



## **PUBLIC COMMENT SUMMARY**

**As of May 14, 2012**

**(note: Public comment period closed May 12, 2012)**

Approximately 35 people submitted 119 written or emailed comments regarding the Glacier Highway Improvement Projects at Back Loop Road and Fritz Cove Road. In addition to comments submitted directly to the project team, there was a petition circulated in the community by the “Friends of Auke Bay”. The petition, signed by approximately 450 people, stated:

- We wish to keep Dehart’s as a vibrant icon of and service to the community, the University, and visitors.
- We would like to see an inclusive planning process that considers the greater neighborhood as a whole before any changes are made to Glacier Highway between Fritz Cove Road and the Auke Bay Ferry Terminal, including the intersection of Back Loop Road.

***We have categorized the comments, and below is a summary of the most frequent comments. The Design Team is currently reviewing the comments and determining how best to address the concerns raised.***

**BACK LOOP ROAD ROUNDABOUT.** Many of the comments were in opposition to the roundabout that required the acquisition of DeHart’s. Commenters noted that it was an important community and commercial entity in the area (i.e. there is no place else to buy fuel, provisions, etc. in the immediate area). Some felt it was inappropriate to buy out a business for a road improvement project. Others noted that the 3-legged roundabout option had too great of an impact on access to DeHart’s. Many commenters felt the impact the roundabout created on DeHart’s was too great and unnecessary. Some questioned why a signal could not be installed instead. Concern was also raised about the ability of vehicles towing boat trailers and large trucks (particularly fuel trucks) to maneuver through the roundabout. Some commenters did acknowledge that the intersection needed to be improved and a few comments were in support of the roundabout that did take DeHart’s.

**SPEED LIMIT.** Many comments expressed a desire to lower the speed limit through this section of Glacier Highway (or keep it at the currently posted 35 mph). Some people felt that if the speed were lowered, some of the other proposed improvements would not be necessary (for example, improving the curve at Auke Bay Lab). There were a three comments expressing a desire to lower the speed limit to 30 mph or less to make the area a more “walkable community”.

**AUKE BAY COMMUNITY AND PROJECT PROCESS.** Many commenters felt that the project would harm the local community. Some believed that the project did not do enough to enhance the community and that there was a lack of coordination with UAS, Auke Bay Elementary, and CBJ Planning. Some noted a desire for a more pedestrian-friendly corridor (this was often tied to comments about the speed). A couple people noted that the project lacked public support and they felt the process was flawed. One advocated for a community planning study that would consider the livability and walkability of the



project corridor. A few people noted that the project wasn't necessary or felt the proposed improvements were overkill.

**FRITZ COVE INTERSECTION.** Many people commented that they do not like the indirect left turn. Reasons given included it being an unfamiliar movement, concern that no one would use it, and the U-turn being a difficult movement for large vehicles. Concern was also raised at the public meeting about the frequency of black ice forming on the road near the location of the proposed U-turn. Some folks also commented on a desire to improve sight distance for the Fritz Cove traffic.

**PEDESTRIAN SAFETY AT FRITZ COVE.** A few people mentioned a desire for a safe pedestrian crossing at Fritz Cove. Suggestions made included a signal or an underpass.

**BACK LOOP ROAD.** A few people expressed a desire to see a two way left turn lane added to Back Loop Road at the UAS intersection. Because of the steep grade, it is sometimes difficult for vehicles to get going again after being stopped behind a left turning vehicle when the road is icy or snowy. The location of the school bus barn on the Back Loop Road adds to the problem as many buses return during the PM peak hour and make the left turn into the facility.

Other comments we heard but not as frequently as those summarized above, include:

- Drainage problems in this area
- Widen the approach at Auke Lake Way
- What happens if harbor improvements don't get constructed before parking is eliminated on Back Loop Road? (and other concerns about losing the on-street parking on Back Loop Road)
- More improvements at the UAS entrance on Back Loop
- Better coordination with Transit
- More pedestrian crosswalks