

Appendix F: Public Meeting Summaries



North Douglas Crossing Project

PUBLIC MEETING to Identify Juneau's Preferred Crossing Route

Wednesday, January 17, 2007
7:00 – 9:30 p.m.
Centennial Hall

Meeting Summary

The City and Borough of Juneau (CBJ) hosted a public meeting on January 17, 2007, to present technical information about the North Douglas Crossing project and to solicit public comments. The public was invited to provide verbal comments at the meeting, take and mail-in a written comment form, or access the project web site at www.juneau.org, "North Douglas Crossing," for more information and to complete an on-line comment form. A second public meeting was held on January 30, 2007, and is summarized in a separate document.

One hundred four people attended the January 17 public meeting. Sixteen people presented verbal comments, which are summarized below and have been incorporated into the public comment record for the CBJ's North Douglas Crossing Project. A verbatim meeting transcript was not prepared.

The meeting opened with a presentation about the North Douglas Crossing project that addressed:

1. North Douglas Crossing objectives
2. Project status & history
3. Current project – Identify community's preferred alternative
 - Public involvement / community opinion
 - Refine crossing alternatives
 - Recommendation to CBJ Assembly
4. Summary of technical information regarding crossing alternatives, key issues
5. Review of alternative routings, dimensions, cost estimates

Summary of Public Comments (15 speakers)

1. Mike Plotnick, resident of Fish Creek Road area:
 - Preference: If constructed, prefer Sunny Point or Vanderbilt Hill Road corridor; however, has many concerns about selecting a preferred alternative at this time.
 - Why: More reasonable costs; no Airport impacts.

- Supports eventual construction of a North Douglas Crossing; however, not the top transportation priority for Juneau at this time.
 - Yandukin B and C alternatives, which intersection North Douglas Highway at Fish Creek Road, directly across from his home. The CBJ should provide compensation for his property if one of these alternatives is selected.
 - Yandukin corridors should not be selected. The alternatives would be too costly, cause impacts to Airport operations.
 - Expressed concern that there would be a no-hunting zone established along the road corridor in the Mendenhall State Wetlands Game Refuge.
 - Bench Road is needed, in conjunction with the crossing project. The CBJ's Area Wide Transportation Plan emphasizes public safety. The Bench Road is necessary to ensure public safety as North Douglas Highway vehicle traffic increases.
 - The second crossing is not the highest priority for City infrastructure. Along the North Douglas Highway corridor, sewer, sidewalks and/or bike paths are a greater priority.
 - Extension of the North Douglas Highway to access West Douglas Island is a higher priority.
 - Other transportation projects that would benefit Juneau are a higher priority.
 - Note: Submitted written copy of testimony, included in written public record.
2. Phillip Gray, resident at 1-mile North Douglas Highway:
- Preference: No Build.
 - Why: Concern with potential impacts to:
 - Fish and wildlife resources of the Refuge.
 - Vessel users
 - Hunters
 - Property owners along highway
 - If project must be built, Vanderbilt or Sunny Point would have least impact to Refuge of the alternatives presented.
 - Crossing should be constructed on pilings.
 - Concern about traffic increases on North Douglas Highway should West Douglas develop.
 - Other transportation projects and maintenance of existing infrastructure is a higher priority.
3. Rocky Plotnick, resident at 5-mile North Douglas Highway:
- Preference: Does not favor any of the alternative routes, but Sunny Point or Vanderbilt Hill Road alternatives are the best of those offered.
 - Should route Sunny Point corridor farther west, to end on CBJ land on Hendrickson Point, to give greater flexibility in the location of the intersection on North Douglas Highway.
 - Bench Road is needed, in conjunction with the crossing project.
 - Need better land status maps for property owners to use to identify their properties.

4. Dean George, Mendenhall Valley resident, co-owner of property near Eaglecrest:
 - Preference: Yandukin or Sunny Point
 - Supports Bench Road construction.
 - Juneau must face its “growing pains,” and be able to tolerate some impacts from important community projects.

5. Bob Marshall, West Juneau resident:
 - Preference: Does not prefer these alternatives; Surprised that routes west of the Airport were eliminated from consideration.
 - Why: Routes west of Airport offer best connection between mainland and North and West Douglas.
 - Public process and decision regarding community preferred alternative seems too rushed.
 - Bench Road is needed, in conjunction with the crossing project. Concern that high traffic will negatively impact North Douglas.

6. Sally Rue, Sunny Point resident:
 - Preference: Salmon Creek
 - Why: Must locate crossing outside of the Refuge.
 - Lived along and frequently used Refuge for many years.
 - Concerned that CBJ has narrowed the alternatives to only those that would cross the Refuge and impact its resources and users (fish, wildlife, waterfowl, habitat, hunters, recreation, youth use)
 - Concern about embankment impacts on habitat characteristics such as drainage, flow, sedimentation, salinity, etc.
 - Bench Road is needed, in conjunction with the crossing project.
 - Concern about community development decisions that are encouraging development at great distances from Juneau’s already-developed areas. Should make best decisions about community development patterns, and then follow with required transportation needs and infrastructure planning.
 - Assembly must comply with Section 4(f) of the Department of Transportation Act and look for alternatives that are off-Refuge.
 - Elevated structure would have least impacts.
 - Consider tunnel the entire way across?

7. Mike Stanley, 5-mile North Douglas Highway resident:
 - Speaking on own behalf as a resident. Owned property on North Douglas since 1982.
 - Member of North Douglas Neighborhood Association second crossing committee and West Douglas Development Working Group.
 - Residence located at intersection of Vanderbilt Hill Road alternative, shown on public notice flyer.
 - Process is premature. Do not need to identify a community preferred alternative at this time. There is no funding for environmental analysis, permitting, design, and construction.

- CBJ is updating the Comprehensive Plan. Should prepare a sub-area comprehensive plan for North Douglas prior to making this decision regarding the crossing.
 - Environmental analysis under National Environmental Policy Act (NEPA) should come first, so the public is fully informed of alternatives. This process is pre-judging the NEPA analysis.
 - Should be sufficient to just identify the general Vanderbilt to Yandukin area as the core crossing area, and then take a more detailed look during NEPA analysis.
 - CBJ Comprehensive Plan identified the Bench Road as equal in importance to the crossing. Bench Road must be included in the crossing project. The CBJ should conduct a comprehensive traffic analysis of how the projects would work together to meet transportation needs for North and West Douglas Island.
 - Concern that West Douglas development will put an enormous traffic load on North Douglas Highway, which will require construction of a Bench Road or widening of the highway (with private property impacts).
 - Not enough engineering has been done on the Douglas Island terminus. Many unknowns. What would the intersection look like? How many houses displaced? Would private property be taken for merge lanes, etc?
8. Ron Berg, Bayview Subdivision resident.
- Preference: Salmon Creek.
 - Why: Must construct crossing outside of Refuge. Smallest footprint and least wetland impacts. Can meet objectives for improved access and safety for emergency response.
 - Concerned about wetland impacts. Juneau's wetlands are valuable habitat and unusual in Southeast Alaska. There are many environmental "hot spots" all along Gastineau Channel.
 - It is premature to select a preferred alternative. All reasonable alternatives should be analyzed in a NEPA analysis. The CBJ should reassess the scope of this study.
9. KJ Bailey, 5-mile North Douglas resident:
- Preference: West of the Airport.
 - Why: Western-most alternatives make the most sense to meet transportation needs, regardless of the cost.
 - Bench Road is needed, in conjunction with the crossing project.
 - Concern about residential properties being shown within potential alignments in published documents. Potential effect devaluing property values, if it appears that a residence may be impacted by a crossing corridor.
 - Question: Did the transportation and land use analysis conducted during the state's pre-NEPA process consider the increased availability of land farther north on the Juneau mainland, facilitated by Juneau Access project? Answer: No, it did not.
 - Question: After the community preferred alternative is identified, would the state follow through with project development? Answer: It is expected that the state would coordinate a NEPA process, and that the community preferred alternative would be identified in that document.

10. Margo Waring, North Douglas resident:
- North Douglas resident survey's total return was "minute," and only represented a small part of the neighborhood and their concerns. For many, their support of a crossing was conditioned on construction of a Bench Road.
 - Need a comprehensive plan for North Douglas development and transportation, before a preferred crossing alternative is selected.
 - Development of West Douglas New Growth Area is a "pipe dream" that will be paid for by local property taxes. Sprawl; expensive infrastructure.
 - Realistic forecast for CBJ population in 2035 is 37,500 (not 44,000).
 - Insufficient analysis of impacts on the Douglas Island side (environmental, recreation, social, economic).
 - Bench Road is needed in conjunction with the crossing project.
 - Without Bench Road, will have to widen North Douglas Highway – this will destroy the neighborhood. Must compensate for loss of residential character of the neighborhood.
 - Note: Submitted written copy of testimony, included in written public record.
11. Doug Mertz, North Douglas resident:
- Process is backwards. Looking at only one component of a long-term transportation question, without considering the island's future needs.
 - Proper process would be comprehensive plan for North Douglas, including planning for a Bench Road to carry traffic, then consider best crossing location to access that higher-volume road.
 - Bench Road is needed in conjunction with the crossing project. Without Bench Road, will have to widen North Douglas Highway to an "industrial highway" – this will destroy the neighborhood.
 - Concern about "condemnation blight," the lowering of property values due to potential taking or disruption in the future.
12. Merry Ellefson, 5.5-mile North Douglas resident:
- Speaking on behalf of self and family.
 - Member of North Douglas Neighborhood Association second crossing committee.
 - Possible intersections on North Douglas have not received enough attention.
 - Parameters affecting this decision have changed since 1984. Alternatives should not be off the table. Reconsider alternatives such as Industrial Blvd. to Fish Creek (formerly 6/7 in *Project Development Summary Report*).
 - Bench Road is needed in conjunction with the crossing project. Without Bench Road, will face expense and impacts of widening North Douglas Highway.
 - Need a comprehensive plan for North Douglas before this transportation decision made.
 - Concern about lowering of property values due to potential taking or disruption in future.
 - Concern that lowest cost, and not the best community project, will prevail.
 - Questions need answers:
 - Why isn't the Bench Road included in this crossing study?

- What will the footprint of this crossing road and major intersection look like on North Douglas?
- We're told that when W. Douglas is done we'll see 10,000 vehicles a day? What is the traffic projection and pattern if the crossing is built tomorrow?
- How will we mitigate the noise, lights, environmental and other quality of life impacts in this highway, the intersection and the adjacent areas?
- How many homes will be impacted and displaced with the intersection and road? How will we take care of those that are displaced, and those who will live adjacent to the crossing? How do we include these landowners in the process?
- What is the problem the second channel crossing is solving? If we're driven predominantly by West Douglas development, why isn't the crossing closer to W. Douglas, where the new major population center is going to be?
- We've heard from a City Planner that people's property will be a "near miss or a direct hit...you better hope it's a direct hit." What is the value of my house and my neighbor's worth today, with a CBJ planner's line drawn on top of it? How will I be compensated for my reduced quality of life and loss of my property value?
- Note: Submitted testimony as a 1/18/07 email to CBJ Assembly and consultant team.

13. Denise MacPherson, Bayview Subdivision resident:

- Preference: Farther west. If the need is predominantly to serve West Douglas, then project options need to respond to that and connects to Douglas Island farther west.
- Concerned about safety on North Douglas Highway.
- Bench Road must be constructed in conjunction with crossing project. Concerned that increased vehicle traffic, without Bench Road, would necessitate widening of North Douglas Highway.
- There is no information on mitigation for safety concerns due to increased traffic.
- There is no information regarding intersection (e.g., dimensions, configurations) on Douglas Island.
- Not sufficient traffic analysis.
- Not enough information to make an informed decision.
- What will be the cost of compensation for homes taken? What costs for road widening and compensating those property owners? What costs for compensation for decreased property values? What is the loss in property taxes from homes that are taken?
- Why is the CBJ rushing into this decision? There is no money for the project.
- Need a North Douglas comprehensive plan before this decision about transportation is made.
- Should initiate a multi-stakeholder process, where parties can bring their critical concerns to the table and help build a consensus regarding the best alternative and approach.

14. McKie Campbell, North Douglas resident:
- Preference: Yandukin A Corridor. However, the primary criteria should be selecting a corridor most likely to be built.
 - Public process has been good.
 - Recommend that there be some work to rationalize the traffic analysis finding that traffic will be reduced on portions of the North Douglas highway, between crossings, with neighbors stated concerns that traffic will increase on the highway.
 - NEPA process should identify the community preferred alternative as the Proposed Action, and then compare it with other alternatives.
 - Supports narrowing to this reasonable range of alternative corridors. Routes west of Airport are too costly and environmentally damaging.
 - Crossing needed for Juneau growth and for second access for emergency response and hospital access.
 - State law anticipated the need for a corridor across the Refuge and provided a mechanism for the CBJ to obtain the land.
 - Recommends using a community opinion survey.
15. Albert Judson:
- Preference: Vanderbilt, followed by Sunny Point.
 - Why: Both offer best access to hospital. Vanderbilt is best for environmental criteria and likely most permissible; Vanderbilt and Sunny costs lowest.
 - Construct a fixed span bridge to avoid maintenance and repair of movable span.
 - Has formed a committee and is gathering signatures for a petition to promote the North Douglas crossing and to build a ferry terminal on North Douglas Island.
16. Bradley Fluetsch, North Douglas resident:
- Preference: Sunny Point corridor
 - Why: Will increase his property values at that location.
 - North Douglas Highway is a state highway, not a neighborhood road.
 - Hunters contribute noise and disturbance during hunting season.
 - Crossing is imperative to Juneau's future. Assumption of a 1% growth rate is too low.
 - Does not agree that property values will decline due to planning for crossing project.
 - Current bridge capacity is limiting North Douglas development, including multi-family housing.
 - Crossing will save fuel, time, city budget for buses, school buses, and other transport.



North Douglas Crossing Project

PUBLIC MEETING

to Identify Juneau's Preferred Crossing Route

Tuesday, January 30, 2007

7:00 – 9:30 p.m.

St. Paul's Catholic Church Parish Hall – 9055 Atlin Drive

Meeting Summary

The City and Borough of Juneau (CBJ) hosted its second public meeting on January 30, 2007, to present technical information about the North Douglas Crossing project and to solicit public comments. The public was invited to provide verbal comments at the meeting, take and mail-in a written comment form, or access the project web site at www.juneau.org, "North Douglas Crossing," for more information or to complete an online comment form. The CBJ also hosted a public meeting on January 17, 2007, which is summarized in a separate document.

Fifty-four people attended the January 30 public meeting. Eighteen people presented verbal comments, which are summarized below and have been incorporated into the public comment record for the CBJ's North Douglas Crossing Project. A verbatim meeting transcript was not prepared.

The meeting opened with a presentation about the North Douglas Crossing project that addressed:

1. Key North Douglas Crossing objectives
2. Project status & history
3. Current project – Identify community's preferred route
 - Public involvement / community opinion
 - Refine crossing alternatives
 - Recommendation to CBJ Assembly
4. Summary of technical information regarding crossing alternatives, key issues
5. Review of alternative routings, dimensions, cost estimates

Summary of Public Comments (18 speakers)

1. Claude S. Epperson:
 - Preference: Supports a second crossing. Of alternatives presented, prefers Yandukin B, but with tunnel under entire width of channel. Also sees Salmon Creek as possible alternative; shortest crossing route.

- Concerned about construction of a surface road crossing in the wetland areas that would serve as a “ditching zone” for disabled aircraft attempting to land at Juneau International Airport.
 - Higher priority is to address existing road maintenance and safety issues.
 - If Capital moves, all assumptions for this project are moot.
 - “Hotspots” for birds move around, depending upon hunting pressure.
 - Note: Submitted written copy of testimony, included in written public record.
2. Jeff Sauer, President, Juneau Audubon Society:
- Preference: Salmon Creek (non-Refuge alternative)
 - Why:
 - Shortest, least expensive route.
 - Outside of Refuge.
 - Can locate away from environmental “hot spot” at Salmon Creek mouth.
 - Relieves traffic on existing bridge.
 - Can provide navigability with fixed span bridge.
 - Near hospital for emergency response.
 - No Airport impacts.
 - The four routes cross Mendenhall Wetlands State Game Refuge and valuable wetlands. Building in Refuge violates federal law (Section 4(f) of Department of Transportation Act of 1960. Section 4(f) prohibits use of public park and refuge lands for road building unless there is no feasible and prudent alternative. Salmon Creek is a feasible and prudent alternative.
 - The Refuge has been designated an Important Bird Area by the National Audubon Society.
 - Note: Submitted written copy of testimony, included in written public record.
3. MJ Grande, North Douglas resident:
- Preference: No location preference stated; but favors a second crossing to provide emergency route.
 - Refuge needs to be protected at all costs.
 - Shortest route with least footprint of fill on wetlands is best.
 - Comprehensive Plan for North Douglas neighborhood should be completed first, to inform decision about crossing location. “We are a neighborhood.”
 - Make sure any crossing carries sewer line to serve North Douglas.
 - Should reconsider having to maintain a navigable channel. Seek a variance from the U.S. Coast Guard.
 - Consider crossing location that connects to North Douglas Highway at the current ERA Helicopter location, with connection to Egan Drive at Twin Lakes.
 - Tunnel (Yandukin B) does not seem feasible.
4. Wayne Carnes, North Douglas resident:
- Preference: No preference stated; should reconsider options that are not on the table in this process.

- Home is located at the proposed intersection of the Sunny Point alternative with North Douglas Highway.
- Understands the need for a North Douglas crossing to reduce travel times.
- It is premature to choose a preferred alternative at this time, through this process. There are too many unanswered questions:
 - Each of the proposed alternatives would require CBJ to take private property to build. Why is the CBJ not considering a crossing route from Industrial Blvd. to the CBJ-owned land on Douglas Island at Peterson Creek?
 - Project should be linked with the Bench Road. This road is imperative to provide for safety by by-passing residential areas; has had long-time support, including in the CBJ Assembly October 2005 Resolution.
 - Need a traffic analysis specific to alternatives under consideration. How is it possible that there would be less traffic on North Douglas Highway, when traffic will increase with improved access? CBJ Comprehensive Plan says that traffic analysis should be done for the crossing, the Bench Road, and the two together, before decisions are made about either project.
 - Need to improve existing situation and mitigate for future traffic issues. A process to select a community preferred alternative that does not address mitigation is irresponsible.

5. Jim King, Sunny Point resident:

- Preference: Salmon Creek.
- Why:
 - Shortest distance.
 - Outside of the Refuge.
 - Eligible for federal funding without Section 4(f) issues.
 - Offers the best access to hospital.
 - Would take more pressure of existing bridge.
 - Building a high bridge to assure navigability would be possible.
 - Would not affect Airport.
- Does not support any route that goes through the Refuge. Refuge is extremely important to Juneau for many reasons (habitat, recreation, hunting, open space), and is important part of Juneau's "image," important for tourism.
- Movable span bridge would be frustrating for both vehicles and vessels.
- Concern that crossings farther west would facilitate "sprawl" development on West Douglas. Growth at that distance from main developed area of Juneau will come at high public cost for infrastructure and services. Questions how development in the West Douglas New Growth Area will be paid for.
- Should spend public money on higher priority existing needs in already developed areas.

6. Steve Sorensen, Sunny Drive resident:

- Preference: No preferred location. Premature to select; should be more public discussion of alternatives before selection.
- CBJ Assembly moved too fast to narrow the options. This is a disservice to the community and the North Douglas neighborhood.

- Should reconsider Salmon Creek and alternatives west of the Airport.
 - Premise for growth in West Douglas is “off.” Need to reassess if it is sensible for Juneau to grow in the West Douglas area. Growth should be accommodated through in-filling on Juneau’s mainland, especially in Lemon Creek area. Need to reconsider where population will want to live as we grow.
7. Del Carnes, Radcliffe Road resident:
- Preference: Salmon Creek, or further west (e.g., from Sherwood Lane on mainland to North Douglas boat harbor), or crossing to CBJ-owned land at Peterson Creek on North Douglas.
 - Alternatives too narrow. Public should have opportunity to comment on all 15 alternatives.
 - Does not support any routes that would require CBJ to take people’s property.
 - Does not support any routes that go across Refuge.
 - Must have a Bench Road if West Douglas is going to be developed, to avoid heavy traffic on North Douglas Highway.
8. Al Judson:
- Preference: Vanderbilt Hill with fixed span bridge
 - Why:
 - Shortest crossing of Refuge and wetlands.
 - Least impact to Airport.
 - Has environmental permitability.
 - Direct route to hospital and, if ferry terminal were built, would give people from outside Juneau better access to hospital than current ferry terminal allows.
 - Favors construction of North Douglas ferry terminal; would make shipment of goods easier, would have a positive impact on community, provide economic stability, and promote access to Capital City.
 - Has formed a committee and is gathering signatures for a petition to promote the North Douglas crossing and to build a ferry terminal on North Douglas Island.
9. Cheryl VanDyke, President, North Douglas Neighborhood Association (NDNA):
- Preference: No preferred location. Not opposed to crossing, but premature to select; should be more public discussion of alternatives before selection.
 - Selection of crossing location will initiate change on all of Douglas Island.
 - NDNA has had a dedicated Second Crossing Committee for past three years.
 - CBJ should prepare a Comprehensive Plan for North Douglas Island prior to making this decision. NDNA and residents have great ideas for how to plan for the area’s future – they want to contribute those.
 - Bench Road should be considered along with this project.
 - A North Douglas Impact Analysis should be prepared, to fully examine environmental, social and other impacts.

10. Esmail Peirovi, North Douglas resident:
- Preference: Supports crossing and will leave choice of best alternative to experts; seems like farthest west would best meet needs of community.
 - Why: Furthest from existing crossing would seem to best meet transportation need.
 - Supports North Douglas crossing.
 - Appreciates opportunity for public to be involved in community decision.
11. Linda Blefgen, Auke Bay resident:
- Does not support North Douglas Crossing project as it stands.
 - Public needs more transparent process; stop “barreling forward” to an answer.
 - A Comprehensive Plan for North Douglas neighborhood should be done to evaluate best location.
 - Bench Road is needed to mitigate North Douglas neighborhood’s concerns about traffic impacts.
 - Existing CBJ infrastructure is not being taken care of. That is more important priority than this project.
 - Lena Point subdivision (of CBJ land) is a reminder of city development projects that are not adequately planned. Public wastewater treatment promised, then not provided; concern that on-lot sewer systems will not be adequate.
12. Mary Willson:
- Preference: Of those on the table, Vanderbilt Hill Road crossing.
 - Why: Vanderbilt would have less impact to wildlife than Sunny Point, which is important area for resident population of Canada geese who feed on sedges there. Yandukin alternatives are “folly.” Airport will need to expand again and will come up against these alignments.
 - Maintaining navigability makes no sense, especially given high rate of isostatic rebound.
 - The push for this project appears to be to benefit developers, not the Juneau public.
13. Brad Fluetsch, North Douglas resident:
- Preference: No preference stated, but appreciates narrowing of the alternatives.
 - Supports North Douglas crossing to improve access, reduce fuel use and costs, save travel time.
 - Yandukin B (tunnel) raises security concerns under runway.
 - Juneau and Southeast Region is losing population. Must grow, and must be able to pay for our “spending appetite” for public projects.
 - Sacrifice of residents must be made for the public good. If the CBJ exercises eminent domain, should compensate with land not money.
14. Walter Majoros, North Douglas resident:
- Lives at “ground zero” for Sunny Point corridor.
 - Does not support project as it currently stands.

- The public process has been alarming to property owners.
- North Douglas is the community most impacted by the project. Their concerns are being recognized in project presentations, but not addressed and mitigated.
- North Douglas Impact Analysis needed. Impacts and issues of concern:
 - Property values?
 - Traffic north of the new crossing?
 - Our neighborhood and quality of life?
 - Mitigation?
 - Social and environmental?
- CBJ should prepare a Comprehensive Plan for North Douglas Island prior to making this decision. Consider transportation, safety, housing, utilities, and framework for future development of the Island.
- Bench Road should be considered along with this project. CBJ Comprehensive Plan calls for analyzing the Bench Road along with the second crossing.
- CBJ should go on record indemnifying property owners who face loss of property values due to being identified as being adjacent to future intersection.

15. Ellen Ferguson, North Douglas resident:

- Preference: Should further consider alternatives west of Airport (e.g., Industrial Blvd. to CBJ-owned land at Peterson Point).
- Why: Intersection further west would minimize impacts on North Douglas neighborhood. Offers better access to/from University, new High School, airport, shopping areas.
- Believes North Douglas crossing will eventually be built, but does not support the second crossing routes as currently identified.
- Current process is too rushed and unfair to residents.
- Concerns regarding impacts to North Douglas neighborhood.
 - Increase construction and traffic to residences in 5-7 mile.
 - Concern over potential need to widen highway.
 - Noise, light impacts.
 - N. Douglas community should not be degraded to promote housing development projects.
- Traffic study should have been completed before narrowing the options; community needs better traffic information to make an intelligent decision.
- Bench Road should be considered along with this project.
- Highway corridor from Fish Creek Road to Outer Point is an important scenic and recreation road corridor.

16. Tom Williams, Fritz Cove resident:

- Preference: Vanderbilt Hill Road crossing (provided written evaluation ranking alternatives, included in written public record.)
- Why: Vanderbilt has best access to hospital and least impact on: Refuge, Airport development, and cost.
- Need to avoid construction of a full bridge. Look for Congressional solution to navigability requirements. If must construct a bridge, make it a fixed span.

17. Andrew Pittman:

- Preference: NOT Yandukin alternatives.
- Why: Need to locate away from Airport.
- Supports North Douglas Crossing. Reduce emissions.

18. Haynes Tormey II

- Preference: Vanderbilt Hill Road.
- Why: Appears that least private property impacted. Lemon Creek is economic hub for community.
- Bench Road needed to accommodate future growth.