

GLACIER HIGHWAY IMPROVEMENT PROJECTS

PUBLIC COMMENT SUMMARY

Thank you for your input! More than 40 people submitted written comments regarding the Glacier Highway Improvement Projects at Back Loop Road and Fritz Cove Road. We have categorized the comments, and below is a summary of the frequent comments and our responses.

SIDEWALKS. Many people commented that they are strongly supportive of adding sidewalks along both sides of the Glacier Highway. Several people commented on the need for crosswalks throughout the corridor.

The sidewalks are currently proposed on both sides of the road and are key elements for providing safe pedestrian access. Cross walks will be provided on all legs of any roundabout. The design team will carefully assess the need for crosswalks at other locations. These will be illustrated in the next public meetings.

AUKE BAY ELEMENTARY SCHOOL ACCESS. Numerous people commented on the need to improve access at the elementary school and to coordinate the proposed renovations at the school with the roadway construction.

We are meeting with officials from Auke Bay Elementary School and the Juneau School District to discuss opportunities to enhance safety at the school entrance. The Glacier Highway project cannot include work outside of the state-owned right-of-way, but we will consider all options within the right of way and suggest improvements that the School District may want to consider on their property. We will also coordinate development of the construction phasing plan with the School District's renovation project and their contractor.

FRITZ COVE ROAD INTERSECTION. The comments on the proposed improvements at the Fritz Cove Road intersection varied from support of the roundabouts to suggestions for alternatives to a roundabout. Other options mentioned included realigning the side road to create a "T" intersection, adding merge lanes, and creating turn lanes.

The roundabout alternative was part of the Engineering Preferred Alternative developed during the Auke Bay Corridor (ABCOR) study. The design team has re-evaluated the traffic analyses that was done during the ABCOR Study using current traffic counts and updated growth projections. The design team is currently investigating alternatives to the roundabout and will present these alternatives at the next public meeting.

AUKE BAY LAB CURVE, ACCESS TO LAB AND CENTER TURNING LANE. Numerous comments supported improving the curve, though some wanted a solution that avoided taking private property or harming eagle nests. A couple people felt left turns out of the Lab would still be difficult. Several people asked if a center turn lane could be added throughout the project corridor.

As part of the analysis, the design team will consider a couple of alternatives to improve the safety of the curve. As part of that analysis, the impacts to private property and the environment will be considered. We will also look at the need for extending the center left turn lane to cover more of the project.

BACK LOOP ROAD ROUNDABOUT. Numerous people submitted comments supporting the roundabout at Back Loop Road. Some concern was raised about ensuring that the design could accommodate vehicles hauling boat trailers. A couple people wanted to ensure that the bus stop on Back Loop Road was positioned so as not to interfere with the roundabout nor adjacent businesses.

The roundabout will be designed to accommodate boat trailers, tour buses, semi-trucks, etc. The “design vehicle”, which is the largest vehicle we design to accommodate, is a 55-foot long semi truck. We have met with Capital Transit and are currently determining the best location for bus stops.

SPEED LIMIT. A few people asked if the speed limit couldn't be lowered through this section of Glacier Highway.

As part of the traffic analysis, the design team will be working with DOT&PF to determine the appropriate speed.

PARKING. Several people expressed concern about eliminating the ability to park on the shoulder, particularly on Back Loop Road.

We realize that there is a high demand for parking during the summer months. The proposed improvements to Statter Harbor include parking spots right at the harbor which is much safer than parking on the shoulder of the roadway.