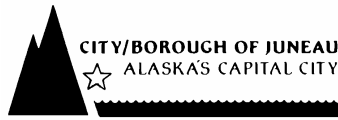


Appendix E: Stakeholder Meeting Summaries



North Douglas Crossing - a Public Involvement Process to identify Juneau's Preferred Crossing Route

Summary of Stakeholder Meetings

Stakeholders¹

- Capital City Fire and Rescue
- Douglas Service Area Advisory Board
- Eaglecrest
- Goldbelt, Inc.
- Juneau Airport Board
- Juneau Audubon Society
- Juneau Economic Development Council
- Juneau Police Department
- Mendenhall Refuge Citizens Advisory Group
- North Douglas Neighborhood Association
- Sunny Point Neighborhood Association
- Territorial Sportsmen & Ducks Unlimited
- Totem Creek, Inc.
- West Douglas Development Working Group

Capital City Fire and Rescue

- Route preference: Prefers Yandukin corridor route that intersects North Douglas Highway as far west as possible, to maximize fire insurance coverage. However, would support any of the alternatives due to importance of constructing a second emergency response route.
- Criteria to guide selection of route:
 - Reduce travel distances and times to north and west Douglas to improve emergency response and reduce fire insurance costs.
- Community's fire insurance rating is based, in part, on distance from a fire station. Properties must be located within five miles of a manned (career or volunteer) fire station to receive a fire insurance rate reduction. Properties more than five miles distant are rated as if they receive no fire protection.
- Fire Service District now ends at North Douglas boat ramp. Past this point, CCFR responds only with ambulance service, not fire service. Note that the proposed Bench Road route is also outside of the current Fire Service District.

Interview with: Eric Morhmann, Chief, CCFR

Date: December 15, 2006

¹ Douglas Indian Association was also contacted as a stakeholder group, but submitted written comments rather than participating in an interview.

Douglas Service Area Advisory Board

- Route preference: The Board did not express preference for a particular route, but expressed strong support for a North Douglas crossing. Comments about different routes included:
 - Vanderbilt Hill Road or Sunny Point corridor most effectively accesses new development in Lemon Creek.
 - Consider departing from Sunny Point intersection, but intersecting North Douglas Highway farther west (e.g., at about 6-mile).
 - Intersecting North Douglas Highway farther west seems better from terms of meeting the need to provide access to north and west Douglas Island, and reducing impacts on the highway and neighborhood.
- Criteria to guide selection of route:
 - “Cost has to be the main consideration in this day and age.”
 - Minimizing impacts to Mendenhall Wetlands State Game Refuge (MWSGR).
 - Provide effective secondary access for emergency response.
 - Most effectively serves traffic needs, including commercial users.
- Need to improve North Douglas Highway to safely accommodate increased traffic.
- Question maintenance and operation costs and feasibility for a movable structure.

Attendance:

Kelly Corrigan, Chair
 Daniel Glidman
 Shelly Mangusso
 Mary Kay Pusich
 Stuart Rickey
 John Walsh

Date: December 5, 2006

Eaglecrest

- Route preference: Yandukin corridor route that intersects North Douglas Highway as far west as possible, to shorten travel times and distance to Eaglecrest and minimize traffic impacts on North Douglas Highway.
- Criteria to guide selection of route:
 - Reduce travel distances and times to north and west Douglas, including Eaglecrest.
- North Douglas Crossing would have a positive economic effect on Eaglecrest operations. Would make night skiing feasible, since more convenient evening access from Valley and other residential areas. Urban ski areas in the Lower 48 typically receive 40% of their visits from night skiers.
- Do not tie Bench Road construction with the North Douglas Crossing, as it will make construction of the crossing more expensive and less likely to be constructed.

Interview with: Kirk Duncan, Eaglecrest Manager

Date: December 18, 2006

Goldbelt, Inc.

- Route preference: Goldbelt, Inc. has no preference between the alternative corridors identified by the CBJ between the Vanderbilt Hill, Sunny Point or Yandukin routes. Choose route that is most feasible and most likely to be constructed.
- Criteria to guide selection of route:
 - Feasible.
 - Likely to be permitted.
- Construction of a North Douglas Crossing is critical to West Douglas development.
- Goldbelt, Inc. also participated in discussion with West Douglas Development Working Group (November 21, 2006).

Interview with: Gary Droubay, Chief Executive Officer, Goldbelt, Inc.

Date: December 18, 2006

Juneau Airport Board

- Route preference: Vanderbilt Hill Road or Sunny Point
- Criteria to guide selection of route:
 - Potential for Airport impacts (operations, safety, security, future expansion needs).
- Yandukin A and C – Should be eliminated from consideration as they are too close to the airport. Cautioned that unless FAA, Alaska Airlines have formally reviewed Yandukin A, be cautious about characterizing this alternative as okay from an airport operations perspective.
- Yandukin B – Some interest in discussion about tunnel under the runway because it won't impact airport operations (after it is built), is the most direct access to West Douglas, and make a direct connection to Eaglecrest Road. Dave Palmer, Airport Manager, noted that a tunnel under the runway raises management and jurisdictional issues. Concerns regarding cost of construction. May raise security concerns.
- Future 2nd Runway – Allen Hesse noted that a second runway is not part of the airport EIS now being developed, but has been talked about for the far future; site concepts are either where the float pond is now or on the other side of the float pond.
- Section 4(f) – Joe Heueisen and Ron Swanson commented on the very serious challenges and costs of Section 4(f) compliance.
- Other Alternative Crossings – There was discussion about all the alternatives west of the airport. Sheinberg reviewed the reasons why the 2005 *Project Development Summary Report* had recommended that these alternatives not go forward; Jonathan Anderson reminded the group that current contract focuses the project between the Vanderbilt and Yandukin areas.
- Emergency Response – Jerry Godkin noted that if there was an airfield-related crash on the wetlands any of these routes would help provide access for emergency responders. Crossings closer to the Glacier Fire Station will have faster response times to West Douglas.

Date: January 10, 2007

Juneau Audubon Society

- Route preference: Salmon Creek/Channel Drive. Object to crossings within the MWSGR. The Salmon Creek alternative has following advantages:
 - Can be constructed outside of MWSGR; would comply with Section 4(f) of Department of Transportation Act of 1966.
 - Provides needed secondary access to hospital and for emergency services.
 - Least environmental impacts at this location (the identified “hot spot” is not a major environmental concern and construction of an all structure crossing would minimize impacts.)
 - Would relieve congestion on the existing bridge and address near-term needs for improved capacity of crossing(s) to Douglas Island.
 - All-structure crossing at this location affordable and feasible.
 - At Salmon Creek, could construct a tall enough bridge to meet navigability requirements without having to use a movable structure.
- Criteria to guide selection of route:
 - Do not cross within Refuge.
 - Minimize impacts to environmental values of Refuge.
 - Consider future development patterns, relative to cost and feasibility of providing city services and infrastructure (e.g., sewer, water). Don’t encourage sprawl (e.g., development at West Douglas, which is distant from City center.)
- Must have a Needs Assessment that clearly shows the purpose and need for the crossing. Concern that the need is speculative (especially as it relates to future development at West Douglas.)
- Question maintenance and operation costs and feasibility for a movable structure. Vessels cross the Mendenhall Bar in numbers on the highest tide; would require bridge to be open and cause long delays in vehicle traffic.
- Sunny Point area (adjacent to the new interchange) is not listed as an environmental “hot spot,” but it is. Shorebirds and geese congregate at this location. Consistent and frequent use by hunters. Commented that of the three routes (Vanderbilt, Sunny Point, Yandukin), the Sunny Point route would cross the most valuable environmental areas.
- Neither of the Yandukin Drive Corridors seems feasible, due to cost and potential impacts to the Airport.
- All 15 alternatives evaluated in past studies achieve the project’s objectives to varying degrees. No alternative should be off the table at this point.
- Concern that if birds are displaced, for example at Sunny Point area, they will move toward the Airport area and increase hazard there.

Attendance:

Jeff Sauer, President

Mary Lou King

Matt Kirchhoff

Brenda Wright

Steve Zimmerman

Date: January 4, 2007

Juneau Economic Development Council

- Route preference: JEDC has not expressed a preference for a particular route at this point. JEDC expressed strong support for a North Douglas Crossing in their discussion, noting the importance of the crossing to the future development of Juneau (particularly development of north and west Douglas Island).

Attendance:

Chuck Collins, Chair
Bill Paulick
Bruce Botelho
Adam Fisher (staff)
Meagan Gleason (staff)
Nicole Grewe
Judy Kennedy (staff)
Eleanor Laurent (staff)
Mark Mickelson
Lance Miller (JEDC Director)
Margaret O'Neal (staff)
Rollo Pool (staff)
Rich Poor
Randy Wanamaker
James Young

Date: January 3, 2007

Juneau Police Department

- Route preference: Vanderbilt Hill or Sunny Point preferred; but support whichever alternative that is most feasible and most likely to be constructed.
- Criteria to guide selection of route:
 - Choose route safest for high speed traffic.
 - Choose route that is most feasible and most likely to be constructed.
- A second crossing is very important to emergency response and traffic safety.
- Preference for what would be safest for high speed traffic. Vanderbilt Hill appears to be safest since it is located on a straight section of Egan Drive. Sunny Point intersection may be fine too, given that it would connect to the new interchange.
- Officers respond from the field (not from the station), therefore the preferred location is not related to proximity to the Police station.
- No special safety concerns with a tunnel alternative. See value in this alternative with respect to other criteria (e.g., reducing impacts to visual, hunting, Refuge open space).

Attendance:

Greg Browning, Chief
Jerry Nankervis, Captain, Operations Division

Date: December 29, 2006

Mendenhall Refuge Citizens Advisory Group

- Route preference: Salmon Creek/Channel Drive. Passed motion objecting to routes that cross through the MWSGR and stating: “If the North Douglas Crossing project proceeds, the Mendenhall Refuge Citizens Advisory Group recommends that the Salmon Creek/Channel Drive [at the south boundary of the MWSGR] be given equal consideration to other alternatives, to minimize impacts to the Refuge.”
 - Salmon Creek crossing would be at the edge of the Refuge (or just south of the boundary), so would not bisect the Refuge as the other alternative routes would.
 - Salmon Creek crossing is shortest route and should be least expensive to construct.
 - While the Armstrong “Hotspots” Report (2004) shows the Salmon Creek/Channel Drive area to be a hotspot for birds, it is one of the “least hot” of the locations in the Refuge area. Should not be a reason for taking this location out of consideration.
- Criteria to guide selection of route:
 - Do not cross within Refuge.
 - Minimize impacts to environmental values of Refuge.
 - Minimize impacts to users of Refuge (e.g., hunters).
 - Minimize impacts to vistas and aesthetics.
- The group asserts that routes through the MWSGR would not comply with Section 4(f) of the Department of Transportation Act of 1966, which requires that federal funding not be spent to use land for a transportation project through a “publicly owned park, recreation area, or wildlife and waterfowl refuge, ... unless a determination is made that: (i) there is no feasible and prudent alternative to the use of land from the property; and (ii) the action includes all possible planning to minimize harm to the property resulting from such use.”
- Crossings at Yandukin seem most likely to interrupt Airport operations.
- Concern that crossings in the Refuge would lead to designation of a no-hunting corridor, which would impact Refuge users.
- Concern about impacts to vistas and aesthetics of the Refuge.
- Concern that the need is speculative (especially as it relates to future development at West Douglas.
- Discussion of potential seismic concerns for construction on soils within the channel, and potential high costs for construction of pile-supported structure in deep mud.
- Discussion of Mendenhall Peninsula routing – would be expensive and not as feasible to construct; potential concerns with wolf and deer travel corridor on peninsula, and sea lions at the mouth of the Mendenhall River. Commented that the Mendenhall Peninsula routing would be safest in case of a seismic event.

Attendance:

John Cooper, Chair
 Lauri Ferguson Craig
 Dixie Hood
 Mark Rorick
 Andrea Doll (not Group member)
 Bob Doll (not Group member)

Date: November 28, 2006

North Douglas Neighborhood Association

The following notes are from a November 29, 2006, meeting with the North Douglas Neighborhood Association (NDNA) Second Channel Crossing committee. The Team also attended a NDNA meeting on December 10, 2006, to discuss the project and answer questions.

- Route preference: If focus is to serve West Douglas development, the route should intersect the North Douglas Highway farther west (e.g., alternatives 6 or 7 identified by ADOT&PF in the 2005 *Project Development Summary Report*).
- Criteria to guide selection of route:
 - Select/design alternative that will *enhance* the North Douglas Highway neighborhood. The neighborhood is already experiencing impacts from the highway – these need to be addressed and the situation improved through this project.
 - Primary concern is safety of residents and users of North Douglas Highway. NDNA very concerned about worsening what they view as a situation that is already unsafe for pedestrians, bicyclists, runners, children and dogs.
 - Since NDNA is the only residential neighborhood that would be significantly affected by the project, their views should receive greater weight than other public.
 - Concern that cost will be the primary criteria used to select alternative, so that longer, more expensive routes that would intersect the North Douglas Highway farther west (and best avoid neighborhood impacts) won't receive consideration.
- CBJ should be thinking about how the North Douglas Crossing Project can enhance North Douglas, through safety improvements (traffic controls?), recreational improvements (sidewalk, separated paths, trails), protecting key scenic and recreation areas (e.g., scenic road corridor from boat launch to Outer Point).
- Concern about neighborhood fragmentation and loss of rural character. (North Douglas Highway is not, and cannot become, another Egan Drive.)
- The crossing should be part of a more comprehensive transportation plan for north and west Douglas Island. Summer traffic is now very heavy due to tourism, traffic to boat launch, etc.
- NDNA strongly asserts that the Bench Road should be constructed to provide transportation access to west and north Douglas Island. North Douglas Highway cannot accommodate the predicted vehicle traffic. The Association felt that they had been promised the Bench Road as a mitigating measure for the North Douglas Crossing. (Noted in conversation that not all Association members support the Bench Road, due to its impacts on well-used recreation areas on the bench lands.)
- Traffic analysis should be done with and without the West Douglas development. It is does not come to be, is this crossing needed?
- Need to know more information about the intersection; how many lots would be impacted?
- Comments re: public process:
 - CBJ and DOT&PF should put forth routes and show where they would intersect North Douglas Highway, then people can comment. In past, NDNA has tried to

get information about where the intersections on Douglas Island would be, but has received no response.

- Concern that the goal of this public process is to short-cut the environmental analysis, by eliminating alternatives prematurely.

Attendance:

Paul DeSloover
Merry Ellefson
Ellen Ferguson
Denise McPherson
Bob Small
Cynda Stanek
Mike Stanley

Date: November 29, 2006

Sunny Point Neighborhood Association

- Route preference: Salmon Creek/Channel Drive. Must comply with Section 4(f) and with the Refuge Management Plan, which requires that a public transportation corridor can be constructed through the Refuge only if “there is a significant public need for the corridor which cannot reasonably be met off-refuge.” (“Reasonable” defined as “within the realm of common sense.”)
- Criteria to guide selection of route:
 - Do not cross within Refuge.
 - Minimize impacts to environmental values of Refuge. Concern about impacts to birds and other wildlife, coho nursery areas in tideflats and other fisheries productivity, drainage, hunting, youth access, visual attributes.
 - Consider future development patterns, relative to cost and feasibility of providing city services and infrastructure (e.g., sewer, water). Don’t encourage sprawl (e.g., development at West Douglas, which is distant from City center) that will increase public infrastructure costs and property tax burden to pay for them.
- If considering route farther west, should look at a tunnel option, regardless of cost. Tunnel option would reduce impacts to hunting, visual environment, and airport operations.
- MWSGR is extremely important environmentally, and also serves important role in providing urban hunting, open space, visual environment.
- Concern that the need is speculative (especially as it relates to future development at West Douglas.) For future community development, CBJ should be looking at areas that are more readily and less-expensively connected to public infrastructure and services, such as Goat Hill, bench lands in West Mendenhall Valley, bench lands in Lemon Creek Valley.
- Need to evaluate effects on potential coastal flooding, especially under storm surge conditions. (Consider using COE model of channel, used to model results of past dredging actions.)
- Bench Road is critical to providing effective access to West Douglas. The two projects should go hand-in-hand. North Douglas Highway and the associated neighborhood cannot safely accommodate the traffic increase that would come with significant new growth and industrial use of West Douglas.

Attendance:

Sherry Chrysler
James King
Jim King
Mary Lou King
Dale Lanegan
Frank Rue
Sally Rue

Date: December 6, 2006

Territorial Sportsmen & Ducks Unlimited

- Route preference:
 - Salmon Creek/Channel Drive alternative should be put back on the table. It has the near-term benefits, without impacting the Refuge. Would relieve congestion on existing bridge.
 - Expanding/improving the existing bridge should also be considered as an alternative to a new crossing.
- Criteria to guide decision:
 - Do not cross within Refuge. Must follow the requirements of Section 4(f) and of the Refuge Management Plan, regarding using reasonable, feasible and prudent alternatives outside of the Refuge to meet the public need for the crossing.
 - A primary objective of this project must be to preserve and protect the values of the Refuge and the wetlands.
 - Minimize impacts to environmental values, uses and users of the Refuge.
 - Minimize impacts to wildlife habitat on Douglas uplands and wetlands.
- Project is to serve speculative development at West Douglas. The cost and potential environmental impact does not warrant this project.
- All alternative routes go through prime duck hunting areas.
- In addition to avoidance, the Refuge Management Plan requires unavoidable impacts to the Refuge be minimized and mitigated (restoration, replacement, compensation.) Compensation of one acre for acre lost is not sufficient. This is accessible, huntable land that serves a public need and must be compensated for at its full value.

Attendance:

Drake Peterson
Art Dunn
Wayne Nicolls
Peter B. Wright
Rick Purves
John George, Sr.

Date: December 12, 2006

Totem Creek, Inc.

- Route preference: Totem Creek strongly supports a North Douglas Crossing. The sooner it is built, the sooner it will facilitate access to and from the golf course and residential areas they plan to build. No route preference.
- Criteria to guide decision:
 - Where will most people want to go in the future (they suggest it is to and from the Lemon Creek area)
 - Which option is the least expensive.
 - Which option will be easiest to receive permitting approval for (has the least impact on wetlands).
 - Which option is the least objectionable and most "do"-able.

Attendance:

Peter Metcalfe
Ross Waddell
Mike Perue

Date: January 15, 2007

West Douglas Development Working Group

- Route preference: Strongly support North Douglas Crossing. Did not express particular route preference.
- Criteria to guide decision:
 - Select a route that can be built, with consideration for Airport, wetlands, Refuge and users, etc.
 - Construct the farthest west route that is practicable and achievable.

Attendance:

Linda Thomas, Chair
Rick Shattuck, Vice Chair
Kirby Day
Shaun Paul
Beverly Anderson
Gary Droubay
Lance Miller
Sandy Williams, JCC Transportation Chair
Ben Lyman, CBJ CDD

Date: November 21, 2006

Additional Presentations

In addition to the stakeholder meetings summarized above, Sheinberg Associates presented information regarding the North Douglas crossing project by request to the Juneau Chamber of Commerce (February 1, 2007) and the Alaska Miners Association (February 2, 2007).