



(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

DATE: June 3, 2019

TO: Planning Commission

FROM: Amy Liu, Planner I

A handwritten signature in black ink, appearing to read 'Amy Liu', is written over the 'FROM' line.

FILE NO.: CSP2019 0004

PROPOSAL: A State Project to construct two (2) roundabouts at the intersections of Mendenhall Loop Road with Stephen Richards Drive and with Floyd Dryden Middle School

GENERAL INFORMATION

Applicant: State of Alaska DOT&PF

Property Owner: State of Alaska

Property Address: Intersections of Mendenhall Loop Road at Stephen Richards Memorial Drive and at Floyd Dryden Middle School

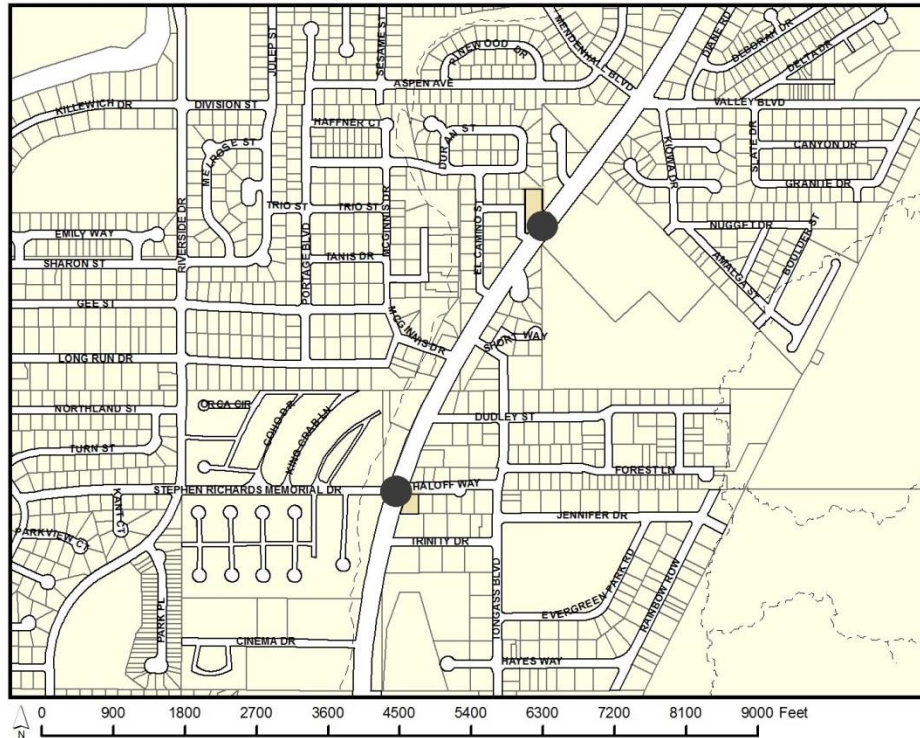
Comprehensive Plan Future Land Use Designation: Urban Low Density Residential

Zoning: D5, D15

Utilities: Public water and sewer

Surrounding Land Use:
North - Residential
South - Residential
East - Residential/School
West - Residential

VICINITY MAP



ATTACHMENTS

Attachment A – Application

Note: Project drawings submitted with the application can be found at the online version of this staff report.

Attachment B - Public comments and applicant and staff responses

PROPOSAL

The applicant is requesting a City Project Review of two proposed roundabouts at the intersections of Mendenhall Loop Road and Stephen Richards Memorial Drive (SRMD) and Mendenhall Loop Road and Floyd Dryden Middle School (FDMS). The project includes the following work:

- Two roundabouts:
 - At the SRMD intersection, the roundabout consists of two lanes at the center of the intersection, four lanes on Mendenhall Loop Road approaching the intersection, and two lanes on SRMD and Haloff Way as each roadway approaches the intersection.
 - At the FDMS intersection, the roundabout consists of one lane at the center of the intersection and two lanes on Mendenhall Loop Road and FDMS as each roadway approaches the intersection.

- Pedestrian/multi-use paths, marked bicycle lanes, and bicycle ramps on both sides of the streets directly connecting to the roundabouts.
- Vegetative buffers separating vehicle traffic from pedestrian/multi-use paths.
- Pedestrian signage and LED lights that flash to indicate pedestrian right-of-ways (ROW).
- LED lights illuminating the ROW.
- Bus pullouts at the southeast and northwest sides of each roundabout.

BACKGROUND

In November 2012, voters approved the Alaska transportation projects bond question, *Shall the State of Alaska issue its general obligation bonds in the principal amount of not more than \$453,499,200 for the purpose of paying the cost of state transportation projects?*. One year later, public meetings were held with opportunities for public comment. Input from these meetings and comments were used to form design concepts.

The project scope has been reduced since the initial designs. The initial designs were estimated to cost over \$27 million and included improvements from Nancy Street to Back Loop Road. The current proposal is estimated to cost \$8 million, excludes those boundaries, and has pared down the improvements. There is no estimate of when full project funding will be available. Bidding will open during the fall/winter of 2019, and construction will begin in 2020.

Mendenhall Loop Road at the SRMD intersection currently consists of two lanes northeast and southwest bound, respectively, and one westbound, left-turn lane. Mendenhall Loop Road at the FDMS intersection currently consists of two lanes northeast and southwest bound, respectively, and one center-turn lane. At both intersections, there are sidewalks and unmarked road shoulders on both sides.

AGENCY REVIEW

Staff contacted CBJ General Engineering, Streets, and Capital City Fire & Rescue, as well as the Alaska Department of Fish and Game (ADF&G). Capital City Fire & Rescue and General Engineering expressed no concerns with the project, as their input had already been incorporated into the project from earlier discussions. ADF&G stated that at the SRMD roundabout, a fish habitat permit will be required for adding fill and extending the culvert on Duck Creek, Stream No. 111-50-10500-2002. At the FDMS roundabout, a fish habitat permit will be required for channel grading and bank reconstruction on a tributary to Duck Creek, Stream No. 111-50-10500-2002-3030. The applicant is aware of the need for these permits and is working towards their completion. No other agency comments were received at the time of this staff report.

PUBLIC COMMENTS

Comments submitted through email were generally in support of the project. Specific concerns included child pedestrians commuting between home and FDMS and disruption to a local business. Staff, in coordination with the applicant, was able to address these concerns (Attachment B).

There have been several efforts organized by the applicant and consultant to solicit public comments. On November 13, 2017, they held public meetings for specific stakeholders and the general public. The process was repeated on July 14, 2018, when 15 stakeholders and 35 members of the public attended. On May 17, 2019, another meeting was held for stakeholders, although there was a small turnout, but there was a large turnout for the public meeting held the following week. The meetings were advertised in the Juneau Empire and the State online public notice system. The consultant disseminated a mailer to all addresses for residents in the Valley. Most mailers were successfully delivered, though there were a few complaints about unsuccessful deliveries.

ANALYSIS

All proposed State capital improvement projects must be reviewed for consistency with the CBJ Land Use code (Title 49). Title 49 also provides reference to the CBJ Comprehensive Plan and a number of additional plans that have been officially adopted as part of the Comprehensive Plan.

49.15.580 (b) - State project review: *The commission shall review proposed Alaska State capital improvement projects for consistency with this title pursuant to AS 35.30.010 and may impose conditions on and modifications to such projects. If the commission approves or approves with conditions or modifications, a notice of decision shall be issued. A notice of decision becomes final 90 days from the date the project was submitted unless modified or disapproved by the assembly. If the commission disapproves, a notice of recommendation and draft resolution shall be forwarded to the assembly for further action.*

Conformity with Adopted Plans

Project features are supported by several adopted plans.

2013 Comprehensive Plan of the City and Borough of Juneau

Improved pedestrian and bicycle movement within and between major shopping and employment centers, schools and other concentrations of population are needed. Pedestrian and bicycle facilities are needed to provide safer and more efficient movement within and between neighborhoods and major concentrations of population. These facilities are also

important as an aspect of recreation and can contribute to community health by facilitating active transportation and recreation. (pg. 115)

7.10 - SOP2 Consider noise mitigation when reviewing new roadway improvements. Require berms, sound walls and/or planting strips along highways and major arterials in noise sensitive areas where the CBJ owns the roadway. Encourage the Alaska Department of Transportation and Public Facilities (ADOT&PF) to leave or provide dense vegetation. (pg. 89)

8.6 - IA4 Work with the Juneau School District and other agencies to identify opportunities for improved pedestrian and bicycle access to schools. (pg.114)

Area Wide Transportation Plan

Roundabouts have the potential to improve safety at several of Juneau's intersections, while providing for all movements with less congestion and delay. Drivers enter a roundabout at a slow speed and move to the right around a large center island. Exiting the roundabout is completed by a low speed turn to the right away from the center island. Instead of crossing the center island, pedestrians walk around the roundabout, using crosswalks at each entrance and exit. Bicyclists have the option to travel with pedestrians on these paths instead of sharing the travel lane with motor vehicles. (pg. 26)

Non-Motorized Transportation Plan

When constructing a new street or rebuilding an existing one, walking can be encouraged by considering the walker's experience. Features such as ample sidewalks, street furniture, crosswalks, curb cuts, pedestrian scale lighting, and vegetated buffers between the sidewalk and street make walking safer and more enjoyable. (pg. 19)

Juneau Renewable Energy Strategy (2018)

Short Term Actions: Update road and street standards to include wider sidewalks, traffic calming measures in high-pedestrian areas, and shortened pedestrian crossing distances. (pg. A15)

The increased use of renewable energy needs to be encouraged to offset energy consumption of non-renewable sources. This should be accomplished in two manners: conservation of energy consumption with more efficient application and reduced need; and increased development of renewable resources. Programs to reduce energy consumption including building envelope heat loss reduction; application of heat pump technology, biomass and other technologies; and LED lighting application, all of which should be supported. (pg. 28)

2012 Juneau Safe Routes to School Plan

This plan has several recommendations to improve safety for pedestrians, especially those who are children, commuting between home and school. The plan does not explicitly mention the project site's two intersections, but the proposed improvements are in keeping with the general ideas of adding more separated pedestrian paths to protect pedestrians.

Habitat –

Fill will be placed in the Duck Creek floodway to extend the north SRMD culvert and in the pond to extend the northwest corner of the Mendenhall Loop Road and SRMD. Fish passage is intended to be maintained in the culvert.

A Conditional Letter of Map Revision (CLOMR) was submitted by the applicant and received by FEMA on May 8, 2019. The CLOMR addresses CFR 60.3(10), which states, *Require until a regulatory floodway is designated, that no new construction, substantial improvements, or other development (including fill) shall be permitted within Zones A1-30 and AE on the community's FIRM, unless it is demonstrated that the cumulative effect of the proposed development, when combined with all other existing and anticipated development, will not increase the water surface elevation of the base flood more than one foot at any point within the community.* The CLOMR shows that modification to SRMD and extension of the passage for Duck Creek will result in a 0.09-foot increase in base flood elevation.

On May 27, 2019, a representative from STARR II, on behalf of FEMA, delivered notice to the applicant requesting additional data. The applicant is working towards meeting that request.

The proposed development is exempt from the Coastal Management program per 49.70.950(f):

*All structures and foundations located adjacent to streams or lakes listed in Table VI-2 of Appendix C of the Juneau Coastal Management Plan, shall have a 50-foot setback from each side of the stream or lake measured from the ordinary high water mark, where feasible and prudent; **provided, docks, bridges, culverts and public structures whose purpose is access to or across the stream or lake are not subject to this policy,** and provided further, uses which must be in or adjacent to the stream or lake in order to function, such as mining activities, fish culturing, water supply intakes and similar uses, are exempt from the setback requirement. The setback shall be vegetated or revegetated, where feasible and prudent, and such vegetation or revegetation shall be kept or arranged to maximize shade on the stream. (Emphasis added)*

FINDINGS

Staff finds the proposed construction of two (2) roundabouts at the intersections of Mendenhall Loop Road with Stephen Richards Drive and Mendenhall Loop Road and Floyd

Dryden Middle School to be consistent with CBJ adopted plans and consistent with Title 49.

RECOMMENDATION

Staff recommends that the Planning Commission find CSP2019 0004 to be consistent with adopted local plans and polices, as required by CBJ 49.15.580, and **APPROVE** CSP2019 0004 to construct two (2) roundabouts at the intersections of Mendenhall Loop Road with Stephen Richards Drive and with Floyd Dryden Middle School, including upgrades to pedestrian infrastructure and lighting.

DEVELOPMENT PERMIT APPLICATION

Project Number <i>CS20190004</i>	CITY and BOROUGH of JUNEAU	Date Received: <i>4/23/19</i>
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION	Project Description The proposed project would construct roundabouts at the intersections of Mendenhall Lp. Rd. and Stephan Richards Memorial Dr., and at Floyd Dryden. Included is updated lighting, possible pavement rehabilitation, and other improvements and updates to existing transportation infrastructure.		
	PROPERTY LOCATION		
	Street Address Mendenhall Lp Rd intersection of Steven Richards M. Dr. and Floyd Dry	City/Zip Juneau 99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Sections 17, 19, and 20, Township 40S, Range 66E, Copper River Meridian; on the Juneau B-2 Quadrangle Map		
	Assessor's Parcel Number(s) <i>0</i>		
	LANDOWNER/ LESSEE		
	Property Owner's Name State of Alaska	Contact Person: Christopher Goins	Work Phone: 465-4443
	Mailing Address PO Box 112506 Juneau, AK 99811-2506	Home Phone:	Fax Number: 465-4414
	E-mail Address christopher.goins@alaska.gov	Other Contact Phone Number(s):	
	LANDOWNER/ LESSEE CONSENT ****Required for Planning Permits, not needed on Building/ Engineering Permits****		
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application. <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> X _____ Landowner/Lessee Signature </div> <div style="width: 35%;"> _____ Date </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 60%;"> X _____ Landowner/Lessee Signature </div> <div style="width: 35%;"> _____ Date </div> </div>			
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name same	Contact Person:	Work Phone:	
Mailing Address	Home Phone:	Fax Number:	
E-mail Address	Other Contact Phone Number(s):		
X _____ Applicant's Signature		<i>4/19/19</i> Date of Application	

STAFF APPROVALS	OFFICE USE ONLY BELOW THIS LINE				
	<input checked="" type="checkbox"/>	Permit Type	***SIGN	Date Received	Application Number(s)
		Building/Grading Permit			
	<input checked="" type="checkbox"/>	City/State Project Review and City Land Action			
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
		Mining Case (Small, Large, Rural, Extraction, Exploration)			
		Sign Approval (If more than one, fill in all applicable permit #'s)			
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
		Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
		Variance Case (De Minimis and all other Variance case types)			
		Wetlands Permits			
		Zone Change Application			
		Other (Describe)			
	***Public Notice Sign Form filled out and in the file.				
	Comments: <i>See initial pre-design letter from CAD for the relevant plans to include in the design review. There may be others. Check for any missing.</i>				Permit Intake Initials <i>TJF</i>

Attachment A - Application

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS



CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

NOTE: Must be accompanied by a DEVELOPMENT PERMIT APPLICATION form.

To be completed by Applicant

PROJECT SUMMARY

The proposed project would construct roundabouts at the intersections of Mendenhall Lp. Rd. and Stephan Richards Memorial Dr., and at Floyd Dryden. Included is updated lighting, possible pavement rehabilitation, and other improvements and updates to existing transportation infrastructure.

TYPE OF PROJECT REVIEW:

☐ City Project Review

☐ City Land Acquisition /Disposal

☒ State Project Review

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

Is this project associated with any other Land Use Permits?

☐ YES

Case No.: _____

☒ NO

Capital Improvement Program # (CIP) _____

Local Improvement District # (LID) _____

State Project # Z676220000

ESTIMATED PROJECT COST: \$ 8,000,000

ALL REQUIRED MATERIALS ATTACHED

☒ Complete application

☐ Pre-Application notes (if applicable)

☒ Narrative including:

☒ Current use of land or building(s)

☒ Proposed use of land or building(s)

☒ How the proposed project complies with the Comprehensive Plan

☒ How the proposed project complies with the Land Use Code (Title 49)

☒ Site Plan (details on page 2)

NOTE: This application is required even if the proposed project is associated with other Land Use permits.

-----DEPARTMENT USE ONLY BELOW THIS LINE-----

CITY/STATE PROJECT FEES	Fees	Check No.	Receipt	Date
Application Fees	\$ <u>1,600</u>			

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

Attachment A - Application

For assistance filling out this form, contact the Permit Center at 586-0770.

Case Number <u>20190004</u>	Date Received <u>4/23/19</u>
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Pre design letter sent to DOT
regarding project

(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

Chris Schleb
Environmental Impact Analyst
Dept. of Transportation and Public Facilities, Southcoast Region
6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99801-2506

RE: JNU Mendenhall Loop Rd Capacity Imp. – State Project #67622

Dear Chris,

Thank you for the opportunity to comment on the proposed pavement rehabilitation and highway reconfiguration project along the Mendenhall Loop Road. Beth McKibben, the City and Borough of Juneau (CBJ) Planning Manager, asked me to review the proposed plans included with your April 12, 2017 letter. Going forward, I will be the CBJ planner reviewing State and CBJ transportation-related projects for consistency with adopted plans, although all requests for comments should continue to include Beth McKibben.

This initial review has examined how the proposed project conforms to the relevant local CBJ plans as adopted by the CBJ Assembly. The Department of Transportation and Public Facilities (DOT&PF) may find this early review useful in guiding the next design stages of the project to ensure it is consistent with local plans.

Borough wide transportation infrastructure is addressed in a number of CBJ plans. In many cases, there is specific reference to the arterial and collector roads in the Mendenhall Valley area, including the section of Mendenhall Loop Road covered by this specific project.

The project will need to be reviewed by the CBJ Planning Commission as part of the formal local consistency review process; I understand that DOT&PF intend to submit an application for this review in August, 2017. At that point, a more in depth comparison of the project design versus local planning requirements will be performed. In between those times, CBJ Community Development Department staff will be keen to assist in DOT&PF's design refinement including helping with any public meetings and clarification of local planning requirements.

Review summary

Improving intersection Level of Service (LOS) - The 2013 City and Borough of Juneau Comprehensive Plan Update, based on studies by DOT&PF, identified that the LOS that exists at some of the intersections along Mendenhall Loop Road falls below the desired threshold of LOS-D or worse. Design changes to the road that improve the LOS are welcomed. Improving the LOS at these intersections can only aid CBJ's ambitions to encourage infill development of the

area as described in the Comprehensive Plan. As vehicle users see improvements in the efficiency delivered by the roundabouts, some circulation patterns and traffic using other side roads connecting directly to Mendenhall Loop Road may occur, especially during the peak traffic periods.

Fill of wetlands – The CBJ Land Use Code has specific buffer distances from anadromous streams. Development along Duck Creek is normally subject to these buffers, but there are exemptions for road projects. It is noted that some stream, ponds and other wetlands will need to be filled to accommodate the proposal and that stream relocations may be required. I have asked my colleague Teri Camery, our wetlands specialist, to comment on this aspect of the proposal. A review of the project by the CBJ Wetlands Review Board would be a useful step as you develop more definite plans, but doing this earlier in the design phase would be beneficial.

Modification of 100 year flood plain – We would also be interested in how the design modifies the Base Flood Elevation for properties in the vicinity of the proposal. These changes may need to be accounted for in our existing Flood Hazard Maps that govern what construction can occur in the 100 year flood plain.

Provision of separated pedestrian and bicycle lanes – The Comprehensive Plan, the 2001 Area Wide Transportation Plan and the 2009 Juneau Non-Motorized Transportation Plan all identify a need for shared pedestrian and cycle lanes that are separated by a vegetative strip or berm from the vehicle travel way along proposed areas. Mendenhall Loop Road is identified as a component in a Cross Juneau Bikeway. It appears the proposal will contain a continuous separated, shared use path plus a cycle path immediately adjacent to the vehicle travel path. This is an ideal combination allowing faster, more advanced cyclists to be away from pedestrians but also allowing slower, or more novice cyclists (such as younger children) to have a separation from vehicle traffic. This local requirement should be taken into account as designs are further developed.

It appears consideration has already been given to the safe integration of the separated paths and cycle lanes across streets connecting to Mendenhall Loop Road. At the roundabouts, it appears shared path crossings suitable for pedestrians and bicyclists will allow users to cross from one side of the Mendenhall Loop Road to the other – cyclists should not have to enter or remain in the motorized traffic stream to perform these turning movements. Appropriate signage treatment will be important at these locations. It is noted that roundabouts are particularly helpful at providing opportunities for crossing refuges in the four lanes of traffic, though it is unclear if there will still be signalized pedestrian crossings (see 'Safe Routes to Schools' below). The Non-Motorized Transportation Plan states that shared, separated paths should be a minimum of 8 feet in width and cycle lanes should be 6 feet wide. The available plans indicate that a 10 foot wide separated path and 8 foot cycle path will be provided on both sides of Mendenhall Loop Road. Texture or color differences in road surface to better delineate the cycle lanes/shoulders from the general vehicle lane should be explored over simple white

line striping, although it is recognized that this may not be feasible on a limited construction budget. Painted cycle lane symbols should be provided in these lanes which will help remind drivers that they can expect to encounter cyclists and to not encroach into these lanes.

The Non-Motorized Transportation Plan specifically identifies improvements at the Nancy Street intersection including consideration of signals and a crosswalk with a refuge island as high priority actions. This does not seem to be included in the proposed plans. The exclusion of this from the proposed design should be justified. It is unclear if this intersection will be signalized as part of the plans.

Transit stops - There are a number of CBJ Capital Transit bus stops on Mendenhall Loop Road. The Comprehensive Plan recommends that all transit and school bus stops are provided with bus pull-outs to allow these services to be 'good neighbors' with other vehicle traffic. There are a number of pull-outs shown on the proposal, but I have not had the chance to review their location compared to existing bus stops to see which stops do not have pull-outs under the proposed plan. Improvements to transit stops were part of the specific recommendations of the 2014 CBJ Transit Development Plan and improvement of transit facilities is a consistent theme in the Comprehensive Plan, the Area Wide Transportation Plan, and the 2011 Juneau Climate Action and Implementation Plan. Improvements that could be facilitated by the proposed reconstruction could include electrical provision for lighting bus shelters and spaces to place bike lockers next to shelters, as well as space within the proposed design for a shelter to be located at each bus pull-out. Feedback from Capital Transit will be sought for the full consistency review.

Vegetative buffers along Mendenhall Loop Road – To address concerns with noise and dust from the road, the Comprehensive Plan encourages CBJ to work with the DOT&PF on '*providing dense vegetation along State roadways that border residential areas*'. For the consistency review, it would be useful to know what additional vegetation would be provided along the roadway. The Area Wide Transportation Plan also states that Mendenhall Loop Road should receive a 'boulevard' treatment which includes landscaped medians. A number of central median strips are shown on the proposed plans and together with the roundabout islands offer an opportunity to provide quality landscaping that would enhance the appearance of the neighborhoods served by Mendenhall Loop Road. It would also improve the enjoyment of using the road for recreation activities such as walking, cycling, jogging, etc. and reduce the sense of community severance that exists with the current road design. Paving these medians, including those on side approach roads to the proposed roundabouts, would be a missed opportunity.

Fire access – It is noted that one entrance to El Camino Street opposite the Floyd Dryden Middle School driveway will be closed to general access. It is assumed that Capital City Fire and Rescue have been asked for comments directly. Their feedback will be sought for the full consistency review. Closing this road is not likely to move noticeable additional traffic to the other entrance of El Camino Street.

Chris Schleb
Dept. of Transportation and Public Facilities
June 5, 2017
Page 4 of 4

Street lighting – It is presumed that the existing street lighting will be replaced as part of the reconstruction. In keeping with the energy policies of the Comprehensive Plan and the Juneau Climate Action and Implementation Plan, LED street lights should be used for the replacement lighting.

Safe routes to schools – The 2012 Juneau Safe Routes to School Plan identifies some issues regarding current crossings on Mendenhall Loop Road. A significant proportion of school children who attend Floyd Dryden Middle School or Glacier Valley Elementary School cross Mendenhall Loop Road as part of their morning walk to school. The purpose of the Safe Routes to School Plan is to encourage more children to walk and cycle to school, and concern from parents over traffic accidents is the key factor in allowing their children to walk or bike to school. This has obvious benefits to children's health and traffic congestion around school sites. The proposed reconstruction offers opportunities to improve safety for children attending Floyd Dryden Middle School and Glacier Valley Elementary by improving crossings and allowing them to walk and cycle in a safe space. The plan identifies that where gap intervals for traffic approaching and leaving crossings, including those at the roundabouts, is limited during school hours, crossing signals should be considered. Pedestrian wayfinding signs for individual schools pointing people in the direction of safer crossing locations would also be helpful in establishing an identifiable 'safe walking route'.

CBJ Land Use Code – The proposal appears to meet all relevant road standard requirements for the CBJ Land Use Code in terms of lane widths, sidewalk widths etc..

All of the mentioned plans can be found on the CBJ Community Development Department website if you wish to look at them in more detail (<http://www.juneau.org/cddftp/plansstudies.php>).

Please continue to keep me informed and let me know if I can help with any future public meetings or the design process. I will update you of any additional information I receive from other CBJ Departments.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Tim Felstead". The signature is stylized with a large "T" and "F".

Tim Felstead, Ph.D.
Planner II
Community Development Department
(907) 586-0466
tim.felstead@juneau.org



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

**Department of Transportation,
And Public Facilities**

Southcoast Region

6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99801-2506
Main: 907.465.1763
Toll free: 800.575.4540
Fax: 907.465.8485

April 23, 2019

City/Borough of Juneau
155 S. Seward St.
Juneau, AK 99801

RE: State Project No. Z6762200000
JNU: Mendenhall Loop Road Capacity Improvements

To whom it may concern:

We are submitting the enclosed project and land action review application, development permit application, \$1,600.00 review fee, the preliminary project plans, and a response letter to a CBJ letter dated June 5, 2017 for your review and comment. In addition to a general review, please specifically review for compliance in accordance with AS 35.30.020.

Pursuant to AS 35.30.010, you have 90 days from delivery of the plans to review and ensure compliance with local planning and zoning ordinances and other regulations in the same manner and to the same extent as other landowners. If you fail to respond within this time frame the State is authorized to proceed with the project.

Under AS 35.30.020, the Department must comply with local planning and zoning ordinances and other regulations in the same manner and to the same extent as other landowners. If you believe the Department's construction of this project would result in a violation of planning, zoning, or other regulations generally applicable to landowners, please identify the portions of the project that would be in violation, and the specific planning, zoning, or other regulations you believe would be violated.

The Mendenhall Loop Road Capacity Improvements Project submitted for your review is designed to improve the capacity through the intersections of Mendenhall Loop Road and Steven Richards Memorial Drive (SRMD), and Mendenhall Loop Road and Floyd Dryden by constructing roundabouts. The roundabout at the intersection of Mendenhall Loop Road and SRMD is designed as a two by one roundabout thereby allowing two lanes of traffic in one direction to proceed through the intersection going north and south and one lane of traffic to proceed east and west. The roundabout at the intersection of Mendenhall Loop Road and Floyd Dryden is designed as a single lane roundabout similar to the

"Keep Alaska Moving through service and infrastructure."

Attachment A - Application

roundabout in Auke Bay. Additionally, this project will upgrade the existing multiuse path at these two intersections, and realign El Camino Drive just south of the Intersection of Mendenhall Blvd. and Floyd Dryden to a right out only. Please see the attached plans and the attached response letter for further details and discussion regarding past CBJ concerns.

If you have any questions, I can be reached by phone at: (907) 465-4443, or by e-mail at: christopher.goins@alaska.gov.

Sincerely,



Christopher Goins, P.E.
DOT&PF Design Group Chief

Enc: Project and Land Action Review Application, Development Permit Application, Application Review Fee, Preliminary Project Plans, and a response letter to Ted Feldstad, CBJ Planner II letter dated June 5, 2017.



THE STATE
of **ALASKA**
GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and
Public Facilities

SOUTHCOST REGION
Design & Engineering Services
Preconstruction

P.O. Box 112506
Juneau, Alaska 99801-2506
Main: (907) 465-1799
Fax: (907) 465-2030
TTY-TDD: (800) 770-8973
dot.state.ak.us

April 23, 2019
Tim Felstead, Ph.D.
Planner II
Community Development Department
155 S. Seward St.
Juneau, Alaska 99801

RE: State Project No. Z6762200000
JNU: Mendenhall Loop Road Capacity Improvements

Dear Mr. Felstead,

Thank you for your letter and comments regarding the proposed JNU Mendenhall Loop Road Improvements Project (Z676220000). The Department of Transportation and Public Facilities (DOT&PF) found your initial review both helpful and instrumental in the design and development of the proposed project.

Due to budgetary constraints, the scope of the proposed project has been changed from the original plan you had commented on which included work from Nancy Street to Backloop Road. Funding for the proposed project comes from a voter-approved public works bond with funding limits, and current construction funding is estimated at approximately \$8 million. The original scope was considerably larger than the present design with a cost over \$27 million.

The new reduced scope includes the construction of two roundabouts on Mendenhall Loop Road at the intersections of Steven Richards Memorial Drive (SRMD) and Floyd Dryden. The reduction in scope is also further addressed in the response summary to your letter.

There is no estimate of when full project funding will be in place, but the intent is to advertise the proposed project for bid during fall/winter 2019 and to begin construction in 2020.

Below is a brief project development history and a summary of responses to the comments in your letter.

Project Development History

- **Spring/Summer 2012**, the Alaska State Legislature approved the placing of the Alaska Transportation Projects Bond Question onto the November ballot.
- **November 2012**, voters approved The Alaska Transportation Projects Bond Question.
- **November 2013**, first public meetings initiated and public comment recorded.
- **Spring 2014**, Public comment from previous public meeting used to develop two concept families for the proposed project:
 - o **Concept A** examined three different corridors consisting of two travel lanes in each direction and a center turn lane, but they differed in where the roadway transitions from five to three lanes. After

public comment, stakeholder involvement, and further consideration it was determined the five lane concept would have had significant drawbacks including the following:

- Pedestrian crossing distances were lengthened, increasing pedestrian exposure to vehicles;
 - The five-lane sections impacted right-of-way and reduced the available buffer to abutting properties;
 - Nancy Street would have experienced increased delays; Floyd Dryden Access Road would operate at Level of Service (LOS) F during weekday p.m. peak period;
 - Opportunities for access management and its associated safety benefits were limited in comparison to B concepts;
 - Crashes were predicted to increase when expanded to five lanes; and
 - The public and the project advisory group were generally not supportive of five-lane cross section.
- **Concept B** was a series of four *concepts B1, B2, B3, and B4*, focusing on improvements to maintain a three-lane cross section for the length of the corridor and expand the roadway only at the intersections of SRMD/Haloff Way and Floyd Dryden Access Road.
- *Concept B1* maintained the existing signalized traffic control throughout the corridor and expanded the SRMD/Haloff Way intersection with auxiliary through lanes to add through capacity and reduce queues. *Concepts B2, B3, and B4* introduced roundabouts at key intersections.
 - *Concept B2* included a roundabout at SRMD/Haloff Way.
 - *Concept B3* included roundabouts at SRMD/Haloff Way and Floyd Dryden Access Road.
 - *Concept B4* included roundabouts at these two intersections plus Mendenhall Boulevard/Valley Boulevard. After public comment, stakeholder involvement, and further consideration it was determined the family B concepts would have the following benefits:
 - ❖ The SRMD-Haloff Way intersection operates with lower delay and shorter queues as a roundabout as proposed in *Concepts B2, B3, and B4*, than as a signalized intersection as proposed in the A family of concepts and *Concept B1*.
 - ❖ The Floyd Dryden Access operates at LOS B or better with a roundabout in concepts *B3* and *B4*;
 - ❖ Pedestrian crossing delay is reduced; and
 - ❖ Public supported a three-lane cross section.
 - Drawbacks to family B concepts included the following:
 - ❖ Roundabouts created localized right-of-way impacts
 - ❖ Minor overall capacity reduction as compared to the family A five lane concepts.

Given the feedback received from the project stake holders and the public in the spring of 2014 the Department began to develop the preferred alternative for the project based on concept B4.

- **Spring 2017**, The preferred alternative was brought before the public for further comment, and was the focus of your letter to the Department.

Based on the comments received from you, the stakeholders (including, but not limited, to Capital City Transit, CBJ emergency services, CBJ Public Works, and the Juneau School District), and the public and continued coordination with CBJ the full corridor project plans were developed to a 75% design level. Following this development, the project scope was reduced based on available funding and developed to the level submitted to you now.

* To access preliminary project concepts please follow the link:

http://dot.alaska.gov/sereg/projects/jnu_mend.loop.rd_capacity/documents.shtml

Attachment A - Application

Response Summary

Improving intersection Level of Service (LOS)

The 2013 City and Borough of Juneau Comprehensive Plan Update, based on studies by DOT&PF, identified that the LOS that exists at some of the intersections along Mendenhall Loop Rd. falls below the desired threshold of LOS-D (indicating frequent delays in entering the intersection) or worse. The intersection design changes DOT&PF have proposed to improve the LOS call for the installation of roundabouts.

Roundabouts are more efficient than signalized intersections. Roundabouts can handle 30-50% more traffic than conventional intersections significantly reducing delays. For example, existing traffic delays at the Mendenhall Loop Rd. and SRMD intersection, for the average northbound driver (during peak evening traffic), is 20 seconds. Projections indicate by the year 2035, the average delay per driver will be 45 seconds. In contrast, the proposed roundabout is projected to delay the average northbound driver in 2035 by only 12 seconds, effectively reducing projected delays by nearly 75%. The proposed project would significantly improve the LOS at both the Mendenhall Loop Rd. / SRMD and Mendenhall Loop Rd. / Floyd Dryden Access Rd. intersections, which is in accordance with the 2013 CBJ Comprehensive Plan Update.

Both the Juneau Renewable Energy Strategy (2018) and the Juneau Climate Action and Implementation Plans support reduced energy use and reduced emissions. Accordingly the DOT&PF will be reducing vehicle delays at the intersections thereby reducing emissions, and reducing energy use by the elimination of the traffic signal at the SRMD intersection.

Fill of Wetlands

DOT&PF impacts are limited to fill placed in Duck Creek to extend the culvert on SRMD to the North, and the pond on the Northwest corner of the Mendenhall Loop Road and SRMD to allow for the needed expansion of the roundabout. Fish Passage is being maintained in the culvert and the Department will comply with permitting agency requirements. DOT&PF are willing to further discuss any concerns with these plans with the City.

Modification of 100-year Floodplain

DOT&PF has conducted a Conditional Letter of Map Revision (CLOMR) Request and has submitted this to CBJ and soon to FEMA for the proposed construction work. The results of this analysis indicate the proposed modification to the SRMD intersection and extension of the arch conveying Duck Creek will result in a 0.09-foot increase in the water surface elevation. However, this increase is within the 0.10-foot margin of error of the model indicating a lack of significance. Additionally, due to detailed LiDAR topographic data the floodplain boundaries are less extensive after the increase in water surface, as compared to the current FIRM floodplain extents. More simply put, the floodplain area is smaller than previously mapped, and no new structures are impacted by the proposed modifications.

Provision of Separated Pedestrian and Bicycle Lanes

The Comprehensive Plan, the 2001 Area Wide Transportation Plan and the 2009 Juneau Non-motorized Transportation Plan, all identify a need for shared pedestrian and bicycle lanes separated by a vegetative strip or berm from the motorized-vehicle travel way. The proposed project has been designed in accordance with those specifications. Mendenhall Loop Rd. roundabouts are designed to provide a bicyclist with the opportunity to either ride through the roundabout or to cross as a pedestrian via crosswalks to the 10-foot multiuse paths on either side of the road.

Bicycle vs. Pedestrian/Multi-use paths have been delineated in the design with signage and markings (including painted cycle lane symbols), while signs on the multi-use paths would be installed to indicate crosswalk locations. The proposed project would install rectangular rapid flashing beacons on the north side of the Mendenhall Loop Road and Floyd Dryden intersection and on both Mendenhall Loop Road Crossings at the SRMD intersection.

The Non-Motorized Transportation Plan specifically identifies improvements at the Nancy St. intersection, including consideration of signals and a crosswalk with a refuge island, as high priority actions. DOT&PF is aware of these concerns but is unable to improve the Nancy St. intersection as part of the proposed project due to budgetary constraints.

Transit Stops

The Comprehensive Plan recommends all transit and school bus stops are provided with bus pullouts to allow these services to be 'good neighbors' with other vehicle traffic. The proposed project has incorporated bus pullouts at the SE and NW sides of each of the roundabouts.

The 2014 Transit Development Plan, the Comprehensive Plan, the Area Wide Transportation Plan, and the 2011 Juneau Climate Action and Implementation Plan all recommend improvements to transit stops and DOT&PF has designed the proposed project for this purpose in coordination with Capital Transit. DOT&PF will place concrete pads at all bus stops to accommodate CBJ's placement of amenities such as passenger shelters and locking bicycle racks.

Vegetative Buffers along Mendenhall Loop Rd

To address concerns with noise and dust from the road, the Comprehensive Plan encourages CBJ to work with the DOT&PF on '*providing dense vegetation along State roadways that border residential areas*'. The proposed project's fill slopes would be planted with a native grass blend and care would be given to reduce the number of trees removed during implementation. A larger area of clearing will be required in the areas of the roundabouts due to their width in comparison to the roadway. Overall, the corridor concept developed to 75% including the currently proposed roundabouts limits the number of traffic lanes providing for the least impact to the vegetative buffers of all concepts considered during public involvement.

Fire Access

In response to CBJ's concerns regarding Fire/ Public Safety, access at the El Camino St. entrance to Mendenhall Loop Rd. (just south of the proposed Floyd Dryden roundabout) has been designed to allow for only a right turn out of El Camino onto Mendenhall Loop Rd. This exit will be open at all times. The project team has also coordinated with the CBJ Fire and Police Departments and taken measurements on fire equipment vehicles to design and allow for emergency vehicle left hand turns from Mendenhall Loop Rd. onto El Camino over the median island ensuring the quickest access for Emergency Responders to the neighborhood while discouraging the same movement for all other drivers.

Street Lighting

Both the Juneau Renewable Energy Strategy (2018) and the Juneau Climate Action and Implementation Plans support reduced energy use. The DOT&PF has designed the proposed project for the exclusive use of LED streetlights to be consistent with this goal.

Safe Routes to Schools

The 2012 Juneau Safe Routes to School Plan identifies some concerns with current crossings on Mendenhall Loop Road. The proposed project has been designed to address those issues by improving pedestrian safety and promoting the use of multi-use paths by the public (including students of Floyd Dryden Middle School and Glacier Valley Elementary School).

According to U.S. DOT Federal Highway Administration, single-lane roundabouts (when compared to a signaled intersection) reduce fatalities by 90%, reduce injury crashes by 76%, and reduce pedestrian related crashes by 30-40%. Additionally, other studies have found a 35-50% reduction in total crashes (ones not including injuries).

Three main reasons account for these overwhelming safety benefits in all modern roundabouts. First, speeds through a roundabout are low (under 30 mph), and in the case of the Mendenhall Loop Road roundabouts, the majority of the designed turning movements dictate speeds of less than 25 mph. Second, roundabouts have 75% fewer vehicle-to-vehicle conflict points compared to a signalized intersection (please see figure to the right). Last, roundabouts have 67% fewer vehicle-to-pedestrian conflict points compared to a signaled intersection (please see figure to the right). Simply put, roundabouts have a well-defined track record of saving lives.

Further more modern roundabouts place the crossing point back from the roundabout circle and provide a center island as a pedestrian refuge. This allows for a two-stage crossing of the road meaning a pedestrian or wheel chair user will have to only look for vehicles approaching in one direction before reaching a pedestrian refuge. Once in the pedestrian refuge the pedestrian or wheel chair user will look in the opposite direction and wait for traffic to stop prior to crossing again.

On Mendenhall Loop Rd. (at Floyd Dryden) and at the south to north crossing of the SRMD Roundabout, pedestrians would only have to cross one lane of traffic prior to reaching a pedestrian refuge. Pedestrians at the other two crossings at SRMD (east to west) would have to cross two lanes of traffic before reaching a pedestrian refuge. At the two lane crossings Rectangular Rapid Flashing Beacons (RRFB), like those on Riverside Drive adjacent the elementary school, would be installed to assist pedestrians in notifying drivers they are there and attempting to cross. Rectangular Rapid Flashing Beacons would also be installed at the northerly crossing at the Floyd Dryden roundabout to assist with students crossing the roadway.

Again, I would like to thank you for your time and comments. Your comments, together with the other comments from CBJ staff, stakeholders, and the public, have heavily influenced DOT&PF's decisions during the design phase of this project. DOT&PF looks forward to further collaboration with CBJ and welcomes the opportunity to address any remaining questions.

I can be reached by phone at (907) 465-4443, or by e-mail at christopher.goins@alaska.gov.

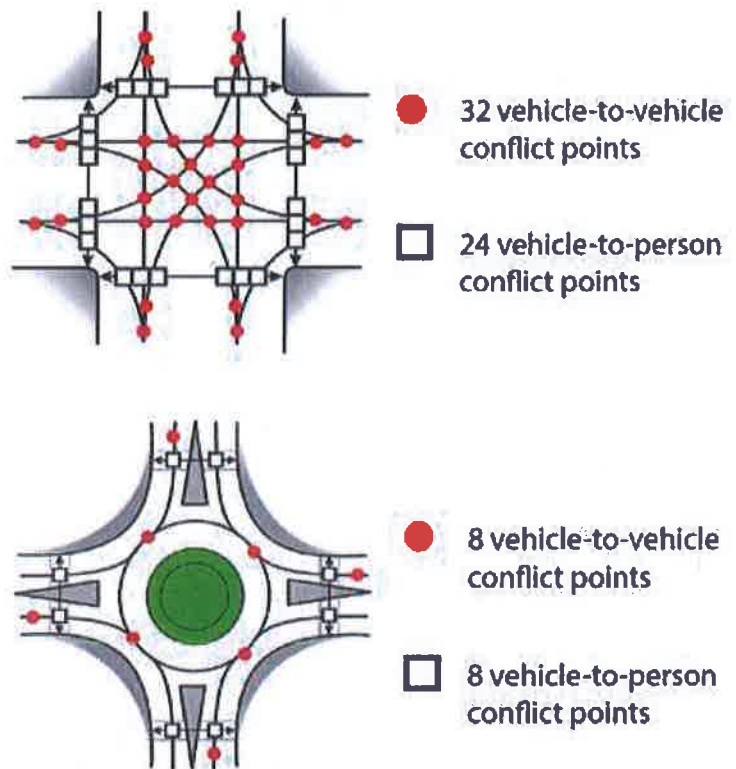
Thank you for your time and consideration.

Sincerely,



Christopher Goins, P.E.

DOT&PF Design Group Chief



*Graphics courtesy of AARP Modern Roundabouts website

A full packet of project drawings for CSP2019 0004 can be found with the online version of the staff report at the CBJ Agendas and Minutes page for the June 11, 2019, Planning Commission Regular Meeting or by following this link:

<https://packet.cbjak.org/CoverSheet.aspx?ItemID=7013&MeetingID=978>

<h1>STATE OF ALASKA</h1> <h2>DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES</h2>																																			
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From: Coble, Jessica <jessica.coble@juneauschools.org>
Sent: Friday, May 17, 2019 8:52 AM
To: PC_Comments
Subject: Roundabout Feedback

Hello,

I am writing as a teacher working at Floyd Dryden Middle School. I am all in favor of roundabouts, but have concerns about there being one at the entrance to our school.

I feel that if a round about goes in at this location, **there will not be a designated safe place for students who walk to and from school everyday to cross the street.** Will there be a designated crossing path with a stop light for students?

Please consider this as you vote on plans to add in the roundabout.

Cheers,
Jess

--

Jessica Coble

7th Grade Science Teacher

Floyd Dryden Middle School

Juneau, AK

From: Amy Liu
Sent: Friday, May 17, 2019 2:33 PM
To: PC_Comments
Subject: FW: Roundabout Feedback
Attachments: att2.pdf; att1.pdf

From: Amy Liu
Sent: Friday, May 17, 2019 2:33 PM
To: 'jessica.cobley@juneauschools.org'
Subject: RE: Roundabout Feedback

Jessica,

Thank you for follow-up on the public notice for the roundabouts project. There several features that attempt to address safety for students walk to and from school daily to cross the street.

- Pedestrian paths and vehicle traffic will be separated by a vegetative strip.
- Crosswalk locations will have static and flashing beacon signage that indicates times during which pedestrians have right of way.
- Vehicle traffic will be generally slower than it is currently. Turning speeds tend to reduce speeds to 25 mph.
- The center of the roundabout functions as a pedestrian refuge where there is not one currently. The center allows for two-stage crossing, by which a pedestrian only has to look for vehicles approaching in one direction in between crossings.

The attached drawings may help illustrate some of those features. Don't hesitate to let me know if you have further questions.

Amy Liu | Planner

[Community Development Department](#) | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0764



From: Amy Liu
Sent: Saturday, May 18, 2019 12:54 PM
To: 'Coble, Jessica'
Subject: RE: Roundabout Feedback

Hi Jess,

Sorry about the typos in my first email. As for the flashing lights, have a look at the attached diagram. Under the pedestrian sign, there is an LED light that will flash when pedestrians have right of way.

Correct me if I'm wrong, but I sense that there could be concern about whether that signal is clear enough for children, in which case a crossing guard would be helpful. I'm not aware of whether crossing guards were specifically factored into the project design, but I will raise this question to the project lead when I talk to him on Monday. And based off of the drawings, it doesn't seem that the proposed infrastructure will prohibit crossing guards. The road median provides space for someone to stand when not ushering pedestrians.

Please feel free to let me know your thoughts.

Sincerely,
Amy

From: Cobley, Jessica [<mailto:jessica.cobley@juneauschools.org>]
Sent: Friday, May 17, 2019 4:47 PM
To: Amy Liu
Subject: Re: Roundabout Feedback

Hi Amy,

Thank you for the feedback. Will there be a place for a crossing guard to initiate the flashing lights for students crossing before and after school? Sorry if that is what you meant by flashing lights - I just wasn't sure.

Thanks,
Jess

From: Amy Liu <Amy.Liu@juneau.org>
Sent: Tuesday, May 21, 2019 12:11 PM
To: Goins, Christopher B (DOT) <christopher.goins@alaska.gov>
Subject: FW: Roundabout Feedback

Hi Chris,

Please see the message below. Any comments? I'm wondering if Kittleson was able to speak to this at one of their public meetings.

Thanks!
Amy Liu

From: Cobley, Jessica [<mailto:jessica.cobley@juneauschools.org>]
Sent: Monday, May 20, 2019 1:35 PM
To: Amy Liu <Amy.Liu@juneau.org>
Subject: Re: Roundabout Feedback

Hi Amy,

Yes - my main concern is how the school would need to adjust the number of people needed for the crossing guard position. Right now we have 1 person in the morning and after school who are crossing guards. I would hope that we can continue to do that easily and when one crosswalk button is pressed, the other side also activates - if that makes sense :)

Thank you so much for bringing this to the committee!

Cheers,
Jess

--

Jessica Cobley

7th Grade Science Teacher

Floyd Dryden Middle School

From: Goins, Christopher B (DOT) [<mailto:christopher.goins@alaska.gov>]
Sent: Tuesday, May 21, 2019 2:16 PM
To: Amy Liu <Amy.Liu@juneau.org>
Subject: RE: Roundabout Feedback

Amy,

I am assuming Jessica is asking when the Rapid Rectangular Flashing Beacon (RRFB) (flashing light) button is pushed does it light up the full crosswalk from one side of the road to the other in the singular crosswalk on the north end of the roundabout. The answer is yes. The push button when pressed will activate four RRFB's. The first RRFB is close to the button where pushed, two in the pedestrian island and one on the far side of the road. This means a driver approaching the crosswalk will see one on either side of the lane they will approach from. In the advent the pedestrian crosses slowly and only makes it to the pedestrian island there will be a push button in the center to reactivate the signal as necessary. Furthermore in discussions and coordination with the school district throughout the project, and confirmation efforts most recently in the last month with the school district, Floyd Dryden Principal, and First Student Bussing it was determined to place this crossing on the north end of the intersection and work with the school to educate the teachers, crossing guards, and students to use this crossing as it requires students to only cross the road in one location and not two as it would be the case if the south crossing was used.

Lastly, this design is set up to be compatible with crossing guards as the school desires.

I hope this answers the question, but if not please do not hesitate to reach out again.

P.S. Do you have your draft report ready you could pass along to me for review and preparation of the coming meeting? Thanks!

Christopher Goins, P.E.

Design Group Chief
Alaska Department of Transportation and Public Facilities
Southcoast Region
Ph: (907) 465-4443



From: Casperson, Robert <robert.casperson@juneauschools.org>
Sent: Friday, May 17, 2019 12:31 PM
To: PC_Comments
Subject: Mendenhall Loop Round About Project

To Whom it May Concern,

I believe there have been two substantial accidents involving pedestrians (with injuries) at the new round about by DeHart's since it was completed. In those accidents, it is my understanding that the victims were adults.

There is a lot more foot traffic on M. Loop Rd, adults and kids alike, and kids are notorious for not paying attention. I have concerns as a teacher for our students' safety and their ability to navigate morning and afternoon traffic in a round about. Have there been any injury accidents involving pedestrians since the installation of the stop lights and and HAWK systems on MLR?

I believe changing from the recently added stop light and HAWK systems in place would be a dangerous mistake. Please consider a safer alternative (if one exists?), or leave it as it currently stands.

Thank you,
Robert

PLEASE NOTE: This communication, including any attachment, contains information that may be confidential or privileged, and is intended solely for the entity or individual to whom it is addressed and contents may be subject to terms of the federal Family Educational Rights and Privacy Act (FERPA). If you are not the intended recipient, you should delete this message and are hereby notified that any disclosure, copying, or distribution of this message is strictly prohibited.

From: jmmanning@gci.net
Sent: Monday, May 20, 2019 12:15 PM
To: PC_Comments
Subject: Fwd: Round about csp2019 0004

From: "Jack Manning" <jmmanning@gci.net>
To: sayulitamex@gmail.com, purves@gci.net, "Jack Manning" <jmmanning@gci.net>
Sent: Sunday, May 19, 2019 9:18:04 PM
Subject: Round about csp2019 0004

We are glad to hear that the CBJ and Valley residents will have a voice in this project through the Planning Commission. In general we support the roundabouts primarily because of the safety they bring for valley residents. We do however, as residents and business owners in the immediate neighborhood have a major concern regarding the construction traffic plan. As of last discussions with DOT the plan has Stephen Richards closed from Loop for left hand turns, for a period of two months, June and July. As you can imagine this could be devastating to our business Duck Creek Market especially in the summer. We understand there will be a need for closures and delays during construction but to survive as a convenience store you must be convenient and accessible. Recently a roundabout was built in Auke Bay, all roads and access were kept open during construction, DOT felt it was important for the people and businesses of Auke Bay to spend the money for a construction traffic plan that kept the roads open. I ask the commission if the citizens of the Valley should be treated any different. We are looking for CBJ /Planning Commission to have an effect on DOT's construction traffic plan, one that affords the Valley residents the same consideration as Auke Bay residents

Jack Manning 8592 Duran st
Tom Manning 789 4637

From: Goins, Christopher B (DOT) <christopher.goins@alaska.gov>
Sent: Wednesday, May 22, 2019 12:37 PM
To: Amy Liu
Cc: Schelb, Christopher A (DOT)
Subject: RE: Round about csp2019 0004 Draft

Amy,

I realized I made a miss-statement below when rereading the notes in my discussions with our consultant. I made this statement, "These final two phases (phase 3 and 4 mentioned above) at the Steven Richards Intersection can be started as early as May 23rd and will have an interim completion date of August 15th." The part about starting on May 23rd for the 3rd and 4th phase at Steven Richards Memorial Drive (SRMD) at the earliest is not accurate. We are still evaluating this at this time to see if these two phases can be restricted to this start date and still make August 15th. If we believe it is not possible we will allow those two phase to begin before May 23rd at the SRMD intersection.

Let me know if this is not clear or you have other questions.

Christopher Goins, P.E.
Design Group Chief
Alaska Department of Transportation and Public Facilities
Southcoast Region
Ph: (907) 465-4443



From: Goins, Christopher B (DOT)
Sent: Wednesday, May 22, 2019 8:49 AM
To: 'Amy Liu'
Cc: Schelb, Christopher A (DOT)
Subject: RE: Round about csp2019 0004 Draft

Amy,

Absolutely, we have been in communication for a long time. We have been working through ways to best accomplish traffic control phasing to limit disruptions to them while not causing significant backups in the valley given construction of this the nature.

To help avoid impacts to the business owners we have developed an 8 phase construction project plan with 4 phases for each roundabout. During the last two phases of construction at the Steven Richards intersection left hand turns will not be allowed into Steven Richards to avoid extensive backups on Mendenhall Loop Road for all other users. The elimination of the left hand turn during these two phase creates a longer route to get to Duck

Creek Market, however access will still exist to the business but it will be through detours. Also, open business signs will be in place to help people understand they are still open during construction.

While left hand turns will not be allowed during these two phases certain right in and right out movements will be allowed on to Steven Richards Memorial Drive. During the third phase of the four construction phases at Steven Richards Memorial Drive intersection the contractor will be required to maintain a right in or right out of Steven Richards Memorial Drive but not both due to the amount of work required during this phase. This was placed into the contract specifically to help alleviate the concerns of the Duck Creek Market owners. During the last phase Steven Richards will have both right hand in and right hand out access. These final two phases (phase 3 and 4 mentioned above) at the Steven Richards Intersection can be started as early as May 23rd and will have an interim completion date of August 15th. To incentives the contractor to complete the work by August 15th the interim completion date will come with liquidated damages which the Duck Creek Market data helped support the creation of. These phasing plans should be actuated to the back end of the plans submitted to you.

We are also in continuous discussion and more than willing to listen and consider any further ideas they may have to try to make this as least impactful to them as possible while taking into consideration the needs of the work and the other road users.

Additionally, I was made aware today the wetlands review board meets tomorrow and Mendenhall is on the agenda with an applicant presentation. I was not aware of this time and am somewhat concerned I am needed. Can you help clarify your expectation and potentially the review boards. Thanks.

Christopher Goins, P.E.
Design Group Chief
Alaska Department of Transportation and Public Facilities
Southcoast Region
Ph: (907) 465-4443



From: Amy Liu <Amy.Liu@juneau.org>
Sent: Tuesday, May 21, 2019 4:40 PM
To: Goins, Christopher B (DOT) <christopher.goins@alaska.gov>
Subject: FW: Round about csp2019 0004

Hi Chris,

I have another concern for you. Have you interacted with this business before?

Thanks,
Amy

From: Amy Liu
Sent: Tuesday, May 21, 2019 4:39 PM
To: 'Jack Manning' <jmmanning@gci.net>

Cc: PC_Comments <PC_Comments@juneau.org>
Subject: RE: Round about csp2019 0004

Good afternoon,

Thank you for following up on our public notice. I'd like to discuss this with the project lead and have more information for you afterwards. Let me know if any other questions arise in the meantime.

Amy Liu | Planner
[Community Development Department](#) | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0764



From: Amy Liu
Sent: Wednesday, May 22, 2019 4:34 PM
To: 'Jack Manning'
Cc: PC_Comments
Subject: CDD Follow-Up on Roundabouts
Attachments: phasing_plans.pdf

Good afternoon,

Thank you for following up on CBJ's public notice. Please have a look at the attached construction phasing drawings.

To help avoid impacts to the business owners, DOT and consultants plan for an 8 phase construction project plan with 4 phases for each roundabout. During the last two phases of construction at the Steven Richards intersection left hand turns will not be allowed into Steven Richards to avoid extensive backups on Mendenhall Loop Road for all other users. DOT acknowledges that elimination of the left hand turn during these two phases creates a longer route to get to Duck Creek Market. However, access will still exist to the business but it will be through detours. Also, open business signs will be in place to help people understand they are still open during construction.

While left hand turns will not be allowed during these two phases, certain right in and right out movements will be allowed on to Steven Richards Memorial Drive. During the third phase of the four construction phases at Steven Richards Memorial Drive intersection the contractor will be required to maintain a right in or right out of Steven Richards Memorial Drive, but not both due to the amount of work required during this phase. This was placed into the contract specifically to help alleviate impacts to Duck Creek Market. During the last phase Steven Richards will have both right hand in and right hand out access.

Let me know if you have further questions.

Amy Liu | Planner

Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street, 4th Floor Marine View Building

Office: 907.586.0764



From: Charles Collins <charles.collins@wsialaska.com>
Sent: Tuesday, May 21, 2019 4:41 PM
To: PC_Comments
Subject: case CSP2019 0004
Attachments: image002.jpg; image004.jpg

While we are applauding the effort to reduce congestion on Mendenhall Loop Road and improve the access to Stephan Richard's Drive, we have concerns on the project.

Our concerns start with access for our tenants to the properties off of Stephan Richards, both Glacier View Park and Alderwood Apartments. The impact of the construction and possible closing of the intersection at Loop Road and Stephan Richards is enormous. The vast majority of our tenants use this intersection and the loss of it will bring not only inconvenience but financial hardship. We have approximately five hundred residents that transverse this area daily, for work, school and entertainment. That is over 1,000 car trips through the intersection. We also have several dozen that use the bus stop located at the intersection or just walk through the area. All of these trips, whether by vehicle, bicycle or walking will be greatly impacted.

Secondly, we wonder why a round about is the answer? Would an extension of the two lane both directions past Nancy St and continuing on past the Floyd Dryden intersection not make for less congestion? Certainly the width of the project should be of no concern as this must be the widest right of way in Juneau. If reducing congestion and moving traffic through the area is the reason for the project, then add another lane. This would allow commuters to move through intersections to the street of their choice without a stoppage for turns or slow down to deal with round abouts.

Lastly, what is the mitigation for the impact upon our property? Not only does this project seem to infringe upon Wright Service property, still waiting for that answer, it effects the value of our business. As the landlord for several properties directly impacted by this project, which will lose value to renters, what is the recourse for us? While we are prepared for certain limits for access, our product will become less valuable if access is limited and other locations seem a better value. To put it bluntly, if I lose money because I lose renters due to access whom can I call to make up the difference in my sales?

What I would like the Planning Commission to do:

Require that the intersection at Stephan Richards and Loop Road is open from 7am to 9am and from 4pm to 6pm every day.

That a traffic assistant is on duty to guide people to the easiest way to detour around construction.

That no construction start before 7am or continue after 7pm.

Allow left turns off of Loop Road onto Stephan Richards Drive.

That a clear and concise time line be posted and followed, and that residents have a point of contact that is reachable and knowledgeable.

Thank you!

Charles Collins
907-321-2130
charles.collins@wsialaska.com
General Manager Driftwood Hotel and Wright Services Inc [Wright Services LOGO][DriftwoodHotel-
Logo2018_FINALvG2_Gray-Blue_SMOOTH(NEW-WHALE-WAVES)]

From: Gary Miller <gmiller.juneauak@gmail.com>
Sent: Thursday, May 23, 2019 12:57 PM
To: PC_Comments
Subject: RoundABOUTs

I support the proposed roundabouts at the intersections of Stephen Richards Dr. with Mendenhall Loop Road and the one by Floyd Dryden.

I live out the road and drive through the roundabout in Auke Bay. It works far better than when the intersection was controlled by a stop sign. It works especially well during rush hour traffic. I have also come through the one by the Juneau-Douglas bridge during rush hour and it too works incredibly well, especially during rush hour.

Thank you.

Gary Miller
20135 Cohen Dr
Juneau, AK 99801-8211
(907) 789-3757

From: Lynda Foreman <gmtravelodge@gci.net>
Sent: Friday, May 24, 2019 12:06 PM
To: PC_Comments
Subject: Conditional use permit

I live at 8682 Dudley Street and I am not in favor for the Recreational Facility on the Mendenhall Loop Road. This would cause to much traffic on the Loop Road which is already an issue.

I think the round abouts are not a solution for the traffic problems and that the Mendenhall Loop Road should be expanded into a Four Lane Highway with a middle turning lane.

Thank you for your time.

Lynda Foreman, General Manager

Email: gmtravelodge@gci.net

Travelodge by Wyndham Juneau Hotel www.wyndhamhotels.com/hotels/09476

9200 Glacier Highway, Juneau, AK 99801

907.789.9700 x503 phone ~ 907.789.1969 fax ~ 888.660.2327 toll free

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