**DRAFT**

**Auke Bay Transportation Goals & Policies**

As Recorded on July 14, 2014

Steering Committee Meeting

**Key Concepts & Ideas in the Auke Bay Area Plan**

**Bypass Route**

**Goal:** Preserve space for a future right-of-way for the Alaska Department of Transportation & Facilities (DOT & PF) bypass route to north of the developed areas of Auke Bay.

**Policies**

1.1 As Auke Bay grows, ensure that development does not preclude DOT & PF’s ability to locate a future bypass route to the north.

1.2 Future route considerations should include an evaluation of routes to maintain the scenic nature, waterfront views and value of Auke Bay.

1.3 Future DOT & PF’s by pass routes shall preserve or accommodate existing trails and provide pedestrian crossing amenities.

**Seawalk**

**Goal:** The creation of an appropriately scaled Seawalk along the waterfront, linking high density living to the Statter Harbor Marina.

**Policies**

2.1 Encourage public and private partnerships to accomplish an Auke Bay Seawalk for the common enjoyment of the community.

2.2 Encourage marine education, safety, artistic and cultural exhibits along the Seawalk whenever feasible.

2.3 Encourage upgraded lighting that is consistent with current proposed lighting.
**Safe connections across Glacier Highway**

**Goal:** Promote safe connections, at intervals, across the Glacier Highway consistent with both State and Federal standards.

**Policies**

3.1 Safe connection across the highway at Auke Bay should serve the community’s interests including the following:

   3.1A Encourage safe routes between businesses, recreation, scenic viewpoints, residential neighborhoods and public or private schools;
   3.1B Promote walkability to businesses from both sides of Glacier Highway;
   3.1C Promote walkability between major employers including the University, Coast Guard and the Alaska Marine Highway port; and,
   3.1D Create design standards consistent with DOT & PF and the needs of the pedestrian, bicyclists, and recreationalists.

3.2 Promote additional bicycle and pedestrian connections throughout the Auke Bay area.

3.3 Encourage, fund and develop pedestrian connections as identified in the Auke Bay Area Plan.

3.4 Create a walkable community by encouraging, promoting, and investing in street furniture, safe lighting in higher density areas of the Plan.

3.5 Promoting trail linkages between uses and between residential area, scenic vistas and recreational pursuits.

3.6 Work closely with both public and private institutions and not-for-profit groups to develop a partnership to plan, construct and, where appropriate, maintain trail linkages across City, State and Federal properties.

**Parking**

**Goal:** Promote the development of adequate parking to meet the needs of the growing community.

**Policy**

4.1 Promote an intra-institutional parking management plan that encourages walking between the University, schools, private and public sector parking areas through the creation of new trail linkages and way-finding signage for parking.

4.2 Seek funding for a park and ride facility that will adequately serve growth needs of the University and public and private sector employees who commute to work from Auke Bay to other areas of the City and Borough of Juneau for the next 20 years.
**Auke Bay Elementary School Intersection**

**Goal:** Address intersection improvements in a prioritized fashion within the Auke Bay Area Plan.

5.1 Lighting, as well as multi-modal safety issues, vehicle accident data should be inventoried.

5.2 Design aspects of each intersection in Auke Bay Area Plan shall be reviewed periodically.

**Project Selection for the Auke Bay Area Plan**

**Goal:** Use a Return on Investment (ROI) Analysis when ranking and recommending public sector projects within the Plan on a regular basis.

**Policy**

6.1 Public Sector ROI Analysis must account for both costs and returns in broad social, political, and economic terms.