 SCREENING MEASURES	PURPOSE	NEED	METRIC	EXPLANATION OF METRICS
	PURPOSE AND NEED METRICS			
PRIMARY	SAFETY		CRASH FREQUENCY	Total number of crashes forecasted through the design year using crash modification factors and historical crash frequencies.
			CRASH SEVERITY	Total number of high-severity crashes forecasted through the design year using crash modification factors and historical crash frequencies.
			BICYCLES AND PEDESTRIANS	Forecasted pedestrian crashes based on exposure and control type.
SECONDARY	ALTERNATE DRIVING ROUTES NON-MOTORIZED ACCESS		TRAVEL TIME RELIABILITY	Describe if whether the alternative provides an alternate route when there is a crash on Egan. Other alternatives that provide relief to congestion when there is a crash, but do not provide a new route, at the same intersection.
			PEDESTRIAN AND BICYCLE FACILITY CONNECTIVITY	Facilities for walking/bike, including control details, between road corners.
OTHER CONSIDERATIONS			METRIC	EXPLANATION OF METRICS
OTHER METRICS				
TRANSIT			TRANSIT ROUTE TIME	Public transit decrease in total travel time per trip.
			BUS STOP IMPACTS	Assessment of bus stop impacts.
ECONOMIC GROWTH			PLANS IMPACTS	Consistency with ESDU (1) Non-Motorized Plan (2) Transit Plan (3) Area Wide Transportation Plan (4) Other Routes to School Plan (5) Airport Master Plan (6) O&U Comprehensive Plan.
			BUSINESS ACCESS	Variable relationship between Urban Form and Business and Growth.
ENVIRONMENTAL			BUSINESS VISIBILITY	Qualitative analysis of visibility.
			RIGHT-OF-WAY IMPACTS	Assessment of right-of-way impacts.
			STORMWATER	Amount of additional stormwater in catchment area.
			FISH HABITATS AND STREAMS	Number of fish-bearing streams affected.
			HISTORIC PROPERTIES	List of historical and/or listed buildings impacted by potential adaptive properties.
COST			AIR QUALITY	Potential increase in PM10 emissions.
			WETLANDS IMPACTS	Percentage of wetlands impacted.
			COST RANGE	Estimated cost of alternative.

DRAFT Level 2 Screening Criteria

Draft Level 2 Criteria

Evaluation with Level 2 criteria will further assess the impact of intersection improvement alternatives on surrounding resources and activities.

Based on feedback from agencies and stakeholders, resources and activities under consideration in Level 2 screening include:

- Transit routes, bus stops, and route timing
- Consistency with local planning efforts (including bike and pedestrian facilities)
- Right-of-way
- Stormwater
- Fish habitat
- Air quality
- Wetlands

During Level 2 screening, alternatives are weighed against current intersection conditions and each other.

Level 2 screening criteria are in draft format.

DRAFT RANGE OF ALTERNATIVES AND SCREENING RESULTS

The 2019 public meeting, comment period, and meetings with stakeholders generated numerous suggestions for improving the Egan / Yandukin intersection.

DOT&PF used many of the suggestions to create a draft range of alternatives for improving the Egan / Yandukin intersection area.

All alternatives were scored against draft Level 1 screening criteria.

The alternatives are broken into two groups:

1. Alternatives proposed to continue to further screening; and
2. Alternatives that did not make it through the first level screening according to the draft Level 1 screening measures.

These alternatives, screening criteria, and preliminary screening results are draft and subject to change based on public input.

Draft Screening Results Chart

Maps and Draft Screening Results

Videos of Alternatives

Summary of Draft Level 1 Screening Results

Click image to expand.

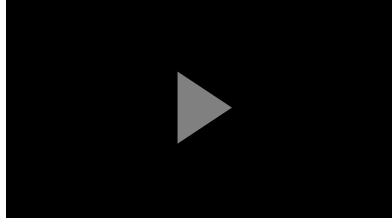
Alternative Number	Alternative Name	Purpose & Headline	Baseline Purpose and Headline <small>Do all alternatives meet the project Purpose and Headline?</small>					Level 1 Qualitative Model <small>Which alternative score best for the screen? (Intersections?)</small>							TSP
			Primary <small>Absolutely necessary and applicable to all alternatives for screening</small>			Secondary		Other Considerations <small>(Qualitative Metrics)</small>							
			Safety			Climate-Resilient Design	Non-motorized Accessibility	Economic Growth			Environmental		Traffic Operations	Open Space	
Current Intersection Configuration															
No. of Id.	Current Condition														
Top Scoring Alternatives - Will Continue To Further Screening															
MT1, RFP4, R17	HS1 Station Access													7	
MT5, R14	Partial Access Signalized Intersection													3	
MT2, R14	Full Access Signalized Intersection													7	
MT4	Two Signalized T-Intersections													4	
MT2, R15	Diamond Interchange													8	
Lower Scoring Alternatives - No Further Screening															
CLS1, R17	DSU Left Overpass 5-Yard 2-Way Frontage Rd to Nuggat													4	
CLS2, R17	Median Closure at 5-Yard 2-Way Frontage Rd to Nuggat													4	
CLS3, R17	Median Closure at 2-Way Interchange at Nuggat													5	
MT4, RFP4, R17	Move Signalized Intersection from Nuggat to EV													4	
MT5, R15	Roundabout Intersections													5	
MT7 (Signal), R14	Roundabout with 20' Footprint at Dis. of with Signal													7	
MT4, R14	Diverging Diamond Interchange at Two Intersections													4	
MT5	Diverging Diamond Interchange Plan													2	
CLP4, R15	Single Point Urban Interchange													5	
MT1	Split Diamond Interchange Plan													4	
MT															

Description of Alternatives and Screening Results

Map Key

Each alternative is described by video, a map, and a chart of draft screening results.

The maps contain useful information:



Map Key for Egan Yandukin
Intersection Improvement Alternatives

The legend is on the bottom left.

- The blue box on the top right of the image shows which parts of the project Purpose and Need statement are met by the alternative.

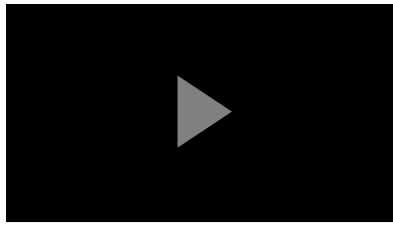
- The circular turquoise section on the top left describes those compatible transportation elements that can be added to the alternative to improve it, and the gold indicates which will be included in the alternative continuing forward.

Top 5 Scoring Alternatives (Draft)

According to screening with the draft Level 1 screening criteria, five combinations of alternatives and compatible transportation elements scored high enough to progress into the Level 2 screening process:

1. HSIP Interim Action (INT-1, ELE-4, ELE-7)
2. Partial Access Signalized Intersection (INT-2, ELE-4)
3. Full Access Signalized Intersection (INT-3, ELE-4)
4. Two Signalized T-Intersections (INT-6)
5. Diamond Interchange (OVP-2, ELE-5)

Highway Safety Improvement Program Interim Action (INT-1, ELE-4, ELE-7)



Highway Safety Improvement Program Interim Action (INT-1, ELE-4, ELE-7)

This alternative includes the safety improvement project funded by the Highway Safety Improvement Program (HSIP). The alternative also provides alternate routes in case of accidents, and improved pedestrian crossings.

- Seasonal speed reduction;
- Left-turn median striping;
- Offset northbound right-turn lane;
- Median cross-overs; and
- A separated crossing for pedestrians.

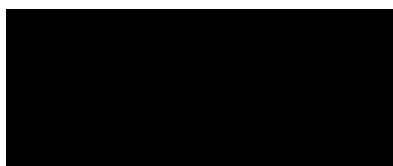
Using the draft screening measures, this draft alternative is proposed for further review.

INT-1, ELE-4, ELE-7

Reasons of Level Ranking	
Quantitative Metrics	
CMF for improving the channelized right turn lane angle reduces crashes.	
CMF for alternative applicable for severe conflicts.	
Provides facility for pedestrians to cross Egan. Removes pedestrian and bicycle conflict with vehicles.	
Median crossover provides a new infrastructure used to reroute Egan Drive traffic when there is a crash.	
Separates pedestrians from high speed vehicles.	
Qualitative Metrics	
Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Egan Dr to Glacier-Nugget. Consistent with Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.	
Visibility to businesses are the same as existing.	
E-Y would have the same movements allowed as the existing configuration.	
No change to footprint.	
No change to highway footprint.	
Minor amounts of ROW required for pedestrian crossing	
Alternative v/c ratios at E-Y and Glacier-Nugget intersections are the same as existing v/c ratios.	
Extends the grass medians, constructs a channelizing island, and installs new signs and pavement markings. Constructs a separated grade pedestrian crossing, and median crossovers.	

Slide arrows left and right to move between images.

Partial Access Signalized Intersection (INT-2, ELE-4)



This alternative includes:



Partial Access Signalized Intersection (INT-2, ELE-4)

- A signal that allows only the vehicle movements currently allowed at the intersection (no left turns from side streets); and
- Median crossovers.

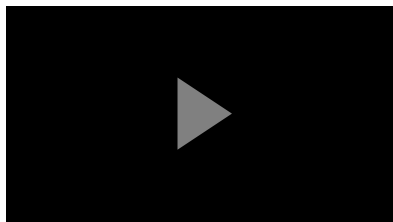
Using the draft screening measures, this draft alternative is proposed for further review.

Intersection (INT-2, ELE-4)

Reasons of Level Ranking	
and Need Metrics	
acts	CMF for installing a new traffic signal reduces angle crashes but increases rear-end crashes.
reflects	CMF for alternative is applicable to severe conflicts.
Ranking	Signalized crossing at E-Y would give time for pedestrians to cross Egan Dr.
Rate	Median crossover provides a new infrastructure used to reroute Egan Dr traffic when there is a crash.
more	Signalized crossing will be provided at E-Y.
Qualitative Metrics	
Consistent	Consistent with Lemmon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier Nugget.
Consistent	Consistent with CBI Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
Visibility	Visibility to businesses are the same as existing.
able	E-Y would have the same movements allowed as the existing configuration.
Final	No mapped wetlands shown in this area.
act	No historic properties, no parklands, no recreational properties present in expanded footprint.
the	Final footprint may extend outside of DOT&PF ROW. May need additional land for Yandukin Dr realignment.
IV	Alternative v/c ratio at E-Y intersection greater than existing v/c ratio.
y	Installs a signal, constructs median crossovers, and may need to realign Yandukin Dr.

Slide arrows left and right to move between images.

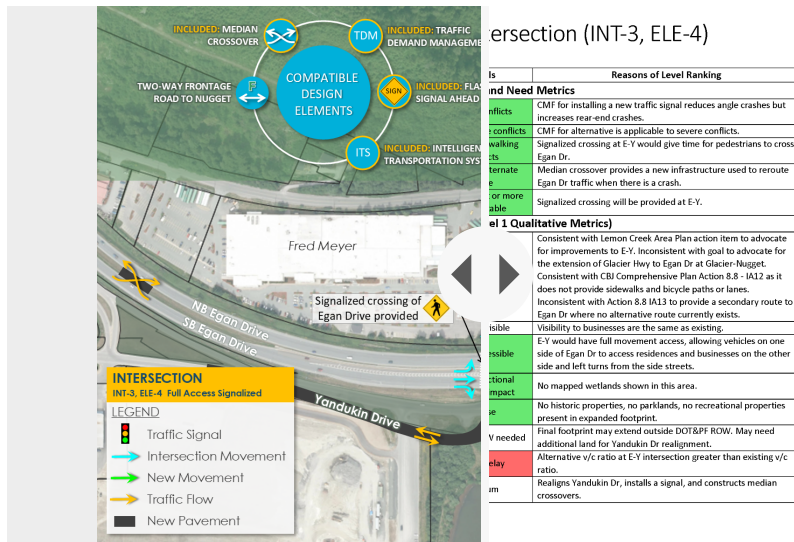
Full Access Signalized Intersection (INT-3, ELE-4)



Full Access Signalized Intersection (INT-3, ELE-4)

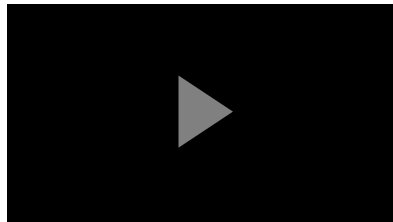
- This alternative includes:
- A signal that would allow all vehicle movements at the intersection; and
 - Median crossovers.

Using the draft screening measures, this draft alternative is proposed for further review.



Slide arrows left and right to move between images.

Two Signalized T-Intersections (INT-6)



Two Signalized T-Intersections (INT-6)

This alternative separates the intersection into two signalized T-intersections, with the Yandukin Drive intersection placed southeast of the church.

Using the draft screening measures, this draft alternative is proposed for further review.

INTERSECTION
INT-6 Two Signalized T-Intersections

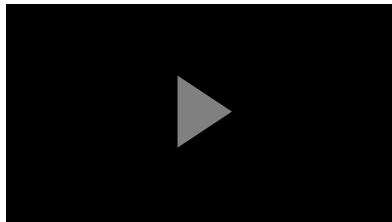
LEGEND

- Traffic Signal
- Intersection Movement
- New Movement
- Traffic Flow
- New Pavement

Reasons of Level Ranking	
Need Metrics	
CMF for converting intersection to two T-Intersections reduces crashes.	
CMF for alternative is applicable to severe conflicts.	
Signalized crossing at E-Y would give time for pedestrians to cross Egan Dr.	
Alternate route provided for northbound Egan Dr traffic towards Mendenhall Valley. Traffic would be able to access alternate routes at the two signals.	
Signalized crossing will be provided at E-Y.	
Qualitative Metrics	
Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the realignment of Glacier Hwy to Egan Dr at Glacier-Nugget.	
Consistent with CBJ Comprehensive Plan Action 8.8 - I412 to provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 I413 to provide a secondary route to Egan Dr where no alternative route currently exists.	
Visibility to businesses are the same as existing.	
Left turn movements would be allowed from Yandukin Dr and Glacier-Lemon Rd.	
Existing wetlands already permitted for fill for industrial project.	
Does not include lands anticipated for conservation.	
Additional land needed for Yandukin Dr realignment under development.	
Alternative v/c ratio at E-Y intersection greater than existing v/c ratio.	
Realigns Yandukin Dr further southeast and installs two signals.	

Slide arrows left and right to move between images.

Diamond Interchange (OVP-2, ELE-5)



Diamond Interchange (OVP-2, ELE-5)

This alternative includes:

- A diamond interchange at the Egan / Yandukin intersection, where Egan Drive through-traffic would travel up and over the intersection without stopping;
- Two ramp intersections to control ramp and side-street traffic; and
- A frontage road (Glacier-Lemon Road) extended to the Glacier-Nugget intersection.

Using the draft screening measures, this draft alternative is proposed for further review.

Reasons of Level Ranking

Need Metrics
Converting at-grade intersection into a grade-separated interchange reduces crashes.
Left turn may increase crashes at Glacier-Nugget, the increase is not expected to decrease in crashes at E-Y because movements would be signal controlled.
Alternative is applicable to severe conflicts.
Right turn would be provided for pedestrians and bicyclists to cross Egan Dr.
Frontage road from Glacier-Lemon Rd to Glacier-Nugget.
Would cross fewer lanes than existing, reducing the distance needed to cross and vehicles are exposed on the road. Vehicles would be traveling at lower speeds.
Mitigative Metrics
Request Area Plan action item to advocate for improvements to E-Y and extension of Glacier Hwy to Egan Dr at Glacier-Nugget.
Comprehensive Plan Action 8.8-1A12 to provide sidewalks and bicycle lanes.
Comprehensive Plan Action 8.8-1A13 to provide a secondary route to Egan Dr where no alternative exists.
Concrete barriers along the elevated Egan Dr obstructs views to businesses.
Egan Dr would obstruct views for side street traffic.
Glacier-Nugget would have full movement access.
Wetlands that remain along north side of Egan Dr may need to be filled.
Wetlands, historic properties, or recreation resources in area.
Right of way needed for Yandukin Dr realignment, on- and off-ramps, space for elevated frontage road needed for Glacier-Lemon Rd extension to Glacier-Nugget. May require Highway Land transfer process (Title 23 Highway Easement Deed).
Vehicle/c ratios at E-Y and Glacier-Nugget intersections less than existing v/c ratios.
Proposed bridge structure with on- and off-ramps and realigns Yandukin Dr. Extends frontage road from Glacier-Lemon Rd to Glacier-Nugget, which may require cutting into the hillside.

Slide arrows left and right to move between images.

Lower Scoring Alternatives (Draft)

Another ten draft alternatives did not make it through the first level of screening according to the draft Level 1 screening measures.

Draft Screening Results Chart

Maps and Draft Screening Results

Videos of Alternatives

Southbound Left Closure at the E-Y Intersection and Two-way Frontage Road to Glacier-Nugget (CLS-1, ELE-5, ELE-7)

This alternative would:



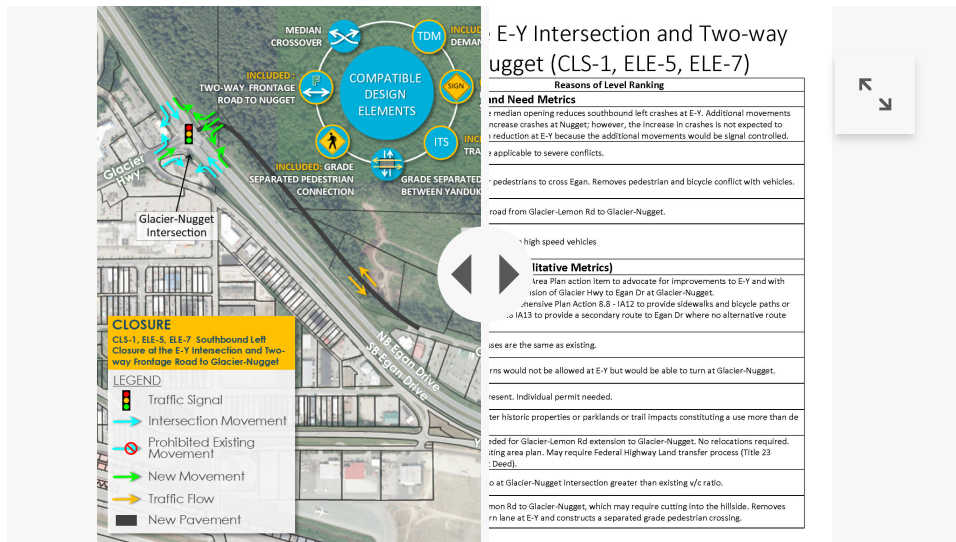
Southbound Left Closure at E-Y and
Two-way Frontage Road to Glacier-
Nugget (CLS-1, ELE-5, ELE-7)

- Restrict southbound left vehicles from turning at the Egan / Yandukin intersection.
- Extend the two-way frontage road (Glacier-Lemon Road) to the Glacier-Nugget intersection.
- Southbound left drivers would access Glacier-Lemon Road using the Glacier-Nugget intersection.
- Allow all other driving movements at the Egan / Yandukin intersection that are currently allowed.
- Meet the bicycle/pedestrian safety and non-motorized accessibility comfort needs with a pedestrian underpass or overpass at the Egan / Yandukin intersection.

Draft findings from Level 1 screening:

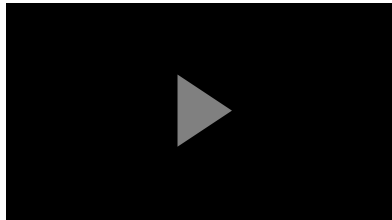
- This eliminates the conflict between southbound left-turning vehicles and Egan Drive through-vehicles, reducing crashes.
- Vehicles are redirected to the Glacier-Nugget intersection, which may cause an increase in crashes at that location.
- It impacts wetlands and requires substantial right-of-way (both public and private).
- More delay is expected on Egan Drive compared to current conditions.

Using the draft screening measures, this draft alternative is not proposed for further review.



Slide arrows left and right to move between images.

Median Closure at the E-Y Intersection and Two-Way Frontage Road to Glacier-Nugget (CLS-2, ELE-5, ELE-7)



Median Closure at E-Y Intersection and Two-Way Frontage Road to Glacier-Nugget (CLS-2, ELE-5, ELE-7)

This alternative would:

- Close the median at the Egan / Yandukin intersection, eliminating all left-turn movements.
- Extend the two-way frontage road (Glacier-Lemon Road) to the Glacier-Nugget intersection.
- Allow all other driving movements at the Egan / Yandukin intersection that are currently allowed.
- Guide left-turning drivers to turn at the Glacier-Nugget intersection or use the Sunny Point interchange.
- Meet the bicycle/pedestrian safety and non-motorized accessibility comfort needs with a pedestrian underpass or overpass at the Egan / Yandukin intersection.

Draft findings from Level 1 screening:

- This alternative eliminates the conflict between left-turning vehicles and Egan Drive through vehicles, reducing crashes.
- Vehicles are redirected to the Glacier-Nugget intersection or the Sunny Point interchange, which may cause an increase in crashes at those locations.
- It impacts wetlands.
- It requires substantial right-of-way (both public and private).
- More delay is expected on Egan Drive compared to current conditions.

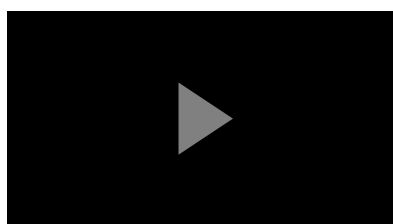
Using the draft screening measures, this draft alternative is not proposed for further review.

Reasons of Level Ranking

Reasons of Level Ranking
Need Metrics
The median opening reduces crashes at E-Y. Additional movements and volumes at Nugget; however, the increase in crashes is not expected to outweigh the at E-Y because the additional movements would be signal controlled.
ive applicable to severe conflicts.
for pedestrians to cross Egan. Removes pedestrian and bicycle conflict with
ge road from Glacier-Lemon Rd to Glacier-Nugget.
m high speed vehicles
itative Metrics)
X Area Plan action item to advocate for improvements to E-Y and with extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with
... Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes and with
o provide a secondary route to Egan Dr where no alternative route currently
esses are the same as existing.
ents would not be allowed at E-Y but vehicles would be able to turn at Glacier-
istance may increase for northbound left turning vehicles.
present. Individual permit needed.
nter historic properties or parks/lands or trail impacts constituting a use more than
eeded for Glacier-Lemon Rd extension to Glacier-Nugget. No relocations. May
highway Land transfer process (Title 23 Highway Easement Dead).
stio at Glacier-Nugget intersection greater than existing v/c ratio.
amon Rd to the Glacier-Nugget intersection, which may require cutting into the
s left turn lanes at E-Y and constructs a separated grade pedestrian crossing.

Slide arrows left and right to move between images.

Median Closure at the E-Y Intersection, Interchange at Glacier-Nugget (CLS-3, ELE-5, ELE-7)



This alternative would:

- Close the median at the Egan / Yandukin intersection and

Median Closure at the E-Y
Intersection, Interchange at Glacier-
Nugget (CLS-3, ELE-5, ELE-7)

construct an interchange at the
Glacier-Nugget intersection.

- Extend the two-way frontage road (Glacier-Lemon Road) to the new interchange.
- Eliminate all left-turn movements at the Egan / Yandukin intersection and left-turning drivers would turn at the Glacier-Nugget interchange.
- Allow all other driving movements at the Egan / Yandukin intersection that are currently allowed.
- Meet the bicycle/pedestrian safety and non-motorized accessibility comfort needs with a pedestrian underpass or overpass at the Egan / Yandukin intersection.

Draft findings from Level 1 screening:

- This alternative eliminates the conflict between left-turning vehicles at Egan / Yandukin and Egan Drive through vehicles, reducing crashes.
- It may also reduce crashes at the Glacier-Nugget intersection, because it will separate the through traffic on Egan Drive from all of the turning traffic at that location.
- The alternative also would reduce delay at the Glacier-Nugget intersection.
- It impacts wetlands and needs substantial right-of-way, and businesses would likely experience reduced visibility.

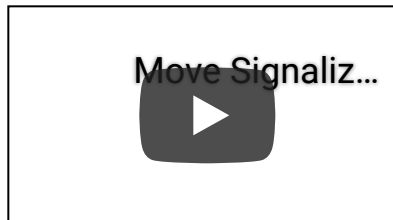
Using the draft screening measures, this draft alternative is not proposed for further review.

Reasons of Level Ranking
Lossing the median opening reduces crashes. CMF for converting at-grade into a grade-separated interchange reduces crashes.
Alternative is applicable to severe conflicts.
Facility for pedestrians to cross Egan. Removes pedestrian and bicycle conflict with
frontage road from Glacier-Lemon Rd to Glacier-Nugget.
Impacts from high speed vehicles.

Alternative Metrics
On Creek Area Plan action item to advocate for improvements to E-Y
locate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget.
Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle
and with Action 8.8 IA13 to provide a secondary route to Egan Dr where no
route currently exists.
or concrete barriers along the elevated Egan Dr obstruct view to businesses near
ugget.
movements would not be allowed at E-Y but vehicles would be able to turn at
ugget. Travel distance may increase of northbound left turning vehicles.
etlands present. Individual permit needed.
to encounter historic properties or parklands or trail impacts constituting a use
of de minimis.
If Land needed for Yandukin Dr realignment, Glacier-Lemon Rd extension to Glacier-
in- and off-ramps, space for elevated Egan Dr at Glacier-Nugget. No relocations.
(re Federal Highway Land transfer process (Title 23 Highway Easement Deed).
ve v/c ratios at E-Y and Glacier-Nugget intersections less than existing v/c ratios.
Y elevated bridge structure with on- and off-ramps and removes the left turn lanes
instructs a separated grade pedestrian crossing.

Slide arrows left and right to move between images.

Move Signalized Intersection from Glacier-Nugget to the E-Y Intersection (INT-4, ELE-4, ELE-7)



Move Signalized Intersection from Glacier-Nugget to the E-Y Intersection (INT-4, ELE-4, ELE-7)

This alternative would:

- Move the signal at the Glacier-Nugget intersection to the Egan / Yandukin intersection.
- Movements at the Glacier-Nugget intersection would be restricted to Egan Drive through movements and right-in, right-out (RIRO) movements at the side streets, while all vehicle movements would be allowed at the Egan / Yandukin signal.
- Provide a signalized crossing for pedestrians and bicycles to cross at the Egan / Yandukin intersection.
- Use median crossovers to meet the need for an alternate driving route during a crash.
- Add a pedestrian underpass or overpass at the Glacier-Nugget intersection to meet bicycle/pedestrian safety and non-motorized accessibility comfort needs.

Draft findings from Level 1 screening:

- Moving the signal to the Egan / Yandukin intersection would control the left turns from Egan Drive to the side streets at the Egan / Yandukin intersection, which would reduce crashes at that intersection.
- At the Glacier-Nugget intersection, crashes would be reduced due to the elimination of conflicting movements.
- Overall traffic delay would remain about the same since the alternative removes one signal and adds another.
- While access at the Egan / Yandukin intersection would improve (allowing all movements), the reduction in access at Glacier-Nugget could impact businesses there.
- The RIRO-only movement at Glacier-Nugget provides less access to residences and businesses along Glacier-Nugget Highway, negatively affecting ongoing economic conditions.
- Benefits of the alternative are comparable to a full signal at the Egan / Yandukin intersection (INT-3), which does not remove the signal at Glacier-Nugget.

Using the draft screening measures, this draft alternative is not proposed for further review.

Reasons of Level Ranking
Need Metrics
...talling a traffic signal reduces angle crashes but increases rear-end crashes. CMF for the median opening reduces crashes at the Glacier-Nugget but may increase at is not expected to outweigh the reduction at Glacier-Nugget.
...for alternative is applicable to severe conflicts.
...ility for pedestrians to cross Egan. Removes pedestrian and bicycle conflict with
...rossover provides a new infrastructure used to reroute Egan Dr traffic when there is
...ns from high speed vehicles
Alternative Metrics
...i Creek Area Plan action item to advocate for improvements to E-Y.
...i to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-
...preclude future connection.
...i, CBU Comprehensive Plan Action 8.8 - 1A.12 to provide sidewalks and bicycle
...es. Inconsistent with Action 8.8 1A.13 to provide a secondary route to Egan Dr
...ternative route currently exists.
...businesses are the same as existing.
...ave full movement access. However, Glacier-Nugget Hwy would be converted to
...ht-out only, reducing accessibility to businesses near Glacier-Nugget.
...at may be present where the proposed footprint extends on the south side of
...already permitted to be filled for industrial development.
...properties, no parklands, no recreational properties present in expanded
...and needed for Yandukin Dr realignment and pedestrian crossing.
...v/c ratio at E-Y intersection greater than existing v/c ratio.
...ndukin Dr, removes signals at Glacier-Nugget, and installs new signals at E-Y.
...median crossovers and a separated grade pedestrian crossing.

Slide arrows left and right to move between images.

Roundabout Intersection (INT-5, ELE-5)



Roundabout Intersection (INT-5, ELE-5)

This alternative would:

- Convert the Egan / Yandukin intersection to a roundabout intersection. Speeds would be reduced as vehicles approach and enter the roundabout.
- Allow all movements at the intersection.
- Provide pedestrian and bicycle crossings with flashing lights or signalized crossings at the Egan / Yandukin intersection.
- Extend the two-way frontage road (Glacier-Lemon Road) to Glacier-Nugget to meet the need for an alternate driving route during a crash.

Draft findings from Level 1 screening:

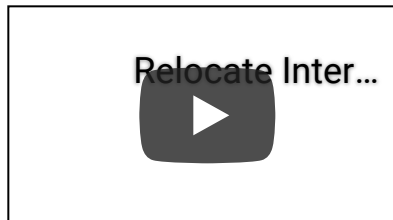
- Installing a roundabout would slow traffic and eliminate all left-turn conflicts at the intersection, reducing crashes.
- Because all vehicles would have to slow down, and because approaching vehicles would have to yield to vehicles in the roundabout, this alternative would increase delay.
- It impacts wetlands and requires substantial right-of-way.
- More delay is expected on Egan Drive compared to current conditions.

Using the draft screening measures, this draft alternative is not proposed for further review.

Reasons of Level Ranking
and Need Metrics Converting intersection to a multi-lane roundabout reduces crashes. An additional increase in crashes at Glacier-Nugget, the increase is not expected to outweigh the reduction in crashes at E-Y because movements would be signal controlled. Alternative is applicable to severe conflicts. Could be provided on the north Egan Dr leg for pedestrians and bicyclists to cross. Frontage road from Glacier-Lemon Rd to Glacier-Nugget. Median crossing provided for the north leg on Egan Dr. **Qualitative Metrics** Comprehensive Plan action item to advocate for improvements to E-Y and for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Comprehensive Plan Action 8.8 - 8.12 to provide sidewalks and bicycle lanes with Action 8.8 8.13 to provide a secondary route to Egan Dr where no secondary route currently exists. Businesses are the same as existing. Glacier-Nugget would have full movement access. Minor fill may be required around intersection. Parklands, historic properties, or recreation resources in area. Land needed from Fred Meyer and Juneau Christian Center for roundabout and Yandukin Dr realignment. Likely requires relocation of gas station. Land needed for Glacier-Lemon Rd extension to Glacier-Nugget. May require Federal Highway Land Access (Title 23 Highway Easement Deed). W/C ratio at E-Y intersection greater than existing w/c ratio. Elevated bridge structure with on- and off-ramps and realign Yandukin Dr and Glacier-Lemon Rd to Glacier-Nugget, which may require cutting into the hillside.

Slide arrows left and right to move between images.

Relocate Intersection to Southeast of Church (INT-7, ELE-4)



Relocate Intersection to Southeast of Church (INT-7, ELE-4)

This alternative would:

- Relocate the Egan / Yandukin intersection southeast to the other side of the church and would be signalized to meet bicycle/pedestrian safety and non-motorized accessibility comfort needs.
- Provide signalized crossings for pedestrians and bicycles to cross the Egan / Yandukin intersection.
- Use median crossovers to meet the need for an alternate driving route during a crash.

Draft findings from Level 1 screening:

- Installing a signal to control the left turns from Egan Drive to the side streets at the Egan / Yandukin intersection would reduce crashes.
- Moving the intersection away from the horizontal curve between Yandukin Drive and Glacier-Nugget Highway would

improve sight distance, further decreasing crashes.

- Similar to the other signalized alternatives, installing a signal is expected to increase delay for Egan Drive traffic.
- Substantial right-of-way is needed, with impacts to wetlands.
- More delay is expected for Egan Drive traffic compared to current conditions.

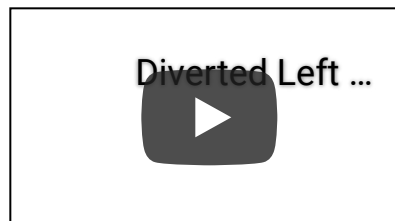
Using the draft screening measures, this draft alternative is not proposed for further review.

East of Church (INT-7, ELE-4)

Reasons of Level Ranking
Need Metrics
g sight distance at an intersection reduces crashes and CMF for installing a new
es angle crashes but increases near-end crashes.
g sight distance applicable to severe multi-car angle crashes. CMF for signal is
vere conflicts.
g at E-Y would give time for pedestrians to cross Egan Dr.
provides a new infrastructure used to reroute Egan Dr traffic when there is a
e will be provided at E-Y.
Alternative Metrics
Area Plan action item to advocate for improvements to E-Y.
ocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget.
prehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths
3 to provide a secondary route to Egan Dr where no alternative route
sses are the same as existing.
ntersection allows the same movements as the existing E-Y. Travel distance would
Meyer traffic to and from the Mendocino Valley.
in wetlands north of the existing Egan Dr, as it connects to Glacier Hwy. Wetlands
already permitted to be filled for industrial development.
t historic properties.
eded for Yandukin Dr realignment and new road to Glacier-Lemon Rd.
ratio at E-Y intersection greater than existing v/c ratio.
at the existing E-Y location, realigns Yandukin Dr further southeast, installs a new
new road to Glacier-Lemon Rd, and median crossovers.

Slide arrows left and right to move between images.

Diverted Left Turn or Continuous Flow Intersection (INT-8, ELE-4)



Diverted Left Turn or Continuous Flow Intersection (INT-8, ELE-4)

This alternative would build an innovative, more efficient signal at the E-Y intersection.

- It includes two crossover signals on Egan Drive (approximately 1,000 feet to either side of the Egan / Yandukin intersection) that would carry vehicles

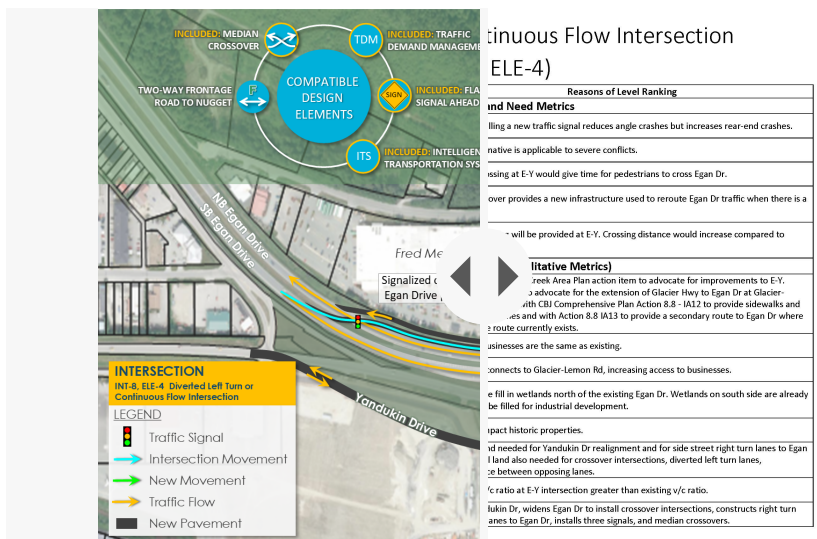
desiring to turn left at the Egan / Yandukin intersection across opposing traffic, after which the left-turn traffic would travel to the Egan / Yandukin signal.

- At the Egan / Yandukin intersection, all traffic movements would be signalized, and (because left turns have already crossed over the oncoming through traffic) Egan Drive left-turning and oncoming through vehicles would be able to enter the intersection at the same time.
- Median crossovers would meet the need for an alternate driving route during a crash.

Draft findings from Level 1 screening:

- As with other signalized alternatives, installing a signal to control the left turns from Egan Drive would reduce crashes.
- This innovative alternative would be expected to have less delay than other signalized alternatives.
- Businesses would be more accessible.
- Substantial right-of-way is needed, with impacts to wetlands.
- More delay is expected for Egan Drive traffic compared to current conditions.

Using the draft screening measures, this draft alternative is not proposed for further review.



Slide arrows left and right to move between images.

Diverging Diamond Intersection Pair (Glacier-Nugget and E-Y Intersections) (INT-9)



Diverging Diamond Intersection Pair
(Glacier-Nugget and E-Y
Intersections) (INT-9)

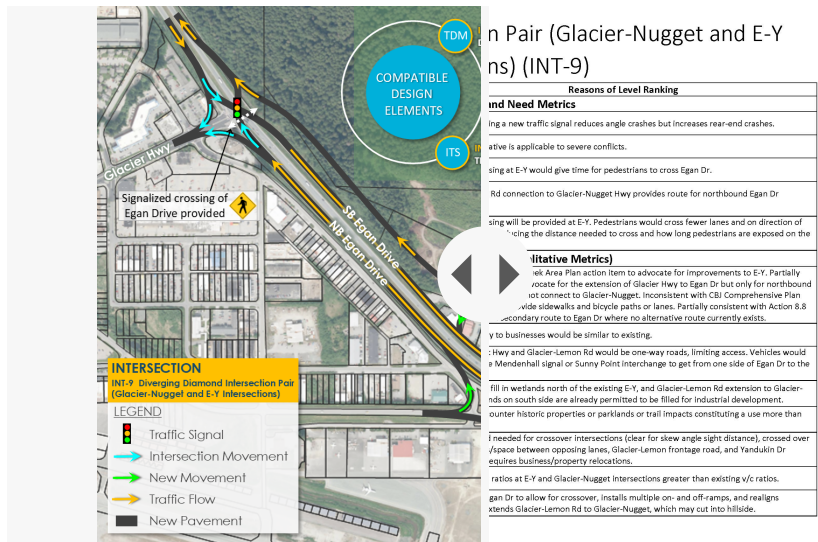
This alternative would build two crossover signals at the Glacier-Nugget and E-Y intersections.

- In between the two signals, through traffic would be traveling on the left side of opposing through traffic.
- The crossovers allow Egan Drive traffic to turn left onto Glacier-Nugget Highway or onto Yandukin Drive or Glacier-Lemon Road without conflicting with high-speed Egan Drive through traffic.
- Pedestrian crossings would be provided at the signals.

Draft findings from Level 1 screening:

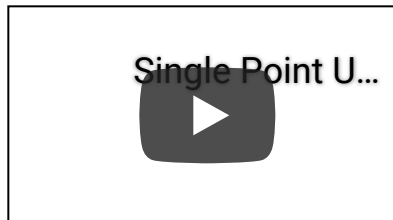
- As with other signalized alternatives, installing a signal to control the left turns from Egan Drive would reduce crashes.
- This alternative would be expected to have less delay than other signalized alternatives.
- It has the most negative impacts compared to the other alternatives.
- Right-of-way and wetlands are impacted.
- Vehicle delay is expected to increase.
- Businesses would be less accessible.

Using the draft screening measures, this draft alternative is not proposed for further review.



Slide arrows left and right to move between images.

Single Point Urban Interchange at the E-Y Intersection (OVP-1, ELE-4)



Single Point Urban Interchange at the E-Y Intersection (OVP-1, ELE-4)

This alternative would convert the E-Y intersection into a single point interchange.

- Egan Drive through traffic would be raised up and over the Yandukin intersection without stopping, while a single signal would control ramp and side-street traffic.
- The interchange would separate high-speed Egan Drive traffic from other movements.
- Signalized crossings would be provided for pedestrians to cross under Egan Drive.
- Median crossovers would meet the need for an alternate driving route during a crash.

Draft findings from Level 1 screening:

- This alternative would reduce conflicts between high-speed and low-speed vehicles by separating key movements with

elevation changes at the E-Y intersection.

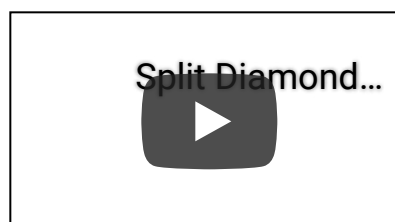
- This alternative is ranked slightly lower than other interchange alternatives since it only partially conforms to adopted land use plans.
- Compared to OVP-2 and OVP-3, the alternative has longer pedestrian crossings and is not as flexible or sustainable if changing conditions indicate the need for a new configuration for the interchange in the future.

Using the draft screening measures, this draft alternative is not proposed for further review.

Reasons of Level Ranking	
Need Metrics	
CMF for converting at-grade intersection into a grade-separated interchange reduces crashes.	
CMF for alternative is applicable to severe conflicts.	
Crossing at E-Y would be provided for pedestrians and bicyclists to cross Egan Dr.	
Median crossover provides a new infrastructure used to reroute Egan Dr traffic when there is a crash.	
Signalized crossing will be provided at E-Y. Pedestrians would cross fewer lanes, reducing the distance needed to cross and how long pedestrians are exposed on the road. Vehicles would be traveling at lower speeds than Egan Dr traffic.	
Alternative Metrics	
Inconsistent with Lemmon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Hwy to Egan Dr at Glacier-Nugget. Inconsistent with CBI Comprehensive Plan Action 8.8-IA12 to provide sidewalks and bicycle paths or lanes and with Action 8.8-IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.	
Guardrail or concrete barriers along the elevated Egan Dr obstructs views to businesses. Elevated Egan Dr would obstruct views for side street traffic.	
E-Y interchange connects Yandukin Dr to Glacier-Lemon Rd	
Small sections of wetlands that remain along north side of Egan Dr may need to be filled. Existing wetlands on south side of Egan Dr are already permitted to be filled for industrial development.	
No public parklands, historic properties, or recreation resources in area.	
Additional land needed for Yandukin Dr realignment, on- and off-ramps, space for elevated Egan Dr.	
Alternative v/c ratios at E-Y and Glacier-Nugget intersections less than existing v/c ratios.	
Constructs an elevated bridge structure with on- and off-ramps and realign Yandukin Dr, and median crossovers for vehicles to reroute.	

Slide arrows left and right to move between images.

Split Diamond Interchange Pair (Glacier-Nugget and E-Y Intersections) (OVP-3, ELE-5)



This alternative would build half-diamond interchanges at the Glacier-Nugget and E-Y intersections.

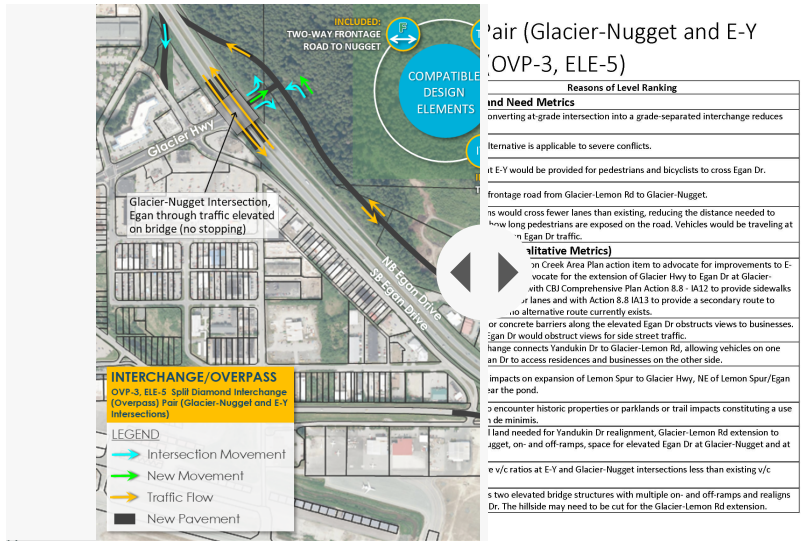
Split Diamond Interchange Pair (Glacier-Nugget and E-Y Intersections) (OVP-3, ELE-5)

- Egan Drive through traffic would be raised up and over both intersections without stopping, and signals would control ramp and side-street traffic.
- The Glacier-Nugget interchange ramps would carry side-street vehicles to and from the Mendenhall Valley, while the E-Y interchange ramps would carry side-street vehicles traveling to and from downtown.
- The alternative would also extend the frontage road (Glacier-Lemon Road) one way to the Glacier-Nugget intersection for northbound vehicles.
- Optionally, the frontage road could be built for two-way traffic.
- Dairy Road would serve as a frontage road on the opposite side of the highway.

Draft findings from Level 1 screening:

- This alternative would reduce conflicts between high-speed and low-speed vehicles by separating key movements with elevation changes at the intersections.
- The frontage road system (Glacier-Lemon Road and Old Dairy Road) would provide alternate routes along Egan Drive.
- Pedestrians would cross under Egan Drive traffic.
- Although it was ranked among the highest, the alternative has higher environmental impacts on built facilities and cost of elevated structures compared to OVP-2.
- It is also considered less sustainable than OVP-2 because right-of-way outside the built interchange footprint could be impacted if the intersection needs to be changed in the future.

Using the draft screening measures, this draft alternative is not proposed for further review.



Slide arrows left and right to move between images.

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www.dot.alaska.gov/eganyandukin

PROJECT AREA

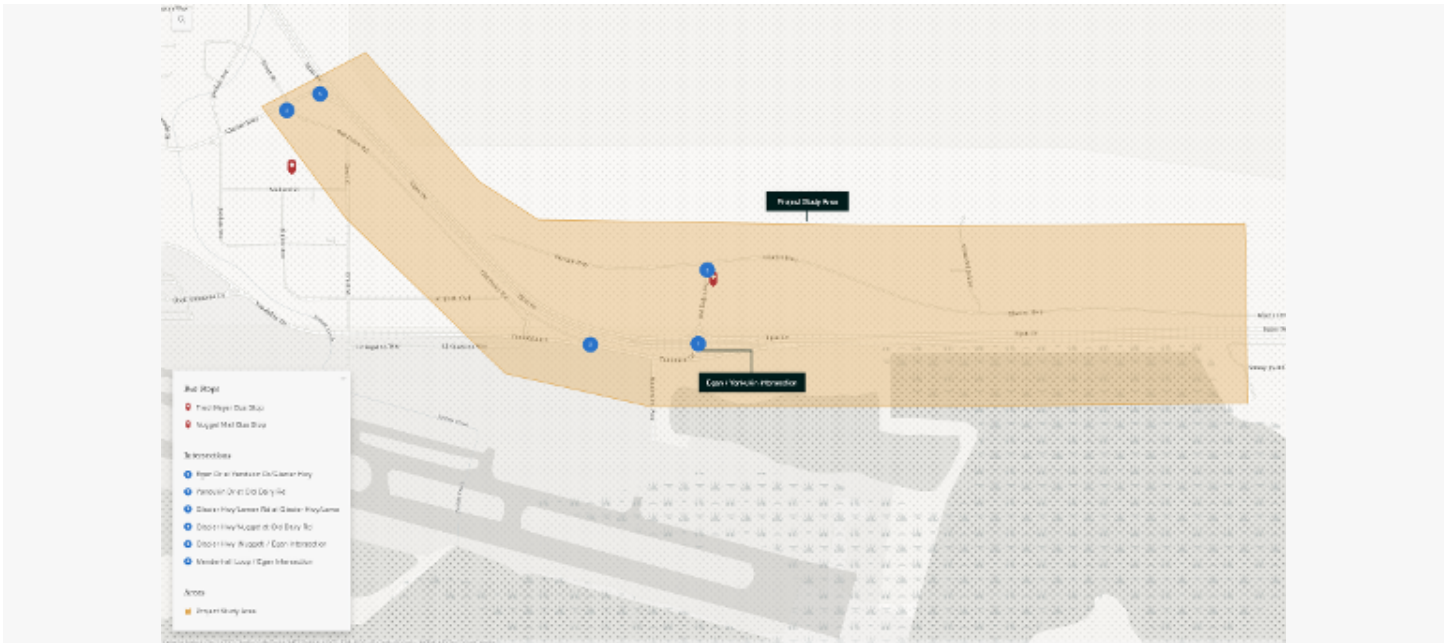


Photo: DynaHover

Egan / Yandukin Study Area

The Egan / Yandukin Improvements Project studied the intersections of Lemon Road and Yandukin Drive with Egan Drive and four nearby intersections. Because of the proximity of the intersections to each other, changes at Egan / Yandukin may impact the other intersections and vice versa.

[Click for 2019 Traffic Analysis](#)

Intersection Use

Egan Drive is an important connection for carrying long-distance, high-speed traffic.

All inbound and outbound traffic, including local traffic, must pass through the intersection of Egan Drive at Yandukin Drive. There are no alternative routes to this intersection.

Good pedestrian routes exist in the area, but there are few locations for pedestrians to cross Egan Drive.

Transit vehicles serve the area, with stops at Fred Meyer and the Nugget Mall.



Photo: DynaHover

Corridor Traffic

Egan Drive is a four-lane, divided principal arterial roadway running generally north-south. It carries about 30,000 vehicles per day (VPD).

Egan Drive connects downtown Juneau with the Mendenhall

Valley and Juneau International Airport, as well as with the University of Alaska Southeast and the Auke Bay Ferry Terminal.

Yandukin Drive is a major collector roadway, carrying about 2,500 vehicles per day to Juneau International Airport and other commercial and residential locations.

Lemon Road/Glacier Highway is a minor arterial roadway. Volumes on the short segment between Fred Meyer and Juneau Christian Center are typically around 7,500 vehicles per day.

On the segment of Lemon Road/Glacier Highway that runs parallel to Egan Drive between the Sunny Point Interchange and Yandukin Drive, the volumes are about 4,500 vehicles per day.

Crash Analysis

Crash severity at the Egan / Yandukin intersection is of concern.

The frequency of crashes at the intersection has risen in recent years. The intersection now has the 3rd-highest number of crashes in the Juneau area, with 31 crashes over a 5-year period.

There are no fatalities associated with traffic accidents at this intersection.


Left-turn crashes from Egan Drive are the predominant crash type of concern.

Crashes are more likely when roads are icy, snowy, or wet - particularly in November through January.


Crashes are more likely during rush hour - especially during periods of darkness.


[Click for Accident Data](#)

INTERSECTION TRAFFIC ANALYSIS


 **0** fatalities at the intersection

 **6** major injury crashes in 13 years
(major injury crashes are those with injuries that require transport to a hospital)

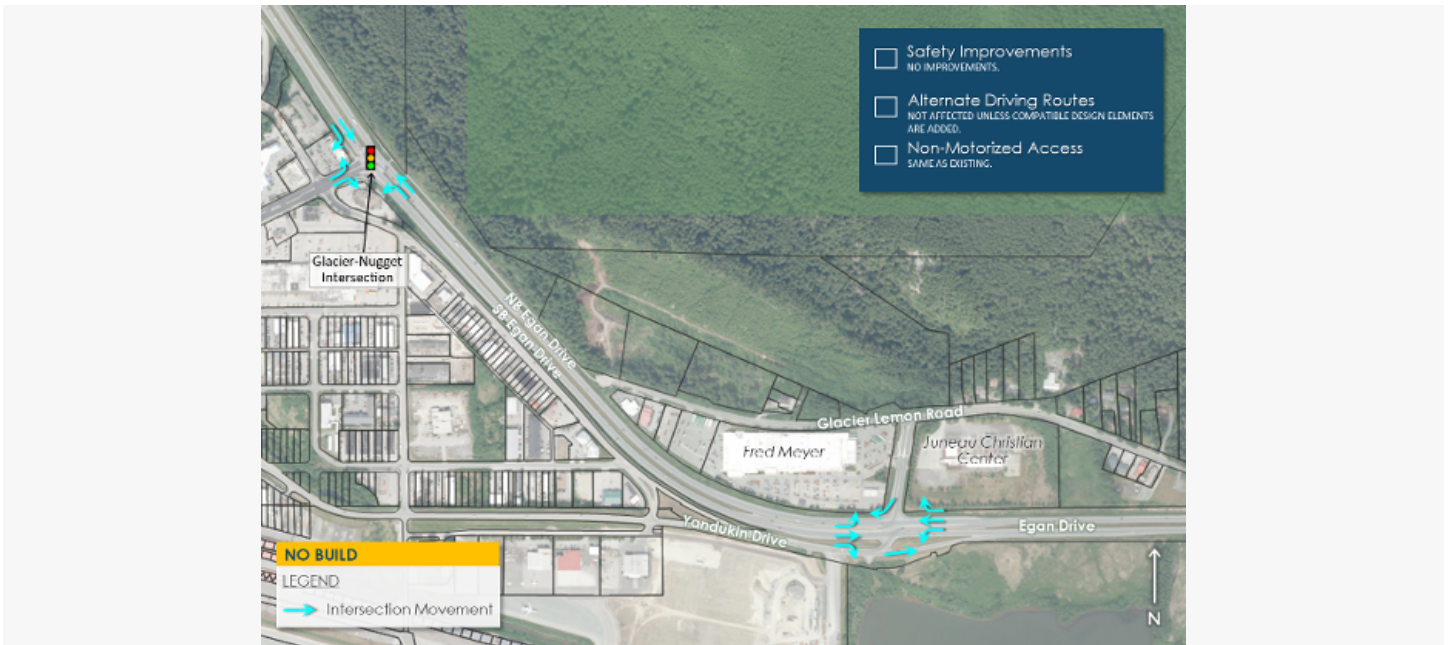
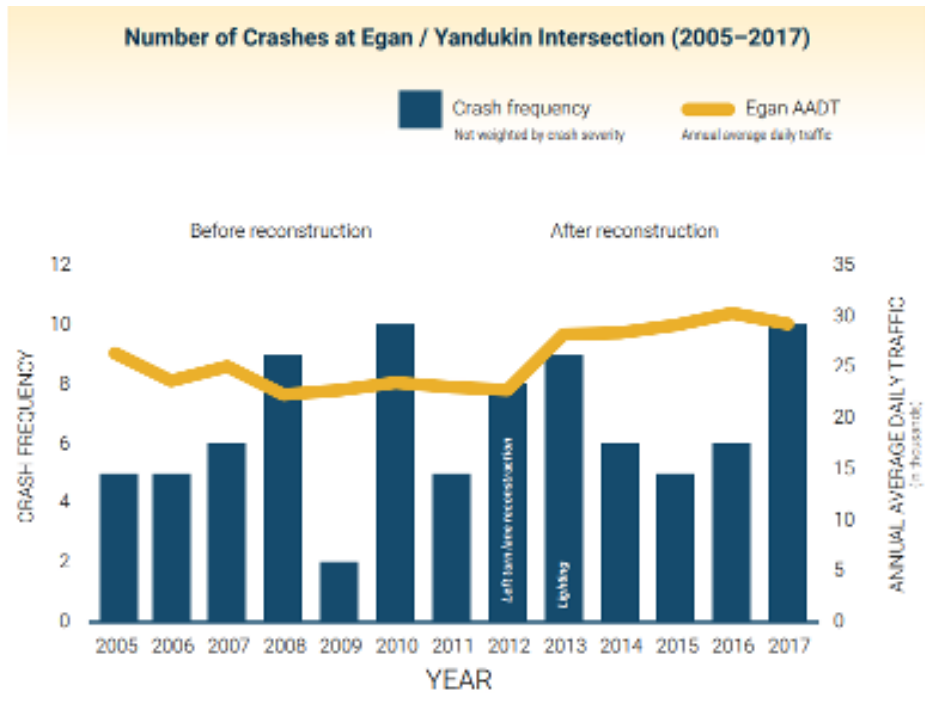
 **42%** of crashes involve vehicles making left turns, and **62%** of the left-turn crashes involve southbound drivers turning toward Fred Meyer

>50% of crashes occur in November, December, and January 

How does the Egan/Yandukin intersection rank compared with other intersections in Juneau?

 **3rd** highest for total number of crashes

 **2** fatal crashes in Juneau; none at this intersection



Current Intersection Configurations

The current Egan / Yandukin intersection allows left turns across traffic from northbound and southbound traffic onto side streets. Traffic entering Egan Drive from Glacier Lemon Road can only

turn right onto Egan to drive north. Traffic entering Egan Drive from Yandukin Drive can only go south. The intersection does not have pedestrian crossings.

The Glacier Nugget intersection is signal controlled to allow all turning movements. It includes pedestrian crossings.

HDR Inc. | 2020

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Online Open House Downloadable Material

Egan / Yandukin Project Comment Form

Thank you for participating in the Egan / Yandukin Intersection Improvements Project online open house. We value your opinion, so please answer the following questions and provide your comments. Thank you.

1. Information

Name

Business or Organization, if applicable


Address

Phone Number

Email


2. Draft Range of Alternatives

The wide range of alternatives for improving the Egan / Yandukin intersection was developed based on public comment and analysis by transportation experts. Are there any missing ideas for improvements? What comments do you have on the alternatives presented?

10000 


3. Draft Screening Criteria

Are there any missing screening criteria or impacts to consider when evaluating the intersection improvement alternatives?

10000 

4. Draft Level 1 Screening Results

The first level of screening produced 5 alternatives for further review. What are your thoughts on the level 1 screening results?

10000 

5. Additional Comments

Please leave any additional comments




10000



Submit



Egan / Yandukin Intersection Improvements Project


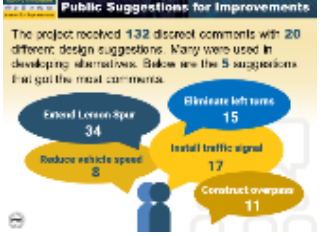
Public Meeting #2



Prerecorded Presentation Outline



Slide #	Loose Script	Visual
1.	<p>Static Meeting Entry Slide – slide is up for 5 minutes before continuing to next slide</p>	 <p>The slide features a title 'Egan Drive and Yandukin Drive Intersection Improvements Project Virtual Public Meeting' and a sub-header 'A prerecorded presentation will begin at 5:00 PM'. Below this is a list of agenda items: 'Project Overview', 'Project Goals', 'Project Objectives', 'Project Location', 'Project Timeline', and 'Project Contact Information'. A small aerial photograph of the intersection is shown on the right side.</p>
2.	<p>Intro</p> <p>Welcome to the Alaska Department of Transportation and Public Facilities’ virtual public meeting and prerecorded presentation about the Egan / Yandukin Intersection Improvements Project.</p>	 <p>The slide has a dark blue header with 'EGAN / YANDUKIN' in yellow and 'Intersection Improvements' in white. The main title 'Egan Drive and Yandukin Drive Intersection Improvements Project' is in bold black text, with the date 'October 14, 2020' below it. The Alaska Department of Transportation and Public Facilities logo is centered at the bottom.</p>
3.	<p>Project Area</p> <p>The Egan / Yandukin intersection is a critical link for the Juneau community, providing the only connection between the Mendenhall Valley, the Lemon Creek area, and downtown Juneau.</p> <p>In response to public safety and connectivity concerns at the intersection, the Alaska Department of Transportation and Public Facilities is working on ways to make improvements for transportation users.</p>	 <p>The slide shows a map of the project area with a yellow callout box in the top right corner. The map highlights the intersection and surrounding roads in Juneau, Alaska.</p>


<p>4.</p>	<p>Project Process</p> <p>The Egan / Yandukin project process includes data collection, engaging the community, and generating and screening a wide range of potential intersection improvement options.</p> <p>2020 work to date has developed draft alternatives, draft evaluation criteria, and early draft evaluation results.</p> <p>Next, the project team will use public feedback on these to refine the design of the alternatives and finish analyzing their impacts.</p> <p>In early 2021, DOT&PF will present recommended alternatives for the intersection.</p> <p>By spring 2021, all of the analysis will be documented and available for public comment.</p> <p>The design and construction any resulting project would need to be funded through the Statewide Transportation Improvement Plan.</p> <p>In response to the immediate need to improve driving safety at the intersection, the project team has received funding to advance a separate safety project that focuses only on improving driving safety at the Egan Yandukin Intersection. It will be designed in 2021 and potentially constructed in 2022. Later in this presentation we will review this safety project and show how it could be modified to meet additional needs for the Egan Yandukin Intersection Improvements project.</p>	 <p>The slide titled "Project Process and Timeline" shows a horizontal flowchart with stages: "Data Collection", "Community Engagement", "Screening Alternatives", "Design", and "Construction". The timeline spans from 2019 to 2022. A small inset image shows a presentation screen with the same flowchart.</p>
<p>5.</p>	<p>Public Involvement</p> <p>At the project's last public meeting at the Nugget Mall in November 2019, we presented traffic and accident data. People shared concerns related to the intersection operations, safety, and accessibility. These perspectives helped the project team refine the project purpose and need statement.</p> <p>The project team also held an online open house and a comment period ending in late December, to ask people what they thought about the intersection. We've received lots of ideas and suggestions, including many different design suggestions. These were used in the development of design alternatives.</p>	 <p>The slide titled "Public and Expert Engagement" shows a photograph of a group of people gathered around a table at a public meeting. A caption below the photo reads "November 11, 2019, Public Open House at Nugget Mall".</p>



	<p>The project team has continued to meet with the project’s community focus group and agency group to develop draft alternatives, outline draft screening methods, and conduct early screening on the draft alternatives.</p>	
<p>6.</p>	<p>Crash Data</p> <p>The public, the community focus group, and the agency group have all agreed that safety at the Egan / Yandukin intersection is the number one concern.</p> <p>Here are some crash statistics for the intersection:</p> <ul style="list-style-type: none"> • The frequency of crashes at the intersection has risen in recent years. The intersection now has the 3rd-highest number of crashes in the Juneau area, with 31 crashes over a 5-year period. • There are no fatalities associated with traffic accidents at this intersection. • Left-turn crashes from Egan Drive are the predominant crash type of concern. • Crashes are more likely when roads are icy, snowy, or wet - particularly in November through January. • Crashes are more likely during rush hour - especially when these conditions occur during periods of darkness. 	
<p>7.</p>	<p>Purpose & Need</p> <p>Public comments made it clear that the project’s primary purpose and need is to improve intersection safety for all users at the intersection.</p> <p>Secondary project needs are to:</p> <ul style="list-style-type: none"> • Provide alternate driving routes when Egan Drive is blocked; • Improve non-motorized access for people walking, cycling, or using any other active transportation mode; and • Maintain traffic capacity and flow. <p>Additional project goals were also identified:</p> <ul style="list-style-type: none"> • Be consistent with approved land use plans and ordinances. • Maintain or improve access to and visibility of businesses. • Support opportunities for economic development and future land uses. 	


<p>8.</p>	<p>Screening Process</p> <p>There are a lot of good ideas on how to improve the intersection. Getting to a few of the best ideas will take several steps.</p> <p>The process DOT&PF is using first identifies the purpose and need for the project. The next step is to develop a range of alternatives that meet the project purpose and need. The final step is to evaluate the alternatives.</p> <p>Two screening levels will be used explore the benefits and impacts of each alternative.</p> <p>The top five draft alternatives that come out of the first level of screening will be evaluated during a second level of screening designed to more finely screen the range of alternatives.</p> <p>The alternative or set of alternatives that rank highest from both rounds of screening will be recommended for further action.</p>	
<p>9.</p>	<p>Developed Range of Alternatives</p> <p>Public feedback offered many ideas of ways to improve the intersection, including building an overpass, adding a stop light, and eliminating left turns.</p> <p>Using these suggestions along with a variety of additional engineering concepts, 15 draft alternatives were developed that could improve the intersection to meet the project purpose and needs.</p> <p>All of these alternatives are drafts for your review and comments.</p>	

<p>10.</p>	<p>Level 1 Screening Measures</p> <p>Each of the 15 draft alternatives will get reviewed using draft Level 1 screening criteria.</p> <p>These draft criteria would score the alternatives based on how well they meet the project Purpose and Need as well as other considerations.</p> <p>Safety metrics are proposed to get greater weight in evaluation of draft alternatives. These safety metrics are: crash frequency, crash severity, and safety for bicycles and pedestrians.</p> <p>The crash delay secondary metric would show how well the draft alternatives provide an alternate driving route when Egan Drive is blocked in case of crashes.</p> <p>The accessibility comfort secondary metric would measure how easily non-motorized users can cross Egan Drive.</p> <p>Other metrics would evaluate how well the draft alternatives would address social and economic considerations and other project goals. These other metrics include consistency with land use plans, impacts to business visibility and access, wetlands impacts, impacts to protected land and private property, traffic delay, and cost range.</p> <p>Since they are in draft form, your comments on the criteria are valuable.</p>	
<p>11.</p>	<p>Draft Level 1 Screening Results</p> <p>All 15 draft alternatives were evaluated and scored using the draft Level 1 screening criteria.</p> <p>Based on results from that, five of the draft alternatives are suggested to get more in-depth review.</p> <p>The remaining ten other alternatives are recommended to not progress into further analysis because they did not meeting the project screening criteria as well as the top 5.</p>	

<p>12.</p>	<p>Top Scoring Alternatives (5)</p> <p>Each of the draft alternatives and their draft screening results are available for your review on the online open house which is linked from the the project website at www.dot.alaska.gov/eganyandukin</p> <p>That's W – w – w – dot – D – O – T – dot –alaska – dot – G – O – V – slash – E – G – A – N – Y - A –N – D – U – K – I – N.</p> <p>Jeanne Bowie, with Kinney Engineering, will describe the five alternatives that look the most viable. The rest of the alternatives and more information can be found at the online open house website.</p>	
<p>13.</p>	<p>INT-1 HSIP Interim Action Explanation of Alternative</p> <ul style="list-style-type: none"> • At the same time that we have been working through the process of developing long term improvements for this intersection, DOT&PF has been pursuing safety improvements that can be made more quickly while a long term alternative that meets all of the identified purpose and need elements wends its way through the process. The proposed safety improvement project has competed with other safety improvements throughout the state and has received Highway Safety Improvement Program (or HSIP) funding. DOT&PF's new HSIP project will aim for construction in 2022. • What we are showing you on the screen right now is the Interim alternative that was submitted for safety funding, plus additional elements to meet the other identified project needs. Note that all of the Purpose and Need elements have been addressed: Safety Improvements, Alternative Driving Routes when there's a crash, and Nonmotorized Access. • Now, I will describe the elements of this alternative. • This alternative has 3 parts that are focused on decreasing crashes: • Offset northbound right turn lane (help southbound left turn drivers tell the difference between through vehicles and right turn vehicles) • Median pavement markings to help left turn drivers line up and reduce distance to cross • Speed reduction in winter (Nov, Dec, Jan) which is the period we know the most crashes happen. We know that people don't drive more slowly just because of a speed limit sign. 	

	<p>However, we know that this community is very interested in improving the safety of this intersection. This includes an education campaign to help drivers understand how driving more slowly in this area will increase safety. We are proposing to have overhead signs that remind drivers to slow down in this area to increase safety. We are proposing to use speed feedback signs that tell drivers what their speed is, so that they will be reminded to think about their speed.</p> <ul style="list-style-type: none"> • We have included median crossovers to meet the need for alternate driving routes during a crash and we have included a pedestrian connection (tunnel or overpass) to improve non-motorized access. <p>Screening Results</p> <ul style="list-style-type: none"> • Meets all of the identified needs • This alternative meets the needs as much as possible without negatively affecting the environment, with minimal need for ROW, and at medium cost • No red – means all categories were considered neutral or improved 	
14.	<p>INT-2 Partial Access Signal</p> <p>Explanation of Alternative</p> <ul style="list-style-type: none"> • Builds a signal at the Yandukin/Glacier Lemon Road intersection without other changes (still can't cross Egan from one side to the other, still can't turn left from Yandukin or Glacier Lemon) • Signal control reduces left turn crashes (common crash type – causes delay, injury) • Median crossovers allow traffic to keep moving when a crash closes lanes • Pedestrians cross at the signal, just like at the Glacier Nugget intersection <p>Screening Results</p> <ul style="list-style-type: none"> • Meets all of the identified needs • This alternative can be built without needing any additional ROW (green) • Adding a signal means that some traffic that is not currently stopping has to stop (delay is red) 	 <p>The image is a screenshot of a presentation slide titled "Partial Access Signalized Intersection". It features a map of the intersection area with various traffic flow indicators and signal control details. A legend on the right side of the slide lists items such as "Signalized Intersection", "Median Crossover", and "Pedestrian Connection". The map shows the layout of the roads and the proposed signalized intersection.</p>

<p>15.</p>	<p>INT-3 Full Access Signal</p> <p>Explanation of Alternative</p> <ul style="list-style-type: none"> • Builds a signal at the Yandukin/Glacier Lemon Road intersection and allows all movements at the intersection (you can cross from Yandukin to Glacier Lemon, and you can turn left from Yandukin or Glacier onto Egan) • Signal control reduces left turn crashes (common crash type – causes delay, injury) • Median crossovers allow traffic to keep moving when a crash closes lanes • Pedestrians cross at the signal, just like at the Glacier Nugget intersection <p>Screening Results</p> <ul style="list-style-type: none"> • Meets all of the identified needs • Provides more access to businesses because of new movements allowed at the intersection (green) • Needs minimal ROW so that approaches can be lined up for left turns and for through movement on Yandukin side (white) • Adding a signal means that some traffic that is not currently stopping has to stop (delay is red) • 	
<p>16.</p>	<p>INT-6 Two T-Intersections</p> <p>Explanation of Alternative</p> <ul style="list-style-type: none"> • Separates Yandukin and Glacier Lemon Road and signalizes both intersections • Signal control reduces left turn crashes (common crash type – causes delay, injury) • Moving Yandukin towards downtown moves it away from the curve between Yandukin and Glacier Nugget, reducing left turn crashes for vehicles heading to airport • Allows traffic to keep moving when a crash closes lanes <ul style="list-style-type: none"> ○ Crash between signals <ul style="list-style-type: none"> ▪ From downtown, vehicles can turn left onto Yandukin or can take Glacier Lemon ▪ From Mendenhall, vehicles can turn left onto Glacier Lemon or enter from Yandukin • Pedestrians cross at the signal, just like at the Glacier Nugget intersection <p>Screening Results</p> <ul style="list-style-type: none"> • Meets all of the identified needs 	

	<ul style="list-style-type: none"> • Provides more access to businesses because of new movements allowed at the intersection (green) • Needs substantial ROW because of moving Yandukin away from the curve – towards downtown (red) • Adding a signal means that some traffic that is not currently stopping has to stop (delay is red) 	
17.	<p>OVP-2 Diamond Interchange</p> <p>Explanation of Alternative</p> <ul style="list-style-type: none"> • Builds an interchange (or overpass) at the Yandukin/Glacier Lemon intersection – similar to interchange at Sunny Point. Allows all movements at Yandukin/Glacier Lemon. Also extends Glacier Lemon Spur to the Glacier Nugget intersection. • Egan Drive traffic carried over turning traffic on a bridge – reduces crashes • Builds new route connection – allows traffic to keep moving when a crash closes Egan Drive • Pedestrians and bikes can cross under Egan <p>Screening Results</p> <ul style="list-style-type: none"> • Meets all of the identified needs • Consistent with land use plans (advocate for extension of Glacier Lemon Spur to Glacier Nugget signal) (green) • Barriers associated with the overpass reduce visibility of business signs (red) • Provides more access to businesses because of new movements allowed at the intersection (green) • Extending Glacier Lemon likely impacts small sections of wetlands (red) • All alternatives do not appear to affect parkland, historic properties, or recreation resources (all green) • Needs substantial ROW both because of size of interchange and because of extension of Glacier Lemon (red) • Reduces delay because all through traffic continues not to stop and left turns will not have to wait for through traffic (green) • High cost (red) 	 <p>The image is a screenshot of a presentation slide titled "Diamond Interchange". It features a 3D architectural rendering of a proposed diamond interchange at the intersection of Yandukin and Glacier Lemon. The rendering shows the interchange structure, including overpasses and ramps, in a perspective view. To the right of the rendering is a blue sidebar with a checklist of project goals or features, such as "Improve traffic flow", "Reduce delay", and "Increase safety". The slide also includes a map of the area with colored overlays indicating project boundaries and impacts.</p>

18.

Draft Level 2 Screening Criteria

Each of the 5 draft alternatives that were just shared will get further analysis.

These alternatives will be ranked against each other in Level 2 screening and the top scoring alternatives will be recommended for future project development.

Level 2 screening criteria are in draft form for your review.

Some of the same metrics from the first level of screening appear in draft Level 2 screening criteria.

These criteria take a more numbers-based approach to evaluate the alternatives using modeling, engineering, and more refined measurements of impacts.

The primary safety-related Level 2 screening criteria are: crash frequency, crash severity, and safety for bicyclists and pedestrians.

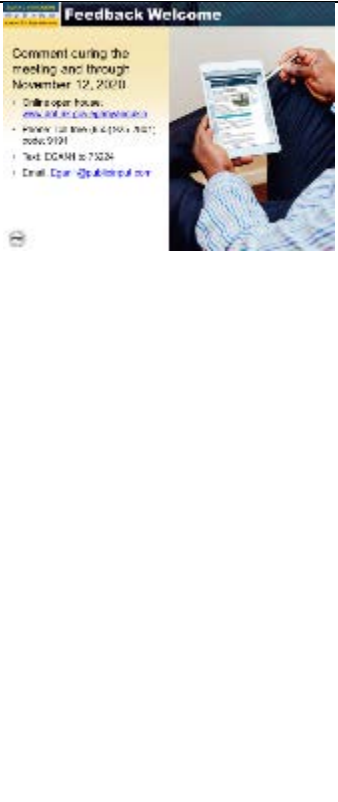

Secondary Level 2 screening criteria address reliability of alternate driving routes, and the time it takes for pedestrians and bicyclists to travel through the area.

Other draft metrics dealing with social and economic considerations in Level 2 screening include

- Transit routes, bus stops, and route timing
- Consistency with local planning efforts
- Impact to business visibility and access, private land, stormwater, fish habitat, historic properties, and air quality; and
- Estimated cost of alternative

Level 2 screening criteria are in draft form.



<p>19.</p>	<p>Comments Requested</p> <p>Your Comments are Valuable.</p> <p>We appreciate your participation and value your thoughts, ideas, and suggestions on anything you saw here, especially on the:</p> <ul style="list-style-type: none"> • Draft Range of Alternatives • Draft Level 1 and Level 2 Screening Criteria, and • Draft Level 1 Screening Results <p>Please submit comments now or through the comment period that closes on November 12th</p> <p>You can:</p> <ul style="list-style-type: none"> • Chat into today’s meeting website linked at www.dot.alaska.gov/eganyandukin • Leave a phone message: Toll-free (855) 925-2801; code: 9191 • Text: EGAN1 to 73224 • Email: Egan1@publicinput.com • Text Telephone: 907-770-8973 <p>There is an online open house linked at www.dot.alaska.gov/eganyandukin which contains this prerecorded presentation as well as information about the project and ways to comment.</p>	 <p>The screenshot shows a slide titled 'Feedback Welcome' with the following text: 'Comment during the meeting and through November 12, 2011'. Below this, it lists contact options: 'Online open house: www.dot.alaska.gov/eganyandukin', 'Phone: (855) 925-2801; code: 9191', 'Text: EGAN1 to 73224', and 'Email: Egan1@publicinput.com'. There is also a small image of a person holding a tablet displaying a website.</p>
<p>NA</p>	<p>Switch to live meeting mode</p> <p>Thank you everybody. That ends the prerecorded presentation portion of the Egan Yandukin public meeting.</p> <p>Now is your chance to ask questions or share thoughts.</p> <p>As your moderator, I’ll start by sharing any comments or questions that have come in during the prerecorded presentation.</p>	 <p>This is an identical copy of the screenshot in the first row, showing the 'Feedback Welcome' slide with contact information for commenting during the meeting and through November 12, 2011.</p>

EGAN / YANDUKIN



Intersection Improvements

Egan / Yandukin Intersection Improvements Project

PURPOSE & NEED STATEMENT

PURPOSE

The purpose of the Egan and Yandukin Intersection Planning and Environmental Linkages (PEL) Study is to identify ways to improve transportation safety for all users. The secondary purposes are to identify ways to improve mobility and route diversity in the transportation grid, improve access and mobility for pedestrian and bicyclists, and maintain traffic capacity and flow through the Egan Drive and Yandukin Drive intersection and the surrounding area.

NEED

Transportation improvements will address the following needs:



SAFETY

The traveling public has expressed concerns regarding intersection safety. Crash frequency at this intersection is similar to the statewide average for similar intersections. Data show that out of a total of 86 crashes between 2005 and 2017, seven involved major injuries. While there have been no fatalities at the intersection, nearly 48% of all crashes involved some sort of injury.

ALTERNATE ROUTE IN THE EVENT OF CRASHES

Motorists traveling between the Mendenhall Valley and downtown are limited to using a single roadway, Egan Drive, for travel. Juneau businesses rely on the intersection as a vital component of the connection between downtown, Juneau International Airport, Mendenhall Valley and points further out the road. When an accident occurs on Egan Drive, the lack of an alternate route directly affects travel time reliability, particularly during peak travel times. The lack of an alternate route results in area-wide congestion and traffic delays when collisions occur, and increases overall perception of the crash rate and severity at the intersection.

NON-MOTORIZED ACCESS

















The nearest controlled crossing of Egan Drive for pedestrians and bicyclists is 3/4 miles north from the Egan Drive and Yandukin Drive intersection. Bicyclists and pedestrians unwilling to follow the lengthy, circuitous path often cross Egan Drive at Yandukin Drive, which is illegal and unsafe.



ADDITIONAL GOALS

- Provide improvements which are consistent with approved land use plans and ordinances.
- Consider designs that maintain or improve access to and visibility of businesses.
- Transportation improvements should support opportunities for economic development and support planned future land uses.
- Seek to minimize increases in vehicle delay, especially during the peak morning and evening commuting time periods, to maintain the high mobility function of the corridor.

DRAFT LEVEL 1 SCREENING MEASURES

PURPOSE	NEED	METRIC	EXPLANATION OF METRICS
PURPOSE AND NEED METRICS			
PRIMARY: Alternative must score positive in one or more metrics to advance	 SAFETY	 CRASH FREQUENCY	Comparison of the crash potential between this alternative and the no build alternative based on Alaska or national experience with similar treatments.
		 CRASH SEVERITY	Comparison of the crash severity between this alternative and the no build alternative based on Alaska or national experience with similar treatments.
		 BICYCLES AND PEDESTRIANS	Comparison of the number of conflicts between pedestrians and vehicles based on Alaska or national experience with similar treatments.
SECONDARY	 ALTERNATE DRIVING ROUTES	 CRASH DELAY	Description of whether the alternative provides an alternate route when there is a crash on Egan Drive. Alternatives that provide relief to congestion when there is a crash, but do not provide a new route, show "some improvement."
	 NON-MOTORIZED ACCESS	 ACCESSIBILITY COMFORT	Comparison of the difficulty and comfort level pedestrians and bicyclists experience in traveling from residences/businesses on one side of Egan Drive to those on the other side, between this alternative and the no build alternative.
OTHER CONSIDERATIONS		METRIC	EXPLANATION OF METRICS
OTHER METRICS			
ECONOMIC GROWTH		 LAND USE PLANS	Description of how this alternative affects objectives for future development in an adopted CBJ land use plan.
		 BUSINESS VISIBILITY	Description of how the alternative's design features will introduce elements (such as bridge abutments) that will affect the adjacent businesses' visibility to drivers.
		 BUSINESS ACCESS	Description of any affects the alternative has on driveway access to adjacent businesses or travel distance to reach adjacent businesses.
ENVIRONMENTAL		 WETLAND PERMIT	Assessment of whether the alternative will likely require a permit from USACE and, if so, the type of permit.
		 PROTECTED LANDS	Assessment of whether the alternative may use Section 4(f) protected lands.
		 RIGHT-OF-WAY IMPACT	Description of the amount of ROW acquisition that the alternative will require (if any).
TRAFFIC OPERATIONS		 PEAK HOUR DELAY	Comparison of the delay in the morning or evening peak period for this alternative compared to the no build alternative.
COST		 COST RANGE	Estimate of the cost for this alternative. High-cost alternatives are similar to a grade-separated interchange, such as at Sunny Point. A project that only requires changes to pavement marking and signs is an example of a low-cost alternative.

DRAFT LEVEL 2 SCREENING MEASURES

PURPOSE	NEED	METRIC	EXPLANATION OF METRICS
PURPOSE AND NEED METRICS			
PRIMARY	 SAFETY	 CRASH FREQUENCY	Total number of crashes forecasted through the design year using crash modification factors and historical crash frequencies.
		 CRASH SEVERITY	Total number of high-severity crashes forecasted through the design year using crash modification factors and historical crash frequencies.
		 BICYCLES AND PEDESTRIANS	Forecasted pedestrian crashes based on exposure and control type.
SECONDARY	 ALTERNATE DRIVING ROUTES	 TRAVEL TIME RELIABILITY	Description of whether the alternative provides an alternate route when there is a crash on Egan Drive. Alternatives that provide relief to congestion when there is a crash, but do not provide a new route, show "some improvement."
		 NON-MOTORIZED ACCESS	PEDESTRIAN AND BICYCLE FACILITY CONNECTIVITY
OTHER CONSIDERATIONS		METRIC	EXPLANATION OF METRICS
OTHER METRICS			
TRANSIT	 TRANSIT	 TRANSIT ROUTE TIME	Route time between entering and exiting project area.
		 BUS STOP IMPACTS	Assessment of bus stop impacts.
ECONOMIC GROWTH	 ECONOMIC GROWTH	 PLANS IMPACTS	Consistency with CBJ (1) Non-Motorized Plan (2) Transit Plan (3) Area-wide Transportation Plan (4) Safe Routes to School Plan (5) Airport Master Plan (6) CBJ Comprehensive Plan.
		 BUSINESS ACCESS	Vehicle travel times between Map Zones using Synchro and SimTraffic.
		 BUSINESS VISIBILITY	Qualitative analysis of visibility.
ENVIRONMENTAL	 ENVIRONMENTAL	 RIGHT-OF-WAY IMPACTS	Assessment of right-of-way Impacts.
		 STORMWATER	Amount of additional impervious surface area.
		 FISH HABITATS AND STREAMS	Number of fish-bearing streams affected.
		 HISTORIC PROPERTIES	Likelihood for direct or indirect adverse impacts to potentially eligible properties.
		 AIR QUALITY	Potential increase in PM10 emissions.
COST	 COST	 WETLANDS IMPACTS	Acreage of wetlands impacted.
		 COST RANGE	Estimated cost of alternative.

Need	Metric	Levels	Explanation of Metrics		
Baseline Purpose and Need Metrics					
Safety	Crash frequency	More conflicts	Comparison of the crash potential between this alternative and the no build alternative based on Alaska or national experience with similar treatments.		
		Same conflicts			
		Fewer conflicts			
	Crash severity	More severe conflicts			
		Same conflicts			
		Fewer severe conflicts			
Bicycles and pedestrians	Increases walking conflicts	Comparison of the number of conflicts between pedestrians and vehicles based on Alaska or national experience with similar treatments.			
	No change				
	Decreases walking conflicts				
Alternate Driving Routes	Crash delay		Same as now	Description of whether the alternative provides an alternate route when there is a crash on Egan Drive. Alternatives that provide relief to congestion when there is a crash, but do not provide a new route, show "some improvement."	
			Some improvement		
			Provides alternate route		
Non-motorized Accessibility	Accessibility comfort	More difficult or less comfortable	Comparison of the difficulty and comfort level pedestrians and bicyclists experience in traveling from residences/businesses on one side of Egan Drive to those on the other side between this alternative and the no build alternative.		
		Same			
		Less difficult or more comfortable			
Other Considerations (Qualitative Metrics)					
Economic Growth	Land use plans	Inconsistent with adopted land use plans		Description of how the alternative is consistent or not consistent with adopted CBJ land use plans.	
		Partially consistent with adopted land use plans			
		Consistent with adopted land use plans			
	Business visibility	Less visible	Description of how the alternative's design features will introduce elements (such as bridge abutments) that will affect the adjacent businesses' visibility to drivers.		
		Equally visible			
		More visible			
	Business access	Less accessible			Description of any effects the alternative has on driveway access to adjacent businesses or travel distance to reach adjacent businesses.
		Equally accessible			
		More accessible			
Environmental	Wetland permit	Individual Permit		Assessment of whether the alternative will likely require a permit from USACE and, if so, the type of permit.	
		Nationwide 404 Permit			
		No jurisdictional wetlands impact			
	Protected lands	Uses protected lands	Assessment of whether the alternative may use Section 4(f) protected lands.		
		Minimal use of protected lands			
		No use			
	Right-of-way impact	Substantial ROW needed			Description of the amount of ROW acquisition that the alternative will require (if any).
		Minimal ROW needed			
		Stays within the existing ROW			
Cost	Cost range	High		Estimate of the cost for the alternative. High-cost alternatives are similar to a grade-separated interchange, such as at Sunny Point. A project that only requires changes to pavement marking and signs is an example of a low-cost alternative.	
		Medium			
		Low			
Traffic Operations	Peak hour delay	More delay	Comparison of the delay in the morning or evening peak period between this alternative and the no build alternative.		
		Same delay			
		Less delay			



DRAFT Level 1 Screening Results

Fifteen build alternatives and 7 compatible elements were analyzed using the identified Level 1 Screening Criteria for the Egan Drive at Yandukin Drive/Glacier-Lemon Road (E-Y) intersection. The alternatives were denoted by the alternative types: closures (CLS), intersections (INT), and interchanges/overpasses (OVP); as well as compatible design elements (ELE).

This document presents screening results for the alternatives and compatible elements under the Level 1 Screening Criteria. Table 1 presents the criteria used. The Level 1 screening ranked how well each alternative met the project's purpose and needs compared to No Build and were evaluated according to the baseline purpose and needs (safety, alternate driving routes, and non-motorized accessibility), additional project goals, and impacts to the environment and socio-economic values. Based on this analysis, 5 alternatives with the appropriate compatible elements are proposed to be advanced to Level 2 screening, while 10 alternatives will not be carried forward.

Summary of Results

Table 2 summarized the alternative combinations used to determine which alternatives would progress to Level 2. As most of the alternatives did not meet all of the baseline purpose and needs by themselves, compatible elements were added to help meet the baseline needs.

Five alternatives are advancing to Level 2 screening:

- **INT-1, ELE-4, ELE-7:** Highway Safety Improvement Program (HSIP) Interim Action with Median Crossovers and a Grade Separated Pedestrian Crossing
- **INT-2, ELE-4:** Partial Access Signalized Intersection with Median Crossovers
- **INT-3, ELE-4:** Full Access Signalized Intersection with Median Crossovers
- **INT-6:** Two Signalized T-intersections
- **OVP-2, ELE-5:** Diamond Interchange (Overpass) with Two-way Frontage Road to Glacier-Nugget

The reasons why alternatives were advanced or dismissed are explained in the section titled "Screening Results" starting on page 7.



Egan/Yandukin Intersection Improvements Projects

Draft Level 1 Screening Results

Table 1: Level 1 Screening Criteria

Purpose	Need	Metric	Explanation of Metrics
Baseline Purpose and Need Metrics			
Primary <i>Alternative must score positive in one or more metrics to advance</i>	Safety	Crash frequency	Comparison of the crash potential between this alternative and the no build alternative based on Alaska or national experience with similar treatments.
		Crash severity	Comparison of the crash severity between this alternative and the no build alternative based on Alaska or national experience with similar treatments.
		Bicycles and pedestrians	Comparison of the number of conflicts between pedestrians and vehicles based on Alaska or national experience with similar treatments.
Secondary	Alternate Driving Routes	Crash delay	Description of whether the alternative provides an alternate route when there is a crash on Egan Drive. Alternatives that provide relief to congestion when there is a crash, but do not provide a new route, show "some improvement."
	Non-motorized accessibility	Accessibility comfort	Comparison of the difficulty and comfort level pedestrians and bicyclists experience in traveling from residences/businesses on one side of Egan Drive to those on the other side between this alternative and the no build alternative.
Other Considerations (Level 1 Qualitative Metrics)			
Economic Growth	Economic Growth	Land use plans	Description of how this alternative is consistent or not consistent with adopted CBJ land use plans.
		Business visibility	Description of how the alternative's design features will introduce elements (such as bridge abutments) that will affect the adjacent businesses' visibility to drivers.
		Business access	Description of any effects the alternative has on driveway access to adjacent businesses or travel distance to reach adjacent businesses.
Environmental	Environmental	Wetland permit	Assessment of whether the alternative will likely require a permit from USACE and, if so, the type of permit.
		Protected Lands	Assessment of whether the alternative may use Section 4(f) protected lands.
		Right-of-way impact	Description of the amount of ROW acquisition that the alternative will require (if any).
Traffic Operations	Traffic Operations	Peak hour delay	Comparison of the delay in the morning or evening peak period between this alternative and the no build alternative.
Cost	Cost	Cost Range	Estimate of the cost for this alternative. High cost alternatives are similar to a grade-separated interchange, such as at Sunny Point. A project that only requires changes to pavement marking and signs is an example of a low cost alternative.

Table 2: Comparison of Alternative Combinations Meeting Baseline Purpose and Need Metrics

		Baseline Purpose and Need Metrics -- Do alternatives meet the project Purpose and Need?					Other Considerations (Level 1 Qualitative Metrics) -- How do alternative compare to the current intersection?								Score	
Alternative Number	Alternative Name	Purpose & Need >>	Primary <i>Alternative must score positive in one or more metrics to advance</i>			Secondary		Other Considerations								
			Safety			Alternate Driving Routes	Non-motorized Accessibility	Economic Growth			Environmental			Traffic Operations	Cost	
		Metric >>	Crash frequency	Crash severity	Bicycles and pedestrians	Crash delay	Accessibility comfort	Land use plans	Business visibility	Business access	Wetland permit	Protected lands	Right-of-way impact	Peak hour delay	Cost range	
Current Intersection Configuration																
No Build	Current Condition		Same conflicts	Same conflicts	No change	Same as now	Same	Inconsistent with adopted land use plans	Equally visible	Equally accessible	No jurisdictional wetlands impact	No use	Stays within the existing ROW	Same delay	Low	
Top Scoring Alternatives - Will Continue to Further Screening																
INT-1, ELE-4, ELE-7	HSIP Interim Action		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Equally accessible	No jurisdictional wetlands impact	No use	Minimal ROW needed	Same delay	Medium	7
INT-2, ELE-4	Partial Access Signalized Intersection		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Equally accessible	No jurisdictional wetlands impact	No use	Stays within the existing ROW	More delay	Medium	7
INT-3, ELE-4	Full Access Signalized Intersection		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	More accessible	No jurisdictional wetlands impact	No use	Minimal ROW needed	More delay	Medium	7
INT-6	Two Signalized T-Intersections		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	More accessible	No jurisdictional wetlands impact	No use	Substantial ROW needed	More delay	Medium	6
OVP-2, ELE-5	Diamond Interchange		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Less visible	More accessible	Individual Permit	No use	Substantial ROW needed	Less delay	High	6

Table 2: Comparison of Alternative Combinations Meeting Baseline Purpose and Need Metrics, continued

		Baseline Purpose and Need Metrics -- Do alternatives meet the project Purpose and Need?					Other Considerations (Level 1 Qualitative Metrics) -- How do alternative compare to the current intersection?								Score	
Alternative Number	Alternative Name	Purpose & Need >>	Primary <i>Alternative must score positive in one or more metrics to advance</i>			Secondary		Other Considerations								
			Safety			Alternate Driving Routes	Non-motorized Accessibility	Economic Growth			Environmental			Traffic Operations	Cost	
		Metric >>	Crash frequency	Crash severity	Bicycles and pedestrians	Crash delay	Accessibility comfort	Land use plans	Business visibility	Business access	Wetland permit	Protected lands	Right-of-way impact	Peak hour delay	Cost range	
Lower Scoring Alternatives - No Further Screening																
CLS-1, ELE-5, ELE-7	SB Left Closure at E-Y and 2-Way Frontage Rd to Nugget	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Equally visible	Equally accessible	Individual permit	No use	Substantial ROW needed	More delay	Medium	4	
CLS-2, ELE-5, ELE-7	Median Closure at E-Y and 2-Way Frontage Rd to Nugget	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Equally visible	Equally accessible	Individual permit	No use	Substantial ROW needed	More delay	Medium	4	
CLS-3, ELE-5, ELE-7	Median Closure at E-Y, Interchange at Nugget	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Less visible	Equally accessible	Individual permit	No use	Substantial ROW needed	Less delay	High	5	
INT-4, ELE-4, ELE-7	Move Signalized Intersection from Nugget to E-Y	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Less accessible	No jurisdictional wetlands impact	No use	Minimal ROW needed	More delay	Medium	5	
INT-5, ELE-5	Roundabout Intersection	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Equally visible	More accessible	Individual Permit	No use	Substantial ROW needed	More delay	High	5	
INT-7 (signal), ELE-4	Relocate Intersection to Southeast of Church with signal	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Equally accessible	Individual Permit	No use	Substantial ROW needed	More delay	Medium	3	
INT-8, ELE-4	Diverted Left Turn or Continuous Flow Intersection	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	More accessible	Individual Permit	No use	Substantial ROW needed	More delay	High	4	
INT-9	Diverging Diamond Intersection Pair	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Less accessible	Individual Permit	No use	Substantial ROW needed	More delay	High	2	



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OVP-1, ELE-4	Single Point Urban Interchange	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Less visible	More accessible	Individual Permit	No use	Substantial ROW needed	Less delay	High	5
OVP-3, ELE-5	Split Diamond Interchange Pair	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Less visible	More accessible	Individual Permit	No use	Substantial ROW needed	Less delay	High	6

Screening Methodology

Safety

Crash frequency was ranked based on crash modification factors (CMFs) and engineering judgement. An alternative was considered to have less conflicts between vehicles if CMF values indicate a crash frequency to drop, engineering experience suggest a CMF for a similar alternative could apply to an alternative, or engineering experience suggests an overall crash frequency would drop even though no CMF was found. CMFs found for alternatives are found in Appendix C: Crash Modification Factors on page 72.

Crash severity was ranked in a similar manner to crash frequency using CMFs and engineering judgement. An alternative was considered to have less severe conflicts between vehicles if CMF values indicate a crash severity to drop, engineering experience suggest a CMF for a similar alternative could apply to an alternative, or engineering experience suggests overall crash severity would drop even though no CMF was found.

Bicycle and pedestrian safety were ranked based on conflicts between pedestrians/bicycles and vehicles. Currently, a pedestrian crossing is not provided at Yandukin for non-motorized users to cross Egan Drive. An alternative was considered to have fewer conflicts between pedestrian/bicycle and vehicles if a pedestrian crossing was provided.

Alternate Driving Routes

Crash delay was based on whether an alternative provided an alternate route for vehicles to bypass a crash. ELE-4 Median Crossover was developed to meet the need of an alternate route without the added impacts and costs of a new roadway (ELE-5 Frontage Road to Glacier-Nugget). Therefore, alternatives with ELE-4 were ranked as providing additional connectivity (an alternate route) during a crash.

Note that reducing crash frequency and crash severity will increase the reliability of the road, as users will spend less time in traffic congestion caused by a crash if there are fewer crashes. However, we did not indicate an improvement in this criterion unless an alternative helped provide a way to bypass a crash while crash clean up is occurring.

Non-motorized accessibility

Non-motorized accessibility comfort was ranked based on how comfortable and difficult it would be for pedestrians and bicycles to cross Egan Drive. Currently, pedestrians and bicycles are prohibited from crossing at Yandukin Drive/Glacier-Lemon Road and those doing so are crossing high-speed, unsignalized traffic. An alternative was considered to be less difficult or more comfortable if a signalized or grade-separated pedestrian crossing was provided.

Economic Growth

Four action items from adopted City and Borough of Juneau (CBJ) land use plans were identified as relevant to the project:

1. Lemon Creek Area Plan action item: Advocate for improvements to the Fred Meyer and Egan Drive intersection (the E-Y intersection).
2. Lemon Creek Area Plan action item: Advocate for the extension of Glacier Highway to Egan Drive at the Glacier-Nugget intersection.
3. CBJ Comprehensive Plan Implementing Action 8.8-IA12: Provide sidewalk and bicycle paths or lanes.
4. CBJ Comprehensive Plan Implementing Action 8.8-IA13: Work with DOT&PF to provide a secondary route to Egan Drive where no alternative route currently exists. In particular, support the construction of an extension of Glacier Highway from its current dead-end north of Fred Meyer to the intersection of Glacier Highway and Egan Drive at McDonald's and the Nugget Mall.

An alternative was considered partially consistent if it meets at least one item and consistent if it meets all four items.

Business visibility was ranked based on whether an alternative would obstruct businesses currently visible along Egan Drive. Business access was ranked based on how access changes with the alternatives such as adding or restricting movements.

Environmental

Wetland impacts were ranked based on a desktop analysis of probable wetland impacts and what type of USACE permit would likely be needed. Similarly, protected lands were ranked based on probable impacts to Section 4(f) properties and how adversely it would be affected. Right-of-way (ROW) impacts were qualitatively based on how much ROW acquisition an alternative would require, if any.

Traffic Operations

AM and PM peak hour volume-to-capacity (v/c) ratios were estimated using the Federal Highway Administration (FHWA) Capacity Analysis for Planning of Junctions Tool at the Glacier-Nugget and E-Y intersections. The maximum v/c ratio of each alternative was compared to the corresponding peak hour v/c ratio under no build to estimate if the alternative would increase, decrease, or have similar delay.

The v/c ratios calculated and the difference from no build is presented in Appendix D: V/C Ratio Comparisons on page 75.

Cost

Costs were estimated qualitatively ranging from low costs (installing signs and striping only) to high costs (comparable to interchanges).

Screening Results

This section presents the alternative combinations used to determine which alternatives would proceed to Level 2 screening. Cost was not used as a deciding factor in choosing which alternatives would advance.

The alternatives were screened and ranked against the Level 1 criteria. Although all alternatives met the vehicle safety needs, most of the alternatives alone did not meet all of the baseline purpose and needs. Compatible elements were then included with each alternative to create combinations that met all of the baseline needs. If it were possible to add more than one compatible element to meet the same need, the element that met the needs with the least amount of impacts was included.

ELE-1: Traffic Demand Management (TDM), ELE-2: Intelligent Transportation Systems (ITS), and ELE-3: Flashing Intersection Ahead or Signal Ahead Signs were assumed to be included in all the alternatives, when compatible, but were not included in the screening because none of them changed the screening results. (They all help meet the project purpose and needs, but do not meet them on their own.)

The following subsections present the Level 1 screening results of the alternatives, after elements were combined to meet baseline purpose and needs. Appendix A: Full Screening Results on page 57 summarize the results of all the different alternative combinations screened for Level 1. Appendix B: Compatible Design Elements on page 63 describes the elements and how they were ranked individually.



No Build

The no build alternative was screened to compare results with build alternatives.

EGAN / YANDUKIN



Intersection Improvements

Egan/Yandukin Intersection Improvements Projects Draft Level 1 Screening Results

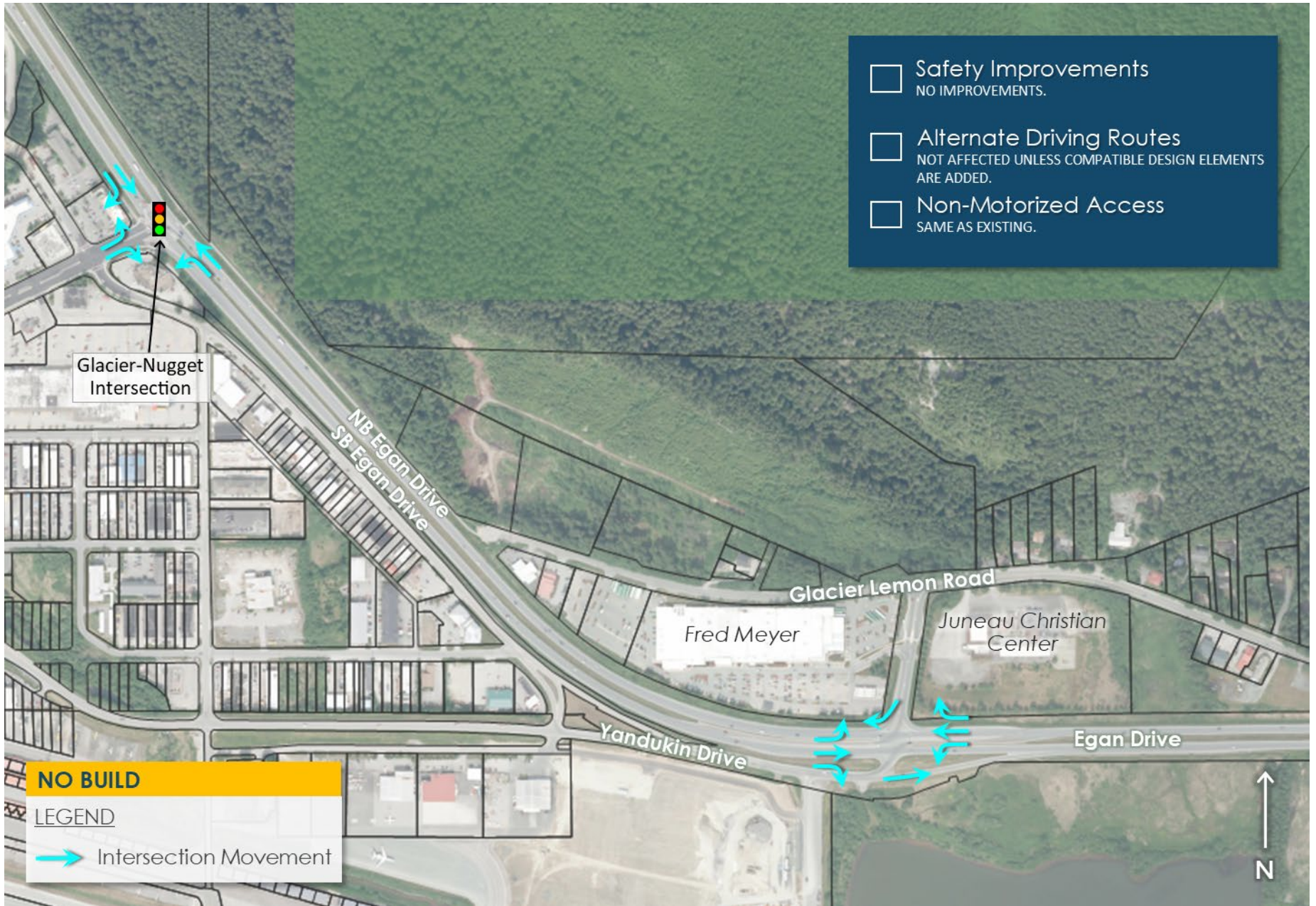


Table 3: No Build Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency	Same conflicts	There are no changes in crashes.
		Crash severity	Same conflicts	There are no changes to crash severity.
		Bicycles and pedestrians	No change	There are no changes to pedestrian and bicycle conflicts.
Secondary	Alternate Driving Routes	Crash delay	Same as now	No changes would be made at the intersection.
	Non-motorized accessibility	Accessibility comfort	Same	No changes would be made at the intersection.
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth	Land use plans		Inconsistent with adopted land use plans	Does not implement CBJ Comprehensive Plan or Lemon Creek Area Plan recommendations.
	Business visibility		Equally visible	No changes would be made at the intersection.
	Business access		Equally accessible	No changes would be made at the intersection.
Environmental	Wetland permit		No jurisdictional wetlands impact	No change, no need for permit.
	Protected Lands		No use	No use of Section 4(f) protected resources.
	Right-of-way impact		Stays within the existing ROW	No changes would be made at the intersection.
Traffic Operations	Peak hour delay		Same delay	No changes to v/c ratio with the no build alternative.
Cost	Cost Range		Low	No construction cost associated with the no build alternative.

Top Scoring Alternatives (Advance)INT-1, ELE-4, ELE-7. HSIP Interim Action

Table 4 presents the screening results for INT-1. In order to meet the need for an alternate driving route during a crash, ELE-4 (Median Crossover) was added to the alternative. ELE-7 (Grade Separated Pedestrian Crossing) for the E-Y intersection was also added to meet bicycle/pedestrian safety and non-motorized accessibility comfort needs.

This alternative was advanced because it ranked as one of the highest and meets baseline purpose and needs with minimal ROW needed and no wetland impacts.

Egan/Yandukin Intersection Improvements Projects

Draft Level 1 Screening Results

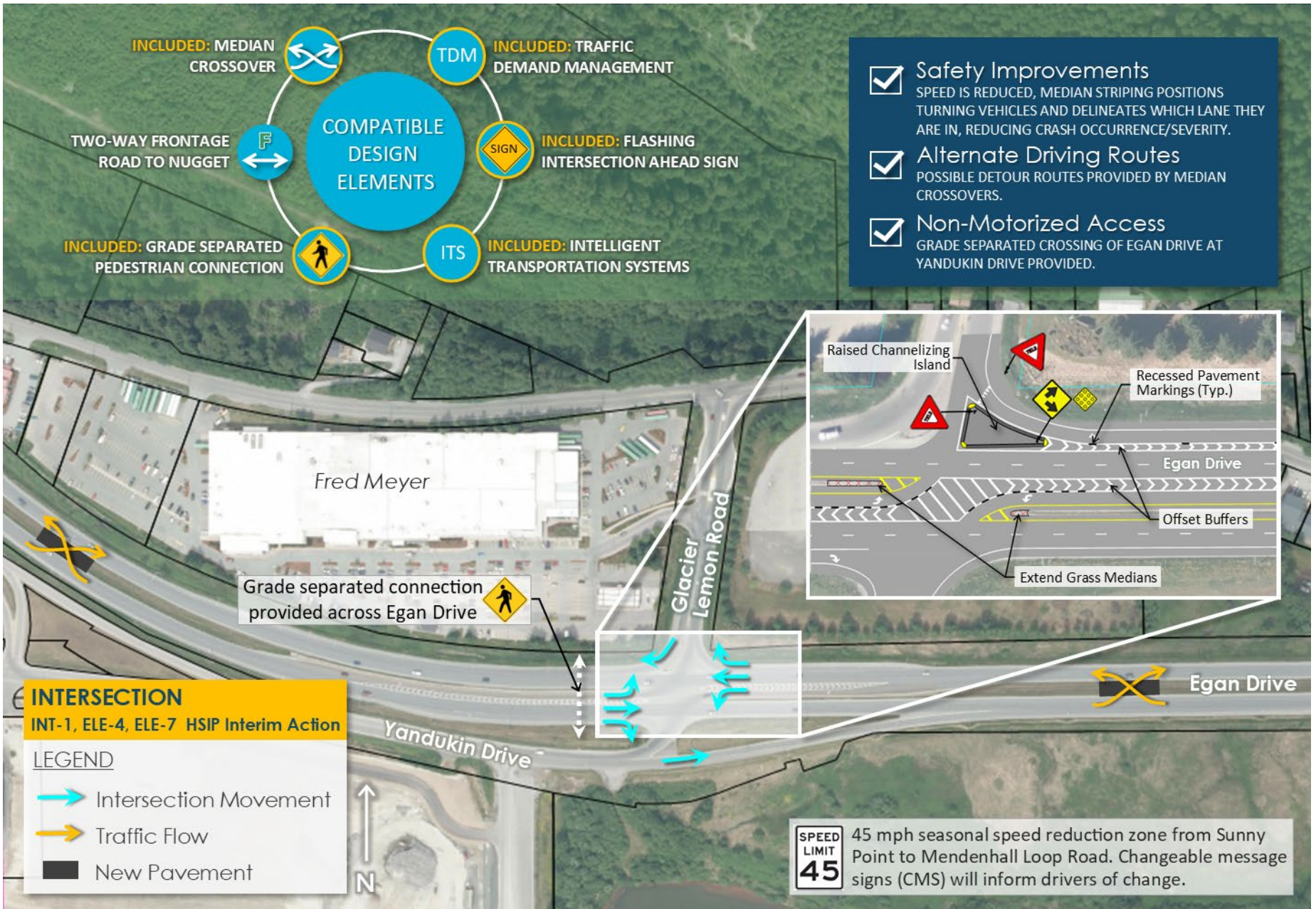


Table 4: INT-1 with ELE-4 and ELE-7 Screening Results

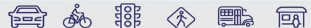
Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency	Fewer conflicts	CMF for improving the channelized right turn lane angle reduces crashes.
		Crash severity	Fewer severe conflicts	CMF for alternative applicable for severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Provides facility for pedestrians to cross Egan. Removes pedestrian and bicycle conflict with vehicles.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Median crossover provides a new infrastructure used to reroute Egan Drive traffic when there is a crash.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Separates pedestrians from high speed vehicles.
Other Considerations (Level 1 Qualitative Metrics)				
	Economic Growth	Land use plans	Partially consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
		Business visibility	Equally visible	Visibility to businesses are the same as existing.
		Business access	Equally accessible	E-Y would have the same movements allowed as the existing configuration.
	Environmental	Wetland permit	No jurisdictional wetlands impact	No change to footprint.
		Protected Lands	No use	No change to highway footprint.
		Right-of-way impact	Minimal ROW needed	Minor amounts of ROW required for pedestrian crossing
Traffic Operations	Peak hour delay	Same delay	Alternative v/c ratios at E-Y and Glacier-Nugget intersections are the same as existing v/c ratios.	
Cost	Cost Range	Medium	Extends the grass medians, constructs a channelizing island, and installs new signs and pavement markings. Constructs a separated grade pedestrian crossing, and median crossovers.	

INT-2, ELE-4. Partial Access Signalized Intersection

Table 5 presents the screening results for INT-2. In order to meet the need for an alternate driving route during a crash, ELE-4 (Median Crossover) was added to the alternative.

This alternative was advanced because it ranked as one of the highest. It meets baseline purpose and needs while staying within the existing ROW and not impacting wetlands. While more delay is expected compared to No Build, it is suspected that it would have less delay compared to a full access signal (INT-3).

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Intersection Improvements

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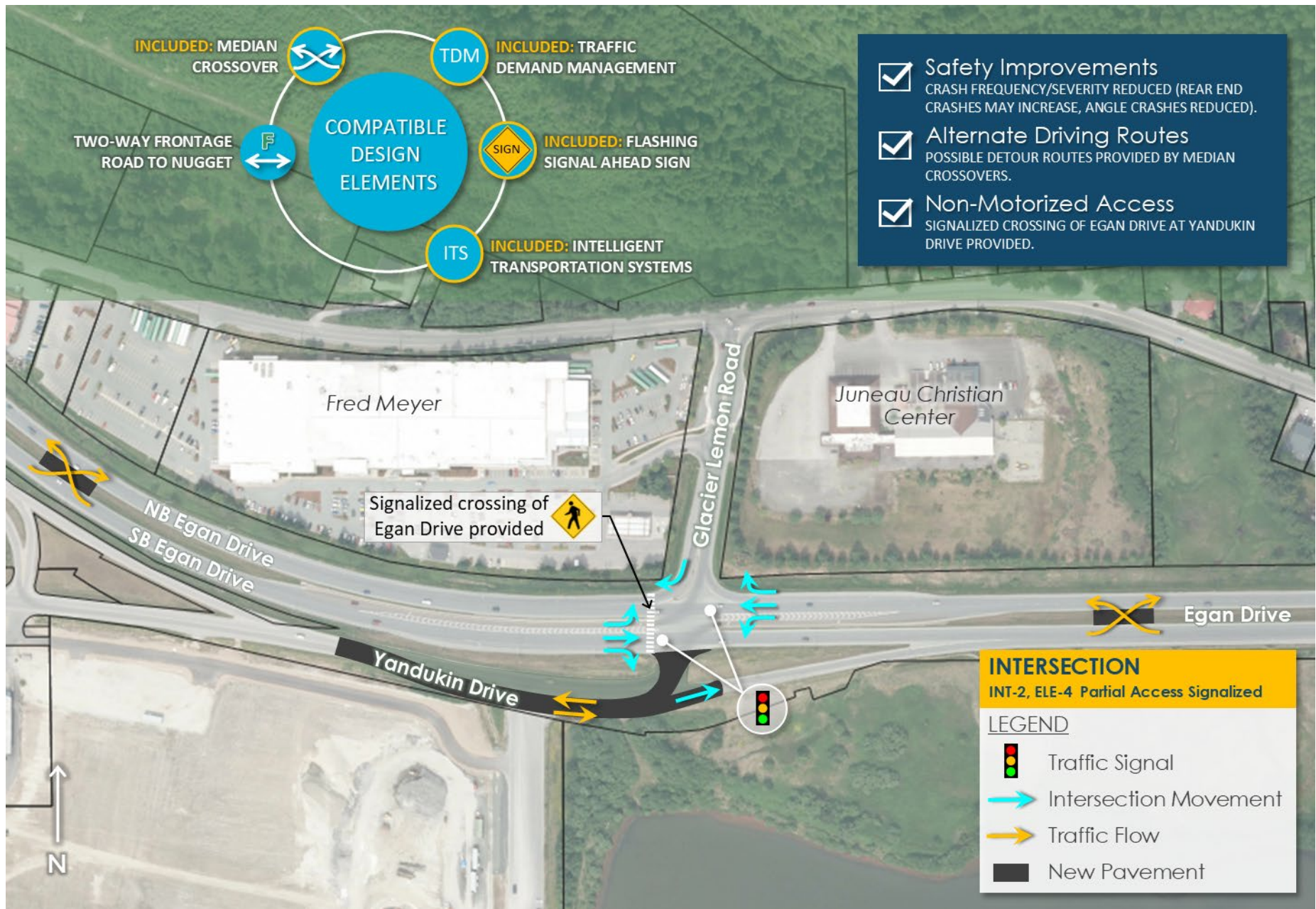


Table 5: INT-2 with ELE-4 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative must score positive in one or more metrics to advance	Safety	Crash frequency	Fewer conflicts	CMF for installing a new traffic signal reduces angle crashes but increases rear-end crashes.
		Crash severity	Fewer severe conflicts	CMF for alternative is applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Signalized crossing at E-Y would give time for pedestrians to cross Egan Dr.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Median crossover provides a new infrastructure used to reroute Egan Dr traffic when there is a crash.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Signalized crossing will be provided at E-Y.
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth	Land use plans	Partially consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.	
	Business visibility	Equally visible	Visibility to businesses are the same as existing.	
	Business access	Equally accessible	E-Y would have the same movements allowed as the existing configuration.	
Environmental	Wetland permit	No jurisdictional wetlands impact	No mapped wetlands shown in this area.	
	Protected Lands	No use	No historic properties, no parklands, no recreational properties present in expanded footprint.	
	Right-of-way impact	Stays within the existing ROW	Final footprint may extend outside of DOT&PF ROW. May need additional land for Yandukin Dr realignment.	
Traffic Operations	Peak hour delay	More delay	Alternative v/c ratio at E-Y intersection greater than existing v/c ratio.	
Cost	Cost Range	Medium	Installs a signal, constructs median crossovers, and may need to realign Yandukin Dr.	

INT-3, ELE-4. Full Access Signalized Intersection

Table 6 presents the screening results for INT-3. In order to meet the need for an alternate driving route during a crash, ELE-4 (Median Crossover) was added to the alternative.

This alternative was advanced because it ranked as one of the highest. The alternative meets baseline purpose and needs with minimal ROW takes needed and no wetlands impacted, but is expected to have more delay compared to No Build. Alternative is similar to INT-4 but provides more access to businesses on both sides of Egan Drive.

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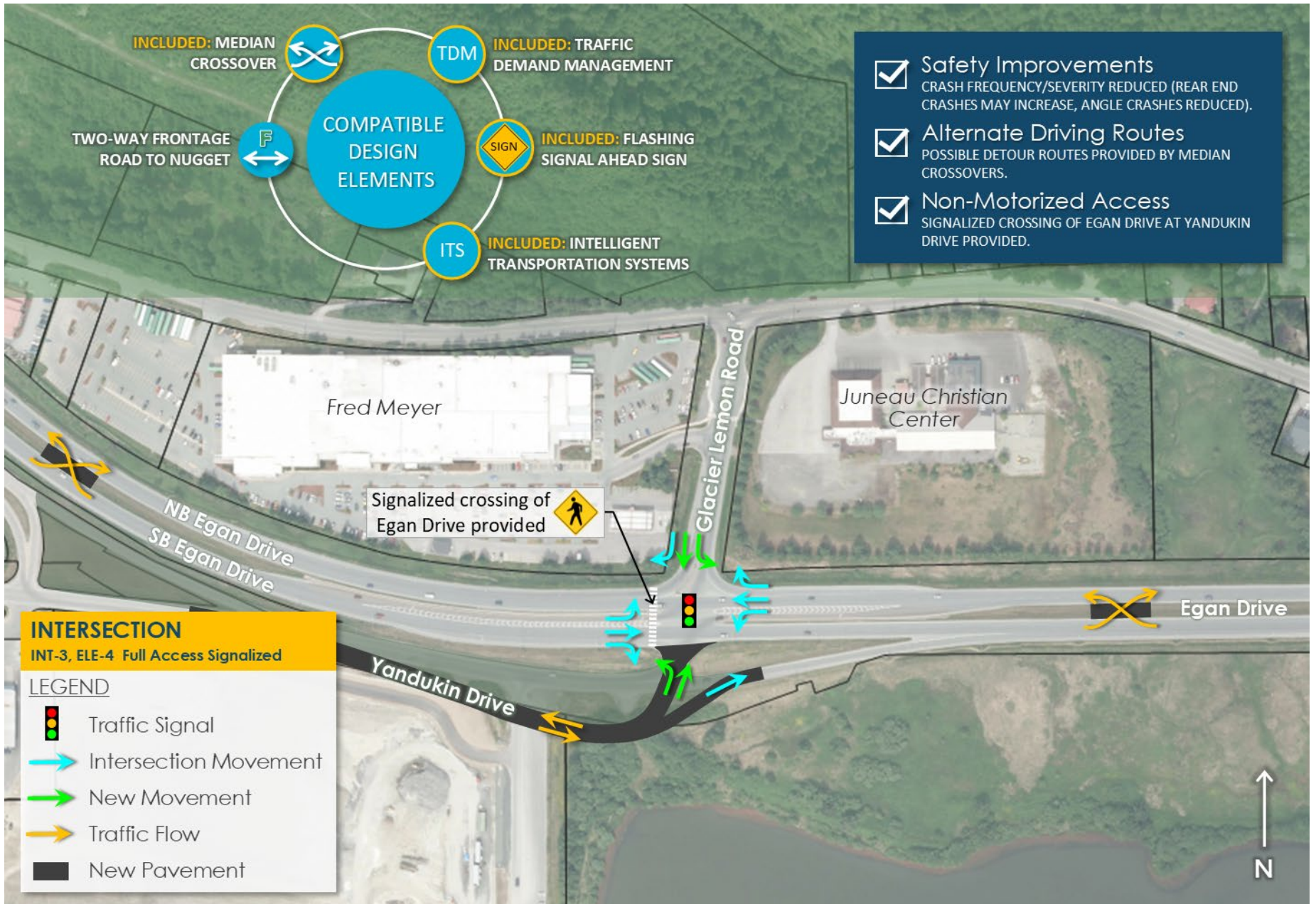


Table 6: INT-3 with ELE-4 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency	Fewer conflicts	CMF for installing a new traffic signal reduces angle crashes but increases rear-end crashes.
		Crash severity	Fewer severe conflicts	CMF for alternative is applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Signalized crossing at E-Y would give time for pedestrians to cross Egan Dr.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Median crossover provides a new infrastructure used to reroute Egan Dr traffic when there is a crash.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Signalized crossing will be provided at E-Y.
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth		Land use plans	Partially consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8 - IA12 as it does not provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
		Business visibility	Equally visible	Visibility to businesses are the same as existing.
		Business access	More accessible	E-Y would have full movement access, allowing vehicles on one side of Egan Dr to access residences and businesses on the other side and left turns from the side streets.
Environmental		Wetland permit	No jurisdictional wetlands impact	No mapped wetlands shown in this area.
		Protected Lands	No use	No historic properties, no parklands, no recreational properties present in expanded footprint.
		Right-of-way impact	Minimal ROW needed	Final footprint may extend outside DOT&PF ROW. May need additional land for Yandukin Dr realignment.
Traffic Operations		Peak hour delay	More delay	Alternative v/c ratio at E-Y intersection greater than existing v/c ratio.
Cost		Cost Range	Medium	Realigns Yandukin Dr, installs a signal, and constructs median crossovers.

INT-6. Two Signalized T-Intersections

Table 7 presents the screening results for INT-6. No additional elements were needed for the alternative.

This alternative was advanced because it was ranked among the second highest. The alternative improves access to businesses on either side of Egan Drive. An alternate route is provided during a crash without needing to manually set up temporary traffic control devices (considered an advantage over the median crossover treatment). No wetland impacts are expected; wetlands near the area have previously been permitted for fill.

Egan/Yandukin Intersection Improvements Projects

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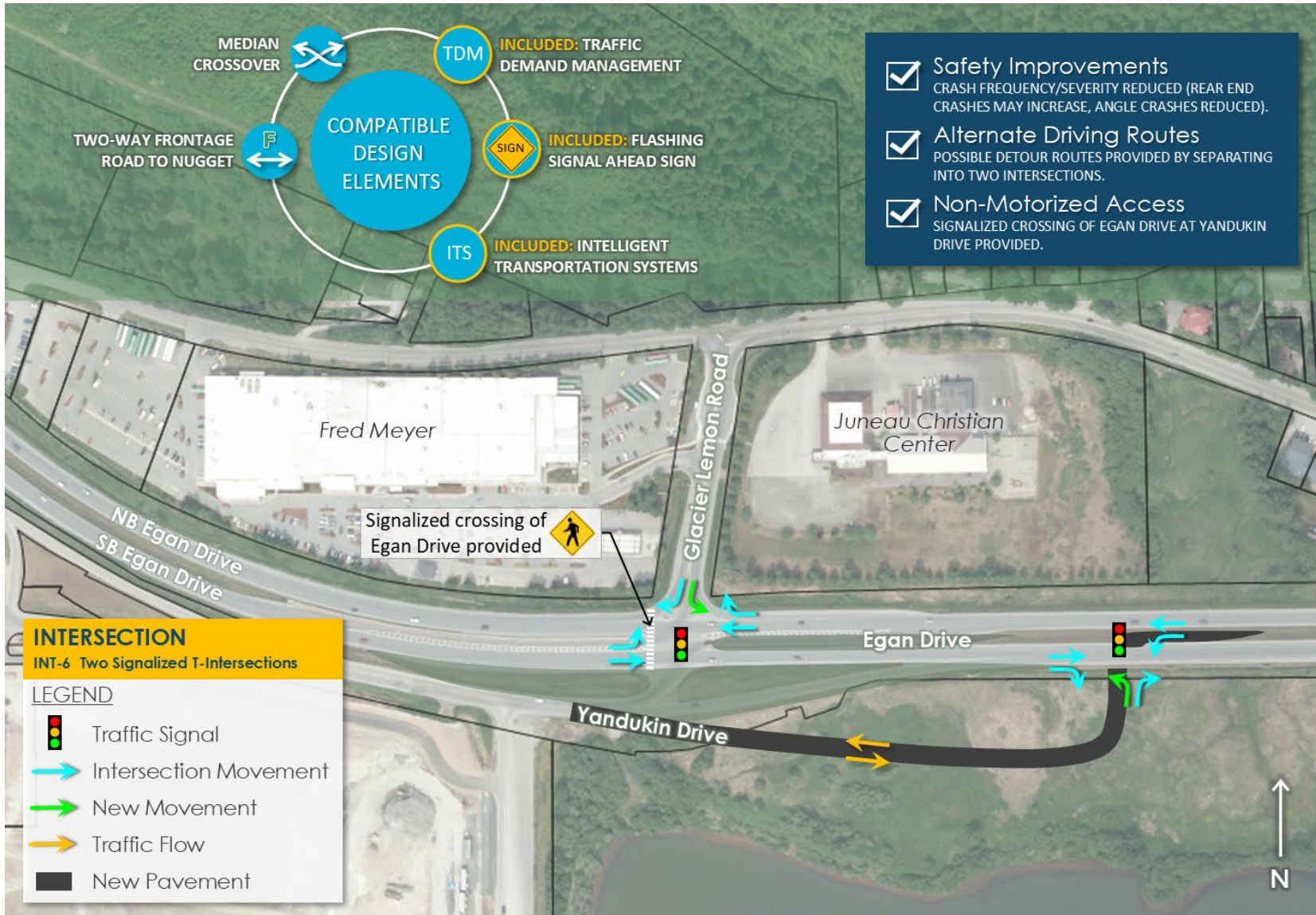


Table 7: INT-6 Screening Results

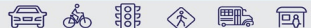
Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency	Fewer conflicts	CMF for converting intersection to two T-intersection reduces crashes.
		Crash severity	Fewer severe conflicts	CMF for alternative is applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Signalized crossing at E-Y would give time for pedestrians to cross Egan Dr.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Alternate route provided for northbound Egan Dr traffic towards Mendenhall Valley. Traffic would be able to access alternate routes at the two signals.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Signalized crossing will be provided at E-Y.
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth	Land use plans	Partially consistent with adopted land use plans		Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
	Business visibility	Equally visible		Visibility to businesses are the same as existing.
	Business access	More accessible		Left turn movements would be allowed from Yandukin Dr and Glacier-Lemon Rd.
Environmental	Wetland permit	No jurisdictional wetlands impact		Existing wetlands already permitted for fill for industrial project.
	Protected Lands	No use		Does not include lands anticipated for conservation.
	Right-of-way impact	Substantial ROW needed		Additional land needed for Yandukin Dr realignment under development.
Traffic Operations	Peak hour delay	More delay		Alternative v/c ratio at E-Y intersection greater than existing v/c ratio.
Cost	Cost Range	Medium		Realigns Yandukin Dr further southeast and installs two signals.

OVP-2, ELE-5. Diamond Interchange (Overpass) at the E-Y Intersection

Table 8 presents the screening results for OVP-2. In order to meet the need for an alternate driving route during a crash, ELE-5 (Two-way Frontage Road) was added to the alternative.

This alternative was advanced because it was ranked among the second highest; the alternative has more flexibility and sustainability compared to OVP-1 as it can be converted to a different configuration in the future while staying within a diamond interchange footprint.

EGAN / YANDUKIN



Intersection Improvements

Egan/Yandukin Intersection Improvements Projects

Draft Level 1 Screening Results

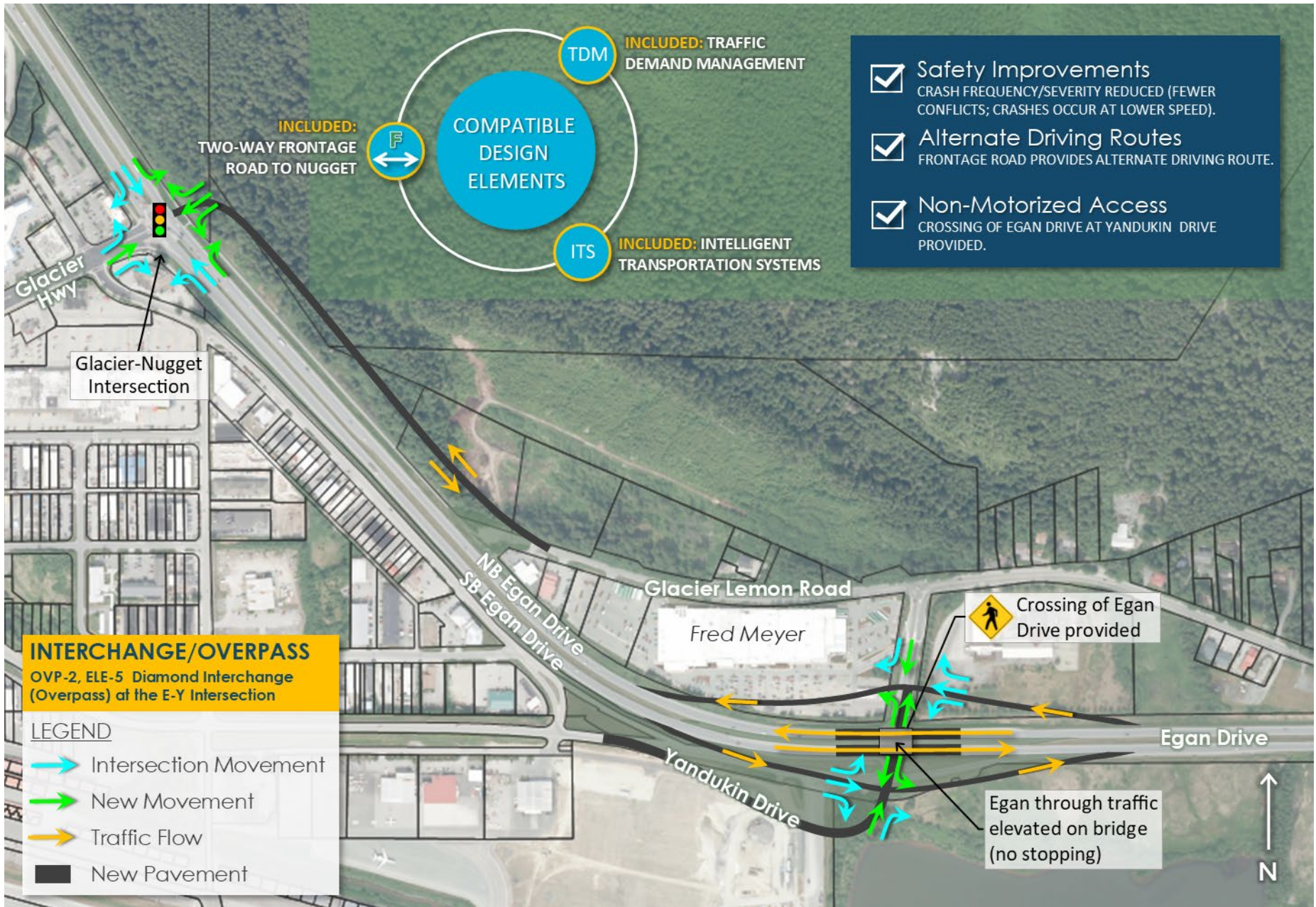


Table 8: OVP-2 with ELE-5 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative must score positive in one or more metrics to advance	Safety	Crash frequency	Fewer conflicts	CMF for converting at-grade intersection into a grade-separated interchange reduces crashes. An additional leg may increase crashes at Glacier-Nugget, the increase is not expected to outweigh the decrease in crashes at E-Y because movements would be signal controlled.
		Crash severity	Fewer severe conflicts	CMF for alternative is applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Crossing at E-Y would be provided for pedestrians and bicyclists to cross Egan Dr.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Two-way northbound frontage road from Glacier-Lemon Rd to Glacier-Nugget.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Pedestrians would cross fewer lanes than existing, reducing the distance needed to cross and how long pedestrians are exposed on the road. Vehicles would be traveling at lower speeds than Egan Dr traffic.
Other Considerations (Level 1 Qualitative Metrics)				
	Economic Growth	Land use plans	Consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y and with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8- IA12 to provide sidewalks and bicycle paths/lanes and Action 8.8-IA13 to provide a secondary route to Egan Dr where no alternative route exists.
		Business visibility	Less visible	Guardrail or concrete barriers along the elevated Egan Dr obstructs views to businesses. Elevated Egan Dr would obstruct views for side street traffic.
		Business access	More accessible	E-Y and Glacier-Nugget would have full movement access.
	Environmental	Wetland permit	Individual Permit	Small sections of wetlands that remain along north side of Egan Dr may need to be filled.
		Protected Lands	No use	No public parklands, historic properties, or recreation resources in area.
		Right-of-way impact	Substantial ROW needed	Additional land needed for Yandukin Dr realignment, on- and off-ramps, space for elevated Egan Dr. Additional land needed for Glacier-Lemon Rd extension to Glacier-Nugget. May require Federal Highway Land transfer process (Title 23 Highway Easement Deed).
	Traffic Operations	Peak hour delay	Less delay	Alternative v/c ratios at E-Y and Glacier-Nugget intersections less than existing v/c ratios.
	Cost	Cost Range	High	Installs an elevated bridge structure with on- and off-ramps and realigns Yandukin Dr. Extends Glacier-Lemon Rd to Glacier-Nugget, which may require cutting into the hillside.

Lower Scoring Alternatives (Do Not Advance)

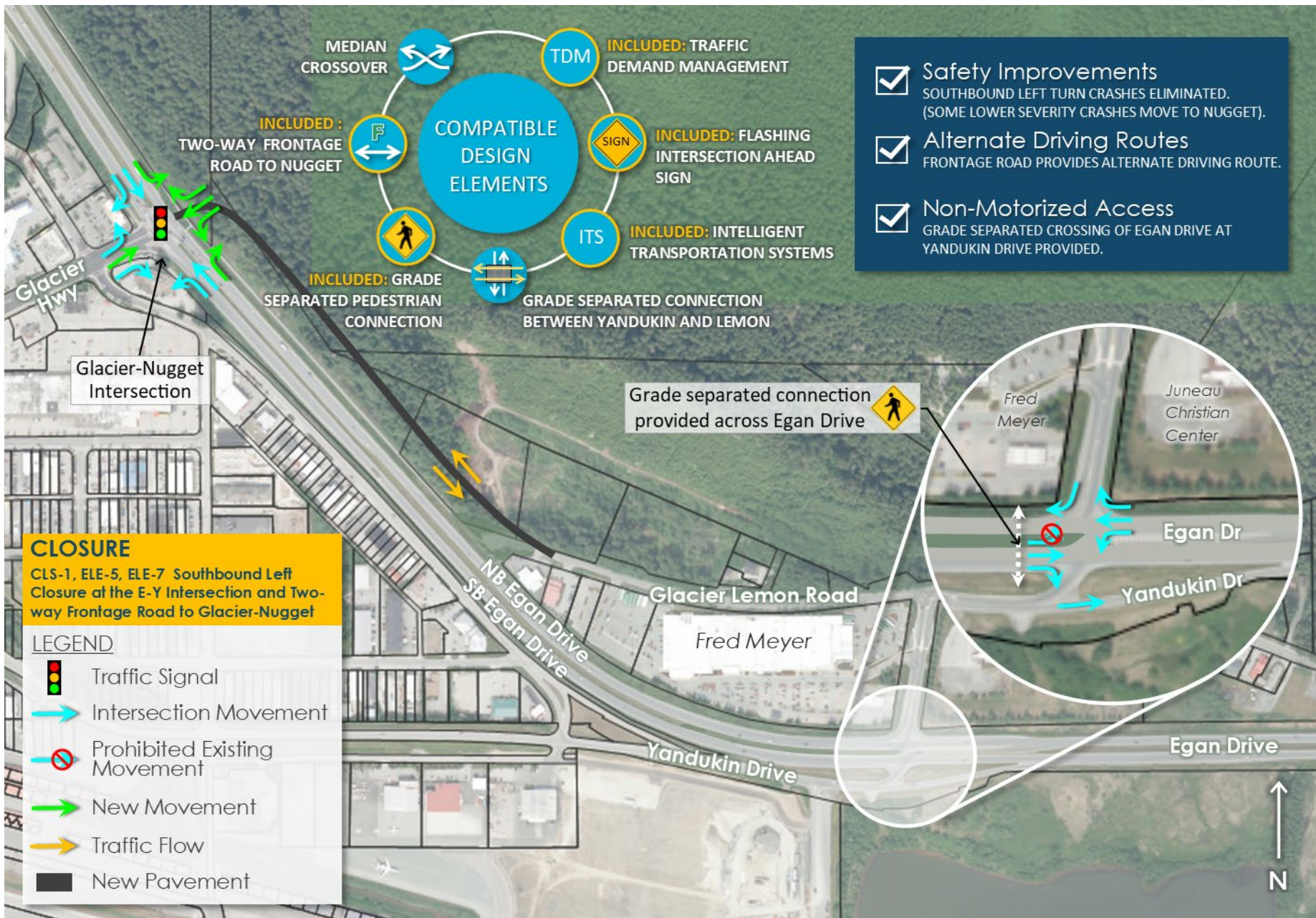
CLS-1, ELE-5, ELE-7. Southbound Left Closure at the E-Y Intersection and Two-way Frontage Road to Glacier-Nugget

Table 9 presents the screening results for CLS-1. In order to meet the bicycle/pedestrian safety and non-motorized accessibility comfort needs, ELE-7 (Grade Separated Pedestrian Crossing) for the E-Y intersection was added to the alternative. ELE-5 (Two-way Frontage Road to Glacier-Nugget) is an inherent part of this alternative.

This alternative was dismissed because it impacts wetlands and requires substantial ROW (both public and private). More delay is expected on Egan Drive compared to No Build.

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Table 9: CLS-1 with ELE-5 and ELE-7 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary <i>Alternative must score positive in one or more metrics to advance</i>	Safety	Crash frequency	Fewer conflicts	CMF for closing the median opening reduces southbound left crashes at E-Y. Additional movements and volumes may increase crashes at Nugget; however, the increase in crashes is not expected to outweigh the crash reduction at E-Y because the additional movements would be signal controlled.
		Crash severity	Fewer severe conflicts	CMF for alternative applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Provides facility for pedestrians to cross Egan. Removes pedestrian and bicycle conflict with vehicles.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Two-way frontage road from Glacier-Lemon Rd to Glacier-Nugget.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Separates pedestrians from high speed vehicles
Other Considerations (Level 1 Qualitative Metrics)				
	Economic Growth	Land use plans	Consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y and with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes and with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
		Business visibility	Equally visible	Visibility to businesses are the same as existing.
		Business access	Equally accessible	Southbound left turns would not be allowed at E-Y but would be able to turn at Glacier-Nugget.
	Environmental	Wetland permit	Individual permit	Known wetlands present. Individual permit needed.
		Protected Lands	No use	Unlikely to encounter historic properties or parklands or trail impacts constituting a use more than de minimis.
		Right-of-way impact	Substantial ROW Needed	Additional land needed for Glacier-Lemon Rd extension to Glacier-Nugget. No relocations required. Conforms with existing area plan. May require Federal Highway Land transfer process (Title 23 Highway Easement Deed).
	Traffic Operations	Peak hour delay	More delay	Alternative v/c ratio at Glacier-Nugget intersection greater than existing v/c ratio.
	Cost	Cost Range	Medium	Extends Glacier-Lemon Rd to Glacier-Nugget, which may require cutting into the hillside. Removes southbound left turn lane at E-Y and constructs a separated grade pedestrian crossing.

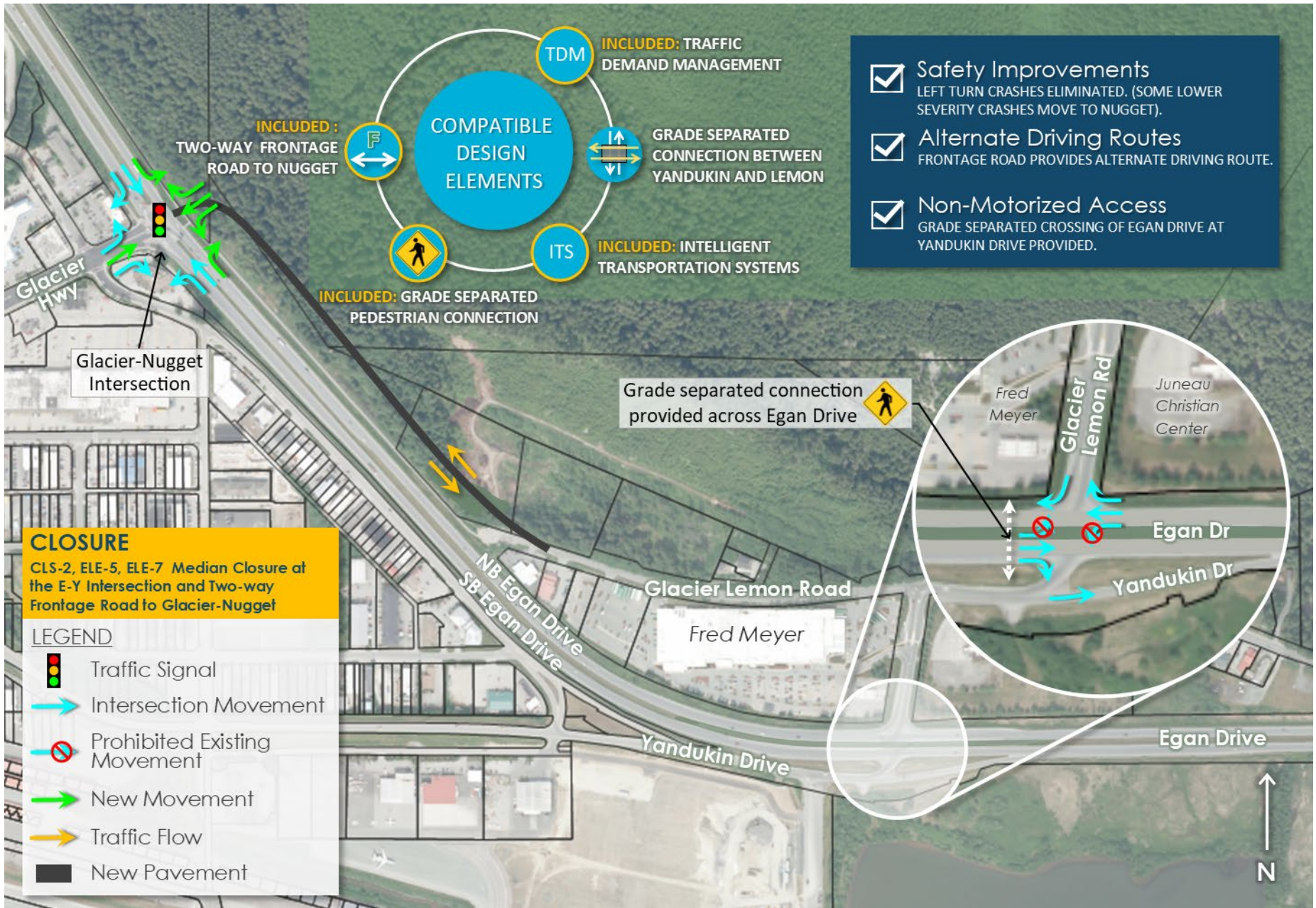
CLS-2, ELE-5, ELE-7. Median Closure at the E-Y Intersection and Two-way Frontage Road to Glacier-Nugget

Table 10 presents the screening results for CLS-2. In order to meet the bicycle/pedestrian safety and non-motorized accessibility comfort needs, ELE-7 (Grade Separated Pedestrian Crossing) for the E-Y intersection was added to the alternative. ELE-5 (Two-way Frontage Road to Glacier-Nugget) is an inherent part of the alternative.

This alternative was dismissed because it impacts wetlands and requires substantial ROW (both public and private). More delay is expected on Egan Drive compared to No Build.

Egan/Yandukin Intersection Improvements Projects

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Table 10: CLS-2 with ELE-5 and ELE-7 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative must score positive in one or more metrics to advance	Safety	Crash frequency	Fewer conflicts	CMF for closing the median opening reduces crashes at E-Y. Additional movements and volumes may increase crashes at Nugget; however, the increase in crashes is not expected to outweigh the crash reduction at E-Y because the additional movements would be signal controlled.
		Crash severity	Fewer severe conflicts	CMF for alternative applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Provides facility for pedestrians to cross Egan. Removes pedestrian and bicycle conflict with vehicles.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Two-way frontage road from Glacier-Lemon Rd to Glacier-Nugget.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Separates pedestrians from high speed vehicles
Other Considerations (Level 1 Qualitative Metrics)				
	Economic Growth	Land use plans	Consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y and with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes and with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
		Business visibility	Equally visible	Visibility to businesses are the same as existing.
		Business access	Equally accessible	Left turn movements would not be allowed at E-Y but vehicles would be able to turn at Glacier-Nugget. Travel distance may increase for northbound left turning vehicles.
	Environmental	Wetland permit	Individual permit	Known wetlands present. Individual permit needed.
		Protected Lands	No use	Unlikely to encounter historic properties or parklands or trail impacts constituting a use more than de minimis.
		Right-of-way impact	Substantial ROW Needed	Additional land needed for Glacier-Lemon Rd extension to Glacier-Nugget. No relocations. May require Federal Highway Land transfer process (Title 23 Highway Easement Deed).
	Traffic Operations	Peak hour delay	More delay	Alternative v/c ratio at Glacier-Nugget intersection greater than existing v/c ratio.
	Cost	Cost Range	Medium	Extends Glacier-Lemon Rd to the Glacier-Nugget intersection, which may require cutting into the hillside. Removes left turn lanes at E-Y and constructs a separated grade pedestrian crossing.

CLS-3, ELE-5, ELE-7. Median Closure at the E-Y Intersection, Interchange at Glacier-Nugget

Table 11 presents the screening results for CLS-3. In order to meet the bicycle/pedestrian safety and non-motorized accessibility comfort needs, ELE-7 (Grade Separated Pedestrian Crossing) for the E-Y intersection was added to the alternative. ELE-5 (Two-way Frontage Road to Glacier-Nugget) is an inherent part of this alternative.

This alternative was dismissed because it impacts wetlands, needs substantial ROW, and businesses would likely experience reduced visibility.

Egan/Yandukin Intersection Improvements Projects

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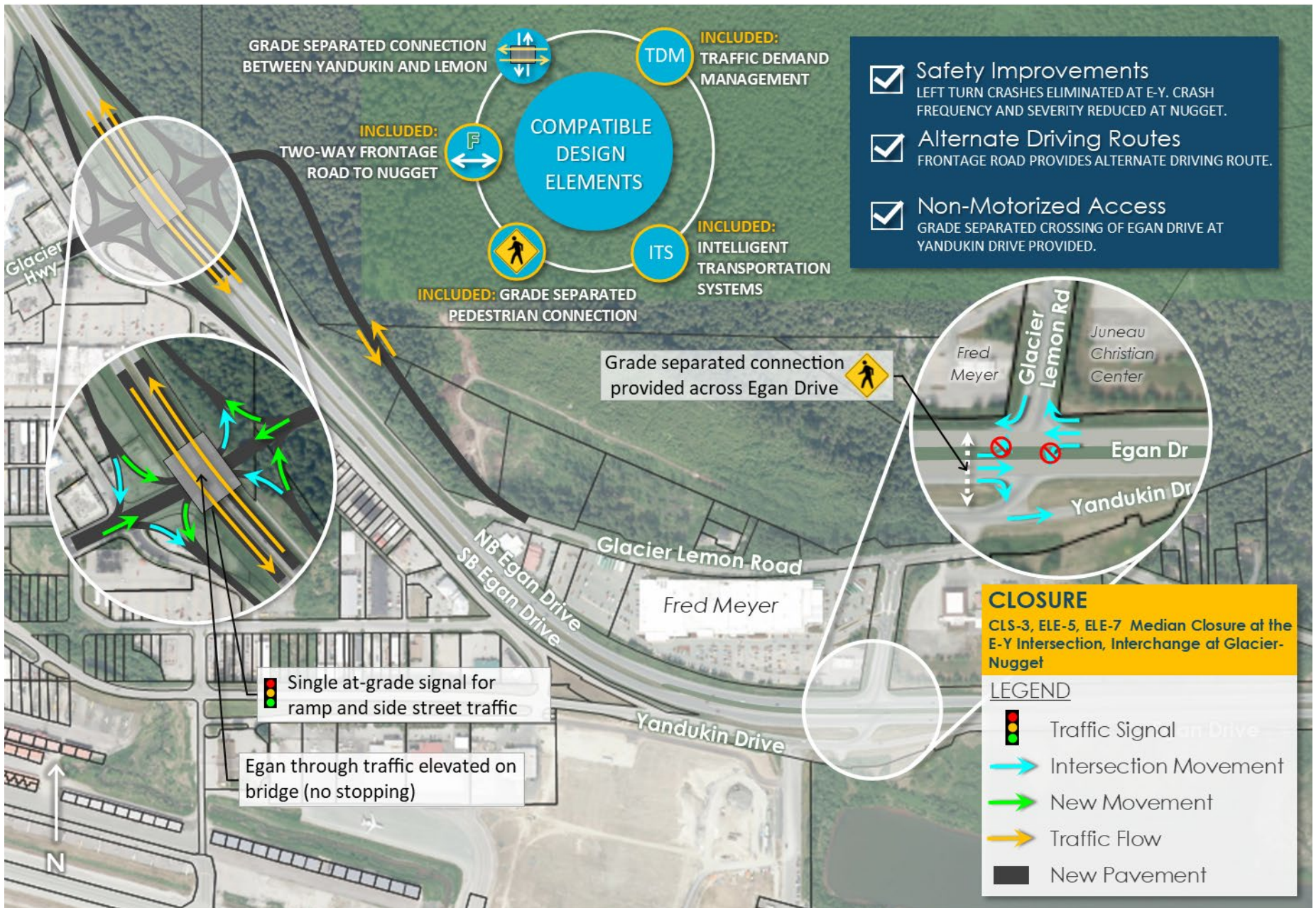


Table 11: CLS-3 with ELE-5 and ELE-7 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency	Fewer conflicts	CMF for closing the median opening reduces crashes. CMF for converting at-grade intersection into a grade-separated interchange reduces crashes.
		Crash severity	Fewer severe conflicts	CMF for alternative is applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Provides facility for pedestrians to cross Egan. Removes pedestrian and bicycle conflict with vehicles.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Two-way frontage road from Glacier-Lemon Rd to Glacier-Nugget.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Separates pedestrians from high speed vehicles.
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth	Land use plans		Consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y and with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes and with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
	Business visibility		Less visible	Guardrail or concrete barriers along the elevated Egan Dr obstruct view to businesses near Glacier-Nugget.
	Business access		Equally accessible	Left turn movements would not be allowed at E-Y but vehicles would be able to turn at Glacier-Nugget. Travel distance may increase of northbound left turning vehicles.
Environmental	Wetland permit		Individual permit	Known wetlands present. Individual permit needed.
	Protected Lands		No use	Unlikely to encounter historic properties or parklands or trail impacts constituting a use more than de minimis.
	Right-of-way impact		Substantial ROW Needed	Additional land needed for Yandukin Dr realignment, Glacier-Lemon Rd extension to Glacier-Nugget, on- and off-ramps, space for elevated Egan Dr at Glacier-Nugget. No relocations. May require Federal Highway Land transfer process (Title 23 Highway Easement Deed).
Traffic Operations	Peak hour delay		Less delay	Alternative v/c ratios at E-Y and Glacier-Nugget intersections less than existing v/c ratios.
Cost	Cost Range		High	Installs an elevated bridge structure with on- and off-ramps and removes the left turn lanes at E-Y. Constructs a separated grade pedestrian crossing.

INT-4, ELE-4, ELE-7. Move Signalized Intersection from Glacier-Nugget to the E-Y Intersection

Table 12 presents the screening results for INT-4. In order to meet an alternate driving route during a crash, ELE-4 (Median Crossover) was added to the alternative. ELE-7 (Grade Separated Pedestrian Crossing) for the Glacier-Nugget intersection was also added to meet bicycle/pedestrian safety and non-motorized accessibility comfort needs.

This alternative was dismissed because the right-in, right-out (RIRO) only movement at Glacier-Nugget provides less access to residences and businesses along Glacier-Nugget Highway, negatively affecting ongoing economic conditions. Benefits of the alternative are comparable to a full signal at the E-Y intersection (INT-3) which does not remove the signal at Glacier-Nugget.

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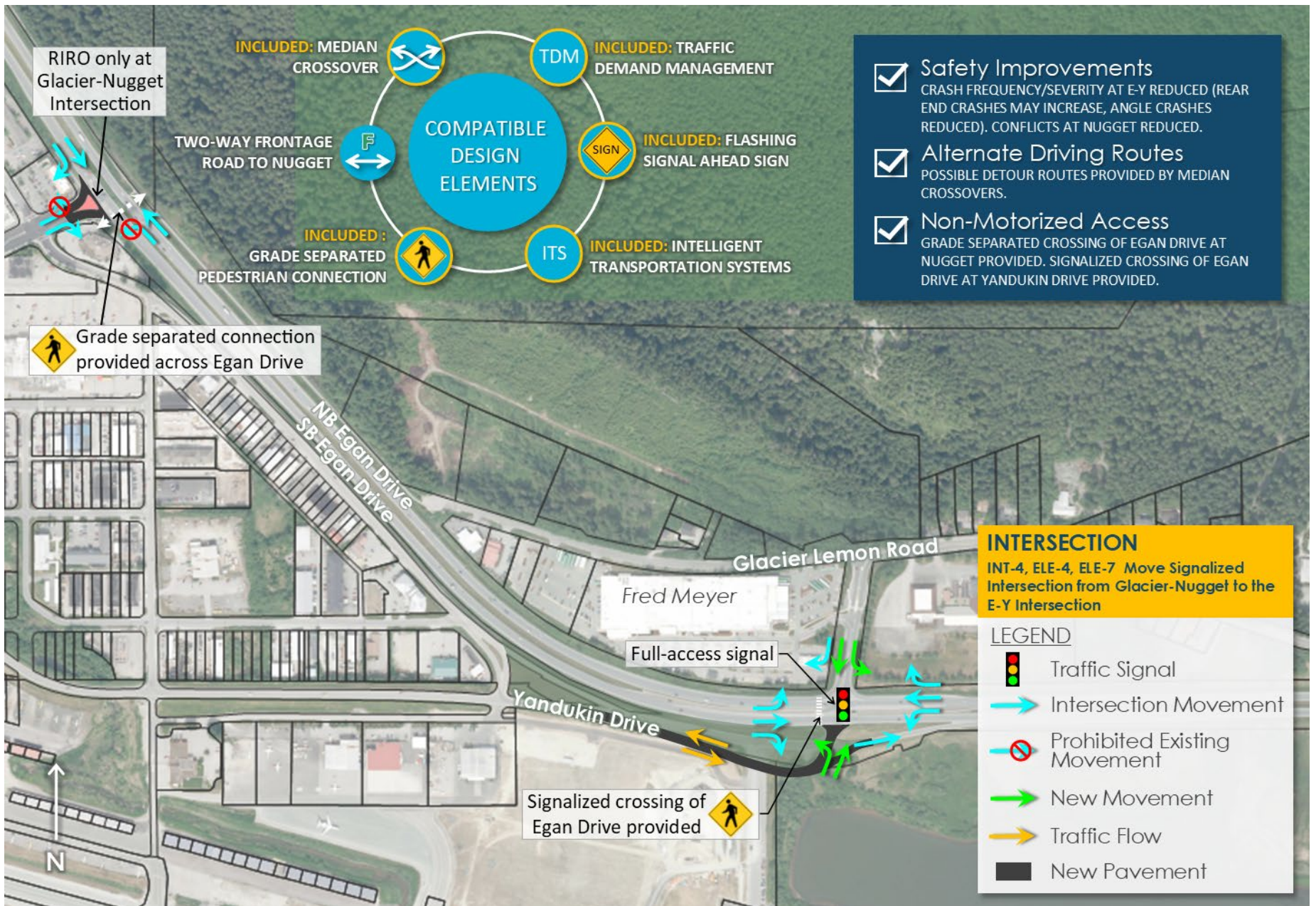


Table 12: INT-4 with ELE-4 and ELE-7 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative must score positive in one or more metrics to advance	Safety	Crash frequency	Fewer conflicts	CMF for installing a traffic signal reduces angle crashes but increases rear-end crashes. CMF for closing the median opening reduces crashes at the Glacier-Nugget but may increase at the E-Y but is not expected to outweigh the reduction at Glacier-Nugget.
		Crash severity	Fewer severe conflicts	Both CMFs for alternative is applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Provides facility for pedestrians to cross Egan. Removes pedestrian and bicycle conflict with vehicles.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Median crossover provides a new infrastructure used to reroute Egan Dr traffic when there is a crash.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Separates pedestrians from high speed vehicles
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth	Land use plans		Partially consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Appears to preclude future connection. Consistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes. Inconsistent with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
	Business visibility		Equally visible	Intersection would get wider but visibility to businesses would remain the same as existing.
	Business access		Less accessible	E-Y would have full movement access. However, Glacier-Nugget Hwy would be converted to right-in, right-out only, reducing accessibility to businesses near Glacier-Nugget.
Environmental	Wetland permit		No jurisdictional wetlands impact	Wetlands that may be present where the proposed footprint extends on the south side of Egan Dr are already permitted to be filled for industrial development.
	Protected Lands		No use	No historic properties, no parklands, no recreational properties present in expanded footprint.
	Right-of-way impact		Minimal ROW needed	Additional land needed for Yandukin Dr realignment and pedestrian crossing.
Traffic Operations	Peak hour delay		More delay	Alternative v/c ratio at E-Y intersection greater than existing v/c ratio.

Purpose	Need	Metric	Levels	Reasons of Level Ranking
	Cost	Cost Range	Medium	Realigns Yandukin Dr, removes signals at Glacier-Nugget, and installs new signals at E-Y. Constructs median crossovers and a separated grade pedestrian crossing.

INT-5, ELE-5. Roundabout Intersection

Table 13 presents the screening results for INT-5. In order to meet the need for an alternate driving route during a crash, ELE-5 (Two-way Frontage Road to Glacier-Nugget) was added to the alternative.

This alternative was dismissed because it impacts wetlands and requires substantial ROW. More delay is expected on Egan Drive compared to No Build.

EGAN / YANDUKIN



Intersection Improvements

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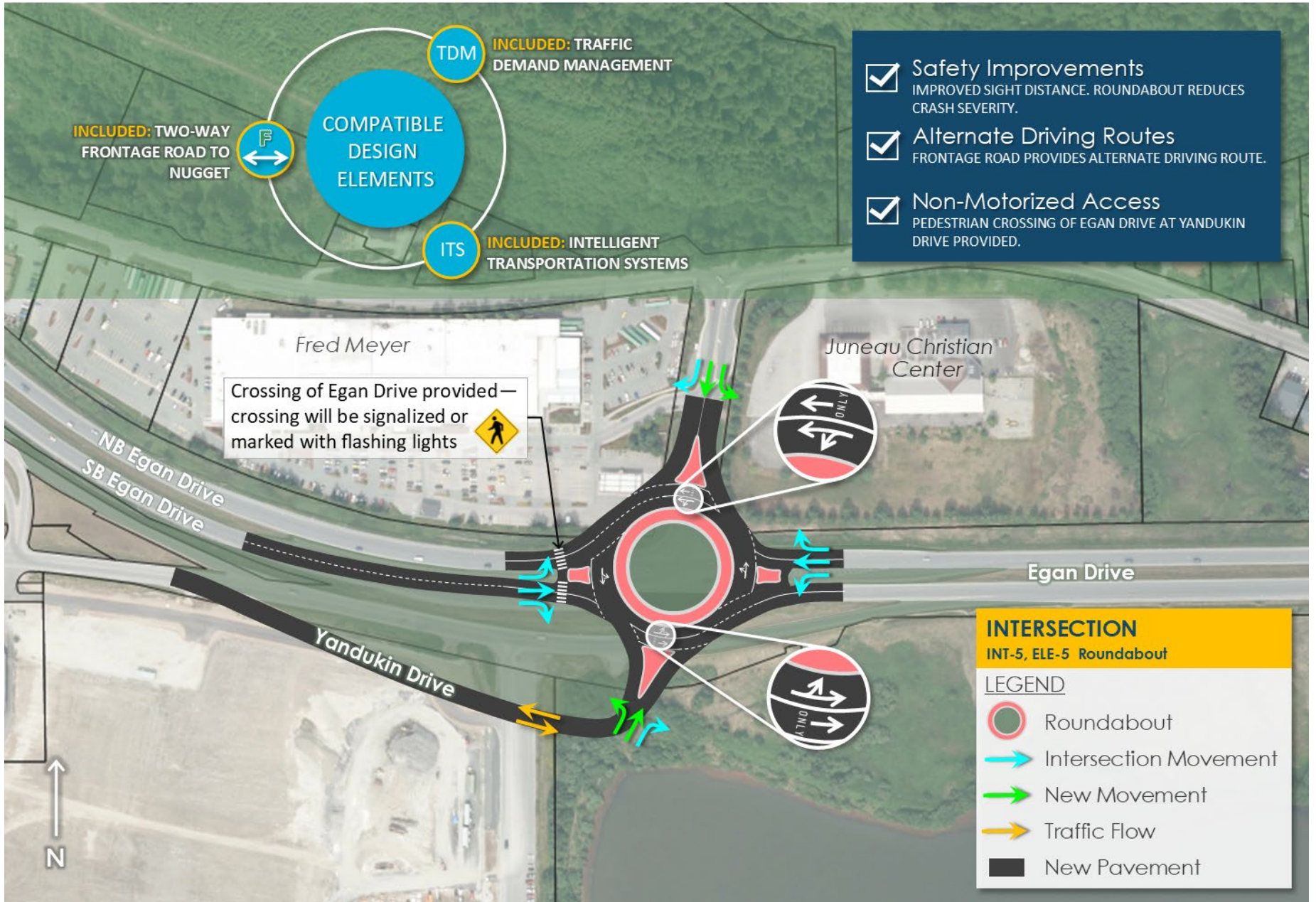


Table 13: INT-5 with ELE-5 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative must score positive in one or more metrics to advance	Safety	Crash frequency	Fewer conflicts	CMF for converting intersection to a multi-lane roundabout reduces crashes. An additional leg may increase crashes at Glacier-Nugget, the increase is not expected to outweigh the decrease in crashes at E-Y because movements would be signal controlled.
		Crash severity	Fewer severe conflicts	CMF for alternative is applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Crossing would be provided on the north Egan Dr leg for pedestrians and bicyclists to cross.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Two-way frontage road from Glacier-Lemon Rd to Glacier-Nugget.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Signalized pedestrian crossing provided for the north leg on Egan Dr.
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth	Land use plans	Business visibility	Consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y and with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes and with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
		Business access	Equally visible	Visibility to businesses are the same as existing.
		Business access	More accessible	E-Y and Glacier-Nugget would have full movement access.
Environmental	Wetland permit	Protected Lands	Individual Permit	Temporary or minor fill may be required around intersection.
		Right-of-way impact	No use	No public parklands, historic properties, or recreation resources in area.
		Right-of-way impact	Substantial ROW needed	Additional land needed from Fred Meyer and Juneau Christian Center for roundabout and south of Egan Dr for Yandukin Dr realignment. Likely requires relocation of gas station. Land needed for Glacier-Lemon Rd extension to Glacier-Nugget. May require Federal Highway Land transfer process (Title 23 Highway Easement Deed).
Traffic Operations	Peak hour delay	More delay	Alternative v/c ratio at E-Y intersection greater than existing v/c ratio.	
Cost	Cost Range	High	Installs an elevated bridge structure with on- and off-ramps and realign Yandukin Dr and extends Glacier-Lemon Rd to Glacier-Nugget, which may require cutting into the hillside.	

INT-7, ELE-4. Relocate Intersection to Southeast of Church

Table 14 presents the screening results for INT-7. The alternative would need to be signalized to meet bicycle/ pedestrian safety and non-motorized accessibility comfort needs. In order to meet the need for an alternate driving route during a crash, ELE-4 (Median Crossover) was added to the alternative.

This alternative was dismissed because substantial ROW takes are needed with impacts to wetlands and more delay is expected for Egan Drive traffic compared to No Build.

Egan/Yandukin Intersection Improvements Projects

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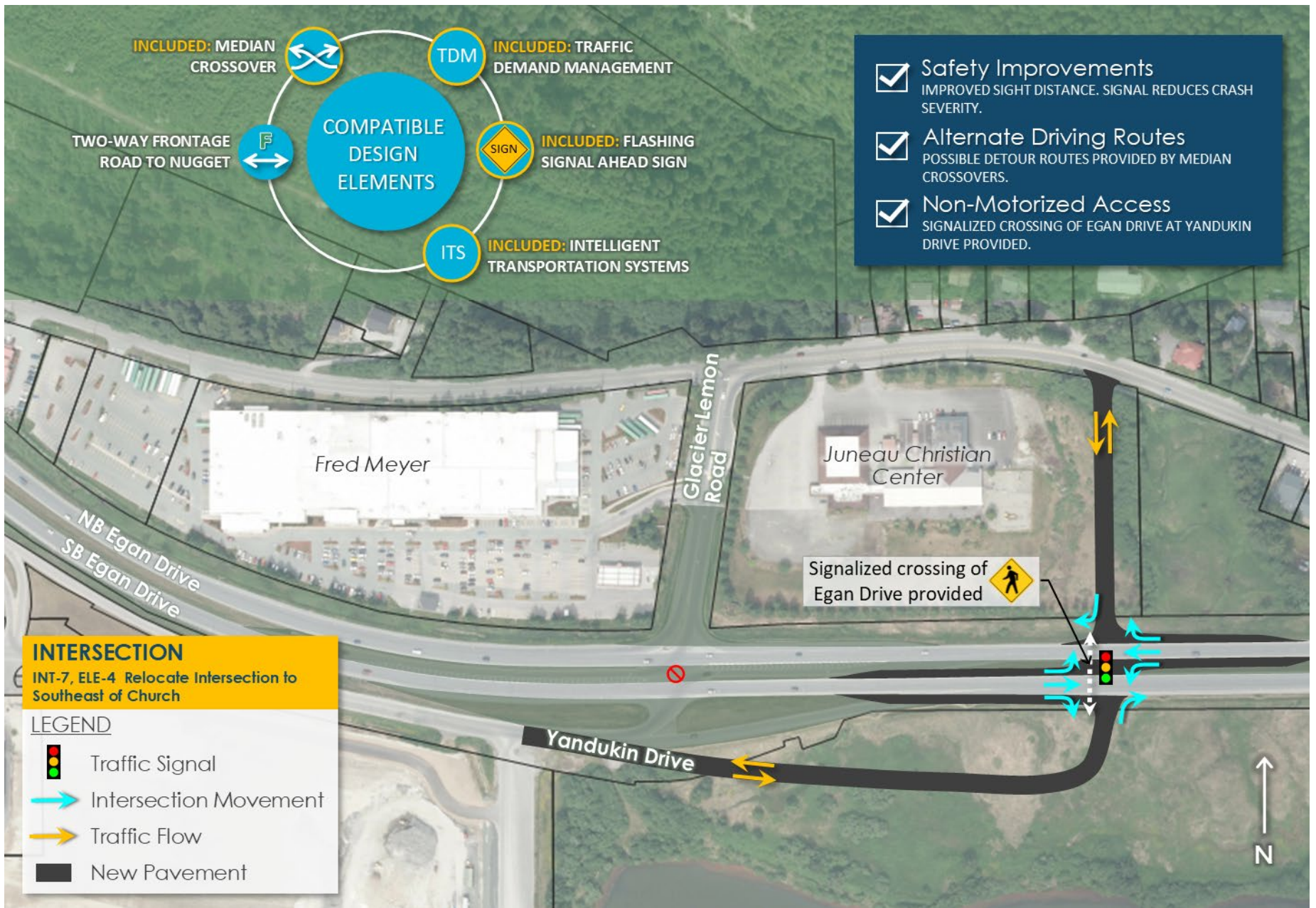


Table 14: INT-7 with ELE-4 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency	Fewer conflicts	CMF for improving sight distance at an intersection reduces crashes and CMF for installing a new traffic signal reduces angle crashes but increases rear-end crashes.
		Crash severity	Fewer severe conflicts	CMF for improving sight distance applicable to severe multi-car angle crashes. CMF for signal is applicable to all severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Signalized crossing at E-Y would give time for pedestrians to cross Egan Dr.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Median crossover provides a new infrastructure used to reroute Egan Dr traffic when there is a crash.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Signalized crossing will be provided at E-Y.
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth	Land use plans	Partially consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Inconsistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes and Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.	
	Business visibility	Equally visible	Visibility to businesses are the same as existing.	
	Business access	Equally accessible	The relocated intersection allows the same movements as the existing E-Y. Travel distance would increase for Fred Meyer traffic to and from the Mendenhall Valley.	
Environmental	Wetland permit	Individual Permit	Would require fill in wetlands north of the existing Egan Dr, as it connects to Glacier Hwy. Wetlands on south side are already permitted to be filled for industrial development.	
	Protected Lands	No use	Unlikely to impact historic properties.	
	Right-of-way impact	Substantial ROW needed	Additional land needed for Yandukin Dr realignment and new road to Glacier-Lemon Rd.	
Traffic Operations	Peak hour delay	More delay	Alternative v/c ratio at E-Y intersection greater than existing v/c ratio.	
Cost	Cost Range	Medium	Closes the median at the existing E-Y location, realigns Yandukin Dr further southeast, installs a new signal, constructs a new road to Glacier-Lemon Rd, and median crossovers.	

INT-8, ELE-4. Diverted Left Turn or Continuous Flow Intersection

Table 15 presents the screening results for INT-8. In order to meet the need for an alternate driving route during a crash, ELE-4 (Median Crossover) was added to the alternative

This alternative was dismissed because while businesses would be more accessible, substantial ROW is needed with impacts to wetlands and more delay is expected for Egan Drive traffic compared to No Build.

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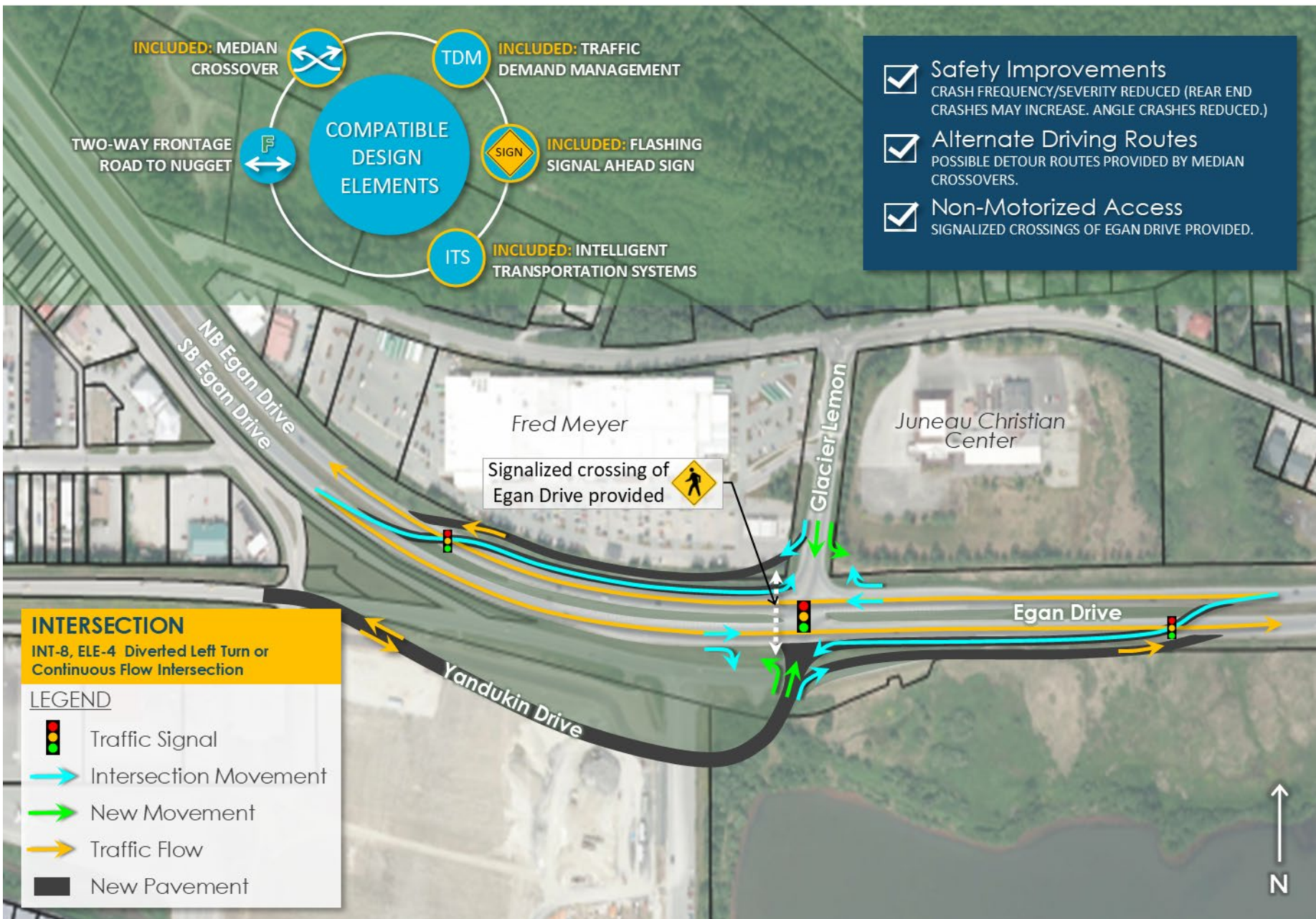


Table 15: INT-8 with ELE-4 Screening Results

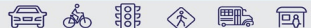
Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency	Fewer conflicts	CMF for installing a new traffic signal reduces angle crashes but increases rear-end crashes.
		Crash severity	Fewer severe conflicts	CMF for alternative is applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Signalized crossing at E-Y would give time for pedestrians to cross Egan Dr.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Median crossover provides a new infrastructure used to reroute Egan Dr traffic when there is a crash.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Signalized crossing will be provided at E-Y. Crossing distance would increase compared to existing.
Other Considerations (Level 1 Qualitative Metrics)				
	Economic Growth	Land use plans	Partially consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Inconsistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes and with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
		Business visibility	Equally visible	Visibility to businesses are the same as existing.
		Business access	More accessible	Yandukin Dr connects to Glacier-Lemon Rd, increasing access to businesses.
	Environmental	Wetland permit	Individual Permit	Would require fill in wetlands north of the existing Egan Dr. Wetlands on south side are already permitted to be filled for industrial development.
		Protected Lands	No use	Unlikely to impact historic properties.
		Right-of-way impact	Substantial ROW needed	Additional land needed for Yandukin Dr realignment and for side street right turn lanes to Egan Dr. Additional land also needed for crossover intersections, diverted left turn lanes, medians/space between opposing lanes.
	Traffic Operations	Peak hour delay	More delay	Alternative v/c ratio at E-Y intersection greater than existing v/c ratio.
	Cost	Cost Range	High	Realigns Yandukin Dr, widens Egan Dr to install crossover intersections, constructs right turn acceleration lanes to Egan Dr, installs three signals, and median crossovers.

INT-9. Diverging Diamond Intersection Pair (Glacier-Nugget and E-Y Intersections)

Table 16 presents the screening results for INT-9. No additional elements were needed for the alternative.

This alternative was dismissed because it has the most negative impacts compared to the other alternatives. ROW and wetlands are impacted, more vehicle delay is expected, and businesses would be less accessible.

EGAN / YANDUKIN



Intersection Improvements

Egan/Yandukin Intersection Improvements Projects
Draft Level 1 Screening Results

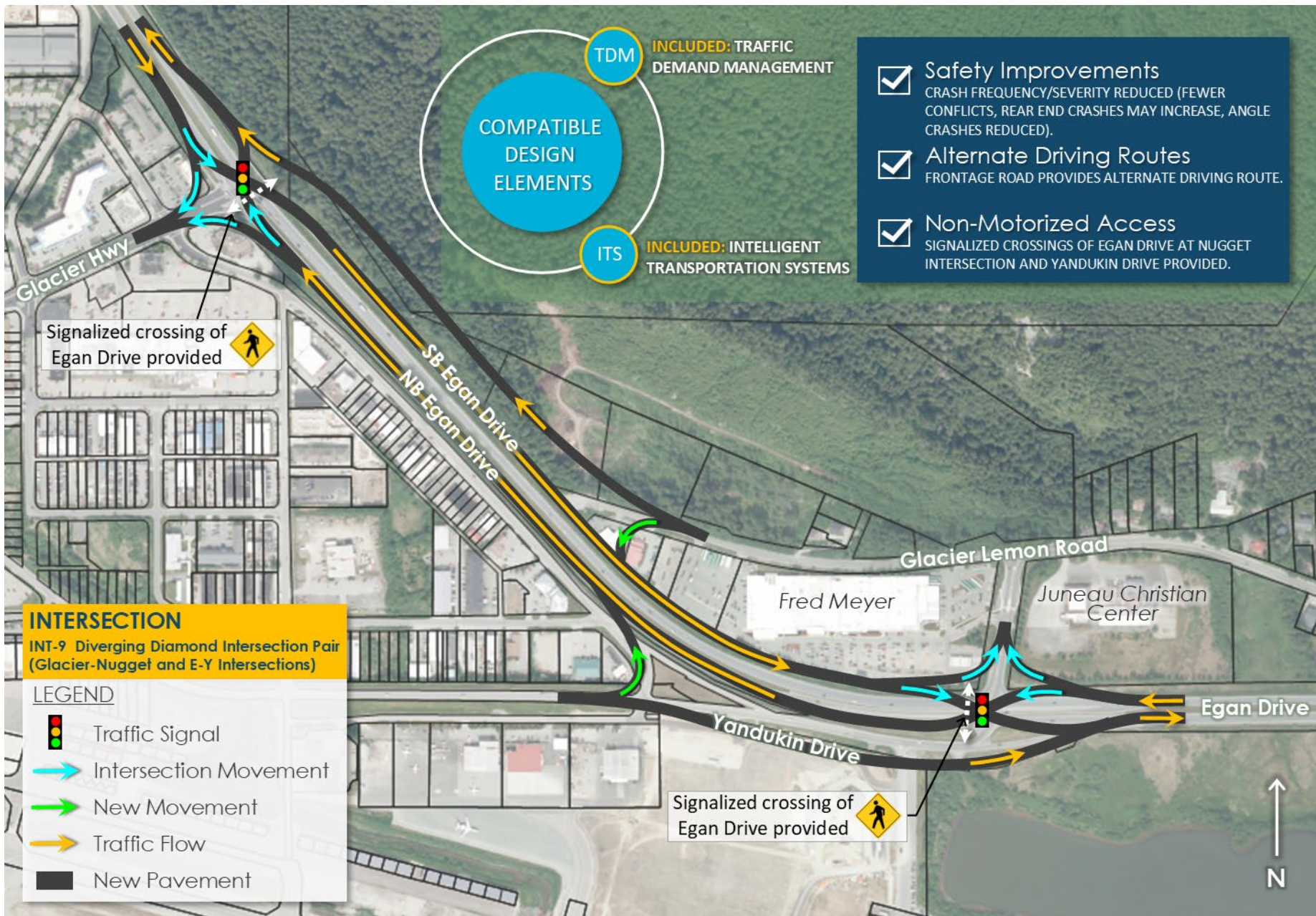


Table 16: INT-9 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative must score positive in one or more metrics to advance	Safety	Crash frequency	Fewer conflicts	CMF for installing a new traffic signal reduces angle crashes but increases rear-end crashes.
		Crash severity	Fewer severe conflicts	CMF for alternative is applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Signalized crossing at E-Y would give time for pedestrians to cross Egan Dr.
Secondary	Alternate Driving Routes	Crash delay	Provides new route	Glacier-Lemon Rd connection to Glacier-Nugget Hwy provides route for northbound Egan Dr vehicles.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Signalized crossing will be provided at E-Y. Pedestrians would cross fewer lanes and on direction of traffic at a time, reducing the distance needed to cross and how long pedestrians are exposed on the road.
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth	Economic Growth	Land use plans	Partially consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Partially consistent with goal to advocate for the extension of Glacier Hwy to Egan Dr but only for northbound Egan Dr traffic and does not connect to Glacier-Nugget. Inconsistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes. Partially consistent with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
		Business visibility	Equally visible	Overall visibility to businesses would be similar to existing.
		Business access	Less accessible	Glacier-Nugget Hwy and Glacier-Lemon Rd would be one-way roads, limiting access. Vehicles would need to use the Mendenhall signal or Sunny Point interchange to get from one side of Egan Dr to the other.
Environmental	Environmental	Wetland permit	Individual Permit	Would require fill in wetlands north of the existing E-Y, and Glacier-Lemon Rd extension to Glacier-Nugget. Wetlands on south side are already permitted to be filled for industrial development.
		Protected Lands	No use	Unlikely to encounter historic properties or parklands or trail impacts constituting a use more than de minimis.
		Right-of-way impact	Substantial ROW needed	Additional land needed for crossover intersections (clear for skew angle sight distance), crossed over lanes, medians/space between opposing lanes, Glacier-Lemon frontage road, and Yandukin Dr realignment. Requires business/property relocations.
Traffic Operations	Traffic Operations	Peak hour delay	More delay	Alternative v/c ratios at E-Y and Glacier-Nugget intersections greater than existing v/c ratios.
Cost	Cost	Cost Range	High	Reconstructs Egan Dr to allow for crossover, installs multiple on- and off-ramps, and realigns Yandukin Dr. Extends Glacier-Lemon Rd to Glacier-Nugget, which may cut into hillside.



OVP-1, ELE-4. Single Point Urban Interchange (Overpass) at the E-Y Intersection

Table 17 presents the screening results for OVP-1. In order to meet the need for an alternate driving route during a crash, ELE-4 (Median Crossover) was added to the alternative.

This alternative was dismissed because it is ranked slightly less than other overpass alternatives since it partially conforms to adopted land use plans. Compared to OVP-2 and OVP-3, the alternative has longer pedestrian crossings and is not as flexible or sustainable if changing conditions indicate the need for a new configuration for the interchange in the future.

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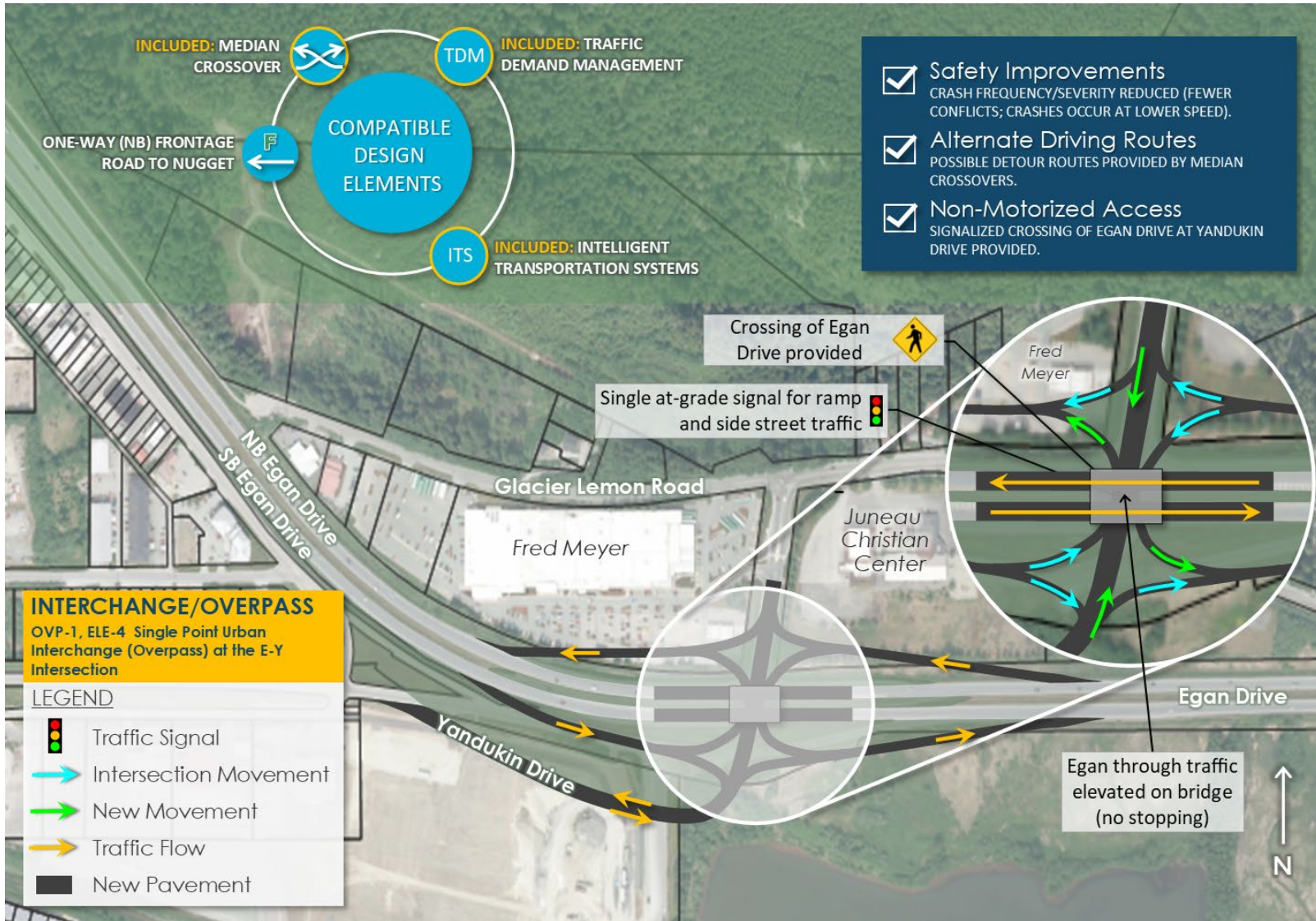


Table 17: OVP-1 with ELE-4 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency	Fewer conflicts	CMF for converting at-grade intersection into a grade-separated interchange reduces crashes.
		Crash severity	Fewer severe conflicts	CMF for alternative is applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Crossing at E-Y would be provided for pedestrians and bicyclists to cross Egan Dr.
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Median crossover provides a new infrastructure used to reroute Egan Dr traffic when there is a crash.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Signalized crossing will be provided at E-Y. Pedestrians would cross fewer lanes, reducing the distance needed to cross and how long pedestrians are exposed on the road. Vehicles would be traveling at lower speeds than Egan Dr traffic.
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth	Land use plans	Partially consistent with adopted land use plans		Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y. Inconsistent with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Inconsistent with CBJ Comprehensive Plan Action 8.8-IA12 to provide sidewalks and bicycle paths or lanes and with Action 8.8-IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
	Business visibility	less visible		Guardrail or concrete barriers along the elevated Egan Dr obstructs views to businesses. Elevated Egan Dr would obstruct views for side street traffic.
	Business access	more accessible		E-Y interchange connects Yandukin Dr to Glacier-Lemon Rd
Environmental	Wetland permit	Individual Permit		Small sections of wetlands that remain along north side of Egan Dr may need to be filled. Existing wetlands on southside of Egan Dr are already permitted to be filled for industrial development.
	Protected Lands	No use		No public parklands, historic properties, or recreation resources in area.
	Right-of-way impact	substantial ROW needed		Additional land needed for Yandukin Dr realignment, on- and off-ramps, space for elevated Egan Dr.
Traffic Operations	Peak hour delay	less delay		Alternative v/c ratios at E-Y and Glacier-Nugget intersections less than existing v/c ratios.
Cost	Cost Range	high		Constructs an elevated bridge structure with on- and off-ramps and realign Yandukin Dr, and median crossovers for vehicles to reroute.

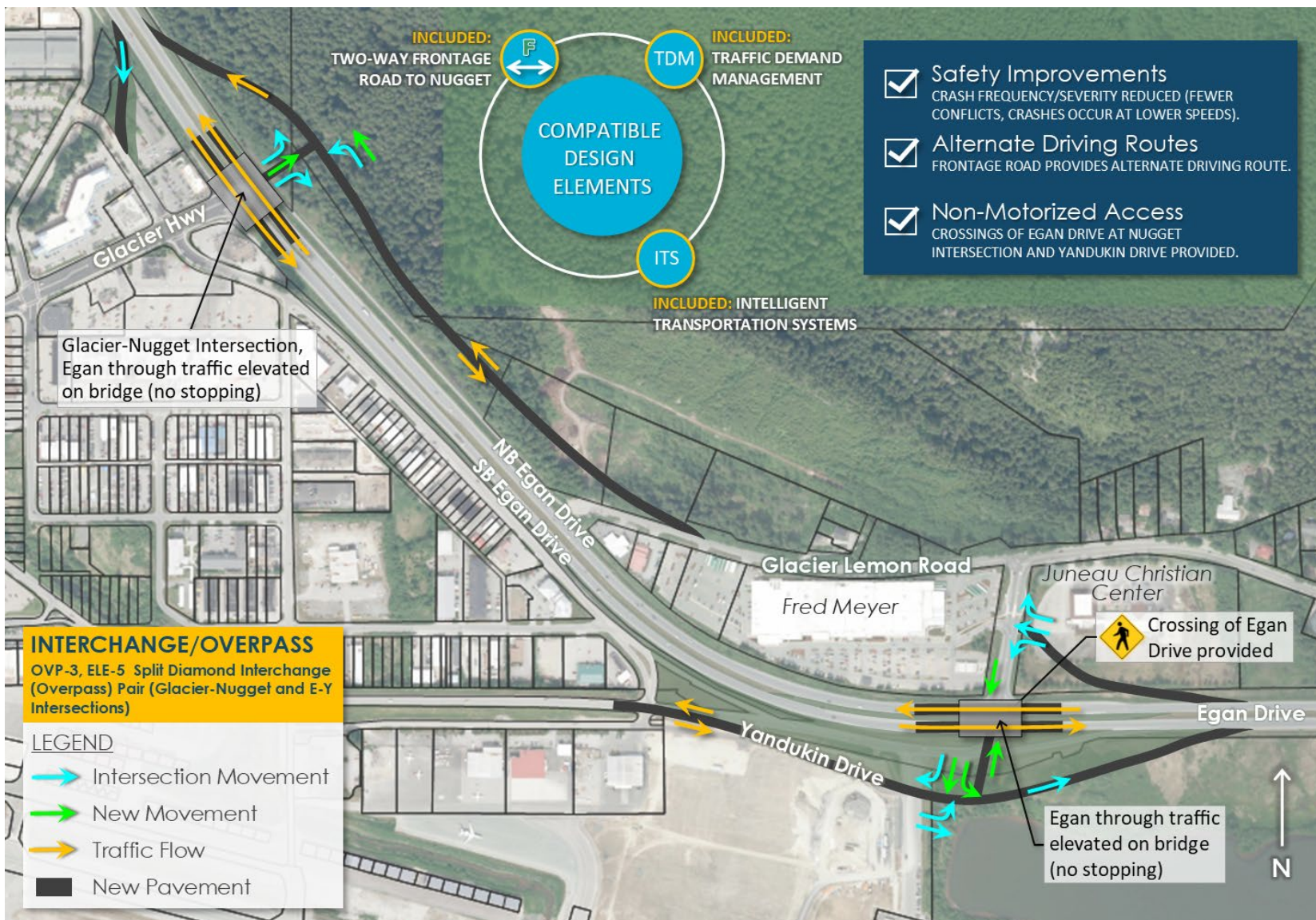
OVP-3, ELE-5. Split Diamond Interchange (Overpass) Pair (Glacier-Nugget and E-Y Intersections)

Table 18 presents the screening results for OVP-3. ELE-5 (Two-way Frontage Road to Glacier-Nugget) is an inherent part of alternative.

This alternative was dismissed because, although it was ranked among the second highest, the alternative has higher environmental impacts on built facilities and cost of elevated structures compared to OVP-2. It is also considered less sustainable than OVP-2 because ROW outside the built interchange footprint could be impacted if the intersection needs to be changed in the future.

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Table 18: OVP-3 with ELE-5 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency	Fewer conflicts	CMF for converting at-grade intersection into a grade-separated interchange reduces crashes.
		Crash severity	Fewer severe conflicts	CMF for alternative is applicable to severe conflicts.
		Bicycles and pedestrians	Decreases walking conflicts	Crossing at E-Y would be provided for pedestrians and bicyclists to cross Egan Dr.
Secondary	Alternate Driving Routes	Crash delay	Provides new route	Two-way frontage road from Glacier-Lemon Rd to Glacier-Nugget.
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Pedestrians would cross fewer lanes than existing, reducing the distance needed to cross and how long pedestrians are exposed on the road. Vehicles would be traveling at lower speeds than Egan Dr traffic.
Other Considerations (Level 1 Qualitative Metrics)				
	Economic Growth	Land use plans	Consistent with adopted land use plans	Consistent with Lemon Creek Area Plan action item to advocate for improvements to E-Y and with goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8 - IA12 to provide sidewalks and bicycle paths or lanes and with Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
		Business visibility	Less visible	Guardrail or concrete barriers along the elevated Egan Dr obstructs views to businesses. Elevated Egan Dr would obstruct views for side street traffic.
		Business access	More accessible	E-Y interchange connects Yandukin Dr to Glacier-Lemon Rd, allowing vehicles on one side of Egan Dr to access residences and businesses on the other side.
	Environmental	Wetland permit	Individual Permit	Wetlands impacts on expansion of Lemon Spur to Glacier Hwy, NE of Lemon Spur/Egan Dr, and near the pond.
		Protected Lands	No use	Unlikely to encounter historic properties or parklands or trail impacts constituting a use more than de minimis.
		Right-of-way impact	Substantial ROW needed	Additional land needed for Yandukin Dr realignment, Glacier-Lemon Rd extension to Glacier-Nugget, on- and off-ramps, space for elevated Egan Dr at Glacier-Nugget and at E-Y.
	Traffic Operations	Peak hour delay	Less delay	Alternative v/c ratios at E-Y and Glacier-Nugget intersections less than existing v/c ratios.
	Cost	Cost Range	High	Constructs two elevated bridge structures with multiple on- and off-ramps and realigns Yandukin Dr. The hillside may need to be cut for the Glacier-Lemon Rd extension.



Appendix A: Full Screening Results

The follow tables present the results for all alternative combinations screened for Level 1.

		Baseline Purpose and Need Metrics -- Do alternatives meet the project Purpose and Need?					Other Considerations (Level 1 Qualitative Metrics) -- How do alternative compare to the current intersection?								
Alternative Number	Alternative Name	Purpose & Need >>	Primary <i>Alternative must score positive in one or more metrics to advance</i>			Secondary		Other Considerations							
			Safety			Alternate Driving Routes	Non-motorized Accessibility	Economic Growth			Environmental			Traffic Operations	Cost
		Metric >>	Crash frequency	Crash severity	Bicycles and pedestrians	Crash delay	Accessibility comfort	Land use plans	Business visibility	Business access	Wetland permit	Protected lands	Right-of-way impact	Peak hour delay	Cost range
No Build	Current Condition		Same conflicts	Same conflicts	No change	Same as now	Same	Inconsistent with adopted land use plans	Equally visible	Equally accessible	No jurisdictional wetlands impact	No use	Stays within the existing ROW	Same delay	Low
CLS-1, ELE-5	SB Left Closure at E-Y and 2-Way Frontage Rd to Nugget		Fewer conflicts	Fewer severe conflicts	No change	Provides alternate route	Same	Consistent with adopted land use plans	Equally visible	Equally accessible	Individual permit	No use	Substantial ROW Needed	More delay	Medium
CLS-1, ELE-5, ELE-7			Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Equally visible	Equally accessible	Individual permit	No use	Substantial ROW needed	More delay	Medium
CLS-2, ELE-5	Median Closure at E-Y and 2-Way Frontage Rd to Nugget		Fewer conflicts	Fewer severe conflicts	No change	Provides alternate route	Same	Consistent with adopted land use plans	Equally visible	Equally accessible	Individual permit	No use	Substantial ROW Needed	More delay	Medium
CLS-2, ELE-5, ELE-7			Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Equally visible	Equally accessible	Individual permit	No use	Substantial ROW needed	More delay	Medium
CLS-3, ELE-5	Median Closure at E-Y, Interchange at Nugget		Fewer conflicts	Fewer severe conflicts	No change	Provides alternate route	Same	Consistent with adopted land use plans	Less visible	Equally accessible	Individual permit	No use	Substantial ROW needed	Less delay	High
CLS-3, ELE-5, ELE-7			Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Less visible	Equally accessible	Individual permit	No use	Substantial ROW needed	Less delay	High
INT-1	HSIP Interim Action		Fewer conflicts	Fewer severe conflicts	No change	Same as now	Same	Partially consistent with adopted land use plans	Equally visible	Equally accessible	No jurisdictional wetlands impact	No use	Stays within the existing ROW	Same delay	Low
INT-1, ELE-4			Fewer conflicts	Fewer severe conflicts	No change	Provides alternate route	Same	Partially consistent with adopted land use plans	Equally visible	Equally accessible	No jurisdictional wetlands impact	No use	Stays within the existing ROW	Same delay	Medium

INT-1, ELE-7		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Same as now	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Equally accessible	No jurisdictional wetlands impact	No use	Minimal ROW needed	Same delay	Medium
INT-1, ELE-4, ELE-7		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Equally accessible	No jurisdictional wetlands impact	No use	Minimal ROW needed	Same delay	Medium
INT-2	Partial Access Signalized Intersection	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Same as now	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Equally accessible	No jurisdictional wetlands impact	No use	Stays within the existing ROW	More delay	Medium

		Baseline Purpose and Need Metrics -- Do alternatives meet the project Purpose and Need?					Other Considerations (Level 1 Qualitative Metrics) -- How do alternative compare to the current intersection?								
Alternative Number	Alternative Name	Purpose & Need >>	Primary <i>Alternative must score positive in one or more metrics to advance</i>			Secondary		Other Considerations							
			Safety			Alternate Driving Routes	Non-motorized Accessibility	Economic Growth			Environmental			Traffic Operations	Cost
		Metric >>	Crash frequency	Crash severity	Bicycles and pedestrians	Crash delay	Accessibility comfort	Land use plans	Business visibility	Business access	Wetland permit	Protected lands	Right-of-way impact	Peak hour delay	Cost range
INT-2, ELE-4	Partial Access Signalized Intersection		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Equally accessible	No jurisdictional wetlands impact	No use	Stays within the existing ROW	More delay	Medium
INT-3	Full Access Signalized Intersection		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Same as now	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	More accessible	No jurisdictional wetlands impact	No use	Minimal ROW needed	More delay	Medium
INT-3, ELE-4			Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	More accessible	No jurisdictional wetlands impact	No use	Minimal ROW needed	More delay	Medium
INT-4	Move Signalized Intersection from Nugget to E-Y		Fewer conflicts	Fewer severe conflicts	No change	Same as now	Same	Inconsistent with adopted land use plans	Equally visible	Less accessible	No jurisdictional wetlands impact	No use	Minimal ROW needed	More delay	Medium
INT-4, ELE-4			Fewer conflicts	Fewer severe conflicts	No change	Provides alternate route	Same	Inconsistent with adopted land use plans	Equally visible	Less accessible	No jurisdictional wetlands impact	No use	Minimal ROW needed	More delay	Medium
INT-4, ELE-7			Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Same as now	Less difficult or more comfortable	Partially consistent	Equally visible	Less accessible	No jurisdictional wetlands impact	No use	Minimal ROW needed	More delay	Medium



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INT-4, ELE-4, ELE-7		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	with adopted land use plans												
INT-5	Roundabout Intersection	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Same as now	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Less accessible	No jurisdictional wetlands impact	No use	Minimal ROW needed	More delay	Medium					
INT-5, ELE-5		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	more accessible	Individual Permit	No use	Substantial ROW needed	More delay	Medium					
INT-6	Two Signalized T-Intersections	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Equally visible	More accessible	Individual Permit	No use	Substantial ROW needed	More delay	High					
INT-7	Relocate Intersection to Southeast of Church	Fewer conflicts	Fewer severe conflicts	No change	Same as now	Same	Partially consistent with adopted land use plans	Equally visible	More accessible	No jurisdictional wetlands impact	No use	Substantial ROW needed	More delay	Medium					
							Partially consistent with adopted land use plans	Equally visible	Equally accessible	Individual Permit	No use	Substantial ROW needed	Same delay	Medium					

		Baseline Purpose and Need Metrics -- Do alternatives meet the project Purpose and Need?					Other Considerations (Level 1 Qualitative Metrics) -- How do alternative compare to the current intersection?								
Alternative Number	Alternative Name	Purpose & Need >>	Primary			Secondary		Other Considerations							
			Safety			Alternate Driving Routes	Non-motorized Accessibility	Economic Growth			Environmental			Traffic Operations	Cost
		Metric >>	Crash frequency	Crash severity	Bicycles and pedestrians	Crash delay	Accessibility comfort	Land use plans	Business visibility	Business access	Wetland permit	Protected lands	Right-of-way impact	Peak hour delay	Cost range
INT-7 (signal)	Relocate Intersection to Southeast of Church with signal		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Same as now	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Equally accessible	Individual Permit	No use	Substantial ROW needed	More delay	Medium
INT-7 (signal), ELE-4			Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Equally accessible	Individual Permit	No use	Substantial ROW needed	More delay	Medium
INT-8	Diverted Left Turn or Continuous Flow Intersection		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Same as now	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	More accessible	Individual Permit	No use	Substantial ROW needed	More delay	High



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INT-8, ELE-4		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	More accessible	Individual Permit	No use	Substantial ROW needed	More delay	High
INT-9	Diverging Diamond Intersection Pair	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Equally visible	Less accessible	Individual Permit	No use	Substantial ROW needed	More delay	High
OVP-1	Single Point Urban Interchange	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	some improvement	Less difficult or more comfortable	Partially consistent with adopted land use plans	Less visible	more accessible	Individual Permit	No use	Substantial ROW needed	Less delay	High
OVP-1, ELE-4		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Partially consistent with adopted land use plans	Less visible	More accessible	Individual Permit	No use	Substantial ROW needed	Less delay	High
OVP-2	Diamond Interchange	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	some improvement	Less difficult or more comfortable	Partially consistent with adopted land use plans	Less visible	More accessible	Individual Permit	No use	Substantial ROW needed	Less delay	High
OVP-2, ELE-5		Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Less visible	More accessible	Individual Permit	No use	Substantial ROW needed	Less delay	High
OVP-3, ELE-5	Split Diamond Interchange Pair	Fewer conflicts	Fewer severe conflicts	Decreases walking conflicts	Provides alternate route	Less difficult or more comfortable	Consistent with adopted land use plans	Less visible	More accessible	Individual Permit	No use	Substantial ROW needed	Less delay	High

		Baseline Purpose and Need Metrics -- Do alternatives meet the project Purpose and Need?					Other Considerations (Level 1 Qualitative Metrics) -- How do alternative compare to the current intersection?							
Alternative Number	Alternative Name	Purpose & Need >>	Primary <i>Alternative must score positive in one or more metrics to advance</i>			Secondary		Other Considerations						
			Safety			Alternate Driving Routes	Non-motorized Accessibility	Economic Growth			Environmental			Traffic Operations
		Metric >>	Crash frequency	Crash severity	Bicycles and pedestrians	Crash delay	Accessibility comfort	Land use plans	Business visibility	Business access	Wetland permit	Protected lands	Right-of-way impact	Peak hour delay
ELE-1	Traffic Demand Management													
ELE-2	Intelligent Transportation Systems													
ELE-3	Flashing Intersection Ahead or Signal Ahead Signs				Decreases walking conflicts		Less difficult or more comfortable							
ELE-4	Median Crossover					Provides alternate route								
ELE-5	One-way (Northbound) or Two-way Frontage Road to Glacier-Nugget					Provides alternate route		Partially consistent with adopted land use plans			Individual Permit		Substantial ROW needed	High
ELE-6	Grade Separated Connection between Yandukin Drive and Glacier-Lemon Road							Less visible	More accessible	Individual Permit		Minimal ROW needed	Same delay (CLS-1 only)	High
ELE-7	Grade Separated Pedestrian Crossing				Decreases walking conflicts		Less difficult or more comfortable					Minimal ROW needed		Medium

Appendix B: Compatible Design Elements

The compatible design elements were screened against the criteria and were only ranked if the design element could change the rank of a stand-alone alternative.

The following tables present how ELE-3 through ELE-7 could change the level ranks to the alternatives. ELE-1 (TDM) and ELE-2 (ITS) do not change the ranks for any of the alternatives; therefore, no tables are provided for the two elements.

To meet the bicycle/pedestrian safety and non-motorized accessibility metrics, two potential pedestrian crossing compatible elements were considered. The first compatible element option is an at-grade signalized pedestrian crossing, such as a Pedestrian Hybrid Beacon (PHB). Based on the guidelines in the Manual on Uniform Traffic Control Devices and the Alaska Traffic Manual, a pedestrian signal is not warranted because of the low volumes of pedestrians crossing Egan Drive at E-Y; therefore, this option was dismissed. The second compatible element option is a separated grade pedestrian crossing in the form of a pedestrian bridge or a tunnel. The separated grade crossing is depicted as compatible element ELE-7 and was added to alternatives when needed.

Note that at this level of screening, the ELE-7: Grade Separated Pedestrian Crossing element could either be a pedestrian bridge or a tunnel; both options will be analyzed in Level 2 screening when more design information is available. For Level 1 screening, it was assumed that ELE-7 would require minimal ROW needs and would not affect the overall cost ranking of the alternatives. These ranks may change during Level 2 screening with more design and location refinement.



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ELE-3. Flashing Intersection Ahead Sign or Signal Ahead Sign

Table 19: ELE-3 Screening Results

Purpose	Need	Metric	Levels	Reasoning of Score
Baseline Purpose and Need Metrics				
Primary Alternative must score positive in one or more metrics to advance	Safety	Crash frequency		
		Crash severity		
		Bicycles and pedestrians	Decreases walking conflicts	Provides facility for pedestrians to cross Egan Dr. Removes pedestrian and bicycle conflict with vehicles.
Secondary	Alternate Driving Routes	Crash delay		
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Separates pedestrians from high speed vehicles.
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth		Land use plans		
		Business visibility		
		Business access		
Environmental		Wetland permit		
		Protected Lands		
		Right-of-way impact		
Traffic Operations		Peak hour delay		
Cost		Cost Range		

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ELE-4. Compatible Design Element: Median Crossover

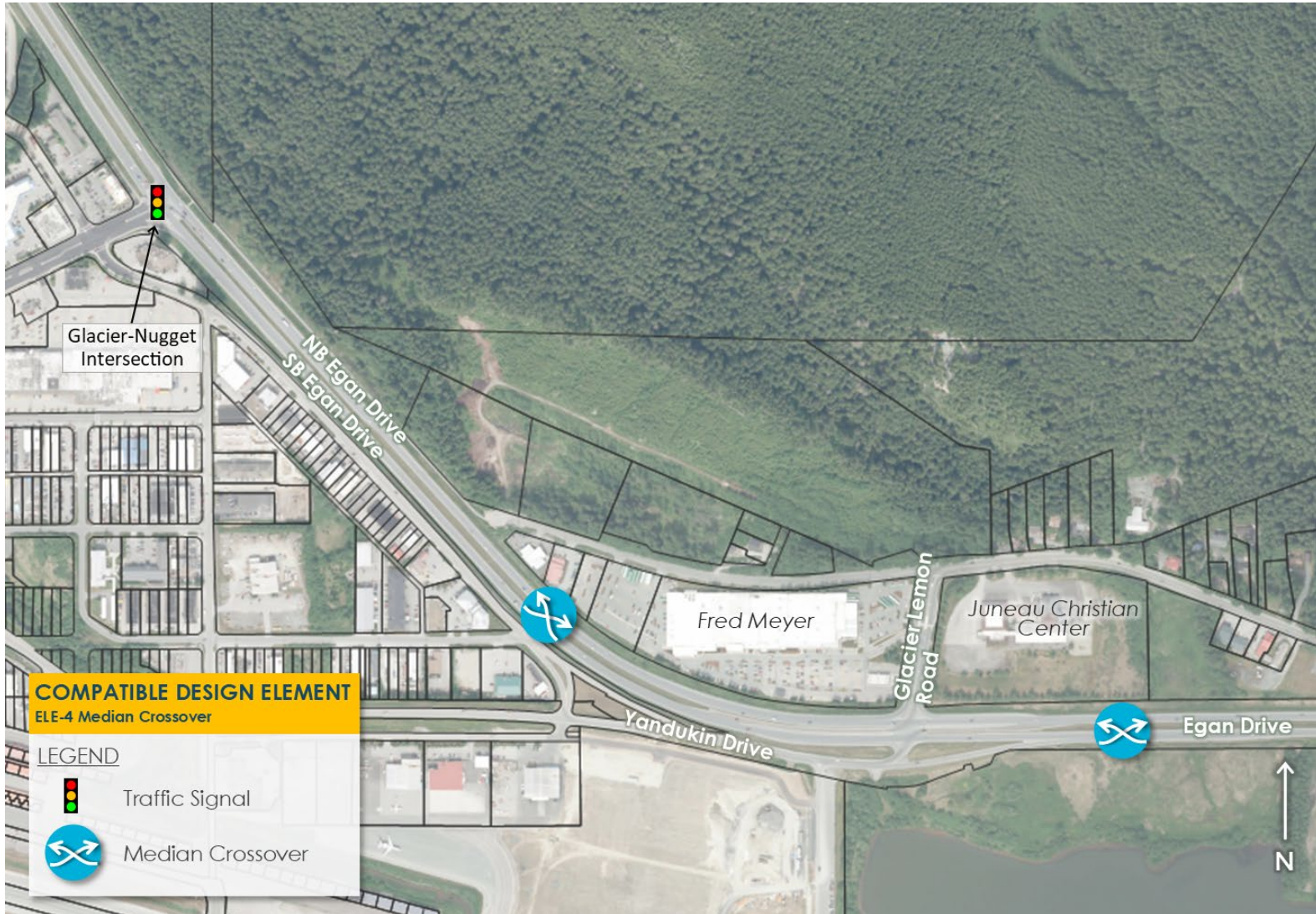




Table 20. ELE-4 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency		
		Crash severity		
		Bicycles and pedestrians		
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	New infrastructure provides Egan Dr traffic a new route when there is a crash.
	Non-motorized accessibility	Accessibility comfort		
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth		Land use plans		
		Business visibility		
		Business access		
Environmental		Wetland permit		
		Protected Lands		
		Right-of-way impact		
Traffic Operations		Peak hour delay		
Cost		Cost Range		

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ELE-5. Compatible Design Element: One-way (Northbound) or Two-way Frontage Road to Glacier-Nugget





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Table 21: ELE-5 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency		
		Crash severity		
		Bicycles and pedestrians		
Secondary	Alternate Driving Routes	Crash delay	Provides alternate route	Two-way frontage road from Glacier-Lemon Rd to Glacier-Nugget would provide an alternate route for Egan Dr traffic. A one-way frontage road would provide an alternate route for northbound Egan Dr traffic only.
	Non-motorized accessibility	Accessibility comfort		
Other Considerations (Level 1 Qualitative Metrics)				
	Economic Growth	Land use plans	Partially consistent with adopted land use plans	Consistent with Lemon Creek Area Plan goal to advocate for the extension of Glacier Hwy to Egan Dr at Glacier-Nugget. Consistent with CBJ Comprehensive Plan Action 8.8 IA13 to provide a secondary route to Egan Dr where no alternative route currently exists.
		Business visibility		
		Business access		
	Environmental	Wetland permit	Individual Permit	Known wetlands present. Individual permit needed.
		Protected Lands		
		Right-of-way impact	Substantial ROW needed	Additional land needed for Glacier-Lemon Rd extension to Glacier-Nugget. No relocations required. Conforms with existing area plan. May require Federal Highway Land transfer process (Title 23 Highway Easement Deed).
	Traffic Operations	Peak hour delay		
	Cost	Cost Range	High	Constructs a new roadway to connect Glacier-Lemon Rd to the Glacier-Nugget intersection, which may require cutting into the hillside and reconfiguring the Glacier-Nugget intersection.

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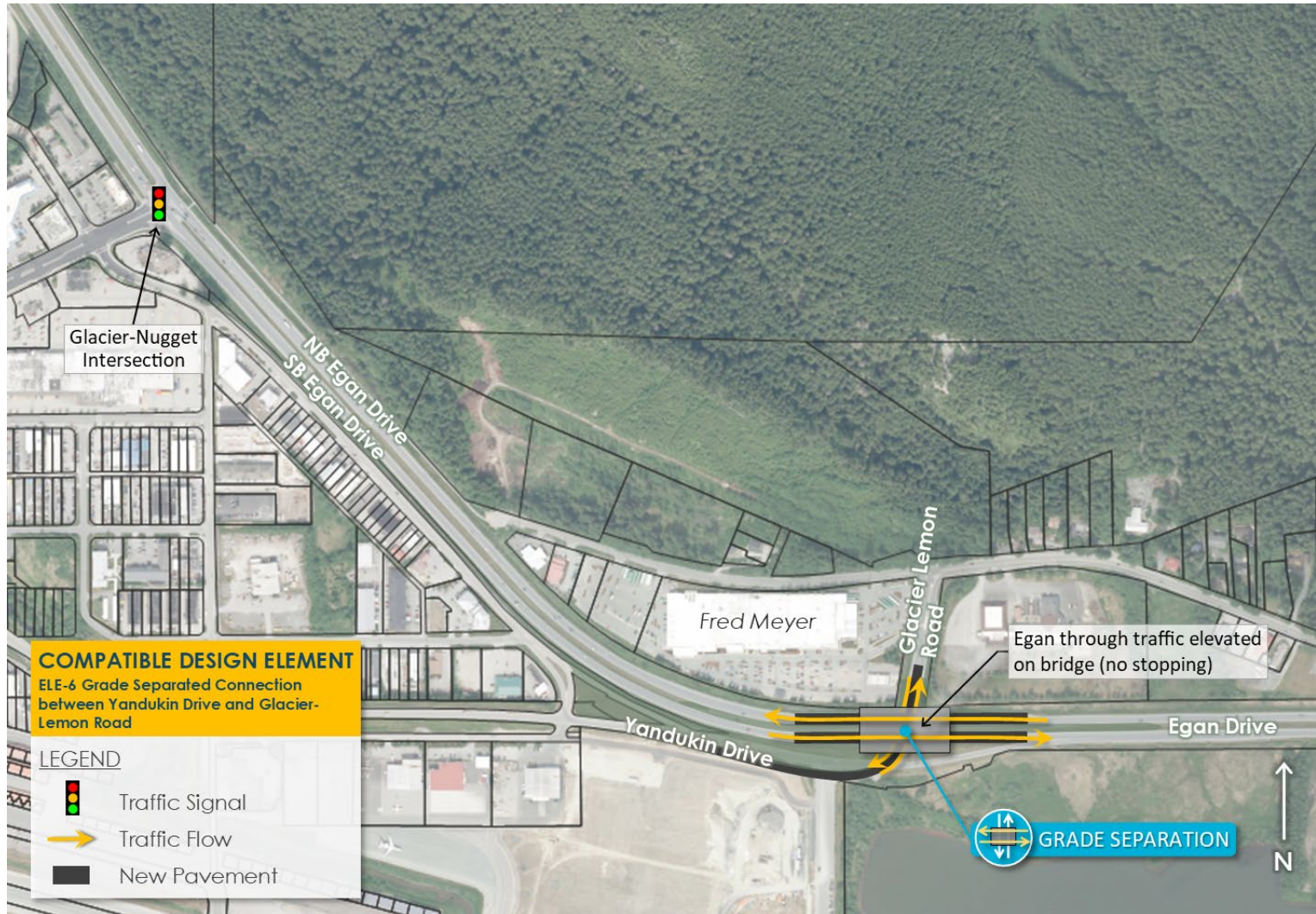


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ELE-6. Compatible Design Element: Grade Separated Connection between Yandukin Drive and Glacier-Lemon Road





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Table 22: ELE-6 Screening Results

Purpose	Need	Metric	Levels	Reasons of Level Ranking
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency		
		Crash severity		
		Bicycles and pedestrians		
Secondary	Alternate Driving Routes	Crash delay		
	Non-motorized accessibility	Accessibility comfort		
Other Considerations (Level 1 Qualitative Metrics)				
	Economic Growth	Land use plans		
		Business visibility	Less visible	Guardrail or concrete barriers would run along the elevated portion of Egan Dr, which would obstruct a portion of businesses near Egan Dr. The elevated roadway would also obstruct Fred Meyer and the Juneau Christian Center from Yandukin Dr vehicles.
		Business access	More accessible	The grade separation connects Yandukin Dr to Glacier-Lemon Rd, allowing vehicles on one side of Egan Dr to access residences and businesses on the other side.
	Environmental	Wetland permit	Individual Permit	Elevated roadway may require some fill in adjacent wetlands.
		Protected Lands		
		Right-of-way impact	Minimal ROW needed	Likely requires some property outside of ROW. May avoid adjacent development.
	Traffic Operations	Peak hour delay	Same delay (CLS-1 only)	For CLS-1, the addition of the element results in the v/c ratio at E-Y being the highest between the two intersections, which about the same v/c ratio as existing. Ranking does not change for CLS-2 and CLS-3 with addition of element.
	Cost	Cost Range	High	Constructs an elevated bridge structure, increasing cost.



Egan/Yandukin Intersection Improvements Projects

Draft Level 1 Screening Results

ELE-7. Grade Separated Pedestrian Crossing

Table 23: ELE-7 Screening Results

Purpose	Need	Metric	Levels	Reasoning of Score
Baseline Purpose and Need Metrics				
Primary Alternative <i>must score positive in one or more metrics to advance</i>	Safety	Crash frequency		
		Crash severity		
		Bicycles and pedestrians	Decreases walking conflicts	Provides facility for pedestrians to cross Egan Dr. Removes pedestrian and bicycle conflict with vehicles.
Secondary	Alternate Driving Routes	Crash delay		
	Non-motorized accessibility	Accessibility comfort	Less difficult or more comfortable	Separates pedestrians from high speed vehicles
Other Considerations (Level 1 Qualitative Metrics)				
Economic Growth		Land use plans		
		Business visibility		Elevated structure may intermittently obstruct views of nearby businesses, but not substantially
		Business access		
Environmental		Wetland permit		
		Protected Lands		
		Right-of-way impact	Minimal ROW needed	Minor amounts of ROW assumed required for pedestrian crossing.
Traffic Operations		Peak hour delay		
Cost		Cost Range	Medium	Constructs a grade-separated pedestrian structure and pathways to lead pedestrians to bridge.

Appendix C: Crash Modification Factors (CMF)

The safety screening measures were analyzed by determining if the alternative had historical evidence of reducing crashes. CMFs are factors associated with a safety treatment to estimate the number of crashes at a location if the treatment is applied. CMFs are determined using a statistical analysis of sites with and without a treatment.

Table 24 presents CMFs that could be applicable to the build alternatives. CMFs less than 100% correspond to a reduction in crashes while CMFs greater than 100% correspond to an increase in crashes.

Note that no CMF values were readily found for treatments adding a fourth leg (CLS alternatives and ELE-4) to the Glacier-Nugget intersection. However, based on engineering experience, it is suggested that the potential increases in crash frequency and severity of adding a fourth leg would not outweigh the potential reduction in crashes at the E-Y intersection; Glacier-Nugget is signalized, which controls traffic and provide movements with their own time on Egan Drive.

Table 24: CMFs for Alternatives

Alternative	Treatment	CMF	Applicable Crash Type	Applicable Crash Severity	Source
CLS-1	Close Median Opening	10%	Crashes involving vehicles making the movements to be closed	All	HSIP 2020 Handbook ID 305
CLS-2	Close Median Opening	10%	Crashes involving vehicles making the movements to be closed	All	HSIP 2020 Handbook ID 305
CLS-3	Close Median Opening	10%	Crashes involving vehicles making the movements to be closed	All	HSIP 2020 Handbook ID 305
	Convert at-grade intersection into grade-separated interchange	58%	All	All	CMF Clearinghouse ID 459
		43%	All	Serious, minor, possible injury	CMF Clearinghouse ID 460
		64%	All	Property damage only	CMF Clearinghouse ID 461
		84%	All	All	CMF Clearinghouse ID 462
		73%	All	All	CMF Clearinghouse ID 463
72%	All	Serious, minor, possible injury	CMF Clearinghouse ID 464		
INT-1	Improve angle of channelized right turn lane	41%	Other	All	CMF Clearinghouse ID 8430
INT-2	New Traffic Signal	40%	Angle crashes	All	HSIP 2020 Handbook ID 109
		125%	Rear-end crashes	All	HSIP 2020 Handbook ID 109
INT-3	New Traffic Signal	40%	Angle crashes	All	HSIP 2020 Handbook ID 109
		125%	Rear-end crashes	All	HSIP 2020 Handbook ID 109



Egan/Yandukin Intersection Improvements Projects

Draft Level 1 Screening Results

Alternative	Treatment	CMF	Applicable Crash Type	Applicable Crash Severity	Source
INT-4	New Traffic Signal	40%	Angle crashes	All	HSIP 2020 Handbook ID 109
		125%	Rear-end crashes	All	HSIP 2020 Handbook ID 109
INT-4	Close Median Opening	10%	Crashes involving vehicles making the movements to be closed	All	HSIP 2020 Handbook ID 305
INT-5	Convert Unsignalized Intersection to Roundabout	56%	All	Serious, minor, possible injury	CMF Clearinghouse ID 215
		80%	All	Serious injury	CMF Clearinghouse ID 218
		54%	All	Minor injury	CMF Clearinghouse ID 221
		87%	All	Serious, minor, possible injury	CMF Clearinghouse ID 6397
	Conversion of Intersection into Multi-Lane Roundabout	106%	All	All	CMF Clearinghouse ID 4926
		37%	All	Fatal, serious, minor, possible injury	CMF Clearinghouse ID 4927
INT-6	Convert four-leg intersection into two three-leg intersections	135%	All	Serious, minor, possible injury	CMF Clearinghouse ID 200
		75%	All	Serious, minor, possible injury	CMF Clearinghouse ID 201
		67%	All	Serious, minor, possible injury	CMF Clearinghouse ID 202
		115%	All	Property damage only	CMF Clearinghouse ID 203
		100%	All	Property damage only	CMF Clearinghouse ID 204
		90%	All	Property damage only	CMF Clearinghouse ID 205
		43%	All	Property damage only	CMF Clearinghouse ID 1628
	New Traffic Signal	40%	Angle crashes	All	HSIP 2020 Handbook ID 109
		125%	Rear-end crashes	All	HSIP 2020 Handbook ID 109
	INT-7	Improve Sight Distance at Intersection	90%	Multi-car angle crashes involving vehicles on the limited sight distance approach	All
INT-8	New Traffic Signal	40%	Angle crashes	All	HSIP 2020 Handbook ID 109
		125%	Rear-end crashes	All	HSIP 2020 Handbook ID 109



Egan/Yandukin Intersection Improvements Projects

Draft Level 1 Screening Results

Alternative	Treatment	CMF	Applicable Crash Type	Applicable Crash Severity	Source
INT-9	New Traffic Signal	40%	Angle crashes	All	HSIP 2020 Handbook ID 109
		125%	Rear-end crashes	All	HSIP 2020 Handbook ID 109
OVP-1	Convert at-grade intersection into grade-separated interchange	58%	All	All	CMF Clearinghouse ID 459
		43%	All	Serious, minor, possible injury	CMF Clearinghouse ID 460
		64%	All	Property damage only	CMF Clearinghouse ID 461
		84%	All	All	CMF Clearinghouse ID 462
		73%	All	All	CMF Clearinghouse ID 463
		72%	All	Serious, minor, possible injury	CMF Clearinghouse ID 464
OVP-2	Convert at-grade intersection into grade-separated interchange	58%	All	All	CMF Clearinghouse ID 459
		43%	All	Serious, minor, possible injury	CMF Clearinghouse ID 460
		64%	All	Property damage only	CMF Clearinghouse ID 461
		84%	All	All	CMF Clearinghouse ID 462
		73%	All	All	CMF Clearinghouse ID 463
		72%	All	Serious, minor, possible injury	CMF Clearinghouse ID 464
OVP-3	Convert at-grade intersection into grade-separated interchange	58%	All	All	CMF Clearinghouse ID 459
		43%	All	Serious, minor, possible injury	CMF Clearinghouse ID 460
		64%	All	Property damage only	CMF Clearinghouse ID 461
		84%	All	All	CMF Clearinghouse ID 462
		73%	All	All	CMF Clearinghouse ID 463
		72%	All	Serious, minor, possible injury	CMF Clearinghouse ID 464
ELE-3	Install a "Vehicles Entering When Flashing" (VEWF) System (Advance post mounted signs on major and loops on minor)	68%	All	All	CMF Clearinghouse ID 4916

Appendix D: V/C Ratio Comparisons

Volume-to-Capacity (v/c) ratios were calculated using the Federal Highway Administration (FHWA) Capacity Analysis for Planning of Junctions Tool. The sketch-planning tool evaluates the v/c ratios of various intersection and interchange designs using peak volumes. AM and PM peak v/c ratios were estimated at the Glacier-Nugget and E-Y intersections for each alternative. The v/c ratios at each intersection were compared at each intersection and the maximum value difference was used to rank the alternatives. An increase in v/c was considered to have more delay than existing while a decrease in v/c ratio was considered to be less delay.

Table 25 presents the AM and PM peak v/c ratios for each alternative at the Glacier-Nugget and E-Y intersections.

Table 25: Alternative V/C Ratio Comparisons

Alternative	E-Y Intersection				Glacier-Nugget Intersection			
	AM Peak		PM Peak		AM Peak		PM Peak	
	v/c ratio	Difference from No Build	v/c ratio	Difference from No Build	v/c ratio	Difference from No Build	v/c ratio	Difference from No Build
No Build	0.67		0.76		0.81		0.77	
CLS-1	0.67	0.00	0.45	-0.31	0.84	0.03	0.74	-0.03
CLS-2	0.58	-0.09	0.59	-0.17	0.89	0.08	0.91	0.14
CLS-3	0.58	-0.09	0.59	-0.17	0.49	-0.32	0.72	-0.05
INT-1	0.67	0.00	0.76	0.00	0.81	0.00	0.77	0.00
INT-2	0.68	0.01	0.77	0.01	0.81	0.00	0.77	0.00
INT-3	0.82	0.15	0.85	0.09	0.73	-0.08	0.66	-0.11
INT-4	1.00	0.33	1.04	0.28	0.54	-0.27	0.63	-0.14
INT-5	1.20	0.53	2.01	1.25	0.73	-0.08	0.66	-0.11
INT-6	0.82	0.15	0.87	0.11	0.73	-0.08	0.66	-0.11
INT-7	0.67	0.00	0.76	0.00	0.81	0.00	0.77	0.00
INT-8	0.70	0.03	0.72	-0.04	0.73	-0.08	0.66	-0.11
INT-9	0.78	0.11	0.85	0.09	0.72	-0.09	0.87	0.10
OVP-1	0.24	-0.43	0.36	-0.40	0.73	-0.08	0.66	-0.11
OVP-2	0.26	-0.41	0.45	-0.31	0.73	-0.08	0.66	-0.11
OVP-3	0.48	-0.19	0.71	-0.05	0.17	-0.64	0.65	-0.12
CLS-1 with ELE-6	0.67	0.00	0.45	-0.31	0.79	-0.02	0.74	-0.03
CLS-2 with ELE-6	0.58	-0.09	0.59	-0.17	0.84	0.03	0.83	0.06
CLS-3 with ELE-6	0.58	-0.09	0.59	-0.17	0.44	-0.37	0.64	-0.13

EGAN / YANDUKIN



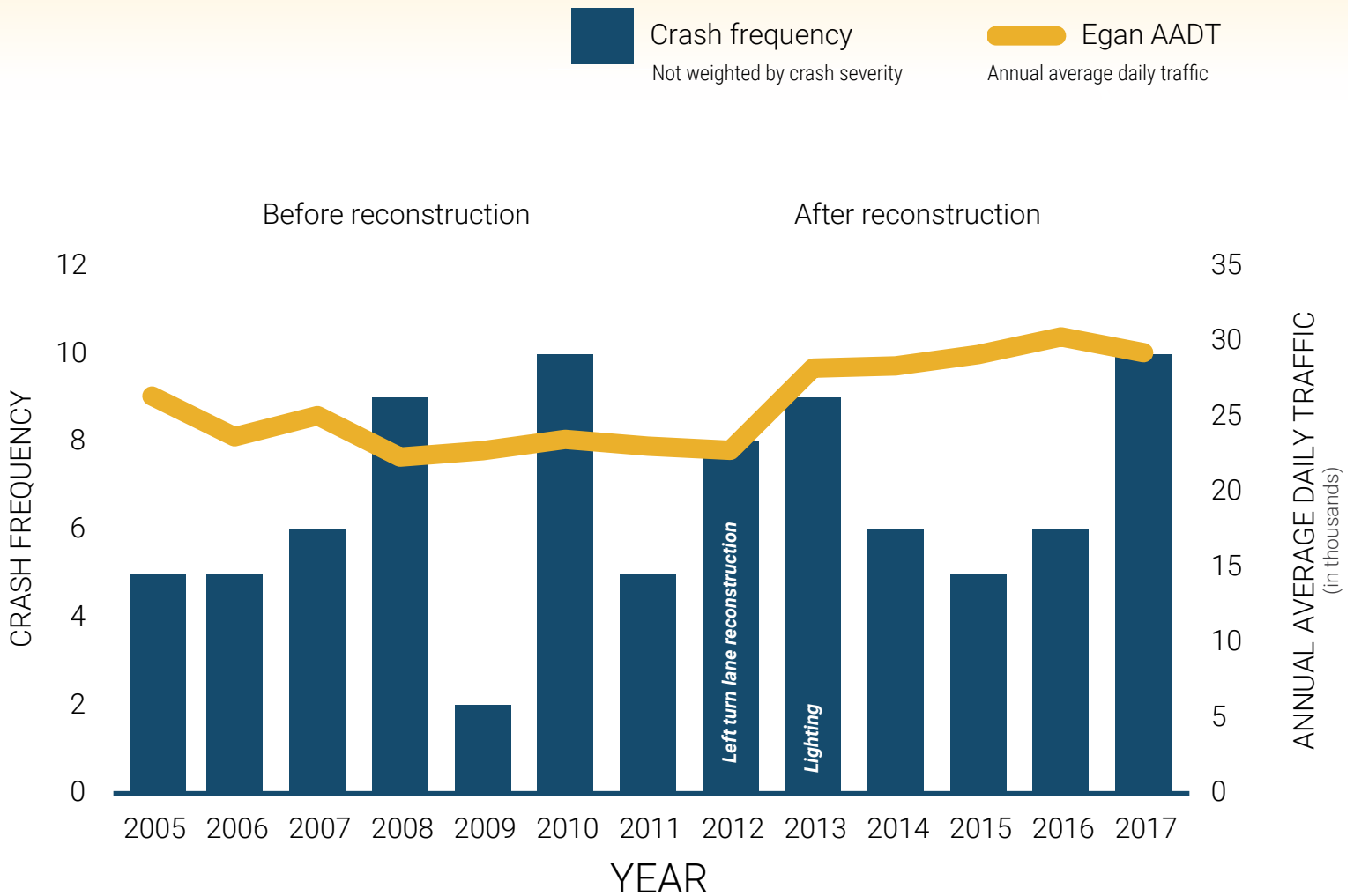
Intersection Improvements

Egan / Yandukin Intersection Improvements Project

TRAFFIC FACT SHEET

The Egan / Yandukin intersection is a critical link for the city of Juneau, providing the only connection between the Mendenhall Valley, the Lemon Creek area, and downtown Juneau. When a crash occurs, the intersection is closed and we are all impacted. The Alaska Department of Transportation and Public Facilities (DOT&PF) is working to reduce the potential and severity of crashes, and it is considering ways to develop a bypass route for this single choke point in the transportation system.

Number of Crashes at Egan / Yandukin Intersection (2005–2017)



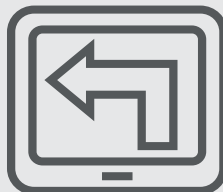
Traffic in the area has been mostly consistent for many years. Using adopted Southcoast DOT&PF long-term growth assumptions of 0.25% per year growth, future volumes will be closer to 31,000 per day.

Only northbound and southbound left turns experience delays. Overall the intersection operates within standards.

INTERSECTION TRAFFIC ANALYSIS


 **0** fatalities at the intersection

 **6** major injury crashes in 13 years
(major injury crashes are those with injuries that require transport to a hospital)

 **42%** of crashes involve vehicles making left turns, and **62%** of the left-turn crashes involve southbound drivers turning toward Fred Meyer

>50% of crashes occur in November, December, and January 

How does the Egan/Yandukin intersection rank compared with other intersections in Juneau?

 **3rd** highest for total number of crashes

 **2** fatal crashes in Juneau; none at this intersection








Attachment S: Virtual Public Meeting Outline

Egan / Yandukin Intersection Improvements Project


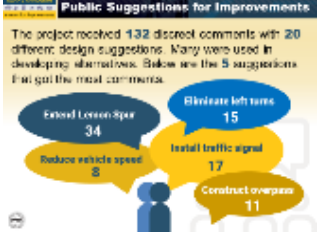
Public Meeting #2



Prerecorded Presentation Outline



Slide #	Loose Script	Visual
1.	<p>Static Meeting Entry Slide – slide is up for 5 minutes before continuing to next slide</p>	 <p>The slide features a title 'Egan Drive and Yandukin Drive Intersection Improvements Project Virtual Public Meeting' and a sub-header 'A prerecorded presentation will begin at 5:00 PM'. It lists a Zoom link: 'Join Meeting: https://alaska.zoom.us/j/92068646000' and a phone number: '907.465.3832'. A small aerial photograph of the intersection is shown on the right side.</p>
2.	<p>Intro</p> <p>Welcome to the Alaska Department of Transportation and Public Facilities’ virtual public meeting and prerecorded presentation about the Egan / Yandukin Intersection Improvements Project.</p>	 <p>The slide has a title 'EGAN / YANDUKIN Intersection Improvements' and a subtitle 'Egan Drive and Yandukin Drive Intersection Improvements Project'. It includes the date 'October 14, 2020' and the Alaska Department of Transportation and Public Facilities logo at the bottom.</p>
3.	<p>Project Area</p> <p>The Egan / Yandukin intersection is a critical link for the Juneau community, providing the only connection between the Mendenhall Valley, the Lemon Creek area, and downtown Juneau.</p> <p>In response to public safety and connectivity concerns at the intersection, the Alaska Department of Transportation and Public Facilities is working on ways to make improvements for transportation users.</p>	 <p>The slide shows a map of the project area with a blue line indicating the intersection and surrounding roads. A legend in the top right corner identifies various features on the map.</p>


<p>4.</p>	<p>Project Process</p> <p>The Egan / Yandukin project process includes data collection, engaging the community, and generating and screening a wide range of potential intersection improvement options.</p> <p>2020 work to date has developed draft alternatives, draft evaluation criteria, and early draft evaluation results.</p> <p>Next, the project team will use public feedback on these to refine the design of the alternatives and finish analyzing their impacts.</p> <p>In early 2021, DOT&PF will present recommended alternatives for the intersection.</p> <p>By spring 2021, all of the analysis will be documented and available for public comment.</p> <p>The design and construction any resulting project would need to be funded through the Statewide Transportation Improvement Plan.</p> <p>In response to the immediate need to improve driving safety at the intersection, the project team has received funding to advance a separate safety project that focuses only on improving driving safety at the Egan Yandukin Intersection. It will be designed in 2021 and potentially constructed in 2022. Later in this presentation we will review this safety project and show how it could be modified to meet additional needs for the Egan Yandukin Intersection Improvements project.</p>	 <p>The diagram, titled "Project Process and Timeline", illustrates a multi-step process. It begins with "Data Collection", followed by "Community Engagement", "Screening Alternatives", "Design", and "Construction". Each step is represented by an icon and a text box, connected by arrows indicating a sequential flow. The timeline is set against a background of a calendar grid.</p>
<p>5.</p>	<p>Public Involvement</p> <p>At the project's last public meeting at the Nugget Mall in November 2019, we presented traffic and accident data. People shared concerns related to the intersection operations, safety, and accessibility. These perspectives helped the project team refine the project purpose and need statement.</p> <p>The project team also held an online open house and a comment period ending in late December, to ask people what they thought about the intersection. We've received lots of ideas and suggestions, including many different design suggestions. These were used in the development of design alternatives.</p>	 <p>The photograph, titled "Public and Expert Engagement", shows a group of approximately ten people gathered in a room. They are dressed in casual to business-casual attire, including jackets and sweaters. Some individuals appear to be in discussion or listening to a speaker. The setting is an indoor space with a drop ceiling and fluorescent lighting.</p>



	<p>The project team has continued to meet with the project’s community focus group and agency group to develop draft alternatives, outline draft screening methods, and conduct early screening on the draft alternatives.</p>	
<p>6.</p>	<p>Crash Data</p> <p>The public, the community focus group, and the agency group have all agreed that safety at the Egan / Yandukin intersection is the number one concern.</p> <p>Here are some crash statistics for the intersection:</p> <ul style="list-style-type: none"> • The frequency of crashes at the intersection has risen in recent years. The intersection now has the 3rd-highest number of crashes in the Juneau area, with 31 crashes over a 5-year period. • There are no fatalities associated with traffic accidents at this intersection. • Left-turn crashes from Egan Drive are the predominant crash type of concern. • Crashes are more likely when roads are icy, snowy, or wet - particularly in November through January. • Crashes are more likely during rush hour - especially when these conditions occur during periods of darkness. 	
<p>7.</p>	<p>Purpose & Need</p> <p>Public comments made it clear that the project’s primary purpose and need is to improve intersection safety for all users at the intersection.</p> <p>Secondary project needs are to:</p> <ul style="list-style-type: none"> • Provide alternate driving routes when Egan Drive is blocked; • Improve non-motorized access for people walking, cycling, or using any other active transportation mode; and • Maintain traffic capacity and flow. <p>Additional project goals were also identified:</p> <ul style="list-style-type: none"> • Be consistent with approved land use plans and ordinances. • Maintain or improve access to and visibility of businesses. • Support opportunities for economic development and future land uses. 	


<p>8.</p>	<p>Screening Process</p> <p>There are a lot of good ideas on how to improve the intersection. Getting to a few of the best ideas will take several steps.</p> <p>The process DOT&PF is using first identifies the purpose and need for the project. The next step is to develop a range of alternatives that meet the project purpose and need. The final step is to evaluate the alternatives.</p> <p>Two screening levels will be used explore the benefits and impacts of each alternative.</p> <p>The top five draft alternatives that come out of the first level of screening will be evaluated during a second level of screening designed to more finely screen the range of alternatives.</p> <p>The alternative or set of alternatives that rank highest from both rounds of screening will be recommended for further action.</p>	
<p>9.</p>	<p>Developed Range of Alternatives</p> <p>Public feedback offered many ideas of ways to improve the intersection, including building an overpass, adding a stop light, and eliminating left turns.</p> <p>Using these suggestions along with a variety of additional engineering concepts, 15 draft alternatives were developed that could improve the intersection to meet the project purpose and needs.</p> <p>All of these alternatives are drafts for your review and comments.</p>	

<p>10.</p>	<p>Level 1 Screening Measures</p> <p>Each of the 15 draft alternatives will get reviewed using draft Level 1 screening criteria.</p> <p>These draft criteria would score the alternatives based on how well they meet the project Purpose and Need as well as other considerations.</p> <p>Safety metrics are proposed to get greater weight in evaluation of draft alternatives. These safety metrics are: crash frequency, crash severity, and safety for bicycles and pedestrians.</p> <p>The crash delay secondary metric would show how well the draft alternatives provide an alternate driving route when Egan Drive is blocked in case of crashes.</p> <p>The accessibility comfort secondary metric would measure how easily non-motorized users can cross Egan Drive.</p> <p>Other metrics would evaluate how well the draft alternatives would address social and economic considerations and other project goals. These other metrics include consistency with land use plans, impacts to business visibility and access, wetlands impacts, impacts to protected land and private property, traffic delay, and cost range.</p> <p>Since they are in draft form, your comments on the criteria are valuable.</p>	
<p>11.</p>	<p>Draft Level 1 Screening Results</p> <p>All 15 draft alternatives were evaluated and scored using the draft Level 1 screening criteria.</p> <p>Based on results from that, five of the draft alternatives are suggested to get more in-depth review.</p> <p>The remaining ten other alternatives are recommended to not progress into further analysis because they did not meeting the project screening criteria as well as the top 5.</p>	

<p>12.</p>	<p>Top Scoring Alternatives (5)</p> <p>Each of the draft alternatives and their draft screening results are available for your review on the online open house which is linked from the the project website at www.dot.alaska.gov/eganyandukin</p> <p>That's W – w – w – dot – D – O – T – dot –alaska – dot – G – O – V – slash – E – G – A – N – Y - A –N – D – U – K - I – N.</p> <p>Jeanne Bowie, with Kinney Engineering, will describe the five alternatives that look the most viable. The rest of the alternatives and more information can be found at the online open house website.</p>	
<p>13.</p>	<p>INT-1 HSIP Interim Action Explanation of Alternative</p> <ul style="list-style-type: none"> • At the same time that we have been working through the process of developing long term improvements for this intersection, DOT&PF has been pursuing safety improvements that can be made more quickly while a long term alternative that meets all of the identified purpose and need elements wends its way through the process. The proposed safety improvement project has competed with other safety improvements throughout the state and has received Highway Safety Improvement Program (or HSIP) funding. DOT&PF's new HSIP project will aim for construction in 2022. • What we are showing you on the screen right now is the Interim alternative that was submitted for safety funding, plus additional elements to meet the other identified project needs. Note that all of the Purpose and Need elements have been addressed: Safety Improvements, Alternative Driving Routes when there's a crash, and Nonmotorized Access. • Now, I will describe the elements of this alternative. • This alternative has 3 parts that are focused on decreasing crashes: • Offset northbound right turn lane (help southbound left turn drivers tell the difference between through vehicles and right turn vehicles) • Median pavement markings to help left turn drivers line up and reduce distance to cross • Speed reduction in winter (Nov, Dec, Jan) which is the period we know the most crashes happen. We know that people don't drive more slowly just because of a speed limit sign. 	

	<p>However, we know that this community is very interested in improving the safety of this intersection. This includes an education campaign to help drivers understand how driving more slowly in this area will increase safety. We are proposing to have overhead signs that remind drivers to slow down in this area to increase safety. We are proposing to use speed feedback signs that tell drivers what their speed is, so that they will be reminded to think about their speed.</p> <ul style="list-style-type: none"> • We have included median crossovers to meet the need for alternate driving routes during a crash and we have included a pedestrian connection (tunnel or overpass) to improve non-motorized access. <p>Screening Results</p> <ul style="list-style-type: none"> • Meets all of the identified needs • This alternative meets the needs as much as possible without negatively affecting the environment, with minimal need for ROW, and at medium cost • No red – means all categories were considered neutral or improved 	
14.	<p>INT-2 Partial Access Signal</p> <p>Explanation of Alternative</p> <ul style="list-style-type: none"> • Builds a signal at the Yandukin/Glacier Lemon Road intersection without other changes (still can't cross Egan from one side to the other, still can't turn left from Yandukin or Glacier Lemon) • Signal control reduces left turn crashes (common crash type – causes delay, injury) • Median crossovers allow traffic to keep moving when a crash closes lanes • Pedestrians cross at the signal, just like at the Glacier Nugget intersection <p>Screening Results</p> <ul style="list-style-type: none"> • Meets all of the identified needs • This alternative can be built without needing any additional ROW (green) • Adding a signal means that some traffic that is not currently stopping has to stop (delay is red) 	 <p>The image is a screenshot of a presentation slide titled "Partial Access Signalized Intersection". It features a map of the intersection area with various traffic flow indicators and signal details. A legend on the right side of the slide lists items such as "Signalized Intersection", "Median Crossover", and "Pedestrian Connection". The map shows the layout of the roads and the proposed signal and median crossover locations.</p>

<p>15.</p>	<p>INT-3 Full Access Signal</p> <p>Explanation of Alternative</p> <ul style="list-style-type: none"> • Builds a signal at the Yandukin/Glacier Lemon Road intersection and allows all movements at the intersection (you can cross from Yandukin to Glacier Lemon, and you can turn left from Yandukin or Glacier onto Egan) • Signal control reduces left turn crashes (common crash type – causes delay, injury) • Median crossovers allow traffic to keep moving when a crash closes lanes • Pedestrians cross at the signal, just like at the Glacier Nugget intersection <p>Screening Results</p> <ul style="list-style-type: none"> • Meets all of the identified needs • Provides more access to businesses because of new movements allowed at the intersection (green) • Needs minimal ROW so that approaches can be lined up for left turns and for through movement on Yandukin side (white) • Adding a signal means that some traffic that is not currently stopping has to stop (delay is red) • 	
<p>16.</p>	<p>INT-6 Two T-Intersections Explanation of Alternative</p> <ul style="list-style-type: none"> • Separates Yandukin and Glacier Lemon Road and signalizes both intersections • Signal control reduces left turn crashes (common crash type – causes delay, injury) • Moving Yandukin towards downtown moves it away from the curve between Yandukin and Glacier Nugget, reducing left turn crashes for vehicles heading to airport • Allows traffic to keep moving when a crash closes lanes <ul style="list-style-type: none"> ○ Crash between signals <ul style="list-style-type: none"> ▪ From downtown, vehicles can turn left onto Yandukin or can take Glacier Lemon ▪ From Mendenhall, vehicles can turn left onto Glacier Lemon or enter from Yandukin • Pedestrians cross at the signal, just like at the Glacier Nugget intersection <p>Screening Results</p> <ul style="list-style-type: none"> • Meets all of the identified needs 	

	<ul style="list-style-type: none"> • Provides more access to businesses because of new movements allowed at the intersection (green) • Needs substantial ROW because of moving Yandukin away from the curve – towards downtown (red) • Adding a signal means that some traffic that is not currently stopping has to stop (delay is red) 	
17.	<p>OVP-2 Diamond Interchange</p> <p>Explanation of Alternative</p> <ul style="list-style-type: none"> • Builds an interchange (or overpass) at the Yandukin/Glacier Lemon intersection – similar to interchange at Sunny Point. Allows all movements at Yandukin/Glacier Lemon. Also extends Glacier Lemon Spur to the Glacier Nugget intersection. • Egan Drive traffic carried over turning traffic on a bridge – reduces crashes • Builds new route connection – allows traffic to keep moving when a crash closes Egan Drive • Pedestrians and bikes can cross under Egan <p>Screening Results</p> <ul style="list-style-type: none"> • Meets all of the identified needs • Consistent with land use plans (advocate for extension of Glacier Lemon Spur to Glacier Nugget signal) (green) • Barriers associated with the overpass reduce visibility of business signs (red) • Provides more access to businesses because of new movements allowed at the intersection (green) • Extending Glacier Lemon likely impacts small sections of wetlands (red) • All alternatives do not appear to affect parkland, historic properties, or recreation resources (all green) • Needs substantial ROW both because of size of interchange and because of extension of Glacier Lemon (red) • Reduces delay because all through traffic continues not to stop and left turns will not have to wait for through traffic (green) • High cost (red) 	 <p>The image is a screenshot of a presentation slide titled "Diamond Interchange". It features a 3D architectural rendering of a proposed diamond interchange at the intersection of Yandukin and Glacier Lemon. The rendering shows the interchange structure, including overpasses and ramps, in a perspective view. To the right of the rendering is a blue sidebar with a list of bullet points, likely detailing project features or benefits. The slide has a dark blue header with the title "Diamond Interchange" in white text.</p>

18.

Draft Level 2 Screening Criteria

Each of the 5 draft alternatives that were just shared will get further analysis.

These alternatives will be ranked against each other in Level 2 screening and the top scoring alternatives will be recommended for future project development.

Level 2 screening criteria are in draft form for your review.

Some of the same metrics from the first level of screening appear in draft Level 2 screening criteria.

These criteria take a more numbers-based approach to evaluate the alternatives using modeling, engineering, and more refined measurements of impacts.

The primary safety-related Level 2 screening criteria are: crash frequency, crash severity, and safety for bicyclists and pedestrians.



Secondary Level 2 screening criteria address reliability of alternate driving routes, and the time it takes for pedestrians and bicyclists to travel through the area.

Other draft metrics dealing with social and economic considerations in Level 2 screening include

- Transit routes, bus stops, and route timing
- Consistency with local planning efforts
- Impact to business visibility and access, private land, stormwater, fish habitat, historic properties, and air quality; and
- Estimated cost of alternative

Level 2 screening criteria are in draft form.



<p>19.</p>	<p>Comments Requested</p> <p>Your Comments are Valuable.</p> <p>We appreciate your participation and value your thoughts, ideas, and suggestions on anything you saw here, especially on the:</p> <ul style="list-style-type: none"> • Draft Range of Alternatives • Draft Level 1 and Level 2 Screening Criteria, and • Draft Level 1 Screening Results <p>Please submit comments now or through the comment period that closes on November 12th</p> <p>You can:</p> <ul style="list-style-type: none"> • Chat into today’s meeting website linked at www.dot.alaska.gov/eganyandukin • Leave a phone message: Toll-free (855) 925-2801; code: 9191 • Text: EGAN1 to 73224 • Email: Egan1@publicinput.com • Text Telephone: 907-770-8973 <p>There is an online open house linked at www.dot.alaska.gov/eganyandukin which contains this prerecorded presentation as well as information about the project and ways to comment.</p>	 <p>Feedback Welcome</p> <p>Comment during the meeting and through November 12, 2011</p> <ul style="list-style-type: none"> • Online open house: www.dot.alaska.gov/eganyandukin • Toll-free (855) 925-2801; code: 9191 • Text: EGAN1 to 73224 • Email: Egan1@publicinput.com
<p>NA</p>	<p>Switch to live meeting mode</p> <p>Thank you everybody. That ends the prerecorded presentation portion of the Egan Yandukin public meeting.</p> <p>Now is your chance to ask questions or share thoughts.</p> <p>As your moderator, I’ll start by sharing any comments or questions that have come in during the prerecorded presentation.</p>	 <p>Feedback Welcome</p> <p>Comment during the meeting and through November 12, 2011</p> <ul style="list-style-type: none"> • Online open house: www.dot.alaska.gov/eganyandukin • Toll-free (855) 925-2801; code: 9191 • Text: EGAN1 to 73224 • Email: Egan1@publicinput.com



Attachment T: Virtual Public Meeting Comment Summary

Prepared by: Taylor Horne, HDR

Project: Egan Drive and Yandukin Intersection PEL – SFHWY00079

Meeting Subject: Online Open House Presentation and Live Q&A Session

Meeting Date/ Time: October 14, 2020
5:00 PM – 7:30 PM

Location: WebEx

Project Documents:

Public Comments and Questions

1. Who is reading this presentation?

Josie: Taylor Horne and Jeannie Bowie, please introduce yourselves.

2. **Email 1:** I see that the bulk of the cost of the proposed project, \$48 million, is for "delay costs". I will make the same comment today that I did 20 years ago, when this intersection, along with 4 others as part of the WEDCORR study, was discussed at a DOT open house. I am now recently retired, but when I timed my drive from my home on Radcliffe Road, to my job next door to Centennial Hall, it took approximately 12 minutes going into town, and about 15 minutes, sometimes less, returning. These times were during rush hour, and were not unbearable. I doubt that the \$48 million would be well spent to save one or two or even 5 minutes commute time. The overwhelming sentiment at a meeting about a year or two ago regarding this particular intersection, was to make the McDonald's intersection go through to the back road access to Fred Meyer. If that is not possible due to right-of-way issues, the project should simply not be done at all.
3. **Email 2:** Will a rendering of what the exchange will look like from the Fred Meyer parking lot and Baptist Church be made so people can evaluate the impact on the viewshed in the valley? Are there any changes anticipated on Glacier highway intersection northeast of Fred Meyer? What will be the cross-section slope of the divided highway overpass? Is snow removal on the overpass going to be a problem? Will an evaluation of the changes in sound travel be conducted? Can reducing the speed limit achieve the same level of safety at the intersection? Steven Haavig 7260 Glacier Hwy

Jim: There are five alternatives, and if an interchange solution ended up chosen, we could potentially be looking to do a 3D rendering. Due to expenses, however, that would not be an option until it has been narrowed it down to 2 or 3.

Jeanne: Specific design questions are covered more in the level 2 screening phase, the criteria of which can be found at the project website. Noise is evaluated during the NEPA process, which will happen after the PEL process.

4. **Email 3:** Continue Glacier Hwy and connect it to McNugget intersection! Thanks, Brian Jackson
5. **Email 4:** ...traffic flow time to an unreasonable degree. Plus, there is just no need. In balancing this with having to drive further in bound and double back to Fred Meyers, there should be no contest; keep the traffic moving towards town without another stop light. One cheap solution, which meets

the safety goal above, and traffic flow, above, is just to remove the left turn lanes at the fred meyer intersection. It will cause some inconvenience but that is far outweighed by the safety and traffic flow, factors above. The state is in a terrible financial situation. The federal government is also in terrible debt. I say, save money and just remove the two turn lanes. Alternatively, if money is no object (it should be for our better good) then build an access road from McDonalds intersection (but that includes building a decent and safe separate bike lane, to compare with what is there now.) Thank you for considering my comments Jeff Sauer jeffreysauer@hotmail.com 15965 Glacier Hwy. Juneau

6. **Email 5** (FULL COMMENT) I live in Juneau and have driven this stretch of road for decades. I am a retired lawyer with fairly good analytical skills. My analysis of the way to go with the re-design is that there are two factors that should control the situation. One. Safety at that intersection. Making left turns at this intersection needs to be stopped, as they are too risky and the consequences of mistakes in turning, too severe. Turning left at an un-controlled intersection with oncoming traffic going 50 to 60 mph is just too unsafe. Mistakes happen and impact at 50 mph is terrible. Thus, remove the turn lanes. Go to Fred Meyers while going outbound on Glacier Hwy. Two No more Traffic Lights. DOT should not put in a traffic light at this intersection. This road is already too slow to get to town. includes building a decent and safe separate bike lane, to compare with what is there now.) Thank you for considering my comments Jeff Sauer jeffreysauer@hotmail.com 15965 Glacier Hwy. Juneau
7. **Email 6:** Close all left turns off Egan Drive. Extend old Glacier highway to the McNugget Intersection. Not only would it be safer for vehicles but for walking and bike riding pedestrians! Making an overpass, as was done at Sunny point, won't help pedestrian traffic! Pat Monagle P.O. Box 32203 Juneau, AK. 99803

Jeanne: There have been a lot of comments about extending the Glacier alignments to the intersection. That is one of the alternatives being proposed going to level two screening. It is on the project website, including an overpass alternative.

8. **Email 7:** Do any or all of the 5 alternatives discussed include planning for a future bicycle/pedestrian path along the Gastineau side of Egan, connecting to Sunny Point and the existing underpass there? Is there adequate right of way along the southbound on-ramp to Egan for this? Thank you for the opportunity to comment. Odin Brudie Juneau odin@gci.net

Jeanne: The bicycle/pedestrian path is on the opposite side from Nugget Mall and goes along Glacier Lemon Road. The question is asking if there are plans for a path on the other side, and it hasn't been discussed thus far. In terms of a pedestrian path the focus is on crossing from the existing road network on the airport side to the road network on the Lemon Creek side.

9. **Text: 1:** How did you put the alternatives together? (Note: This question was posed to the project team by a member of the project team. That fact was not announced during the meeting.)

Taylor: There was a public meeting on this project back in November of last year. With the reported concerns the team created a "purpose and need" statement for this project. Safety needs were number one, and secondary needs were for alternate routes and pedestrians. With those needs 15 alternatives were put together, all available on the website. There are

then two levels of screening, evaluating how well each alternative meets the P&N and how well they improve community matters. The second level goes into even further detail.

Michael: I have nothing to add.

10. **Text 2:** Are the majority of collisions from left turns into Fred Meyer?

Yes, for the 2013-2016 HSIP screening period. There were 26 reported crashes involving left turns, 10 involving southbound turners into Fred Meyer, and 3 involving left turns from the outbound direction.

11. **Chat 3:** So how do I find the proposed alternatives?

Jim: Go to the posted online materials. That is all going to be available offline.

Michael: Go to the online open house, click on level one: top scoring alternatives. From there, each alternative has its own section.

12. **Chat 4:** Thank you for the detailed presentation. Very informative. Well done.

13. **Chat 5:** So lowest costs involve traffic lights, and most expensive is a diamond?

Michael: At face value yes. However, when looking at cost the cost data it is important to be what is called "below the line." Each alternative is evaluated by how well it meets the needs as identified. Then the cost understanding for each alternative is developed after we see how they meet the needs. For each of the top 5 there are certain elements that are interchangeable; for example the extension of Lemon to Nugget, which allows people to bypass that section in event of a crash, could be moved among any one of the alternatives. The cost will change depending on how these elements are implemented into any of the alternatives.

14. **Chat 6:** I still think you need to make the left turn lane from the inbound north side have it's own lane when entering Lemon Road. Then you have the right outbound lane have its own lane so you don't have to worry about the outbound yielding to you. The out bound traffic can flow to the back side of Fred Meyers

15. **Email 8:** What would the state match need to be to get the federal match for the overpass option?
Andi Representative Andi Story Proudly Representing Juneau's House District 34 907-465-3744

Marie: A concrete cost estimate would be necessary in order to speak to the dollar amount, but the match ratio is likely to be 9.03%

16. **Chat 7:** What is the process for incorporation from public?

Jeanne: The project team got together and listed all the ideas that came in from the public, and brainstormed with one another, and that is where these alternatives and design elements were created. The suggestions are made to create standalone alternatives that meet all the Purpose and Need requirements.

17. **Chat 8:** Which alternative is the best for keeping traffic moving? Or will several of them do that well? (Note: This question was posed to the project team by a member of the project team. That fact was not announced during the meeting.)

Jeanne: Level two will provide a closer look and help identify exact travel times between different areas. At level one, both the HSIP and Overpass don't include any stopping on Egan Dr. All the signal alternatives would include some stopping. Keeping traffic moving is a priority in each alternative.

18. **Chat 9:** Do any of the alternatives move the Fred Meyer bus stop? (Note: This question was posed to the project team by a member of the project team. That fact was not announced during the meeting.)

Jeanne: Some of the alternatives may move the bus stop. That is one of the level 2 screening criteria being proposed. It can be found on the open house website, it hasn't been evaluated yet but will be in the future.

19. **Chat 10:** Can the road behind Fred Meyer be extended with any of the alternatives? (Note: This question was posed to the project team by a member of the project team. That fact was not announced during the meeting.)

Jeanne: No alternatives have made it possible to extend that road. There are some approaches that could be interchangeable.

Michael: We want to make sure we're able to apply that to any alternative moving forward. Level two we'll be able to understand how that works moving forward.

20. **Chat 11:** What's the timeline for a decision?

Jim: Level 2 screenings are planned for December, with results finalized in early spring of 2021. Additionally, when the study is complete it will be available for public review.

21. **Text:** What does HSIP stand for?

David: HSIP stands for Highway Safety Improvement Program. It is a federally funded initiative created to identify and address causes of serious car crashes. To do so, an interval of time is isolated and evaluated, measuring all reported crashes with a focus on the most serious or fatal crashes.

22. **Chat 12:** Would like to have you go over how to find the draft drawings again. I can't seem to locate them. The sound is also very spotty for me. Thank you!!

23. **Chat 13:** Thanks for the good information tonight.



Attachment U: List of All Comments Received

Attachment U – List of All Comments Received

Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
68	10/9/2020 2:38 AM	Email		Kira Phillips		<p>I am writing to add my input into the Egan/fred meyer's intersection project.I moved to Juneau a year ago. I have lived in a few different communities and traveled to many others in my adult life. I have ever seen roadways that concern me as much as ones I see in Juneau. In Juneau there are multiple intersections with no traffic light and approaches and merge lanes that are left for drivers to manage on their own. Often when driving in these intersections and traffic is merging onto the main roadway I feel very overwhelmed and concerned for my safety.The intersection at Fred Meyer very clearly needs a stop light to manage merging and turning. I live in the Valley and work in the twin lakes/hospital area. During my drive home I often feel scared of traffic merging from Fred Meyer and trafficking turning to Fred Meyer. I cannot count how many near-miss accidents I have experienced at this intersection. I am often concerned as a parent with a teenager who is licensed who drives through this intersection. I am not concerned about my teenager's driving but more so how others drive and the possible impact this could have someday. Sadly the public cannot be left to manage their driving on their own in a way that is safe with an intersection that is this busy. There are other intersections I feel this way about in town but I know the project is about this specific intersection. Unfortunately it feels as though we are waiting for the inevitable to happen before there is a change, I hope this is notthe case. This intersection demands a traffic light be placed there to manage the oncoming and outgoing traffic from the most popular one stop shop in Juneau.If we want our roadways in Juneau to be safe we have to make the rules of the road as simple and clear cut as possible, there is no quicker and easier way to do this than with a stop light.Kira Phillips (kira.jane1984@gmail.com)</p>	<p>Hello Ms. Phillips, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them. We have noted your support for the alternatives that would install a traffic light at the intersection. There are three alternatives that we propose to analyze in further detail that include installation of traffic lights, named Partial Access Signalized Intersection (INT-2, ELE-4), Full Access Signalized Intersection (INT-3, ELE-4) and Two Signalized T-Intersections (INT-6). These alternatives are proposed to be forwarded to the second phase of screening for more detailed analysis where they will undergo a second screening against two other alternatives. More information about these alternatives and the draft screening process is available on the project website by clicking on the “Online Open House” link at http://www.dot.alaska.gov/eganyandukin. Any alternative that is recommended will increase the safety of all users, as this as identified as the primary project need. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
69	10/12/2020 12:13 AM	Email		Becky Iverson	Becky Iverson PO Box 32184 Juneau, AK 99803	<p>Hello, Thank you for this opportunity to comment. As I stated at your last meeting at the nugget Mall and the meeting before that at the Valley library , there seems to be a very easy and inexpensive solution to the dreaded number of horrible accidents that happen at this intersection. It is to simply put in a stoplight. You would easily be re-creating almost the exact same situation at the Bartlett intersection. I live close to the Bartlett hospital intersection and in the 15 years I've lived in this neighborhood I have rarely seen an accident . Whereas , just about At least once a week I see a huge accident at the Fred Meyer intersection with an ambulance on site . I can't believe this project has dragged on as long as it has ! It has been made overly complicated when the solution is right in front of us and we have an intersection at the Bartlett hospital to see for ourselves what a successFul and safe and cheap intervention that can be. Please stop delaying this incredibly important project and move in a simple direction of putting in a stoplight. thank you Becky Iverson bakiverson@gmail.com.</p>	<p>Hello Ms. Iverson, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them. We have noted your support for the alternatives that would install a traffic light at the intersection. There are three alternatives that we propose to analyze in further detail that include installation of traffic lights, named Partial Access Signalized Intersection (INT-2, ELE-4), Full Access Signalized Intersection (INT-3, ELE-4) and Two Signalized T-Intersections (INT-6). These alternatives are proposed to be forwarded to the second phase of screening for more detailed analysis where they will undergo a second screening against two other alternatives. More information about these alternatives and the draft screening process is available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin. Any alternative that is recommended will increase the safety of all users, as this as identified as the primary project need. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. Warm Regards,</p>
70	10/12/2020 6:36 PM	Email		Joanne Schmidt		<p>I think the median crossovers should be implemented now.</p> <p>Joanne Schmidt, GP Douglas Island Development LLC (907) 723-6803 joanne.schmidt@gci.net</p>	<p>Hello Ms. Schmidt, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them. We have noted your support for the median crossovers. Funding is not yet identified for design and construction of a long-term solution. The current project is a planning-level study to identify and rank design alternatives based on how well they meet the purpose and needs, traffic functions, environmental impacts, and public input. At the end of this process, the recommended alternative or alternatives will need to be placed on the Statewide Transportation Improvement Plan (STIP), and funding will be identified then, likely in 2023 or later. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
71	10/14/2020 23:49	Email		Jeffrey Sauer		<p>I live in Juneau and have driven this stretch of road for decades. I am a retired lawyer with fairly good analytical skills. My analysis of the way to go with the re-design is that there are two factors that should control the situation. One. Safety at that intersection. Making left turns at this intersection needs to be stopped, as they are too risky and the consequences of mistakes in turning, too severe. Turning left at an un-controlled intersection with oncoming traffic going 50 to 60 mph is just too unsafe. Mistakes happen and impact at 50 mph is terrible. Thus, remove the turn lanes. Go to Fred Meyers while going outbound on Glacier Hwy. Two No more Traffic Lights. DOT should not put in a traffic light at this intersection. This road is already too slow to get to town. Three lights in a row is just too much, and would bog down traffic flow time to an unreasonable degree. Plus, there is just no need. In balancing this with having to drive further in bound and double back to fred meyers, there should be no contest; keep the traffic moving towards town without another stop light.</p> <p>One cheap solution, which meets the safety goal above, and traffic flow, above, is just to remove the left turn lanes at the fred meyer intersection. It will cause some inconvenience but that is far outweighed by the safety and traffic flow, factors above. The state is in a terrible financial situation. The federal government is also in terrible debt. I say, save money and just remove the two turn lanes.</p> <p>Alternatively, if money is no object (it should be for our better good) then build an access road from McDonalds intersection (but that includes building a decent and safe separate bike lane, to compare with what is there now.)</p> <p>Thank you for considering my comments Jeff Sauer jeffreysauer@hotmail.com 15965 Glacier Hwy. Juneau</p>	<p>Hello Mr. Sauer, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted your support for the alternative which closes the median at the Egan / Yandukin intersection, eliminating all left-turn movements and extending the two-way frontage road (Glacier-Lemon Road) to the Glacier-Nugget intersection; we named this alternative Median Closure at the E-Y Intersection and Two-Way Frontage Road to Glacier-Nugget (CLS-2, ELE-5, ELE-7). Using the draft screening measures, this draft alternative is not proposed for further review because a potential increase in delays on Egan Drive, substantial Right of Way acquisition required, wetlands impacts and the potential to increase crashes at Sunny Point interchange and the Glacier-Nugget intersection due to increased traffic. More information about this alternative and the draft screening process are available on the project website by clicking on the “Online Open House” link at http://www.dot.alaska.gov/eganyandukin.</p> <p>We also note that you do not support the installation of a traffic light at the intersection.</p> <p>Any alternative that is recommended will increase the safety and accessibility of non-motorized users, as these are identified as project needs.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
72	10/15/2020 1:32 AM	Email		Mary Ann Dlugosch		<p>I see that the bulk of the cost of the proposed project, \$48 million, is for "delay costs". I will make the same comment today that I did 20 years ago, when this intersection, along with 4 others as part of the WEDCORR study, was discussed at a DOT open house. I am now recently retired, but when I timed my drive from my home on Radcliffe Road, to my job next door to Centennial Hall, it took approximately 12 minutes going into town, and about 15 minutes, sometimes less, returning. These times were during rush hour, and were not unbearable. I doubt that the \$48 million would be well spent to save one or two or even 5 minutes commute time. The overwhelming sentiment at a meeting about a year or two ago regarding this particular intersection, was to make the McDonald's intersection go through to the back road access to Fred Meyer. If that is not possible due to right-of-way issues, the project should simply not be done at all. madlugosch@gmail.com</p>	<p>Hello Ms. Dlugosch, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them. We have noted your support the two-way frontage road to Glacier-Nugget intersection (ELE-5). The project team is evaluating this improvement in the next phase of the project as a component of the alternative Diamond Interchange (OVP-2, ELE-5) as well as a possible addition to other alternatives. Any alternative that is recommended will need to meet the purpose and needs of the project: increase driving safety, improve accessibility of non-motorized users, maintain traffic flow, and provide an alternate driving route in the event of crashes. The two-way frontage road to Glacier-Nugget intersection solely addresses the need to provide an alternate driving route in the event of crashes; therefore, it would need to be included in with other intersection improvements in order to meet each of the project needs. We also noted your concerns over the cost of the intersection improvement. During the next phase of the project, the team will estimate the cost of alternatives under further evaluation. We expect that there will a range of costs across the alternatives being evaluated. Cost information will be part of the information that the Department uses when recommending one or several improvements at the end of this process. Evaluation of traffic delays is one of several criteria that are being analyzed during the screening process. Alternatives are scored based on their response to each criteria and then compared to each other. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
73	10/15/2020 1:33 AM	Email		Steve Haavig		<p>Will a rendering of what the exchange will look like from the Fred Meyer parking lot and Baptist Church be made so people can evaluate the impact on the viewshed in the valley?</p> <p>Are there any changes anticipated on Glacier highway intersection northeast of Fred Meyer?</p> <p>What will be the cross section slope of the divided highway overpass?</p> <p>Is snow removal on the overpass going to be a problem?</p> <p>Will an evaluation of the changes in sound travel be conducted?</p> <p>Can reducing the speed limit achieve the same level of safety at the intersection?</p> <p>Steven Haavig 7260 Glacier Hwy shaavig@carsondorn.com</p>	<p>Hello Mr. Haavig, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>The next step in the project is to further analyze the function and impacts of a set of five alternatives that scored highest in the first round of screening. This included an “exchange” alternative, named Diamond Interchange (OVP-2, ELE-5). Production of street-level renderings is not part of this project. However, the project team will be producing more detailed line drawings of the alternative in order to estimate the impacts and performance. Additional detail for each alternative will be developed, such as an estimate of the elevation of the interchange and potential design considerations for operations and maintenance activities, like snow removal. If an alternative is recommended and receives funding in the future, a noise analysis would be conducted, if required, during the environmental impact analysis phase of that project’s design process. More information about the alternatives and the draft screening process are available on the project website by clicking on the “Online Open House” link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Yes, the project team is evaluating in construction of two-way frontage road to Glacier-Nugget intersection (ELE-5), which is to the northwest of the Egan-Yandukin Intersection, in the next phase of the project as a component of the alternative Diamond Interchange (OVP-2, ELE-5) and as a possible addition to other alternatives. Any alternative that is recommended will need to meet the purpose and needs of the project: increase driving safety, improve accessibility of non-motorized users, maintain traffic flow, and provide an alternate driving route in the event of crashes. The two-way frontage road to Glacier-Nugget intersection solely addresses the need to provide an alternate driving route in the event of crashes; therefore, it would need to be included in with other intersection improvements in order to meet each of the project needs. DOT&PF has been pursuing safety improvements that can be implemented more quickly while a long term alternative that meets all of the identified purpose and need elements is identified. The proposed safety improvement project has received Highway Safety Improvement Program (or HSIP) funding and for construction in 2022. That project includes reducing the speed at the Egan Yandukin intersection during the winter and related speed feedback signs. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>
74	10/15/2020 1:39 AM	Online Survey		Greg Knight	KINY	Who is reading this presentation?	No response needed

Attachment U – List of All Comments Received

Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
75	10/15/2020 1:46 AM	Email		Brian Jackson (junojaxon@gmail.com)		Continue Glacier Hwy and connect it to McNugget intersection! Thanks, Brian Jackson Sent from my iPad	<p>Hello Mr. Jackson, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted your support the two-way frontage road to Glacier-Nugget intersection (ELE-5). The project team is evaluating this improvement in the next phase of the project as a component of the alternative Diamond Interchange (OVP-2, ELE-5) and as a possible addition to other alternatives. Any alternative that is recommended will need to meet the purpose and needs of the project: increase driving safety, improve accessibility of non-motorized users, maintain traffic flow, and provide an alternate driving route in the event of crashes. The two-way frontage road to Glacier-Nugget intersection solely addresses the need to provide an alternate driving route in the event of crashes; therefore, it would need to be included in with other intersection improvements in order to meet each of the project needs.</p> <p>More information about the alternatives and the draft screening process are available on the project website by clicking on the “Online Open House” link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>
76	10/15/2020 1:52 AM	Online Survey		Michael		Slides are blurry and unreadable in presentation	No response needed
77	10/15/2020 2:13 AM	Online Survey		Greg Knight - KINY		Thank you... I need it for the news story.	No response needed
78	10/15/2020 2:19 AM	Email		Odin Brudie		<p>Do any or all of the 5 alternatives discussed include planning for a future bicycle/pedestrian path along the Gastineau side of Egan, connecting to Sunny Point and the existing underpass there? Is there adequate right of way along the southbound on-ramp to Egan for this? Thank you for the opportunity to comment.</p> <p>Odin Brudie Juneau odin@gci.net</p>	<p>Hello Mr. Brudie, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>This project does not include the construction of a multi-use path along the southern side (Gastineau Channel side) of Egan Drive between Yandukin Drive and Sunny Point. This purpose and need for this project focus on improving safety and access for all users at the Egan/Yandukin Drive intersection; therefore, all pedestrian and bicycle facility improvements in the draft alternatives focus on improvements that would help non-motorized users cross Egan Drive and navigate the local area more easily. More information about the alternatives and the draft screening process are available on the project website by clicking on the “Online Open House” link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
79	10/15/2020 2:29 AM	Online Survey		blmecum@gmail.com		Are the majority of collisions from left turns into Fred Meyer? Have the majority of collisions been from left turns into Fred Meyer? So how do I find the proposed alternatives? So lowest costs involve traffic lights, and most expensive is a diamond? Thanks!	Hello, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them. Between 2013 and 2016, there were 26 reported crashes at the Fred Meyer intersection. 13 of these crashes involved left-turn movements off of Egan Drive. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin . A rough estimate of the cost of each alternative was generated during the first level of alternative screening. The signalized intersections and the modified HSIP Interim Action (INT-1, ELE-4, ELE-7) alternatives were at the lower end of the cost range; the roundabout (INT-5, ELE-5) and the interchange options are at the higher end of the cost range. More detailed cost estimates will be generated for the five alternatives that move on to the second, more detailed level of screening. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. Warm Regards,
80	10/15/2020 2:39 AM	Online Survey		Lee Cole		Thank you for the detailed presentation. Very informative. Well done. lee.cole@alaska.gov	Verbal response given by J. Wilson at Open House Q&A 10/14/2020
82	10/15/2020 2:43 AM	Online Survey		Hayden		I still think you need to make the left turn lane from the inbound north side have it's own lane when entering Lemon Road. Then you have the right outbound lane have it's own lane so you don't have to worry about the outbound yielding to you. The out bound traffic can flow to the back side of Fred Meyers.	Verbal response given by J. Wilson at Open House Q&A 10/14/2020
83	10/15/2020 2:44 AM	Email		Rep. Andi Story		What would the state match need to be to get the federal match for the overpass option? Andi Representative Andi Story Proudly Representing Juneau's House District 34 907-465-3744	Verbal response given by M. Heidemann at Open House Q&A 10/14/2020
85	10/15/2020 3:12 AM	Online Survey		Hayden	Public	I would like to have you go over how to find the draft drawings again. I cant seem to locate them. The sound is also very spotty for me. Thank you!!	No response needed
86	10/15/2020 3:13 AM	Online Survey			Public	Thanks for the good information tonight.	No response needed
87	10/15/2020 1:58 PM	Email		Robert Nielsen	Public	A mandatory head head rule are blinding people to see hazards in front of them! Too many really bright lights out there! Sent from my iPhone robertnielsen1234@gmail.com	Unintelligible comment
88	10/15/2020 4:30 PM	Online Survey		cozylog@alaska.net		We LOVE the flagpole at Stephen Richards!!!! We support the Interchange at Fred Meyer intersection. Bruce and Judy BowlerSent from my Samsung Galaxy smartphone.	Same as comment 98 below

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
89	10/15/2020 7:50 PM	Email		Wolter, Bjorn H (EED)		<p>I am writing to offer comment on the Egan/Yandukan interchange in Juneau.</p> <ul style="list-style-type: none"> * I do not support the addition of a traffic signal at this interchange. Traffic on Egan is already impeded by too many signals between Safeway and downtown. * I support extending Glacier Hwy thru to Atlin street, paralleling Egan. * I support an overpass or underpass across Egan connecting Yandukan and Old Dairy road. <p>Thank you, Bjorn Wolter, Ph.D Alaska Department of Education & Early Development 907.465.6542 bjorn.wolter@alaska.gov<mailto:bjorn.wolter@alaska.gov> Alternate work week hours: Monday - Off Tuesday through Thursday - 7:00 to 5:00 Friday 7:00 to 4:30 P Please consider the environment before printing this e-mail</p>	<p>Hello Mr. Wolter, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted that you do not support the addition of a traffic signal on Egan Drive. There are several non-signalized alternatives that have moved to the second level of screening. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>We also note your support of an interchange at the intersection. One of the five alternatives proposed to move into the level two screening is an interchange option, named Diamond Interchange (OVP-2, ELE-5). This alternative also includes an extension the two-way frontage road (Glacier-Lemon Road) to the Glacier-Nugget intersection. This project does not include the extension of a road to Atlin drive; this is outside of the project area.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
90	10/15/2020 7:52 PM	Email		Ben Murray		<p>I don't care about accessibility to Fred Meyer. Maybe the best solution here is to close Fred Meyer. My priorities would be no stop lights, lower speed limit, and overall simplicity. I'd be in favor of eliminating the southbound left turn and extending the lemon spur, or a roundabout if you force people to use their turn signals when exiting the roundabout.</p> <p>No overpass, it'd cost too much.</p> <p>I think if Lemon spur were extended, no crosswalk across Egan would be necessary. That crosswalk idea is crazy, it'd cause incredible backups.</p> <p>Thanks benjaminsmurray@gmail.com</p>	<p>Hello Mr. Murray,</p> <p>Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted that you do not support the addition of traffic signals to Egan Drive and the addition of a crosswalk across Egan Drive. Please note that the project team is analyzing the benefits of a grade-separated pedestrian crossing across Egan Drive, either as a tunnel or elevated shared use path. Only the alternatives that include traffic signals include at-grade pedestrian crossings of Egan Drive. As we learn more during our second Level screening, we will be able to understand if a grade separated shared use path would be able to replace the at grade crossing for signalized intersections. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>We have also noted your support for the alternative which closes the median at the Egan / Yandukin intersection, eliminating all left-turn movements and extending the two-way frontage road (Glacier-Lemon Road) to the Glacier-Nugget intersection; we named this alternative Median Closure at the E-Y Intersection and Two-Way Frontage Road to Glacier-Nugget (CLS-2, ELE-5, ELE-7). Fully closing the intersection to left turns and relocating traffic to the Intersection of Glacier-Nugget results an increase in delays on Egan Drive, requires substantial right-of-way acquisition, impacts wetlands and results in potential crash increases at Sunny Point interchange and the Glacier-Nugget intersection due to increased traffic. Furthermore, the elimination of left turns at the intersection could have negative impacts to businesses due to a reduction in ease of access.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>
91	10/17/2020 2:53 PM	Email		Ankita Singh		<p>Hi,</p> <p>Have a nice day!</p> <p>I can help your website to get on the first page of Google and increase the number of leads and sales you are getting from your website I will be happy to send more info if you share your requirement to make a better relationship.</p> <p>I look forward to hearing from you.</p> <p>Best Regards, Ankita Mishra Business Development Executive New Delhi, INDIA</p>	Spam email

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92	10/18/2020 4:36 PM	Email		Steve Bradford		I was unable to attend the public meeting. I have reviewed the project documents and have the following comments: 1) The long term view demands construction of the interchange at this location. This option presents the best solution for safety and capacity. 2) Closing the intersection to left turns is preferable to adding more signals on Egan. This requires adding a leg to the McDonald intersection. Thank you for the opportunity to comment. Steve Bradford 4401 Riverside Dr Jnu Sent from Steve's iPad.	Repeat of comment #100 below
93	10/18/2020 7:23 PM	Email		Zelda Bachus		The graphic in the KTOO story shows an inbound right turn to Yandukin Drve. Surely not!?	Repeat of comment #99 below
94	10/17/2020	Email		Ray Preston (rcpreston@gci.net)		Greetings Mr. David. Hope you are well. I just had a thought about the Fred Meyer intersection. How about a simple left-turn light for southbound vehicles wanting to make a left turn across the northbound lanes into the Fred Meyer area. Radar controlled. Other southbound traffic would be unaffected. Regards. Ray	Hello Mr. Preston Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them. We have noted your support for signal control for the southbound left-turn vehicles (turning from Egan Drive towards Glacier Lemon Road). This is similar to the Partial Access Signal Alternative (INT-2, ELE-4) that we are proposing should be considered for further review. The main difference is that the Partial Access Signal alternative would also address the crashes involving northbound left turn vehicles by providing signal control for the northbound left-turning vehicles (turning from Egan Drive towards the airport). More information about this alternative and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin . Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. Warm Regards,

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95	10/19/2020	Email		Dave Hanna (alaskaconcretecasting@gci.net)		As I stated at your last round of open houses we should be looking at reducing intersections and traffic lights. You should talk to the property owners at the McNugget intersection and see if you could acquire enough land to build an interchange there with a link to the Old Glacier Highway from Fred Meyer. This would eliminate a traffic light and provide the needed safety improvements and access requirements.	<p>Hello Mr. Hanna, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted your support for an interchange built at the Glacier Nugget intersection with Egan Drive and an extension of Glacier Lemon Road to the Glacier Nugget intersection. As part of our Level 1 screening process, we considered this alternative, which we labeled Median Closure at the E-Y Intersection, Interchange at Glacier-Nugget (CLS-3, ELE-5, ELE-7). All of the alternatives that were screened as part of the Level 1 screening would decrease crashes, provide an alternate route when there's a crash, and improve pedestrian access. Therefore, the differences in the scoring of the alternatives all fall within the Other Considerations, which include Economic Growth, Environmental Impacts, Traffic Operations, and Cost. This alternative was considered to have the following negative impacts: it would decrease visibility of businesses near the Glacier Nugget intersection due to the construction of the overpass, it would impact wetlands, and require a substantial amount of right-of-way acquisition. The two notable positive impacts include compatibility with land use plans (which advocate for the extension of Glacier Lemon Road to the Glacier Nugget intersection) and a decrease in delay due to converting the existing signal to an interchange. Based on these considerations (and in comparison to the number of negative and positive impacts for the other alternatives), this alternative is not proposed for further review.</p> <p>We are including an alternative that will consider how extending Lemon Spur to connect with the Glacier Nugget intersection could provide alternate routes for people during a crash event on Egan, provide more direct routes for people wishing to use Old Glacier Highway, and improve the bicycle and pedestrian connectivity through the area. This element of the interchange alternative could be compatible with any of the other alternatives being considered in the second Level screening process.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
96	10/19/2020	Email		David Duntley (dgduntley@gmail.com)		Of the five alternatives that are to be reviewed further, I support the Diamond Intersection (OVP-2, ELE5). However, I think two alternatives that were not forwarded for further review CLS1 & 2-ELL7 would be more cost effective and satisfy the primary issue of safety. It isn't clear to me why these alternatives scored so much lower that they did not make the cut to be forwarded for more review. David Duntley	<p>Hello Mr. Duntley, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted your support for the Diamond Interchange (OVP-2, ELE-5) alternative, which is proposed to be forwarded to the second phase of screening for more detailed analysis where it will undergo a second screening against four other alternatives.</p> <p>We also noted your support for two alternative named Southbound Left Closure at the E-Y Intersection and Two-way Frontage Road to Glacier-Nugget (CLS-1, ELE-5, ELE-7) and Median Closure at the E-Y Intersection and Two-Way Frontage Road to Glacier-Nugget (CLS-2, ELE-5, ELE-7). As you noted, both of these did not score as well as other alternatives and are not recommended to proceed to the next level of analysis. All of the alternatives that were screened as part of the Level 1 screening would decrease crashes, provide an alternate route when there's a crash, and improve pedestrian access. Therefore, the differences in the scoring of the alternatives all fall within the Other Considerations, which include Economic Growth, Environmental Impacts, Traffic Operations, and Cost. Both of these alternatives either have fewer benefits or more impacts when compared to alternatives we propose to forward for more review, or both. Compared to the signal alternatives, these would impact wetlands and would require substantial ROW because of building the extension of Lemon Spur. Under these two closure alternatives, there would also be added transportation system delay because more people would be turning at the Glacier Nugget intersection. When more people are turning left at an intersection, it delays the through traffic on Egan. The reason the diamond interchange alternative can include the Lemon Spur extension and still move forward is because traffic can cross Egan Drive at the interchange, which will move some traffic away from the Glacier Nugget intersection, and improve access to businesses to either side of Egan. As we evaluate the alternatives moving forward into the second Level screening process, we'll learn more about the effectiveness of various elements and be able to combine the best of all alternatives into a preferred alternative or two that best meets the needs. Our focus during this first screening process was to outline the alternatives that would meet the most project needs without constraining the solutions based on costs. During the second Level screening process, we will refine our cost estimates and consider the cost effectiveness of the solutions when we review the screening results.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Warm Regards,</p>

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97	10/19/2020	Email		Wayne D Coogan, (mail@cooganalaska.com), cel-907-723-7634		<p>Project Manager, Egan Yandukin Intersection</p> <p>Currently all southbound traffic from the neighborhood north of Glacier Gardens is diverted along the Old Glacier Hwy (secondary road) rather than entering the 4-lane Egan Express. Also, southbound Egan traffic must cross through 55mph traffic to enter said neighborhood. These solutions make us look stupid. We need overpasses so bad.</p> <p>Traffic lights on a 55mph expressway are a bad idea. Either we build overpasses at all the intersections on Egan or reduce the speed to 40mph. Stop with the band-aids and start performing some proper surgery—cost be damned. Divert all future Juneau STIP money to overpasses on Egan; it is a key feature of Juneau’s economy and it will remain dysfunctional until all traffic lights are eliminated.</p> <p>Wayne D Coogan, cel-907-723-7634</p>	<p>Hello Mr. Coogan, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted your support for an interchange at the intersection. Please note that an interchange alternative, named Diamond Interchange (OVP-2, ELE-5), is proposed to be forwarded to the second phase of screening for more detailed analysis. It will undergo a second screening against four other alternatives.</p> <p>We have noted that you do not support the addition of a traffic signal on Egan Drive. There are several non-signalized alternatives that we propose to move into the second level of screening. More information about the alternatives and the draft screening process are available on the project website by clicking on the “Online Open House” link at http://www.dot.alaska.gov/eganyandukin. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>
98	10/19/2020	Email		Bruce and Judy Bowler (cozylog@alaska.net)		<p>We support the Interchange at Fred Meyer intersection.</p> <p>Bruce and Judy Bowler</p>	<p>Hello Mrs. Bowler and Mr. Bowler, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted your support for an interchange at the intersection. Please note that an interchange alternative, named Diamond Interchange (OVP-2, ELE-5), is proposed to be forwarded to the second phase of screening for more detailed analysis. It will undergo a second screening against four other alternatives. More information about the alternatives and the draft screening process are available on the project website by clicking on the “Online Open House” link at http://www.dot.alaska.gov/eganyandukin. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
99	10//18/2020	Email		Zelda Bachus (zelda99801@yahoo.com)		The graphic in the KTOO story shows an inbound right turn to Yandukin Drve. Surely not!?	<p>Hello Ms. Bachus, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>The Highway Safety Improvement Program Interim Action (INT-1, ELE-4, ELE-7) alternative maintains all existing traffic movements at the intersection, including the existing right turn movement onto Yandukin Drive. As a note, each of the five alternatives that are proposed for further analysis will maintain the existing right turn movement onto Yandukin Drive. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
100	10/18/2020	Email		Steve Bradford (sbradford@gci.net)		<p>"I was unable to attend the public meeting. I have reviewed the project documents and have the following comments:</p> <p>1) The long term view demands construction of the interchange at this location. This option presents the best solution for safety and capacity.</p> <p>2) Closing the intersection to left turns is preferable to adding more signals on Egan. This requires adding a leg to the McDonald intersection.</p> <p>Thank you for the opportunity to comment.</p> <p>Steve Bradford 4401 Riverside Dr Jnu"</p>	<p>Hello Mr. Bradford, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted your support for the Diamond Interchange (OVP-2, ELE-5) alternative, which is proposed to be forwarded to the second phase of screening for more detailed analysis where it will undergo a second screening against four other alternatives.</p> <p>We also noted your support for two alternative named Southbound Left Closure at the E-Y Intersection and Two-way Frontage Road to Glacier-Nugget (CLS-1, ELE-5, ELE-7) and Median Closure at the E-Y Intersection and Two-Way Frontage Road to Glacier-Nugget (CLS-2, ELE-5, ELE-7). As you noted, both of these did not score as well as other alternatives and are not recommended to proceed to the next level of analysis. All of the alternatives that were screened as part of the Level 1 screening would decrease crashes, provide an alternate route when there's a crash, and improve pedestrian access. Therefore, the differences in the scoring of the alternatives all fall within the Other Considerations, which include Economic Growth, Environmental Impacts, Traffic Operations, and Cost. Both of these alternatives either have fewer benefits or more impacts when compared to alternatives we propose to forward for more review, or both. Compared to the signal alternatives, these would impact wetlands and would require substantial ROW because of building the extension of Lemon Spur. Under these two closure alternatives, there would also be added transportation system delay because more people would be turning at the Glacier Nugget intersection. When more people are turning left at an intersection, it delays the through traffic on Egan. The reason the diamond interchange alternative can include the Lemon Spur extension and still move forward is because traffic can cross Egan Drive at the interchange, which will move some traffic away from the Glacier Nugget intersection, and improve access to businesses to either side of Egan. As we evaluate the alternatives moving forward into the second Level screening process, we'll learn more about the effectiveness of various elements and be able to combine the best of all alternatives into a preferred alternative or two that best meets the needs. Our focus during this first screening process was to outline the alternatives that would meet the most project needs without constraining the solutions based on costs. During the second Level screening process, we will refine our cost estimates and consider the cost effectiveness of the solutions when we review the screening results.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Warm Regards,</p>

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101	10/21/2020	Email		Frank Bergstrom & Pat Belec		<p>Dear DOT: We live within a half mile of the referenced intersection at 7630 Glacier Highway. We have two issues of concern regarding all alternatives. It would be a great shame and disservice to safety to make the suggested changes yet not address the intersection at Glacier Highway and Old Dairy Road. This intersection has no logical control and defies standard ROW protocols. Where else does the left turn crossing traffic have the ROW? Drivers south bound on Glacier Highway behind Fred Meyer often seize the ROW from those turning left from Old Dairy Road despite both having stop signs and the latter being on the right. Those turning right off Old Dairy Road onto Glacier Highway often fail to yield to those southbound on Glacier – treating the right turn as a MERGE rather than a YIELD. Memorization is the only means of smooth traffic flow and it is easy to distinguish drivers who know the intersection from those who do not. New drivers commonly violate the posted ROW without any concept of wrongdoing. This is a dangerous intersection and only avoids accidents by happily enjoying very low speeds. Many are the times drivers have taken the ROW in violation of signage, while performing what appeared to be logical moves for an uncontrolled intersection. That is, this intersection is forced to operate against established protocol, which is an inherently dangerous situation. Perhaps it is discussed in the project information, but what is the planned fate of the bike path from the city sewage pump station to the McDonald’s intersection? It would be a huge shame to lose bike access along this corridor, which would dissect everything north from everything south. Regards, Frank Bergstrom & Pat Belec PO Box 22909 Juneau, AK 99802 frank.b@gci.net 907-523-1995</p>	<p>Hello Mr. Bergstrom and Ms. Belec, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them. Thank you for your comments regarding the intersection of Glacier Lemon Spur with Glacier Lemon Road. This intersection will be included in any alternative that includes the extension of Lemon Spur to the Glacier Highway Nugget intersection. Because the extension of Lemon Spur would create a full through street, we would propose changing the intersection configuration to reflect a more stand t-intersection design. As part of our Level 2 screening and design refinement process, we’ll determine if new traffic volumes would warrant a stop control, a roundabout, or traffic signal at the intersection. If an alternative does not impact the intersection, we are not proposing to make any changes to the current traffic control. In regards to the multi-use path, there would be no changes to the path under the majority of the proposed alternatives. For alternatives that include extension of the Glacier Lemon Spur to the Glacier Nugget intersection, the multi-use path is planned to follow the new roadway alignment and connect to the existing facilities along Glacier Lemon Road. More information about this alternative and the draft screening process are available on the project website by clicking on the “Online Open House” link at http://www.dot.alaska.gov/eganyandukin. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
102	10/7/2020 4:21 PM	Email		Pat Monagle	Public	<p>Close all left turns off Egan Drive. Extend old Glacier highway to the McNugget Intersection. Not only would it be safer for vehicles but for walking and bike riding pedestrians! Making an overpass, as was done at Sunny point, won't help pedestrian traffic....! Pat Monagle P.O. Box 32203 Juneau, AK. 99803 ptmonagle@gmail.com</p>	<p>Hello Mr. Monagle, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them. We have noted your support for the alternative which closes the median at the Egan / Yandukin intersection, eliminating all left-turn movements and extending the two-way frontage road (Glacier-Lemon Road) to the Glacier-Nugget intersection; we named this alternative Median Closure at the E-Y Intersection and Two-Way Frontage Road to Glacier-Nugget (CLS-2, ELE-5, ELE-7). The full closure alternatives did not score as well as other alternatives when evaluated as part of the Level 1 screening process and were not recommended for further consideration in the second Level evaluation and screening. The closure alternatives scored well for crash reductions, alternative route options, and pedestrian accessibility; however, they did not score well under the Other Considerations. The closure alternatives either had fewer benefits or more impacts in the following categories: Economic Growth, Environmental Impacts, Traffic Operations, and Cost. Compared to the signal alternatives, the "closure" would impact wetlands and would require substantial ROW because of building the extension of Lemon Spur. Under these two closure alternatives, there would also be more delay to traffic because additional turning traffic would use the Glacier Nugget intersection, which would add delay at that intersection. We have also noted your concern that an overpass alternative similar to the Sunny Point Interchange will not help pedestrian traffic. The concept design for the "overpass" alternatives includes a sidewalk under the overpass, allowing pedestrians and bicyclists to travel under Egan Drive without interacting with the through traffic on Egan Drive. We believe this would significantly improve pedestrian and bicycle connectivity in the area. More information about this alternative and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin. Any alternative that is recommended will increase the safety and accessibility of non-motorized users, as these are identified as project needs. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
103	10/23/2020	Email		Ben Van Alen (bvanalen@gmail.com)	Public	[Note: Attached Photo not included in this attachment] I just cruised through this intersection in South Carolina and thought it would work well at Egan/Yandukin. Ben Van Alen, (907) 723-2995	<p>Hello Mr. Van Alen, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>Thank you for sharing your design concept. A roundabout option, such as the one you drove through, was considered in the Level 1 screening. We referred to it as Roundabout Intersection (INT-5, ELE-5). All of the alternatives that were screened as part of the Level 1 screening would decrease crashes, provide an alternate route when there's a crash, and improve pedestrian access. Therefore, the differences in the scoring of the alternatives all fall within the Other Considerations, which include Economic Growth, Environmental Impacts, Traffic Operations, and Cost. The roundabout alternative was found to have more impacts and/or fewer benefits as compared to alternatives that are being proposed to move forward for additional review. Similar to a signalized intersection, a roundabout has the benefit of allowing full movement access at the intersection. However, when considering the need to provide an alternate route when there's a crash, the median crossover element (ELE-4) that was paired with the signal alternatives is not compatible with a roundabout. Therefore, the roundabout was paired with the extension of Lemon Spur Road (ELE-5) to address this need. The road extension would have impacts to wetlands and would require substantial ROW. In addition, the roundabout causes all vehicles to slow down as they pass through the intersection, and many that do not currently stop would have to stop; therefore, the roundabout would increase peak hour delay. A preliminary capacity analysis of a roundabout at this location found that a 2-lane roundabout cannot handle the expected traffic for this intersection. Based on these results, the roundabout was not proposed for further review.</p> <p>More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
104	10/26/2020	Email		Dave Ringle Executive Director (dave@svdpjuneau.org)	St. Vincent de Paul	As the state is looking at Egan-Yandukin intersection improvements, I may offer a unique perspective. As Executive Director of St. Vincent de Paul, I manage a low income housing project on Teal Street with a large number of non-motorized transportation users. As president of the Juneau Freewheelers, I'm a serious cyclist who avoids that intersection at all cost. For my tenants and clients to travel to Fred Meyer by foot or bicycle, they need to walk to the McNugget interaction, cross Egan, and then take the path to the store. This triples the distance they would walk or bike. On a bicycle that's not a big deal, but walking it certainly is. A similar type of distance/time difference for a car would be asking Juneau drivers heading to the glacier to travel out Glacier Highway to Auke Bay and then take Back Loop Road back to the Glacier Spur. If we asked drivers to take such a detour, they'd scream bloody murder. But pedestrians, including hotel visitors as well as St. Vincent de Paul clients, are not the privileged type who complain. They just jaywalk or seek other ways to get to their shopping. Many of these people cannot or should not be driving themselves. I know traffic signals are anathema to traffic flow--but only for vehicles, and according to your projections only for short specific periods of time during the day. I'm sure you can probably find the massive amount of money to make more substantial changes, and motorists will be happier. Sometimes a simple solution that meets the needs of the lowest level of user as well as improves safety, doesn't make sense. I'd seriously like the project to consider the hotels and low income users across Egan Drive who would use the Yandukin intersection if it was a safe way to get to Fred Meyers and other businesses in that neighborhood. -- Dave Ringle Executive Director St. Vincent de Paul 8617 Teal Street Juneau, AK 99801 907-321-7026 dave@svdpjuneau.org www.svdpjuneau.org "We provide material and spiritual charity and work for social justice for all people."	<p>Hello Mr. Ringle, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>Thank you for your comments regarding the need to improve non-motorized connectivity for crossing Egan Drive near the Yandukin intersection. One of the first tasks for the PEL study we are currently developing was to establish the Purpose and Need of the project through analysis of existing conditions and through input from the public and other project stakeholders. Based on comments from the public, non-motorized user safety and connectivity for crossing Egan Drive near the Yandukin intersection was established as two of the project's needs. As a result, all of the alternatives that were analyzed in the Level 1 analysis, as well as all of the alternatives that are proposed to move forward for further review as part of the Level 2 analysis, include elements to improve safety and connectivity for non-motorized users. There are three main ways to improve non-motorized safety and connectivity that are being considered: 1) provide signal control for the non-motorized user, similar to the crossing of Egan Drive at the Glacier Nugget intersection; 2) provide a grade-separated non-motorized overpass to allow non-motorized users to cross Egan Drive in as direct a line as possible and without interacting with the vehicular traffic on the highway; 3) include non-motorized facilities as part of an interchange alternative, allowing non-motorized users to cross under Egan Drive alongside of low volume, low speed (approx. 25 mph) traffic.</p> <p>In addition to developing an improved crossing of Egan Drive near the Yandukin intersection, all of the alternatives are maintaining or improving the existing multi-use path connection from the Glacier Nugget intersection to Glacier Lemon Spur.</p> <p>More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>

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105	11/7/2020	Email		Ian and Linda Cryan idcryan@gci.net	Public	<p>As a senior driver, to avoid the dangerous Fred Meyer intersection, as much as possible. I will plan my driving to avoid this area in high traffic periods. I feel the only solution to this area is an overpass! This traffic pattern is very dangerous especially dark, rainy days and dark winter days. Judging the time when you can turn into Freddy’s can be tricky at times. Then if you are sitting and waiting for a nice clear view, people behind you are piling up and some drivers are right on your bumper asking you to just go. The traffic on Egan can many times involve those driving too fast and too reckless, especially in heavy rain and winter months. As more development occurs across from Freddys, and the increase in bad driving, improvemt to this area is needed.</p> <p>Thanks, Linda Cryan</p>	<p>Hello Ms. Cryan, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted your support for an overpass at the intersection. Please note that an interchange alternative, named Diamond Interchange (OVP-2, ELE-5), is proposed to be forwarded to the second phase of screening for more detailed analysis. It will undergo a second screening against four other alternatives. More information about the alternatives and the draft screening process are available on the project website by clicking on the “Online Open House” link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
106	11/10/2020	Email		Brenna Reeder	Alaska Coach Tours	<p>Hello- Thank you for allowing us the opportunity to weigh in on the options presented to the public. My first and second choice for the project would be either the Highway Safety Improvement Program or the Diamond Interchange. The biggest reasons being that those two options will not slow down traffic greatly and we will be able to commute through this area with little interruptions as we do now. I think the overall end goal should be the Diamond plan with the road behind Fred Meyer being extended to the light. My only concern with such a big project in the area will be during the construction phase how it will affect us (Alaska Coach Tours) and other seasonal businesses who are using that section of road multiple times a day for our work. For example, we provide transfer services to Temsco Helicopters and use the Northbound left turn lane frequently. It is imperative to their schedule as well as ours, that we stay on time throughout the day. If we are delayed or rerouted because of the construction, it will have a ripple effect on everyone's schedule throughout the day and cause quite the headaches all around. Thank you for all the work that has gone into this project and for listening to everyone's concerns as you choose the best path of action. Thanks! Brenna Reeder Vice President Tour Operations Cell: 907.209.0049 Office: 907.523.4851 Fax: 907.523.0946 Email: brenna@alaskacoachtours.com Web: www.alaskacoachtours.com"</p>	<p>Hello Ms. Reeder, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them. We have noted your support for the Highway Safety Improvement Program alternative (INT-1, ELE-4, ELE-7) and the Diamond Interchange (OVP-2, ELE-5) alternative, which are proposed to be forwarded to the second phase of screening for more detailed analysis where they will undergo a second screening against three other alternatives. We have also noted your support the two-way frontage road to Glacier-Nugget intersection (ELE-5). The project team is evaluating this improvement in the next phase of the project as a component of the alternative Diamond Interchange (OVP-2, ELE-5) as well as a possible addition to other alternatives. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin. Funding is not yet identified for design and construction of a long-term solution. The current project is a planning-level study to identify and rank design alternatives based on how well they meet the purpose and needs, traffic functions, environmental impacts, and public input. At the end of this process, the recommended alternative or alternatives will need to be placed on the Statewide Transportation Improvement Plan (STIP), and funding will be identified then, likely in 2023 or later. Once design and construction funding are programmed in the STIP, the DOT&PF will conduct design, environmental review, and construction planning activities. During that process, a traffic control plan will be developed that will seek to limit the impacts of the construction project on the traveling public, including your business operations. We understand that keeping traffic moving efficiently through the intersection during construction is of high interest to the community. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. Warm Regards,</p>

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107	11/10/2020	Email		Carole Bookless carobo@rocketmail.com	Public	I agree that none of the proposals, as they are put forth here, are worth the cost. My preference had been to change the McNugget intersection, but the way it is drawn is not good for traffic nor for pedestrians. The plan with the roundabouts is also horrible for traffic and pedestrians. Doing nothing is not a choice. Regular traffic lights might slow down traffic but not in an efficient way. Is it possible to have a motion activated turn stop light that would come on for the Southbound left turn lane when Northbound cars reach a certain point so people won't misjudge when they can make a safe left turn? And vice versa for the other direction. Just a turn stop light. But the way things are drawn doesn't make sense. What was good about that area - efficient vehicle movement and pedestrian and bike access behind and on the bus stop side of Fred Meyer is destroyed. I appreciate the amount of work put into the research but I wonder if all the research has clouded what the point of all this is. I heard somewhere that there was a short term proposal to drop the speed limit. I think this is a good idea for very little cost. This would most likely save lives. With this being one of the longest, straightest bits of road in Juneau, more cars use Egan as a race track than any other road in Juneau. When the road gets slick, cars are in the ditch all the time. When I am waiting in any left turn lane on Egan my van just shakes from the wake of the cars speeding by. It is scary how fast people can drive. Carole Bookless Douglas, AK	<p>Hello Ms. Bookless, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted your support for a reduction of the speed limit near the intersection. This is a feature of the Highway Safety Improvement Program (HSIP) project that received approval in fall 2020 and will begin the design phase soon. The HSIP project is separate from the Egan / Yandukin Intersection Improvements study and will likely be implemented sooner.</p> <p>We have noted that you do not support any of the alternatives as they are currently designed. We have noted your support for an alternative which changes the "McNugget" Glacier-Nugget intersection. Please note that the project team examined an alternative which closes the median at the Egan / Yandukin intersection, eliminating all left-turn movements and extending the two-way frontage road (Glacier-Lemon Road) to the Glacier-Nugget intersection; we named this alternative Median Closure at the E-Y Intersection and Two-Way Frontage Road to Glacier-Nugget (CLS-2, ELE-5, ELE-7). Using the draft screening measures, this draft alternative is not proposed for further review because a potential increase in delays on Egan Drive, substantial Right of Way acquisition required, wetlands impacts and the potential to increase crashes at Sunny Point interchange and the Glacier-Nugget intersection due to increased traffic. More information about this alternative and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Also, any alternative that would include a two-way frontage road to Glacier-Nugget intersection (ELE-5) would also necessitate the reconfiguration of the Glacier-Nugget intersection. The project team is evaluating this improvement in the next phase of the project as a component of the alternative Diamond Interchange (OVP-2, ELE-5) as well as a possible addition to other alternatives. Any alternative that is recommended will need to meet the purpose and needs of the project: increase driving safety, improve accessibility of non-motorized users, maintain traffic flow, and provide an alternate driving route in the event of crashes. The two-way frontage road to Glacier-Nugget intersection solely addresses the need to provide an alternate driving route in the event of crashes; therefore, it would need to be included in with other intersection improvements in order to meet each of the project needs. For alternatives that include extension of the Glacier Lemon Spur to the Glacier-Nugget intersection, the multi-use path is planned to follow the new roadway alignment and connect to the existing facilities along Glacier Lemon Road.</p>

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107 (cont'd.)	11/10/2020	Email		Carole Bookless carobo@rocketmail.com	Public		<p>Thank you for your design recommendation for a motion-activated light that would alert drivers when it was safe to cross Egan Drive. During the early phases of this study, the project team received a similar recommendation from a member of the community and researched this potential solution. We discovered that a dynamic feedback feature that would tell left-turn drivers when it is safe to cross has not been commercialized and is not readily available. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
108	11/11/2020	Email		Theresa Svancara tjsvancara@hotmail.com 15965 Glacier Hwy, Juneau, AK 99801	Public	<p>Thank you for accepting public comment on the Egan/Yandukin intersection improvements. I live out the road in Juneau and drive through this intersection frequently. I understand you are trying to correct several factors with the improvements. I believe safety should be the most important factor to steer the choice of improvements. Here are my suggestions:</p> <ol style="list-style-type: none"> 1) Remove left turn lanes at intersection in both directions. Turning left in front of oncoming traffic that is moving at high speed is very dangerous. People misjudge the speed of oncoming traffic and the potential for serious accidents is high. Even reducing speed in this area, as I have heard you have planned for this winter, I think is still too risky to allow left turns. 2) I strongly oppose installing traffic signals at this intersection. It will increase the number the accidents, including rear ends. I was rear ended at the McNugget intersection 1.5 years ago and am still suffering the effects from injuries sustained in that accident. 3) I support building the Glacier/Lemon spur road to connect Fred Meyers to the McNugget intersection. This will allow safe access for all the traffic coming from out the road and from the Valley to reach Fred Meyers. I support a safe bike path along this new extension. 4) I do not support an interchange at Egan/Yandukin. Too expensive and safety can be addressed just as well in less costly improvements. 5) I support allowing outbound traffic to access Fred Meyers by turning right onto Yandukin. When traffic leaves Fred Meyers bound for downtown they can gain access to Egan at the interchange near Sunny Pt. 6) I support a pedestrian crossover bridge at Egan/Yandukin. 7) If there is not enough money to build the Glacier/Lemon extension then I still support eliminating the left turns at the intersection. Access from both directions on Egan to Yandukin would be through the interchange near sunny Pt. This small bit of inconvenience to traffic coming from the north is well worth the improved safety of no left turn lanes. <p>Thank you for considering my comments. Theresa Svancara tjsvancara@hotmail.com 15965 Glacier Hwy, Juneau, AK 99801</p>	<p>Hello Ms. Svancara, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>Your support for safety as the most important fact that should steer alternative selection is noted. Public comment identified the need to improve intersection safety as the primary project purpose; improving safety is identified as the primary purpose in the project’s purpose and need statement. During each of the two levels of alternative screening, the alternatives will be evaluated and scored based on how well they perform for several safety metrics.</p> <p>We have also noted your support for the alternative which closes the median at the Egan / Yandukin intersection, eliminating all left-turn movements and extending the two-way frontage road (Glacier-Lemon Road) to the Glacier-Nugget intersection; we named this alternative Median Closure at the E-Y Intersection and Two-Way Frontage Road to Glacier-Nugget (CLS-2, ELE-5, ELE-7). Fully closing the intersection to left turns and relocating traffic to the Intersection of Glacier-Nugget results an increase in delays on Egan Drive, requires substantial right-of-way acquisition, impacts wetlands and results in potential crash increases at Sunny Point interchange and the Glacier-Nugget intersection due to increased traffic. Furthermore, the elimination of left turns at the intersection could have negative impacts to businesses due to a reduction in ease of access.</p> <p>We have noted that you do not support the addition of a traffic signal on Egan Drive. There are several non-signalized alternatives that have moved to the second level of screening. More information about the alternatives and the draft screening process are available on the project website by clicking on the “Online Open House” link at http://www.dot.alaska.gov/eganyandukin.</p> <p>We have noted your support the two-way frontage road to Glacier-Nugget intersection (ELE-5). The project team is evaluating this improvement in the next phase of the project as a component of the alternative Diamond Interchange (OVP-2, ELE-5) as well as a possible addition to other alternatives. Any alternative that is recommended will need to meet the purpose and needs of the project: increase driving safety, improve accessibility of non-motorized users, maintain traffic flow, and provide an alternate driving route in the event of crashes. The two-way frontage road to Glacier-Nugget intersection solely addresses the need to provide an alternate driving route in the event of crashes; therefore, it would need to be included in with other intersection improvements in order to meet each of the project needs. In regards to the multi-use path, there would be no changes to the path under the majority of the proposed alternatives. For alternatives that include extension of the Glacier Lemon Spur to the Glacier Nugget intersection, the multi-use path is planned to follow the new roadway alignment and connect to the existing facilities along Glacier Lemon Road.</p>

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108 (cont'd.)	11/11/2020	Email		Theresa Svancara tjsvancara@hotmail.com 15965 Glacier Hwy, Juneau, AK 99801	Public		<p>We have noted that you do not support the Diamond Interchange (OVP-2, ELE-5) alternative due to cost. There are four other alternatives that have moved to the second level of screening for more detailed analysis. The five alternatives will be compared against each other during the second level of screening.</p> <p>We have noted your support for a pedestrian overpass at the Egan / Yandukin Intersection. This component is included in the modified HSIP Interim Action (INT-1, ELE-4, ELE-7) that has moved to the second level of screening for more detailed analysis.</p> <p>More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>
109	11/16/2020	Email		Andy Hughes	Public	<p>As a low cost interim alternative why not make use of signal equipment removed from Loop Road and: * Install independent left turn signals on both the outbound and inbound lanes of Egan Drive, * Place prohibitive Pedestrian signage before the Fred Myers intersection on both sides, * Provide pedestrian signage way finding signage from both Fred Myers and the airport/nugget shopping areas directing pedestrian traffic to the McDonalds intersection pedestrian crossing, * Place advance intersection warning lights, * Reduce the speed limit between Fred Myers and Don Ables to 45, and * Continue to prohibit cross through traffic at the Fred Myer Intersection in favor of directing cross traffic movements to the McDonalds intersection. This should be a cost effective alternative in the interim. It should minimize Egan Drive traffic outside of reduction of the speed limit which is overdue anyway. <andyhughesusa@hotmail.com></p>	<p>Hello Mr. Hughes,</p> <p>Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted your support for signal control for the left-turn vehicles, both southbound (turning from Egan Drive towards Glacier Lemon Road) and northbound (turning from Egan Drive towards the airport). This is similar to the Partial Access Signal Alternative (INT-2, ELE-4) that we are proposing should be considered for further review. The main difference is that the Partial Access Signal alternative would also address the crashes involving northbound left turn vehicles by providing signal control for the northbound left-turning vehicles .</p> <p>More information about this alternative and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin.</p> <p>We have noted your support for a reduction of the speed limit near the intersection. This is a feature of the Highway Safety Improvement Program (HSIP) project that received approval in fall 2020 and will begin the design phase soon. Additionally, under HSIP project all intersection turning movements remain the same as the current intersection. Your additional comments regarding pedestrian signage have been noted and forwarded to the HSIP program manager. The HSIP project is separate from the Egan / Yandukin Intersection Improvements study and will likely be implemented sooner.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record.</p> <p>Warm Regards,</p>
110	11/10/2020	Email		Bruce and Judy Bowler	Public	My wife and I vote for an overpass/Interchange .	<p>No response needed. The same people have submitted two similar comments in this comment period.</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
111	11/10/2020	Email		Barb Mecum	Public	<p>Hi, Seems as if the overpass would be the safest option, as well as provide for future development. A bridge to north Douglas at this intersection makes sense. Not sure what the new filled-in wetlands area will bring, but it will need access. The Sunny Point underpass has been a solid safety solution. I'd vote for an overpass. Thanks for all your work on this important project. Sincerely, Barb Mecum blmecum@gmail.com</p>	<p>Hello Ms. Mecum, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them. We have noted your support for an interchange at the intersection. Please note that an interchange alternative, named Diamond Interchange (OVP-2, ELE-5), is proposed to be forwarded to the second phase of screening for more detailed analysis. It will undergo a second screening against four other alternatives. More information about the alternatives and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin. We have also noted your support for a bridge to north Douglas Island from the Egan Yandukin Intersection. However, such improvements are outside of the purpose and need for this project. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. Warm Regards,</p>
112	11/10/2020	Email		rmosley@alaska.net		<p>My recommendation for the problem of a south bound left turn toward Fred Meyer from Egan is this: The left turn from Egan would be closed off to south bound traffic. An extension of the Lemon Spur road would run north into the Light intersection of Egan and old glacier hwy at McDonalds. The Spur road can be one way from that light intersection south bound to the area where the current cul de sac exists. The traffic exiting Fred Meyer wanting to go north would continue merge with that on Egan. Thanks for allowing this input.</p>	<p>Hello, Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them. We have noted your design suggestions to eliminate southbound left turns on Egan drive at the Egan Yandukin intersection and construct a southbound-only frontage road from the Glacier-Nugget intersection to the current terminus of Glacier-Nugget Road. This solution would not address the project need to provide an alternate route in the event of a crash on Egan Drive. Specifically, a southbound-only frontage road (Glacier-Lemon Road) would not provide northbound drivers a route by which they could bypass a crash blocking the Egan Yandukin intersection. Please note that the project team examined a similar alternative which closes the median at the Egan / Yandukin intersection, eliminating all left-turn movements and extending the two-way frontage road (Glacier-Lemon Road) to the Glacier-Nugget intersection; we named this alternative Median Closure at the E-Y Intersection and Two-Way Frontage Road to Glacier-Nugget (CLS-2, ELE-5, ELE-7). Using the draft screening measures, this draft alternative is not proposed for further review because a potential increase in delays on Egan Drive, substantial Right of Way acquisition required, wetlands impacts and the potential to increase crashes at Sunny Point interchange and the Glacier-Nugget intersection due to increased traffic. More information about this alternative and the draft screening process are available on the project website by clicking on the "Online Open House" link at http://www.dot.alaska.gov/eganyandukin. Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. Warm Regards,</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment	Response
113	11/10/2020	Email (timco@gci.net)		????		Close the turn lanes and continue glacier hey to mcnuggett intersection	<p>Hello,</p> <p>Thank you for sharing your comments on the Egan Yandukin Intersection Improvements project. Your ideas and feedback are very useful as the Department works to improve safety and connectivity in the area. We greatly appreciate the time you took to provide your suggestions and the consideration behind them.</p> <p>We have noted your support for the alternative which closes the median at the Egan / Yandukin intersection, eliminating all left-turn movements and extending the two-way frontage road (Glacier-Lemon Road) to the Glacier-Nugget intersection; we named this alternative Median Closure at the E-Y Intersection and Two-Way Frontage Road to Glacier-Nugget (CLS-2, ELE-5, ELE-7). The full closure alternatives did not score as well as other alternatives when evaluated as part of the Level 1 screening process and were not recommended for further consideration in the second Level evaluation and screening. The closure alternatives scored well for crash reductions, alternative route options, and pedestrian accessibility; however, they did not score well under the Other Considerations. The closure alternatives either had fewer benefits or more impacts in the following categories: Economic Growth, Environmental Impacts, Traffic Operations, and Cost. Compared to the signal alternatives, the “closure” would impact wetlands and would require substantial ROW because of building the extension of Lemon Spur. Under these two closure alternatives, there would also be more delay to traffic because additional turning traffic would use the Glacier Nugget intersection, which would add delay at that intersection.</p> <p>We have noted your support the two-way frontage road to Glacier-Nugget intersection (ELE-5). The project team is evaluating this improvement in the next phase of the project as a component of the alternative Diamond Interchange (OVP-2, ELE-5) and as a possible addition to other alternatives. Any alternative that is recommended will need to meet the purpose and needs of the project: increase driving safety, improve accessibility of non-motorized users, maintain traffic flow, and provide an alternate driving route in the event of crashes. The two-way frontage road to Glacier-Nugget intersection solely addresses the need to provide an alternate driving route in the event of crashes; therefore, it would need to be included in with other intersection improvements in order to meet each of the project needs.</p> <p>Thank you again for taking the time to share your thoughts. Your comments will be used by the project team and will become part of the project record. More information about the alternatives and the draft screening process are available on the project website by clicking on the “Online Open House” link at http://www.dot.alaska.gov/eganyandukin.</p> <p>Warm Regards,</p>

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114	4/4/2026	Email		Rob Welton	Juneau Freewheelers Bicycle Club	<p>Hello, Thanks for inviting me to participate in the level 2 screening review on January 7, 2021. I have a few comments to share:</p> <ul style="list-style-type: none"> • I was very surprised to see that the partial spur and extension got the overall highest score. Given the large cost difference, and right of way requirements, it’s shouldn’t have been a surprise. I think it is the best option. • I’m also pleased to see the extension of Glacier Highway to McNugget will be included. Having a secondary road through the corridor can be a godsend in accidents. It was interesting the median crossovers aren’t feasible, due to staffing and logistics required to implement them. • With regards to the pedestrian overpass, I have a suggestion for the team to consider. One of the risks is that folks will still cross at-grade, if developments on Bicknell’s property get large enough. The overpass crosses Egan Drive from north to south (roughly). The southbound ramp starts near Yandukin Drive, goes west, then crosses Egan, turns right and continues west to near Old Dairy Road. This means anyone coming to/from the Bicknell property need to walk around ~200 feet west from Yandukin, to gain the ramp. This of course raises the risk of at-grade crossings. Here’s my suggestion: What if we flipped the overpass, so the southern ramp started closer to Yandukin, turned right to cross Egan northbound, then turned left and descended to a point closer to Fred Meyers? This would lower incentives for Bicknell-bound travelers to cross at grade, as the path would be closer to them. It’s true that would mean the southern terminus of the bridge would be further from Old Dairy Road. But, the revised option would still be just as direct as an at-grade crossing. I think this might solve the risk of at-grade crossings. It would make the ramp further away from the transit stop, or Juneau Christian Center. But on balance I think it would satisfy the needs of more travelers. • If the ramp is realigned as I suggest, the need for an at-grade bike-ped crossing is less. So I suggest not building it in, but rather erecting jersey barriers or similar to discourage at-grade crossings. If time shows an at-grade bike ped crossing is needed, it wouldn’t be too expensive to add it via subsequent project. That’s my instinct. <p>Overall, I was impressed with the clarity and completeness of the review. What I find kind of satisfying is that the design rated most highly is actually the design that seemed the best approach when I first considered the project. Be that as it may, thanks again for including me in the discussion. If you have any questions, by all means feel free to contact me. Rob Welton, Juneau Freewheelers Bicycle Club</p>	<p>Hello Mr. Welton, Thank you very much for taking the time to submit your written comments in response to the information presented at the Egan Yandukin Intersection Improvements Community Focus Group Workshop #4 on January 7, 2021. We acknowledge your support for the Partial Access Signalized Intersection & Glacier-Lemon Road Extension. Thank you for your suggestions regarding realigning the pedestrian overpass to decrease out-of-direction non-motorized travel. The project team intends on recommending that both at-grade and pedestrian overpass crossing options at the intersection be examined further during the next phase of project design. This will allow for further investigation of the benefits and drawbacks for both crossing options. Thank you again for your comments and your participation in the project meetings. We will keep you updated as the project progresses. Sincerely,</p>

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115	1/21/2021			Irene Gallion	City and Borough of Juneau	<p>Philosophy:</p> <ul style="list-style-type: none"> • If we are going to inhibit mobility, let’s commit to improving the grid (See Alternative 2 below). • Pedestrian Overpass: I would personally use it, but I don’t think most people will. <ul style="list-style-type: none"> o Even a slight grade is additional effort most pedestrians will avoid. Skate boarders and bikers will love it. o During inclement weather most efficient snow removal is along the roads. Pedestrians will cross Egan because it is clear. o The pedestrian bridge would have to be a faster route or more direct route to attractants. Maybe it is? o To get pedestrians to use the overpass the Egan crossing would have to be absolutely repugnant to them. • Frontage Road to Nugget: The options below that improve the grid may negate the need for this. <p>Preferred option is Alternative 3:</p> <ul style="list-style-type: none"> • Improves grid access in the area • Improves pedestrian service • While it decreases mobility, it looks like it could be tens of millions less than Alternative 5. • Seems to eliminate the need for the Nugget Frontage Road <p>Second choice is Alternative 5:</p> <ul style="list-style-type: none"> • Improves grid access in the area • Improves pedestrian service • Maintains mobility but WOW at a heck of a cost. • Seems to eliminate the need for the Nugget Frontage Road <p>Third choice is Alternative 2:</p> <ul style="list-style-type: none"> • Improves pedestrian service • Decreases mobility and does not improve grid access. • Need Nugget Frontage Road <p>Not for further consideration, Alternative 5:</p> <ul style="list-style-type: none"> • Does not improve grid service. • Decreases mobility. • Lots of land acquisition. • Need Nugget Frontage Road. • Lamest alternative by far. Nice thinking outside the box, though. <p>IF I HAVE TIME (big “if” these days) if you want to let me know when the revised alternatives are available I can take them to the Glory Hall, Cold Weather Shelter and SVdP and see what folks think.</p> <p>Irene Gallion Senior Planner</p>	Modified comments below - No response needed

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116	44223			Irene Gallion	City and Borough of Juneau	<p>Hello team, Thanks for talking through our comments on January 27, 2021. With these discussions and clarity of the role of improvements to the McNugget intersection, I have modified my comments. Philosophy:</p> <ul style="list-style-type: none"> • If we are going to inhibit mobility, let’s commit to improving the grid (See Alternative 2 below). • Pedestrian Overpass: <ul style="list-style-type: none"> o Even a slight grade is additional effort most pedestrians will avoid. Skate boarders and bikers will love it. o During inclement weather most efficient snow removal is along the roads. Pedestrians will cross Egan because it is clear. o The pedestrian bridge would have to be a faster route or more direct route to attractants. Maybe it is? o To get pedestrians to use the overpass the Egan crossing would have to be absolutely repugnant to them. Thank you for clarifying that the pedestrian bridge would be coupled with intersection modifications that eliminated pedestrian services and incline people towards use of the overpass. <p>Preferred option is Alternative 3:</p> <ul style="list-style-type: none"> • Improves grid access in the area • Improves pedestrian service • While it decreases mobility, it looks like it could be tens of millions less than Alternative 5. <p>Second choice is Alternative 5:</p> <ul style="list-style-type: none"> • Improves grid access in the area • Improves pedestrian service • Maintains mobility but WOW at a heck of a cost. <p>Third choice is Alternative 2:</p> <ul style="list-style-type: none"> • Improves pedestrian service • Decreases mobility and does not improve grid access. <p>Not for further consideration, Alternative 4:</p> <ul style="list-style-type: none"> • Does not improve grid service. • Decreases mobility. • Lots of land acquisition. • Lamest alternative by far. Nice thinking outside the box, though. <p>IF I HAVE TIME (big “if” these days) if you want to let me know when the revised alternatives are available I can take them to the Glory Hall, Cold Weather Shelter and SVdP and see what folks think.</p>	<p>Hello Ms. Gallion, Thank you very much for taking the time to submit your written comments in response to the information presented at the Egan Yandukin Intersection Improvements Community Focus Group Workshop #4 on January 7, 2021. Also, thank you for taking the time to meet with us on January 27, 2021 to discuss your first set of comments. We have noted your alternative preferences are, in order of preference: (1) Full Access Signalized Intersection & Glacier-Lemon Road Extension, (2) Diamond Interchange, (3) Partial Access Signalized Intersection & Glacier-Lemon Road Extension. Thank you for your thoughts regarding the pedestrian overpass. The project team intends on recommending that both at-grade and pedestrian overpass crossing options at the intersection be examined further during the next phase of project design. This will allow for further investigation of the benefits and drawbacks for both crossing options. Thank you again for your comments and your participation in the project meetings. We will keep you updated as the project progresses. Sincerely,</p>

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