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 residential, commercial, and recreational uses 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 properties fronting on the seawalk to connect to the seawalk and to provide connections from seawalk to public rights-of-ways for pedestrian cross circulation.
**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 that meet 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 and other adopted plans.

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 parking structure or 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.

4.3 Develop tools for reducing parking standards through a parking management plan.
4.4 No parking reductions should be allowed unless the development is developing at or near (80%) maximum property density.

4.4.1 Parking reduction tools and options can be used if pedestrian cross circulation is provided.

4.4.2 Parking reduction tools and options can be used if transit oriented development is proposed and developed.

4.5 Create a fee in lieu of district within the Plan that works with a parking management plan to allow for maximum lot coverage and densities for residential mixed use projects.

**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.

6.2 No CIP or STIP project shall be approved that shows a negative ROI to the area within the Plan, in any of the areas listed in Policy 6.1.

6.3 New access points to DOT highways should include a lighting plan and lighting improvements that reduce or minimize impacts to safety caused by the new access point.

**Cross Circulation**

*Goal:* Promote cross circulation for all projects within the Auke Bay Area Plan.

7.1 Cross circulation should be required for all projects within the Plan area.

7.2 Cross circulation should be in the form of roadways or bike/skiing/pedestrian connects that are to a connecting sidewalk or path system.