



Frequently Asked Questions

What is the problem?

The problem at the Riverside Drive and Stephen Richards Memorial Drive intersection is congestion. More vehicles are trying to pass through the intersection during the morning and evening rush hour than the intersection can handle, leading to long traffic queues and delays.



Who is involved in this project?

DOT&PF analyzed traffic conditions, developed a proposed traffic control concept, and is continuing to gather public input in collaboration with the City and Borough of Juneau (CBJ).

The CBJ provided recommendations to DOT&PF on the final intersection design concept selected.

DOT&PF is also responsible for verifying that funding for projects that qualify for the Congestion Mitigation Air and Quality (CMAQ) Improvement Program – such as the Riverside and Stephen Richards intersection—have been used in accordance with federal regulations.

How will the intersection change?

In collaboration with the CBJ and community stakeholders, DOT&PF developed and evaluated a variety of traffic control design concepts that could improve traffic flow while maintaining safe movement of both vehicles and people.

A proposed traffic control concept has been identified through the selection process. The proposed concept identified through this process is a traffic signal.

What factors were considered in the selection of the proposed traffic control concept?

Many factors were examined when selecting the proposed traffic control concept. Traffic flow and safety were the primary considerations in the selection process. The traffic signal is the most effective traffic control concept for reducing congestion and improving safety. Right-of-Way (ROW) was a factor in selecting the proposed traffic control concept. The proposed traffic control concept has no ROW impacts. Another consideration in the selection process is the required maintenance of the proposed traffic control concept. The traffic signal concept has lower maintenance costs than the other concepts considered. Overall project cost was not a large factor in the selection process, as each considered concept had similar project costs.



Alaska Department of Transportation & Public Facilities Southcoast Region

Riverside Drive & Stephen Richards Congestion Mitigation Project

Who is paying for this project?

The Federal Highway Administration (FHWA) is paying for 90.97% of the project.

The CBJ is providing the remainder of the funding for the project.

Will the public have an opportunity to provide input on the project?

Yes! The first open house was held on July 11, 2018. The next open house will be on February 7, 2019. The project team will present the proposed traffic control concept selected, solicit your input on the proposed traffic control concept, and collect any other thoughts you have about the intersection.

In addition to the open houses, a stakeholder advisory group (comprised of State, CBJ, and local organization representatives) meets during project development and provides additional input throughout of the development process and design phase.

What are the next steps?

DOT&PF has:

- » Measured and quantified traffic problems at the intersection.
- » Developed and evaluated traffic options for addressing the problems.
- » Assessed cost and impacts associated with various intersection redesign options.
- » Presented design options and their impacts to CBJ and the public.
- » Refined design options and selected a recommendation of the proposed traffic control concept.

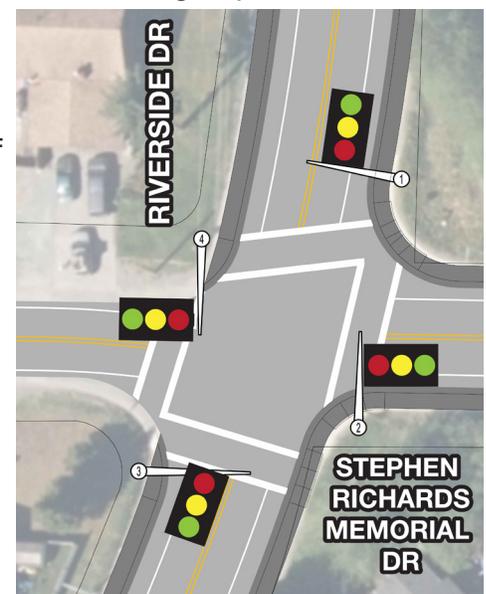
DOT&PF will present the preferred traffic design option for further feedback and refinement.

The public will have a 30 day comment period to provide feedback to DOT&PF on the proposed traffic control concept.

After the comment period, DOT&PF will prepare the final environmental document.

When will this be built?

DOT&PF is planning for construction as early as 2020.



Proposed Concept: Traffic Signal