Using Community Plans to Make Things Happen – Success Stories from Southeast Alaska
Sec. 35.30.010. Review and approval by local planning authorities.
(a) Except as provided in (b) of this section, before commencing construction of a public project,
   (1) if the project is located in a municipality, the department shall submit the plans for the project to the planning commission of the municipality for review and approval;
   (2) if the project is located within two miles of a village, the department shall submit the plans to the village council for review and comment;
   (3) if the project is located within one-half mile of the boundary of an area represented by a community council established by municipal charter or ordinance, the department shall submit the plans to the community council for review and comment.
AS Chapter 35.30 CONSISTENCY WITH LOCAL GOVERNMENT PLANS AND ORDINANCES

Sec. 35.30.010. Review and approval by local planning authorities.

(b) Prior approval by a municipal planning commission may not be required before the commencement of construction of a highway or local service road if...[various exceptions rely on a formal agreement between DOT&PF and the community]

(c) If final disapproval by resolution of the governing body of the affected municipality or village is not received within 90 days from the date the project was submitted to the municipality or village, the department may proceed with the project.
AS Chapter 35.30 CONSISTENCY WITH LOCAL GOVERNMENT PLANS AND ORDINANCES

Sec. 35.30.020. Compliance with municipal ordinances. A department shall comply with local planning and zoning ordinances and other regulations in the same manner and to the same extent as other landowners.

Sec. 35.30.030. Waiver. If a department clearly demonstrates an overriding state interest, waiver of local planning authority approval and the compliance requirement may be granted by the governor. The governor shall issue specific findings giving reasons for granting any waiver under this section.
CBJ 49.15.580 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.
What does your local code say?

CBJ 49 Land Use Code [this title]

Article II. Comprehensive Plan

CBJ 49.05.200(b)(1) Plan Adopted…includes:

- Juneau Coastal Management Program
- Downtown Historic District Development Plan
- Long Range Waterfront Plan
- Last Chance Basin Land Management Plan
- Watershed Control Program
- West Douglas Conceptual Plan
- **Non-Motorized Transportation Plan**
- Downtown Parking Management Plan
- Willoughby District Land Use Plan
What does your local code say?

CBJ 49 Land Use Code

Article II. Comprehensive Plan

CBJ 49.0520 Plan Adopted on May 20, 2009

- Juneau Coastal Management Program
- Downtown Historic District Development Plan
- Long Range Waterfront Plan
- Last Chance Basin Land Management Plan
- Watershed Control Program
- West Douglas Conceptual Plan
- Non-Motorized Transportation Plan
- Downtown Parking Management Plan
- Willoughby District Land Use Plan
CSP2013 0011
Brotherhood Bridge Replacement

Photo: Ben Lyman 2013
Proposed Project

• The bridge roadway width is 30 feet, curb-to-curb. Two sidewalks, each 5 feet wide, are provided.

• Intersections close to either end of the bridge do not currently meet geometric design standards. Adequate acceleration and turning lane lengths for these intersections require bridge widening.

• Proposed eight-foot-wide bicycle lanes on both sides, a single six-foot-wide sidewalk on the south side, and a 14-foot-wide separated multi-use path on the north side of the bridge result in a 99-foot six-inch-wide bridge. (248% increase in width)
Project Plan Composite
(Select Area Shown)
Typical Bridge Section
Project Plan Composite
(Select Area Shown)

Industrial Boulevard
Typical Sections at Industrial Boulevard

West of Industrial Blvd.: Four 12’ Travel Lanes and Two 8’ Shoulder Bicycle Lanes (64’)

East of Industrial Blvd.: Five 12’ Travel Lanes and Two 8’ Shoulder Bicycle Lanes (76’)

TYPICAL SECTION
"O" STA 21+91.59 TO "O" STA 25+10

TYPICAL SECTION
"O" STA 17+72 (END BRIDGE)
TO "O" STA 21+91.59
Existing Industrial Boulevard/Glacier Highway Intersection

Willow Park: Job Service, Vocational Training, & Public Assistance

Capital Transit Stop #98

Two 12’ Travel Lanes, one 12’ turning lane, and Two ~6’ Shoulder Bicycle Lanes (~48’
Existing and Proposed Separated Multi-Use Path
### Non-Motorized Transportation Plan

<table>
<thead>
<tr>
<th>Improvement No.</th>
<th>Description</th>
<th>Priority</th>
<th>Included in Project?</th>
</tr>
</thead>
</table>
| 3               | Glacier Highway (Back Loop Road to Brotherhood Bridge)  
                      - Shoulder is already paved  
                      - Additional pavement markings and signs to show that it is a bike lane  
                      - Intersection striping according to AASHTO standards  
                      - Regular maintenance required  
                      - Signed as part of cross-Juneau bikeway  
                      - Street lights are required | High     | Partial, Conditions Required |
| 6               | Glacier Highway and Industrial Boulevard  
                      - Traffic light with signal for pedestrians  
                      - **Second option is a pedestrian activated light with signs and continental crosswalk markings** (emphasis added) | High     | No                         |
# Non-Motorized Transportation Plan

<table>
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<tbody>
<tr>
<td>8</td>
<td>Glacier Highway (Back Loop Road to Brotherhood Bridge) - Separated path at least 10 feet wide required on north side of the road</td>
<td>High</td>
<td>Yes</td>
</tr>
<tr>
<td>24</td>
<td>Brotherhood Bridge - Widen bridge to allow bike lanes at least 6 feet wide on both sides - Needs to be year round maintenance priority - Informal non-motorized underpass formalized, widened and made safer</td>
<td>High</td>
<td>Yes</td>
</tr>
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</tr>
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</tbody>
</table>
| 26             | Egan Drive (Brotherhood Bridge to Mendenhall Loop Road)  
- Bike lanes should be improved in both directions  
- Clear access and signage to connect bike lanes with separated paths | High     | Partial, Conditions Required          |
| 32             | Glacier Highway and Vintage Boulevard  
- Intersection provides a pedestrian connection between Vintage Commercial area and residential area south of Egan and there are currently no signals  
- Pedestrian activated signal or Pedestrian underpass | High     | Yes                                  |
The *Manual on Uniform Traffic Control Devices* (MUTCD) states, in regard to traffic signals and pedestrian-activated signals:

Section 4B.02  Basis of Installation or Removal of Traffic Control Signals

Guidance: 01 The selection and use of traffic control signals should be based on an engineering study of roadway, traffic, and other conditions. (emphasis added)

Support: 02 A careful analysis of traffic operations, pedestrian and bicyclist needs, and other factors at a large number of signalized and unsignalized locations, coupled with engineering judgment, has provided a series of signal warrants, described in Chapter 4C, that define the minimum conditions under which installing traffic control signals might be justified. (emphasis added)
The intersection of Glacier Highway and Industrial Boulevard does not meet the warrants that define the minimum conditions under which installing pedestrian-activated traffic control signals or a marked crosswalk might be justified.

Neither a pedestrian-activated traffic control signal nor a marked crosswalk can be installed at this intersection according to national standards, which are also adopted (with amendments) by the DOT&PF.
DOT&PF Chief Engineer’s Directive regarding Rectangular Rapid Flash Beacons (RRFBs) prohibits their use except in particular circumstances, which do not apply to the Industrial Boulevard intersection with Glacier Highway.

Therefore, an improvement called for with great specificity in the NMTP cannot be installed in accordance with national or state standards.

The other potential improvement called for in the NMTP at this intersection, a traffic control signal, is included in the DOT&PF Needs List as part of project ID No. 27701.

Staff recommends that a condition be placed on this consistency review that this project, or at least the portion thereof that would address the Glacier Highway/Industrial Boulevard intersection, be moved onto the Statewide Transportation Improvement Program and scheduled for funding as soon as practical.
Conditions of Consistency

Bicycle route and wayfinding signs and striping meeting the requirements of the *Manual on Uniform Traffic Control Devices* (MUTCD), as amended and adopted by DOT&PF, shall be installed as specified in the MUTCD throughout the project area. Final sign placement shall be subject to Community Development Department staff review and approval, consistent with the MUTCD and the *Non-Motorized Transportation Plan*.

The applicant shall move Needs List ID No. 27701, *Reconstruct Egan Drive and Industrial Blvd and Rehabilitate road surface to Fritz Cove*. Total project goes from approximately milepoint 9.4 to 11 for a total length of 1.6 miles. Include realignment, sub-base work, drainage improvements, guardrail, and lighting as necessary, or a portion thereof that addresses the intersection of Glacier Highway and Industrial Boulevard, to the Statewide Transportation Improvement Program and schedule it for funding as soon as practical.
Lessons

Do:

• Adopt plans related to infrastructure so that they are reviewed as part of local concurrence review;

• Specify PROBLEMS, e.g.:
  • Lighting
  • Signage/Wayfinding
  • Dangerous Intersections/Movements
Do:

- **Adopt standards, e.g.**:
  - Minimum widths for bicycle lanes, sidewalks, multi-use paths
  - Types of treatments:
    - Raised Medians/Pedestrian Refuge Islands
    - Wayfinding System
    - Bulb-Outs
Lessons

Do Not:

• Adopt plans related to infrastructure by Resolution or where they are not considered in local concurrence review;

• Specify **SPECIFIC SOLUTIONS**, e.g.:
  • Install a particular type of signal or beacon
  • A specific number of travel lanes
  • Other “Engineering Judgments”
Lessons

Do:

• Encourage engineers to find innovative solutions to identified problems

• Ask if they have considered, and if they have, why they have not selected, particular treatments (especially innovative ideas you’ve seen elsewhere but that are new to your area)
Lessons

Do Not:

• Tell an engineer how to solve a problem
Thank You and Questions