

APPENDIX L

Community Focus Group Meeting #1 Summary

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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.

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