

APPENDIX M

Open House #1 Summary

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Participation Summary

SFHwy00079 Egan-Yandukin Intersection Improvements

Public Open House #1

Juneau, Alaska
January 27, 2020



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Acronyms and Abbreviations

Egan/Yandukin	Egan-Yandukin Intersection Improvements
PEL	Planning and Environmental Linkages
DOT&PF	Alaska Department of Transportation & Public Facilities
P&N	Purpose & Need

Introduction

This participation summary is used for tracking and documenting public and agency participation activities. It outlines involvement strategies and tactics used to engage the public and agency stakeholders on the Egan-Yandukin Intersection Improvements (Egan/Yandukin) project. The summary includes a description of the participation strategies implemented, tools used for implementation, and results of the participation activities.

The goal of these activities was to fulfill the first step in the Planning and Environmental Linkages (PEL) process being conducted by the Alaska Department of Transportation & Public Facilities (DOT&PF). This step is focused on engagement with the community and key agency stakeholders to develop the Purpose & Need (P&N) statement reflective of the community's concerns and needs.

Public Participation Activities

The project team conducted several activities to engage with and to solicit input on the P&N statement from the public and agencies. The participation activities included:

- Agency Meeting
- Community Focus Group
- Public Open House
- Online Open House

These activities provided ample opportunities for the public and agencies to engage with the project team and to provide feedback. Each of the participation activities are further discussed in the following sections.

Agency Meeting

On November 5, 2019, the project team hosted an Agency Meeting from 10:00 AM to 12:00 PM at the DOT&PF Headquarters in Juneau, Alaska. The purpose of this activity was to provide information on the project, solicit comments on the P&N statement, and to foster positive agency relations.

The meeting hosted twelve key agency representatives and provided them with the opportunity to meet the project team. The agencies represented included DOT&PF, U.S. Army Corps of Engineers, City and Borough of Juneau, and Alaska Department of Fish and Game. See Attachment A for the full list of attendees.

At the meeting, the project team gave a presentation (Attachment B) that outlined why the project team was there and what the purpose of the project is. The project team also presented information on the expected traffic changes, previous improvement efforts, existing crash data, current improvement efforts, and potential improvement options. Lastly, the presentation included information on PEL process and the role of the agencies and the community in the PEL process.



Please see Attachment C for the full summary of the meeting including the attendees, items discussed, and input provided.

Community Focus Group

On November 5, 2019, the project team hosted a Community Focus Group from 1:00 PM to 4:00 PM at the DOT&PF Headquarters in Juneau, Alaska. The purpose of this activity was to provide information on the project, solicit comments on the P&N statement, and to foster positive community relations.

The meeting hosted 26 community representatives from local businesses, public services, government agencies, community organizations, and religious groups. See Attachment D for the full list of the attendees and organizations represented.

At the meeting, the project team gave a presentation (Attachment E) that outlined why the project team was there and what the purpose of the project is. The project team also presented information on the expected traffic changes, previous improvement efforts, existing crash data, current improvement efforts, and potential improvement options. Lastly, the presentation described the importance of community involvement and specifically the role of the Community Focus Group.

Please see Attachment F for the full summary of the meeting including the attendees, items discussed, and input provided.

Public Open House

On November 19, 2019, the project team hosted a Public Open House from 4:00 PM to 7:00 PM at the Nugget Mall in Juneau, Alaska. The purpose of this activity was to provide information on the project, solicit comments on the P&N statement, and to foster positive community relations. The event hosted 118 attendees and provided them with an opportunity to meet the project team. Overall, the attendees provided ample feedback on a variety of topics.

Advertising

The public open house was advertised on the project's website (dot.alaska.gov/eganyandukin) and through outlets described in Table 1.

Table 1: Advertising for the Public Open House

Outlet	Date(s)	Details
Juneau Empire	11/03/2019 11/17/2019	An ad in the local newspaper advertising the Public Open House (Attachment G).
Flyers	11/13/2019	Flyers were provided to and distributed by the Juneau Arts & Humanities Council (Attachment H).
Facebook Event	11/13/2019	A Facebook Event was created by the DOT&PF page.
E-blasts	11/13/2019 11/15/2019 11/18/2019 11/26/2019 12/20/2019	Two e-blasts were sent out to notify the public about the event. One e-blast was sent a day prior to the event as a reminder. One e-blast announcing the Online Open House. One e-blast reminding the public about the end of the comment period. See Attachment I for the e-blasts.
Media Briefing	11/13/19	DOT&PF held a media briefing for reporters from the Juneau Empire, KTOO, and KINY.

Outlet	Date(s)	Details
Postcard	11/14/2019	Postcards (Attachment J) were mailed out to all of the residents and businesses within one-mile radius of the intersection, as well other identified stakeholders (Attachment K).
Press Release	11/15/2019	DOT&PF sent out a press release alerting media to the open house (Attachment L).
Information Kiosk	11/18/2019	Members of the project team set up an information kiosk inside Fred Meyer for two hours.
City and Borough of Juneau	11/19/2019	An article posted on the City and Borough website advertising the meeting.
KINY 800/94.9 & KTOO 104.3	11/19/2019	Public service announcement on the radio and a calendar entry on the radio stations' websites.

By combining a variety of advertising methods, the project team was able to reach a large audience across the state. The advertising methods above also generated additional earned media from various news outlets.

The Public Open House attendees were asked during sign-in to identify how they heard about the meeting. Results indicate that attendees primarily were informed about the meeting from the newspaper ads or articles and word of mouth (Figure 1). The word of mouth category includes work, friends, and family. The *other* category includes fliers, postcards, and information kiosk.

18% of the attendees did not identify how they heard about the meeting and are included in the *unknown* category.

Attendance

A total of 118 individuals signed in at the Public Open House (Attachment M). Most of the attendees were local residents seeking to learn more about the project and to share their comments on potential improvements. There were five attendees from Auke Bay, one from Anchorage, and one from Douglas. Several of the attendees did not specify where they reside.

The following list includes media representatives who were identified on the sign-in sheet:

- Jeremy Hsieh, KTOO
- Peter Segall, Juneau Empire

How did you hear about this meeting?

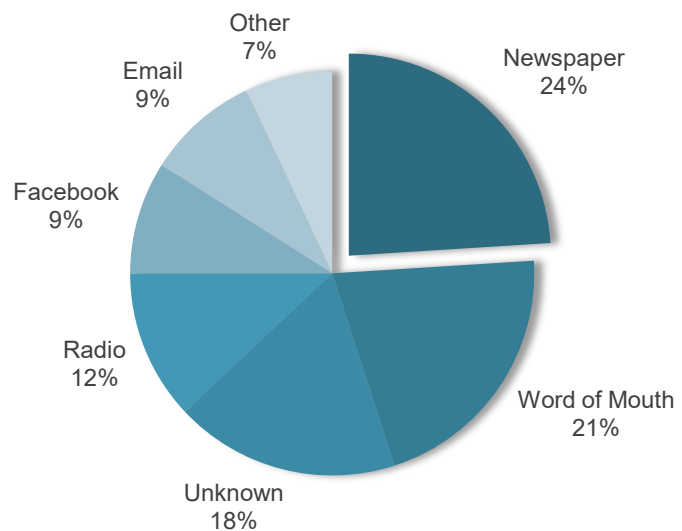


Figure 1: How did you hear about this meeting?



Representatives from the City and Borough of Juneau, Alaska State Legislature, and other Alaska State departments were in attendance.

Materials and Information Presented

At the Public Open House, the information was presented mainly through printed materials and interaction with the project team. Table 2 outlines all of the printed materials that were presented at the Public Open House.

Table 2: Public Open House Printed Materials

Materials	Description
Project Fact Sheet	Provided up-to-date information about the project and its current status.
Traffic Study Fact Sheet	Provided a summary of the Egan/Yandukin traffic and accident data from the Traffic Analysis completed in October 2019.
Project Specific PEL	Explained what the PEL process is and its benefits, how it is applicable to this project, and provided a timeline for the PEL process.
Frequently Asked Questions	A list of commonly asked questions by the public with answers provided to each.
P&N	A draft version of the P&N statement for public review.
Posters	A total of thirteen posters were presented at the Public Open House. Information presented on the posters is further discussed following this table.
E-blast Sign-Up	Sign-In Sheet included an option to opt in for the project related e-blasts.

The thirteen posters presented at the Public Open House included information about the following topics:

- **Project Area** – a map showing the location of the project.
- **Egan/Yandukin Improvements Timeline** – a timeline indicating past, current, and future progress in the project area.
- **Why Are We Here?** – a poster explaining the purpose of this project.
- **Corridor Improvement Goals** – a poster explaining the goals of the potential improvements.
- **Expected Traffic Changes** – a poster explaining how the traffic volumes will change in the next twenty years.
- **Data Show Corridor Conditions Affect Intersection Crash Rates** – graphs showcasing the traffic study crash data in a reader friendly format.
- **Previous Improvement Efforts** – a timeline showcasing previous improvement efforts, including brief description of each improvement.
- **Current Improvement Efforts** – a poster describing the undergoing efforts.
- **Examples of Potential Improvement Options** – graphics showcasing potential options for improvements in the area.
- **Long-Term Corridor Improvements** – a poster describing the long-term benefits of this project and a one-year schedule of anticipated next steps to move the project forward.

Each of the posters was accompanied by a project team member to further discuss and explain the information presented on the posters to the public.

Please see Attachment N for all of the printed materials including the posters.



Online Open House

On November 20, 2019, an Online Open House was published for public. The purpose of this Online Open House was to provide an opportunity to view information and materials that were presented at the Public Open House on November 19, 2019. This allowed individuals who were not able to attend the Public Open House to learn about the project and to submit comments.

The Online Open House hosted 168 visitors. Nearly half of these visitors were from Juneau. See Attachment O for the full breakdown of the Google Analytics.

Comments

As a result of the public and agency participation activities, the project team received a total of 133 comments from 65 commentators during the comment period, which lasted from November 3 to December 20, 2019. Of the total comments received, 39 comments were sent to the public email box at eganyandukin@alaska.gov.

All comments including those posted on the map at the meeting are listed in Attachment P.

Public engagement in the Egan/Yandukin project is primarily generated by concerns about intersection safety. Thus, safety is assumed to be a central issue for most commenters even if safety is not directly mentioned in comments.

The project team categorized the suggestions for intersection improvements into twelve categories. Table 3 outlines the twelve categories and the number of comments in each category.

Table 3: Comment Categories

Category	Number of Comments	Description
Design: Improving Connectivity	27	Comments addressing the issue of connectivity in the corridor, specifically extension of surrounding roads for additional means of traffic flow.
Design: Adding a Stoplight	24	Comments that both support and oppose an addition of a stoplight at the intersection.
Design: Overpass	19	Comments that both support and oppose construction of an overpass at the intersection.
Design: Eliminating Left Turns	18	Comments that both support and oppose the elimination of the left-hand turn onto Glacier Highway.
Reducing Speed	9	Comments supporting a reduction in speed at all or partial times.
Other	9	Comments with new ideas.
Improving Safety	8	Comments addressing the safety of the intersection and call for improvements.
Driving Behavior	7	Comments addressing driving behavior as the main cause of safety concerns.
Adding Signage	6	Comments calling for additional signage as the solution.
Design: Traffic Data Inquiries	4	Comments addressing traffic data that has been presented. Comments either ask for additional data or don't consider the data to be enough to justify any improvements.
Purpose & Need Feedback	1	Comments addressing the P&N statement.

Design: Alternative Modes of Transportation	1	Comments addressing safety for alternative modes of transportation such as bikes.
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Figure 2 is the graphical representation of the twelve categories and the number of comments in each category.

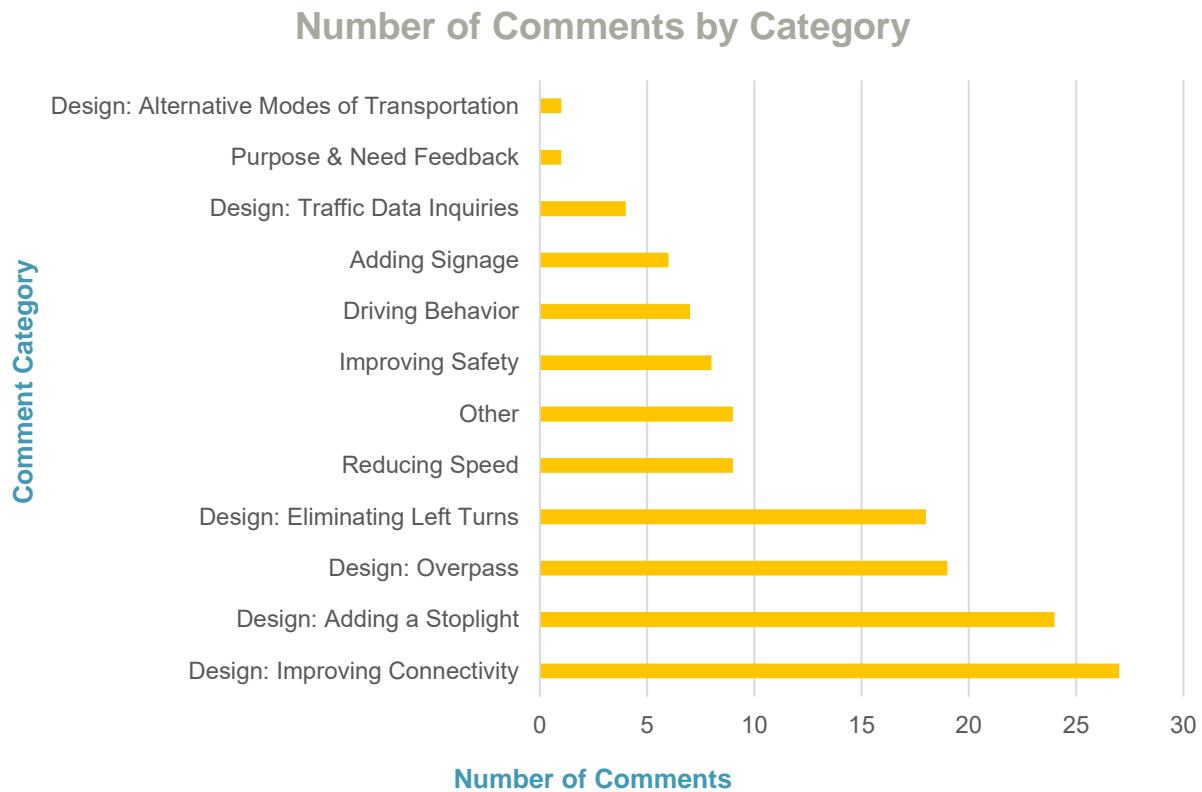


Figure 2: Number of comments in the identified categories

Figure 2 shows that *Improving Connectivity* is the primary concern for the public. Comments addressing the addition of a stoplight received the second most comments.

Figure 2 shows that *Improving Connectivity* was the public’s most-often mentioned suggestion for improving the intersection. Comments addressing the addition of a stoplight received the second most comments.

Key Takeaways

The project team further analyzed the comments to develop key takeaways. The key takeaways from the submitted comments are:

- **Safety** – the public is concerned about the safety of the intersection and the perceived large number of incidents that occur there.

- **Connectivity** – this intersection is the only connection between two major parts of the city and is often congested with traffic.
- **Short-term vs. Long-term Solutions** – the public is looking for both immediate solutions and long-term solutions to improve safety in the area.
- **Driving Behavior** – the public sees driving behavior as one of the contributing factors to the safety concerns and ask for public education on better driving techniques.

Earned Media

As mentioned in the *Attendance* section, two media representatives were identified at the Public Open House. Table 4 identifies the media coverage, both before and after the Public Open House.

Table 4: Earned Media

Outlet	Date	Title
KTOO Public Media	11/01/2019	<i>Collision near Juneau's Fred Meyer causes multiple injuries</i>
KTOO Public Media	11/05/2019	<i>Traffic engineers back \$34M highway interchange at accident-prone Juneau intersection</i>
Juneau Empire	11/18/2019	<i>DOT to hold public meeting on Fred Meyer intersection</i>
Juneau Empire	11/20/2019	<i>Public gives feedback on proposed Fred Meyer intersection changes</i>
KTOO Public Media	11/21/2019	<i>Alaska DOT trying new project planning approach for intersection near Juneau's Fred Meyer</i>

The media leading up to the Public Open House included information about the event, aiding the project team in the advertising efforts.

Follow Up

All attendees who provided contact information and agreed to sign up for the email list have been added to the email list. The attendees were encouraged to visit the project website for future updates.



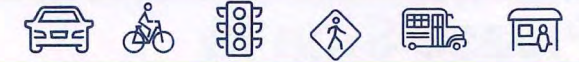
Attachment A: Agency Meeting Sign-in Sheet

Egan / Yandukin Intersection Improvements

EGAN / YANDUKIN

Please Sign In

Alaska Department of Transportation & Public Facilities



Agency Meeting – Tuesday, November 5, 10 AM - 12:00 PM

Intersection Improvements

Name (Please print)	Organization	Title	Mailing Address	Phone	Email	Join the e-mail list! Y or N
Michael Horowitz	Project Team	TRANSPORTATION	719 2 ND AVE ^{SUITE 200} SEATTLE WA 98101	206 794 5387	mhorowitz@parametrix.com	N
Emily Haynes	Project Team/DOFPF	Env. Analyst		907-465-1926	emily.haynes@alaska.gov	n/a
Irene Gallion	CBS EDN	SR. PLANNER		907-465-	irene.gallion@juneau.org	Y
Delana Wilks	USACE	Reg. Spc.		907-790-4494	delana.b.wilks@USACE.ARMY.mil	N
Jesse Lindgren	ADF+G	Habitat Biologist		907 465 1635	jesse.lindgren@alaska.gov	Y
Adam Moser	DOT	NEPA Mgr			adam.moser@alaska.gov	Y
MIKE LESMANN	DOT	Leg Liaison		465.4772	mike.lesmann@alaska.gov	N



Attachment B: Agency Meeting Presentation

EGAN / YANDUKIN Meeting Purpose:

- Learn about the Egan/Yandukin traffic study results
- Next steps for improving Egan/ Yandukin intersection

Intersection Improvements

Egan Drive and Yandukin Drive Intersection Improvements Project

November 5, 2019
Agency Group

EGAN / YANDUKIN

Intersection Improvements Welcome & Opening Remarks

EGAN / YANDUKIN

Intersection Improvements Safety, Facilitation & Administrative

EGAN / YANDUKIN

Intersection Improvements Introductions

EGAN / YANDUKIN
Intersection Improvements

Project Presentation

EGAN / YANDUKIN
Intersection Improvements

Project Location Map

Fred Meyer

Juneau Airport

Aerial Image as of 2017

EGAN / YANDUKIN
Intersection Improvements

Why Are We Here?

In order to improve traffic and pedestrian safety at the Egan Drive and Yandukin Drive intersection, DOT&PF is actively working on corridor-scale safety and connectivity improvements.

- Safety**
 - Intersection crash severity is of concern.
 - Left turns from Egan Drive are involved in a high percentage of intersection crashes.
- Connectivity**
 - Egan Drive is important for both local and through-traffic. It serves cars, buses, and trucks.
 - Previous analysis identified preliminary intersection improvement alternatives that require further analysis and refinement.

EGAN / YANDUKIN
Intersection Improvements

Project Purpose

Improve safety and connectivity for transportation users, provide access for pedestrians and bicyclists, and maintain acceptable traffic flow around the intersection of Egan and Yandukin Drives.

	Safety	System Connectivity
Traffic Delay	Non-Motorized Access	Economic Growth

EGAN / YANDUKIN
Intersection Improvements

Purpose & Need Feedback

EGAN / YANDUKIN
Intersection Improvements

Expected Traffic Changes

An average of 29,000 vehicles per day drove through the intersection in 2017.

Year	Number of Vehicles (in thousands)
2017	29,000
2040	30,700

Traffic volume by 2040 is projected at 30,700 vehicles per day. Predicted effects are:

- The intersection will continue to function within acceptable standards for vehicles driving on Egan Drive.
- Drivers turning left will experience increased delays of 1-2 minutes during rush hours.
- Increased traffic volume will likely increase crash frequency if no action is taken.

EGAN / YANDUKIN
Intersection Improvements

Previous Improvement Efforts

- 2012 – Offset lanes to provide better visibility.
- 2013 – Enhanced lighting throughout Egan corridor.
- 2014-2016 – Monitoring of turn lane and lighting improvements, traffic study initiated (2016).
- 2017-2019 – Traffic Study updates, stakeholder groups established, project open houses

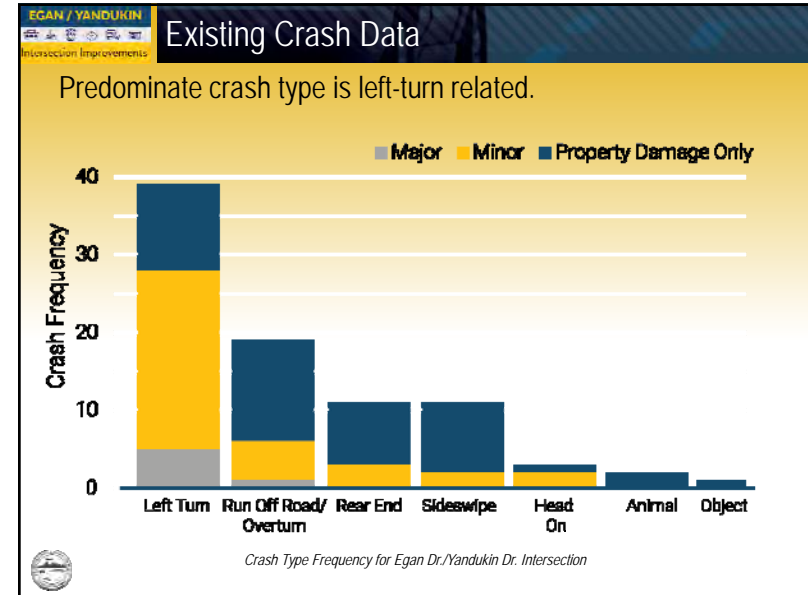
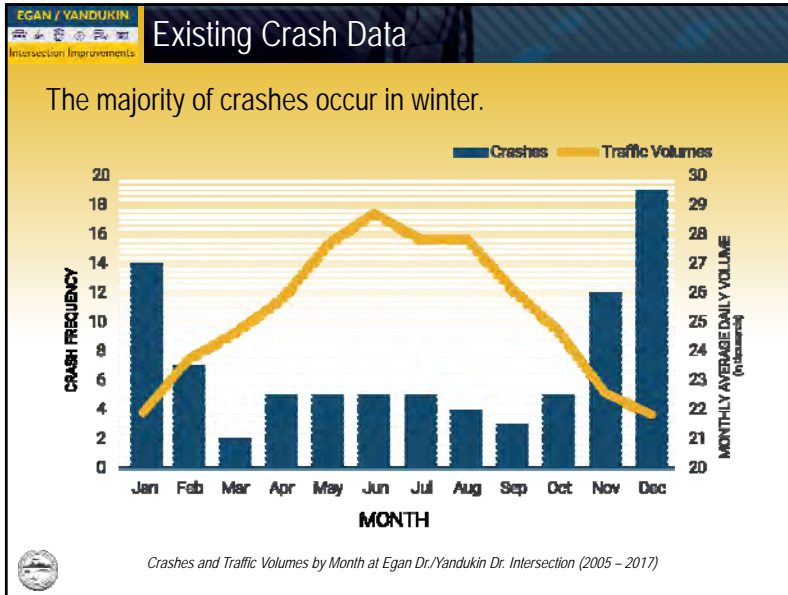
EGAN / YANDUKIN
Intersection Improvements

Existing Crash Data

Year	Crash Frequency	Egan AADT (in thousands)
2005	5	25
2006	5	23
2007	6	24
2008	9	23
2009	2	23
2010	10	23
2011	5	23
2012	8	24
2013	9	25
2014	6	26
2015	5	27
2016	6	28
2017	10	29

Number of Crashes at Egan Dr./Yandukin Dr. Intersection (2005 – 2017)

Not weighted by crash severity



Current Improvement Efforts

DOT&PF is working on a project to evaluate options for improving the safety, connectivity, and reliability of the corridor.

Right now, DOT&PF is engaging the community of Juneau to identify possible ways to improve the project area in the near term and in the long term.

The team is evaluating a wide variety of options that range in scale, impact, cost, and timeline.

Potential Improvement Options

DOT&PF is analyzing ways that the intersection can be improved without major construction.

- Reduce conflicts between turning vehicles:** Includes diagrams showing lane adjustments and traffic flow changes.
- Eliminate turning movements:** Includes diagrams showing the removal of certain turning lanes to simplify traffic flow.
- Provide more frequent gaps in traffic:** Includes a traffic light cycle diagram and a map of the intersection area.
- Reduce speeds to reduce crash severity:** Includes a map showing speed limit changes and safety zones.

EGAN / YANDUKIN
Intersection Improvements

Potential Improvement Options

Options for major construction improvements are also under analysis.




EGAN / YANDUKIN
Intersection Improvements

Egan/Yandukin Improvements Timeline

Roadmap

SFH WY00079 - Egan & Yandukin Intersection

Schedule	Q4 2019	Q1 2020	Q2 2020	Q3-Q4 2020
Planning & Engineering	Transportation data update, draft purpose & need statement, identification of potential immediate improvements	Alternatives development, development of immediate improvements	Alternatives screening	Draft FEL Report
Agency Coordination	Purpose & Need	Alternatives Development & Screening Criteria	Alternatives Screening/Recommendation	
Community Focus Group	Purpose & Need	Alternatives Collaboration	Alternatives Development Feedback & Screening Criteria	Alternatives Recommendation
Public Open House	Traffic Study Findings & Purpose & Need	Alternatives Development & Screening Criteria	Screening Results & Recommendations	
Project Phases & Milestones	Draft PSN	Final PSN	Preliminary Alternatives	Preliminary Draft Final Screening, DR, Report, FEL Report


* Additional agency coordination and community focus group meetings will be scheduled as needed

Rev: November 3, 2019



EGAN / YANDUKIN
Intersection Improvements

Break




EGAN / YANDUKIN
Intersection Improvements

Agency Engagement




EGAN / YANDUKIN
Intersection Improvements

Benefits of PEL Process for Projects




- Include agencies and public stakeholders early
- Help the public and agencies assess options and provide input that reflects community priorities
- Accelerate project delivery
- Gain lasting project support through transparent and regular coordination
- Document community and stakeholder input and the decision-making process
- Select a recommended alternative(s)
- Products support construction project funding, design, and environmental approval work




EGAN / YANDUKIN
Intersection Improvements


Public Input in the PEL Process




- A PEL study includes several opportunities to verify broad community participation in this important process. For this project:
 - Three agency meetings
 - Three public meetings
 - And ... listening posts and online open houses



- Feedback from agencies, the community, and stakeholders is central to the development of solutions that reflect a balance of state and local needs.
 - Community Focus Group
 - Agency Advisory Group
 - Direct work with nearby residents and property owners



- Public involvement in the project will help DOT&PF develop a set of recommended solutions for improving the Egan / Yandukin area.



EGAN / YANDUKIN
Intersection Improvements

Project Team Expectations

As part of the project team objectives, we want to foster a collaborative and productive environment. We are committed to:



- Being respectful of opinions
- Sharing ideas and concerns
- Listening with curiosity



EGAN / YANDUKIN
Intersection Improvements

Project Team Roles




- **DOT&PF**
 - Brief stakeholders at major project milestones.
 - Collect feedback and show how it was used.
- **Community Focus Group**
 - Provide input on behalf of entities they represent.
 - Keep others informed of project progress.
- **Agency Advisory Group**
 - Provide regulatory guidance on project.




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Intersection Improvements

Agency Advisory Role







- Be briefed at major project milestones and give input to the study team on behalf of the entities they represent.
- Collaborate in the development and screening of alternatives to narrow the list of those that will be evaluated in the NEPA and design processes.



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Intersection Improvements

Agency Involvement in the PEL Process

- A PEL process includes several agency input opportunities.
- Agency input is essential because DOT&PF intends to use products from the PEL study report in future environmental review processes.
 - Purpose and need
 - Alternatives determined unreasonable
 - Recommended alternatives
 - Environmental resources and impacts
 - Mitigation strategies
- Active engagement is particularly important for those agencies expected to issue permits or approvals because future approvals will use information developed during the PEL process



EGAN / YANDUKIN
Intersection Improvements

Public Engagement




EGAN / YANDUKIN
Intersection Improvements

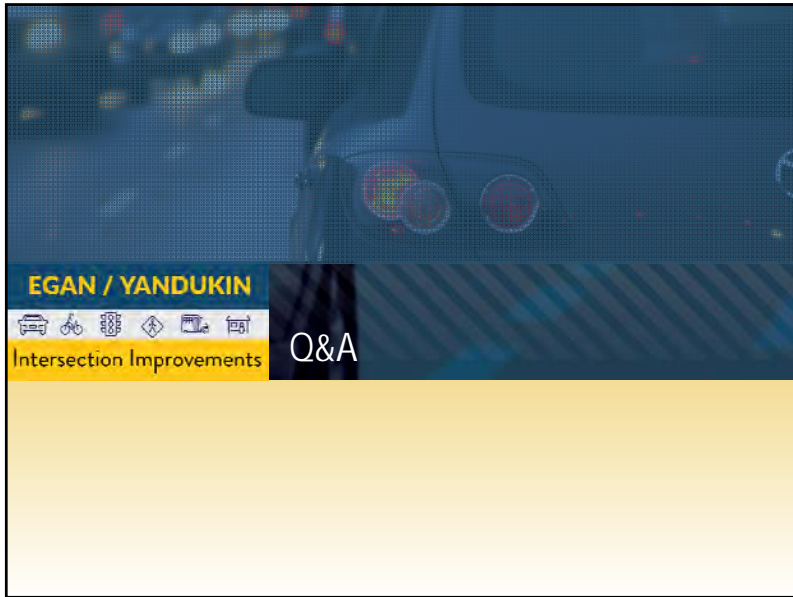
Public Engagement



Public Open House

Tuesday, November 19, 2019
4 PM – 7 PM
Nugget Mall Community Room
8745 Glacier Hwy, Juneau, AK 99801





EGAN / YANDUKIN

Intersection Improvements

Q&A



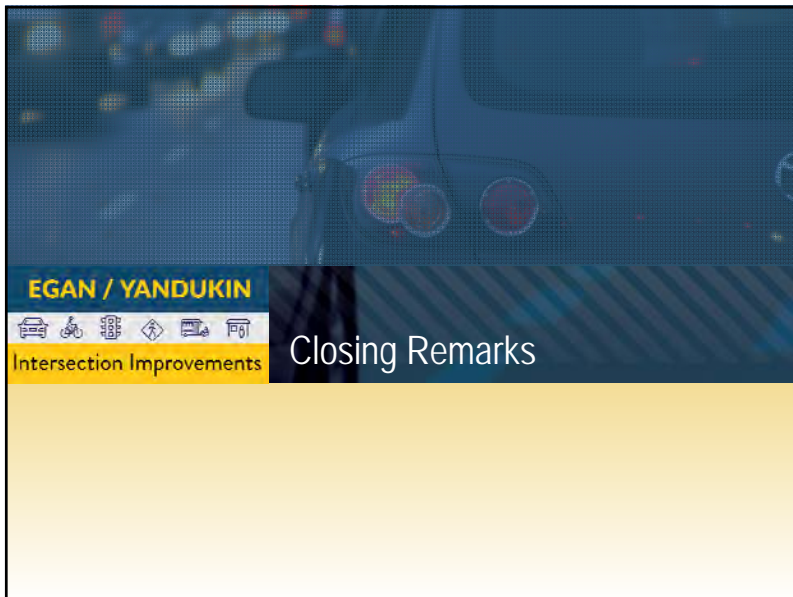
EGAN / YANDUKIN

Intersection Improvements

Action Items
Next Steps

 <http://dot.alaska.gov/eganyandukin>

 eganyandukin@alaska.gov



EGAN / YANDUKIN

Intersection Improvements

Closing Remarks



Attachment C: Agency Meeting Summary



Meeting Summary

Project:	Egan Yandukin Intersections Improvements Project	
Subject:	Agency Meeting	
Date:	Tuesday, November 05, 2019	
Location:	DOT&PF Headquarters, Room 140	
Attendees:	Joanne Schmidt, DOT&PF Christopher Goins, DOT&PF David Epstein, DOT&PF Adam Moser, DOT&PF Ben Storey, DOT&PF Emily Haynes, DOT&PF Mike Lesmann, DOT&PF	Michael Horntvedt, Parametrix Irene Gallion, City and Borough of Juneau Jesse Lindgren, ADF&G Pelana Wilks, USACE Randal Vigil, USACE Yumi [unknown], ADEC Bill O'Connel, ADEC

WELCOME AND OPENING REMARKS

Jim Brown welcomed everyone who was in attendance and discussed the importance of the Egan/Yandukin intersection.

SAFETY, FACILITATION, AND ADMINISTRATIVE

Josie Wilson went over the agenda, purpose, and objectives of the meeting. She also established meeting decorum.

INTRODUCTIONS

The attendees went around and introduced themselves, what organization they are with, and what their role in the project is.

PROJECT PRESENTATION

Jim expressed that the goal for this project is to improve traffic and pedestrian safety. He then went on to discuss the project purpose and need and complete a related activity.

Jim presented the project purpose and need to the meeting attendees. The attendees then presented their comments and suggestions for edits to the statement. Below is a summary of those comments.

- General/Overall
 - Clarify if the purpose and need statement is for the project or for the PEL study.

Overall, there were no other comments made at the meeting. The attendees were encouraged to further review the statement and submit their comments to the project team.

Jim went on to discuss the findings of the traffic study. He presented the current traffic data and the projected numbers for 2040. He then went on to discuss what improvements have been implemented to date. Jim also pointed out that there haven't been further improvements as there hasn't been enough time to monitor the latest improvements.



Jim then discussed the current and future stages of the project. These steps include the updated traffic report and community and agency engagement.

AGENCY AND PUBLIC ENGAGEMENT

Emily Haynes provided a further background on what PEL does and how it works. She also emphasized the importance of agency and public involvement in this process. Emily pointed out that the purpose and need developed during the PEL study will be used in the NEPA process.

Emily then discussed the next steps of the PEL process, establishing that there will be continuous agency and public involvement, as this involvement will also assist in developing and screening of alternatives.

QUESTIONS

During the meeting, several questions were asked by the participants. Below is the summary of those questions and the answers provided by the project team.

- **Will DOT&PF be acting a state or a federal agency of this project?**
 - DOT&PF will be acting as the Federal Highway Administration.
- **Is there an established timeline for future collaboration and agency involvement? A clear outline will help agencies to plan accordingly to provide valuable input.**
 - This is something that can be built into the schedule.
- **What effect, if any, will improvements to Egan/Yandukin will have on McNugget intersection, and are there opportunities to improve both?**
 - Any improvements to Egan/Yandukin will likely have impacts on the McNugget, but those effects have not been completely analyzed.
- **Is McNugget intersection more dangerous?**
 - The crash rate is higher than at Egan/Yandukin.

COMMENTS

At the end of the meeting some of the members provided additional comments and suggestions regarding the project. Below is a summary of those comments.

- Be mindful of the land development in the area. Industrial subdivision is starting to be developed in that area, and there is more land in the area that could potentially start developing soon.



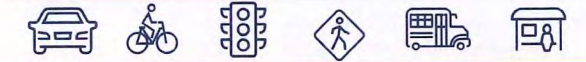
Attachment D: Community Focus Group Sign-in Sheet

Egan / Yandukin Intersection Improvements

EGAN / YANDUKIN

Please Sign In

Alaska Department of Transportation & Public Facilities



Community Focus Group – Tuesday, November 5, 1:00 - 4:00 PM

Intersection Improvements

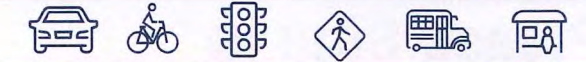
Name (Please print)	Organization	Email	Phone	Street Address	City	State	ZIP Code
Eric Eriksen	AEL&P and Juneau Chamber	Eric.Eriksen@AELP.com	321-6336	5601 Tansgard Court	Juneau	AK	99801
IRENE GALLION	CBJ CDD	irene.gallion@juneau.org		155 S. SEWACA	JUNEAU	AK	99801
SCOTT ERICKSON	CBJ JPD	serickson@juneaupolice.com	500-0600	6255 ADAMAY AVE	JUNEAU	AK	99801
Patty Wahto	CBJ AIRPORT	pwahto@jnuairport.com	789-7821	1873 Shell Simons DR #200	Juneau	AK	99801
Rob Welton	Juneau Firewheelers	robbrose@gci.net	364-2779	2188-B Lawson Creek Rd	Douglas	AK	99824
Rich Etheridge	CCFIR Fire Dept	rich.etheridge@juneau.ak.us	586-0251	820 GLENWAY	Juneau	AK	99801
Michelle Hale	Juneau Assembly	michelle.hale@juneau.org	723-4990	4331 Taku Blvd	"	"	"
JESSE KIEHL	State Senate	Sen.jesse.kiehl@akleg.gov	465-4947	State Capitol 320 W. Willoughby Ave suite 300	Juneau	AK	99801
John Hawkins	CCTHITA	jhawkins@ccthita-nstn.gov	463-7763	6860 Glacier Hwy 99811	Juneau	AK	99801
Ben Storey	DOT&PF	benjamin.storey@alaska.gov	465-4509		Juneau	AK	99811
Royal Hill	CCTHITA	rhill@ccthita-nstn.gov	463-7764				
Emily Haynes	DOT&PF Project Team	emily.haynes@alaska.gov	465-1826				

Egan / Yandukin Intersection Improvements

EGAN / YANDUKIN

Please Sign In

Alaska Department of Transportation & Public Facilities



Agency Meeting – Tuesday, November 5, 10 AM - 12:00 PM

Intersection Improvements

Name (Please print)	Organization	Title	Mailing Address	Phone	Email	Join the e-mail list! Y or N
Michael Hornstedt	Project Team	TRANSPORTATION	719 2 nd AVE ^{SUITE 200} SEATTLE WA 98101	206 794 5387	mhornstedt@parametrix.com	N
Emily Haynes	Project Team/DOT/PF	Env. Analyst		907-465-1826	emily.haynes@alaska.gov	n/a
Irene Gallion	CBS EDI	SR. PLANNER		907-465-	irene.gallion@juneau.org	Y
Delana Wilks	USACE	Reg. Spc.		907-790-4494	delana.l.wilks@USACE.ARMY.mil	N
Jesse Lindgren	ADF+G	Habitat Biologist		907 465 1635	jesse.lindgren@alaska.gov	Y
Adam Moser	DOT	NEPA Mgr			adam.moser@alaska.gov	Y
MIKE LESMANN	DOT	Leg Liaison		465.4772	mike.lesmann@alaska.gov	N



Attachment E: Community Focus Group Presentation

EGAN / YANDUKIN

Meeting Purpose:

- Learn about the Egan/Yandukin traffic study results
- Next steps for improving Egan/ Yandukin intersection

Intersection Improvements

Egan Drive and Yandukin Drive Intersection Improvements Project

November 5, 2019
Community Focus Group

EGAN / YANDUKIN

Welcome & Opening Remarks

Intersection Improvements

EGAN / YANDUKIN

Safety, Facilitation & Administrative

Intersection Improvements

EGAN / YANDUKIN

Introductions

Intersection Improvements

EGAN / YANDUKIN

Intersection Improvements

Project Presentation

EGAN / YANDUKIN

Intersection Improvements

Project Location Map

Fred Meyer

Juneau Airport

Aerial Image as of 2017

EGAN / YANDUKIN

Intersection Improvements

Why Are We Here?

In order to improve traffic and pedestrian safety at the Egan Drive and Yandukin Drive intersection, DOT&PF is actively working on corridor-scale safety and connectivity improvements.

- **Safety**
 - Intersection crash severity is of concern.
 - Left turns from Egan Drive are involved in a high percentage of intersection crashes.
- **Connectivity**
 - Egan Drive is important for both local and through-traffic. It serves cars, buses, and trucks.
 - Previous analysis identified preliminary intersection improvement alternatives that require further analysis and refinement.

EGAN / YANDUKIN

Intersection Improvements

Project Purpose

Improve safety and connectivity for transportation users, provide access for pedestrians and bicyclists, and maintain acceptable traffic flow around the intersection of Egan and Yandukin Drives.

	Safety	System Connectivity
Traffic Delay	Non-Motorized Access	Economic Growth

EGAN / YANDUKIN
Intersection Improvements

Purpose & Need Feedback

EGAN / YANDUKIN
Intersection Improvements

Expected Traffic Changes

An average of 29,000 vehicles per day drove through the intersection in 2017.

Year	Number of Vehicles (in thousands)
2017	29,000
2040	30,700

Traffic volume by 2040 is projected at 30,700 vehicles per day. Predicted effects are:

- The intersection will continue to function within acceptable standards for vehicles driving on Egan Drive.
- Drivers turning left will experience increased delays of 1-2 minutes during rush hours.
- Increased traffic volume will likely increase crash frequency if no action is taken.

EGAN / YANDUKIN
Intersection Improvements

Previous Improvement Efforts

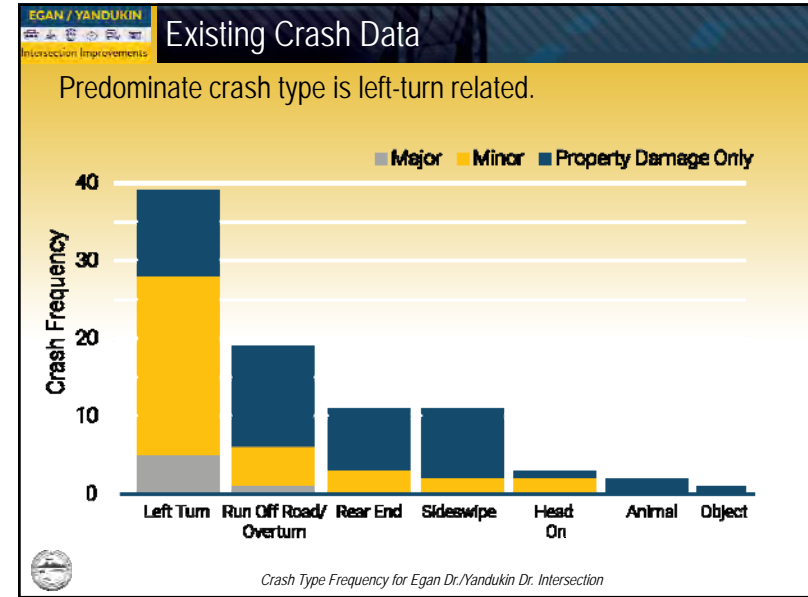
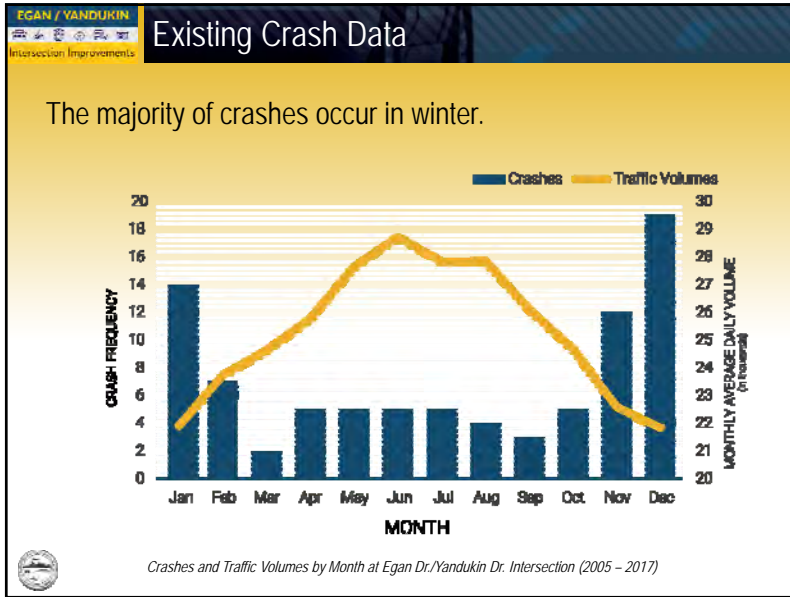
- 2012 – Offset lanes to provide better visibility.
- 2013 – Enhanced lighting throughout Egan corridor.
- 2014-2016 – Monitoring of turn lane and lighting improvements, traffic study initiated (2016).
- 2017-2019 – Traffic Study updates, stakeholder groups established, project open houses

EGAN / YANDUKIN
Intersection Improvements

Existing Crash Data

Year	Crash Frequency	Egan AADT (in thousands)
2005	5	25
2006	5	23
2007	6	24
2008	9	22
2009	2	23
2010	10	24
2011	5	23
2012	8	24
2013	9	26
2014	6	27
2015	5	28
2016	6	29
2017	10	30

Number of Crashes at Egan Dr./Yandukin Dr. Intersection (2005 – 2017)
Not weighted by crash severity



Current Improvement Efforts

DOT&PF is working on a project to evaluate options for improving the safety, connectivity, and reliability of the corridor.

Right now, DOT&PF is engaging the community of Juneau to identify possible ways to improve the project area in the near term and in the long term.

The team is evaluating a wide variety of options that range in scale, impact, cost, and timeline.

Potential Improvement Options

DOT&PF is analyzing ways that the intersection can be improved without major construction.

EGAN / YANDUKIN
Intersection Improvements

Potential Improvement Options

Options for major construction improvements are also under analysis.

EGAN / YANDUKIN
Intersection Improvements

Egan/Yandukin Improvements Timeline

Roadmap

SFH WY00079 - Egan & Yandukin Intersection

Schedule	Q4 2019	Q1 2020	Q2 2020	Q3-Q4 2020
Planning & Engineering	Transportation data update, draft purpose & need statement, identification of potential immediate improvements	Alternatives development, development of immediate improvements	Alternatives screening	Draft PEL Report
*Agency Coordination	Purpose & Need	Alternatives Development & Screening Criteria	Alternatives Screening/Recommendation	
*Community Focus Group	Purpose & Need	Alternatives Collaboration	Alternatives Feedback & Screening Criteria	Alternatives Recommendation
Public Open House	Traffic Study Findings & Purpose & Need	Alternatives Development & Screening Criteria	Screening Results & Recommendations	
Project Phases & Milestones	Draft P&N	Final P&N	Preliminary Alternatives	Preliminary Draft Final Screening, PE, Report, PE Support
	Purpose & Need Development		Alternatives Development	
			Alternatives Screening	

* Additional agency coordination and community focus group meetings will be scheduled as needed

Rev: November 3, 2019

EGAN / YANDUKIN
Intersection Improvements

Break

EGAN / YANDUKIN
Intersection Improvements

Community Input

- Several formal public input opportunities will be provided.
- Feedback from the community and stakeholders is central to the development of solutions.
- Public involvement will help DOT&PF develop a set of recommended solutions for improving the corridor.

EGAN / YANDUKIN
Intersection Improvements

Project Team Roles



- DOT&PF
 - Brief stakeholders at major project milestones.
 - Collect feedback and show how it was used.
- **Community Focus Group**
 - Provide input on behalf of entities they represent.
 - Keep others informed of project progress.
- Agency Advisory Group
 - Provide regulatory guidance on project.



EGAN / YANDUKIN
Intersection Improvements

Project Team Expectations

As part of the project team objectives, we want to foster a collaborative and productive environment. We are committed to:




- Being respectful of opinions
- Sharing ideas and concerns
- Listening with curiosity


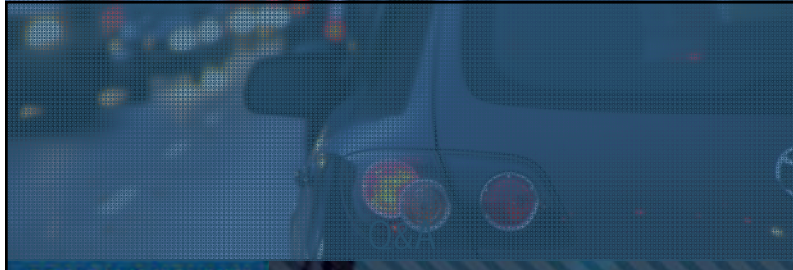


EGAN / YANDUKIN
Intersection Improvements

Community Focus Group Role



- Be briefed at major project milestones and give input to the study team on behalf of the entities they represent.
- Keep their respective workplaces, neighborhoods, organizations, and community groups informed of project progress.
- Serve as ambassadors for the project and its outcomes in the community.

EGAN / YANDUKIN
Intersection Improvements

Q&A



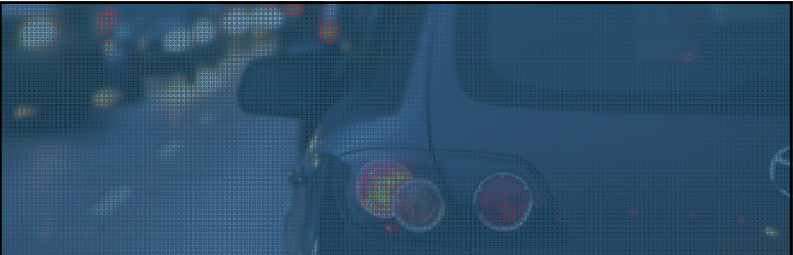
EGAN / YANDUKIN

Intersection Improvements

Action Items
Next Steps

 <http://dot.alaska.gov/eganyandukin>

 eganyandukin@alaska.gov



EGAN / YANDUKIN

Intersection Improvements

Closing Remarks



Attachment F: Community Focus Group Summary



Meeting Summary

Project:	Egan Yandukin Intersections Improvements Project	
Subject:	Community Focus Group	
Date:	Tuesday, November 05, 2019	
Location:	DOT&PF Headquarters, Room 140	
Attendees:	<p>Eric Eriksen, AEL&P and Juneau Chamber Irene Gallion, City and Borough of Juneau Scott Erickson, Juneau Police Department Patty Wahto, Juneau International Airport Rob Welton, Juneau Freewheelers Richard Etheridge, Capital City Fire/Rescue Michelle Hale, City and Borough of Juneau Jesse Kiehl, State Senate John Hawkins, Central Council of Tlingit and Haida Indian Tribes of Alaska Ben Storey, DOT&PF Roayl Hill, Jr., Central Council of Tlingit and Haida Indian Tribes of Alaska Emily Haynes, DOT&PF</p>	<p>Michael Horntvedt, Parametrix Sergie Niehaus, City and Borough of Juneau Michael Rose, Juneau Christian Center David Blommer, Bicknell, Inc. Bilal S Al-Bayati, DOT&PF Brett Wells, DOT&PF Charlie Williams, Greater Juneau Chamber of Commerce Richelle Martens, DOT&PF Verne Skagerberg, DOT&PF Scott Gray, DOT&PF Andi Story, State Representative Hal Kulum, CBJ David Epstein, DOT&PF Jerry Godkin, Juneau International Airport</p>

SAFETY, FACILITATION, AND ADMINISTRATIVE

Josie Wilson went over the agenda, purpose, and objectives of the meeting. She also established meeting decorum.

INTRODUCTIONS

The attendees went around and introduced themselves, what organization they are with, and shared their expectations for the meeting.

TRAFFIC STUDY

Jim Brown pointed out that while safety is one of the major concerns for this intersection, connectivity is another important issue that is getting addressed in this intersection. Jim went on to discuss some of the future changes to the traffic flow in the area by 2040 if no action is taken. This includes increased number of vehicles and increased wait times for turning. Jim also discussed the difficulty of obtaining funding for this project as it is currently not considered a high risk.

Jim then went over the improvements that have already happened in the area and that it is hard to determine the effects of those improvements as not enough time has passed.

At the end of the traffic study presentation, several members of the public questioned how the public and first responder perceptions of the intersection and the traffic issues are captured in the development of this project and how it measures against the traffic study data.



PURPOSE AND NEED

One of the project team members went over what purpose and need is and why it is important in the development of any project. Following, Josie facilitated an activity for the public to gain insight into public's view of the intersection. Below are the questions that were asked and summaries of the answers provided.

- **Do you have any concerns about the Egan / Yandukin Intersection? If so, what are they?**
 - Connectivity issues when an accident occurs for the public and first responders.
 - Lack of alternative routes.
 - The spike in the number of accidents in December/January.
 - If and when one of the alternatives is implemented, how will it affect the connectivity to the businesses in the area?
 - If and when one of the alternatives is implemented, how will it affect public transportation and pedestrian access?
- **If you could make any improvements at the intersection, what would they be?**
 - A traffic light at the intersection.
 - Eliminating the left hand turn into Fred Meyer.
 - An overpass.
 - Restriction of the left hand turn during peak hours.
 - Roundabout, without an overpass.
 - Lower speed limits.
- **Does the Purpose & Need statement identify your needs and concerns for the project? If not, what improvements to the Purpose & Need statement should be made?**
 - Purpose
 - No comments.
 - Safety
 - Further investigation of crashes under economic growth, specifically in residential, commercial, and industrial.
 - Specify traffic needs vs pedestrian/bicycle needs.
 - System Connectivity
 - Demonstrate the magnitude of the impacts this intersection has on people and their perception of the corridor.
 - Traffic Delays
 - Recognize traffic delays are also caused by rush hour and would be affected severely by installing a traffic light.
 - Non-Motorized Access
 - No comments.
 - Economic Growth
 - No comments.
 - General/Overall
 - Specify traffic needs vs pedestrian/bicycle needs.



- Including behavioral solutions to the traffic issues such as trainings and awareness.

CLOSING STATEMENTS

Josie Wilson provided closing statements to the group and encouraging them to submit further comments on the Purpose and Need and any of the public meeting materials. Josie also encouraged the group to attend the public meeting and to further help spread the word about the meeting.

QUESTIONS

During the meeting, several questions were asked by the participants. Below is the summary of those questions and the answers provided by the project team.

- **How long does it take to turn left to Fred Meyer area?**
 - In 2017, there was an effort to validate the traffic study data. The results concluded that the longest turn took three minutes, with an average of 82 seconds.
- **Will there be a loss in funding if a light is installed?**
 - DOT was able to determine that installation would not affect future funding.

COMMENTS

At the end of the meeting some of the members provided additional comments and suggestions regarding the Egan corridor. Below is a summary of those comments.

- Have a trial restriction of the left hand turn to Fred Meyer during the peak accident months.
- Recommend presenting the statistical data to the public as it eases some of the concerns regarding this corridor. This can help with the negative perception that surrounds the corridor.



Attachment G: Juneau Empire Advertisement

THANK YOUS

Thank you to KTOO, Sesame Street in Communities and the Corporation for Public Broadcasting for bringing Elmo to our neighborhood here in Juneau.

Over 600 lucky people helped celebrate the 50th Anniversary of Sesame Street on Alaska Day and had the chance to meet the kind and huggable Elmo at the Wells Fargo Diamond Park Fieldhouse! The event not only had the fuzzy monster as a guest, but also provided lots of other fun things for children and for children at heart, ranging from the Glacier Photo Booth to toys and pizza as well as resource tables from thread, KTOO, Alaska Public Media, AEYC and The Imagination Library. We thank all of you who came and celebrated this special day with us!

Miranda Liebsack,
United Way AmeriCorps
Member at AEYC

The Bridge Adult Day Program of Southeast Senior Services, a division of Catholic Community Service, would like to recognize the Juneau Community Foundation's Hope Endowment Grant and CBJ Social Service Grants for continued support of Juneau's only adult day program. The Bridge provides activity and socialization for anyone over the age of 60 who needs more assistance during the day, or individuals of any age that are experiencing memory loss from Traumatic Brain Injury, Alzheimer's disease, or related dementias.

Thanks to the funding provided, The Bridge is able to offer services that allow seniors to remain in their homes for as long as possible, eliminating or delaying the need for institutionalization. The Bridge offers respite for caregivers, giving them

the ability to continue working, run errands, and care for themselves while knowing that their loved one is safe in a compassionate and understanding environment. Without the support of the Juneau Community Foundation's Hope Endowment Grant and CBJ Social Service Grants, The Bridge Adult Day Program would not be able to continue the tradition of providing high quality service to seniors and their families.

Jennifer Garrison

The Blue Ticket Theatre Project thanks Marc Wheeler and Coppa for holding a "Come Out for Blue Ticket" event with Coming Out Stories and Blue Ticket Stories, and Blue Ticket ice cream to support our Blue Ticket production; and in honor of Stonewall 50 year anniversary, and to celebrate October National Coming Out Month.

Special thanks to Karl

Schoeppe, Bobby Lee Daniels, Mary Lou Spartz, Tom Cosgrove and Lin Davis for sharing your stories with us and to Michael Wittig as Ed Ethel Octane entertaining us with ukulele and song.

Thank you to all who attended and donated to the Juneau Community Foundation Blue Ticket Theatre Project.

Maureen Longworth,
Playwright with Blue
Ticket Theatre Project

The Southeast Alaska Food Bank would like to thank the personnel from United States Coast Guard Station Juneau for collecting 1,473 pounds of food for us in conjunction with their Haunted Station last weekend.

We'd also like to thank the children and adults who chose to donate the much needed canned and dry goods when they attended the Haunted Station, and the food collected was a much needed addition to our inventory.

It is efforts like this, and the generosity of the people of Juneau that enable the SEAFB in its mission of providing healthy and nutritious food to families and individuals in our community who experience food insecurity.

Juneau is selfless and generous community, and this generosity is very apparent each time organizations and individuals choose to collect food to help those in need.

Thank you again, Coast Guard District Station Juneau. Together, we can work to end hunger in our community.

Dave Lefebvre,
Board President of
Southeast Alaska Food Bank

On Saturday, Oct. 5, our Hospice and Home Care of Juneau (HHCJ) program was blessed by a dinner and auction organized and carried out by Debbie White. Thanks to her efforts, our program took in over \$16,000 that night. White rented the Yacht Club for the event, sold tickets, prepared a sumptuous meal for attendees, solicited auction items, recruited volunteers and more. It was an extraordinary individual effort and we could not be more grateful.

Contributions like White's mean so much to so many. Hospice and Home Care of Juneau, working with local doctors, provides services to all those who are in need and qualify. The services are individually tailored and include nursing care; physical, occupational, and

speech therapy; spiritual and bereavement support; social services; and volunteer services. In addition, the program supports the community by offering community grief, loss and healing workshops and hospice volunteer training and education.

Many people do not know that Hospice and Home Care of Juneau provides these services to patients regardless of their ability to pay. We do not bill patients or families for any costs not covered by insurance, not even our bereavement services, which are always offered to families and community members free of charge.

We are incredibly grateful to Debbie for taking the initiative to raise funds on our behalf. We are also grateful to all of the attendees and auction donors who opened their hearts and wallets to help keep these comprehensive services available to all members of our community. That Saturday evening was a testament to the care and love people in Juneau have for one another. We are deeply grateful.

Jennifer Carson, Director of Hospice and Home Care of Juneau

Erin Walker-Tolles, Executive Director of Catholic Community Service



Veterans Tele-Town Hall with
Alaska VA Healthcare System Director
Dr. Timothy D. Ballard, MD

November 5, 2019, from 5-6:30 p.m.

at the

Elks Lodge 420 • 9321 Glacier Highway, Juneau, AK 99801
(Across from Valley Restaurant)

POC: One Stop Shop at 907-257-5463 or Alaskaquery@va.gov

PRAYER:

Continued from Page A3

I've learned some discipline along the way. I know I'm a lousy pastor and human being in general if I don't practice morning prayer. This will sound strange, but I'm not a naturally thoughtful or caring individual. I'm deeply compassionate and feel the suffering of others

intensely, but I'll probably never remember your birthday or send flowers.

The discipline of morning prayer helps me practice being present with God, hearing scripture and thinking of others. It helps me practice getting out of the way of my day and being present with the folks I will meet. I pray through my to-do list and get perspective on my priorities.

It's not quite like the tedium of practicing the saxophone and I'm not convinced I'm getting any

better at what I do, but the practice of prayer helps me be a bit more gracious with myself and others, a bit more willing to risk and look like a fool. I'm excited that my kids sometimes practice their instruments.

I was never going to be a professional saxophonist, and truthfully maybe I don't regret playing shadow puppets with the poofy '80s hair guy during band.

• Tari Stage-Harvey is pastor at Shepherd of the Valley Lutheran Church. "Living Growing" is a weekly column written by different authors and submitted by local clergy and spiritual leaders.

EGAN / YANDUKIN



Intersection Improvements

EGAN DRIVE AND YANDUKIN DRIVE INTERSECTION IMPROVEMENTS PROJECT

The Alaska Department of Transportation & Public Facilities (DOT&PF) is actively working on ways to improve tr pedestrian safety and connectivity at the Egan Drive and Yandukin Drive intersection. Results from this study may be adopted for use during future development and in the environmental review process. This project is anticipated to last approximately 12 months.



PUBLIC OPEN HOUSE

Tuesday, November 19, 2019
4 PM – 7 PM

Nugget Mall Community Room
8745 Glacier Hwy, Juneau, AK 99801

Come learn about the results of the recent Egan/
Yandukin tr
T&PF is improving the
Egan/Yandukin intersection.



PROJECT AREA MAP



Questions? Jim Brown, DOT&PF Project Manager

PHONE: (907) 465-1796 | **EMAIL:** eganyandukin@alaska.gov

TEXT TELEPHONE: (TDD) (907) 451-2363 | **WEBSITE:** <http://dot.alaska.gov/eganyandukin>

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

If you or someone you represent requires special accommodations in order to participate in this meeting, please call or email the project manager or call Alaska Relay at (800) 770-8973 for TTY, (800) 770-8255 for voice, (800) 770-3919 for ASCII, or (866) 355-6198 for STS and ask the communications assistant to call the project manager so arrangements can be made to assist you.

FAITH:

Continued from Page A3

When we find ourselves in the darkness of our lives, God is with us. God's unconditional love is a light in our moments of darkness. We are not always aware of our disconnectedness while we flail around in the darkness, but that is when God's light shines through others who enter our darkness with us and "carry our faith" for us.

Brokenness is very painful and offers nothing to celebrate. Brokenness can arouse our sense of being incomplete and inadequate. When we accompany one another through messy realities, we are presented with opportunities

for profound healing and wisdom.

May we all discover that our journeys together, with all their messiness, can bring us closer to our deepest selves and God.

Life is filled with many paradoxes. Even in our spiritual lives there is a mixture of joy, light, darkness, grayness, hope, peace, harmony, despair and depression. It is precisely through both our joy and brokenness that we touch God and one another. May we embrace those living with brokenness and be ready and willing to gift them with our faith and strength.

• Pastor Larry Rorem is a retired Evangelical Lutheran Church in America pastor living in Juneau. Laura and Larry are members of Resurrection Lutheran Church and are advocates for those living with brokenness. "Living Growing" is a weekly column written by different authors and submitted by local clergy and spiritual leaders.

Presented by Juneau Radio Center MIX160 / TAKU105 / KXJ / KJNO / KINY

COMING SOON

With

NOVEMBER 22 - DECEMBER 15

The holidays are over, a new year has begun, and Clifford and Minnie have reached the end of their days. But how will they find the time to make a dignified exit when there are fitted sheets to be folded, screws to be sorted, and a rat in the kitchen that keeps getting in the way? Both hilarious and heartbreaking, *With* is the unusual love story of two souls impervious to time.

WRITTEN BY **CARTER LEWIS**
DIRECTED BY **ALICIA DHYANA HOUSE**

PERSEVERANCE THEATRE
—Alaskan Regional Theatre—
Tickets available at:
Hearthside Books, the JACC,
ptalaskaorg or 463-TIXS

RECOGNITIONS

Juneau student graduates from Aspen University

After 40 years as a nurse with an associate degree in nursing, Earline "Dale" Cotton began work as a returning student to earn her bachelor's degree of nursing. Cotton graduated from Aspen University, School of Nursing in Denver, Colorado, during commencement ceremonies in July. She graduated Summa Cum Laude with her bachelor of science in nursing. She was inducted into the National Honor Society for Nursing Chapter at Aspen University on July 12, 2018. Upon graduation she was inducted into Delta Epsilon Tau International Society Chapter at Aspen University in October.

Cycle Alaska named one of America's best bike shops

A downtown bicycle store has again been certified as among the top local bicycle retailers in the

United States.

The National Bicycle Dealers Association announced Wednesday that Cycle Alaska was named as one of America's Best Bike Shops for 2019, a nod that fewer than 200 qualified shops receive.

To become certified, retailers must undergo a lengthy application survey that quantifies key elements found in successful retail operations of all kinds. Mystery shoppers evaluate dealers through phone and email contacts, website appeal and accuracy, and an in-store visit with detailed breakdown of their experience, from a customer's perspective, provided to all shops participating.

Certification also requires support for cycling local and national cycling advocacy.

John McConnochie, owner of Cycle Alaska, credits his team — especially General Manager Briana Swanson and Service Manager Chris Studi — for their success, as well as loyal customers throughout Juneau and Southeast. McConnochie said they are honored and humbled to be recognized for five straight years.

NEIGHBORS NEWS IN BRIEF

— Staff Report —

Great Alaska Toy Drive kicks off Nov. 29

The Great Alaskan Toy Drive will soon begin accepting donations for the holiday season.

In its 22nd year, the annual toy drive solicits donations for local children in need. Donations are accepted for children of every age, from infants to 18 years old.

To donate, drop off an unwrapped toy at one of nine locations

between Nov. 29 and Dec. 21. The locations are: Alaskan Outdoor Warehouse, Juneau's Imagination Station, Alaska Unlimited Realty, Les Schwab Tires, City Center Chiropractic, Lyle's & Jensen's Home Furnishings, State Farm Robin Lomas, Agent, McDonald's and Balloons by Night Moods.

For more information about the toy drive or donating, contact Great Alaskan Toy Drive Coordinator Kathy Buell at 523-1099.

THANKS:

Continued from Page A3

Public Health Center, Juneau Public Library, Let Every Woman Know-Alaska, Mendenhall Flying Lions Club, Planned Parenthood, Southeast Alaska Independent Living, Southeast Radiation Oncology Center, SEARHC, Southeast Senior Services and Team Survivor Perseverance. Julie DeLong, Cancer Connection Office Manager

Thank you for the support

The Blue Ticket Theatre Project thanks the Baranof Hotel, V's Cellar Door and Mary Sol for your delicious food and beverages, and your financial support of our cast, crew and project; and the Silverbow Inn and Baranof Hotel for housing our out-of-town theater guests.

You went over the moon and we appreciate you and support you!

Maureen Longworth, Playwright
Blue Ticket Theatre Project

Stay up to date on the latest news in Juneau at juneauempire.com

BAZAAR

Saturday, November 23rd
Open 9am - 2pm

Northern Light United Church
400 W 11th, between A & B Streets

- Jams & Jellies
- Don's Bowls
- Baked Goods
- Attic Treasures
- Crafts
- Candy
- Collectible Dolls
- International Gifts

LUNCH
11:00 - 1:30
Homemade Soup
• Bread • Pie

Drop off locations:
SvdP Offices Smith Hall
8617 Teal St.
St. Vincent Store
9151 Glacier Hwy
St. Vincent's Thanksgiving Food Baskets

Donations for Thanksgiving Food Baskets

- Turkeys and Turkey Breasts
- Canned Corn, Green Beans, Yams
- Cranberry Sauce, Pumpkin Pie Filling
- Gravy Mix, Chicken Broth, Butter
- Stuffing, Instant Potatoes
- Cash/Check Donations

Visit us svdpjuneau.org
or call 789-5537 ext 7

EGAN / YANDUKIN



Intersection Improvements

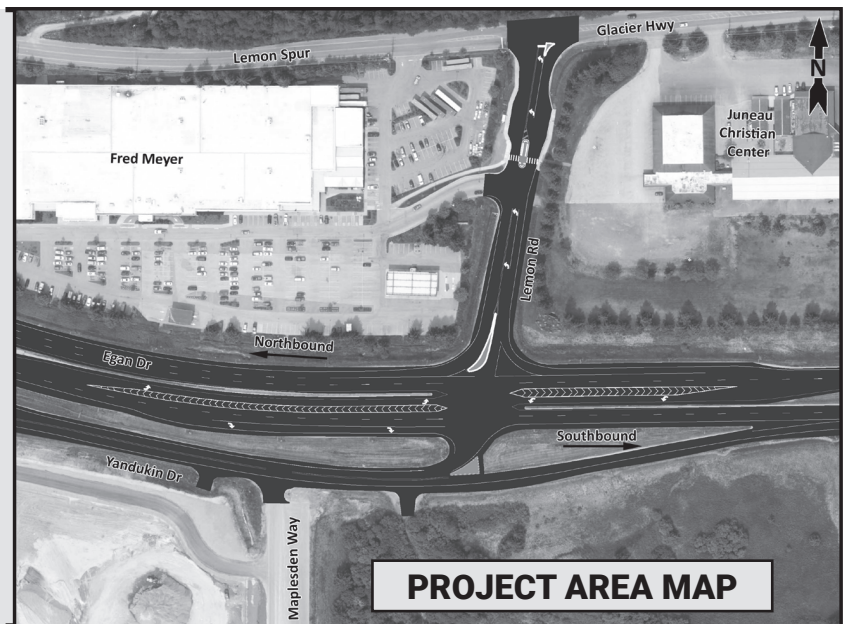
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Tuesday, November 19, 2019
4 PM – 7 PM
Nugget Mall Community Room
8745 Glacier Hwy, Juneau, AK 99801

Come learn about the results of the recent Egan/Yandukin tr T&PF is improving the Egan/Yandukin intersection.



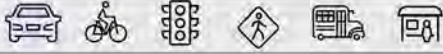
Questions? Jim Brown, DOT&PF Project Manager
PHONE: (907) 465-1796 | **EMAIL:** eganyandukin@alaska.gov
TEXT TELEPHONE: (TDD) (907) 451-2363 | **WEBSITE:** <http://dot.alaska.gov/eganyandukin>

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by DOT&PF pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated November 3, 2017, and executed by FHWA and DOT&PF.

If you or someone you represent requires special accommodations in order to participate in this meeting, please call or email the project manager or call Alaska Relay at (800) 770-8973 for TTY, (800) 770-8255 for voice, (800) 770-3919 for ASCII, or (866) 355-6198 for STS and ask the communications assistant to call the project manager so arrangements can be made to assist you.



Attachment H: Flyer



Intersection Improvements



PUBLIC OPEN HOUSE

Tuesday, November 19, 2019

4 PM – 7 PM

Nugget Mall Community Room

8745 Glacier Hwy, Juneau, AK 99801

Come learn about the results of the recent Egan/Yandukin
T&PF is improving the
Egan/Yandukin intersection.

The Alaska Department of Transportation & Public Facilities (DOT&PF) is actively working on ways to improve safety and connectivity at the Egan Drive and Yandukin Drive intersection. DOT&PF is evaluating options that could be quickly implemented to improve safety at the intersection and also working on longer-range solutions to improve safety and connectivity in the overall Egan and Yandukin area.



PROJECT AREA MAP



Jim Brown, DOT&PF Project Manager | **PHONE:** (907) 465-1796
EMAIL: eganyandukin@alaska.gov | **TEXT TELEPHONE:** (TDD) (907) 451-2363
WEBSITE: <http://dot.alaska.gov/eganyandukin>

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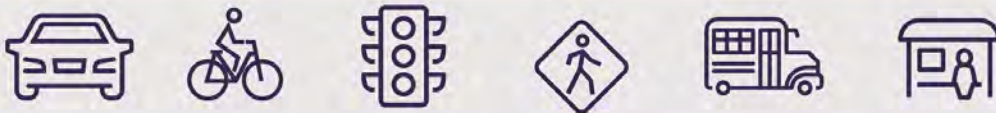
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Attachment I: E-blasts

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EGAN / YANDUKIN



Intersection Improvements

The Alaska Department of Transportation & Public Facilities (DOT&PF) is actively looking at ways to improve traffic and pedestrian safety at the Egan Drive and Yandukin Drive intersection.

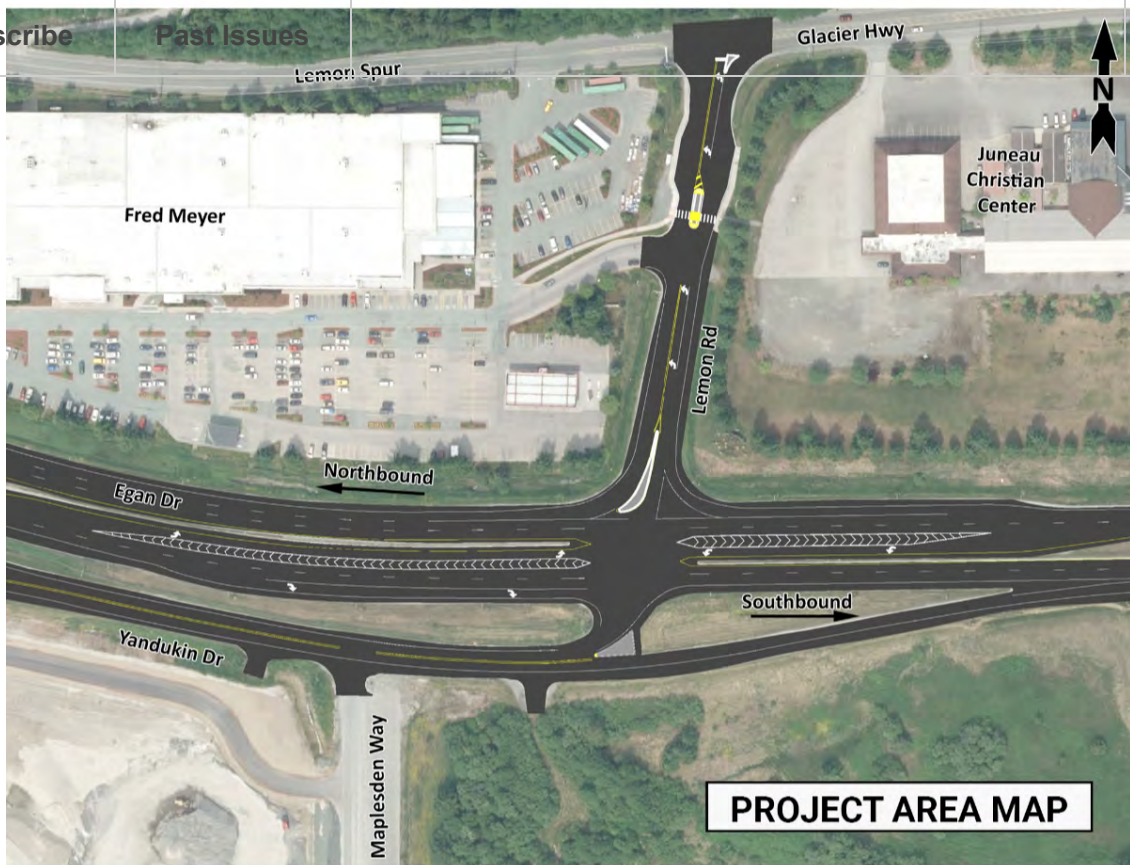
PUBLIC OPEN HOUSE

Tuesday, November 19, 2019

4 PM - 7 PM

Nugget Mall Community Room
8745 Glacier Hwy, Juneau, AK 99801

Come learn about the results of the recent Egan/Yandukin traffic study and the potential improvements at the Egan/Yandukin intersection.



QUESTIONS?

Jim Brown, DOT&PF Project Manager | **PHONE:** (907) 465-1796

EMAIL: eganyandukin@alaska.gov | **TEXT TELEPHONE:** (TDD) (907) 451-2363

WEBSITE: <http://dot.alaska.gov/eganyandukin>

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EGAN / YANDUKIN



Intersection Improvements

The Alaska Department of Transportation & Public Facilities (DOT&PF) is actively looking at ways to improve traffic and pedestrian safety at the Egan Drive and Yandukin Drive Intersection.

ONLINE OPEN HOUSE

Thank you for your involvement in the Egan/Yandukin Intersection Improvements project!

To view the information shared at the November 19 Egan/Yandukin Public Open House and/or provide your comments on the project statement of goals, please visit the [Online Open House](#).

There will be more opportunities to attend public open houses and comment on the project in the future. Be sure to check out the [project website](#) for current project status.



QUESTIONS?

Jim Brown, DOT&PF Project Manager | **PHONE:** (907) 465-1796

EMAIL: eganyandukin@alaska.gov | **TEXT TELEPHONE:** (TDD) (907) 451-2363

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EGAN / YANDUKIN



Intersection Improvements

Thank You

**Thank you for your involvement in the
Egan/Yandukin Intersection Improvements
project!**

The comment period on the Egan / Yandukin project Online Open House and project statement of goals will close on December 20, 2019.

Please visit the [Online Open House](#) to learn more about the project and to share your thoughts.

There will be more opportunities to attend public open houses and

QUESTIONS?

Jim Brown, DOT&PF Project Manager | **PHONE:** (907) 465-1796

EMAIL: eganyandukin@alaska.gov | **TEXT TELEPHONE:** (TDD) (907) 451-2363

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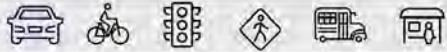
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Attachment J: Postcard

EGAN / YANDUKIN



Intersection Improvements

EGAN DRIVE AND YANDUKIN DRIVE INTERSECTION IMPROVEMENTS PROJECT

Egan Drive and Yandukin Drive
Intersection Improvements Project
C/O HDR
2525 C Street, Suite 500
Anchorage, Alaska 99503

METERED
POSTAGE
HERE



PROJECT AREA MAP

ADDRESS HERE

EGAN / YANDUKIN



Intersection Improvements

The Alaska Department of Transportation & Public Facilities (DOT&PF) is actively working on ways to improve safety and connectivity at the Egan Drive and Yandukin Drive intersection. DOT&PF is evaluating options that could be quickly implemented to improve safety at the intersection and also working on longer-range solutions to improve safety and connectivity in the overall Egan and Yandukin area.



PUBLIC OPEN HOUSE

Tuesday, November 19, 2019
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Nugget Mall Community Room
8745 Glacier Hwy, Juneau, AK 99801

Come learn about the results of the recent Egan/Yandukin study and how DOT&PF is improving the Egan/Yandukin intersection.



QUESTIONS?

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EMAIL: eganyandukin@alaska.gov | **TEXT TELEPHONE:** (TDD) (907) 451-2363
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Attachment K: Postcard Addresses

Owner	Mail Address
Frank W Bergstrom; Patricia J Belec	PO Box 022909 - Juneau, AK 99802
Jordan Creek Center LLC	8800 Glacier Hwy Ste 230a - Juneau, AK 99801
Valley Centre Development LLC	PO Box 032494 - Juneau, AK 99803-2494
Alcor Lands LLC	PO Box 32318 - Juneau, AK 99803-2318
Kplaza LLC	8585 Old Dairy Rd Ste 104 - Juneau, AK 99801
Brittney Sooter	9190 Glacier Hwy - Juneau, AK 99801
National Bank of Alaska	C/O Deloitte Tax Llp - PO Box 2609 - Carlsbad, CA 92018
Clif and Loretta Beadle Living Trust Clifton Frederick Beadle; Loretta Katherine Beadle Trustees; Clifton Frederick Beadle; Loretta Katherine Beadle Trustees	1450 Fritz Cove Rd - Juneau, AK 99801
Lyles Home Furnishings Inc	2093 Jordan Ave - Juneau, AK 99801
Alaska Glacier Seafoods, Inc	PO Box 34363 - Juneau, AK 99803
Affordable Auto Enterprises LLC	8825 Mallard St - Juneau, AK 99801-8053
Karla A Tollefson-Allwine; Steven J Allwine	8725 Mallard St - Juneau, AK 99801
Karla Allwine; Steven Allwine	2180 Fritz Cove Rd - Juneau, AK 99801
City and Borough of Juneau Airport; R & L Leasing Inc	1873 Shell Simmons Dr Ste 200 - Juneau, AK 99801; PO Box 032838 - Juneau, AK 99803-2838
Bre/esa Alaska LLC	PO Box 049550 - Charlotte, NC 28277-9550
Juneau Christian Church	PO Box 032000 - Juneau, AK 99803
Larry B Miller; Penny L Miller	PO Box 020490 - Juneau, AK 99802-0490
City and Borough of Juneau Airport; Airport; Wings Airways Inc	155 S Seward St - Juneau, AK 99801; 8421 Livingston Way - Juneau, AK 99801-8098
St Vincent Depaul Society	Diocesan Council of SE Alaska - 8617 Teal St - Juneau, AK 99801
D's Investment Group LLC	200 W 34th Ave Unit 600 - Anchorage, AK 99503-3969
Anderson Dale & Honey Bee Trust Dale Gordon Anderson; Honey Bee Anderson; Trustees; Dale Gordon Anderson; Honey Bee Anderson; Trustees	11595 Mendenhall Loop Rd - Juneau, AK 99801
Joely I Gonzales; Myrna B Gonzales	9095 Sheiye Way - Juneau, AK 99801
Kathy Lochman; Barbara Streveler	9091 Sheiye Way - Juneau, AK 99801
Charlotte E Kair	811 High View Dr - Anchorage, AK 99515
Matthew C Dull; Catherine R Dull	9088 Miner Ct - Juneau, AK 99801
Richard V Haida	9084 Miner Ct - Juneau, AK 99801
Kevin J Poole	9111 Miner Ct - Juneau, AK 99801-8020
Joan Elizabeth Heidersdorf	PO Box 20658 - Juneau, AK 99803
Fred G Felki; Roxanna K Felki	9081 Miner Ct - Juneau, AK 99801
Karl J Ashenbrenner; Ina C Ashenbrenner	9071 Miner Ct - Juneau, AK 99801-8020
Helen Brouillette; Grover L Taylor	PO Box 020248 - Juneau, AK 99802
Kim Mahar; Shelly Mahar	2199 Cascade St - Juneau, AK 99801
James J Vuille; Elaine A Vuille	PO Box 020345 - Juneau, AK 99802
Jeffrey C Barnard; Karen R Dupere	PO Box 033643 - Juneau, AK 99803-3643
Kierke A Kussart; Mathew C Arnoldt	2195 Cascade St - Juneau, AK 99801
Sam R Capp; Debera L Cokeley	2194 Cascade St - Juneau, AK 99801
Stephen Curtis Mattson; Linda Joy Mattson	3046 Mountainwood Cir - Juneau, AK 99801
Nattinee Nipataruedi; Edward White	2185 Cascade St - Juneau, AK 99801
Ronda L Stevenson	2180 Cascade St - Juneau, AK 99801
Lumba Delfin S and Evelyn P Revocable Trust Delfin S Lumba; Evelyn P Lumba Co-Trustees; Delfin S Lumba; Evelyn P Lumba Co-Trustees	3931 Coventry Dr - Anchorage, AK 99507
John R Seagren Jr; Kim L Hope	2175 Cascade St - Juneau, AK 99801
Mackenzie M Peterman-Byrd; Brian M Peterman	9904 198th Ave Unit E - Bonney Lake, WA 98391
Terry Searles; Shannon M Mccormick	2150 Cascade St - Juneau, AK 99801
Keith W Wilcke; Julia C Wilcke	22 Manor Ave - Baltimore, MD 21206
Marisol O Torres	2125 Cascade St - Juneau, AK 99801
Juneau Youth Services Inc	PO Box 032839 - Juneau, AK 99803
Bryan Wilson; Anne Mclean	2055 Jordan Ave - Juneau, AK 99801
Glacier Holdings LLC	PO Box 34363 - Juneau, AK 99803-3436
William L Mcooney; Penny Ann Mcooney	7704 Glacier Hwy - Juneau, AK 99801
Robert H Follett; Laura K Follett	7730 Glacier Hwy - Juneau, AK 99801
Anh Tuan Lam; Marie Thongsouk Lam	7691 Glacier Hwy - Juneau, AK 99801
Channel Flying Inc	PO Box 210368 - Auke Bay, AK 99821-0368
City and Borough of Juneau Airport; Airport; Red Leasing LLC	1873 Shell Simmons Dr Ste 200 - Juneau, AK 99801; 8991 Yandukin Dr - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Aero Services Atlantic Aviation; Atlantic Aviation	155 S Seward St - Juneau, AK 99801; C/O Acctg Mgr - 5201 Tennyson Pkwy Ste 150 - Plano, TX 75024
State of Alaska	Dept of Military and Veterans Affairs-Fmo - PO Box 5800 - Jber, AK 99505
City and Borough of Juneau Airport; Airport; Robert A Breffeihl; Mary Ann Breffeihl Md	9590 Whitewater Ct - Juneau, AK 99801

City and Borough of Juneau Airport; Airport; Ken Williamson	PO Box 32801 - Juneau, AK 99803-2801
City and Borough of Juneau Airport; Airport; Kalinin Partners LLC	8907 Yandukin Dr - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Joseph Mueller; Curtis Blackwell	PO Box 210011 - Auke Bay, AK 99821
City and Borough of Juneau Airport; Airport; Richard Forst	306 Islander Dr - Sitka, AK 99835
City and Borough of Juneau Airport; Airport; Virginia Ann Calloway; Allyn Morris	3241 Hospital Dr - Juneau, AK 99801-7809
City and Borough of Juneau Airport; Airport; Lee D Phelps	870 Mendenhall Peninsula Rd - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Admiralty Air Service LLC Attn: Gary Thompson; Attn: Gary Thompson	PO Box 032851 - Juneau, AK 99803-2851
City and Borough of Juneau Airport; Airport; Norman C Purvis	PO Box 35182 - Juneau, AK 99803-5182
City and Borough of Juneau Airport; Airport; John Burick; Joann Burick	16291 Oceanview Dr - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Southwick Samuel Trust C/O Joshua A Southwick; C/O Joshua A Southwick	Gibson Robb & Amp; Lindh Llp - 201 Mission St Ste 2700 - San Francisco, CA 94105
City and Borough of Juneau Airport; Airport; Max Mertz	3140 Nowell Ave - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Thomas Depaul	PO Box 34931 - Juneau, AK 99803-4931
City and Borough of Juneau Airport; Airport; Julie Staley	4481 Mountainside Dr - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Brian J Benjamin; Mignon F Benjamin	PO Box 240184 - Douglas, AK 99824-0184
City and Borough of Juneau Airport; Airport; K&C Leasing	8991 Yandukin Dr - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Harold Laughlin; Sarah Dunlap	9604 Kelly Ct - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Richard D Rountree	PO Box 032838 - Juneau, AK 99803
City and Borough of Juneau Airport; Airport; Bradley H Rider; Blake Rider	PO Box 210368 - Auke Bay, AK 99821
City and Borough of Juneau Airport; Airport; Gerbi Family Living Trust Charles Russell Gerbi & Mary Lou Gerbi As Trustees; Charles Russell Gerbi & Mary Lou Gerbi As Trustees	PO Box 210653 - Auke Bay, AK 99821-0653
City and Borough of Juneau Airport; Airport; Temsco Helicopters Inc	PO Box 5057 - Ketchikan, AK 99901-5057
City and Borough of Juneau Airport; Airport; Charles T Williams	8461 Old Dairy Rd - Juneau, AK 99801-6904
City and Borough of Juneau Airport; Airport; Ronald Swanson	PO Box 210108 - Auke Bay, AK 99821
City and Borough of Juneau Airport; Airport; Kenneth Spencer	PO Box 33426 - Juneau, AK 99803-3426
City and Borough of Juneau Airport; Airport; Barry Coffee; Morse	PO Box 211365 - Auke Bay, AK 99821-1365
City and Borough of Juneau Airport; Airport; Don Schneider; Dorothy V Hernandez; Joe Fanazick; Karen T Fanazick	4496 Hillcrest Ave - Juneau, AK 99801-9523
City and Borough of Juneau Airport; Airport; Jennifer Hole	155 S Seward St - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Mark G Morris; Tammy L Morris	4211 Auke Ln - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Nina and John Kinney Living Trust Nina Eleanor Keeler Kinney Trustees; Nina Eleanor Keeler Kinney Trustees	1751 Evergreen Ave - Juneau, AK 99801-1421
Central Council Tlingit and Haida Indian Tribes of Alaska	9097 Glacier Hwy - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Endicott Aviation LLC	PO Box 35895 - Juneau, AK 99803-5895
City and Borough of Juneau Airport; Airport; Chris Cunningham	421 W 10th St - Juneau, AK 99801-1641
City and Borough of Juneau Airport; Airport; Vernon Fiehler	PO Box 210283 - Auke Bay, AK 99821-0283
City and Borough of Juneau Airport; Airport; Ed Sessions	PO Box 035018 - Juneau, AK 99803
City and Borough of Juneau Airport; Airport; John Clough	PO Box 211152 - Auke Bay, AK 99821
City and Borough of Juneau Airport; Airport; Ralph Kibby	PO Box 35285 - Juneau, AK 99803-5285
City and Borough of Juneau Airport; Airport; Tim Smith	PO Box 033924 - Juneau, AK 99803
City and Borough of Juneau Airport; Airport; Coastal Fuel	8995 Yandukin Dr - Juneau, AK 99801
Shawn Nolan; Angela Nolan	9454 Herbert Pl - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Glacier Aviation, Inc. Attn: Micheal S. Thielen, President; Attn: Micheal S. Thielen, President	1873 Shell Simmons Dr Ste 200 - Juneau, AK 99801; 7645 Old Highway 99 SE - Olympia, WA 98501
City and Borough of Juneau Airport; Airport; Sam Capp	2194 Cascade St - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; James Arthur Thompson; Jennifer Jill Lapsley	9999 Ninemile Creek Rd - Juneau, AK 99801
City and Borough of Juneau Airport; Airport; Douglas Blackburn	PO Box 210782 - Auke Bay, AK 99821
City and Borough of Juneau Airport; Airport; Richard W Winchell	17745 PT Stephens Spur Rd - Juneau, AK 99801; 1873 Shell Simmons Dr Ste 200 - Juneau, AK 99801
Wayne Hall; Summer Hall	6401 E Homebuilt Cir - Wasilla, AK 99654
Ed I Carrillo; Marilyn R Carrillo	7520 Glacier Hwy - Juneau, AK 99801
Debra Guillory; Tyron Guillory Sr	7507 Vista Del Sol Dr - Juneau, AK 99801
Daniel Cooper	7511 Vista Del Sol Dr - Juneau, AK 99801
Timothy C Storbeck; Alyssa Marie Storbeck	7515 Vista Del Sol Dr - Juneau, AK 99801
Lot N Santana; Gabriela S Santana	7519 Vista Del Sol Dr - Juneau, AK 99801
Marciano G Duran; Josette M Duran	PO Box 32634 - Juneau, AK 99803-2634
Laura W Kelly; Thomas B Kelly	7527 Vista Del Sol Dr - Juneau, AK 99801
Kenneth L Solomon-Gross; Raquel M Solomon-Gross	PO Box 22017 - Juneau, AK 99802
John C Mason; Janice L Mason	7514 Casa Bonita Ct - Juneau, AK 99801
Hung Steve Tran; Vanie Nguyen	7513 Casa Bonita Ct - Juneau, AK 99801

Thomas Gisler; Emily Gisler	1640 Fritz Cove Rd - Juneau, AK 99801
Glacier Gardens Real Estate LLC	9148 James Blvd - Juneau, AK 99801
Shannon L Dilley; Robert A Dilley	7642 Glacier Hwy - Juneau, AK 99801
Fernando G Orozco; Lourdes Orozco	PO Box 032240 - Juneau, AK 99803
Marc A Randolph; Wenonalani Randolph	7722 Glacier Hwy - Juneau, AK 99801
David Pyeatt; Kathleen Pyeatt	7760 Glacier Hwy - Juneau, AK 99801
Paul Wehe; Dawn E Wehe	9090 Sheiye Way - Juneau, AK 99801-8021
Matthew E Dobson; Beth M Dobson	PO Box 032773 - Juneau, AK 99803
Ike Lea Jo Revocable Trust	PO Box 032474 - Juneau, AK 99803-2474
Roger Charles Sams; Barbara Jeane Sams	7340 Glacier Hwy - Juneau, AK 99801
Alan Wilson; Sydney Mitchell	7290 Glacier Hwy - Juneau, AK 99801
George A Walters; George A Walters II; Joan M Schermerhorn	7270 Glacier Hwy - Juneau, AK 99801
Layne Toshua Parker	PO Box 14 - Gustavus, AK 99826
Phao Nguyen; Hong Nguyen	8513 Rainbow Row - Juneau, AK 99801
Rainforest Properties LLC	2207 Dunn St - Juneau, AK 99801
Dwight L Robideoux; Mary L Robideoux	PO Box 033099 - Juneau, AK 99803
Great Land Investment Company LLC	PO Box 191030 - Anchorage, AK 99519-1030
Kathern Gagne Clough	2398 Aurora Dr - Juneau, AK 99801
Gary R Hogins; Wendy Hogins	2394 Aurora Dr - Juneau, AK 99801
Robert M Fagen	9084 Sheiye Way - Juneau, AK 99801
Valley Professional Business Condominium Owners Association	C/O VL Hutton Ltd - 9340 Glacier Hwy Ste 43b - Juneau, AK 99801
Jordan Creek Self Storage LLC	175 S Franklin St Ste 306 - Juneau, AK 99801
Mike Race	2103 Jordan Ave - Juneau, AK 99801
First National Bank Alaska Accounting; Accounting	PO Box 100720 - Anchorage, AK 99510-0720
Rie Munoz Ltd	2101 Jordan Ave - Juneau, AK 99801
KJH Enterprises LLC	C/O Herbert B Freer JR - PO Box 032579 - Juneau, AK 99803
Daniel Hunt; Tammy Hunt	PO Box 020202 - Juneau, AK 99802
Russell T Kunibe	2888 Simpson Ave - Juneau, AK 99801-2062
David E Teal; Sally A Saddler	PO Box 021356 - Juneau, AK 99802
Sean P Damron	PO Box 22277 - Juneau, AK 99802-2277
Sophie Mckinley	PO Box 034526 - Juneau, AK 99803
Monte R Kyser; Diane J Kyser	PO Box 21869 - Juneau, AK 99802
Randy H Host; Heather Brandon	1090 Hendrickson Rd - Juneau, AK 99801
Bruce N Abel; Teresa R Young	C/O Don Abel Building Supply - 9999 Glacier Hwy - Juneau, AK 99801
Worden Homes Inc	PO Box 211574 - Auke Bay, AK 99821-1574
Jimmy Alex Isturis Jr; Rachel S Trapp	1098 Hendrickson Rd - Juneau, AK 99801
Tanya C Silva; Genaro Silva	6915 Sunny Dr - Juneau, AK 99801
Jon E Ahlgren	7094 Sunny Dr - Juneau, AK 99801
James King; Christine King	1800 Branta Rd - Juneau, AK 99801
Dale W Lanegan; Sherri A Chrysler	7098 Sunny Dr - Juneau, AK 99801
Phillip R Mundy	1095 Hendrickson Rd - Juneau, AK 99801
David L Coogan	PO Box 034499 - Juneau, AK 99803-4499
Tristan L Berkey; Adam W Berkey	7099 Sunny Point Way - Juneau, AK 99801-7922
Andrew Davenport; Flossie Davenport	960 Ellen St - Palmer, AK 99645-6531
Kimberly S Cabrigas	7890 Glacier Hwy - Juneau, AK 99801
Samuel Trivette; Gayle Trivette	PO Box 021202 - Juneau, AK 99802
Megan Whitley	7860 Glacier Hwy - Juneau, AK 99801
Kenneth J Simpson; Joann M Simpson	7850 Glacier Hwy - Juneau, AK 99801
Rex Thompson; Tobe Anne Thompson	911 Bellview Ave - Ashland, OR 97520-3603
Troy K Cunningham; Angela K Cunningham	PO Box 032251 - Juneau, AK 99803-2251
Michael A Schramm; Lillian A Ward	PO Box 34722 - Juneau, AK 99803-4722
South East Insurance Condominium Association	Attn: Colleen Sullivan - 8251 Glacier Hwy Ste A - Juneau, AK 99801
Southeast Alaska Veterinary Clinic	8231 Glacier Hwy - Juneau, AK 99801
Pdc Holdings LLC	8319 Airport Blvd - Juneau, AK 99801
Daniel W Holt; Kathleen J Holt	PO Box 211293 - Auke Bay, AK 99821
Juneau Lodge #700 Loyal Order Moose	PO Box 032980 - Juneau, AK 99803-2980
Shaub Alaska LLC	1117 Broadway Plaza Ste 500 - Tacoma, WA 98402
Dci Commercial LLC	PO Box 30920 - Bellingham, WA 98228
Cameron Farlin F Trust Carolyn S Cameron; Successor Trustee; Carolyn S Cameron; Successor Trustee	2200 Fritz Cove Rd - Juneau, AK 99801
Vms Limited Partnership	PO Box 032174 - Juneau, AK 99803
Gregory William Wilcox	1914 Churchill Ct - Juneau, AK 99801
Erik L Emert	117 S Franklin St - Juneau, AK 99801-1321
Smith-Hall Inc	8617 Teal St - Juneau, AK 99801
Bruce N Abel	9999 Glacier Hwy - Juneau, AK 99801

Ken G Williamson	PO Box 32801 - Juneau, AK 99803-2801
Jordan Meadow Condominium Owners Association	PO Box 210194 - Auke Bay, AK 99821-0194
Temasco Helicopters	155 S Seward St - Juneau, AK 99801
Jordan Avenue Condominiums Association	C/O Hutton & Hauber - 9340 Glacier Hwy Unit 43-B - Juneau, AK 99801
S & R Condominium Owners Association	PO Box 210194 - Auke Bay, AK 99821-0194
State of Alaska Department of Natural Resources; Department of Natural Resources	550 W 7th Ave Ste 1260 - Anchorage, AK 99501
John B Lonas; Lora C Merritt	PO Box 34275 - Juneau, AK 99803
Steve J Haavig; Paula D Scavera	7260 Glacier Hwy - Juneau, AK 99801
Henricksen Constructors	PO Box 34632 - Juneau, AK 99803
Michael P Duby	7220 Glacier Hwy - Juneau, AK 99801
Fritz Moser; Patty Moser	7081 Hendrickson Rd - Juneau, AK 99801-7924
Francis J Rue III; Sarah J Rue	7083 Hendrikson Rd - Juneau, AK 99801
Juneau King Family Trust	1700 Branta Rd - Juneau, AK 99801
Juneau Rental Space LLC	8505 Old Dairy Rd - Juneau, AK 99801
RH Rentals LLC	PO Box 32403 - Juneau, AK 99803-2403
737 Properties LLC	8461 Old Dairy Rd - Juneau, AK 99801
Russell L Kegler	8375 Old Dairy Rd - Juneau, AK 99801
Raymond L Cox; Mary D Cox	4125 Dogwood Ln - Juneau, AK 99801
Russell D Shivers; Caroline E Shivers	8355 Old Dairy Rd - Juneau, AK 99801
Builders Plaza Two Condominium Association	2520 Teslin St - Juneau, AK 99801
Lonnie and Beverly Anderson Living Trust	3031 Blueberry Hills Rd - Juneau, AK 99801-1989
TKP Juneau LLC	Theodore J Smith JR - 3469 Lyon Park Ct - Woodbridge, VA 22192
N C Machinery Co	17035 W Valley Hwy - Tukwila, WA 98188
Alaska Print Group LLC	8420 Airport Blvd - Juneau, AK 99801
Juneau Residences LLC	1310 26th Ave NW - Gig Harbor, WA 98335-7841
Cpif Nugget Mall LLC	1910 Fairview Ave E Ste 200 - Seattle, WA 98102
Mackinco	1114 Glacier Ave - Juneau, AK 99801
Southeast Alaska Land Trust	119 Seward St Ste 2 - Juneau, AK 99801
Bicknell Inc	PO Box 33517 - Juneau, AK 99803-3517
Building Pros Inc	PO Box 32098 - Juneau, AK 99803-2098
City and Borough of Juneau Airport; Airport	1873 Shell Simmons Dr Ste 200 - Juneau, AK 99801
Alaskan Dames Consignment Shop	1900 Crest St #101 - Juneau, AK 99801
Juneau Veterinary Hospital	8367 Old Dairy Rd - Juneau, AK 99801
Juneau Animal Rescue	7705 Glacier Hwy - Juneau, AK 99801
Alaskan Wooden Toys	9369 Glacier Hwy - Juneau, AK 99801
Alaska Jazz	6911 Sunny Dr - Juneau, AK 99801
Aspen Suites Hotel	8400 Airport Blvd - Juneau, AK 99801
The Scuba Tank	8319 Airport Blvd - Juneau, AK 99801
Loyal Order of Moose	4211 Arctic Blvd - Juneau, AK 99503
Temasco Helicopters	1650 Maplesden Way - Juneau, AK 99801
Alaska USA Federal Credit Union	8181 Glacier Way - Juneau, AK 99801
Budget Car Rental	1873 Shell Simmons Dr - Juneau, AK 99801
Arctic Carpet	8355 Old Dairy Rd - Juneau, AK 99801
Art Matters	8375 Old Dairy Rd - Juneau, AK 99801
Valley Lumber and Building Supply Co.	8525 Old Dairy Rd - Juneau, AK 99801
Second Wind Sports	8363 Old Dairy Rd - Juneau, AK 99801
Alaska Fly Fishing Goods	8465 Old Dairy Rd Suite 101 - Juneau, AK 99801
Juneau Urgent and Family Care	8505 Old Dairy Rd - Juneau, AK 99801
Office Max	8745 Glacier Hwy #103 - Juneau, AK 99801
Nugget Mall Shopping Center	8745 Glacier Hwy - Juneau, AK 99801
Canton Asian Bistro	8585 Old Dairy Rd Ste 105 - Juneau, AK 99801
Alaska Public Radio Network	15 AK-7 - Juneau, AK 99801
Wings of Alaska	2 Marine Way #175 - Juneau, AK 99801
Guardian Flight	8429 Livingston Way - Juneau, AK 99801
Airlift Northwest	8433 Livingston Way - Juneau, AK 99801
Ward Air	8991 Yandukin Dr #100 - Juneau, AK 99801
Alaska Seaplanes	1873 Shell Simmons Dr #110 - Juneau, AK 99801
Mendenhall Auto Center	8725 Mallard St - Juneau, AK 99801
Petco	8745 Glacier Hwy Ste 102 - Juneau, AK 99801
Spickler Egan Financial Services	8251 Glacier Hwy #B - Juneau, AK 99801
Affordable Auto Care	8825 Mallard St - Juneau, AK 99801-8053
Sealaska Native Corporation	One Sealaska Plaza #400 - Juneau, AK 99801
Sealaska Heritage Institute	105 S Seward St - Juneau, AK 99801
Alaska Electric Light and Power	5601 Tonggard Ct - Juneau, AK 99801
City and Borough of Juneau Water Utilities Division	230 S. Franklin Street, 3rd Floor Marine View - Juneau, AK 99801
GCI	8390 Airport Blvd Suite 101 - Juneau, AK 99801
Goldbelt Inc.	3025 Clinton Dr - Juneau, AK 99801
Janet Cuffin	3878 Killewich Dr Juneau, AK 99801

Phyllis Trivette	2518 Scott Dr Juneau, AK 99801
Sam Trivette	7870 Glacier Hwy Juneau, AK 99801
Lawerence Siverly	PO Box 211175 Auke Bay, AK 99801
Teresa Germain	4316 Conifer Ln Juneau, AK 99801
Mike Mann	PO Box 32653 Juneau, AK 99801
Kathleen Martin	8992 Atlin Dr Juneau, AK 99801
Dave Hurlbut	8182 Grant St Juneau, AK 99801
Tom & Lori Weed	4428 Taku Blvd Juneau, AK 99801
Leo DeMeo	4142 Aspen Ave Juneau, AK 99801
Bud Jaeger	3451 Meander Way Juneau, AK 99801
Ryan Siverly	8932 Haffner Ct Juneau, AK 99801
Ed Carrillo	7520 Glacier Hwy Juneau, AK 99801
Mary Ann Dienckman	PO Box 210113 Auke Bay, AK 99801
Betty McDonough	8220 Dogwood Ln Juneau, AK 99801
Rachel & James Kelly	9315 Stephen Richards Memorial Dr Juneau, AK 99801
Becky Iverson	PO Box 32184 Juneau, AK 99803
Garret Gladsjo	8890 Cedar Ct Juneau, AK 99801
Lucas Chamber	8187 Threadneedle St Juneau, AK 99801
Jerry Nankeris	9014 Division St Juneau, AK 99801
Justin Parish	7094 Sunny Dr Juneau, AK 99801
Jo PaddockBetts	PO Box 240172 Douglas, AK 99824
Richard Gormillor	8506B Rainbow Row Juneau, AK 99801
Steven Haarg	7260 Glacier Hwy Juneau, AK 99801
Denny Dewitt	PO Box 34761 Juneau, AK 99803
Carole Bookless	PO Box 240444 Douglas, 99824
Andy Hughes	3200 Malissa Dr Juneau, AK 99801
Caragh O'Connor	PO Box 20903 Juneau, AK 99802
Susan Kendig	2865 Mendenhall Loop Rd Juneau, AK 99801
Jerri Roe	PO Box 240261 Douglas, 99824
Alex McCarthy	418 East S Juneau, AK 99801



Attachment L: Press Release



Alaska Department of Transportation and Public Facilities

OFFICE OF THE COMMISSIONER

You are here: [DOT&PF](#) > [Office of the Commissioner](#) > [Newsroom](#) > Press Release

FOR IMMEDIATE RELEASE: November 15, 2019

Press Release: 19-0052

Contact: Sam Dapceвич, (907) 465-4503, sam.dapceвич@alaska.gov

DOT&PF to Host Juneau Open House on Egan / Yandukin Intersection Improvements *Tuesday, Nov. 19th event features area traffic study results and next steps*

(JUNEAU, Alaska) – In response to public safety and connectivity concerns at the intersection of Egan and Yandukin Drives in Juneau, Alaska, the Alaska Department of Transportation & Public Facilities (DOT&PF) will host a public open house to address improvement efforts for the intersection.

The open house will be held at the Nugget Mall Community Room on November 19, 2019, from 4 PM to 7 PM. Open house attendees will learn about the results of the traffic and accident history analysis, and they will join the department in continuing work to improve the intersection area.

Traffic dynamics along the corridor are complex - for example, one apparent factor in left-hand-turn crashes is driver difficulty judging gaps in traffic or insufficient traffic gaps. Traffic study data also shows that more than 50% of crashes occur during three months, November through January. During this time period additional hours of darkness and environmental conditions such as fog and wet or icy roads all contribute to crash frequency.

DOT&PF is engaging the community of Juneau to identify possible options that could be quickly implemented to improve safety at the intersection. The department is also working on longer-range solutions to improve safety and connectivity in the overall Egan and Yandukin area. DOT&PF's goal is to identify options with strong backing from the community – public support is essential when the department seeks funding for a project.

More information and opportunities to sign up for project updates are available at dot.alaska.gov/eganyandukin.

The Alaska Department of Transportation and Public Facilities oversees 239 airports, 10 ferries serving 35 communities, more than 5,600 miles of highway and 776 public facilities throughout the state of Alaska. The mission of the department is to “**Keep Alaska Moving** through service and infrastructure.”

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[Main Newsroom Page](#)



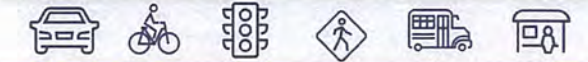
Attachment M: Public Open House Sign-in Sheet

Egan / Yandukin Intersection Improvements

EGAN / YANDUKIN

Please Sign In

Alaska Department of Transportation & Public Facilities



Public Meeting – Tuesday, November 19, 4:00 - 7:00 PM

Intersection Improvements

Name (Please print)	Organization	E-mail	Join the e-mail list! Y or N	Street Address	City	State	ZIP Code	Race* (W, AN, N, B, H, A, P, O)	How did you hear about this meeting?
Mickoy Lesley				178 Iris Lane	Juneau	AK	99801	W	Newspaper
Ryan Siverly		Kona86@hotmail.com	N	8178 Keegan Street	Juneau	AK	99801	W	
JEREMY HSIEH		jeremy@ktaa.org	Y	366 Egan Drive	JUNEAU	AK	99801	A	work
Mark Peterson			N	Oday Dr.	Juneau	AK	99801	W	Random
Hayden Gottison									Chamber/Pedia/cond!
SCOTT MCCANN			N	8609 AIRPORT BLVD	JUNEAU				NEWSPAPER
Jesse Hay		JesseH@GCI.net	Yes	Tillman Needle	"	"	"	W	
Paul Kelly		kelly.paul.ir@gmail.com	Yes	1790 Fritz Cove Rd	"	"	"		Facebook
James Wycoff		jameswycoff@yahoo.com	Y	2359 Jordan Ave. 99801	"	"	"	W	Radio
Angie Parker		kevanga@pci.net	Y	4423 Ichabod Lane	Juneau	AK	99801	MWF	Fred Meyer
Lance Meany				DOT & F					
Josie Wilson		Josie.wilson@hdrinc.com	Y	3620 Scammon Bay Circle	Anchorage	AK	99515	W	word of mouth project team
Richelle Martens		richelle.martens@alaska.gov	Y		Juneau			W	Work
Jim & Debi Puckett				3070 Glacierwood Dr	Juneau	AK	99801	W	newspaper

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation & Public Facilities.

Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Egan / Yandukin Intersection Improvements

EGAN / YANDUKIN

Please Sign In

Alaska Department of Transportation & Public Facilities

* Mail was delivered,      

Public Meeting – Tuesday, November 19, 4:00 - 7:00 PM

late, member.
Noted that
it came yesterday

Intersection Improvements

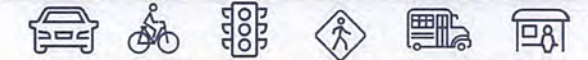
Name (Please print) ^{Organization}	E-mail	Join the e-mail list! Y or N	Street Address	City	State	ZIP Code	Race* (W, AN, N, B, H, A, P, O)	How did you hear about this meeting?
Debera Coleley	2194 Cascade St	N	2194 Cascade St	Juneau	AK	99801	Human	word of mouth, mailing
Christopher Goins	christopher.goins@alaska.gov	N	9163 Parkwood Dr	Juneau	AK	99801	Human	—
7214								
9								
5								
4								
6								
→6								

Egan / Yandukin Intersection Improvements

EGAN / YANDUKIN

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Name & Organization (Please print)	E-mail	Join the e-mail list! Y or N	Street Address	City	State	ZIP Code	Race* (W, AN, N, B, H, A, P, O)	How did you hear about this meeting?
Cathy PAINTER	Wayne@acsaiaska.net	N	4437 Columbia Blvd	Juneau	AK	99801	W	RADIO + PAPER
JANET COFFIN		N	3878 KILLEWICK DR	JUNEAU	AK	99801	W	RADIO + PAPER
Emily Haynes	DOT+PF							
Fred Yates	Fred12yates@gmail.com	X	5470 N Douglas	JUNEAU	AK	99801		Facebook
Deanne Bowe	jeanneb@kennecook.com							
GRAIG DAHL	cdahl@juneachamber.com		3620 SPARTAN	''	''	''	W	Newspaper
CARLTON SMITH	carltonsmith@gei.net		110 SEWARD ST #1	JNU	AK	99801	N	Newspaper
Roscoe G Bicknell	R.Bicknell@Bicknellinc.com	X	Po Box 33517 Juneau 99803	Jnu	AK	99801	W	Email
PETER BIBB	Peterb@petro49.com	Y	3560 N. DOUGLAS HWY	JUNEAU	AK	99801	W	EMAIL
Tenor Galambush	tenor.galambush@dot.gov	Y		Juneau	AK	99801		
Makayla Clements	kaylajademarie@aol.com	Y		Juneau	AK	99801	W	AVS
BRANDON WILSON	BRANDONW@PETRO49.COM	Y						
DAVE CONWAY	takucoways@ak.net	X	9056 Nimms DR	Juneau	AK	99801	W	word of mouth
Chris Grandall	chrisg@backfill-inc.com	Y	5702 Commercialist	JNU	AK	99801		KIM

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Egan / Yandukin Intersection Improvements

EGAN / YANDUKIN

Please Sign In

Alaska Department of Transportation & Public Facilities



Public Meeting – Tuesday, November 19, 4:00 - 7:00 PM

Intersection Improvements

Name & Organization (Please print)	E-mail	Join the e-mail list! Y or N	Street Address	City	State	ZIP Code	Race* (W, AN, N, B, H, A, P, O)	How did you hear about this meeting?
MARK DALTON (HDR)	MARK.DALTON@HDRINC.COM	Y				99517	W	DOT & PF
Taylor Horne (HDR)	taylor.horne@HDRINC.COM	Y				11	11	11
Megan Hillgartner (AKR)	megan.hillgartner@alaska.gov	Y				99801		
David Blomme (Bicknell Inc)	dblomme-@bicknellinc.com	Y						
Margaret Mackinnon	mackinnon@gcis.net	Y				99803	W	
Allen Mackinnon	✓ ✓	Y	Po Box 32760	Jun	AK	99803		Problem Solver Radio
Cree Knight (KIN)								KIN
Kodijo Hyatt (Avis)	hkodijo@gmail.com						W	Flyer/Boss
Alan Aitken	aaiken@acsalaska.net	Y	4451 Lake Ave	Jun	AK	99801	W	Newspaper
DAK KROMAREK		N	P.O. Box 240244 Douglas, AK	Jun	A	99824	W	Radio newspaper
Annalyn Landau (HDR)	annalyn.landau@hdrinc.com		626					
Jesse Kiehl	sen.jesse.kiehl@akleg.gov		State Capitol	Juneau	AK	99801	W	DOT
LISA SHERRELL	LISA.SHERRELL@GMAIL.COM	Y	Box 35081 JUNEAU (Auke Bay)	JUNEAU	AK	99803		RADIO
Betty & Norm Miller	Norbeti936@yahoo.com	Y	2551 VISTA DR. # C-201	JUNEAU	AK	99801		RADIO

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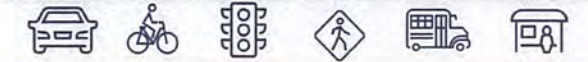
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Egan / Yandukin Intersection Improvements

EGAN / YANDUKIN

Please Sign In

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Name & Organization (Please print)	E-mail	Join the e-mail list! Y or N	Street Address	City	State	ZIP Code	Race* (W, AN, N, B, H, A, P, O)	How did you hear about this meeting?
Haiwan JAEGER	bbjaeger@GCI-NET	Y	3451 MEADOW WAY	Juneau	AK	99801		Paper
Becky Iverson	bakiverson@gmail.com	Y	P.O. Box 32184 Juneau 99803	Juneau	AK	99803	W	Paper
Bob Lauritz	Juneaubob1@yahoo.com	Y	P.O. Box 33543 Juneau 99805	Juneau	AK	99805		Online
Ed Foster	ed.foster@juneau.org	Y	7100 Glacier Hwy	Juneau	AK	99801	W	email
Eileen Sundberg	tahoosun1@att.net	Y	17570 Pt Lina Loop	Auke Bay	AK	99821	W	email
Martin Harrington	mharrington7@gmail.com	Y	9188 James Blvd	Juneau	AK	99801	W	WOM
Roberta Eastwood	robertaeastwood@gmail.com	Y	9188 James Blvd	Juneau	AK	99801	W	News - online
Jos Bakker	joseb1214@aol.com	Y	PO Box 211403 Auke Bay 99821	Auke Bay	AK	99821		FB
Sam Trivette	samtrivegci.net	Y	7870 Glacier Hwy,	Juneau	AK	99801	W	Mail, Paper
CHARLES COLLINS	CHARLES.COLLINS@WSPRASKA.COM	Y	5454 SHANE DRIVE	JUNEAU	AK	99801		CHAMBER
SARA BROWN	sara.brown@alaska.gov							
Dominique Saenz	dominiquejs@yahoo.com	Y	1991 Hughes way	Juneau	AK	99801		Flyer
Jeff Hoover	Juneaufour@yahoo.com	Y	4416 Ichabod LN	Juneau	AK	99801	W	FB
Dan Holt	danholt@gci.net	N	8391 Airport Blvd	Juneau	AK	99801		Chamber

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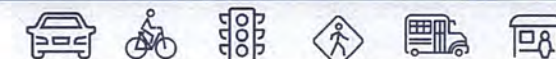
+ 11/19/11 double sign ins (0) project team (A) Page 5 of 11

Egan / Yandukin Intersection Improvements

EGAN / YANDUKIN

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Alaska Department of Transportation & Public Facilities



Public Meeting – Tuesday, November 19, 4:00 - 7:00 PM

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Name (Please print)	Organization	E-mail	Join the e-mail list! Y or N	Street Address	City	State	ZIP Code	Race* (W, AN, N, B, H, A, P, O)	How did you hear about this meeting?
Michele J. Fedenzo		girgenti42@gmail.com	Y	4401 River ^{side Dr} HS	Juneau	AK	99801	/	fb
Jon Ahlgren		ahlgren@pti.alaska.net	Y	7094 Seaway Dr	"	"	"	/	Newspaper
BROOKE DALY		"		"	"	"	"		"
Ed Morgan		edmorgan4@msn.com	Y	P.O. Box 10611	Juneau	AK	99802		Article
Frank + Sally Rwe		frankrwe44@gmail.com	Y	7083 Hendricks Rd.	Juneau	AK	99801		Fred Meyer
Larry Horton		larry@seahook.com	Y	34201 Glacier	"	"	"	W	Kimy
Wade Bryson		soj@alaska.net		4109 Birch Ln	"	"	"		Kimy
Dave Hurlbut		dghdave@aol.com	Y	8152 Grant St	"	"	"	W	Mail
Michael Neussl		maneussl@gmail.com	Y	3021 Glacierwood Dr.	Juneau	AK	99801	W	email
David Duntley		ddduntley@outlook.com	Y	1290 Mend Pen Rd	"	"	"	"	Empire
Megan Rinkenberger		iheartgrapefruit@gmail.com	N	P.O. Box 33953	JNU	AK	99803	W	Radio
Amber Sandberg		fanoeson1@att.net	N Y	PO Box 210785	Juneau Bay	AK	99821	W	Radio ^{Capital Creek}
Laurel Christian		laurelbruggerman95@gmail.com		7951 Gildstone St	Juneau	AK	99801		
JANE SVINICKI				10392 Mend-Lp.	Juneau		99801		

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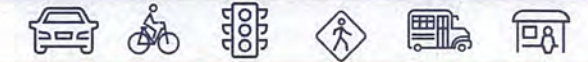
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Bobbie Helmgren	bhelmgren@yahoo.com	Y	PO Box 21046 Juneau AK 99802	Juneau	AK	99802	W	Facebook
Arnold Liebelt	Arnold.Liebelt@aleg.gov	Y	5th St. Douglas	Douglas	AK	99824	W	—
Michael K Schuler		N	Willow Ave. JNU	JNU	AK	99801	W	work
Greg Wemot		N				99801	W	work
PAT CARROLL	PAT.CARROLL@ALASKA.GOV	N	3303 Fritz Cove Rd Juneau 99801				W	work
Paul Khena	paul.khena@alaska.gov	N	1820 Wickerson Ave.	JNU	AK	99801	M	work
SCOTT RINKENBERGER	scottr@junairport.com	Y	1873 SHELL SIMMONS DR #200	JNU	AK	99801	W	WORK
Jerry Gorkin	gorkinjm@gci.net	OP ALREADY						Focus Group
Craig Wilson	akwilco@gmail.com	N	4100 BLACKBERRY ST.	Juneau	AK	99801		NEWS
RICHARD GERMILLER	richard.germiller@alaska.gov	N	850 G B RAINBOW ROW	"	"	99801		MAILER
Kathleen Under		N	3060 Glacierwood Dr.	Juneau	AK	99807	W	Mail
Colton Christian	coltonchristian@gmail.com	Y	7951 Gladstone St.	Juneau	AK	99801		
BRETT WELLS	brettwells.ak@gmail.com	Y	9951 STEPHEN RICHARDS SP 62	JUNEAU	AK	99801	W	Work
DAVE HANNA	hannaco@gci.net	Y	11475 HANNA DR	JUNEAU	AK	99801		

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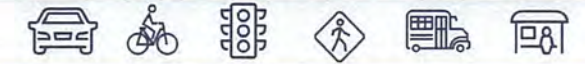
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Gayle Trivette	gayletriv@gci.net	N	7870 Glacier Hwy	Juneau	AK	99801	W	flier
Erin Fahsholtz				Juneau	AK	99803	W	FB
Susan Hickey	susan.hickey.ak@gmail.com	Y	15655 Glacier Hwy ^{P.O. Box 210882 Auke Bay 99803}	Juneau	AK		W	Empire
Peter Segall	psegall@juneauempire.com	N		Juneau				
Todd Smith	smithyinjuno@gmail.com	Y	8990 Aukie Dr.	Juneau	AK	99801		FB/Radio/Empire
HUNG TRAN				Juneau	AK	99801		working here
MaryAnn Dierckman	madak@hotmail.com	Y	PO Box 210113	Auke Bay	AK	99821	W	friends Email
Karen Smith	karen.smith.fry@gmail.com	Y						Walk in
Nora Perlasca	pearlalaska@yahoo.com	N	4416 Ihabod Ln	Juneau	AK	99801	H	FB
Kathy Holt	danholt@gci.net	Y	PO Box 211293	Auke Bay	AK	99821		Empire ^{article}
VERNE SINGERBERG	VERNE.SINGERBERG@ALASKA.GOV	-						
Heather Brandon	hbrandon99801@gmail.com	Y	1090 Hendrickson Rd.	Juneau	AK	99801		flier postcard
Susan P. Trivette	Susiegtriv48@gci.net	Y	1901 Davis Ave #B 9	"	"	"		Empire
Carole Bookless								email

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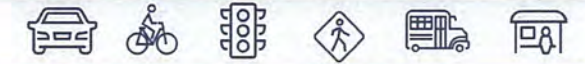
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Egan / Yandukin Intersection Improvements

EGAN / YANDUKIN

Please Sign In

Alaska Department of Transportation & Public Facilities



Public Meeting – Tuesday, November 19, 4:00 - 7:00 PM

Intersection Improvements

Name (Please print)	E-mail	Join the e-mail list! Y or N	Street Address	City	State	ZIP Code	Race* (W, AN, N, B, H, A, P, O)	How did you hear about this meeting?
Eileen Hosey	eileengh@gmail.com	Y	2416 Ka-see-an Dr	Juneau	AK	99801	N/A	family
Chris Ashenbrenner	jouchris@gmail.com	Y	9071 Miner Ct	"	"	"		friend
Karel J. Ashenbrenner	KJASHEN@GMAIL.COM	Y	9071 Miner Ct	Juneau	AK	99801	N/A	PAPER article + ad
Jennifer Norton		N		"	"	99801		newspaper
Gerald Grant	gg1631@aol.com	Y	3170 Nowell ave	Juneau	AK	99801		

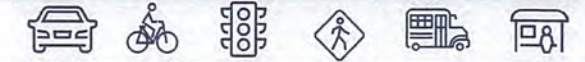
*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation & Public Facilities.
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Egan / Yandukin Intersection Improvements

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Alaska Department of Transportation & Public Facilities



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Intersection Improvements

Name & Organization (Please print)	E-mail	Join the e-mail list! Y or N	Street Address	City	State	ZIP Code	Race* (W, AN, N, B, H, A, P, O)	How did you hear about this meeting?
Bilal Al-Rabat	bilal.al-rabat@alaska.gov	Y	1800 Shell Simmons Dr	Juneau	AK	99801	W	DOT
Erica Storos	ersjoros@gci.net	Y	9209 Emily Way	Juneau	AK	99801	W	DOT
RICH STOROS	ersjoros@gci.net	N	9209 EMILY WAY	JUNEAU	AK	99801	W	NEWS
SAM KITO III	skito.3@gmail.com	Y	12175 Glacier Hwy C-5	Juneau	AK	99801		NEWS
Theresa Svancara	tjsvancara@hotmail.com	Y	15965 Colacieu Hwy	Juneau	AK	99801	W	email
DAVID & KAT PYEATT	pyeatt@gmail.com		7760 GLACIER HWY	Juneau	AK	99801		
Ellen Rogers	ellen@aerogers.com	Y	812 Fritz Cove Rd.	Juneau	AK	99801		DOT NEWS
JARVIS SCHULTZ		N	4543 GLACIER SPUR RD	JNU				EMPIRE/KTOO
Gwen Lockwood Greg & Amy Also	alaskagwen@yahoo.com	Y	4936 Hummingbird LN	Juneau	AK	99801	W	DOT

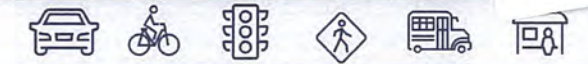
*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation & Public Facilities.
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).

Egan / Yandukin Intersection Improvements

EGAN / YANDUKIN

Please Sign In

Alaska Department of Transportation & Public Facilities



Public Meeting – Tuesday, November 19, 4:00 - 7:00 PM

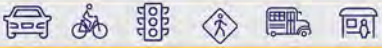
Intersection Improvements

Name (Please print)	E-mail	Join the e-mail list! Y or N	Street Address	City	State	ZIP Code	Race* (W, AN, N, B, H, A, P, O)	How did you hear about this meeting?
Brenda Weaver	bweavery@gmail.com	Y	1275 Glacier Hwy A402	Juneau	AK	99801		everything
Leo DeMeo	jdemeo@alaska.edu	Y	PO Box 33595	Juneau	AK	99803		email
JIM BROWN	james.brown@alaska.gov	Y	-	-	-	-	W	ME
ERIC FORST	eric@reddlegal.com		278 S Franklin St.	Juneau	AK	99801		

*This information is **voluntary**. Its purpose is to ensure fair and equal representation by the public in all projects and programs administered by the Alaska Department of Transportation & Public Facilities.
Race Categories: White (W), Alaska Native (AN), Native American (N), Black (B), Hispanic (H), Asian (A), Pacific Islander (P), and Other (O).



Attachment N: Public Open House Printed Materials & Posters



Egan / Yandukin Intersection Improvements Project

PROJECT FACT SHEET

PROJECT OVERVIEW

In response to public safety and connectivity concerns at the intersection of Egan and Yandukin Drives in Juneau, Alaska, the Alaska Department of Transportation & Public Facilities (DOT&PF) is working on ways to make improvements for transportation users.

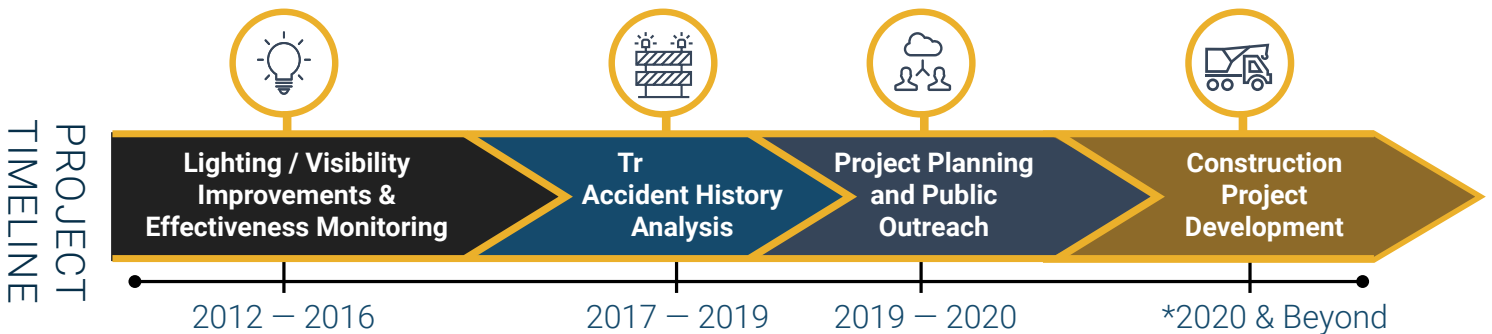
DOT&PF has determined that the transportation corridor are complex. For example, apparent factors in left-hand-turn crashes include driveways, gaps in transportation infrastructure, and environmental conditions like darkness and wet or icy roads are contributing to crash severity and frequency. Previously implemented improvement options create tradeoffs.



PROJECT AREA MAP

IMPROVEMENT EFFORTS

DOT&PF is engaging the community of Juneau to identify possible options that could be quickly implemented to improve safety at the intersection and also working on longer-range solutions to improve safety and connectivity in the overall Egan and Yandukin area.



PROJECT BENEFITS

- Safety enhancements for motorists, pedestrians, and bicyclists
- System connectivity and acceptable transportation
- Improved pedestrian/bicycle access across the intersection

Questions? **James Brown, DOT&PF** | (907) 465-1796 eganyandukin@alaska.gov

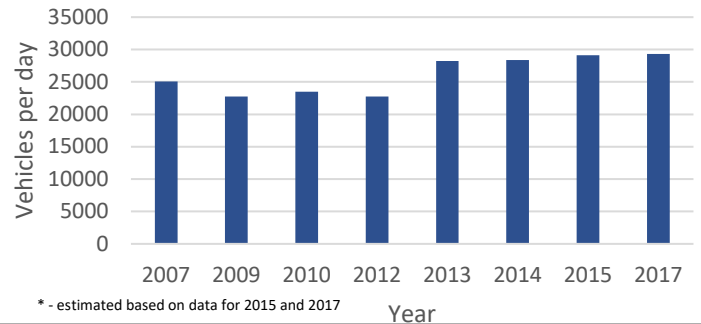
*Pending Available Funding

Summary of Egan / Yandukin Traffic and Accident Data

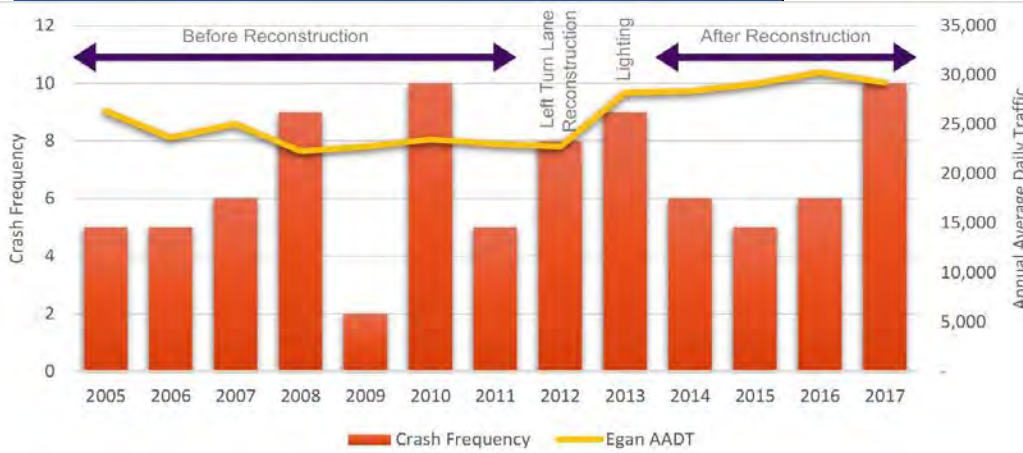
Alaska Department of Transportation and Public Facilities Southcoast Region Traffic and Safety Report; 2013
Traffic Analysis and Alternatives Concept Analysis Report; October 2019; Kinney Engineering

The Egan Yandukin intersection is a critical link for the City of Juneau, providing the only connection between the Mendenhall Valley, the Lemon Creek area, and downtown Juneau. When there is a crash, the intersection is closed and all of us are impacted. DOT&PF is working to reduce the potential for crashes and the severity of crashes, as well as considering ways to develop a bypass route for this single choke point in the transportation system.

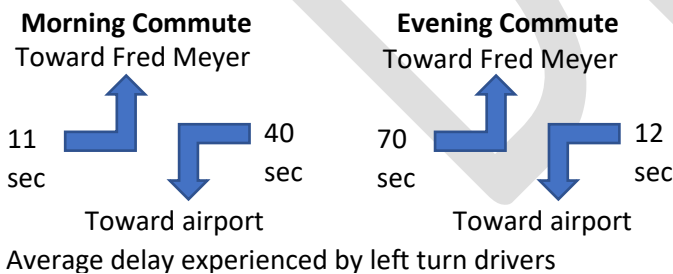
Average annual traffic volume Egan Drive north of Yandukin



Traffic in the area has been mostly consistent for many years. Using adopted Southcoast DOT&PF long term growth assumptions of %0.25 per year growth, future volumes will be closer to 31,000 per day. Source: Traffic Analysis and Alternative Concepts Report 10/2019



Source: Traffic Analysis and Alternative Concepts Report 10/2019



Only movement that experiences delay is North and Southbound left turn. Overall the intersection operates within standards.

13 year crash history

No fatalities at the intersection

Six major injury crashes in 13 years (Major injury crashes are those with injuries that require transport to a hospital).

46% of crashes involve vehicles making left turns, and 62% of the left turn crashes involve southbound drivers turning toward Fred Meyer.

Importance of Public Awareness that Over 50% of crashes occur in November, December, and January.

How does it rank compared with other intersections in Juneau? (2009 to 2013)

8th highest for total crashes

15th highest crash rate (considers traffic volume)

8th highest crash severity rate (considers crash severity and traffic volume)

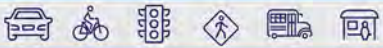
Two fatal crashes in Juneau, none at this intersection

Source: 2013 Southcoast Region Traffic and Safety Report

What does it all mean?

- Intersection crash severity is a concern.
- Reliability of connectivity is important for local and through-traffic.
- Provide solutions that also provide access for pedestrians and bicyclists.
- Interim measures consideration for safety.
- Long term solutions provide improvements to safety and multimodal connectivity.
- Funding Challenges.

EGAN / YANDUKIN



Intersection Improvements

Egan / Yandukin Intersection Improvements Project Planning and Environmental Linkages (PEL) Process

DOT&PF is engaging the community and key agency stakeholders in a Planning and Environmental Linkages (PEL) process to help guide the development and delivery of improvements to the area of the intersection of Egan and Yandukin Drives.

The PEL process will outline key issues in the area and will include the development of alternatives that can be implemented to improve safety, provide pedestrian and cyclist access, enhance connectivity, and maintain or improve through the Egan/Yandukin intersection and corridor.

Feedback from the Juneau community and stakeholders is central to the development of design concepts that

PEL OVERVIEW

A PEL process supports proposed transportation system investments to the environment, community, and economy. The PEL process is a valuable approach for supporting project delivery.

BENEFITS OF THE PEL PROCESS



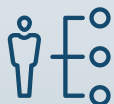
Include agencies and public stakeholders early in the process.



Provide the public a opportunity to assess options and provide meaningful input that reflects community priorities.



Accelerate project delivery by utilizing community and agency feedback to eliminate inappropriate alternatives and mitigate problems at an early stage in project development.



Gain lasting project support through transparent and regular coordination.



Document community and stakeholder input and the decision-making process.



Select a preferred alternative(s).



Products support construction project funding, design, and environmental approval work.

BENEFITS OF USING PEL PROCESS FOR EGAN / YANDUKIN

DOT&PF is working to identify possible options that could be quickly implemented to improve safety at the intersection and also working on longer-range solutions to improve safety and connectivity in the overall Egan and Yandukin area. Should a major engineering project be necessary, the PEL offers a process for engaging the community of Juneau in developing appropriate solutions.

Previous engineering analysis found that some commonly used improvement options, such as adding a stop light at the intersection, could cause increased travel times or cause other tradeoffs.

A PEL process allows DOT&PF to develop and screen improvement alternatives with the agencies and public to narrow down alternatives to carry forward into the NEPA and design steps.

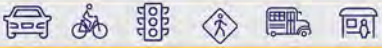
PEL PROCESS AND TIMELINE



This PEL process is expected to conclude in 2020 and will include several formal public input opportunities.

EXPECTED PEL RESULT

The result of the Egan and Yandukin Intersection PEL process will be recommended solutions for improving the overall safety, connectivity, and reliability throughout the corridor.



Egan / Yandukin Intersection Improvements Project Frequently Asked Questions (FAQ)

What is happening with improvements at the intersection of Egan and Yandukin Drives?

The Alaska Department of Transportation & Public Facilities (DOT&PF) is evaluating potential options to improve safety at the intersection and also actively looking at longer-range solutions for both safety and connectivity in the overall Egan and Yandukin area.

What about an interchange?

A recent traffic study evaluated several preliminary engineering alternatives to improve the intersection. While the study recommended an interchange for further consideration, additional options will be evaluated.

What are the results of the traffic study?

The intersection, though statistically average for similar intersections across Alaska, has the 8th highest total crashes of any Juneau intersection from 2009 through 2013.

From 2005 through 2017, there were no fatalities at the intersection. There were 6 major injury crashes during those 13 years.

Left-turn crashes from Egan Drive are the predominant crash type, and crash severity at the intersection is a concern. Darkness, pavement conditions, and judging gaps in oncoming traffic can be factors in accidents.

What is the status of improvement efforts?

DOT&PF is working on a project to evaluate options for improving the safety, connectivity, and reliability of the corridor. Right now, DOT&PF is engaging the community of Juneau to identify possible ways to improve the project area in the near-term and in the long-term. The team is evaluating a wide variety of options that range in scale, impact, cost, and timeline.

Why is this process necessary?

Due to the fact that analysis of alternatives needs to be expanded, DOT&PF is working with the public to evaluate a full range of alternatives for intersection improvements.

This process can help improve the intersection's chances for competing for funding for potential future improvements.

The process will also help streamline any subsequent impact analysis on proposed alternatives required by the National Environmental Policy Act (NEPA).

How can I participate in the improvement efforts?

DOT&PF invites you to provide feedback on the statement of needs being considered in the current step in the project process. Over the next year, DOT&PF will also hold several more public meetings and comment periods.

How can I learn more?

Visit the project online for more information:

- <http://dot.alaska.gov/eganyandukin>

Join the project email list or ask questions:

- eganyandukin@alaska.gov

For additional questions:

- (907) 465-1796

Purpose and Need

Purpose

The purpose of the Egan and Yandukin Planning and Environmental Linkages (PEL) Study is to improve safety and connectivity for transportation users, provide access for pedestrian and bicyclists, and maintain acceptable traffic flow through and surrounding the Egan Drive and Yandukin Drive intersection (Egan and Yandukin).

Need

These transportation improvements are needed to address:

- **Safety** – The traveling public has expressed concerns regarding intersection safety. Crash frequency at this intersection is similar to the statewide average for similar intersections. Data show that out of a total of 86 crashes between 2005 and 2017, six involved major injuries. While there have been no fatalities at the intersection, nearly 48% of all crashes involved some sort of injury.
- **System Connectivity** – Motorists traveling between the Valley and downtown are limited to using a single roadway, Egan Drive, for travel. When an accident occurs on Egan Drive, the lack of an alternate route directly affects transportation system connectivity, particularly during peak travel times. Travelers are impacted by the delay caused by accidents in this corridor and the lack of an alternate route.
- **Traffic Delays** – Lane closures and detours due to crashes at this intersection result in area-wide traffic congestion and delays for a disproportionately high percentage of Juneau drivers. This also results in a general perception of higher crash severity and occurrences than actually exist.
- **Non-Motorized Access** – The nearest controlled crossing of Egan Drive for pedestrians and bicyclists is 3/4 miles north from the Egan and Yandukin intersection. Bicyclists and pedestrians unwilling to follow the circuitous path often cross Egan Drive at Yandukin Drive, which is illegal and unsafe.
- **Economic Growth** – Future economic growth in the Juneau area will increase traffic volume as surrounding residential and industrial properties are developed. Increased traffic will make navigating an uncontrolled intersection even more difficult, thus the safety of the intersection.

11-04-19

EGAN / YANDUKIN



Intersection Improvements

Open House

Meeting Purpose:

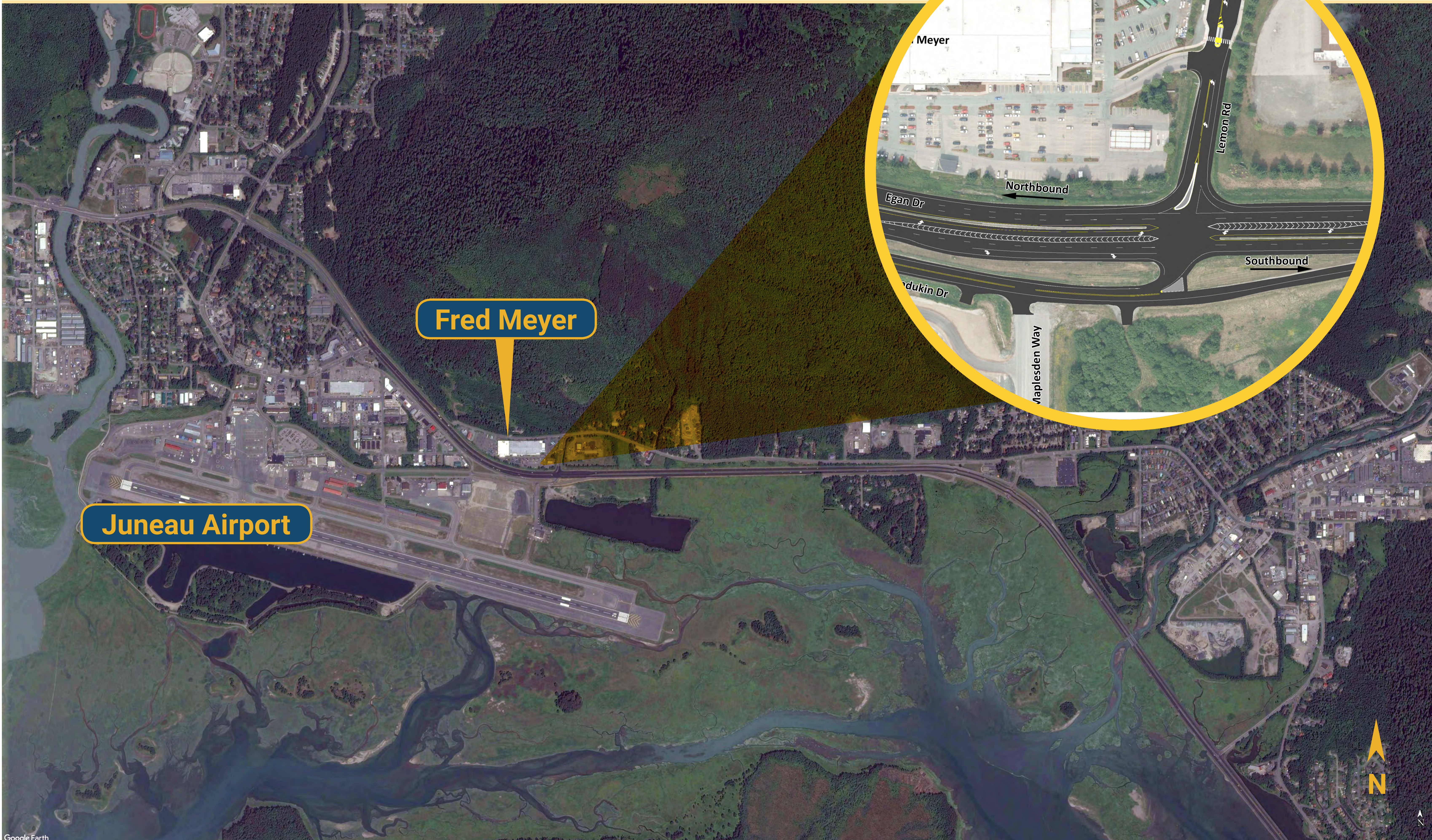
- Learn about the Egan/Yandukin traffic study results
- Next steps for improving the Egan/Yandukin intersection

Welcome!

**Egan Drive and Yandukin Drive Intersection
Improvements Project**

November 19, 2019

Project Area



Egan/Yandukin Improvements Timeline



**Lighting / Visibility
Improvements &
Effectiveness Monitoring**

**Traffic and
Accident History
Analysis**

**Project Planning
and Public
Outreach**

**Construction
Project
Development**

2012 – 2016

2017 – 2019

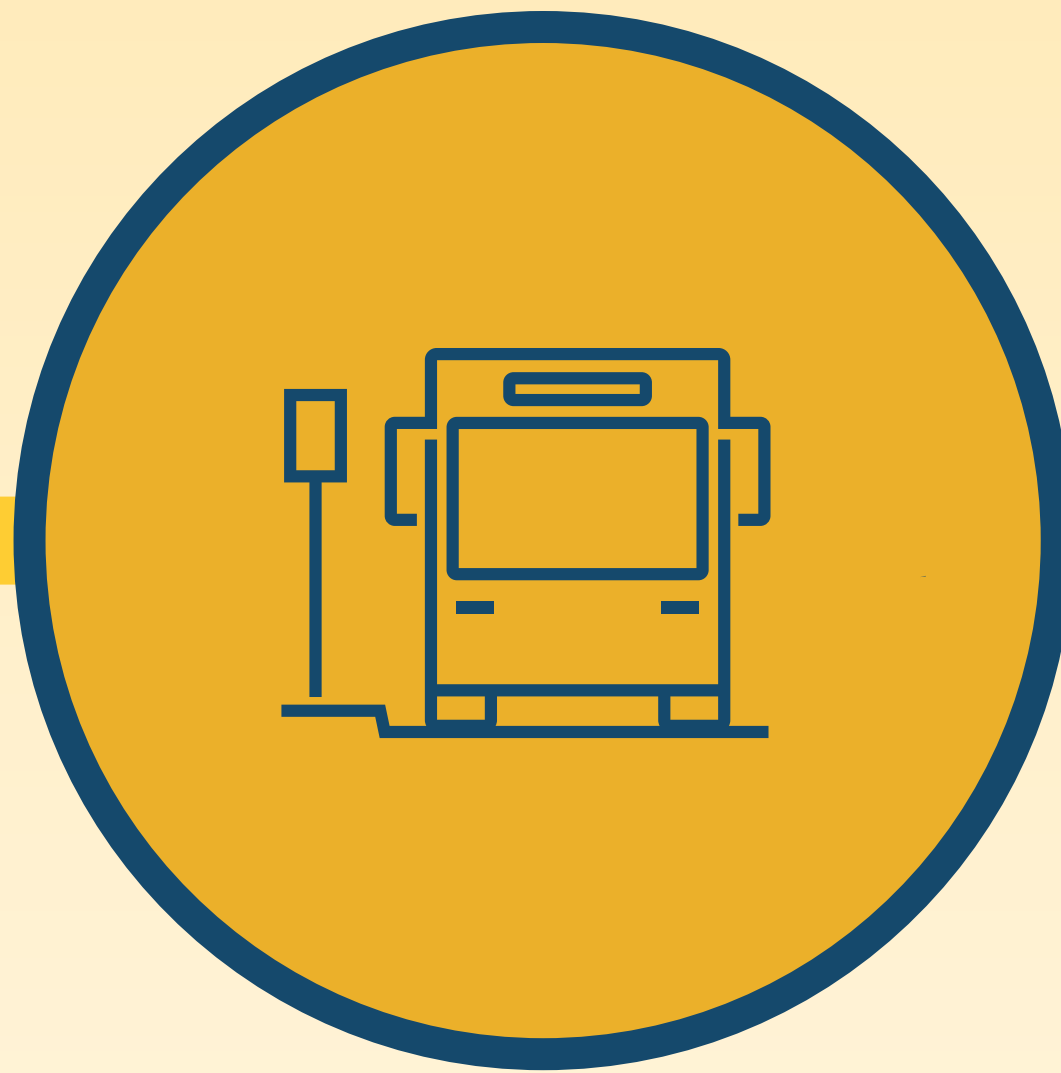
2019 – 2020

2020 & Beyond

Pending available funding

Why Are We Here?

In order to improve traffic safety at the Egan Drive and Yandukin Drive intersection, DOT&PF is actively looking into corridor-scale safety and connectivity improvements.



Safety

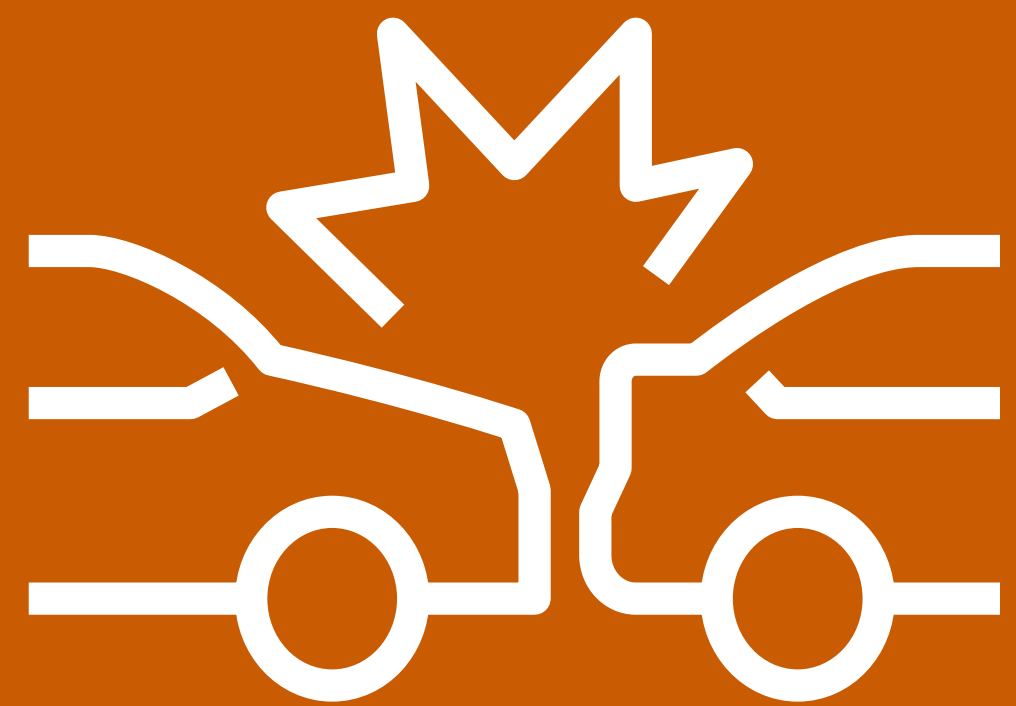
- Intersection crash severity is a concern.
- Left turns from Egan Drive are involved in a high percentage of intersection crashes.

Connectivity

- Egan Drive serves cars, buses, and trucks, and is important for both local and through-traffic.
- Previous analysis identified preliminary intersection improvement alternatives that require further analysis and refinement.

Corridor Improvement Goals

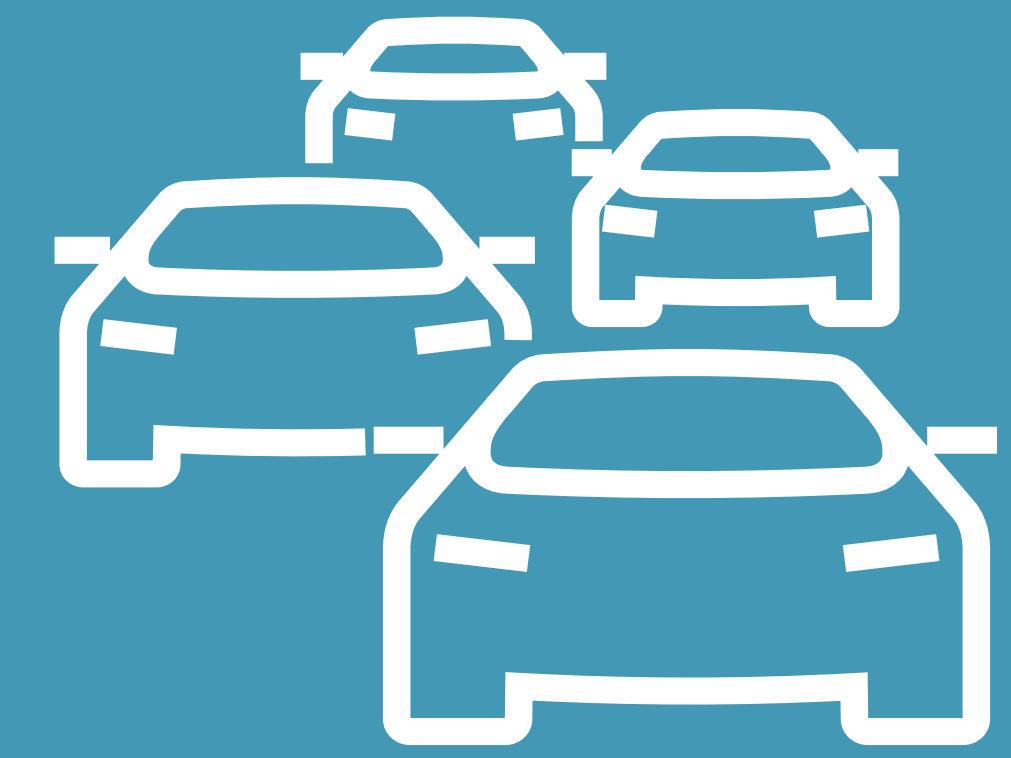
Improve safety and connectivity for transportation users, provide access for pedestrians and bicyclists, and maintain acceptable traffic flow around the intersection of Egan and Yandukin Drives.



Safety



System Connectivity



Traffic Delay



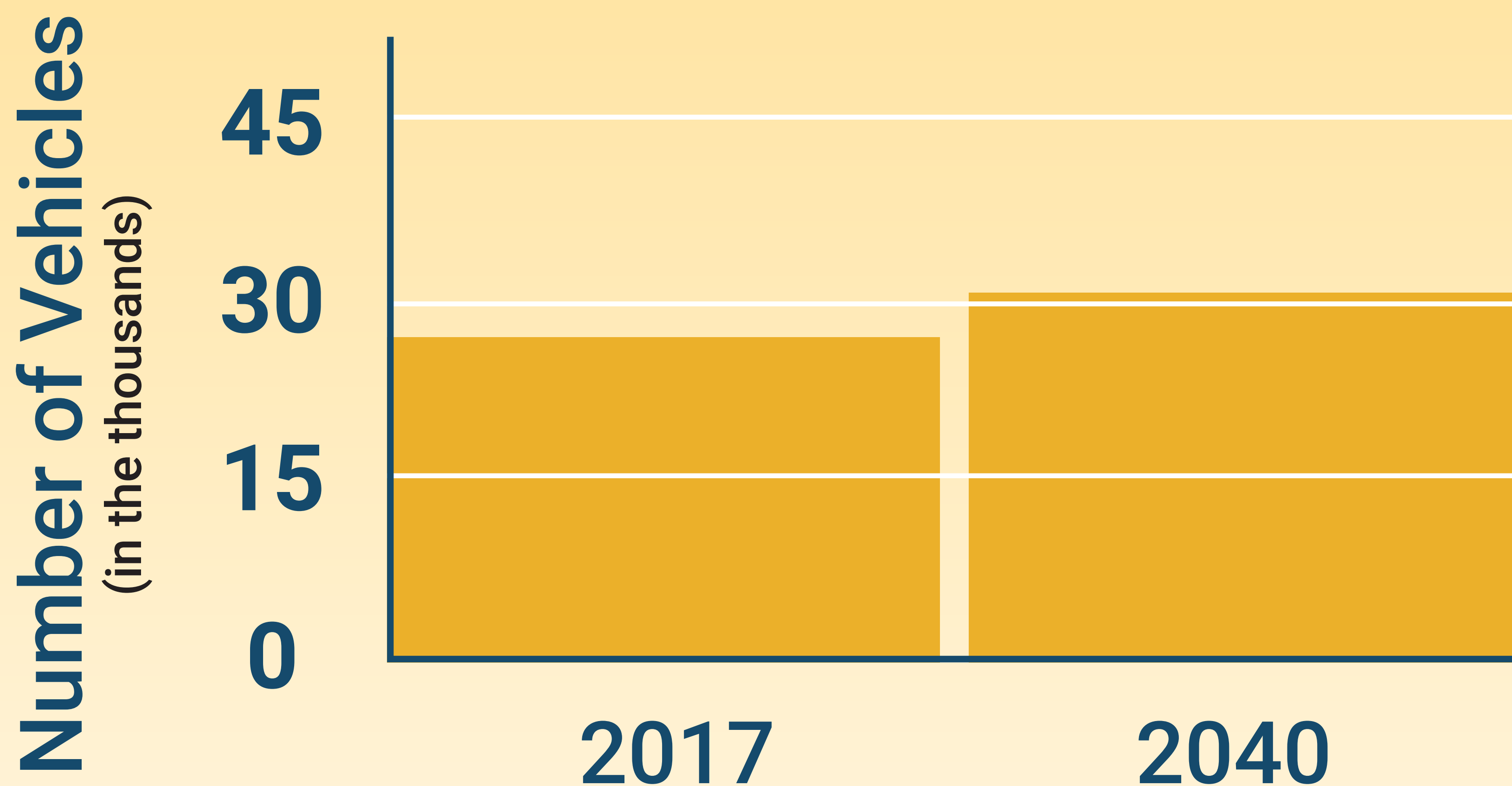
Non-Motorized Access



Economic Growth

These corridor improvement goals serve as the framework for the project purpose and need

Expected Traffic Changes



An average of 29,000 vehicles per day drove through the intersection in 2017. Traffic volume by 2040 is projected at 30,700 vehicles per day. Predicted effects are:

- The intersection will continue to function within acceptable standards for vehicles passing through the intersection on Egan Drive.
- Drivers turning left will experience increased delays of 1–2 minutes during rush hours. Peak hour delays are projected between 1–2 min.
- Increased traffic volume will likely increase crash frequency if no action is taken.

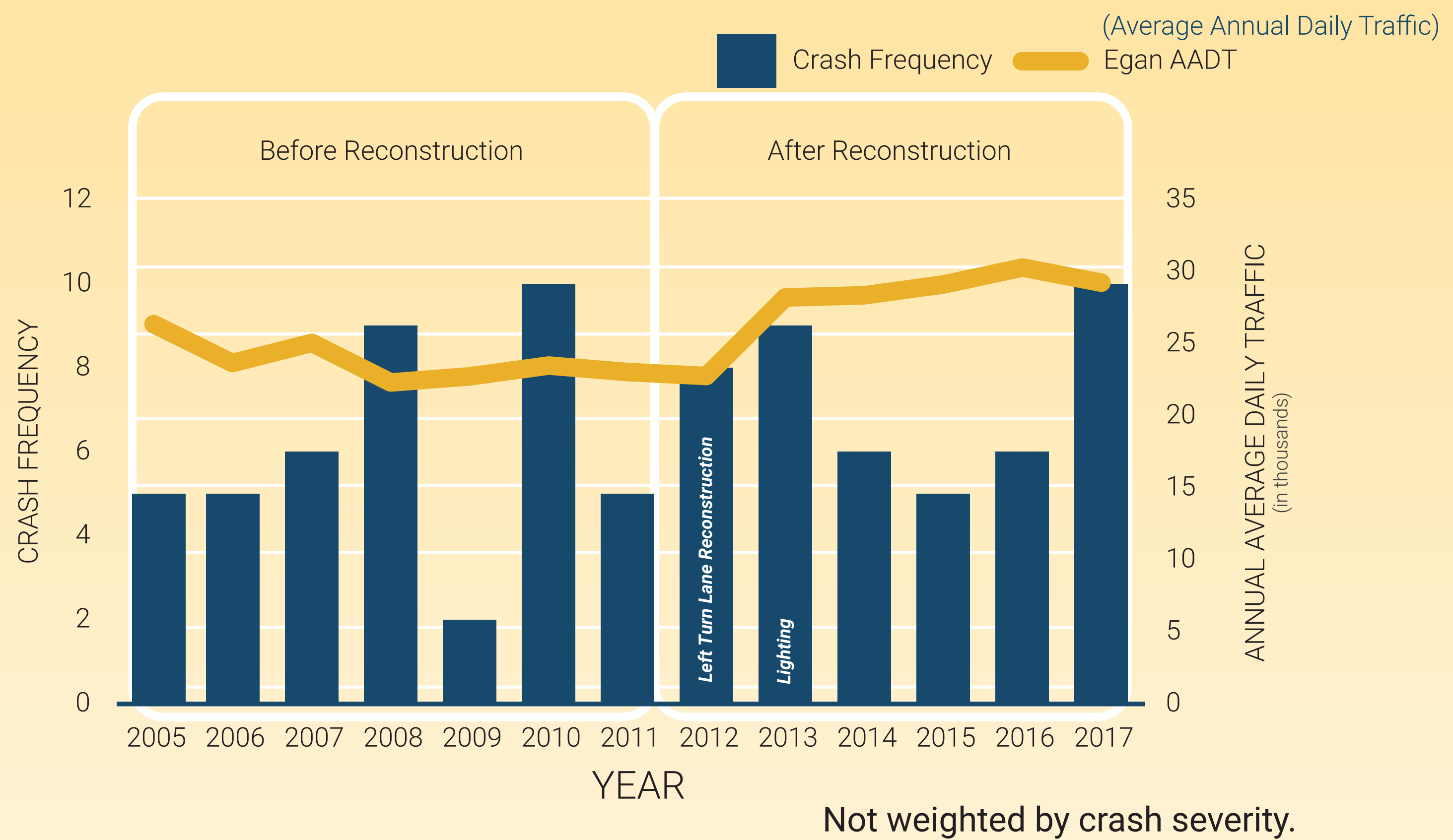


Data Show Corridor Conditions Affect Intersection Crash Rates

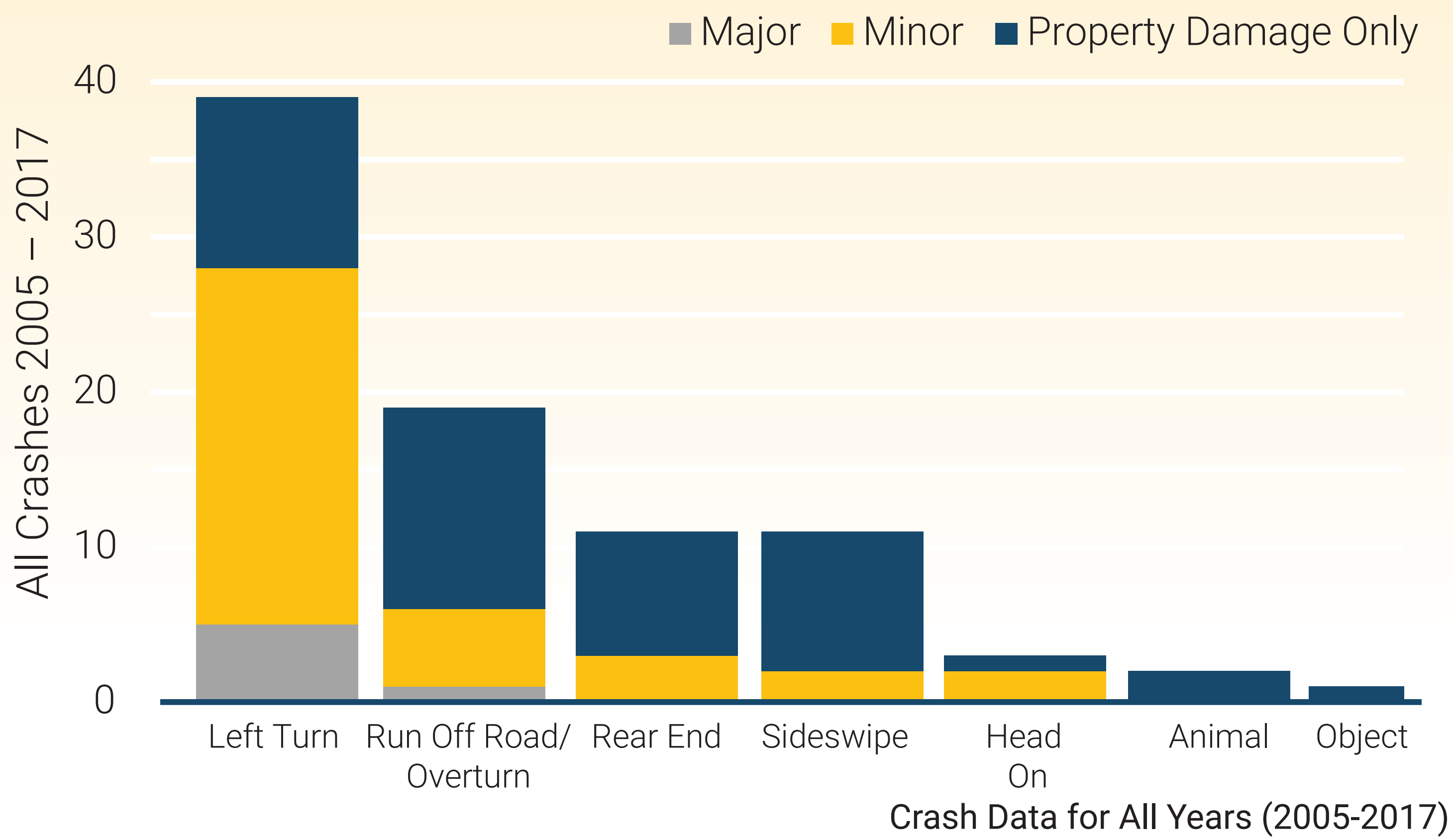
The majority of crashes occur in winter and during times of reduced visibility and tougher road conditions.

- Icy or wet road surfaces are correlated with accidents.
- Accidents appear to occur more frequently during dark hours.

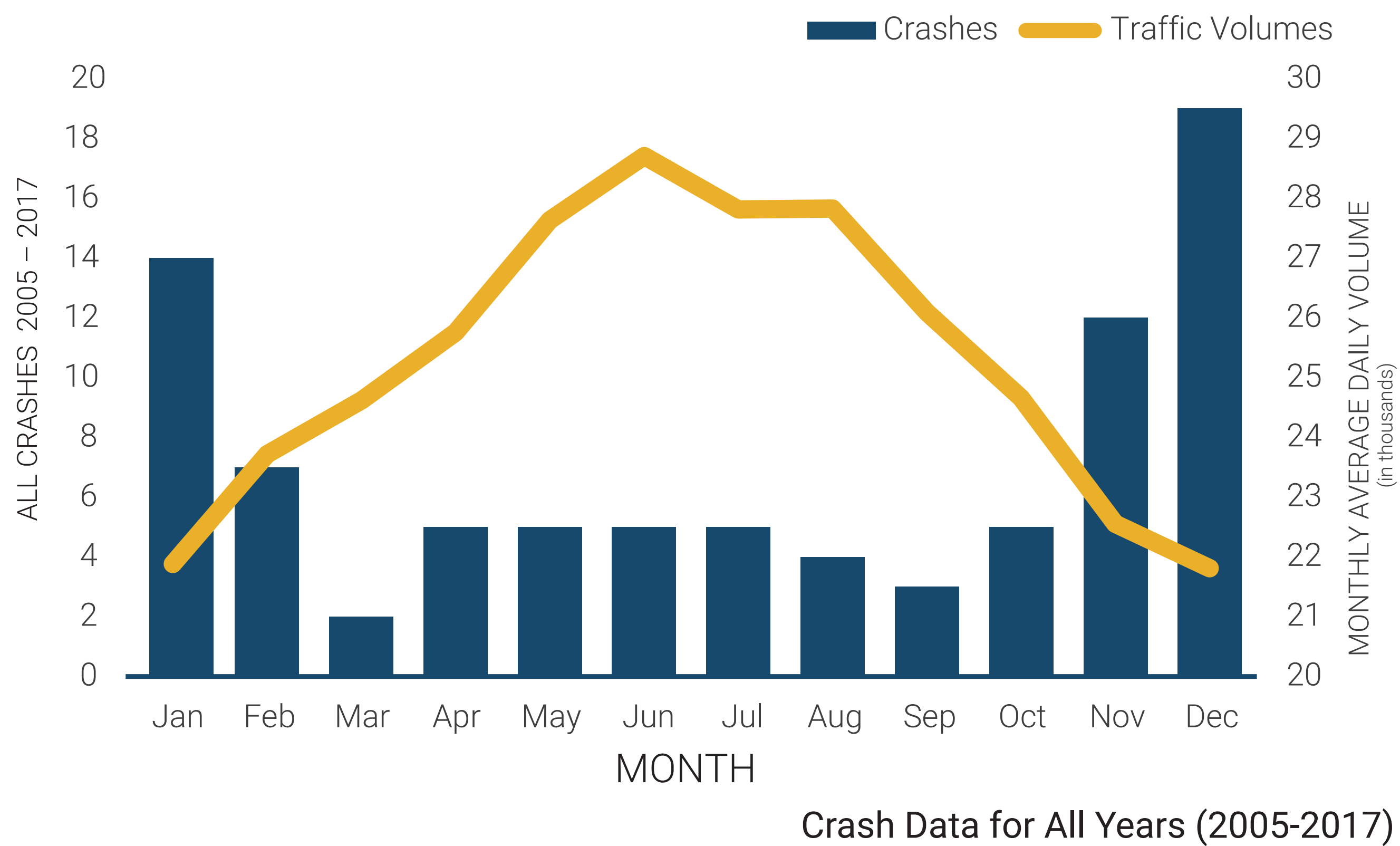
Number of Crashes at Egan Dr./Yandukin Dr. Intersection (2005 – 2017)



Crash Type Frequency for Egan Dr./Yandukin Dr. Intersection



Crashes and Traffic Volumes by Month at Egan Dr./Yandukin Dr. Intersection



Previous Improvement Efforts



2012

Offset lanes to provide better visibility.



2013

Enhanced lighting throughout Egan Corridor.



2014 - 2016

Monitoring of turn lane and lighting improvements, Traffic Study initiated.

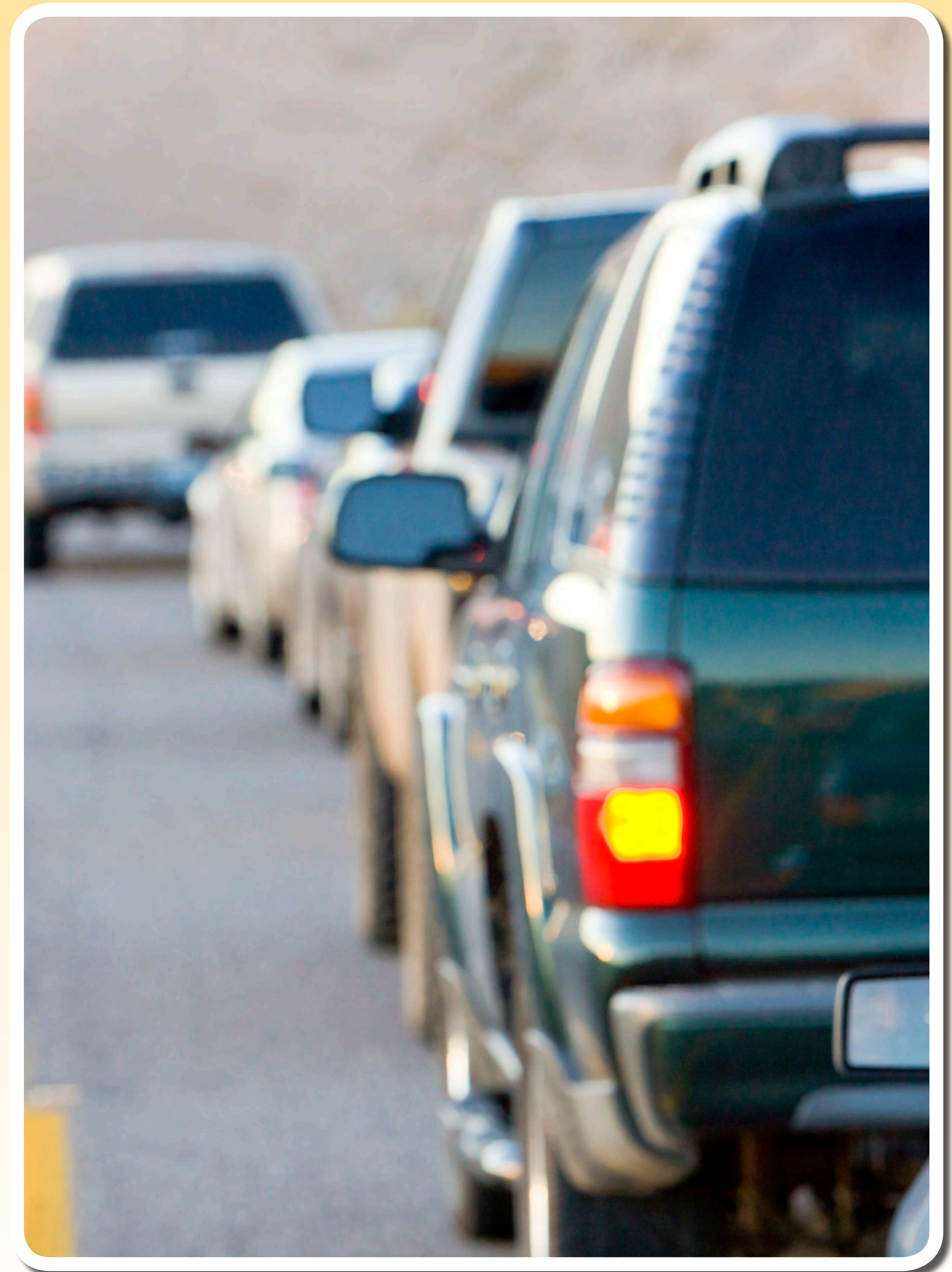


2017 - 2019

Traffic Study updates, stakeholder groups established, project open houses.

Current Improvement Efforts

- DOT&PF is working on a project to evaluate options for improving the safety, connectivity, and reliability of the corridor.
- Right now, DOT&PF is engaging the community of Juneau to identify possible ways to improve the project area in the near-term and in the long-term.
- The team is evaluating a wide variety of options that range in scale, impact, cost, and timeline.



EGAN / YANDUKIN



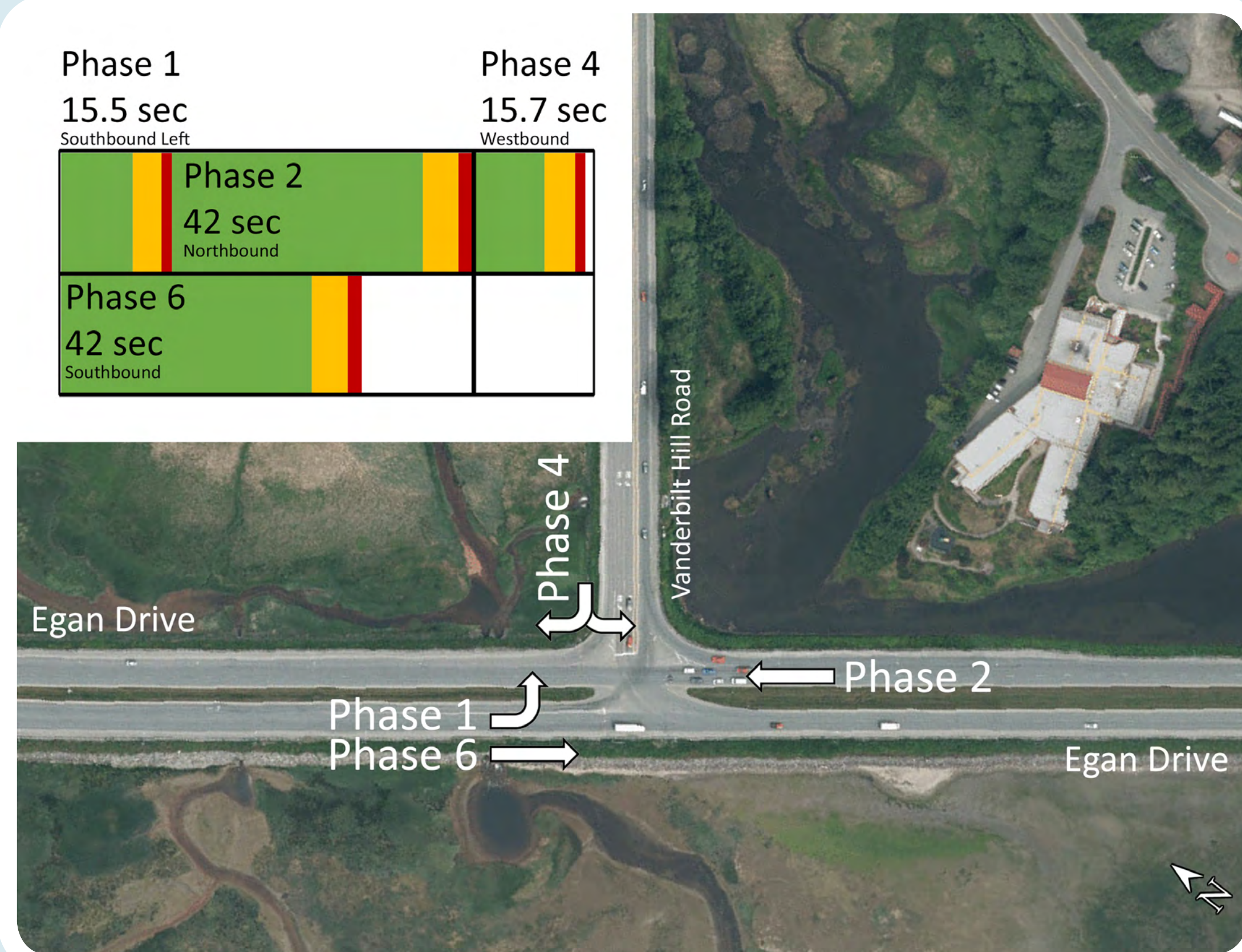
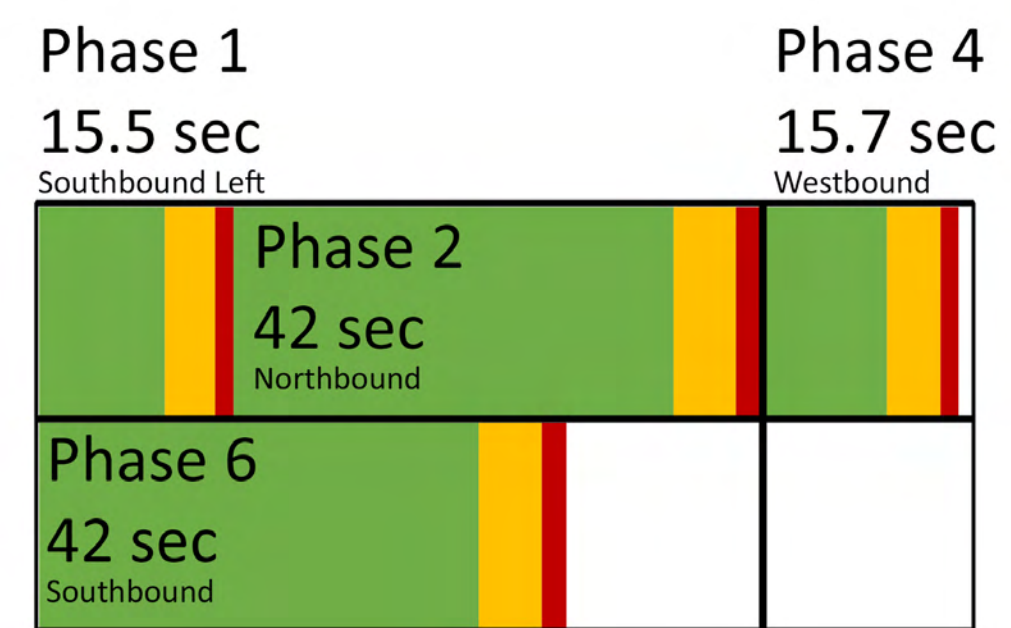
Intersection Improvements

Examples of Potential Improvement Options

DOT&PF is analyzing ways that the intersection can be improved without major construction.



Provide more frequent gaps in traffic

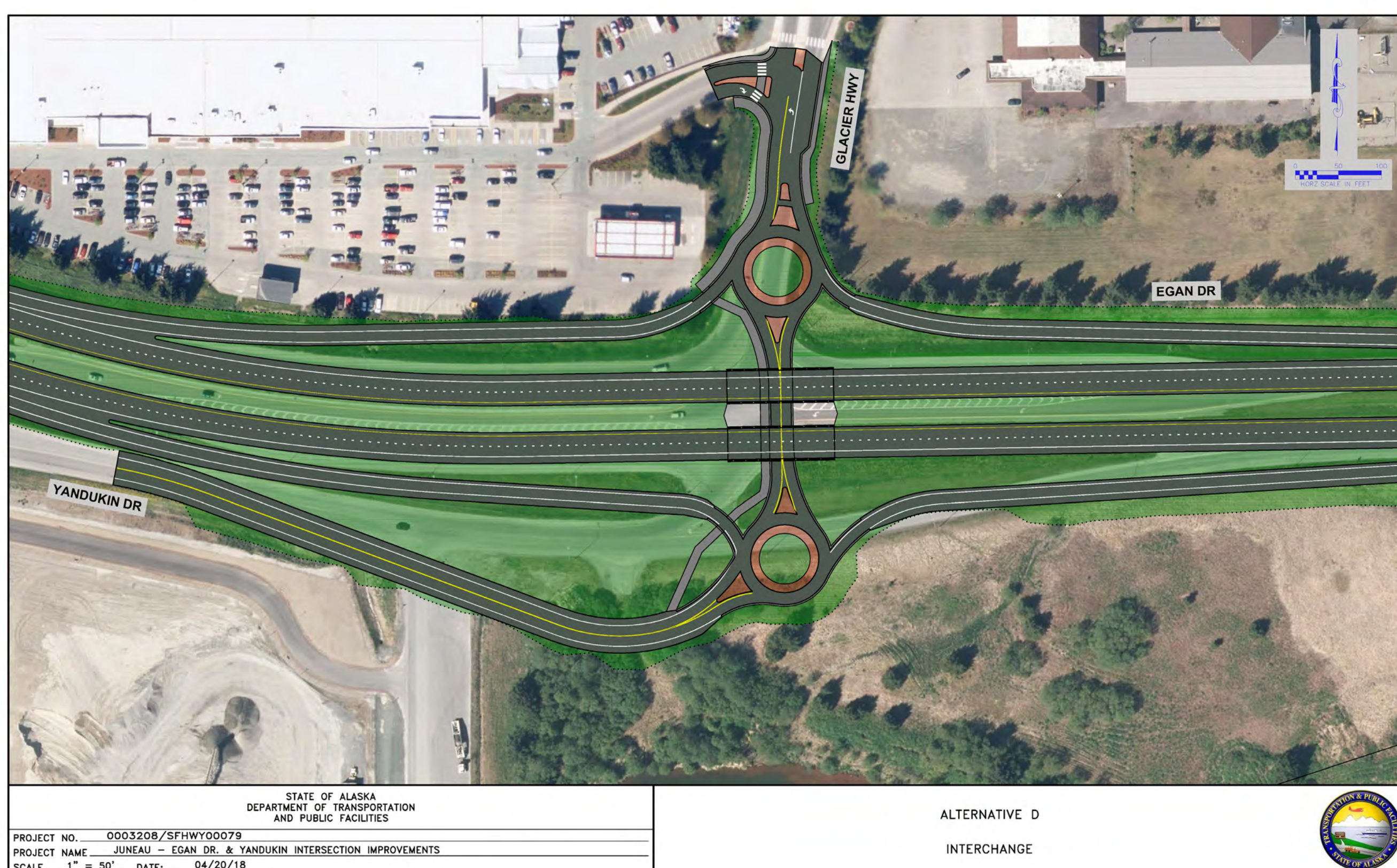
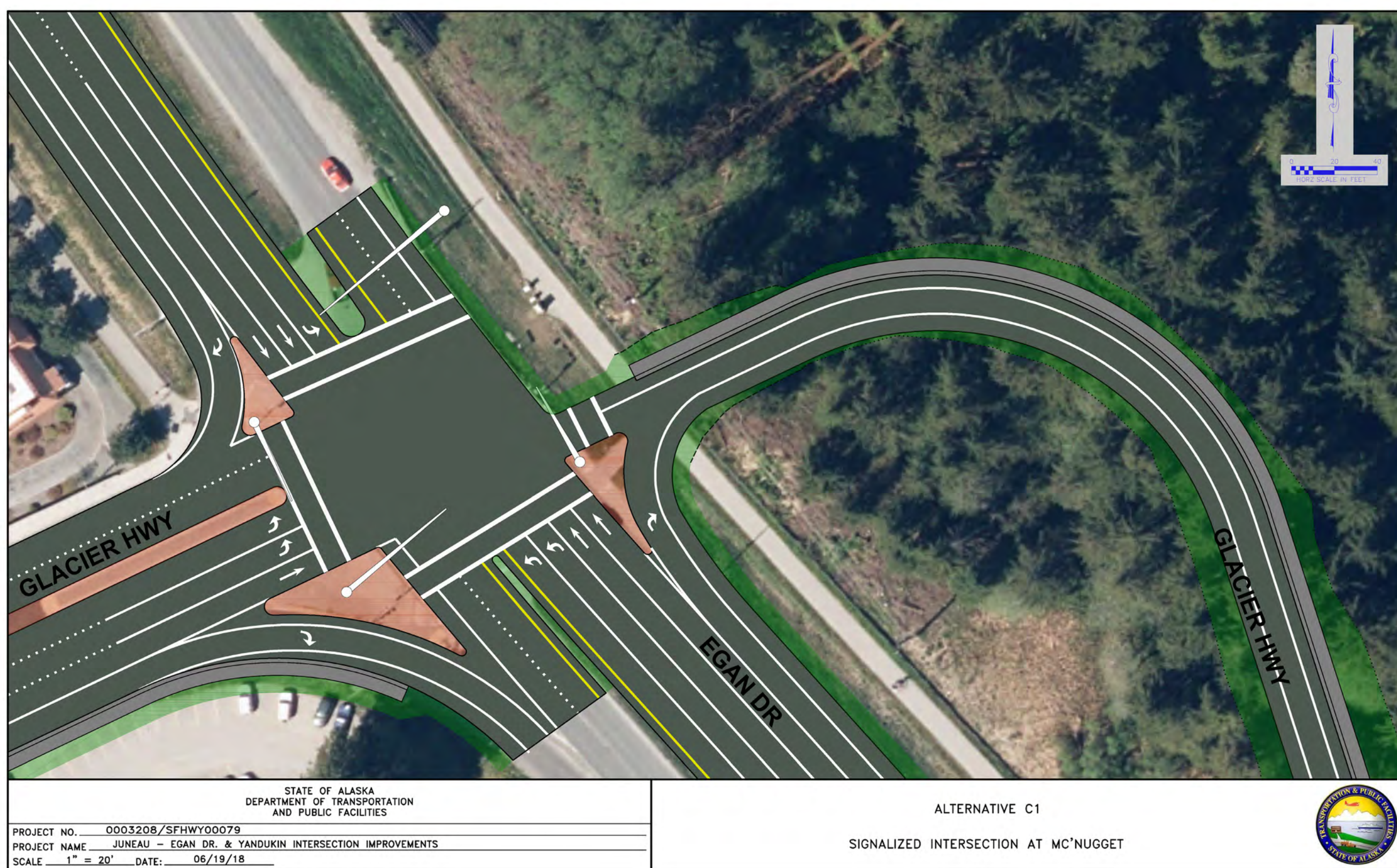
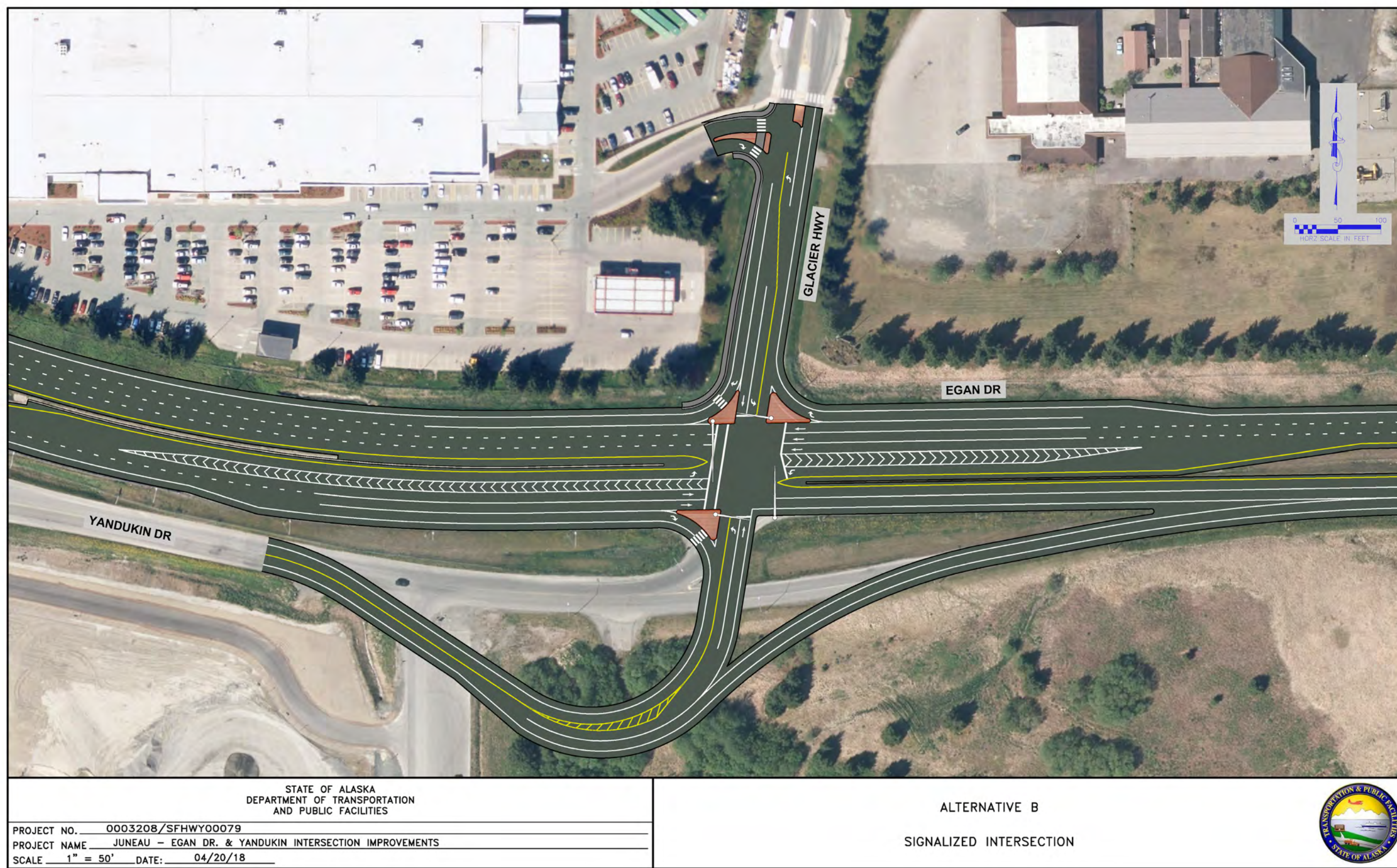


Eliminate left turn movements

Reduce speeds to reduce crash severity

Examples of Potential Improvement Options

Options for major construction improvements are also under analysis.



EGAN / YANDUKIN



Intersection Improvements

Long-Term Corridor Improvements

Long-term corridor improvements will help Juneau weigh the benefits and impacts of proposed transportation system improvements to the environment, community, and economy during the transportation planning process.



EGAN / YANDUKIN

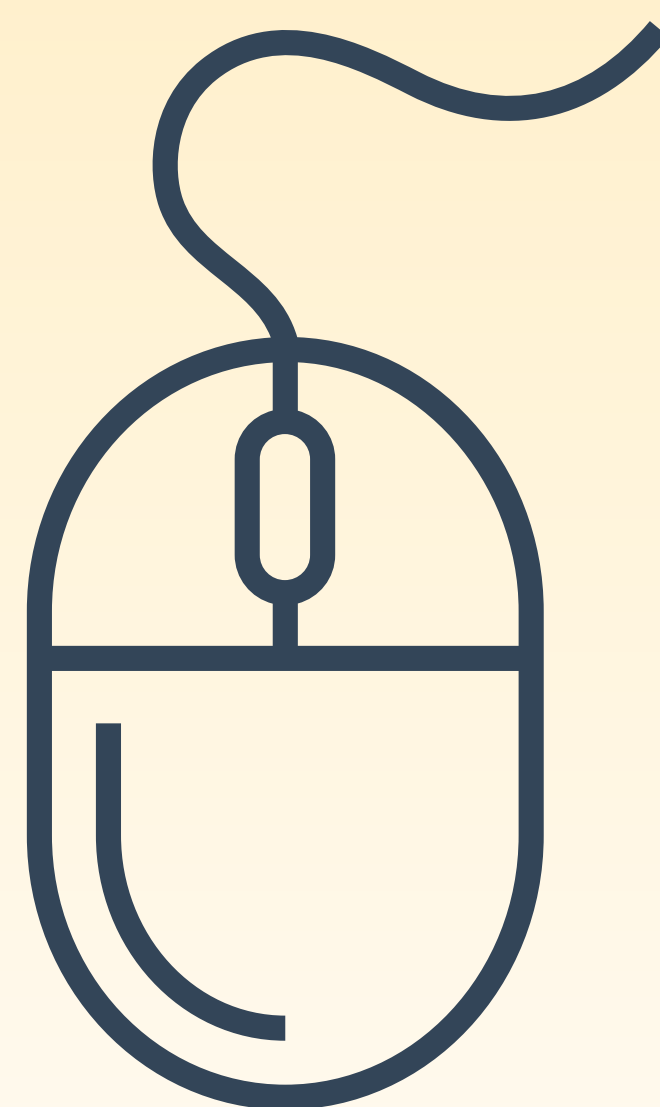


Intersection Improvements

We Want to Hear From You!

Please share your thoughts about the long-term project's statement of goals.

Submit comments tonight or online.



<http://dot.alaska.gov/eganyandukin>



eganyandukin@alaska.gov



Attachment O: Google Analytics Report

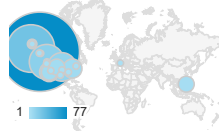
Location

All Users
100.00% Users

Nov 19, 2019 - Dec 20, 2019

Map Overlay

Summary



City	Acquisition			Behavior			Conversions		
	Users	New Users	Sessions	Bounce Rate	Pages / Session	Avg. Session Duration	Goal Conversion Rate	Goal Completions	Goal Value
	168 % of Total: 100.00% (168)	168 % of Total: 100.00% (168)	202 % of Total: 100.00% (202)	80.20% Avg for View: 80.20% (0.00%)	1.33 Avg for View: 1.33 (0.00%)	00:01:00 Avg for View: 00:01:00 (0.00%)	0.00% Avg for View: 0.00% (0.00%)	0 % of Total: 0.00% (0)	\$0.00 % of Total: 0.00% (\$0.00)
1. Juneau	77 (45.83%)	77 (45.83%)	94 (46.53%)	79.79%	1.37	00:01:17	0.00%	0 (0.00%)	\$0.00 (0.00%)
2. Anchorage	27 (16.07%)	27 (16.07%)	29 (14.36%)	75.86%	1.41	00:00:58	0.00%	0 (0.00%)	\$0.00 (0.00%)
3. Seattle	15 (8.93%)	15 (8.93%)	17 (8.42%)	82.35%	1.18	00:00:28	0.00%	0 (0.00%)	\$0.00 (0.00%)
4. Omaha	11 (6.55%)	11 (6.55%)	24 (11.88%)	66.67%	1.46	00:01:24	0.00%	0 (0.00%)	\$0.00 (0.00%)
5. Los Angeles	5 (2.98%)	5 (2.98%)	5 (2.48%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
6. Ashburn	5 (2.98%)	5 (2.98%)	5 (2.48%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
7. (not set)	4 (2.38%)	4 (2.38%)	4 (1.98%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
8. Irvine	4 (2.38%)	4 (2.38%)	4 (1.98%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
9. Cheyenne	4 (2.38%)	4 (2.38%)	4 (1.98%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
10. Quezon City	3 (1.79%)	3 (1.79%)	3 (1.49%)	66.67%	2.00	00:00:34	0.00%	0 (0.00%)	\$0.00 (0.00%)
11. College	2 (1.19%)	2 (1.19%)	2 (0.99%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
12. Geneva	1 (0.60%)	1 (0.60%)	1 (0.50%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
13. Fairbanks	1 (0.60%)	1 (0.60%)	1 (0.50%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
14. Petersburg	1 (0.60%)	1 (0.60%)	1 (0.50%)	0.00%	2.00	00:07:05	0.00%	0 (0.00%)	\$0.00 (0.00%)
15. Sitka	1 (0.60%)	1 (0.60%)	1 (0.50%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
16. Kennesaw	1 (0.60%)	1 (0.60%)	1 (0.50%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
17. Coffeyville	1 (0.60%)	1 (0.60%)	1 (0.50%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
18. Cambridge	1 (0.60%)	1 (0.60%)	1 (0.50%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
19. Las Vegas	1 (0.60%)	1 (0.60%)	1 (0.50%)	0.00%	2.00	00:03:45	0.00%	0 (0.00%)	\$0.00 (0.00%)
20. Portland	1 (0.60%)	1 (0.60%)	1 (0.50%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
21. San Antonio	1 (0.60%)	1 (0.60%)	1 (0.50%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)
22. Sammamish	1 (0.60%)	1 (0.60%)	1 (0.50%)	100.00%	1.00	00:00:00	0.00%	0 (0.00%)	\$0.00 (0.00%)



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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment
1	11/3/2019	Email	Distracted driving/driver alertness	Bill Diebels, Jr.	Public	I favor eliminating both left turns at Old Dairy Road which require crossing Egan in combination with acquiring land and joining Glacier Highway from the existing controlled "McNugget" intersection to the end of the spur from Old Dairy Road. In many ways this would be a better long-term solution than a controlled intersection or overpass at Old Dairy Road. I'm not in favor of eliminating the crossings until/unless an alternative has been developed. I've never seen something like this, but since the primary cause of accidents appears to be drivers' inability to accurately estimate traffic separation, might there be some method of sensing cars on Egan (especially northbound) and coupling that with a light or lights which gave drivers another, better, way of distinguishing separation? 907.209.9499
2	11/7/2019	Email	Signage	Jean Sztuk	Public	I mentioned this before but it went unheard. Do you think, instead of spending millions of \$\$ for overpasses, etc., do you think a simple STOP SIGN, instead of a Yield sign at the Fred Meyer Intersection would work? If not, why not? Thanks for your time! Jean
3	11/12/2019	Email	Other	Irene Gallion	City and Borough of Juneau	Attached are proposed edits to the Purpose and Need. Edits to connectivity made per the CBJ Comprehensive Plan: 8.8 - IA4 The CBJ government, working in conjunction with ADOT&PF, should develop and manage an emergency transportation plan to address temporary or emergency access between all urbanized portions of the borough and emergency facilities, especially Bartlett Regional Hospital and the Juneau International Airport. Duplicate transportation routes and/or modes should be developed wherever access is currently limited to a single transportation route, such as the Juneau-Douglas Bridge, Egan Drive at Channel and Channel View Drives, and Egan Drive at Yandukin Drive and Glacier Highway. Another tool to consider: A speed lottery. A camera snaps pics of cars going by. Those who are exceeding the speed limit get a ticket and a fine. Those who are not are entered into a lottery to win the money collected from speeders. https://medicalfuturist.com/swedish-speed-camera-lottery-healthy-living/ Irene M. Gallion City and Borough of Juneau Senior Planner (907) 586-0753
4	11/14/2019	Email	Roadway design	Cathy Muse	Public	I would like to be updated on this project. I will not be able to attend a public meeting on November 19. Of all the plans I have seen reported in the Empire, I like the idea of extending the road to the McDonald's intersection best. An overpass and rotary on each side is way too expensive.
5	11/14/2019	Email	Roadway design	David Pearce	Public	My two cents: I believe the only viable and affordable solution is to extend Old Glacier Hwy to the Nugget intersection and use the traffic light and completely block off the left turn lanes to Fred Myer. Thank you, David Pearce
6	11/19/2019	Email	Roadway design	Mark Ince	Public	I would like if the following concept for this intersection might be considered: Egan changed to an overpass with traffic circles at both exits from Egan Drive, one for the Fred Meyer side and one for the Airport side. Similar to how the Minnesota Drive and C St intersection was done in Anchorage, AK. This is a suggested option and I look forward to hearing what comes out of tonight's community meeting. Honestly, any change to improve the safety of this intersection will be greatly appreciated. I'd attend the meeting tonight if I weren't going to my son's Hooligans soccer game at roughly the same time. Thank you for your time and consideration,
7	11/19/2019	Written	Speed	Carole Bookless	Public	Reducing speed seem reasonable & worth the effort. Big gain for little effort. Alternate C1 without South bound exit at Yandukin, my preference.

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8	11/19/2019	Written	Roadway design	E. Sundberg	Public	<p>Fast Fix: Black left lane turning into Fred's! Drive to over-pass by (old K-mart) then left down Old Hwy to Fred's. Safer. No lights at intersection at Fred's, the backup from town would be horrible.</p> <p>Long-term: McNugget intersection two lanes past sevett to Fred's on the old hwy. Two lanes, one each direction. Lengthen the turn lane to Fred's from downtown. Currently it is too short.</p>
9	11/19/2019	Written	Safety	Paul R. Kelly	Public	<p>I commute into town for work from Fritz Cove every weekday. I also occasionally shop at Fred Meyers. I have concerns regarding both safety and convenience. When there is an accident, this can delay me going to work, and has delayed me returning home. Crossing that intersection to go to Fred Meyer is dangerous in the best of times. During high traffic its perilous. I also sometimes notice for traffic across the intersection, which can be especially dangerous in the winter months. I like the idea of an overpass that keeps traffic moving at a steady pace, isolates any congestion due to an accident, allows pedestrians to cross safely, and allows both easy and safe merging an exits onto/off of Egan Drive.</p>
10	11/19/2019	Written	Alternative	David Duntley	Public	<p>In favor of alternative C, change McDonalds intersection.</p>
11	11/19/2019	Written	Roadway design	N/A	Public	<p>Immediate fix: block the left-merge lane out of Fred's. Make people use Lemon Creek Overpass. It's literally a 60 second drive. Juneauites can manage while a new intersection is introduced.</p> <p>The option board C1 with the road punched into the Old Glacier Hwy to McDonalds intersection seems promising & most straight forward & safe. A round about option would be confusing & too slow for coming off 55 mph speeds.</p> <p>Main concern during construction is road blocks confusing drivers. The cone set up with most road construction projects here is terrible. Safety concern and again, slow traffic! Also, a majority of our population drives through that intersection - concerns of slowed transit time to & from work. Valley to downtown & everyone's late because with our seasons road work takes forever. So.... late to work forever by that logic.</p>
12	11/19/2019	Written	Roadway design	Alan J Aitken	Public	<p>In order of priority: 1) Extend Old Glacier Hwy to McNugget light & eliminate left hand ingoing turn at Fred Meyer intersection. 2) Reduce speed limit on outgoing traffic to 45? a. all the timeb. During certain times of year, i.e. winter when visibility is reduced, during evening rush hour. 3) Place a solid barrier between outgoing traffic and the F.M. turn, lane so there is no mistaking outgoing & turn lane traffic.4)Extend the ingoing turn lane down the hwy to town so if you change your mind about turning left into FM because of heavy oncoming traffic you can go aways & merge safely back into traffic & go to the underpass at Mopco intersection. Thanks for opportunity to comment.</p>
13	11/19/2019	Written	Safety	N/A	Public	<p>Safety is number one priority. Cost, inconvenience, or any other issue is secondary or tertiary. Light, roundabouts, over passes, walking bridges, elevated roads - whatever will be safe is the solution. Adequate road care/salt or gravel, adequate lighting (which does not exist) and mandatory/enforcement of headlight use in rain or dark, snow... must be part of solution. The merge lanes need to be longer, and I actually think there needs to be more than two lanes with merge lanes attached to one. If the far right car doesn't move or see the middle car needing to maintain speed due to traffic behind and allow movement, then the car merging is in significant danger.</p>
14	11/19/2019	Written	Alternative	Fred Yates	Public	<p>I think the left turn at Fred Meyer should be eliminated. So I like option C1. Turning into a lighted intersection may work as well, alternative B. The current intersection needs to be changes ASAP in my opinion. Too many accidents happening there.</p>
15	11/19/2019	Written	Wayfinding	N/A	Public	<p>Put a big warning sign lights so everyone gets the warning.</p>
16	11/19/2019	Written	Wayfinding	Angie Parker	Public	<p>So, I know the focus has been mainly on left turns at this intersection but I've had an issue merging right. I was coming out of Fred's going to turn right onto Egan, as I was turning right and accelerating to merge, hit black ice, spun around twice and ended up facing oncoming traffic with my daughter & three grandkids. Luckily was able to put in reverse and 180 a turnaround before be hit head on. Very lucky & scary. We either need a traffic light or possibly alternative C1 if it is a two way access. Good luck!</p>
17	11/19/2019	Written	Safety	Dan Kromarek	Public	<p>Install 40 mph signs on each side of the intersection to slow the traffic down.</p> <p>Change the timing of the traffic lights to eliminate the huge cues of cars that block left turns at uncontrolled intersections.</p> <p>Have all cars & trucks drive with their headlights on at all times. Good Luck!</p>

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18	11/19/2019	Written	Roadway design	Bobbie Hjelmgren	Public	Make the intersections at Fred Meyer with traffic lights and be able to turn left or right from any road. In my opinion this is the cheapest fix and safe for all. Adding crosswalks also allows for pedestrian & bikes a safe way to cross the street.
19	11/19/2019	Written	Roadway design	Debra Cokely	Public	As a commuter via this route I would like to see more safety especially during dark months while this deciding process for the long term evolves. Visible speed monitoring units to remind drivers to respect speed limit through the area. Access via McNugget intersection to improve connectivity & emergency access. Use bike path (with modification) corridor for emergency access or traffic relief when accidents occur. (Behind Fred's parallel to Egan to McNugget intersection). Is there any technology/lighting available to help left turners judge speed/gap of oncoming Northbound traffic. Slow traffic through area to increase safety or hold drivers to the "real" speed limit.
20	11/19/2019	Written	Safety	Becky Iverson	Public	High speed left hand turns, like the one at Fred Meyer, are always risky. People take unnecessary changes because they don't want to get stuck waiting for the stream of cars coming from downtown. A simple, inexpensive light would make so much sense. Compare this to the Bartlett Hospital intersection. The configuration is very similar and you rarely hear of any accident at that intersection. I would hope that - even if the decision is to go for an expensive, time consuming over pass, that we will put in a stop light in the interim to help control those high speed left hand turns onto on coming traffic. I've seen people make crazy decisions when to turn - add darkness & ice _ and it is a disaster.
21	11/19/2019	Written	Roadway design	Megan Rinkenberges	Public	Event: the format was a perfect environment for information sharing, getting questions answered, and sharing/voicing input & opinions. Personal experience: something as simple, but frequent as fog brought this intersection to mind - probably 1 in 5 to 1 in 4 drivers don't have their headlights on in fog. A left turn @ that intersection can be deadly if an oncoming car just doesn't have lights on in the fog. New Options: for the benefit of Medevac transport between the hospital and the airport, I'd vote traffic light.
22	11/19/2019	Written	Safety	Michael Neussl	Public	Thanks for looking at the this improvement safety. I agree it is a worthwhile project that needs to be done. As a bicyclist, I would appreciate the opportunity to cross Egan Drive from Temson to Fred Meyer. The only (safe) way to do that now is to backtrack to the McNugget intersection and cross. That is not appealing to bikers and less so to pedestrians. As a driver, trying to drive defensively, one never can be sure that people turning right off Egan to go to Fred Meyer will yield to those turning left off of Egan to do the same thing. Always a dicey situation and not controllable. Lastly, this intersection is a choke-point, a single point of failure that cuts the town in two if closed for a major accident. We should address that as well.
23	11/19/2019	Written	Roadway design	N/A	Public	I believe the best long-term alternative is to eliminate the left turns at the intersection & add the option to connect Glacier Hwy at the McNugget intersection. This would allow easier and safer access for people in the Valley & not change the access for people coming from downtown. In my mind this eliminates the majority of accidents. There will still be accidents from people merging leaving FM, but these are unlikely to block both lanes and would allow for better alternative traffic flow as needed. I am not concerned about pedestrian access at the intersection and think adequate & appropriate access have been provided at McNugget. Thank you for having this event. I am grateful for the information & chance to provide input.
24	11/19/2019	Written	Wayfinding	Eileen Hosuy	Public	I think that a complete set of traffic lights for all lanes, turning, getting into traffic, etc. would be the most effective way to reduce accidents & keep access available. Too many people think they have more time to turn across oncoming traffic.
25	11/19/2019	Written	Wayfinding	Heather McNeven	Public	The intersection at Fred Meyer maybe should have a light. I know I'm handicapped and its not safe. There have been lots of accidents and its scary. She travels a lot back and forth.

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26	11/19/2019	Written	Roadway design	Davis Conway	Public	<p>Extend Old Glacier Hwy behind Fred's. 2 lane up to McDonalds Intersection - possibly even extend 2 lane up to Loop Rd intersection - to cut down on need to turn in to Fred's heading to town. At the same time eliminate out bound left turn to airport. As well as eliminate LH turn inbound to Fred's. Traffic will have to go to Switzer/Lemmon Creel overpass/underpass. A traffic light? at the Fred intersection with Egan Hwy. The overpass/underpass with traffic circles is too grandiose! Too expensive (I think that the Switzer overpass was overkill to a smaller problem.)</p> <p>I know there are concerns for emergency vehicles from Glacier Fire Department for access to and from firehouse & Fred's/Egan Intersection.</p> <p>Slower speed limits may help, but people are used to 50/55. It would be a cultural change.</p> <p>Possible left turn only during certain parts of the day. (what does data show for time of day of accidents. Rush hour to/from work in the winter.)</p> <p>The rumor is that a traffic light cannot be installed because it would change the status of Hwy and loose possible funding - I guess its not true, needs to be publicized.</p> <p>Thanks for the informative meeting. Very necessary - story board - pictures & graphs are too small. Great to talk to the planners & engineers.</p> <p>Drive training & education seem to be lacking. Radio, TV, and internet - safe driving tips could help.</p> <p>Mailers to the community for safe driving tips - cautions - for this community and the outlying community that come here and shop and drive and are not used to real traffic i.e. Hoona, Angoon, Hanes, Skagway, Glacier Bay, Sitka.</p>
27	11/19/2019	Written	Safety	Erin Fahsholtz	Public	<p>I have witnessed a couple of accidents involving cars turning left across Egan and even though the accidents could be prevented, they weren't due to weather conditions, poor chouse and speed. I strongly agree that a change is needed immediately especially as winter approaches. My suggestion is to close the intersection for left turns across Egan.</p> <p>Long term, I think further investigation is needed on the option to extend the Nugget intersection to Fred Meyers. I think it would be a disservice to the community if the isn't considered and researched.</p> <p>My other preference would be to add a light at the current exit for Freddy's.</p>
28	11/19/2019	Written	Roadway design	Frank Rue	Public	<p>Reduce speed on Egan to 45mph at least during Nov- January.</p> <p>Seasonally cut off left turn</p> <p>Move whole intersection toward Valley & combine with McNugget - primary purposes 1) safety, 2) through access 3) maintain hike trail access. Secondary purposes 1)access to Fred Meyer 2) access to airport.</p>
29	11/19/2019	Written	Safety	N/A	Public	<p>Which left turn is more of a problem/causes the accidents. Ex, Outbound LH turn to Apt vs Inbound turn to FM. Look at the data.</p>
30	11/19/2019	Written	Roadway design	Mary Ann Dierckman	Public	<p>Fix intersection, left going out of town.</p>
31	11/19/2019	Written	Roadway design	Dave Hanna	Public	<p>I think you should do a cost benefit analysis for doing ROW acquisition allowing the relocation of the McNugget intersection. Perhaps *** grade separation at that point ***** a light with a 4 way intersection by McDonalds. It could ***** connect to Atlin St.</p>
32	11/19/2019	Written	Roadway design	Karla Smith	Public	<p>Grocery stores should have the easiest access in best traffic flow. Most residents go to the grocery stores at least weekly. The access to Fred Meyer does not have good access. I have to plan my errands in certain manner to prevent driving Glacier Hwy instead of Egan back downtown (where I live.) A stoplight should be placed at Fred Meyer intersection or new intersection to connect McDonalds. Incidentally there is the same issue of safety.</p>
33	11/19/2019	Written	Wayfinding	Sam Kito III	Public	<p>I believe signaling the intersection would be the least costly and most efficient path forward along with decreasing the speed limit between Nugget intersection and Yandukin to 45mph. Alternatively, connecting the Glacier Hwy Spur behind Fred Meyer and eliminating left turns at Yandukin could help safety @ FM left turns. With the increase in commercial activity on the Dairy Road/Yandukin Area, it might still be better to signalize the intersection. Also, in the long term, it would probably be a good idea to connect the Glacier Spur behind for emergency bypass to nugget intersection.</p>

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34	11/19/2019	Written	Roadway design	Theresa Svancara	Public	Please consider adding access road at McNugget Intersection to bring inbound traffic into the backside of Fred Meyers. Allow no left turns for inbound traffic right at the Fred Meyer intersection. Allow no left turns on outbound traffic onto Yandukin. Way too dangerous. Please NO light at Fred Meyer Intersection. That light & McNugget light too close together. They did this in midtown Anchorage that is now one of the most dangerous areas in state. Please add more street lighting after new Mormon church outbound, it is SO dark.
35	11/19/2019	Written	Safety	Heather McNeven	Public	Heather is disable and asked I write her comment. She would like t see action occur as she sees it is a safety hazard. She also used to use the path behind Fred Meyer to access the store using her power scooter.
36	11/19/2019	Written	Roadway design	Susan Hickey	Public	1) Connect McNugget intersection to Old Glacier Hwy (behind Fred's) - both direction for traffic. (adjust stop lights). 2) Close all turns across traffic at Freds intersection. I don't want to wait for an overpass! Other! Need more street lights from Mormon Church to Auke Lake!
37	11/19/2019	Written	Roadway design	Jeff Hoover	Public	I don't support a stoplight at the intersection because it will slow traffic too much both ways. I support the road behind Fred Meyers (proposed C1) because it provides an alternative route when traffic is blocked. Once that is done then I support eliminating left hand turns at Fred's intersection. I support some improvements at Fred's intersection that can be done immediately to improve let hand turns. Long term I support overpass with roundabouts because it provides great safety and the overpass at Walmart is extremely well with traffic and Juneau roundabouts are working well. I think left hand turns at the Fred's intersection are a problem that should be addressed. You should look at how bikes & pedestrians can transport between airport & Fred Meyers - roundabouts help with that.
38	11/19/2019	Written	Roadway design	Nora JP	Public	Short term: seems that cost efficient double lane roundabouts work in Europe! Perhaps reducing the speed to 45pmh somehow, somewhere approaching it. Will need to extend road behind Fred Meyers with exit at McDonalds intersection or continued with exit next to St. Paul's church. Long-term & most costly: Build an overpass as the one in Sunny Point Drive. I'd like to receive text messages when accidents happen that would stop traffic flow so I can stay where I am not get stuck in traffic. The state sends me text messages for other notices. Thanks for doing something.
39	11/19/2019	Written	Roadway design	Heather Brandon	Public	Ideas for this intersection: 1. extend old Glacier Hwy North behind Fred Meyer & SE Medical clinic and connect it into the light at Egan and Old Glacier. Turning that into a 4 way intersection would allow you to close the left turn off across the highway. 2. Put light-up markers on the side of the highway to allow left hand turners to use the markers to estimate distance away of on-coming cars. 3. Eliminate the left turn from highway to Fred Meyer & force people to go to the next exit & back track. 4. Raise the highway as it is at Sunny Pt and allow traffic underneath.
40	11/19/2019	Written	Wayfinding	Sue Trivette	Public	1st preference would be a traffic light at FM intersection for left hand turns into FM area & into Yandukin towards airport. This is the safest way to eliminate serious crashes there. An interim safety solution would be some type of blinking warning light with a large print sign for those north bound right hand turns into FM area (@ Glacier Hwy) to state clearly they are to yield to traffic turning left across Egan onto Glacier Hwy.
41	11/19/2019	Written	Roadway design	Daniel Holt	Public	Yandukin intersection: 1. I do not like the idea of elevating the road like Sunny Point (visually it is disturbing) 2. I like having the road (turn lane to the airport) remain open for access to business & airport. 3. Look at extending Glacier Hwy from FM turn around to McNugget intersection. 4. Look at restricting turns to non-busy times of day. 5. Could do an areole turn lane to airport. 6. Safety for pedestrians is important. 7. Could connect Glacier Hwy with Old Dairy Road

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42	11/19/2019	Written	Safety	Gwen Lockwood	Public	This event was very thought-provoking. It was interesting to analyze the different options for this specific intersection. Personally, the overpass and roundabout option seems to offer the most benefits. While I do realize that there are environmental as well as financial drawbacks. As I don't know much about this topic, I trust that the best decision can be made with the general best-interests of the public in mind. I thank you all for putting on this event. It really was both eye-opening and helpful to view the information in such a straight-forward manner.
43	11/19/2019	Written	Roadway design	Breand Weaver	Public	1. McNugget intersection extension is most perfect: easiest, least expensive, provides alternative rout esp. in case of emergencies, provides safe access for pedestrians. We don't need an overpass: too expensive, too extensive for an average number of accidents. Can immediately remove yield sign on outbound right turn into FM/Glacier Hwy. Another topic, we need more street lights between Auke lake and Peadersin Hill.
44	11/19/2019	Written	Roadway design	Leo DeMeo	Public	I favor the McNugget intersection with the back entry to Fred Meyer and blocking off left turns at the intersection at Fred Meyers and Yandukin.
45	11/19/2019	Written	Roadway design	N/A	Public	I like some of the ideas for short-term improvements (a little hard to see details in such small print). A full interchange such as at Sunny Pt is overkill I believe. I don't think it would justify the cost. The by-pass option might have some plusses. I think a signalized intersection is preferable to a too expensive interchange. I think seasonally reduced speed limit is worth considering, and flashing warning lights alert an upcoming light would alert drivers to slow down for the light. The projected traffic increase by 2040 seem pretty minima. We should be trying to reduce number of vehicles for many reasons. The idea of drivers being slowed down on that trip from Valley to town (or other road) by 1-2 minutes does not bother me.
46	11/22/2019	Email	Roadway design	Ed Morgan	Public	To Whom It May Concern, Thank you for holding the open house on November 19 for the Egan/Yandukin intersection issue. It was well-organized and very helpful in understanding some of your ideas for a solution. First, I would like to address some of the facts that have been presented. 1. "The intersection has the 8th highest total crashes of any Juneau intersection from 2009 to 2013". Maybe you should concentrate on #1 through #7. 2. "46% of crashes involve vehicles making left turns and 62% of the left turn crashes involve southbound drivers turning toward Fred Meyer". So $0.46 \times 0.62 = 29\%$, meaning 71% of all crashes at this intersection were NOT left turns off of Egan southbound. So what is the real problem? 3. "Traffic will increase to 31,000 by 2040". This is a negligible increase. 4. "More than half of these crashes happen between November and January". Have you looked at crash statistics for other intersections throughout Alaska? It is dark and slippery/icy everywhere in Alaska during the winter, and I think you would find that most crashes at ANY intersection in Alaska occur during these winter months. None of your facts indicate a critical need at this intersection. As I see it, there is not an engineering or infrastructure problem at this intersection. I think the real problem is the behavior of the drivers – the people. The behavior problems are: 1. Too many drivers are distracted because they are texting or using their mobile phones while driving. 2. Too many drivers are exceeding the speed limit – people are in a hurry. 3. Too many drivers are following too close to the vehicle in front of them. The DMV has guidelines for safe following distances and most drivers ignore those guidelines. Therefore, the only problem that I see at this intersection is the same problem you see everywhere: drivers are distracted, in a hurry, and are impatient. The solution does not lie in spending millions of dollars to build new infrastructure such as more roads, more overpasses, or more stoplights. The solution is to change people's behavior.

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47	11/21/2019	Email	roadway design	Frank Bergstrom	Public	Sorry to miss the meeting last night regarding the above referenced intersection improvements. We live at 7630 Glacier Highway – very near Fred Meyer. Based on our experience living on Glacier Highway and utilizing the Yandukin/Glacier Hwy/Egan intersections frequently, some issues to consider include:• The Glacier Hwy/Yandukin intersection is an oddity, frequently confusing motorists and causing regular violations of traffic rules; such as, failure to understand who yields to whom and failure to stop at the STOP signs. • Timid drivers turning left off Egan onto Yandukin waste good turning opportunities and end up using poor ones. • Lack of confidence that the right turn lane off Egan onto Yandukin will yield to left turn off inbound Egan. • Increased traffic and number of driveways onto Glacier Hwy results in frequent conflicts. Our driveway is on the convex side (uphill) of the road, which limits views of oncoming outbound traffic traveling 45 mph (or greater). We commonly pull out onto Glacier Hwy only to be immediately overtaken by a fast mover. These limited sight lines and numerous driveways will mix poorly if traffic increases on Glacier Hwy. • A stop light on Egan at Yandukin would add inconvenience and congestion. Bicknell is in the process of developing the area at Honsinger Pond directly across from Fred Meyer. It would be advisable for DOT to consult with Bicknell regarding their plans.
48	11/21/2019	Email	Roadway design	Sheryll Cox	Public	Is it possible to open the road at the McDonalds intersection to Old Glacier Hwy. As there is already a light, it would seem that would be a less expensive, quicker way to ease congestion at the Fred Meyer intersection.
49	11/20/2019	Email	Roadway design	Alliana Chille	Public	<p>I know I am not the only person who has thought of this, but I am hoping that the number of voices is taken into consideration on the matter. Popular opinion is that young drivers don't care about safety, but I am only 18 years old and this is a matter of great concern to me.</p> <p>I feel that the best solution is to install a traffic light at the intersection in front of Fred Meyer.</p> <p>I noticed one of the comments in the article on Juneau Empire, a person said we should do away with the left turn lane altogether, and have everyone go all the way around, which I personally believe is a terrible idea.</p> <p>The reasoning behind her suggestion is that it is inefficient to have another light that you have to stop at. While that is understandable, the alternative is that people are driving farther to take the exit onto glacier highway, stop at a sign, then after turning left they are immediately met by a TRAFFIC LIGHT. The problem here is during the evening rush, there would be so many people waiting at the light on Glacier Highway Access Rd that it would be backed up all the way to the exit. Imagine the multitude of other problems this would cause; we would simply be diverting the traffic accidents to a different intersection.</p> <p>I understand that traffic lights cost a great deal of money to install, but how much more money and resources are being spent in emergency response, medical treatment, and repairs?</p> <p>Also, if it is the environment we are thinking of to contradict the idea of installing a traffic light, think of all of the emissions polluting the air every time a thousand cars is held up by a collision?</p> <p>I personally have sat in my car for over an HOUR to move a few inches at a time, only to discover from the glimpses of emergency response vehicles that the reason for the delay is yet another accident. This has happened to me twice now in the last couple of months.</p> <p>In conclusion, I really hope that a decision is made soon to install a traffic light at the intersection in front of Fred Meyer, and I would like to receive email updates on the matter.</p>

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Comment Number	Date	Comment Type	Comment Category	Commenter	Organization	Comment
50	11/19/2019	Email	Roadway design	Edwin Cavagnaro	Public	<p>I was unable to attend the open house you held on the Yandukin/Fred Meyer intersection tonight. However I would like to offer a couple suggestions to correcting a 2 hr PM peak traffic problem at the FM intersection. The main problems at this intersection is caused by folks hesitating when turning left or not waiting for adequate gaps during the 2 hr peak hour traffic flow. I'm not sure there's any economical fix for poor driving choices.</p> <p>Short Term:</p> <ol style="list-style-type: none"> 1). Eliminate the right turns at the FM intersection. Right turning traffic can easily use the Switzer Creek interchange and Glacier highway to get to FM. 2). Create more gaps in the west bound PM peak traffic buy increasing the Egan Dr. red time at the Vanderbilt Hill and Hospital intersections during the PM peak hour traffic flow. 3). Get the all the Government agency's to use more flex time for employees (maybe mandatory) to spread the PM peak hour volumes out more. <p>Intermediate Solutions:</p> <ol style="list-style-type: none"> 1) Move the FM left turn lane back to the McNugget intersection and Extend Glacier Highway from FM to the McNugget intersection (using 1 way or 2 way traffic) thus utilizing the protected left turn green time and underutilized Glacier Highway green time that already exists at that intersection. This project also would provide a second route for emergency traffic for disaster or a bad traffic accident along a large portion of Egan Drive. 2) Move the FM left turn lane East towards Juneau, exiting Egan Drive between the Christian School and the Animal Shelter. Thus allowing the left turn traffic to better judge the available gap time. 3). Work with FM to improve there internal traffic flow once Glacier Highway is extended. Maybe even help with the internal reconstruction costs
51	11/26/2019	Email	Roadway design	Mindy Meyers	Public	<p>for what it is worth, i think the best option looking to the future is an overpass and on and off ramps. Lights slow traffic and are not necessarily safe as people run the reds all the time. the second best option in my opinion is to extend the road behind Fred Meyer.</p>

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52	11/25/2019	Written	Roadway design	Hayden Garrison	Creative Source	<p>I hope this makes sense! This can be done in many steps.</p> <ul style="list-style-type: none"> • North bound on Egan <ul style="list-style-type: none"> o Make a segregated lane exiting Egan on the north bound lane. Segregated meaning: Blocks or Meridian. Very distinctive separation. <p>This would make it easier to see if the cars are turning or not. And now the person only has to worry about 2 lanes instead of 3. This can be done with a quick temporary fix to see if it works while you draw up the better plans to make it up to DOT standards. The segregated lane can be done by paving right up against the existing light poles and then put a close guard rail to keep cars from hitting them just like exiting at the Vanderbilt intersection. This would give you the room to put in concrete dividers for now to separate the exiting lane.</p> <ul style="list-style-type: none"> • Entering Yandukin from south Egan: Continue with a segregated lane. The north bound cars would have to enter Fred Meyers by the back of the store. This makes it even easier for the cars crossing Egan to know without a doubt that they have a lane to enter into. They would actually have 2 lanes. One to turn left into Fred Meyer by the gas station and the other to go to old glacier hwy. With these above 2 things being done. You will have to adjust Glacier Hwy. By directing more traffic past the first entrance to Fred Meyer. You might need to make a New lane that would be an "entering turn lane" for the cars turning left from Yandukin to Glacier. This may allow traffic to move smoother w/o backing up. You will need to make a "through lane" for the north bound cars on Glacier so it will free up the turn lanes. You may even have to make the northbound lane of Glacier not be able to enter the first back entrance of Fred Meyer and make them go to the north side of Fred Meyer. By directing more traffic past the first entrance to Fred Meyer. You might need to make a New lane that would be an "entering turn lane" for the cars turning left from Yandukin to Glacier. This may allow traffic to move smoother w/o backing up. You will need to make a "through lane" for the north bound cars on Glacier so it will free up the turn lanes. You may even have to make the northbound lane of Glacier not be able to enter the first back entrance of Fred Meyer and make them go to the north side of Fred Meyer. This will still make a tough crossing for the bus riders and using the cross walk. But this fix can be done with phase 2. Phase 2: Extension of Glacier to McDonalds. By making this access to point. The busses will now use Glacier instead of crossing Egan at Yandukin. This would move the bus stop away from Yandukin and place it at the back side of Fred Meyer on Glacier Hwy. The north bound lane would not have access to cross to the McDonalds side of Egan. They would only be allowed to turn right with a merge lane to continue north on Egan. If they want to get the McDonalds side of Egan; they would need to use the Yandukin entrance to Egan and Turn left at McDonalds. This would cut down on the delay at the McDonalds traffic lights.
53	11/9/2019	Email	safety	Rob Welton	Public	<p>One of the startling findings from the Egan and Yandukin Traffic Analysis was that there is a steep spike in accidents in November-January, and during the evening rush hour, from 3pm-7pm. I snipped that section of the study, below: This seems like something the public should be made aware of. Is there someone within DOT, JPD or the Troopers who would be the best person to get this information out to the public? I really think this information needs to be shared. Any suggestions you have will be appreciated. Thanks Rob</p> <p>I was taken by the seasonal spike in left turn accidents DOT noted at the Egan and Yandukin intersection. Their study also shows a spike in the evening commute, from 3pm to 7pm. I'm wondering if JPD is willing to contact the Juneau Empire to remind motorists of the heightened danger this time of year? Does JPD or DOT see this pattern in all intersections, or just at Egan and Yandukin?</p> <p>I was startled by these figures, and so wanted to try getting the word out. Anything you can do to help will be appreciated. Thanks Rob Welton, Juneau Freewheelers Bicycle Club</p>
54	11/26/2019	Email	Wayfinding	Scott Novak	Public	<p>All things considered, a traffic light at this intersection would be the best solution for the purpose of improving safety. It has a low cost. With 6 lights from the bridge to Riverside, Egan is not an express way. One more light at Yandukin would kill two birds with one stone. It would provide for safe left turns and slow the speeders down. Loop road to Vanderbilt is where you get most of the 80 mph drivers. A new light would improve safety twice at the lowest cost. A win win for everyone. One other thought. Extending Glacier Hwy from Fred Meyers to Loop Road is also a very good idea as an additional project</p>

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55	11/27/2019	Email	Roadway design	Chris Ashenbrenner	Public	<p>I was at the Nov. 19th open house. You all did a great job. I really appreciate it. I believe that DOT should pursue the least expensive option at this time with the budget crisis we are experiencing. The most concerning thing that is happening in DOT right now is the demise of the AMHS and I firmly believe that should be your priority for spending the limited general funds available. I would like the DOT to do a similar public process as the Nov. 14th around this problem.</p> <p>I live in the valley near the airport and go to Fred Meyers often. Here are my recommendations:</p> <ol style="list-style-type: none"> 1. Put in a stop light. The Juneau urban myth for years is that if we did that we would lose Egan’s status as a state highway. I heard at the open house that this is not true. I think the protection a stop light would offer people offsets the concern of truck drivers about stopping too much. 2. Require everyone driving Egan to have their headlights on and then enforce it. It’s amazing how many people drive with no lights making it very hard to tell how close they are - or even see them sometimes.. This is increased since the street lights were installed. 3. Route the inbound traffic down to Sunny Drive and back up on Old Glacier Highway. Fred Meyers can be reassured that we will all still be coming to their store regularly.
56	11/28/2019	Email	Wayfinding	Gary Miller	Public	<p>The Fred Meyer intersection does not need to be redone. The road is wide with clear visibility. I don’t understand why DOT doesn't try putting up warning signs to test their effectiveness. For under \$1,000, signs could be put up that state "Warning - Dangerous Intersection". The problem is drivers pulling out in front of oncoming traffic and causing an accident, not the design of the intersection. The signs might make the drivers think before pulling out. I think trying the signs first is much better than spending millions of dollars. The intersection has been changed once already. Would another redesign change the carelessness of some drivers?</p>
57	11/29/2019	Written	Roadway design	James Kelly	Public	<p>My comment is simple and seems to be the only logical solution to this problem because it not only would cost less money & time but it would solve a multiple of issues. By extending Glacier Highway and making McNugget Intersection a four way stop it would create a through access incase of a future accidents that would cause Egan to be shutdown and traffic needed to be diverted. This would solve the "slow" merging onto Egan from Fred Meyers and would also solve our main issue of car accidents turning left into Fred Meyers from Egan. This not only would save the city moeny as oppose to building a multi-million dollar overpass that will take two years to complete and hold up traffic, but it will save a lot more time to complete since its literally only a quarter mile of road to connect.</p>
58	11/29/2019	Written	Roadway design	Rachel Kelly	Public	<p>While better than the existing layout - the overpass at Fred Meyer is overkill. It only addresses 1 of 3 concerns I have:</p> <ol style="list-style-type: none"> 1. Left hand turn across traffic - addressed 2. Merge lane right before a stop light - not addressed (going North) 3. Alternative route to valley in case of accident - not addressed <p>As someone who has driven in from out-the-road or valley my whole life I urge you to consider:</p> <ol style="list-style-type: none"> A. an overpass at McNugget intersection (nothing at Fred Meyer) B. Extend the spur road to McNugget intersection *** nothing at Fred Meyer (the longer wait is worth it!)
59	12/3/2019	Email	Roadway design	Beth Weldon	Public	<p>Without the competition of Walmart, Fred Meyer isn’t currently threatened by any other store. I would suggest just taking away the left turn lane on inbound Egan that goes into Fred Meyer. People will drive the extra mile to go there. This would be the less costly alternative. Thanks</p>

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60	11/27/2019	Email	Roadway design	Judy Smathers	Public	<p>Dear Ladies & Gentlemen, Please close this intersection to all left hand turns until such time as a determination can be made for a permanent solution. Perceptions, darkness and basically crossing 4 lanes too many people can not accurately judge the time needed to get across this intersection safely. People sometimes erroneously turn on their signal to change lanes too close to the intersection and turning traffic can make the wrong assumption especially when vision is compromised. Even the emergency vehicles going to this intersection go down to under-pass at Sunny Point to turn around and come back to the intersection. (witnessed this when stuck in traffic because of accidents) This is the only major intersection in Juneau that does not have a traffic light. Our roads are a lot busier than they were when this road was built back in the 1970's. I'm sure most people have had numerous close calls at this intersection. I believe closing this intersection is a small price to pay to save lives until a more expensive solution can be done. Thanks,Judy Smathers 4290 Brothers Ave Juneau, AK 99801 907-790-1978</p>
61	12/2/2019	Email	Roadway design	N/A	Public	Build the overpass.
62	12/11/2019	Email	Roadway design	Eric Magnusson	Public	<p>First, I am a believer that there is an inordinate problem with the Egan/Fred Meyer intersection that needs to be addressed. I believe the DOT's proposal that includes an overpass and the two roundabouts at the intersection is a good one. It also seems to be an expensive one, but maybe worth it in the long run. If another option is less expensive but less certain to reduce fatalities, then I favor the 'two-roundabout' solution at the current intersection. For the immediate time, I also believe that addressing a point of confusion that could add a margin of safety: Outbound traffic turning right toward Fred Meyer has a 'YIELD' sign. If I understand correctly, right-turners should pause for in-bound traffic turning left into Fred Meyer. Because left-turners may not realize the 'YIELD' sign is there, and if left-turners exercise proper right-of-way rules, they may pause for any right-turner, thinking they have right-of-way. When that happens, there can be a bit of a stand-off and confusion about who should go first. This delays decision-making about the left-turn and can make for a hasty, dangerous decision by the inbound driver. I have experienced, and have seen others experience this situation. I think it would be better to immediately make the outbound right-turn lane a separated (curbed or barricaded) lane all the way to Glacier Highway. Eliminate the 'YIELD' sign and have the right-turners exit unimpeded. They would then stop at the Glacier Highway 'T' and make a left turn to one of Fred Meyer's Glacier Highway entrances. Inbound left-turners would then be freed from the additional right-of-way calculation vs. the right-turners, knowing they have only to make it across into their own lane. Implementation should also include a hefty dose of public education via meetings, signs, and public service announcements. In my opinion, Juneau's driver population is very weak on knowledge of right-of-way rules...or maybe it's mainly a compliance problem. Anyway, this would be another opportunity to up the safety margin. Sincerely,</p>
63	12/20/2019	Email	Roadway design	Dave Hanna	Public	<p>I would just like to re-affirm my suggestion that the Fred Meyer intersection be entirely removed and replaced with a connection to the McNugget intersection that is reconstructed with grade separation to remove the traffic light at that location. Thankl you,</p>
64	12/20/2019	Email	Roadway design	Jane Sullivan	Public	<p>I'm writing to provide comment and support for future DOT projects to reduce the frequency and severity of crashes at the Egan/Yandukin intersection. All potential improvement options have merit, and I urge DOT to consider the extension of the road behind Fred Meyer to the McNugget intersection. Thanks for your important work on this. It's heartbreaking to see so many accidents, and I hope that our community can pull together to address this public safety issue. Sincerely, Jane Sullivan 907-738-3311</p>

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65	12/20/2019	Email	Wayfinding	Margaret MacKinnon	Public	My preference for the best long-term solution to the Egan Yandukin intersection is an interchange similar to that at Walmart. It is too close to the McNugget intersection for another stop light. I originally thought about just restricting left turns into Fred Meyer and creating an extension to the McNugget intersection. However, I wasn't thinking about the left turn access to the airport. While it might be okay for a short term solution, it may put more traffic through the loop from McDonald's to the airport and that would just create more traffic headaches through that access. Thanks for providing the public information. I'll look forward to more as it comes out.
66	1/3/2020	Mail		Kaysa Korpela	Public	Mr. John MacKinnon, Commissioner Alaska Department of Transportation P.O. Box 112500 Juneau, Alaska . 99811 Dear John : I know this letter shouldn't be directed to you but I am totally clueless about DOT's structure so perhaps you could pass this along to the appropriate Division. I am writing with a suggestion regarding the Fred Meyer intersection. My suggestion is that the McDonalds intersection be changed to a thruway and the light be moved to the Fred Meyer area. The only purpose really that the McDonalds intersection plays is for outbound traffic to exit into the business area. The rest of the traffic continues either outbound or inbound and would be unaffected. Actually this would put a greater distance between the light at Superbear and that would be better for the flow anyway. Both the airport access road and Old Dairy Road would allow outbound traffic to access the businesses in the airport area. The light placement at the Fred Meyer intersection would probably be much like the one at the bridge where there are many options but it would still be manageable. The inbound lane that exits to the right by McDonalds could still remain as could the right turn at the same intersection that allows vehicles to merge onto Eagan. To me this seems a solution that can be enacted quickly, would be the least expensive, would solve the problems that exist with this stretch of the highway and would impact the least amount of vehicular traffic. If the State truly is in a financial crisis this solution should be looked at.. I have thought for a long time that the lights that are too close together are the ones at Super Bear intersection and McDonalds. This solution would alleviate so many problems and DOT would be seen as being responsive in a timely manner to the demands for something to be done there in an economical manner. Just a thought. Sincerely Kaysa Korpela 4031 N Douglas Hwy #B Juneau Juneau51@hotmail.com