

## **APPENDIX U**

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### **Summary of Public Input on the Draft PEL Study Report**

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# AFFIDAVIT OF INTERNET PUBLICATION

I, Jacob Walker being first duly sworn, says that she/he is the publisher, managing editor or business manager of the Legals section of the Juneau Empire, a publication published in newspaper format which is distributed at least once a week for at least 52 weeks each year in Juneau, Alaska, that said newspaper is legally qualified as a medium of official and legal publications, that the Juneau Empire maintains an internet website ([www.juneauempire.com](http://www.juneauempire.com)) on which notices of sale may be published, that access to the internet website is completely free to the public for viewing and does not require a subscription, and that Notice of Sale, a copy of which is hereto annexed was published on the Juneau Empire's website continuously from 5/18/2021 through 6/16/2021.

Egan Yandukin PEL 5/18/2021-6/16/2021

X 

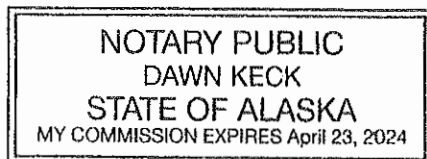
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23rd day of June, 2021.



NOTARY PUBLIC in favor for the State of Alaska.

My commission expires \_\_\_\_\_.



## EGAN / YANDUKIN

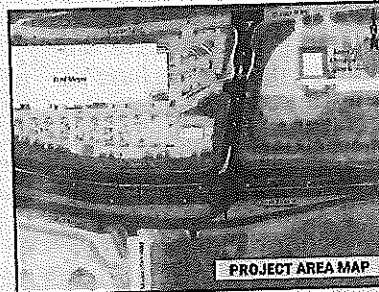


Intersection Improvements

## Egan / Yandukin Intersection Improvements Project We want to hear from you!

DOT&PF is actively working to improve traffic and pedestrian safety at the Egan / Yandukin intersection and provide alternate routes in case of an emergency.

Public feedback is requested on the draft Planning and Environmental Linkages (PEL) Study Report (available on the project website [www.dot.alaska.gov/eganyandukin](http://www.dot.alaska.gov/eganyandukin)).

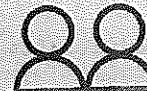


### WAYS TO COMMENT

**Website:** [www.dot.alaska.gov/eganyandukin](http://www.dot.alaska.gov/eganyandukin) | **Email:** [eganyandukin@alaska.gov](mailto:eganyandukin@alaska.gov)

**Mail:** DOT&PF Southcoast Region  
PO Box 112500  
Juneau, AK 99811-2500

**Phone:** (907) 465-1796 **Text Telephone (TTY):** 907-770-8973



The public comment period is open until **June 16, 2021**.

### Questions?



Jim Brown, DOT&PF Project Manager | **Phone:** (907) 465-1796  
**Email:** [eganyandukin@alaska.gov](mailto:eganyandukin@alaska.gov)

*The environmental review, assessment, 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. The resulting planning products may be adopted during a subsequent environmental review process.*

*The DOT&PF complies with Title II of the Americans with Disabilities Act of 1990. Individuals with disabilities who may need auxiliary aids, services, or an alternative accessible format of this document, please call or email the project manager or call Alaska Relay at (800) 770-8973 for TTY, (907) 770-8973 for voice, (907) 770-3019 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.*

# PUBLISHER'S AFFIDAVIT

UNITED STATES OF AMERICA,  
STATE OF ALASKA

}  
SS:

Jacob A Walker being first duly sworn, on oath deposes and says:  
That I am and was at all times here in this affidavit mentions,  
Supervisor of Legals of the Sound Publishing / JUNEAU EMPIRE, a  
newspaper of general circulation and published at JUNEAU, Alaska,  
that the advertisement, a printed copy of which is hereto annexed  
was published in said paper on the dates listed below:

Egan Yandukin PEL, Project #10150992  
May 18, 2021  
May 25, 2021

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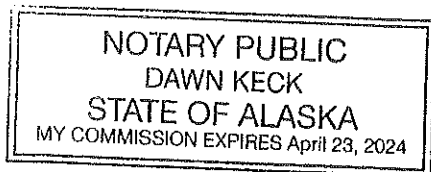
SUBSCRIBED AND SWORN before me on this


23<sup>rd</sup> day of June, 2021.

*Dawn Keck*

NOTARY PUBLIC in favor for the State of Alaska.

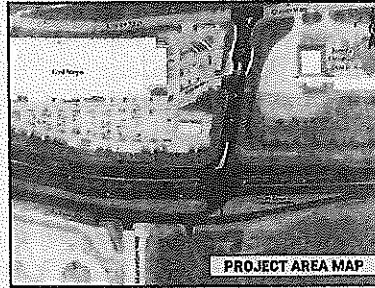
My commission expires \_\_\_\_\_.



**EGAN / YANDUKIN**  
  
 Intersection Improvements

**Egan / Yandukin Intersection  
 Improvements Project  
 We want to hear from you!**

DOT&PF is actively working to improve traffic and pedestrian safety at the Egan / Yandukin intersection and provide alternate routes in case of an emergency.



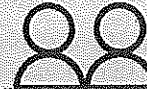
Public feedback is requested on the draft Planning and Environmental Linkages (PEL) Study Report (available on the project website [www.dot.alaska.gov/eganyandukin](http://www.dot.alaska.gov/eganyandukin)).

**WAYS TO COMMENT**

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Jim Brown, DOT&PF Project Manager | **Phone:** (907) 465-1796  
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## PEL Public Notice: Egan/Yandukin Intersection Improvements Project

Public feedback is requested on the Egan/Yandukin Intersection Improvements Project Plannir Environmental Linkages Study report. The draft report is available on the project website [www.dot.alaska.gov/eganyandukin](http://www.dot.alaska.gov/eganyandukin)

Comments can be submitted by phone, email, or mail through June 16, 2021. Ways to comme

- Website: [www.dot.alaska.gov/eganyandukin](http://www.dot.alaska.gov/eganyandukin)
- Email: [eganyandukin@alaska.gov](mailto:eganyandukin@alaska.gov)
- Mail: Jim Brown c/o DOT&PF Southcoast Region, P.O. Box 112506, Juneau, AK 99811-2506
- Phone: (907) 465-1796
- text telephone: (TTY)907- 770-8973

Questions?

Jim Brown, DO&TPF Project Manager

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- text telephone: (TTY)907- 770-8973

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### Attachments, History, Details

#### Attachments

None

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**Appendix U – Comment Matrix**

| Comment Number | Date      | Comment Type   | Comment Category | Commenter | Organization | Comment  | Response   |
|----------------|-----------|----------------|------------------|-----------|--------------|--|--|
| 119            | 5/26/2021 | Emailed Letter |                  | Ed Morgan |              | <p>Whom It May Concern,</p> <p>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.</p> <p>First, I would like to address some of the facts that have been presented.</p> <p>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.</p> <p>.. "46% of crashes involve vehicles making left turns and 62% of the left turn crashes involve southbound drivers turning toward Fred Meyer".</p> <p>So <math>0.46 \times 0.62 = 29\%</math>, meaning 71% of all crashes at this intersection were NOT left turns off of Egan southbound. So what is the real problem?</p> <p>3. "Traffic will increase to 31,000 by 2040".</p> <p>This is a negligible increase.</p> <p>4. "More than half of these crashes happen between November and January".</p> <p>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.</p> <p>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:</p> <p>1. Too many drivers are distracted because they are texting or using their mobile phones while driving.</p> <p>2. Too many drivers are exceeding the speed limit - people are in a hurry.</p> <p>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.</p> <p>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.</p> <p>Sincerely,<br/>                     Ed Morgan<br/>                     P.O. Box 21874<br/>                     Juneau, AK 99802<br/>                     edmorgan4@msn.com</p> | <p>Hello Mr. Morgan,</p> <p>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge that you do not support constructing intersection improvements at the Egan/Yandukin intersection and rather support efforts to change driver behaviors. Through the Highway Safety Improvement Program, DOT&amp;PF currently is designing improvements to the intersection that will include the seasonal (winter) speed limit reduction in the area and the installation of permanent changeable message boards. The goals of these measures are to reduce the incidence of crashes at the intersection through speed reduction and increasing driver awareness at the intersection. These improvements are planned to be constructed during 2022.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.</p> <p>Thank you again for sharing your comments.</p> <p>Sincerely,</p> |

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|----------------|-----------|--------------|------------------|------------|--------------|---|---|
| 120            | 5/25/2021 | Email        |                  | Jeff Sauer |              | <p>I think there are two overriding considerations of the design.</p> <p>1. Safety, which should forbid a left hand turn in bound on Egan. It is too dangerous, with oncoming traffic going 50 or 60 mph. Mistakes are made making that turn and the consequences at those speeds are too severe to allow it. Make people drive around to get to Fred Meyers, using the intersections in existence. This is a very safe and inexpensive solution!!! Freds will just have to tolerate it.</p> <p>2 No traffic light at the Fred Meyer intersection. We should not slow down the movement of traffic on Egan. That would make the road intolerable to commute on. There is enough traffic impediment with the two lights already. No more lights. Thanks for consideration of these insightful comments. Jeff Sauer 15965 Glacier Hwy</p> | <p>Hello Mr. Sauer,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge your support for eliminating southbound left turns at the Egan/Yandukin intersection. This was considered during the study and analysis showed that closing the intersection to southbound left turns would likely result an increase in delays on Egan Drive and result in potential crash increases at Sunny Point interchange and Glacier Highway due to increased traffic. Furthermore, the elimination of left turns at the intersection could have negative impacts to businesses due to a reduction in ease of access.</p> <p>We also acknowledge that you do not support the addition of a traffic light at the Egan/Yandukin intersection. The study included an analysis of traffic delays at the intersection. It was determined that the minor increase in delays caused by the partial signalized intersection were acceptable when compared to the anticipated increase in safety at the intersection gained by signalizing left turn movements.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p> |

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| 121            | 5/29/2021 | Email        |                  | Bjorn Wolter      |              | The proposed Partial Access Signalized Intersection is frankly a stupid idea. Adding another stoplight to Egan is ridiculous—especially given how poorly the current ones are timed for traffic already on the road. Since the plan already calls for extending the access road to the McNugget intersection, just close access at Yandukin completely off. Again, adding yet another stoplight is a bad, bad idea. "Ideas are like rabbits. You get a couple and learn how to handle them, and pretty soon you have a dozen." -- John Steinbeck | <p>Hello,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We also acknowledge that you do not support the addition of a traffic light at the Egan/Yandukin intersection. The study included an analysis of traffic delays at the intersection. It was determined that the minor increase in delays caused by the partial signalized intersection were acceptable when compared to the anticipated increase in safety at the intersection gained by signaling left turn movements. We acknowledge your support for eliminating southbound left turns at the Egan/Yandukin intersection. This was considered during the study and analysis showed that closing the intersection to southbound left turns would likely result an increase in delays on Egan Drive and result in potential crash increases at Sunny Point interchange and Glacier Highway due to increased traffic. Furthermore, the elimination of left turns at the intersection could have negative impacts to businesses due to a reduction in ease of access.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p> |
| 122            | 5/29/2021 | Email        |                  | Karl Ashenbrenner |              | So making this process almost incomprehensible for someone who is not a traffic engineer, you think you are getting accurate public comments? A straight forward summary of what DOT is proposing in NORMAL language would be very helpful, not 22 appendices written in "trafficease"   | <p>Hello Mr. Ashenbrenner,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>Please consider visiting the project website at <a href="http://dot.alaska.gov/sereg/projects/egan-yandukin/">http://dot.alaska.gov/sereg/projects/egan-yandukin/</a> where you can access several summary and Frequently Asked Questions (FAQ) documents. Also, please refer to the Executive Summary chapter of the PEL Study Report for a concise overview of the project and the recommended alternative.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p>   |

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|----------------|-----------|--------------|------------------|---------------|--------------------|--|--|
| 123            | 5/29/2021 | Email        |                  | Gary Miller   |                    | <p>I don't understand why D.O.T. won't try a simple, very inexpensive option. Place signs warning people that the intersection is dangerous and to be cautious. I see people making turns when there is insufficient time to turn. Why won't you try this simple option? There are warning speed signs on turns, warnings about slippery when wet, warnings about school zones, etc. So why won't you try the signs? It will take millions of dollars to make another change to the intersection. The current visibility is good. The road is fairly straight. Once again, why won't you try this inexpensive option. It makes sense to spend a few hundred dollar instead of just jumping into a project that will cost millions.</p> <p>Gary Miller<br/>20135 Cohen Dr<br/>Juneau, AK 99801-8211<br/>(907) 789-3757</p>  | <p>Hello Mr. Miller,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>Through the Highway Safety Improvement Program, DOT&amp;PF currently is designing improvements to the intersection that will include the seasonal (winter) speed limit reduction in the area and the installation of permanent changeable message boards. The goals of these measures are to reduce the incidence of crashes at the intersection through speed reduction and increasing driver awareness at the intersection. These improvements are planned to be constructed during 2022.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p>   |
| 124            | 5/30/2021 | Email        |                  | Preston Kroes | Alaska State Parks | <p>Hey Christy,Wow – is it the DOT plan to redesign this intersection every ten years? I've been in &amp; around SE for 20+ years and this will be the third design/layout of the intersection that I can remember. I always go with the KISS method to keep it simple, less confusing, with multiple flow patterns for ingress and egress.Seems like having Egan as an overpass over the lower road system connecting underneath, with ramps going up and down on either side to an intersection is the best system. The roundabouts make it more cumbersome and confusing then it needs to be at the bottom of the ramps. The addition of the Glacier Highway getting extended to connect with the Northern (McDonald's) intersection, then provides three or more options to access the entire area, including, the airport, Nugget Mall, Fred Meyers, Glacier Hwy, etc. I'd actually seriously consider eliminating the McDonalds intersection by making Egan on overpass there also and Glacier Hwy passing under with no entrance exit ramps to Egan at that location.My thoughts, if you want to pass them along, and I'm always available to better explain.....pPreston KroesSoutheast Region SuperintendentAlaska State Parks400 Willoughby Ave, Suite 500PO Box 111071Juneau, AK 99811-1071(907) 465-2481</p> | <p>Hello Mr. Kroes,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge your support for an overpass at the Egan/Yandukin intersection. One of the five alternatives analyzed in detail during level two screening was an interchange option, named Diamond Interchange (OVP-2, ELE-5). The project team determined that impacts to the Juneau International Airport property and private properties near Honsinger Pond were critical factors in identifying the Recommended Alternative because acquiring the Right of Way needed for the Full Access Signalized Intersection and Diamond Interchange alternatives could drastically impact new development planned for that area, which would have socioeconomic impacts that were not considered in the Level 2 Screening measures. Furthermore, acquiring land from the airport is complicated and time-consuming. The Partial Access Signalized Intersection alternative does not impact these properties, while the Full Access Signalized Intersection and Diamond Interchange alternatives do impact these properties.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p> |

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| 125            | 6/2/2021 | Email        |                  | Hayden Garrison   |              | <p>Hello,<br/>           Thank you for the work you have done on this.<br/>           I have a few comments, but for the most part this looks great.<br/>           See attached.<br/>           #1 - The off ramp northbound to Lemon road needs to be a Stop Sign. This will give the people crossing Egan the confidence that they will/should stop. The off ramp would never back up the highway to effect traffic. Most people will not fully stop if no cars are crossing from the southbound lane to lemon road.<br/>           #2 - The northbound off ramp "offset buffer" to Yandukin does not have to be this big. 4'-6' would be just fine. It is easy to see the cars on this side coming at you and know what lane they are in.<br/>           #3 - The north bound off ramp "offset buffer" needs to be bigger/wider. 6-Foot offset is not enough. This should be more like 10'-12'. It is harder to see the traffic when you are looking across the lanes. Take some from left side buffer to yandukin (#2) on the other side.<br/>           We DO NOT need a pedestrian overpass to fred meyers. More people skip cross the highway at the downtown boat harbors than the people that cross to fred meyer. I think that would be a waste of money. Just my thoughts.<br/>           Love the extension frontage road from Glacier to Nugget.<br/>           Thank you again for all your work on this!!<br/>           I can't wait to see this project come to life.<br/>           Thank You &amp; Stay Safe!!<br/>           Hayden Garrison<br/>           Creative Source</p> | <p>Hello Mr. Garrison,<br/>           Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>Thank you for your thoughts on the design of the HSIP interim action improvements to the Egan/Yandukin intersection. We will share your thoughts with the design team that is currently working on these improvements. These improvements are planned to be constructed during 2022. Also, we acknowledge that you do not support a pedestrian overpass at the intersection. Pedestrian access improvements in the form of either a pedestrian overpass or an at-grade signal-controlled crossing are included in the recommended alternative. The decision regarding which solution is selected will occur at a later time when the project enters the design process.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>           Thank you again for sharing your comments.<br/>           Sincerely,</p>  |
| 126            | 6/5/2021 | Email        |                  | Bill Diebels, Jr. |              | <p>I have not read exhaustively through the documents and nonetheless have the following comments:1. For safety, I agree that eliminating un-signalized left turns is needed2. Given the alternatives, I favor eliminated alternative CLS-2, Median Closure at E-Y Intersection and Two-way Frontage Road to Glacier-Nugget3. I'm surprised CLS-2 scored so low in Screen 1 and had assumed any wetlands impact (potentially contributing to the low score) would be minimal4. Of the non-CLS-2 alternatives, I agree that ES-1 is best5. I question the value of a pedestrian crossing at E-Y, based on my assumption that most such traffic could conveniently use the Glacier-Nugget crossing, although the impact to vehicles will probably be lowThanks,Bill Diebels, Jr.907.209.9499</p>   | <p>Hello Mr. Diebels,<br/>           Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge your preference for eliminating the left turns at the Egan/Yandukin intersection. This was considered during the study and analysis showed that closing the intersection to southbound left turns would likely result an increase in delays on Egan Drive and result in potential crash increases at Sunny Point interchange and Glacier Highway due to increased traffic. Furthermore, the elimination of left turns at the intersection could have negative impacts to businesses due to a reduction in ease of access. Pedestrian access improvements in the form of either a pedestrian overpass or an at-grade signal-controlled crossing are included in the recommended alternative. The decision regarding which solution is selected will occur at a later time when the project enters the design process.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>           Thank you again for sharing your comments.<br/>           Sincerely,</p> |

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| 127            | 6/5/2021 | Email        |                  | Rachel Kelly |              | <p>Please extend the road to the McNugget intersection. We don't need another stoplight at the Fred Meyer intersection slowing the flow of traffic, and the airport access across from Fred Meyer is unnecessary and while somewhat convenient right now, it is NOT worth saving with a stop light.</p> <p>Also, a concern I have after attending one of the public hearings at the library a few years ago is the number of elderly people, and people who come in from smaller communities who said they were uncomfortable driving on Egan at all. They all spoke up in favor of either reducing the speed limit on Egan (obviously not going to happen) or extending the road so they could avoid Egan for as long as possible. If you have ever been 'boxed in on Egan' by these drivers I'm sure you can relate that it's in everybody's best interest to give them an alternative to Egan by extending Glacier Highway.</p> <p>Thank you for your time,<br/>Rachel Kelly</p> | <p>Hello Ms. Kelly,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge your support for the extension of Glacier Highway to the "McNugget" intersection; this is included as a component the recommended alternative. We also acknowledge that you do not support the addition of a stoplight at the Egan/Yandukin intersection. After studying fifteen alternatives, the project team determined signalization of only the existing left turns provided the greatest benefit to the traveling public while meeting the needs of increasing safety and providing pedestrian access at the intersection.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p> |
| 128            | 6/6/2021 | Email        |                  | Ginger H.    |              | <p>Hello,<br/>Thank you for addressing the intersection of Egan Dr and Yandukin in front of Fred Meyers. As a new JNU resident, I was stunned there was no light at this intersection.<br/>I am in favor of a light as proposed in the "Juneau Egan Drive and Yandukin Intersection Improvements Project # SFHWY-00079"<br/>I am in favor of the alternate route, and improved pedestrian usage.</p> <p>Thank you,<br/>Ginger H</p>   | <p>Hello Ginger H.,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge your support for the recommended alternative.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p>  |

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|----------------|-----------|--------------|------------------|----------------|--------------|---|---|
| 129            | 6/7/2021  | Email        |                  | Rich Brenner   |              | <p>Hello, Thank you for releasing the draft plan for this important project! I am most supportive of: (1) the extension of the Glacier-Lemon Spur Road as I think this will alleviate much of the issues that come when crashes occur and (2) a pedestrian bridge over Egan Drive. As for the signalized intersection, I am NOT in support of this as I do not think this is needed or helpful. Egan already has too many traffic signals and these break up the flow of traffic way too much. I urge you to focus on the Spur Road extension and the pedestrian bridge, and leave it at that. I would like for DOT to work on roundabouts and other means of eliminating signals (such as has been done successfully throughout Juneau) and not on adding additional signals that add waiting, congestion, and unnecessary anxiety to us all. Most Sincerely, Rich Brenner<br/>Auke Bay, Alaska 907-500-5934</p> | <p>Hello Mr. Brenner,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge your support for the extension of Glacier Highway to the Glacier-Nugget intersection and a pedestrian bridge at the Egan/Yandukin intersection. Pedestrian access improvements in the form of either a pedestrian bridge or an at-grade signal-controlled crossing are included in the recommended alternative. The decision regarding which solution is selected will occur at a later time when the project enters the design process. We also acknowledge that you do not support the construction of a signal at the Egan/Yandukin intersection and support the construction of additional roundabouts in Juneau. During the study, the project team analyzed a roundabout at the intersection but it did not score as highly as other alternatives due to high impacts to right-of-way, wetlands, travel delay, and cost.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p> |
| 130            | 6/10/2021 | Email        |                  | Steve Bradford |              | <p>I am strongly opposed to adding any more signals on Egan Drive. We should be trying to eliminate as many existing signals as possible. Your design is requiring some portion of 30,000 vehicles a day to stop for a few hundred turning vehicles - adding delay, vehicle operating costs, and some rear-end accidents. The design I would favor would be to do the two-lane extension of Lemon Rd to McNugget, close the southbound left-turn at Fred Meyer (access to FM would now be via the new extension), do not provide any pedestrian crossing at this location (there is no need as there is minimal pedestrian destination at this location), and provide an off-ramp and bridge for the northbound vehicles needing access to Yandukin. Please consider my suggestion. Steve Bradford, Juneau</p>  | <p>Hello Mr. Bradford,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge that you do not support the construction of a signal and pedestrian access improvements at the Egan/Yandukin intersection and you support the Glacier-Lemon road extension to the "McNugget" intersection. Versions of the configurations that you suggest were examined during the study and the recommended alternative was found to score the highest for meeting the needs identified at the Egan/Yandukin intersection of primarily improving safety, providing an alternate driving route, and increasing pedestrian access.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p>  |

**Appendix U – Comment Matrix**

| Comment Number | Date      | Comment Type | Comment Category | Commenter       | Organization                       | Comment   | Response  |
|----------------|-----------|--------------|------------------|-----------------|------------------------------------|---|---|
| 131            | 6/10/2021 | Email        |                  | Jesse Lindgren  | Alaska Department of Fish and Game | <p>Hey Christy,<br/>                     Will there be another chance to comment after this PEL with agency scoping on the project plans? ADF&amp;G would typically provide official comments after reviewing the project plans I just want to make sure we will have that option to comment later. If so I can provide some more generic comments to you in email form before June 16th and we will submit detailed comments after reviewing the plan in memo form when that time comes. I don't think we are quite as familiar with the PEL process and where that all fits in. There will still be a NEPA review correct? When will draft construction project plans be ready for review?</p> <p>Thanks,<br/>                     Jesse Lindgren<br/>                     ADF&amp;G Habitat Biologist<br/>                     802 3rd St<br/>                     Douglas, AK 99824<br/>                     907-465-1635</p> | <p>Hi Jesse,<br/>                     Yes, there will be another chance to comment on the project after this PEL Study. We don't yet know when the project will be in Design, but it will have a NEPA review during that phase which will include an Agency Scoping and request for comments on the selected design. DOT&amp;PF intends on using products from the PEL in the NEPA process (Purpose and Need, Alternatives Analysis, Studies).<br/>                     Let me know if you have any other questions. I hope this helps!<br/>                     Christy Gentemann<br/>                     Environmental Impact Analyst<br/>                     DOT&amp;PF Southcoast Region<br/>                     Phone 907.465.4524</p>              |
| 131            | 6/16/2021 | Email        |                  | Jesse Lindgren  |                                    | <p>Hey Christy,<br/>                     We will wait for this review/plan detail stage to provide official ADF&amp;G comments. That being said, if you have any specific questions let me know and I can help answer them. Quickly looking at the proposal, the Glacier Lemon Spur extension will require a fish habitat permit and there is a possibility for requiring some sort of mitigation, but I am not positive what that would look like without seeing the plans.</p> <p>Thanks,<br/>                     Jesse Lindgren<br/>                     ADF&amp;G Habitat Biologist<br/>                     802 3rd St<br/>                     Douglas, AK 99824<br/>                     907-465-1635</p>   | N/A   |
| 132            | 6/12/2021 | Email        |                  | jmarcey@gci.net |                                    | <p>Just wondering if anyone has asked Fred Meyer Corporation if they would move to the old Wal-Mart building area? We spent plenty to improve that intersection already and last I saw the building was not being used. A move would give us a little more time to come up with improvements to the highway crossing at Fred Meyers that exists now...</p>  | <p>Hello,<br/>                     Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>The DOT&amp;PF did invite a representative of Fred Meyer to participate in the Community Focus Group for this project. No discussions occurred regarding moving the business location.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>                     Thank you again for sharing your comments.<br/>                     Sincerely,</p> |



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| 133            | 6/12/2021 | Email        |                  | Wayne Wilson |              | <p>Good Day,<br/>                     I believe that a Cloverleaf style overpass the same that it is in Lemon Creek would best serve that intersection and allow traffic from the airport side to the Fred Meyer side eliminating pushing all traffic through the McNugget intersection increasing traffic light wait time. The cloverleaf will reduce congestion and have the positive affect of constant flow and all direction access.</p> <p>Regards,<br/>                     Wayne Wilson<br/>                     Juneau<br/>                     907-723-2651</p> | <p>Hello Mr. Wilson,<br/>                     Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>The project team analyzed during the study the construction of an overpass/interchange at the Fred Meyer intersection, termed the Diamond Interchange alternative. The recommended alternative, the Partial Access Signalized Intersection alternative had several advantages in comparison to the Diamond Interchange: less wetlands, Right-of-Way, stormwater, and air quality impacts, as well as being less costly.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>                     Thank you again for sharing your comments.<br/>                     Sincerely,</p> |

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|----------------|-----------|--------------|------------------|-----------------|--------------|--|---|
| 134            | 6/13/2021 | Email        |                  | Matthew Maixner |              | <p>I would like to formally comment on the Fred Meyer/Egan Dr. plan that is being tossed around and debated with the DOT.</p> <p>First – I think the plan to build a second bridge to Douglas is needed – but it’s not entirely a hugely excessive priority. What *is* a bigger priority, and has been obvious from the first time that I started living here in Juneau back in 1998 – was the glaring need for a full-service traffic signal on Egan Dr. near Fred Meyer that allows for everyone to turn left. Yes, that means those entering from Airport Rd., and also allowing those folks who could exit Fred Meyer to turn left onto Egan as well. The traffic sign that signals “No Left Turn” is simply not enough, and there isn’t enough enforcement of that sign to warrant it being there. A traffic signal there is needed, not only for safety reasons for the drivers in that area, but for pedestrians as well. There simply is NO allowance whatsoever for pedestrian traffic to enter into that area – and with increasing foot traffic to and from the incoming Glory Hall into that region – the need for a traffic signal for that area, will never be more apparent. And yes – it absolutely MUST include the ability for the driver coming out of Fred Meyer or Glacier Hwy., to turn left on to Egan Drive. To deny it now, is to simply deny something that is bound to happen eventually in the near future anyway – might as well just get it done with and over now – and accept that it is, indeed – a need, and install the system.</p> <p>Secondly, as stated before – the bridge to Douglas is needed, but not sorely needed as badly as people think and believe it to be. Yes, Douglas is growing and expanding, but not at the same rate that the Mendenhall Valley is. I think massive caution should be in play here – and that a bridge should be looked at constructing around the 2024/25 years at the very latest. And to give a “ballpark” estimate of \$90M is simply understating something as massive as building a massive 2-4 lane bridge across Gastineau Channel. One would think that, in this day in age -with governmental requirements to incorporate unionized labor into “everything infrastructure”-related, it’s going to take nearly 10x as that amount just for the project to complete. So no, it’s more than likely NOT to cost \$90M, but more than likely \$900M would be a more appropriate “ballpark” estimate in today’s money. Let’s not kid ourselves with that estimate here.</p> <p>Thank you.<br/>Matthew Maixner<br/>Juneau, AK</p> | <p>Hello Mr. Maixner,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge your support for the construction a full access signalized intersection at Egan/Yandukin. The project team analyzed this alternative during the study and found that a partial access signalized intersection provided comparable benefits and met the project needs for less cost. However, the construction of a partial access signalized intersection would not preclude the construction of a fully signalized intersection at Egan/Yandukin at a future date.</p> <p>We also acknowledge your support for an additional bridge to Douglas Island. The DOT&amp;PF will soon commence a study to examine this concept.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p> |

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|----------------|-----------|--------------|------------------|--------------|--------------|--|--|
| 135            | 6/14/2021 | Email        |                  | Ed Quinn     |              | <p>Back in 2003 to 2005 this part of the highway was discussed about a project that was moved forward to modify this part do to accidents. The city was informed back then that if there were any accidents they would need to route all traffic going both ways onto Old Dairy RD to allow traffic to keep moving forward. This was do to the options left by the Fred Meyers since there was no road going past this place of business. The state choose to spend tax money and modify this intersection to allow for a more controlled and less accident prone intersection to be opened and traffic flow. They opted to move traffic to Old Dairy Rd per the options that were presented back then. Now the city claims that they have to spend more money to build a road because traffic comes to a stop when there is an accident. The city hasn't held up its part of the agreement from 2005 so why should we believe that they will hold up this part of the agreement. The city doesn't route ALL traffic going BOTH directions to Old Dairy Rd. Instead it stops traffic flowing one way to create the illusion that there is a problem with this intersection. It created its own problem to gain my tax payer money. THIS IS A BRIDGE TO NO WHERE ALL OVER AGAIN. Instead why doesn't the city do its job that it said it would do and honor the previous agreement to re-route all traffic. The city was also given the option back then to create an over/under pass exit but claimed it would cost too much. This will now cost double what it would have cost back then. Instead the city is banking that we will forget its obligations to honor its previous agreement with its residents and just ignore there fear banter and spend our money to either buy the land or use eminent domain to gain the land. The state claims it can't pay its bills but magically has money to develop this project after years of neglecting its previous agreement.</p> | <p>Hello Mr. Quinn,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge your concerns with traffic routing during an accident on Egan Drive, as well as funding issues. In the recommended alternative, alternative driving routes would exist both northbound and southbound in the event Egan Drive is closed due to a crash near the Egan/Yandukin Intersection.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p>   |
| 136            | 6/16/2021 | Email        |                  | Steve Haavig |              | <p>I do not support the recommended alternative of Partial Access Signal with Pedestrian Crossing with Pedestrian Bridge and Glacier Lemon Spur Extension. I support a fully signalized intersection on Egan Drive at the Fred Myer intersection without the Glacier Hwy extension to the McNugget intersection. The initial purpose and need for the project was safety at the Fred Meyer intersection. The past analysis of alternatives for the project as presented at the public meetings concentrated on this concern. Now the recommended alternative gives priority to an alternate access to the valley but does not provide an adequate analysis of the need and impacts of this alternative route. Maybe this is because it was prioritized and developed in the last stages of the analysis. The current recommended alternative does not provide adequate information on:</p> <ul style="list-style-type: none"> <li>• The frequency and duration of traffic delays due to accidents on Egan Express,</li> <li>• The traffic and safety impacts to residential access along two-lane Glacier Hwy east of Fred Meyer,</li> <li>• The traffic flow and potential congestion concerns at the intersections into Fred Meyer off Egan Express and at the Glacier Hwy Spur and Glacier Hwy intersection due to increased traffic from the McNugget intersection into Lemon Creek</li> <li>• A preferred alternative selection for pedestrian and bike access from Glacier Hwy/Lemon Road to Yandukin Drive</li> <li>• How the purpose and need for the Glacier Hwy extension will be affected by the results of the analysis of a second crossing.</li> <li>• Can a surface level pedestrian crossing be made safe without narrowing the extra wide crossing distance that the existing layout has, particularly in the dark on a stormy evening?</li> </ul>  | <p>Hello Mr. Haavig,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge that you do not support the recommended alternative and do support the construction of a fully signalized intersection at the Egan/Yandukin intersection. The purpose and need statement for the project consists of three needs: the primary need is to improve safety at the Egan/Yandukin intersection, and the two secondary needs are to provide an alternate driving route in the event of a crash on Egan drive and to improve pedestrian access at the intersection. These needs were confirmed through outreach to the public during Open House #1 and consultations with stakeholders in November 2019. The project team's work focused on identifying and screening alternatives that meet these needs. Through the study process, the partial signalized intersection scored the highest for improving safety at the intersection when considering cost, environmental and social impacts. A fully signalize intersection was among the top three scoring designs; however, the likely right of way impacts to the airport property and private properties south of the intersection made the alternative score lower than the recommended alternative.</p> |

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| 136<br>(cont'd.) | 6/16/2021 | Email        |                  | Steve Haavig |              | <p>• The projected number of pedestrians using the Glacier Hwy/Lemon Road - Yandukin Drive crossing when the Glory Hall (100 beds) is completed. (St. Vincents to Glacier Hwy/Lemon Road/Yandukin Drive crossing about 4300 ft.; Switzer Mobile Park to Fred Meyer about 8000 ft.)<br/>A fully signalized traffic light at Fred Meyer is a safe cost-effective solution to the commercial business and pedestrian and vehicle issues identified in the analysis. A forty-five second delay in commute time is not an unreasonable federal or state standard.<br/>For many years, the city and state has attempted to accommodate growth in the valley and development of a world-class tourism industry, while at the same time, catering to the “we don’t want to tap the brakes to get our work done” theory. In addition, more long-term planning and funding for traffic reducing alternatives including park-and-ride, bike lanes, bus lane and bus stop improvements, and light rail to move workers, shoppers, and tourist to offices, glaciers, helicopters, and boating operations should be included in future budgets. The current plan reflects transportation concepts that were developed in the 1970’s and 1980’s. The proposed alternative may be obsolete shortly after it is constructed. Thank you for the opportunity to comment on this study.</p> <p>Steven Haavig<br/>7260 Glacier Hwy</p> | <p>Addition design, environmental, and outreach activities will be conducted at a later date when a project to implement the recommended alternative is funded. This work will likely look into the issues that mentioned, like residential access along Glacier Highway, traffic impacts, pedestrian access, and relationship to other projects in the area, such as a potential second bridge crossing to Douglas Island.</p> <p>The project team found that the only reasonable method to provide an alternate driving route is to construct the Glacier-Lemon Spur extension; the team also considered median crossovers and intersection designs that provided an alternate driving route, but they did not function well enough to be deemed reasonable. And pedestrian access can be improved at the intersection by constructing either a pedestrian bridge or an at-grade pedestrian crossing at the Egan/Yandukin intersection; additional analysis and discussions at a later date will be necessary before selecting which pedestrian crossing method is preferable. Additional information on pedestrian use at the intersection would occur during the design phase of construction project.</p> <p>Please refer to the Draft PEL Study Report on the project website for more detail: <a href="https://dot.alaska.gov/sereg/projects/egan-yandukin/index.shtml">https://dot.alaska.gov/sereg/projects/egan-yandukin/index.shtml</a> . Appendix: C Traffic Analysis and Alternatives Concepts Report provides additional information on the traffic and safety at the intersection, and Appendix H: Level 2 Screening Results White Paper contains additional information about how traffic impacts and safety were analyzed amongst the alternatives, including the fully signalized intersection alternative.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p> |
| 137              | 6/14/2021 | Email        |                  | Art Dunn     |              | <p>Christy, thanks for the opportunity to comment: I agree with the department that the signalized intersection / extension of old Glacier Highway to the McNugget intersection is the best alternative. Amazingly, we studied that alternative in the 80s while I was in the Environmental Section. Quite an extended project development!</p>   | <p>Hello Mr. Dunn,<br/>Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge your support for the Recommended Alternative.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>Thank you again for sharing your comments.<br/>Sincerely,</p>  |

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|----------------|-----------|--------------|------------------|---------------|--------------|--|---|
| 138            | 6/16/2021 | Email        |                  | Phillip White |              | <p>Hi,<br/>                     I would like to voice my opposition for adding a traffic light at the fred meyer intersection. I was born, raised, and currently work and live in Juneau. While I understand the stop light is likely the cheapest construction option, it would add time to my daily commute from the Valley to Lemon Creek. Was the cost on the public's time sitting, idling, and speeding back up to 55mph counted into the long term project cost? Over the course of 20 years (assuming that's the design life), adding a 1 minute/ day to me, my wife and kids, and everyone else using Egan is pretty significant. I mean, if the entire town sitting in a traffic light all adds up to 80 years for one person, that's equivalently one death just spread out to a bunch of people. I did not see that difference evaluated, but maybe I missed that cost evaluation in the PEL study.</p> <p>Thanks,<br/>                     Phil White</p> | <p>Hello Mr. White,<br/>                     Thank you very much for taking the time to submit your written comments in response to the Public Review Draft of the Egan / Yandukin Intersection Improvements Planning and Environmental Linkages Study Report.</p> <p>We acknowledge that you do not support the addition of a traffic light at the Egan/Yandukin intersection. The study included an analysis of traffic delays at the intersection. It was determined that the minor increase in delays caused by the partial signalized intersection were acceptable when compared to the anticipated increase in safety at the intersection gained by signaling left turn movements.</p> <p>When any project that results from this study begins the preliminary design and environmental process, we will publish a notice and accept additional public comments on the project.<br/>                     Thank you again for sharing your comments.<br/>                     Sincerely,</p> |

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